

CITY OF MARSHALLTOWN
COUNCIL AGENDA
CITY HALL COUNCIL CHAMBERS
10 W STATE STREET
MAY 29, 2018 AT NOON

A. NOTICE TO PUBLIC

The Mayor and City Council welcome comment from the public during discussion of any of the agenda items. You are required to step to the microphone, state your name and address for the record and to limit the time used to present your remarks 3 minutes or less in order that others may be given the opportunity to speak. All speakers shall speak clearly and direct their comments to the Mayor and City Council and not to any Councilmember specifically. It is at the discretion of the Mayor and Council to respond to specific questions and comments or to have staff respond during the meeting.

B. CALL TO ORDER

Mayor Joel T.S. Greer

C. PLEDGE OF ALLEGIANCE

D. ROLL CALL

Cahill, Gowdy, Hoop, Isom, Lamer, Martin, Wirin.

E. MAYOR, COUNCIL AND ADMINISTRATOR COMMENTS

1. Years Of Service

Robert Fogt - 10 years

Nicholas Hanus - 10 years

Patricia Thein - 15 years

Todd Tuttle - 15 years

F. CONSENT AGENDA

1. Approve Council Minutes, May 14, 2018.

Documents:

[05-14-2018_council-minutes.pdf](#)

2. Approve Bill List In The Amount Of \$7,261,698.62

Documents:

[2018-05-29_BillList.pdf](#)

3. Approve April 2018 Financial Statements

Documents:

4. RESOLUTION 2018-080 ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF ZETRON 911/ADMINISTRATION TELEPHONE MOVE BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE AMOUNT OF \$24,500.00

Documents:

[E911_move_resolution.pdf](#)

5. RESOLUTION 2018-081 ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF SYMPHONY RADIO EQUIPMENT BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE AMOUNT OF \$281,507.00

Documents:

[E911 resolution_symphony radio consoles - Copy.pdf](#)

6. RESOLUTION 2018-082 ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF EVANS EQUIPMENT CONSOLES BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE AMOUNT OF \$168,041.33

Documents:

[E911 quotes_racom_consent_agenda_5_14_0452.pdf](#)
[E911 RESOLUTION ACCEPTING BID EVANS EQUIPMENT CONSOLES.pdf](#)

7. RESOLUTION 2018-083 ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF NEW TOWER ANTENNA AND EQUIPMENT MOVE BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE AMOUNT OF \$39,471.81

Documents:

[E911 new_tower_antenna_resolution.pdf](#)

8. RESOLUTION 2018-084 ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF EMERGENCY RESPONDER ANTENNA SYSTEM BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE AMOUNT OF \$53,875.00

Documents:

[E911 emergency_responder antenna system.pdf](#)

9. RESOLUTION 2018-085 APPROVING A CONTRACT FOR

ROADWAY MAINTENANCE SERVICES AT THE IOWA HIGHWAY
14 FROM IOWA AVENUE TO WOODLAND STREET BETWEEN
THE CITY OF MARSHALLTOWN, IOWA, AND THE IOWA
DEPARTMENT OF TRANSPORTATION CREATED PURSUANT
TO CHAPTER 28E.12 OF THE IOWA CODE

Documents:

[05-29-2018_2018-125_Res approve contract IDOT - IA14
17-18.pdf](#)

10. RESOLUTION 2018-086 A CONTRACT FOR ROADWAY
MAINTENANCE SERVICES AT THE IOWA VETERANS HOME
BETWEEN THE CITY OF MARSHALLTOWN, IOWA, AND THE
IOWA DEPARTMENT OF TRANSPORTATION CREATED
PURSUANT TO CHAPTER 28E.12 OF THE IOWA CODE

Documents:

[05-29-2018_2018-124_Res approve contract IDOT - IVH
17-18.pdf](#)

11. RESOLUTION 2018-087 APPROVING CONTRACT CHANGE
ORDER #1 FOR THE 2017 CENTER STREET BRIDGE OVER
LINN CREEK PROJECT # SDW17006 AN INCREASE OF
\$38,207.67

Documents:

[Res Jasper Change order 2017.pdf](#)

12. RESOLUTION 2018-088 APPROVING ENGINEER'S STATEMENT
OF COMPLETION AND ACCEPTING THE CENTER STREET
BRIDGE OVER LINN CREEK, BEING PROJECT NO. STR17006,
WITH A FINAL PROJECT COST IN THE AMOUNT OF \$250,647.87

Documents:

[Jasper completion.pdf](#)

13. RESOLUTION 2018-089 DECLARING CERTAIN PROPERTY
SURPLUS AND AUTHORIZING SALE AND DISPOSAL THEREOF,
2001 SHADOWMASTER ENCLOSED TRAILER

Documents:

[2018-2 Memo RE MPD Command Tlr Declared Surplus
Property 05212018.pdf](#)
[Res Declare Surplus Equipment Police Command
Trailer.pdf](#)

14. Approve Alcohol License Renewals
JB Bar; Walgreens, HyVee Gas; Marshall Beer Wine Spirits;
Marshall Tobacco & Vape; Midnight Ballroom; Impala Ballroom, Mi
Ranchito Mexican Grill & Seafood, El Portal.

G. MOTIONS

1. Approve New Liquor License - Marshalltown Art Festival, July 21, 2018. Marshall County Arts & Culture Alliance.

Documents:

[05-29-2018_2018-_MAF Alcohol Public Use Permit.pdf](#)

H. RESOLUTIONS

1. RESOLUTION 2018-090 ALLOWING OPEN CONTAINERS ON PUBLIC WAYS FOR THE MARSHALLTOWN ART FESTIVAL

Documents:

[Res for MAF Alcohol in Public Ways .pdf](#)
[MAF Alcohol Exception Memo.pdf](#)

2. RESOLUTION 2018-091 OF SUPPORT AND FINANCIAL COMMITMENT FOR THE MARSHALLTOWN, IOWA, MAIN STREET PROGRAM

Documents:

[05-29-2018_2018-091_Res MCBF Commitment.pdf](#)
[05-29-2018_2018-091_MCBF 2018 MSI Services-Benefits.pdf](#)

3. RESOLUTION 2018-092 AUTHORIZING THE APPLICATION AND ACCEPTANCE IF GRANTED OF A MARTHA-ELLEN TYE FOUNDATION GRANT FOR THE IOWA RIVER TRAIL MASTER PLAN PROJECT

Documents:

[memo_metf_iowaRiverTrail_NEA.pdf](#)
[res_metf_iowaRiverTrail_NEA.pdf](#)

4. RESOLUTION 2018-093 AUTHORIZING THE APPLICATION AND ACCEPTANCE, IF GRANTED, OF A WELLMARK FOUNDATION GRANT FOR THE IOWA RIVER TRAIL MASTER PLAN PROJECT

Documents:

[memo_wellmark_iowaRiverTrail_NEA.pdf](#)
[res_wellmark_iowaRiverTrail_NEA.pdf](#)

5. PUBLIC HEARING - AMENDMENT NO. 5 TO URBAN RENEWAL AREA NO. 2, WITH RESOLUTION 2018-094

RESOLUTION 2018-094 TO APPROVE AMENDMENT NO 5 TO THE URBAN RENEWAL PLAN FOR THE MARSHALLTOWN URBAN RENEWAL AREA NO 2.

Documents:

[HrngUR No2AmdmtNo.5Marshalltown422742-32-v1.pdf](#)
[05-29-2018_2018-094_UR2-Amend 5 to UR 2 \(Eside\) ltr.pdf](#)
[05-29-2018_2018-094_UR2-5.23.18 Response to County Consultation.pdf](#)
[04-23-2018_2018-056_MAP UR2 Amd5.pdf](#)
[04-23-2018_2018-056_Plan UR2 Amd5.pdf](#)

6. PUBLIC HEARING- 2ND FY18 BUDGET AMENDMENT WITH RESOLUTION 2018-095
RESOLUTION 2018-095 ADOPTING SECOND FY18 BUDGET AMENDMENT.

Documents:

[05-29-18 FY18 Second Budget Amendment Memo.pdf](#)
[05-29-2018_2018 Resolution to Adopt FY18 AMENDED BUDGET.pdf](#)
[city_budget_amendment_forms_fy18 for second amendment.pdf](#)

I. ORDINANCES

1. ORDINANCE 14973 AMENDING CHAPTER 26, STREETS AND SIDEWALKS, ARTICLE III, SIDEWALKS, BY REPEALING CURRENT LANGUAGE AND ADOPTING NEW LANGUAGE
First Reading.

Documents:

[Sidewalk ORD Amendment Final.pdf](#)

2. ORDINANCE 14974 TO AMEND THE CODE OF ORDINANCES, CITY OF MARSHALLTOWN, IOWA BY AMENDING CHAPTER 20, SECTION 20-169 PROHIBITING PARKING WHEN SNOW REMOVAL OPERATIONS ARE IN PROGRESS
First reading.

Documents:

[06-11-2018_14974_Parking 4th St and Snow 5th Ave.pdf](#)

J. DISCUSSION

1. Future Of The Senior Citizens Building

Documents:

[Packet on Senior Citizens Building.pdf](#)

2. PRESENTATION OF THE HIGHWAY 14 CORRIDOR STUDY PREPARED BY BOLTON & MENK

The Final Report is posted on the City website under Community

heading - [Highway 14 Corridor Study](#).

If downloading the study from the pdf link on the agenda, please be aware the file is approximately 45MB and could take a long time to download.

Documents:

[Hwy 14 Discussion Memo.pdf](#)

[Hwy 14 Corridor Study Report.pdf](#)

3. Discussion Of Funding For The 4th Of July Fireworks

K. **PUBLIC COMMENT**

Members of the public may make comments on any item which was not on the agenda during this time. The speaker shall approach the microphone, and state his or her name and address. Comments shall be limited to three minutes, unless a longer comment is authorized by the Mayor. The speaker shall direct comments to the Mayor and to the Council as a whole. The Mayor and Councilmembers shall not engage in discussion or debate on items raised by members of the public, and no action may be taken on items raised in public comments in order to comply with open meetings laws.

L. **ADJOURN**

Please visit the City's website for the complete agenda packet and to subscribe to agenda notices and department news. www.marshalltown-ia.gov

COUNCIL PROCEEDINGS

May 14, 2018

The Marshalltown City Council met in regular session on May 14, 2018, at 5:30 PM, in the Council Chambers at City Hall. Mayor Greer called the meeting to order and led the Pledge of Allegiance. Present: Cahill, Gowdy, Hoop, Isom, Martin, Lamer, Wirin. The council congratulated Chief Tupper on being named the Iowa Police Chief Association's Executive of the Year. Crime Scene Technician Courtney was congratulated for and received the Police Department Employee of the year award, being selected by her peers.

CONSENT AGENDA:

Wirin moved to approve the Consent Agenda: Approve Council Minutes of April 23, 2018; Approve bill list in the amount of \$2,098,675.27; Receipt of March and April 2018 building permit reports; Resolution 2018-079 Approving Settlement Agreement; second by Isom. Consent agenda adopted 7-0.

MOTIONS:

Lamer moved to approve a new liquor license for Rumours Sports Bar, 309 S 12th Avenue, second by Isom. Motion carried 7-0.

RESOLUTIONS:

Isom moved to adopt Resolution 2018-070, Setting Date (June 11) for public hearing on Amendment No 7 to the Urban Renewal Plan for Marshalltown Urban Renewal Area No 3, second by Wirin. Kinser explained the legal description was corrected, which required starting the amendment notification process over. Resolution adopted 7-0.

Wirin moved to adopt Resolution 2018-072 Accepting Bid and Authorizing the Award of Contract for the 2018 Microsurfacing Project STR18001, in the amount of \$356,332.12, second by Isom. The engineers' estimate for the project was \$404,000. Resolution adopted 7-0.

Isom moved to adopt 2018-071 Authorizing the City to request assignment of Tax Certificates held by Marshall County, second by Martin. The properties on the list are designated for the public nuisance tax sale. Resolution adopted 7-0.

Lamer moved to adopt Resolution 2018-073 Approving Contract and Bond for Construction of the 2018 Microsurfacing Report Project STR18001 in the amount of \$356,332.12, second by Cahill. Public Works Director Nickel reviewed city contract safeguards, including performance bonds and inspections prior to release of funds. Resolution adopted 7-0.

Isom moved to adopt Resolution 2018-074 Approving Contract for Equipment Purchase for the Police and Fire Headquarters Project BLD17001, second by Cahill. Mobile storage shelving and equipment lockers were not included in the facility hard cost. Resolution adopted 7-0.

Isom moved to adopt Resolution 2018-075 Creating a Partial Reimbursement program for city-ordered sidewalk improvements, second by Cahill. Kinser recommended setting aside \$30,000 in FY18-19 to assist property owners improve damaged sidewalks around schools, setting a maximum reimbursement of \$500 per property. Wirin stated the ordinance places the burden on the property owners for maintenance of existing sidewalks; Hoop asked to delay the reimbursement due to budget constraints. Resolution adopted 4-3, with Hoop, Martin and Wirin dissenting.

Wirin moved to adopt Resolution 2018-076, setting public hearing for FY18 Second Budget Amendment second by Isom. Resolution adopted 7-0.

Mayor Greer declared the public hearing open for the subordination of lien position for the lead hazard project lien at 1222 Oxford Avenue, Liscomb, Iowa. Spohnheimer recommended the subordination, as the appraisal of the property exceeds the amount of the mortgage and lead hazard lien. There were no written or public comments. Mayor Greer closed the public hearing.

Lamer moved to adopt Resolution 2018-077 Adopting Tentative Resolution Accepting the Subordination Agreement for Property interest at 1222 Oxford Avenue, Liscomb, Iowa, being lead hazard control project 53511029, second by Wirin. Resolution adopted 7-0.

Mayor Greer declared the public hearing open for the plans and specifications for the Iowa River Trail Phase 3. There were no written or public comments. Public Works Director Nickel recommended the council

COUNCIL PROCEEDINGS

May 14, 2018

approve the project, with the estimate cost being about \$350,000. The project includes the area northwest of the S Center Street Bridge to Radio Hill Road. There is no cost to the city other than staff's time. Mayor Greer closed the public hearing.

Wirin moved to adopt Resolution 2018-078 approving plans, specifications, form of contract and cost for the Iowa River Trail Phase 3 Project TRL17001, second by Cahill. Resolution adopted 7-0.

ORDINANCES:

Lamer moved to adopt the third reading of and Ordinance 14972 Adopting the National Fire Protection Association 70-2017 National Electric Code as the City of Marshalltown Electrical Code, second by Wirin. Third reading and Ordinance adopted 7-0.

DISCUSSION:

Lamer moved to move forward with the land exchange with the school district, pertaining to Bicentennial Park and some land near Anson School, second by Wirin. Motion adopted 7-0.

The council discussed proposed amendments to the sidewalk ordinance. Changes will include definitions, design requirement, deferment policy, and the appeal process. Martin wants to include language to prohibit color. Lamer expressed concern about drainage and slope. Pending completion of the ordinance draft, the council will consider the first reading May 29.

PUBLIC COMMENT:

Lamer apologized to Gary Thompson, after reviewing the information found the city owns the land north of the bowling alley near Linn Creek. Chief Tupper encouraged attendance May 17 at a Human Trafficking Forum at the public library.

ADJOURNMENT

The meeting adjourned at 6:46

pm.

Respectfully submitted,

Shari L. Coughenour, CMC, City Clerk

CITY OF MARSHALLTOWN

ATTEST:

Joel T.S. Greer, Mayor

Shari L. Coughenour, CMC, City Clerk

BILL LIST
 MAY 29, 2018

		Background.Inv./3	35.85
		Blank.Park.Zoo/1	335.88
		Century.Link/32	492.19
		Concrete/1	252.44
		Devig,T/12	753.50
		FedEx/1	397.29
		Gale-Hazen,E/1	30.00
		Gale-Hazen,K/1	157.50
		Grant,M/1	48.00
		Hartwig.Plmbg/2	685.74
		I.C.A.P./3	3,567.00
		IA.Treasurer/2	12,402.00
		Jasper.Constr.S/2	110,974.44
		M.A.T.A.I./1	35.00
		M.Co.Recorder/1	7.00
		Manship,W/1	90.00
		McAtee.Tire/1	22.50
		McFarland.Cl/4	974.64
		Motion.Picture./1	197.68
		Overhead.Door/1	204.00
		Partner.Comm/2	1,789.78
		Rainbow.Car.Was/1	239.36
		Rodriquez,M/1	50.00
		T-R/1	236.60
		Trans.IA.Equip/8	608.68
		Woodman.Control/1	1,100.00
		Ziegler/1	1,028.01
		Supplies/Parts	
		Acco.Unlimited/1	2,336.85
		Adland.Engrvg/1	517.44
		Arnold.Motor.Su/9	478.49
		Baker.Taylor/8	469.61
		Barco.MuniProd/2	487.67
		Black.Tire.Bike/1	89.98
		BookPage/1	324.00
		Brentwood.Ind/2	1,860.96
		Brown.Shoe.Fit/2	242.99
		Cessford.Constr/1	59.72
		Cntrl.IA.Distr/8	9,970.90
		Cntrl.IA.Farm/1	193.15
		Cntrl.Office/1	118.99
		Crescnt.Electrc/1	50.36
		Crop.Production/1	192.50
		CTK.Group/1	395.00
		Dave.WrightCDRJ/2	156.00
		Deluxe.Business/1	111.05
		DEMCO.INCORP./2	807.67
		Diamond.Vogel/5	164.26
		Digital.Ally/1	1,815.00
		Fastenal.Co/1	166.01
		Galls.LLC/3	171.05
		Gervich.Sons/3	178.35
		Graphic.Impress/1	253.60
		Hach.Co/2	481.25
		Hartwig.Plmbg/1	2,150.00
		Hillers,C/1	40.24
		In.Stitches/2	65.00
		Iowa.Hometown.S/1	24.75
		Janway.Co.USA/1	390.56
		LIBRARY.STORE/1	552.40
		Lifeline.Traing/1	149.00
		LTron.Corp/2	2,206.20
		Maxim.Silencers/2	326.37
		McMaster.Carr/1	57.60
		Mid.IA.Sales/1	90.80
		Midland.Scienti/4	994.38
		Midwest.Safety./1	284.34
		Minuteman/3	393.77
		Napa.Auto/1	66.69
		Office.Express/4	466.50
		Oxford.Press/1	12.71
		Racom.Corp/1	310.00
		Showcases,Inc/2	320.76
		Sign.Creations/1	100.00
		Spahn.Rose.Lmbr/2	130.89
		Stetson.Bldg/1	9.28
		Storey.Kenwrthy/5	331.33
		Streichers.Inc/5	3,676.47
		Testamerica/1	88.20
		Traffic.Transp./1	736.00
		Tri.State.Lock/1	16.00
		Uline/1	2,565.99
		WW.Grainger/3	321.25
		Ziegler/1	184.00
		Travel/Training	
		DeMoss,B/2	278.63
		Hillers,C/1	40.10
		Morrison,B/2	23.97
		Sparker.Sol/1	2,800.00
		Treat.American./1	27.85
		Utilities	
		AlliantEnergy/55	32,550.28
		Consumr.Energy/2	433.82
		Mtwn.Wtrwrks/4	35.64
		WoodRiver.Enrgy/3	576.02
		Total/517	
Buildings/Improvements			
Advanced.Garage/1	6,095.00		
Consulting & Professional Fees			
Bernie.Lowe/1	116.27		
Bernie.Lowe.Asc/2	3,295.89		
Bolton&Menk.Inc/2	39,277.87		
Grimes.Buck.Sch/1	1,320.00		
Howard.R.Green/1	13,429.50		
Iowa.One.Call/2	289.80		
Lynch.Dallas.PC/4	2,220.00		
Contracts			
Aramark.Unfrm/6	117.29		
ARL/1	4,333.33		
Cargill.Deicing/5	29,953.75		
Faronics.Techn/1	1,024.80		
Fisher.Comm.Ctr/1	6,396.66		
Hansen,S/1	1,929.00		
Ia.Dept.Justice/1	41.60		
Ia.Div.Labor/1	190.00		
Koch.Brthrs/2	802.18		
Marsh.Co.Landfi/1	47.30		
Marshall.Co.Em/1	2,419.08		
Marshall.Co.Att/1	41.60		
Menards/1	32,030.73		
Nutri.Ject.Sys/1	45,766.89		
O.C.L.C.Inc/1	893.32		
Plumb.Supply/1	3,055.45		
Premier.Equip/3	190.13		
Region.6.Planng/1	642.00		
RICOH.USA.INC/8	234.94		
Schendel.Pest.C/2	82.00		
Schumacher.Elev/3	618.62		
Servicemaster/1	1,772.00		
Sign.Creations/1	330.00		
Theisens.Supply/1	22,485.93		
Thermo.Sci.Port/1	8,585.00		
Unique.Mgmt.Svc/1	116.35		
YMCA.YWCA/1	25,000.00		
Debt Service			
Bankers.Trust/47	6,249,323.75		
Library Books			
Baker.Taylor/15	980.16		
Baker.Taylor.En/4	463.83		
BRODART.CO/9	1,048.61		
Cengage.Learng/6	406.50		
Diamond.Lake/2	248.40		
Kids.Reference/1	62.96		
MicroMarketing./9	467.01		
Mt.Library.Serv/2	1,242.30		
OVERDRIVE,INC./1	250.97		
Rainbow.Book/1	635.23		
RECORDED.BOOKS/7	513.34		
Medical			
Bernie.Lowe/1	1,063.90		
McFarland.Cl/6	245.52		
Medtrak.Service/2	98.05		
Wellmark.Inc./3	166,132.07		
Payroll	269,284.31		
Payroll.Deductions			
American.Educa./1	64.41		
AXA/1	425.00		
Collection.Svs./6	1,734.58		
Colonial.Life/1	413.55		
Fidelity.Securi/2	395.20		
Fire.Union.Dues/2	1,260.00		
I.R.S./8	74,252.70		
IA.Treasurer/1	662.00		
ICMA.457/11	11,040.56		
Meskwaki.Nation/1	300.34		
Park.Recreation/2	600.00		
Polk.Co.Sheriff/1	357.64		
Texas.Child.Sup/2	252.57		
TotalAdmin.Serv/4	7,867.26		
UAW.Local.893/1	148.48		
Refund/Reimbursed			
Baker.Taylor/1	13.19		
BRODART.CO/4	129.75		
Carson,K/1	28.00		
Cengage.Learng/1	60.78		
Daniel,K/1	12.99		
Fernandez,D/1	12.00		
Fox,M/1	41.88		
G&R126,INC/1	37.50		
Gomez,D/1	59.98		
GOODING.B/1	785.31		
Harding,J/1	21.66		
Hilsabeck,K/1	63.08		
IA.Treasurer/1	27.00		
PYLE,D/1	251.02		
Rankin,C/1	90.46		
Songkhamdet,S/1	42.82		
Service/Repairs			

BILL LIST
MAY 29, 2018

7,261,698.62



Joel Greer, Mayor
Jessica Kinser, Administrator
Diana Steiner, Finance Director
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5760
Fax - (641) 754-5781

FINANCE DEPARTMENT

May 24, 2018

To: Mayor Joel Greer
Members of the City Council

From: Finance Department

Re: April Monthly Financial Statements

Policy Issue: N/A

Recommendation: Staff recommends approving the April 2018 monthly financial statements.

Background: The Finance department has prepared and reconciled the April 2018 financial statements for your review. The budgeted amounts now reflect the budget amendment approved in March. The attached reports include the following:

- Fund Balance Report, which includes the beginning balance at 6/30/17, the year-to-date revenues and expenses for 10 months and the ending fund cash balance.
- Cash & Investments Report, which includes current balances and interest rates for all city investments.
- Monthly Budget Report, which reflects monthly and year-to-date revenues and expenses by each fund and then in summary. If the YTD Activity amount is less than the YTD Budget amount, it will show as unfavorable for revenues and favorable for expenses.

Item of interest this month:

*The Police & Fire Building expenses were \$398 thousand, primarily from steel, masonry, alum. storefronts, gypsum walls and plumbing work.

*Semi-annual property tax payments were received in the amount of \$4.5 million.

Attachment: April 2018 Financial Statements

cc: Jessica Kinser, City Administrator

City Council
Susan Cahill, Leon Lamer, Mike Gowdy,
Al Hoop, Gabriel Isom, Bill Martin, Bethany Wirin



MARSHALLTOWN

I O W A

Fund Balance Report As Of 04/30/18

Fund	Beginning Balance	Total Revenues	Total Expenses	Ending Balance
001 - GENERAL FUND	1,010,518.57	13,228,212.53	12,177,675.75	2,061,055.35
010 - CASH FLOW RESERVE FUND	2,067,220.00	15,350.98	-	2,082,570.98
030 - CAPITAL RESERVE	222,656.03	544,807.15	549,590.47	217,872.71
031 - CAPITAL RSRV-BLDG MAINT	433,540.11	17,359.03	12,300.00	438,599.14
032 - CIP LARGE VEHICLE/EQUIPMENT	-	-	-	-
050 - COLISEUM ACTIVITY FUND	3,996.94	30,638.19	49,006.92	(14,371.79)
110 - ROAD USE TAX	4,812,368.51	2,913,772.98	3,148,645.92	4,577,495.57
112 - EMPLOYEE BENEFITS FUND	2,261,648.85	2,176,577.18	1,787,440.34	2,650,785.69
117 - POLICE/FIRE RETIREMENT	599,680.42	1,059,906.24	1,026,917.50	632,669.16
119 - EMERGENCY FUND	-	208,785.38	130,617.41	78,167.97
121 - LOCAL OPTION SALES TAX	5,263,028.64	2,802,387.89	3,254,244.40	4,811,172.13
125 - TAX INCREMENT FINANCING	936,710.02	183,826.30	257,300.03	863,236.29
130 - CITY TORT LIABILITY	97,286.38	79,577.56	105,458.15	71,405.79
131 - SPECIAL ASSESSMENTS SURPLUS	-	-	-	-
132 - GRANTS-STATE/LOCAL AGENCIES	3,591.05	45,343.82	21,011.20	27,923.67
133 - UNDESIGNATED FEDERAL GRANTS	-	-	-	-
140 - PARK & REC DONATION FUND	98,892.74	181,496.37	209,611.50	70,777.61
141 - MTOWN TENNIS ASSOC	1,664.12	16.31	-	1,680.43
142 - SOFTBALL ASSOCIATION FUND	11,335.24	13,272.75	14,518.59	10,089.40
143 - NICHOLSON FORD REAP GRANT	-	-	-	-
144 - LIVE HEALTHY IOWA	5,307.70	48.27	381.48	4,974.49
150 - COPS FAST GRANTS	(5,385.09)	36,626.09	42,486.90	(11,245.90)
151 - DEPT OF JUSTICE GRANTS	(1,434.78)	14,537.02	13,098.91	3.33
152 - POLICE UNDESIGNATED GRANTS	(7,518.79)	78,235.54	83,874.07	(13,157.32)
153 - POLICE DEPT DONATION FUND	104,225.71	49,610.24	9,867.55	143,968.40
156 - FIRE DEPT DONATION FUND	3,198.21	28,867.99	14,253.01	17,813.19
157 - FIRE DEPT GRANTS	4,548.87	44.60	-	4,593.47
160 - ECONOMIC DEVELOPMENT GIFT	49,354.02	483.65	-	49,837.67
161 - SURETY DEPOSITS/SUBDIVIDER	10,296.52	100.89	-	10,397.41
170 - LIBRARY DONATION FUND	91,026.00	24,216.16	18,006.02	97,236.14
177 - SEIZED ASSETS (POLICE)	32,209.73	13,503.89	5,618.31	40,095.31
179 - OTHER COMM AND ECON DEVELOPMENT	-	206,939.15	30,541.75	176,397.40
180 - HOUSING GRANTS	35,462.31	742.54	10,700.42	25,504.43
181 - (D)HUD LEAD GRANT	12.37	-	12.37	-
182 - #4 HUD LEAD GRANT	9,267.11	-	9,267.11	-
183 - FY 08 EDI (ECON DEV INCENTIVE)	(12,029.25)	-	-	(12,029.25)
184 - VOUCHERS - 002, 003	189,187.01	1,097,845.54	1,200,497.48	86,535.07
185 - CDBG HOUSING GRANTS	-	-	-	-
186 - CBDG GRANTS-NSP	(19,675.33)	80,239.54	60,564.21	-
187 - HUD LEAD MATCH	40,262.42	-	40,262.42	-
188 - #5 HUD LEAD GRANT	(78,378.15)	804,765.61	726,387.46	-
190 - 911 SURCHARGE	530,417.81	257,718.78	205,088.01	583,048.58
200 - GO BONDS DEBT FUND	207,473.39	2,832,317.47	305,024.25	2,734,766.61
300 - CIP COLLECTION FUND	369,047.84	524,744.24	543,403.47	350,388.61
310 - FEDERAL STREET GRANTS	(877,399.09)	808,731.43	1,316.60	(69,984.26)
311 - RISE STREET GRANTS	(98,178.29)	-	-	(98,178.29)
312 - AIRPORT PROJECT FUND	(78,886.16)	445,731.00	490,200.01	(123,355.17)
320 - SPECIAL ASSESSMENT PROJECTS	(47,080.95)	7,779.00	-	(39,301.95)
340 - BIKE PATH PROJECT FUND	92,501.58	161,898.71	1,008,596.53	(754,196.24)
341 - TREES FOREVER PROJECT	1,196.00	5,906.80	1,098.95	6,003.85
350 - GO BONDS CAPITAL PROJECTS	8,388.19	82.21	-	8,470.40
351 - 2012 BOND CAPITAL PROJ FUND	-	-	-	-
352 - 2013 BOND PROCEEDS CAP PRJ	-	-	-	-
353 - 2014 GO BONDS	(13.73)	13.73	-	-
354 - POLICE & FIRE STATIONS	3,492,999.93	12,876,439.68	2,820,577.75	13,548,861.86
355 - 2015 GO BONDS (D&D)	169,029.14	1,326.92	58,485.04	111,871.02
356 - 2016 BONDS - STREET PROJECTS	1,847,200.44	1,625,480.77	3,472,681.21	-
357 - 2018 CY STREET PROJECTS	-	-	-	-
381 - CAPITAL STREET PROJECTS	-	-	-	-
382 - PUBLIC WORKS FACILITY	1,265.98	4.46	1,270.44	-
383 - CARNEGIE/CITY HALL REVITALIZTN	-	-	-	-
391 - TIF DISTRICT II CAP PROJECTS	14,561.90	-	-	14,561.90
392 - TIF DISTRICT III CAP PROJECTS	7,851.75	34.27	23,680.41	(15,794.39)
393 - TIF DISTRICT IV CAP PROJECTS	(2,477.30)	88,907.90	96,756.85	(10,326.25)

610 - WATER POLLUTION CONTROL	2,002.91	3,716,469.72	3,724,244.98	(5,772.35)
611 - WPCP REVENUE	8,948,596.83	6,230,521.17	3,709,039.38	11,470,078.62
612 - WPCP REVENUE BOND FUND	311,843.76	2,058.74	445,633.21	(131,730.71)
613 - SEWER I/I PROJECT	-	-	-	-
614 - WPCP CAPITAL IMPROVEMENT RSRV	1,006,916.01	9,867.47	-	1,016,783.48
615 - WPCP PLANT & IMPROVEMENTS	-	-	390.00	(390.00)
616 - SANITARY SEWER REHAB PROJECT	0.10	290,150.80	354,783.58	(64,632.68)
617 - SANITARY SEWER NEW CONSTRUCTN	68,659.26	17,500.00	-	86,159.26
690 - TRANSIT OPERATING	117,704.41	486,625.58	537,061.33	67,268.66
691 - PARA TRANSIT	-	-	-	-
740 - STORM SEWER UTILITY	1,177,576.25	1,184,538.83	444,889.23	1,917,225.85
741 - 2016 GO STORM WATER PROJ	1,800,530.26	22,851.33	231,562.94	1,591,818.65
750 - COMPOSTING FACILITY	179,366.73	49,909.70	44,501.90	184,774.53
760 - P&R CONCESSIONS ENTERPRISE	10,326.18	21,324.10	49,102.51	(17,452.23)
881 - OCCUPATIONAL INSURANCE ESCROW	(849.93)	106,539.47	39,775.73	65,913.81
884 - GROUP HEALTH INSURANCE ESCROW	2,655,233.60	2,186,720.92	2,233,802.17	2,608,152.35
885 - FLEXIBLE BENEFITS FUND	-	-	-	-
886 - WORKMAN'S COMP DEDUCTIBLE FUND	37,319.60	364.70	272.40	37,411.90
899 - INVENTORY FUND	-	-	-	-
910 - POLICE PENSION - T & A	-	7,853.10	8,638.41	(785.31)
913 - 911 COMMISION	-	164,981.65	214,094.09	(49,112.44)
950 - SUBDIVIDER IMPROVEMENT ESCROW	-	-	-	-
951 - SALES TAX REIMBURSEMENT	1,523.34	2,458.93	6,228.83	(2,246.56)
952 - SURETY BONDS/DEPOSITS	1,501.21	406.94	-	1,908.15
953 - IA STATE SLEUTH USR GRP	14,971.67	-	-	14,971.67
954 - FRIENDS OF THE LIBRARY	-	-	-	-
955 - WATER WORKS ASSESSMENTS	-	-	-	-
991 - GOVERNMENTAL ASSETS	-	-	-	-
TOTAL	40,245,194.83	60,076,397.90	46,082,357.86	54,239,234.87

AccrName	Ending Balance	Interest Rate
BalObject: 0110 - US Bank Acct		
999.0110.000 CASH US BANK	36,747.58	0.00
Total BalObject: 0110 - US Bank Acct:	36,747.58	
BalObject: 0111 - UB&T Operating		
999.0111.000 UB&T Operating	8,547,037.70	2.10
Total BalObject: 0111 - UB&T Operating:	8,547,037.70	
BalObject: 0112 - UB&T AP		
999.0112.000 UB&T AP	11,618.90	2.10
Total BalObject: 0112 - UB&T AP:	11,618.90	
BalObject: 0113 - UB&T Payroll		
999.0113.000 UB&T Payroll	42,047.60	2.10
Total BalObject: 0113 - UB&T Payroll:	42,047.60	
BalObject: 0114 - UB&T Dev Inspections		
999.0114.000 UB&T Dev Inspections	30,608.67	2.10
Total BalObject: 0114 - UB&T Dev Inspections:	30,608.67	
BalObject: 0115 - UB&T HUD Admin		
999.0115.000 UB&T HUD Admin	125,211.97	2.10
Total BalObject: 0115 - UB&T HUD Admin:	125,211.97	
BalObject: 0116 - UB&T HUD HAP		
999.0116.000 UB&T HUD HAP	34,335.02	2.10
Total BalObject: 0116 - UB&T HUD HAP:	34,335.02	
BalObject: 0117 - UB&T Police		
999.0117.000 UB&T Police	25,418.10	2.10
Total BalObject: 0117 - UB&T Police:	25,418.10	
BalObject: 0120 - PETTY CASH		
610.0120.000 PETTY CASH	200.00	0.00
750.0120.000 PETTY CASH	200.00	0.00
Total BalObject: 0120 - PETTY CASH:	400.00	
BalObject: 0122 - PETTY CASH-CITY CLERK		
001.0122.000 PETTY CASH-CITY CLERK	400.00	0.00
Total BalObject: 0122 - PETTY CASH-CITY CLERK:	400.00	
BalObject: 0123 - PETTY CASH-LIBRARY		
001.0123.000 PETTY CASH-LIBRARY	100.00	0.00
Total BalObject: 0123 - PETTY CASH-LIBRARY:	100.00	
BalObject: 0125 - PETTY CASH-PARK		
001.0125.000 PETTY CASH-PARK	200.00	0.00
Total BalObject: 0125 - PETTY CASH-PARK:	200.00	
BalObject: 0130 - CASH HELD BY INSUR ADMI		
885.0130.000 CASH HELD BY INSUR ADMI	1.00	0.00
Total BalObject: 0130 - CASH HELD BY INSUR ADMI:	1.00	
BalObject: 0213 - CENTRAL STATE BNK MONEY MARKET		
999.0213.000 CENTRAL STATE BNK MONEY MARKET	2,586,984.04	1.51
Total BalObject: 0213 - CENTRAL STATE BNK MONEY MARKET:	2,586,984.04	

BalObject: 0216 - GREAT WESTERN BANK MM

354.0216.000	GREAT WESTERN BANK MM	555,814.27	1.83
741.0216.000	GREAT WESTERN BANK MM	1,653,036.35	1.83
999.0216.000	GREAT WESTERN BANK MM	3,016,444.76	1.83
Total BalObject: 0216 - GREAT WESTERN BANK MM:		5,225,295.38	

BalObject: 0229 - GREAT WESTERN CD(0-90 DAYS)

999.0229.000	GREAT WESTERN CD(0-90 DAYS)	4,000,000.00	1.88
Total BalObject: 0229 - GREAT WESTERN CD(0-90 DAYS):		4,000,000.00	

BalObject: 0242 - GREAT WESTRN CD (91-365 DYS)

121.0242.000	GREAT WESTRN CD (91-364 DAYS)	500,000.00	1.63
354.0242.000	GREAT WESTERN CD(91-364)	1,750,000.00	1.63-2.10
Total BalObject: 0242 - GREAT WESTRN CD (91-365 DYS):		2,250,000.00	

BalObject: 0243 - GNB CD (91-364 DYS)

354.0243.000	GNB CD (91-364 DAYS)	6,750,000.00	1.51-1.71
611.0243.000	GNB CD (91-364 DAYS)	503,290.96	2.15
Total BalObject: 0243 - GNB CD (91-364 DYS):		7,253,290.96	

BalObject: 0247 - FRMRS SVGS BK CD (91-365)

121.0247.000	FRMRS SVGS BK CD (91-364 DAYS)	500,000.00	2.06
354.0247.000	FRMRS SVGS BK CD (91-364 DAYS)	2,003,078.23	1.82-1.99
611.0247.000	FRMRS SVGS BK CD (91-364 DAYS)	503,213.72	1.57
999.0247.000	FRMRS SVGS BK CD (91-364 DAYS)	506,922.59	1.70
Total BalObject: 0247 - FRMRS SVGS BK CD (91-365):		3,513,214.54	

BalObject: 0252 - GNB 365 INV

354.0252.000	GNB CD (365 DAYS)	2,000,000.00	1.61-1.65
884.0252.000	GNB CD (365 DAYS)	503,283.97	1.31
999.0252.000	GNB CD (365 DAYS)	3,003,283.97	1.31-2.28
Total BalObject: 0252 - GNB 365 INV:		5,506,567.94	

BalObject: 0262 - GREAT WESTERN BANK (> 1 YR CD)

010.0262.000	GREAT WESTRN CD (365 DAYS)	1,000,000.00	1.48-2.02
121.0262.000	GREAT WESTERN CD (365 Days)	1,000,000.00	1.68-1.81
611.0262.000	GREAT WESTRN CD (365 DAYS)	500,000.00	1.44
999.0262.000	GREAT WESTRN CD (365 DAYS)	5,500,000.00	1.41-2.29
Total BalObject: 0262 - GREAT WESTERN BANK (> 1 YR CD):		8,000,000.00	

BalObject: 0265 - IPAIT CD (365)

999.0265.000	IPAIT CD (365 DAYS)	500,000.00	1.50
Total BalObject: 0265 - IPAIT CD (365):		500,000.00	

BalObject: 0266 - CENTRAL STATE BANK CD (> 1 YR)

884.0266.000	CENTRAL STATE BANK (365 DAYS)	1,011,125.35	1.96
999.0266.000	CENTRAL STATE BANK (365 DAYS)	3,518,095.93	1.35-1.96
Total BalObject: 0266 - CENTRAL STATE BANK CD (> 1 YR):		4,529,221.28	

BalObject: 0267 - FARMERS CD (> 1 YR)

611.0267.000	FRMRS SVGS BK CD (365)	500,000.00	1.72
884.0267.000	FRMRS SVGS BK CD (365 DAYS)	500,000.00	1.85
999.0267.000	FRMRS SVGS BK CD (365 DAYS)	1,000,000.00	1.44-1.85
Total BalObject: 0267 - FARMERS CD (> 1 YR):		2,000,000.00	

BalObject:9999 - POOLED CASH

999.0999.000	FRMRS SVGS BK CD (365)	20,534.19	0.00
		20,534.19	

TOTAL		54,239,234.87	
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Monthly Budget Report - Marshalltown

Group Summary

For Fiscal: Current Period Ending: 04/30/2018

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Fund: 001 - GENERAL FUND					
Revenue	2,791,472.48	13,236,761.90	13,228,212.53	-8,549.37	15,884,150.00
Expense	1,215,366.56	13,132,450.10	12,177,675.75	954,774.35	15,759,055.00
Total Fund: 001 - GENERAL FUND:	1,576,105.92	104,311.80	1,050,536.78	946,224.98	125,095.00
Fund: 010 - CASH FLOW RESERVE FUND					
Revenue	1,057.91	13,328.00	15,350.98	2,022.98	16,000.00
Total Fund: 010 - CASH FLOW RESERVE FUND:	1,057.91	13,328.00	15,350.98	2,022.98	16,000.00
Fund: 030 - CAPITAL RESERVE					
Revenue	212.91	490,604.80	544,807.15	54,202.35	588,726.00
Expense	9,525.00	675,464.00	549,590.47	125,873.53	810,882.00
Total Fund: 030 - CAPITAL RESERVE:	-9,312.09	-184,859.20	-4,783.32	180,075.88	-222,156.00
Fund: 031 - CAPITAL RSRV-BLDG MAINT					
Revenue	428.61	2,499.00	17,359.03	14,860.03	3,000.00
Expense	0.00	214,330.90	12,300.00	202,030.90	257,300.00
Total Fund: 031 - CAPITAL RSRV-BLDG MAINT:	428.61	-211,831.90	5,059.03	216,890.93	-254,300.00
Fund: 032 - CIP LARGE VEHICLE/EQUIPMENT					
Revenue	0.00	88,333.30	0.00	-88,333.30	106,000.00
Total Fund: 032 - CIP LARGE VEHICLE/EQUIPMENT:	0.00	88,333.30	0.00	-88,333.30	106,000.00
Fund: 050 - COLISEUM ACTIVITY FUND					
Revenue	941.33	34,301.10	30,638.19	-3,662.91	41,173.00
Expense	9,223.88	37,625.80	49,006.92	-11,381.12	45,170.00
Total Fund: 050 - COLISEUM ACTIVITY FUND:	-8,282.55	-3,324.70	-18,368.73	-15,044.03	-3,997.00
Fund: 110 - ROAD USE TAX					
Revenue	133,999.60	2,832,200.00	2,913,772.98	81,572.98	3,400,000.00
Expense	198,825.24	3,205,875.50	3,148,645.92	57,229.58	3,848,588.00
Total Fund: 110 - ROAD USE TAX:	-64,825.64	-373,675.50	-234,872.94	138,802.56	-448,588.00
Fund: 112 - EMPLOYEE BENEFITS FUND					
Revenue	120,492.11	2,169,186.80	2,176,577.18	7,390.38	2,604,066.00
Expense	10,566.54	2,298,102.30	1,787,440.34	510,661.96	2,757,724.00
Total Fund: 112 - EMPLOYEE BENEFITS FUND:	109,925.57	-128,915.50	389,136.84	518,052.34	-153,658.00
Fund: 117 - POLICE/FIRE RETIREMENT					
Revenue	395,049.74	970,569.80	1,059,906.24	89,336.44	1,165,150.00
Expense	34.59	956,585.40	1,026,917.50	-70,332.10	1,148,362.00

Monthly Budget Report - Marshalltown

For Fiscal: Current Period Ending: 04/30/2018

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Total Fund: 117 - POLICE/FIRE RETIREMENT:	395,015.15	13,984.40	32,988.74	19,004.34	16,788.00
Fund: 119 - EMERGENCY FUND					
Revenue	78,167.97	190,572.70	208,785.38	18,212.68	228,779.00
Expense	0.00	190,572.90	130,617.41	59,955.49	228,779.00
Total Fund: 119 - EMERGENCY FUND:	78,167.97	-0.20	78,167.97	78,168.17	0.00
Fund: 121 - LOCAL OPTION SALES TAX					
Revenue	256,341.58	2,932,160.00	2,802,387.89	-129,772.11	3,520,000.00
Expense	17,134.50	3,957,993.50	3,254,244.40	703,749.10	4,751,301.00
Total Fund: 121 - LOCAL OPTION SALES TAX:	239,207.08	-1,025,833.50	-451,856.51	573,976.99	-1,231,301.00
Fund: 125 - TAX INCREMENT FINANCING					
Revenue	66,134.83	158,702.30	183,826.30	25,124.00	190,519.00
Expense	0.00	562,759.40	257,300.03	305,459.37	675,394.00
Total Fund: 125 - TAX INCREMENT FINANCING:	66,134.83	-404,057.10	-73,473.73	330,583.37	-484,875.00
Fund: 130 - CITY TORT LIABILITY					
Revenue	69.78	58,608.80	79,577.56	20,968.76	70,359.00
Expense	0.00	71,905.20	105,458.15	-33,552.95	86,321.00
Total Fund: 130 - CITY TORT LIABILITY:	69.78	-13,296.40	-25,880.59	-12,584.19	-15,962.00
Fund: 132 - GRANTS-STATE/LOCAL AGENCIES					
Revenue	27.29	95,993.20	45,343.82	-50,649.38	115,200.00
Expense	16,729.20	95,795.00	21,011.20	74,783.80	115,000.00
Total Fund: 132 - GRANTS-STATE/LOCAL AGENCIES:	-16,701.91	198.20	24,332.62	24,134.42	200.00
Fund: 140 - PARK & REC DONATION FUND					
Revenue	4,795.00	109,749.60	181,496.37	71,746.77	131,700.00
Expense	22,067.81	153,682.90	209,611.50	-55,928.60	184,420.00
Total Fund: 140 - PARK & REC DONATION FUND:	-17,272.81	-43,933.30	-28,115.13	15,818.17	-52,720.00
Fund: 141 - MTOWN TENNIS ASSOC					
Revenue	1.64	9.90	16.31	6.41	12.00
Total Fund: 141 - MTOWN TENNIS ASSOC:	1.64	9.90	16.31	6.41	12.00
Fund: 142 - SOFTBALL ASSOCIATION FUND					
Revenue	10,009.86	22,349.20	13,272.75	-9,076.45	26,830.00
Expense	171.86	22,350.60	14,518.59	7,832.01	26,830.00
Total Fund: 142 - SOFTBALL ASSOCIATION FUND:	9,838.00	-1.40	-1,245.84	-1,244.44	0.00
Fund: 144 - LIVE HEALTHY IOWA					
Revenue	4.86	5,360.30	48.27	-5,312.03	6,435.00
Expense	0.00	6,297.30	381.48	5,915.82	7,558.00
Total Fund: 144 - LIVE HEALTHY IOWA :	4.86	-937.00	-333.21	603.79	-1,123.00
Fund: 150 - COPS FAST GRANTS					
Revenue	3,739.31	36,819.40	36,626.09	-193.31	44,201.00
Expense	7,460.26	36,819.20	42,486.90	-5,667.70	44,201.00

Monthly Budget Report - Marshalltown

For Fiscal: Current Period Ending: 04/30/2018

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Total Fund: 150 - COPS FAST GRANTS:	-3,720.95	0.20	-5,860.81	-5,861.01	0.00
Fund: 151 - DEPT OF JUSTICE GRANTS					
Revenue	348.67	19,159.00	14,537.02	-4,621.98	23,000.00
Expense	0.00	19,159.00	13,098.91	6,060.09	23,000.00
Total Fund: 151 - DEPT OF JUSTICE GRANTS:	348.67	0.00	1,438.11	1,438.11	0.00
Fund: 152 - POLICE UNDESIGNATED GRANTS					
Revenue	4,396.81	81,209.10	78,235.54	-2,973.56	97,490.00
Expense	5,110.96	81,209.10	83,874.07	-2,664.97	97,490.00
Total Fund: 152 - POLICE UNDESIGNATED GRANTS:	-714.15	0.00	-5,638.53	-5,638.53	0.00
Fund: 153 - POLICE DEPT DONATION FUND					
Revenue	13,010.72	6,414.10	49,610.24	43,196.14	7,700.00
Expense	861.26	10,745.70	9,867.55	878.15	12,900.00
Total Fund: 153 - POLICE DEPT DONATION FUND:	12,149.46	-4,331.60	39,742.69	44,074.29	-5,200.00
Fund: 156 - FIRE DEPT DONATION FUND					
Revenue	9,617.41	16,718.30	28,867.99	12,149.69	20,070.00
Expense	211.70	16,661.90	14,253.01	2,408.89	20,000.00
Total Fund: 156 - FIRE DEPT DONATION FUND:	9,405.71	56.40	14,614.98	14,558.58	70.00
Fund: 157 - FIRE DEPT GRANTS					
Revenue	4.49	24.90	44.60	19.70	30.00
Total Fund: 157 - FIRE DEPT GRANTS:	4.49	24.90	44.60	19.70	30.00
Fund: 160 - ECONOMIC DEVELOPMENT GIFT					
Revenue	48.70	291.50	483.65	192.15	350.00
Total Fund: 160 - ECONOMIC DEVELOPMENT GIFT:	48.70	291.50	483.65	192.15	350.00
Fund: 161 - SURETY DEPOSITS/SUBDIVIDER					
Revenue	10.16	58.30	100.89	42.59	70.00
Total Fund: 161 - SURETY DEPOSITS/SUBDIVIDER:	10.16	58.30	100.89	42.59	70.00
Fund: 170 - LIBRARY DONATION FUND					
Revenue	604.71	17,180.60	24,216.16	7,035.56	20,625.00
Expense	1,282.79	19,742.10	18,006.02	1,736.08	23,700.00
Total Fund: 170 - LIBRARY DONATION FUND:	-678.08	-2,561.50	6,210.14	8,771.64	-3,075.00
Fund: 177 - SEIZED ASSETS (POLICE)					
Revenue	1,835.91	8,538.20	13,503.89	4,965.69	10,250.00
Expense	0.00	2,499.00	5,618.31	-3,119.31	3,000.00
Total Fund: 177 - SEIZED ASSETS (POLICE):	1,835.91	6,039.20	7,885.58	1,846.38	7,250.00
Fund: 179 - OTHER COMM AND ECON DEVELOPMENT					
Revenue	572.56	129,239.90	206,939.15	77,699.25	155,150.00
Expense	8,207.68	65,446.60	30,541.75	34,904.85	78,568.00
Total Fund: 179 - OTHER COMM AND ECON DEVELOPMENT:	-7,635.12	63,793.30	176,397.40	112,604.10	76,582.00

Monthly Budget Report - Marshalltown

For Fiscal: Current Period Ending: 04/30/2018

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Fund: 180 - HOUSING GRANTS					
Revenue	24.92	145.70	742.54	596.84	175.00
Expense	883.90	7,554.70	10,700.42	-3,145.72	9,070.00
Total Fund: 180 - HOUSING GRANTS:	-858.98	-7,409.00	-9,957.88	-2,548.88	-8,895.00
Fund: 181 - (D)HUD LEAD GRANT					
Expense	0.00	0.00	12.37	-12.37	0.00
Total Fund: 181 - (D)HUD LEAD GRANT:	0.00	0.00	12.37	-12.37	0.00
Fund: 182 - #4 HUD LEAD GRANT					
Expense	0.00	0.00	9,267.11	-9,267.11	0.00
Total Fund: 182 - #4 HUD LEAD GRANT:	0.00	0.00	9,267.11	-9,267.11	0.00
Fund: 184 - VOUCHERS - 002, 003					
Revenue	124,077.52	1,161,726.70	1,097,845.54	-63,881.16	1,394,630.00
Expense	120,427.36	1,193,837.80	1,200,497.48	-6,659.68	1,433,092.00
Total Fund: 184 - VOUCHERS - 002, 003:	3,650.16	-32,111.10	-102,651.94	-70,540.84	-38,462.00
Fund: 186 - CBDG GRANTS-NSP					
Revenue	0.00	66,849.70	80,239.54	13,389.84	80,247.00
Expense	0.00	50,370.60	60,564.21	-10,193.61	60,470.00
Total Fund: 186 - CBDG GRANTS-NSP:	0.00	16,479.10	19,675.33	3,196.23	19,777.00
Fund: 187 - HUD LEAD MATCH					
Expense	0.18	0.00	40,262.42	-40,262.42	0.00
Total Fund: 187 - HUD LEAD MATCH:	0.18	0.00	40,262.42	-40,262.42	0.00
Fund: 188 - #5 HUD LEAD GRANT					
Revenue	0.00	670,615.90	804,765.61	134,149.71	804,752.00
Expense	0.00	604,224.00	726,387.46	-122,163.46	725,182.00
Total Fund: 188 - #5 HUD LEAD GRANT:	0.00	66,391.90	78,378.15	11,986.25	79,570.00
Fund: 190 - 911 SURCHARGE					
Revenue	569.77	249,900.00	257,718.78	7,818.78	300,000.00
Expense	14,922.78	691,914.90	205,088.01	486,826.89	830,418.00
Total Fund: 190 - 911 SURCHARGE:	-14,353.01	-442,014.90	52,630.77	494,645.67	-530,418.00
Fund: 200 - GO BONDS DEBT FUND					
Revenue	1,058,414.71	3,581,238.20	2,832,317.47	-748,920.73	4,299,084.00
Expense	14,243.00	3,687,013.30	305,024.25	3,381,989.05	4,424,418.00
Total Fund: 200 - GO BONDS DEBT FUND:	1,044,171.71	-105,775.10	2,527,293.22	2,633,068.32	-125,334.00
Fund: 300 - CIP COLLECTION FUND					
Revenue	195,759.53	478,513.30	524,744.24	46,230.94	574,445.00
Expense	0.00	578,486.30	543,403.47	35,082.83	694,226.00
Total Fund: 300 - CIP COLLECTION FUND:	195,759.53	-99,973.00	-18,659.23	81,313.77	-119,781.00
Fund: 310 - FEDERAL STREET GRANTS					
Revenue	0.00	732,263.30	808,731.43	76,468.13	878,716.00

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For Fiscal: Current Period Ending: 04/30/2018

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Expense	0.00	1,097.50	1,316.60	-219.10	1,317.00
Total Fund: 310 - FEDERAL STREET GRANTS:	0.00	731,165.80	807,414.83	76,249.03	877,399.00
Fund: 312 - AIRPORT PROJECT FUND					
Revenue	0.00	452,154.70	445,731.00	-6,423.70	542,618.00
Expense	0.00	386,443.10	490,200.01	-103,756.91	463,732.00
Total Fund: 312 - AIRPORT PROJECT FUND:	0.00	65,711.60	-44,469.01	-110,180.61	78,886.00
Fund: 320 - SPECIAL ASSESSMENT PROJECTS					
Revenue	0.00	10,662.40	7,779.00	-2,883.40	12,800.00
Total Fund: 320 - SPECIAL ASSESSMENT PROJECTS:	0.00	10,662.40	7,779.00	-2,883.40	12,800.00
Fund: 340 - BIKE PATH PROJECT FUND					
Revenue	0.00	738,624.10	161,898.71	-576,725.39	886,397.00
Expense	11,365.38	815,423.60	1,008,596.53	-193,172.93	978,899.00
Total Fund: 340 - BIKE PATH PROJECT FUND:	-11,365.38	-76,799.50	-846,697.82	-769,898.32	-92,502.00
Fund: 341 - TREES FOREVER PROJECT					
Revenue	5.87	4,256.60	5,906.80	1,650.20	5,110.00
Expense	0.00	2,623.90	1,098.95	1,524.95	3,150.00
Total Fund: 341 - TREES FOREVER PROJECT:	5.87	1,632.70	4,807.85	3,175.15	1,960.00
Fund: 350 - GO BONDS CAPITAL PROJECTS					
Revenue	8.28	0.00	82.21	82.21	0.00
Total Fund: 350 - GO BONDS CAPITAL PROJECTS:	8.28	0.00	82.21	82.21	0.00
Fund: 353 - 2014 GO BONDS					
Revenue	0.00	0.00	13.73	13.73	0.00
Total Fund: 353 - 2014 GO BONDS:	0.00	0.00	13.73	13.73	0.00
Fund: 354 - POLICE & FIRE STATIONS					
Revenue	13,020.96	10,580,432.80	12,876,439.68	2,296,006.88	12,701,600.00
Expense	398,046.33	7,496,999.60	2,820,577.75	4,676,421.85	9,000,000.00
Total Fund: 354 - POLICE & FIRE STATIONS:	-385,025.37	3,083,433.20	10,055,861.93	6,972,428.73	3,701,600.00
Fund: 355 - 2015 GO BONDS (D&D)					
Revenue	109.32	833.00	1,326.92	493.92	1,000.00
Expense	0.00	74,970.00	58,485.04	16,484.96	90,000.00
Total Fund: 355 - 2015 GO BONDS (D&D):	109.32	-74,137.00	-57,158.12	16,978.88	-89,000.00
Fund: 356 - 2016 BONDS - STREET PROJECTS					
Revenue	0.00	1,147,125.80	1,625,480.77	478,354.97	1,377,102.00
Expense	0.00	2,685,843.40	3,472,681.21	-786,837.81	3,224,302.00
Total Fund: 356 - 2016 BONDS - STREET PROJECTS:	0.00	-1,538,717.60	-1,847,200.44	-308,482.84	-1,847,200.00
Fund: 357 - 2018 CY STREET PROJECTS					
Revenue	0.00	208,250.00	0.00	-208,250.00	250,000.00

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Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Expense	0.00	208,250.00	0.00	208,250.00	250,000.00
Total Fund: 357 - 2018 CY STREET PROJECTS:	0.00	0.00	0.00	0.00	0.00
Fund: 382 - PUBLIC WORKS FACILITY					
Revenue	0.00	4.10	4.46	0.36	5.00
Expense	0.00	1,058.70	1,270.44	-211.74	1,271.00
Total Fund: 382 - PUBLIC WORKS FACILITY:	0.00	-1,054.60	-1,265.98	-211.38	-1,266.00
Fund: 392 - TIF DISTRICT III CAP PROJECTS					
Revenue	0.00	20.80	34.27	13.47	25.00
Expense	0.00	0.00	23,680.41	-23,680.41	0.00
Total Fund: 392 - TIF DISTRICT III CAP PROJECTS:	0.00	20.80	-23,646.14	-23,666.94	25.00
Fund: 393 - TIF DISTRICT IV CAP PROJECTS					
Revenue	0.00	88,903.50	88,907.90	4.40	106,727.00
Expense	0.00	86,868.30	96,756.85	-9,888.55	104,250.00
Total Fund: 393 - TIF DISTRICT IV CAP PROJECTS:	0.00	2,035.20	-7,848.95	-9,884.15	2,477.00
Fund: 610 - WATER POLLUTION CONTROL					
Revenue	253,246.28	6,192.50	3,716,469.72	3,710,277.22	7,431.00
Expense	273,441.64	6,130,349.80	3,724,244.98	2,406,104.82	7,358,587.00
Total Fund: 610 - WATER POLLUTION CONTROL:	-20,195.36	-6,124,157.30	-7,775.26	6,116,382.04	-7,351,156.00
Fund: 611 - WPCP REVENUE					
Revenue	510,820.94	6,149,952.30	6,230,521.17	80,568.87	7,382,896.00
Expense	253,246.28	0.00	3,709,039.38	-3,709,039.38	0.00
Total Fund: 611 - WPCP REVENUE:	257,574.66	6,149,952.30	2,521,481.79	-3,628,470.51	7,382,896.00
Fund: 612 - WPCP REVENUE BOND FUND					
Revenue	0.00	3,165.40	2,058.74	-1,106.66	3,800.00
Expense	12,065.00	180,629.10	445,633.21	-265,004.11	216,755.00
Total Fund: 612 - WPCP REVENUE BOND FUND:	-12,065.00	-177,463.70	-443,574.47	-266,110.77	-212,955.00
Fund: 614 - WPCP CAPITAL IMPROVEMENT RSRV					
Revenue	993.62	4,165.00	9,867.47	5,702.47	5,000.00
Total Fund: 614 - WPCP CAPITAL IMPROVEMENT RSRV:	993.62	4,165.00	9,867.47	5,702.47	5,000.00
Fund: 615 - WPCP PLANT & IMPROVEMENTS					
Expense	0.00	324.80	390.00	-65.20	390.00
Total Fund: 615 - WPCP PLANT & IMPROVEMENTS:	0.00	324.80	390.00	-65.20	390.00
Fund: 616 - SANITARY SEWER REHAB PROJECT					
Revenue	0.00	0.00	290,150.80	290,150.80	0.00
Expense	4,055.00	516,666.60	354,783.58	161,883.02	620,000.00
Total Fund: 616 - SANITARY SEWER REHAB PROJECT:	-4,055.00	-516,666.60	-64,632.78	452,033.82	-620,000.00

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Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Fund: 617 - SANITARY SEWER NEW CONSTRUCTN					
Revenue	3,200.00	11,662.00	17,500.00	5,838.00	14,000.00
Total Fund: 617 - SANITARY SEWER NEW CONSTRUCTN:	3,200.00	11,662.00	17,500.00	5,838.00	14,000.00
Fund: 690 - TRANSIT OPERATING					
Revenue	23,473.82	626,705.00	486,625.58	-140,079.42	752,347.00
Expense	64,993.57	635,335.80	537,061.33	98,274.47	762,709.00
Total Fund: 690 - TRANSIT OPERATING:	-41,519.75	-8,630.80	-50,435.75	-41,804.95	-10,362.00
Fund: 740 - STORM SEWER UTILITY					
Revenue	122,892.33	1,238,671.00	1,184,538.83	-54,132.17	1,487,000.00
Expense	43,216.49	834,872.10	444,889.23	389,982.87	1,002,085.00
Total Fund: 740 - STORM SEWER UTILITY:	79,675.84	403,798.90	739,649.60	335,850.70	484,915.00
Fund: 741 - 2016 GO STORM WATER PROJ					
Revenue	2,544.86	4,581.50	22,851.33	18,269.83	5,500.00
Expense	31,623.00	83,300.00	231,562.94	-148,262.94	100,000.00
Total Fund: 741 - 2016 GO STORM WATER PROJ:	-29,078.14	-78,718.50	-208,711.61	-129,993.11	-94,500.00
Fund: 750 - COMPOSTING FACILITY					
Revenue	8,436.90	57,401.10	49,909.70	-7,491.40	68,909.00
Expense	4,062.46	64,361.90	44,501.90	19,860.00	77,266.00
Total Fund: 750 - COMPOSTING FACILITY:	4,374.44	-6,960.80	5,407.80	12,368.60	-8,357.00
Fund: 760 - P&R CONCESSIONS ENTERPRISE					
Revenue	0.00	31,673.90	21,324.10	-10,349.80	38,024.00
Expense	677.59	50,526.50	49,102.51	1,423.99	60,657.00
Total Fund: 760 - P&R CONCESSIONS ENTERPRISE:	-677.59	-18,852.60	-27,778.41	-8,925.81	-22,633.00
Fund: 881 - OCCUPATIONAL INSURANCE ESCROW					
Revenue	10,319.35	0.00	106,539.47	106,539.47	0.00
Expense	2,260.21	0.00	39,775.73	-39,775.73	0.00
Total Fund: 881 - OCCUPATIONAL INSURANCE ESCROW:	8,059.14	0.00	66,763.74	66,763.74	0.00
Fund: 884 - GROUP HEALTH INSURANCE ESCROW					
Revenue	223,350.94	0.00	2,186,720.92	2,186,720.92	0.00
Expense	181,280.33	0.00	2,233,802.17	-2,233,802.17	0.00
Total Fund: 884 - GROUP HEALTH INSURANCE ESCROW:	42,070.61	0.00	-47,081.25	-47,081.25	0.00
Fund: 886 - WORKMAN'S COMP DEDUCTIBLE FUND					
Revenue	36.56	0.00	364.70	364.70	0.00
Expense	0.00	0.00	272.40	-272.40	0.00
Total Fund: 886 - WORKMAN'S COMP DEDUCTIBLE FUND:	36.56	0.00	92.30	92.30	0.00
Fund: 910 - POLICE PENSION - T & A					
Revenue	0.00	0.00	7,853.10	7,853.10	0.00
Expense	785.31	0.00	8,638.41	-8,638.41	0.00
Total Fund: 910 - POLICE PENSION - T & A:	-785.31	0.00	-785.31	-785.31	0.00

Account Typ...	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
Fund: 913 - 911 COMMISSION					
Revenue	65,681.72	0.00	164,981.65	164,981.65	0.00
Expense	64,503.51	0.00	214,094.09	-214,094.09	0.00
Total Fund: 913 - 911 COMMISSION:	1,178.21	0.00	-49,112.44	-49,112.44	0.00
Report Total:	3,491,506.00	-869,785.40	13,997,403.00	14,867,188.40	-1,040,414.00

Fund Summary

Fund	April Activity	YTD Budget	YTD Activity	Variance Favorable (Unfavorable)	Total Budget
001 - GENERAL FUND	1,576,105.92	104,311.80	1,050,536.78	946,224.98	125,095.00
010 - CASH FLOW RESERVE FUND	1,057.91	13,328.00	15,350.98	2,022.98	16,000.00
030 - CAPITAL RESERVE	-9,312.09	-184,859.20	-4,783.32	180,075.88	-222,156.00
031 - CAPITAL RSRV-BLDG MAINT	428.61	-211,831.90	5,059.03	216,890.93	-254,300.00
032 - CIP LARGE VEHICLE/EQUIPMI	0.00	88,333.30	0.00	-88,333.30	106,000.00
050 - COLISEUM ACTIVITY FUND	-8,282.55	-3,324.70	-18,368.73	-15,044.03	-3,997.00
110 - ROAD USE TAX	-64,825.64	-373,675.50	-234,872.94	138,802.56	-448,588.00
112 - EMPLOYEE BENEFITS FUND	109,925.57	-128,915.50	389,136.84	518,052.34	-153,658.00
117 - POLICE/FIRE RETIREMENT	395,015.15	13,984.40	32,988.74	19,004.34	16,788.00
119 - EMERGENCY FUND	78,167.97	-0.20	78,167.97	78,168.17	0.00
121 - LOCAL OPTION SALES TAX	239,207.08	-1,025,833.50	-451,856.51	573,976.99	-1,231,301.00
125 - TAX INCREMENT FINANCING	66,134.83	-404,057.10	-73,473.73	330,583.37	-484,875.00
130 - CITY TORT LIABILITY	69.78	-13,296.40	-25,880.59	-12,584.19	-15,962.00
132 - GRANTS-STATE/LOCAL AGEN	-16,701.91	198.20	24,332.62	24,134.42	200.00
140 - PARK & REC DONATION FUNI	-17,272.81	-43,933.30	-28,115.13	15,818.17	-52,720.00
141 - MTOWN TENNIS ASSOC	1.64	9.90	16.31	6.41	12.00
142 - SOFTBALL ASSOCIATION FUN	9,838.00	-1.40	-1,245.84	-1,244.44	0.00
144 - LIVE HEALTHY IOWA	4.86	-937.00	-333.21	603.79	-1,123.00
150 - COPS FAST GRANTS	-3,720.95	0.20	-5,860.81	-5,861.01	0.00
151 - DEPT OF JUSTICE GRANTS	348.67	0.00	1,438.11	1,438.11	0.00
152 - POLICE UNDESIGNATED GRAI	-714.15	0.00	-5,638.53	-5,638.53	0.00
153 - POLICE DEPT DONATION FUN	12,149.46	-4,331.60	39,742.69	44,074.29	-5,200.00
156 - FIRE DEPT DONATION FUND	9,405.71	56.40	14,614.98	14,558.58	70.00
157 - FIRE DEPT GRANTS	4.49	24.90	44.60	19.70	30.00
160 - ECONOMIC DEVELOPMENT C	48.70	291.50	483.65	192.15	350.00
161 - SURETY DEPOSITS/SUBDIVIDI	10.16	58.30	100.89	42.59	70.00
170 - LIBRARY DONATION FUND	-678.08	-2,561.50	6,210.14	8,771.64	-3,075.00
177 - SEIZED ASSETS (POLICE)	1,835.91	6,039.20	7,885.58	1,846.38	7,250.00
179 - OTHER COMM AND ECON DE	-7,635.12	63,793.30	176,397.40	112,604.10	76,582.00
180 - HOUSING GRANTS	-858.98	-7,409.00	-9,957.88	-2,548.88	-8,895.00
181 - (D)HUD LEAD GRANT	0.00	0.00	-12.37	-12.37	0.00
182 - #4 HUD LEAD GRANT	0.00	0.00	-9,267.11	-9,267.11	0.00
184 - VOUCHERS - 002, 003	3,650.16	-32,111.10	-102,651.94	-70,540.84	-38,462.00
186 - CBDG GRANTS-NSP	0.00	16,479.10	19,675.33	3,196.23	19,777.00
187 - HUD LEAD MATCH	-0.18	0.00	-40,262.42	-40,262.42	0.00
188 - #5 HUD LEAD GRANT	0.00	66,391.90	78,378.15	11,986.25	79,570.00
190 - 911 SURCHARGE	-14,353.01	-442,014.90	52,630.77	494,645.67	-530,418.00
200 - GO BONDS DEBT FUND	1,044,171.71	-105,775.10	2,527,293.22	2,633,068.32	-125,334.00
300 - CIP COLLECTION FUND	195,759.53	-99,973.00	-18,659.23	81,313.77	-119,781.00
310 - FEDERAL STREET GRANTS	0.00	731,165.80	807,414.83	76,249.03	877,399.00

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312 - AIRPORT PROJECT FUND	0.00	65,711.60	-44,469.01	-110,180.61	78,886.00
320 - SPECIAL ASSESSMENT PROJEC	0.00	10,662.40	7,779.00	-2,883.40	12,800.00
340 - BIKE PATH PROJECT FUND	-11,365.38	-76,799.50	-846,697.82	-769,898.32	-92,502.00
341 - TREES FOREVER PROJECT	5.87	1,632.70	4,807.85	3,175.15	1,960.00
350 - GO BONDS CAPITAL PROJECT	8.28	0.00	82.21	82.21	0.00
353 - 2014 GO BONDS	0.00	0.00	13.73	13.73	0.00
354 - POLICE & FIRE STATIONS	-385,025.37	3,083,433.20	10,055,861.93	6,972,428.73	3,701,600.00
355 - 2015 GO BONDS (D&D)	109.32	-74,137.00	-57,158.12	16,978.88	-89,000.00
356 - 2016 BONDS - STREET PROJEC	0.00	-1,538,717.60	-1,847,200.44	-308,482.84	-1,847,200.00
357 - 2018 CY STREET PROJECTS	0.00	0.00	0.00	0.00	0.00
382 - PUBLIC WORKS FACILITY	0.00	-1,054.60	-1,265.98	-211.38	-1,266.00
392 - TIF DISTRICT III CAP PROJECT	0.00	20.80	-23,646.14	-23,666.94	25.00
393 - TIF DISTRICT IV CAP PROJECT	0.00	2,035.20	-7,848.95	-9,884.15	2,477.00
610 - WATER POLLUTION CONTROL	-20,195.36	-6,124,157.30	-7,775.26	6,116,382.04	-7,351,156.00
611 - WPCP REVENUE	257,574.66	6,149,952.30	2,521,481.79	-3,628,470.51	7,382,896.00
612 - WPCP REVENUE BOND FUND	-12,065.00	-177,463.70	-443,574.47	-266,110.77	-212,955.00
614 - WPCP CAPITAL IMPROVEMENT	993.62	4,165.00	9,867.47	5,702.47	5,000.00
615 - WPCP PLANT & IMPROVEMENT	0.00	-324.80	-390.00	-65.20	-390.00
616 - SANITARY SEWER REHAB PRC	-4,055.00	-516,666.60	-64,632.78	452,033.82	-620,000.00
617 - SANITARY SEWER NEW CONS	3,200.00	11,662.00	17,500.00	5,838.00	14,000.00
690 - TRANSIT OPERATING	-41,519.75	-8,630.80	-50,435.75	-41,804.95	-10,362.00
740 - STORM SEWER UTILITY	79,675.84	403,798.90	739,649.60	335,850.70	484,915.00
741 - 2016 GO STORM WATER PRC	-29,078.14	-78,718.50	-208,711.61	-129,993.11	-94,500.00
750 - COMPOSTING FACILITY	4,374.44	-6,960.80	5,407.80	12,368.60	-8,357.00
760 - P&R CONCESSIONS ENTERPR	-677.59	-18,852.60	-27,778.41	-8,925.81	-22,633.00
881 - OCCUPATIONAL INSURANCE	8,059.14	0.00	66,763.74	66,763.74	0.00
884 - GROUP HEALTH INSURANCE I	42,070.61	0.00	-47,081.25	-47,081.25	0.00
886 - WORKMAN'S COMP DEDUCT	36.56	0.00	92.30	92.30	0.00
910 - POLICE PENSION - T & A	-785.31	0.00	-785.31	-785.31	0.00
913 - 911 COMMISSION	1,178.21	0.00	-49,112.44	-49,112.44	0.00
Report Total:	3,491,506.00	-869,785.40	13,997,403.00	14,867,188.40	-1,040,414.00

RESOLUTION ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF ZETRON
911/ADMINISTRATION TELEPHONE MOVE BY RACOM CORPORATION AT THE NEW POLICE AND FIRE
FACILITY, IN THE AMOUNT OF \$24,500.00

WHEREAS THE City of Marshalltown, Iowa desires to procure Zetron 911/administration telephone move from Racom Corporation.

WHEREAS Racom submitted a bid for \$24,500.00 and

WHEREAS acceptance of this bid is in the best interest of the City of Marshalltown.

NOT, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN , IOWA

Section 1. That the City of Marshalltown accepts the bid from Racom corporation for the said equipment consoles in the amount of \$24,500.00

Section 2. The Council of the City of Marshalltown is hereby authorized to enter into agreements on behalf of the city of Marshalltown to purchase said Zetron 911/administration telephone move at the above referenced price and conditions.

Passed this 14th day of May, 2018 and signed this _____ day of May, 2018.

Joel Greer, Mayor

Shari L. Coughernour, CMC, City Clerk

RESOLUTION ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF SYMPHONY
RADIO EQUIPMENT BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE
AMOUNT OF \$281,507.00

WHEREAS THE City of Marshalltown, Iowa desires to procure Symphony Radio Equipment cfrom Racom Corporation.

WHEREAS Racom submitted a bid for 281,507 and

WHEREAS acceptance of this bid is in the best interest of the City of Marshalltown.

NOT, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN , IOWA

Section 1. That the City of Marshalltown accepts the bid from Racom corporation for the said equipment in the amount of 281,507.00

Section 2. The Council of the City of Marshalltown is hereby authorized to enter into agreements on behalf of the City of Marshalltown to purchase said equipment at the above referenced price and conditions.

Passed this 14th day of May, 2018 and signed this _____ day of May, 2018.

Joel Greer, Mayor

Shari L. Coughernour, CMC, City Clerk



MARSHALLTOWN PD EVANS EQUIPMENT CONSOLE QUOTE BY RACOM 2/23/18

FOR DELIVERY TO:
MARSHALLTOWN POLICE DEPARTMENT
909 South 2nd Street
MARSHALLTOWN, IA
ATTN: TERESA LANG

BILL TO: RICHARDSON
MARSHALLTOWN PD
SAME
SALES REP: RICHARDSON
SALES REP: RICHARDSON

tlang@ci.marshalltown.ia.us

PAYABLE TO: RICHARDSON

PART NUMBER	DESCRIPTION	DISCOUNTED SELL PRICE	EXTENDED SELL PRICE
	STRATEGY SX BACK UP POSITION	\$ 14,782.11	\$14,782.11
	PRODUCT STRUCTURE	\$ -	\$ -
1.0	CO-PF-HPL	\$ -	\$ -
8.5	STX-RD-B	\$ -	\$ -
2.0	STX-RD-EP-ST	\$ -	\$ -
8.5	CO-WS	\$ -	\$ -
8.5	CO-SW-S-2T	\$ -	\$ -
	EQUIPMENT/ACCESSORIES	\$ -	\$ -
4.0	CO-ESS-BFS	\$ -	\$ -
3.0	CO-PB-NA-6-6	\$ -	\$ -
2.0	CO-MA-E-SW-DT	\$ -	\$ -
2.0	CO-MA-E-SW-ST	\$ -	\$ -
	FREIGHT (INCLUDES INSIDE DELIVERY)	\$ -	\$ -
	DISPATCH NEXGEN POSITIONS 1 & 2	\$ 67,618.72	\$67,618.72
	PRODUCT STRUCTURE	\$ -	\$ -
1.0	CO-PF-HPL	\$ -	\$ -
6.0	DPNG-SLE-L	\$ -	\$ -
4.0	SPNG-SLE-S	\$ -	\$ -
28.5	DPNG-TB	\$ -	\$ -
1.0	CSTM-DPNG-EP-HPL	\$ -	\$ -
36.0	CO-WS	\$ -	\$ -
2.0	CO-WLS-LC-LD-2	\$ -	\$ -
2.0	CO-WLS-LC-LD-MP-4	\$ -	\$ -
36.0	CO-SR-PG-1	\$ -	\$ -
36.0	CO-SW-S-2T	\$ -	\$ -
36.0	CO-PS-FP	\$ -	\$ -
1.0	CSTM-CO-AM-RCB-US-DR-4	\$ -	\$ -
1.0	CSTM-CO-AM-RCB-US-DR-4	\$ -	\$ -
10.0	DPNG-EE-FD	\$ -	\$ -
	EQUIPMENT/ACCESSORIES	\$ -	\$ -
2.0	CO-FST-SH-22-BFP	\$ -	\$ -
36.0	CO-AL-LED-RGB	\$ -	\$ -
2.0	CO-EL-CCS	\$ -	\$ -
2.0	CO-EL-DF	\$ -	\$ -
2.0	CO-EL-PM-AC	\$ -	\$ -
2.0	CO-EL-TSC	\$ -	\$ -
2.0	CO-HT-FA-EL	\$ -	\$ -
2.0	CO-LL-SLS	\$ -	\$ -
2.0	CO-PB-NA-6-6	\$ -	\$ -
2.0	CO-PB-NA-8-15	\$ -	\$ -
4.0	CO-TL-SW-ZB	\$ -	\$ -
2.0	CSTM-CO-PDO-SW-AZ	\$ -	\$ -
4.0	CO-MA-E-SW-DT	\$ -	\$ -
4.0	CO-MA-E-SW-ST	\$ -	\$ -
	FREIGHT (INCLUDES INSIDE DELIVERY)	\$ -	\$ -
	DISPATCH NEXGEN POSITIONS 3	\$ 34,322.62	\$34,322.62
	PRODUCT STRUCTURE	\$ -	\$ -
1.0	CO-PF-HPL	\$ -	\$ -

**MARSHALLTOWN PD
EVANS EQUIPMENT CONSOLE QUOTE
BY RACOM 2/23/18**

3.0	DPNG-SLE-L	LARGE SUPPORT LEG ENCLOSURE	\$ -	\$ -
2.0	SPNG-SLE-S	SMALL SUPPORT LEG ENCLOSURE	\$ -	\$ -
15.5	DPNG-TB	TECHNOLOGY BRIDGE	\$ -	\$ -
1.0	CSTM-DPNG-EP-HPL	CONTEMPORARY STYLE END PANEL/W PLEXI, LED LIGHTING	\$ -	\$ -
18.0	CO-WS	HPL, WORKSURFACE WITH ERGONOMIC PVC EDGE	\$ -	\$ -
1.0	CO-WLS-LC-LD-2	2 LIGHT DUTY LIFT COLUMNS W/CONTROL EQUIPMENT	\$ -	\$ -
1.0	CO-WLS-LC-LD-MP-4	4 LIGHT DUTY LIFT COLUMNS W/CONTROL EQUIPMENT	\$ -	\$ -
18.0	CO-SR-PG-1	CLEAR PLEXIGLAS PRIVACY PANEL FOR SLATRAIL; ILLUMINATING GRA	\$ -	\$ -
18.0	CO-SW-S-2T	DOUBLE TIER SLATWALL SYSTEM	\$ -	\$ -
17.5	CO-PS-FP	PARTITION SYSTEM WIT FABRIC PANELS	\$ -	\$ -
1.0	CSTM-CO-AM-RCB-US-DR-4	UNDERCOUNTER STORAGE DRAWER - DRAWER UNIT (4 LARGE DRAV	\$ -	\$ -
4.0	DPNG-EE-FD	FULL DEPTH EQUIPMENT ENCLOSURE	\$ -	\$ -
	EQUIPMENT/ACCESSORIES		\$ -	\$ -
1.0	CO-FST-SH-22-BFP	SINGLE HIGH FREESTANDING TURRET 22"WX16.5H	\$ -	\$ -
18.0	CO-AL-LED-RGB	LED ACCENT LIGHTING, RGB	\$ -	\$ -
1.0	CO-EL-CCS	ENVIROLINC CORE CONTROL SYSTE,M	\$ -	\$ -
1.0	CO-EL-DF	ENVIROLINC DESKTOP FANS (PAIR)	\$ -	\$ -
1.0	CO-EL-PM-AC	ENVIROLINC AC POWER MODULE	\$ -	\$ -
1.0	CO-EL-TSC	ENVIROLINC TOUCH SCREEN CONTROLLER	\$ -	\$ -
1.0	CO-HT-FA-EL	FORCED AIR HEATER MOUNTED TO FRONT PANEL; ENVIROLINC COMP	\$ -	\$ -
1.0	CO-LL-SLS	LUMILINC STATUS LIGHTING SYSTEM	\$ -	\$ -
2.0	CO-PB-NA-6-6	POWER BAR WITH MOUNTING BRACKET, 6 OUTLETS, 6' POWER CORD	\$ -	\$ -
1.0	CO-PB-NA-8-15	POWER BAR WITH MOUNTING BRACKET, 8 OUTLETS, 15' POWER CORD	\$ -	\$ -
2.0	CO-TL-SW-ZB	Z-BAR TASK LIGHT BY KONCEPT WITH SLATWALL/SLATRAIL MOUNT	\$ -	\$ -
1.0	CSTM-CO-PDO-SW-AZ	AXIL Z SLATWALL/SLATRAIL POWER UNIT (2 AC, 1 RJ45, 1 USB)	\$ -	\$ -
2.0	CO-MA-E-SW-DT	SLATWALL/SLATRAIL MOUNTED DOUBLE TIER MONITOR ARM	\$ -	\$ -
2.0	CO-MA-E-SW-ST	SLATWALL/SLATRAIL MOUNTED SINGLE TIER MONITOR ARM	\$ -	\$ -
		FREIGHT (INCLUDES INSIDE DELIVERY)	\$ -	\$ -
		SUPERVISOR NEXGEN POSITIONS - QTY 1	\$ 26,768.37	\$26,768.37
	PRODUCT STRUCTURE		\$ -	\$ -
1.0	CO-PF-HPL	HIGH PRESSURE LAMINATE FINISH	\$ -	\$ -
3.0	DPNG-SLE-L	LARGE SUPPORT LEG ENCLOSURE	\$ -	\$ -
2.0	SPNG-SLE-S	SMALL SUPPORT LEG ENCLOSURE	\$ -	\$ -
13.0	DPNG-TB	TECHNOLOGY BRIDGE	\$ -	\$ -
2.0	CSTM-DPNG-EP-HPL	CONTEMPORARY STYLE END PANEL/W PLEXI, LED LIGHTING	\$ -	\$ -
12.0	CO-WS	HPL, WORKSURFACE WITH ERGONOMIC PVC EDGE	\$ -	\$ -
1.0	CO-WLS-LC-LD-2	2 LIGHT DUTY LIFT COLUMNS W/CONTROL EQUIPMENT	\$ -	\$ -
1.0	CO-WLS-LC-LD-MP-4	4 LIGHT DUTY LIFT COLUMNS W/CONTROL EQUIPMENT	\$ -	\$ -
12.0	CO-SR-PG-1	CLEAR PLEXIGLAS PRIVACY PANEL FOR SLATRAIL; ILLUMINATING GRA	\$ -	\$ -
12.0	CO-SW-S-2T	DOUBLE TIER SLATWALL SYSTEM	\$ -	\$ -
15.5	CO-PS-FP	PARTITION SYSTEM WIT FABRIC PANELS	\$ -	\$ -
1.5	DPNG-EE-FD	FULL DEPTH EQUIPMENT ENCLOSURE	\$ -	\$ -
	EQUIPMENT/ACCESSORIES		\$ -	\$ -
1.0	CO-FST-SH-22-BFP	SINGLE HIGH FREESTANDING TURRET 22"WX16.5H	\$ -	\$ -
12.0	CO-AL-LED-RGB	LED ACCENT LIGHTING, RGB	\$ -	\$ -
1.0	CO-EL-CCS	ENVIROLINC CORE CONTROL SYSTE,M	\$ -	\$ -
1.0	CO-EL-DF	ENVIROLINC DESKTOP FANS (PAIR)	\$ -	\$ -
1.0	CO-EL-PM-AC	ENVIROLINC AC POWER MODULE	\$ -	\$ -
1.0	CO-EL-TSC	ENVIROLINC TOUCH SCREEN CONTROLLER	\$ -	\$ -
1.0	CO-HT-FA-EL	FORCED AIR HEATER MOUNTED TO FRONT PANEL; ENVIROLINC COMP	\$ -	\$ -
1.0	CO-LL-SLS	LUMILINC STATUS LIGHTING SYSTEM	\$ -	\$ -
2.0	CO-PB-NA-6-6	POWER BAR WITH MOUNTING BRACKET, 6 OUTLETS, 6' POWER CORD	\$ -	\$ -
1.0	CO-PB-NA-8-15	POWER BAR WITH MOUNTING BRACKET, 8 OUTLETS, 15' POWER CORD	\$ -	\$ -
2.0	CO-TL-SW-ZB	Z-BAR TASK LIGHT BY KONCEPT WITH SLATWALL/SLATRAIL MOUNT	\$ -	\$ -
1.0	CSTM-CO-PDO-SW-AZ	AXIL Z SLATWALL/SLATRAIL POWER UNIT (2 AC, 1 RJ45, 1 USB)	\$ -	\$ -
2.0	CO-MA-E-SW-DT	SLATWALL/SLATRAIL MOUNTED DOUBLE TIER MONITOR ARM	\$ -	\$ -
2.0	CO-MA-E-SW-ST	SLATWALL/SLATRAIL MOUNTED SINGLE TIER MONITOR ARM	\$ -	\$ -
		FREIGHT (INCLUDES INSIDE DELIVERY)	\$ -	\$ -
	MILLWORK		\$ 8,090.51	\$ 8,090.51
1.0	CO-PF-HPL	HIGH PRESSURE LAMINATE PANEL FINISH	\$ -	\$ -
4.0	MLW-PD-MB-BBF	MOBILE UNDERCOUNTER STORAGE PEDESTAL BOX/BOX FILE; KEYLOC	\$ -	\$ -
1.0	MLW-RBS-2P-HPL-SU	ROTARY BINDER STORAGE UNIT, ERGONOMIC SOFT URETHAN EDGE	\$ -	\$ -
			-	-
	INSTALLATION		-	-

**MARSHALLTOWN PD
EVANS EQUIPMENT CONSOLE QUOTE
BY RACOM 2/23/18**

1.00	A-I	INSTALLATION, ASSEMBLY, TEST AND USER TRAINING OF FURNITURE	16,459.00	16,459.00
		AND PROJECT MANAGEMENT	-	-
		GRAND TOTAL	168,041.33	
			-	-
		PRICING INCLUDES INSIDE DELIVERY OF EVANS FURNITURE	-	-
		INSTALLATION OF NEW FURNITURE ON ONE TRIP	-	-
			-	-
		ALL OTHER RE-INSTALLATION OF COMPUTER OR DISPATCH EQUIP-	-	-
		MENT INTO THE NEW FURNITURE IS NOT INCLUDED	-	-
		IN THE PRICING ABOVE	-	-
			-	-
		MONITORS ARE NOT INCLUDED. CUSTOMER TO PROVIDE		
		MONITORS.	-	-
			-	-
		QUOTE BY: DIANA RICHARDSON 319-431-5842	-	-
		DATE OF QUOTE: 2-23-18	-	-
		TERMS: 50% DOWN WITH ORDER/50% UPON INSTALLATION	-	-
			-	-
			-	-
			-	-
		SIGNATURE OF ACCEPTANCE:	-	-
			-	-
		DATE OF ACCEPTANCE:	-	-



201 West State Street
Marshalltown, IA 50158
800-722-6643
Fax 641-752-0674
www.racom.net

Proposal Prepared for: **Marshall Co Comm Center**

Address 22 N Center Street
City Marshalltown
State & Zip Code Iowa, 50158
County Marshall
Phone/FAX 641-754-4750
Contact Name Teresa Lang
Contact E-mail tlang@ci.marshalltown.ia.us

NEW TOWER ANTENNA/EQUIPMENT MOVE

ITEM	QTY	PART NO.	DESCRIPTION	UNIT	EXTENDED
1	4	DB-224A	COMMSCOPE 150-160MHz ANTENNA 6/9DB (MARSHALL COUNTY FIRE / VLAW31 / POINT TO POINT / MARSHALLTOWN TRANSIT)	\$ 858.00	\$ 3,432.00
2	1	FG4503	LAIRD 450-460MHZ OMNI (COUNTY FIRE UHF LINK)	\$ 179.23	\$ 179.23
3	1100	EC5-50A	EUPEN 7/8" FOAM DIELECTRIC COAX 50OHM	\$ 3.37	\$ 3,707.00
4	12	NM50V78MA	EUPEN 7/8" NMALE CONNECTOR	\$ 25.27	\$ 303.24
5	12	NF50V78MA	EUPEN 7/8" NFEMALE CONNECTOR	\$ 25.27	\$ 303.24
6	10	GK-S78	7/8" GROUND KIT	\$ 14.95	\$ 149.50
7	10	HG-78L	7/8" LACED GRIP	\$ 22.93	\$ 229.30
8	5	IS-50NX-C2	POLYPHASER 125-1000MHz FLANGE ARRESTOR N/F	\$ 65.00	\$ 325.00
				\$ -	\$ -
				\$ -	\$ -
9	6	FG1520	LAIRD 152-156MHZ OMNI (LAUREL LEA / MARSHALLTOWN PUBLIC WORKS / MARSHALL CO ENGINEER)	\$ 166.70	\$ 1,000.20
				\$ -	\$ -
10	725	EC4-50	EUPEN 1/2" FOAM DIELECTRIC COAX 50OHM	\$ 1.61	\$ 1,167.25
11	20	NM50V12	EUPEN 1/2" NMALE CONNECTOR	\$ 18.69	\$ 373.80
12	10	NF50V12	EUPEN 1/2" NFEMALE CONNECTOR	\$ 18.69	\$ 186.90
13	12	C20100564	1/2" GROUND KIT	\$ 19.28	\$ 231.36
14	12	HG-12L	1/2" LACED GRIP	\$ 15.84	\$ 190.08
15	6	IS-50NX-C2	POLYPHASER 125-1000MHz FLANGE ARRESTOR N/F	\$ 65.00	\$ 390.00
				\$ -	\$ -
16	2	8230	GPS ANTENNA FOR MAIN / COUNTY FIRE NETCLOCKS	\$ 245.00	\$ 490.00
17	2	8226	GPS SURGE PROTECTOR	\$ 250.00	\$ 500.00
18	2	ANT-KT	MOUNT FOR GPS ANTENNA	\$ 70.00	\$ 140.00
19	135	LMR	LMR400 CABLE FOR GPS ANTENNAS	\$ 1.25	\$ 168.75
20	8	TC-400-NM	NMALE CONNECTOR LMR400	\$ 14.00	\$ 112.00
				\$ -	\$ -
				\$ -	\$ -
				Total Equipment Price	\$ 39,471.81
				Installation	\$ -
				Subtotal	\$ 39,471.81
				Taxes	\$ -
				Shipping	\$ -
				Total	\$ 39,471.81

Total Equipment Price \$ 39,471.81
Installation \$ -
Subtotal \$ 39,471.81
Taxes \$ -
Shipping \$ -
Total \$ 39,471.81

Terms of Purchase:

Tax Rate

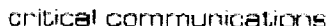
System Description: New antenna / feed line system for new tower. Labor to move new and existing equipment from old comm center to new.

Proposal Presented By: _____

Date: _____

Proposal Accepted By: _____

Date: _____

[illegible]





Address	22 N Center Street
City	Marshalltown
State & Zip Code	Iowa, 50158
County	Marshall
Phone/FAX	641-754-4750
Contact Name	Teresa Lang
Contact E-mail	tlang@ci.marshalltown.ia.us

[illegible]

Total Equipment Price	\$ 24,500.00
Installation	\$ -
Subtotal	\$ 24,500.00
Taxes	\$ -
Shipping	\$ -
Total	\$ 24,500.00

Terms of Purchase:

Tax Rate

System Description: Removal and reinstallation of existing Zetron 911 phone system, install new consoles and wiring, interface to new landline and wireless 911 circuits and to Mitel PRI system

Proposal Presented By: _____

Date: _____

Proposal Accepted By: _____

Date: _____

RESOLUTION ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF EVANS
EQUIPMENT CONSOLES BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN THE
AMOUNT OF \$168,041.33

WHEREAS THE City of Marshalltown, Iowa desires to procure Evans Equipment Consoles from Racom Corporation.

WHEREAS Racom submitted a bid for 168,041.33 and

WHEREAS acceptance of this bid is in the best interest of the City of Marshalltown.

NOT, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN , IOWA

Section 1. That the City of Marshalltown accepts the bid from Racom corporation for the said equipment consoles in the amount of 168,041.33.

Section 2. The Council of the City of Marshalltown is hereby authorized to enter into agreements on behalf of the city of Marshalltown to purchase said consoles at the above referenced price and conditions.

Passed this 14th day of May, 2018 and signed this _____ day of May, 2018.

Joel Greer, Mayor

Shari L. Coughernour, CMC, City Clerk

RESOLUTION ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF NEW TOWER
ANTENNA AND EQUIPEMNT MOVE BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY,
IN THE AMOUNT OF \$39,471.81

WHEREAS THE City of Marshalltown, Iowa desires to procure new tower antenna and equipment move from Racom Corporation.

WHEREAS Racom submitted a bid for \$39,471.81 and

WHEREAS acceptance of this bid is in the best interest of the City of Marshalltown.

NOT,THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN , IOWA

Section 1. That the City of Marshalltown accepts the bid from Racom corporation for the said new tower antenna and equipment move in the amount of \$39,471.81.

Section 2. The Council of the City of Marshalltown is hereby authorized to enter into agreements on behalf of the city of Marshalltown to purchase said new tower antenna and equipment move at the above referenced price and conditions.

Passed this 14th day of May, 2018 and signed this _____ day of May, 2018.

Joel Greer, Mayor

Shari L. Coughernour, CMC, City Clerk

RESOLUTION ACCEPTING BID AND AUTHORIZING THE PURCHASE AND INSTALLATION OF EMERGENCY
RESPONDER ANTENNA SYSTEM BY RACOM CORPORATION AT THE NEW POLICE AND FIRE FACILITY, IN
THE AMOUNT OF \$53,875.00

WHEREAS THE City of Marshalltown, Iowa desires to procure Emergency Responder Antenna System from Racom Corporation.

WHEREAS Racom submitted a bid for \$53,875.00 and

WHEREAS acceptance of this bid is in the best interest of the City of Marshalltown.

NOT, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN , IOWA

Section 1. That the City of Marshalltown accepts the bid from Racom corporation for the said emergency responder antenna system in the amount of \$53,975.00.

Section 2. The Council of the City of Marshalltown is hereby authorized to enter into agreements on behalf of the City of Marshalltown to purchase said emergency responder antenna system at the above referenced price and conditions.

Passed this 14th day of May, 2018 and signed this _____ day of May, 2018.

Joel Greer, Mayor

Shari L. Coughernour, CMC, City Clerk

RESOLUTION APPROVING A CONTRACT FOR ROADWAY MAINTENANCE
SERVICES AT THE IOWA HIGHWAY 14 FROM IOWA AVENUE TO WOODLAND
STREET BETWEEN THE CITY OF MARSHALLTOWN, IOWA, AND
THE IOWA DEPARTMENT OF TRANSPORTATION
CREATED PURSUANT TO CHAPTER 28E.12 OF THE IOWA CODE

WHEREAS the City Council of Marshalltown, Iowa, has negotiated a Contract for Roadway Maintenance Services pursuant to Chapter 28E of the Iowa Code with the Iowa Department of Transportation; and

WHEREAS the City Council of Marshalltown finds that this Contract for Services is in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN, IOWA:

Section 1. That the attached Contract for Services with The Iowa Department of Transportation is hereby approved in all respects and particulars.

Section 2. The Contract for Services shall begin on July 1, 2018, and continue through June 30, 2019, and remain in effect until the Contract is terminated by either party by written notice at least 30 days prior to the date of cancellation.

Section 3. That the Mayor and City Clerk are hereby authorized and directed to execute said Contract for Services on behalf of the City of Marshalltown, and the City Clerk is authorized and directed to file this Contract for Services with the Secretary of State, as required by law.

Passed this 29th day of May 2018 and signed this ____ day of May 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

RESOLUTION APPROVING A CONTRACT FOR ROADWAY MAINTENANCE
SERVICES AT THE IOWA VETERANS HOME BETWEEN
THE CITY OF MARSHALLTOWN, IOWA,
AND
THE IOWA DEPARTMENT OF TRANSPORTATION
CREATED PURSUANT TO CHAPTER 28E.12 OF THE IOWA CODE

WHEREAS the City Council of Marshalltown, Iowa, has negotiated a Contract for Roadway Maintenance Services pursuant to Chapter 28E of the Iowa Code with the Iowa Department of Transportation; and

WHEREAS the City Council of Marshalltown finds that this Contract for Services is in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MARSHALLTOWN, IOWA:

Section 1. That the attached Contract for Services with The Iowa Department of Transportation is hereby approved in all respects and particulars.

Section 2. The Contract for Services shall begin on July 1, 2018, and continue through June 30, 2019, and remain in effect until the Contract is terminated by either party by written notice at least 30 days prior to the date of cancellation.

Section 3. That the Mayor and City Clerk are hereby authorized and directed to execute said Contract for Services on behalf of the City of Marshalltown, and the City Clerk is authorized and directed to file this Contract for Services with the Secretary of State, as required by law.

Passed this 29th day of May 2018 and signed this ____ day of May 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

RESOLUTION APPROVING CONTRACT CHANGE ORDER #1 FOR THE 2017 CENTER
STREET BRIDGE OVER LINN CREEK PROJECT # SDW17006
AN INCREASE OF \$38,207.67

WHEREAS the City of Marshalltown, Iowa, has heretofore entered into a contract with Jasper Construction Services , Inc., for the labor and material for the 2017 Center Street Bridge over Linn Creek Project #SDW17006; and

WHEREAS an increase is requested for additional items to complete the project.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA:

Section1. That the contract Change Order #1 for the 2017 Center Street Bridge Over Linn Creek Project, in the increased amount of \$38,207.67 is hereby accepted and approved.

Passed this 27th day of December 2017, and signed this _____ day of _____, 2017.

CITY OF MARSHALLTOWN, IOWA

James L. Lowrance, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

RESOLUTION APPROVING ENGINEER'S STATEMENT OF COMPLETION AND
ACCEPTING THE CENTER STREET BRIDGE OVER LINN CREEK, BEING PROJECT NO.
STR17006, WITH A FINAL PROJECT COST
IN THE AMOUNT OF \$250,647.87

WHEREAS, the City of Marshalltown, Iowa has heretofore entered into a contract for labor and material for the Center Street Bridge Over Linn Creek Project, and

WHEREAS, said project has been completed by Jasper Construction Services Inc. of Des Moines, Iowa, pursuant to the plans and specifications all as is set forth in the Engineer's Statement of Completion covering said project.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA;

Section 1. That the labor and material for the Center Street Bridge Over Linn Creek Project, being project No. STR17006, is hereby accepted pursuant to the Engineer's Statement of Completion and the City Clerk is hereby authorized and directed to do all things necessary to complete the contract with Jasper Construction Services Inc., including the payment of the items called for in said contract and Statement of Completion.

Passed this 29th day of May, 2018 and signed this _____ day of May, 2018

CITY OF MARSHALLTOWN

Joel Greer, Mayor

ATTEST:

Shari L. Coughenour, City Clerk



Joel Greer, Mayor
Jessica Kinser, City Administrator
Michael W. Tupper, Chief of Police
22 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5725
Fax - (641) 752-1211

Marshalltown Police Department Chief of Police Memorandum

TO: City Administrator Jessica Kinser

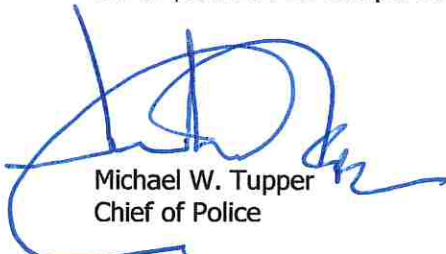
FROM: Michael W. Tupper
Chief of Police

DATE: 05/21/2018

RE: Surplus Property
2001 Shadow Master Enclosed Trailer
VIN: 4U01C26241A003174

The Marshalltown Police Department has title ownership of a 2001 Shadow Master Enclosed Trailer. The City of Marshalltown purchased this trailer several years ago to be used as a command trailer for critical police events. The trailer is large and cumbersome to move. The police department does not have an acceptable vehicle to pull the trailer. The trailer has never met our operational needs. Consequently, it has largely gone unused over the past 7 years and has been sitting in a city owned garage.

We would like to have this trailer declared as surplus property. Once declared, the surplus property will be disposed of in accordance with local, state and federal guidelines. Any revenue generated will be returned to the City of Marshalltown. This trailer was listed on the government auction site GovDeals.com. We have received a bid of \$8900.00 for the purchase of this trailer. Staff recommends moving forward with this sale.



Michael W. Tupper
Chief of Police

2018-2

CITY COUNCIL

Mike Gowdy, Joel Greer, Al Hoop, Gabe Isom,
Leon Lamer, Bill Martin, Bethany Wirin

#2018-__

**RESOLUTION DECLARING CERTAIN PROPERTY SURPLUS PROPERTY AND
AUTHORIZING SALE AND DISPOSAL THEREOF, 2001 ALUMA LTD TRAILER**

WHEREAS the City of Marshalltown (hereinafter referred to as the “City”), State of Iowa, is a political subdivision organized and existing under the law and the Constitution of the State of Iowa (the “State”); and

WHEREAS the City is the sole owner of the equipment listed in Section 1 which is to be declared surplus property; and

WHEREAS this surplus property should be disposed of or sold to raise additional revenue and prevent the further decline in value thereof prior to sale; and.

WHEREAS the disposal of excess property is in the best interests of the City of Marshalltown.

THEREFORE, IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA, AS FOLLOWS:

Section 1. The property listed below is hereby declared as surplus property:

A. 2001 Shadow Master Enclosed Trailer, VIN: 4U01C26241A003174

Section 2. The surplus property the subject of this resolution shall be sold or disposed of in accordance with applicable Federal, State and City guidelines.

Passed this ____ day of May, 2018, and signed this ____ day of May, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor
ATTEST:

Shari L. Coughenour, CMC, City Clerk

**RESOLUTION DECLARING CERTAIN PROPERTY SURPLUS PROPERTY AND
AUTHORIZING SALE AND DISPOSAL THEREOF, 2001 SHADOWMASTER
ENCLOSED TRAILER**

WHEREAS the City of Marshalltown (hereinafter referred to as the “City”), State of Iowa, is a political subdivision organized and existing under the law and the Constitution of the State of Iowa (the “State”); and

WHEREAS the City is the sole owner of the equipment listed in Section 1 which is to be declared surplus property; and

WHEREAS this surplus property should be disposed of or sold to raise additional revenue and prevent the further decline in value thereof prior to sale; and.

WHEREAS the disposal of excess property is in the best interests of the City of Marshalltown.

THEREFORE, IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA, AS FOLLOWS:

Section 1. The property listed below is hereby declared as surplus property:

A. 2001 Shadow Master Enclosed Trailer, VIN: 4U01C26241A003174

Section 2. The surplus property the subject of this resolution shall be sold or disposed of in accordance with applicable Federal, State and City guidelines.

Passed this ____ day of May, 2018, and signed this ____ day of May, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor
ATTEST:

Shari L. Coughenour, CMC, City Clerk

Applicant License Application ()

Name of Applicant: Marshalltown Art Festival

Name of Business (DBA): Marshall County Arts & Culture Alliance

Address of Premises: 1 East Main Street

City Marshalltown

County: Iowa

Zip: 50158

Business (641) 752-2787

Mailing PO BOX 386

City Marshalltown

State IA

Zip: 50158

Contact Person

Name Amber Danielson

Phone: (641) 751-1329

Email

director@artsandculturealliance.org

Classification Special Class C Liquor License (BW) (Beer/Wine)

Term: 5 days

Effective Date: 07/19/2018

Expiration Date: 01/01/1900

Privileges:

Class B Native Wine Permit

Outdoor Service

Special Class C Liquor License (BW) (Beer/Wine)

Status of Business

BusinessType: Privately Held Corporation

Corporate ID Number: XXXXXXXXXX

Federal Employer ID XXXXXXXXXX

Ownership

Amber Danielson

First Name: Amber

Last Name: Danielson

City: Marshalltown

State: Iowa

Zip: 50158

Position: Executive Director

% of Ownership: 0.00%

U.S. Citizen: Yes

Insurance Company Information

Insurance Company: Founders Insurance Company

Policy Effective Date:

Policy Expiration

Bond Effective

Dram Cancel Date:

Outdoor Service Effective

Outdoor Service Expiration

Temp Transfer Effective Date

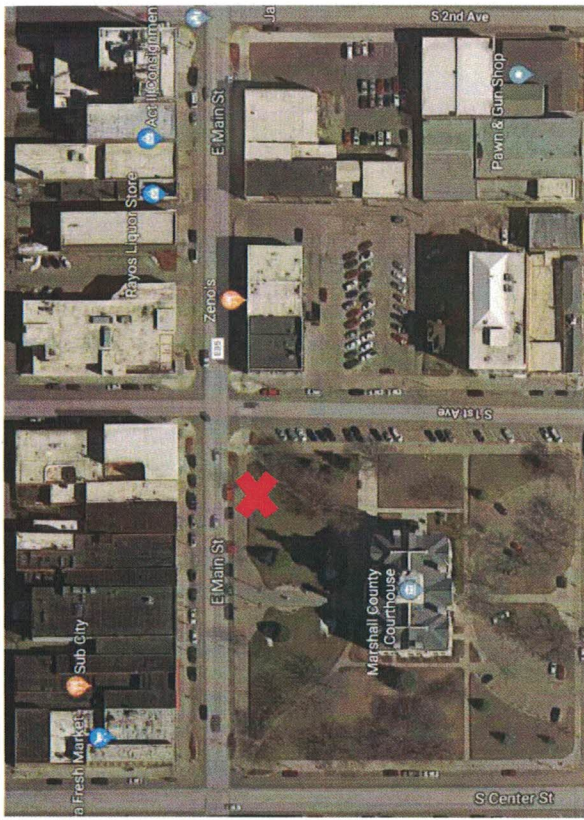
Temp Transfer Expiration Date:

Alcohol Sales at the Marshalltown Art Festival



Where festival alcohol is permitted

Tent where alcohol will be sold (red)



approval of use of
court house grounds - page 3

Board Meeting of
September 5, 2017

**Marshall County Board of Supervisors
Regular Session September 5, 2017 at 9:00 a.m.**

MINUTES

The Board met in regular session on Tuesday, September 5, 2017, at 9:00 a.m. in the Courthouse, meeting room #2, NE corner, 3rd floor with all 3 members present.

Pledge of Allegiance

1. Approval or Amendment of Agenda—

Motion by Thompson, second by Salasek, to approve the agenda as printed.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

2. Public Hearing—Sale of County Owned Real Estate- Three members were present for a public hearing to hear comments on the proposed sale of county owned real estate. Notice of public hearing was published in the Marshalltown Times-Republican, Marshalltown, Iowa, August 25, 2017, the Mid Iowa Enterprise, State Center, Iowa, August, 31, 2017, the Grundy Register, August 24, 2017 and the Eldora Newspaper August 25, 2017.

There were no written comments/questions or objections presented and no oral comments/questions or objections were presented at the hearing. There being no additional individuals wishing to speak,

Motion by Salasek, second by Thompson, to close the hearing and offer the property for sale at public auction at 9:03AM.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

This sale is subject to the right of utilities to continue in possession of a right-of-way in use at the time of sale. The property to be sold is listed as follows:

The North 310 feet of the East 368 feet of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter of Section Six, Township Eighty-five North, Range Eighteen West of the 5th P.M., Marshall County, Iowa.

The Marshall County Board of Supervisors proposes to sell the real estate by accepting sealed bids, with the bidder having the right to raise the bid at the auction. The real estate shall be sold with the following Bidding and Purchasing Procedures:

- 1) All bidders must submit a letter of credit from a financial institution to the County Auditor prior to the auction in the amount of at least \$50,000.

- 2) The auction will be an open bid.
- 3) There will be a minimum bid of \$6,700.
- 4) Marshall County will transfer a deed to the winning bidder after the bidder has completed cleanup of the solid waste and the structures on the site, subject to the requirements of the Marshall County Public Environmental Health Department.
- 5) The winning bidder must complete the cleanup by December 15, 2017. Completion of cleanup will be determined by the Marshall County Public Environmental Health Department.
- 6) Failure to complete the clean up by December 15, 2017 will cause the County to rescind the winning bid and place the property back up for auction. Extensions to this clean up period will not be granted under any conditions.

3. Sale of County Owned Real Estate, Public Auction--

The Board of Supervisors will require full payment at 4:30 p.m., September 15, 2017. No abstract will be provided for this county owned real estate.

Motion by Thompson, second by Salasek, to accept the bid from Sandra Goodman for the above described real estate, in the amount of \$6,700 and authorize the Chairman of the Board and the County Auditor to sign a Quit Claim Deed, after the property has been cleaned up, subject to the requirements of the Marshall County Public Environmental Health Department, and provided that the cleanup is completed by December 15, 2017, subject to inspection by the Marshall County Public Environmental Health Department.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

4. Receipt and Consideration of Bids for County Property and Casualty Insurance – Bid proposals have been received for Marshall County Property and Casualty Insurance to put into effect on October 1, 2017. Sealed bids will be opened on Tuesday, September 5, 2017 for further study by the Board of Supervisors and Auditor and Recorder for consideration and action to take place at the September 19, 2017, regular session of the Marshall County Board of Supervisors.

Name of Bidder	Amount of Bid	Type of Insurance
Shomo-Madsen Insurance	\$346,268.00	Multiple
ICAP & IMWCA	\$288,767.47	Multiple

Motion by Salasek, second by Thompson to receive for study, the bid proposals as opened and listed above.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

Consent Agenda:

- 5. Approve Minutes**--from Regular Session of August 22, 2017
- 6. Accept Manure Management Plan Update**- PAG L.C., id 59611, annual update received and placed on file with no changes made to the MMP.
- 7. Accept Manure Management Plan Update**- Edler Brothers, Section 13, Schaffer Site, id 62427, annual update received and placed on file with no changes made to the MMP.
- 8. Accept Manure Management Plan Update**- Mead Family Farms LLC, id 61407, annual update received and placed on file with no changes made to the MMP.
- 9. Accept Independent Auditor's Report**-Center Associates – years ended June 30, 2017 and 2016
- 10. Approve Claims**—Approve claims as audited and authorize the County Auditor and Recorder to issue payment of the same. The listing of claims paid at this meeting and all claims paid in the month of September will be published as part of the first meeting in October.

Motion by Thompson, second by Salasek, to approve the consent agenda as printed.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

- 11. Request for Use of the Courthouse Grounds** - The Arts and Culture Alliance has requested the use of the Courthouse grounds for the Marshalltown Art Festival on Saturday, July 21, 2018 from 6:00a.m. until 7:00p.m.

Motion by Salasek, second by Thompson, to adopt the request from the Arts and Culture Alliance has requested the use of the Courthouse grounds for the Marshalltown Art Festival on Saturday, July 21, 2018 from 6:00a.m. until 7:00p.m.

Roll call vote:	Thompson-Aye	Salasek-Aye	Patten-Aye
	Vice Chairman	Member	Chairman

12. Resolution #2017-0042A

**Stop Sign Resolution
Resolution-#2017-0042A**

WHEREAS, The Board of Supervisors is empowered under authority of Sections 321.236 and 321.255 and 321.345, Code of Iowa to designate any secondary road intersection under their jurisdiction as STOP intersections and to erect STOP signs at one or more entrances to such intersection.

PERMIT FOR ACTIVITY REQUIRING THE USE OF PUBLIC PROPERTY

☐ PROFIT

☒ NON-PROFIT

☐ INDIVIDUAL

ACTIVITY NAME: Marshalltown Art Festival
SPONSOR NAME: Marshall County Arts & Culture Alliance
EMAIL: director@artsandculturealliance.org
ADDRESS: Po Box 386 Marshalltown
CONTACT NAME: Amber Danielson
CONTACT PHONE: 641-751-1329
DESCRIBE EVENT:

ACTIVITY DATE: 7-21-18
EVENT START TIME: 9am
EVENT END TIME: 5pm
BARRICADES NEEDED: ☒ YES ☐ NO
STREET(S) BLOCKED: ☒ YES ☐ NO
BARRICADE BEGIN TIME: Sat 7-21-18 @ 6am
BARRICADE END TIME: Sat 7-21-18 @ 7pm

CONTACT PARKS & REC FOR PARK FACILITY OR TRAIL PERMIT 641-754-5715

ATTACH SKETCH SHOWING DESIRED TRAFFIC CONTROL

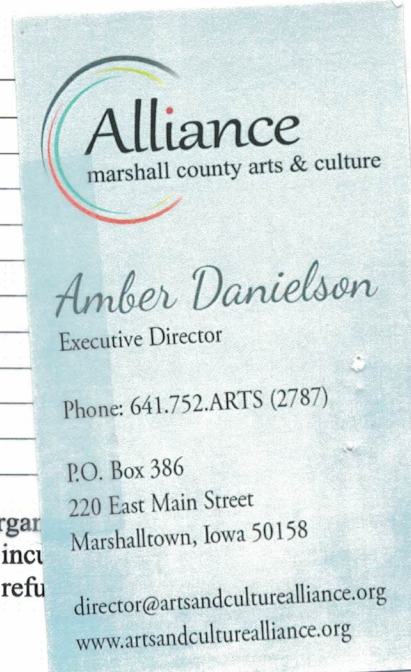
local arts festival
Music, art, Food, beverages &
kids activities
includes chalk art @ Center & 1st Ave

DEPARTMENT REVIEW: COST:

POLICE	\$
APPV BY:	
FIRE	\$
APPV BY:	
PARKS	\$
APPV BY:	
PUBLIC WORKS	\$
APPV BY:	

DEPARTMENTAL REQUIREMENTS:

TOTAL DEPARTMENT COST: \$
**REFUNDABLE PERMIT FEE: \$ 100.00
ALCOHOL IN PUBLIC AREA: \$ 100.00
TOTAL PERMIT COST: \$



Agreement: The applicant hereby states that he/she is authorized to represent the above named organization and accept full responsibility for payment of repair of any damages to public or private property that may be incurred by activities under this permit. Any amount the permit fee is in excess of the damage cost shall be refunded. The applicant also agrees that the regulations stated herewith shall govern activities under this permit.

Dogs are prohibited at most public events and event sponsors are responsible for noting on all advertising that the event is a dog-free event if attendance is expected to exceed 100 persons.

****If permit requirements are not met, including advertisement of a dog-free event, the deposit will not be returned.****

[Signature]
SIGNED BY APPLICANT

5-23-18

APPLICATION DATE

BARRICADE GUIDELINE: When a street is closed, traffic patterns should be the main consideration in determining barricade placement to avoid creating a dead-end trap by placing barricades at the end of the block. A barricade should be placed at the entrance of the block in the inbound lane so drivers have notice of the street being closed. Alleys shall not be considered outlets for through traffic. The single barricade at the entry to the closed block still allows vehicles to exit the block or drive around the barricade to enter for the purpose of parking. Following this guideline lessens the need for police or volunteer traffic control and avoids frustration to the public in either coming to the event or traveling through the area.

APPROVED DATE:

APPROVED BY: (CITY CLERK)

LIC#

Updated: April 2010

(See reverse side for regulations governing activities using public property)

Dog Ordinance Compliant Advertising Language:

"NO DOGS ALLOWED AT THIS EVENT BY ORDER OF THE CITY OF MARSHALLTOWN"



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/23/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Independent Insurance Services of Central Iowa 11 E. Church St. P.O. Box 248 Marshalltown IA 50158-0248		CONTACT NAME: Sue Gannaway PHONE (A/C, No, Ext): 641-752-4618 FAX (A/C, No): 641-753-0557 E-MAIL: sue.gannaway@insurecentraliowa.com ADDRESS: sue.gannaway@insurecentraliowa.com	
		INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A : West Bend Mutual Insurance Company	15350
INSURED MARSHAL-12 Marshall County Arts & Culture 220 E. Main St., Room 109 P. O. Box 386 Marshalltown IA 50158		INSURER B : Accident Fund Ins Co of America	10166
		INSURER C :	
		INSURER D :	
		INSURER E :	
		INSURER F :	

COVERAGES

CERTIFICATE NUMBER: 2070374060

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY ☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC			0753113	3/9/2018	3/9/2019	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☒ HIRED AUTOS ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS			0753113	3/9/2018	3/9/2019	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB EXCESS LIAB DED ☐ RETENTION \$ ☐						EACH OCCURRENCE \$ AGGREGATE \$ \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y / N ☐ N / A			WCV6063936	3/4/2018	3/4/2019	☒ WC STATU-TORY LIMITS ☐ OTH-ER E.L. EACH ACCIDENT \$ 100,000 E.L. DISEASE - EA EMPLOYEE \$ 100,000 E.L. DISEASE - POLICY LIMIT \$ 500,000
A	Business Personal Prop.			0753113	3/9/2018	3/9/2019	Limit - Special Form Deductible \$7,500 \$500

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

CERTIFICATE HOLDER**CANCELLATION**City of Marshalltown
24 N Center St
Marshalltown IA 50158

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Patuk Hagaman

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Public Use
Permit Details

(use additional sheet if necessary)

Use of cones: Can we please have 50

we would like to use cones
to help us reserve parking
for our performing artists,
judges + food vendors

Parks + Rec:

* Trash cans - 20

* picnic tables - 6

} already
confirmed
with EX. Anne
Selness.

Electrical:

* map attached

Our co-chairs will be doing a walk through with Dave Daters & County Grounds, Lucas Baedke, late May to confirm all electrical needs

Request for use of gator & golf carts:

only use on closed streets

1 gator - using McBD gator, approved by McBD board
2 golf carts
+ ED
Jenny Etter

Electrical



Food + Bev vendors == will require power - we also have a generator on order.

Kids activities ==

Artists who require electrical - only a few

Entertainment stage == band shell from county

Barricade Layout

Anytime a street is closed, traffic patterns should be the main consideration in determining the barricade placement. In no case should a dead-end trap be created by placing barricades at the end of a block without advanced notice of the closure. This creates a situation where, unknowingly, drivers enter the closed-block and are forced to turn around. When placing barricades at the end of a block, first place a barricade at the entrance to the block in the inbound lane so drivers have notice of the street being closed. This allows the driver to make a decision on his direction before he enters the closed-block. Alleys shall not be considered outlets for through traffic. The single barricade at the entry to the closed-block still allows vehicles to exit the block or drive around the barricade to enter for the purpose of parking.

This simple consideration will provide better traffic flow around the event, lessen the need for Police or volunteer traffic control, and avoid frustration to the public in either coming to the event or traveling through the area.

Barricades: see attached for streets

Alleys & Streets

Alleys:

① Center St to 1st Ave = 0

② 1st Ave to 2nd Ave = 3

③ total

Barricade layout:
 Alley 3
 Street 12
Total Barricades: 15
 No traffic - yellow



**RESOLUTION ALLOWING OPEN CONTAINERS ON PUBLIC WAYS FOR THE
MARSHALLTOWN ART FESTIVAL**

WHEREAS, the City of Marshalltown Code of Ordinances states that “it shall be unlawful for any person to possess an open or unsealed bottle, can, jar or other receptacle containing an alcoholic beverage on any public sidewalk, street, alley or parking lot, or within a motor vehicle in Section 21-11.1(a); and

WHEREAS, Section 21-11.1(b) grants the City Council the power to approve exceptions to Section 21-11.1(a) for special events and activities; and

WHEREAS, the Marshalltown Art Festival has requested the ability to have patrons of the event on Saturday, July 21, 2018, be able to consume canned beer while walking throughout the event space in Downtown Marshalltown from 10AM until the Festival ends at 5PM; and

WHEREAS, staff has reviewed the service area and request and recommend approval of the special event exception for the 2018 Marshalltown Art Festival;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA, that the Marshalltown Art Festival is granted an exemption to allow for open containers in a public way;

Passed this 29th day of May, 2018, and signed this ____ day of May, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel T.S. Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

MARSHALLTOWN

— I O W A —

City Administrator's Office

Joel Greer, Mayor
Jessica Kinser, Administrator
Shari L. Coughenour, Clerk
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5799
Fax - (641) 754-5717

To: Mayor Greer and the City Council
From: Jessica Kinser, City Administrator
Date: May 24, 2018
RE: Oktoberfest Special Exception

Policy Issue: Ordinance requires Council approval of a special exception for open containers on public ways

Recommendation: To approve the resolution as proposed

Background: The Marshalltown Art Festival will be held downtown on July 21, 2018. This event will start in the morning and shut down at 5pm. As part of the event planning, the MAF Committee would like to sell cans of craft beer which will be available for tasting on-site as well. They would like the purchasers of the craft beer to be able to walk openly through the downtown streets which will be closed for the Festival. The map is shown below.



City Council
Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin



City staff has met with organizers and discussed ways to ensure that underage consumption, taking of alcohol off-site or unauthorized alcohol being brought on-site can be avoided. As part of this process, the Council would need to grant a special exception to ordinance section 21-11.1(a), which is authorized in the code section below.

Sec. 21-11.1. Open containers prohibited on public ways.

- a.) It shall be unlawful for any person to possess an open or unsealed bottle, can, jar or other receptacle containing an alcoholic beverage on any public sidewalk, street, alley or parking lot, or within a motor vehicle
- b.) The council of the city shall have the power to grant exceptions to this section for special events and activities. Exceptions may be granted after city council review and approval by resolution.
- c.) Any person violating the provisions of this section shall, upon conviction, be fined or imprisoned pursuant to § 1-8.

(Ord. No. 14489, §§ 1-3, 1-19-1995; Ord. No. 14768, §1, 8-22-2005)

Budget Impact: None

Attachment: None

City Council
Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin



2018-_____

RESOLUTION OF SUPPORT AND FINANCIAL COMMITMENT FOR THE
MARSHALLTOWN, IOWA, MAIN STREET PROGRAM

WHEREAS, an Agreement between the Iowa Economic Development Authority, Main Street Iowa and the City of Marshalltown, Iowa, for the purpose of continuing the Marshalltown Main Street Iowa program in Marshalltown, Iowa; and,

WHEREAS, this Agreement is pursuant to contractual agreements between Main Street America and the Iowa Economic Development Authority to assist in the revitalization of the designated Main Street project area of Marshalltown, Iowa, Iowa; and

WHEREAS, the City Council of Marshalltown, Iowa, endorses the goal of economic revitalization of the designated Main Street District within the context of preservation and rehabilitation of its historic buildings and supports the continuation of the Main Street Approach™ as developed by Main Street America and espoused by Main Street Iowa.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Marshalltown, Iowa, meeting in regular session on May 29, 2018, that the City of hereby agrees to support both financially and philosophically the work of the Marshalltown Main Street Iowa program, designates the Main Street Board to supervise the Executive Director and commits to appoint a city official to represent the City on the local Main Street Board. The source of funds to support Marshalltown Main Street Iowa program will be from the Downtown Urban Renewal Area.

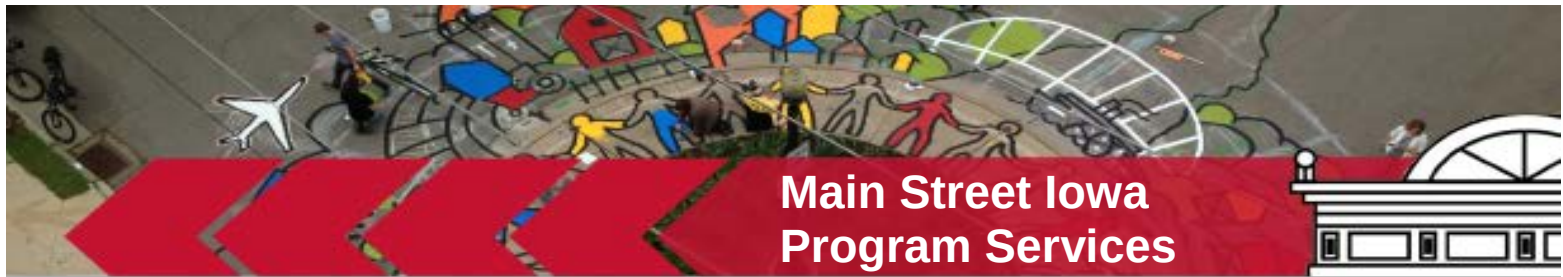
Passed this ____ day of May, 2018, and signed this _____ day of May, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk



MAIN STREET IOWA PROGRAM SERVICES

Designated Main Street Iowa (MSI) programs are eligible for a range of technical services available from the Iowa Economic Development Authority's (IEDA) Main Street Iowa staff. Targeted technical assistance is provided at no cost to the local program through requests to the MSI staff made via the local Main Street program Executive Director.

This list represents some of the more popular services that MSI has provided to local Main Street programs. The list is organized by each of the Main Street Points as well as a section for general services. Please contact any of the MSI staff to schedule (and cater as necessary) these services in support of a local project or initiative that is being planned or underway in your Main Street district.

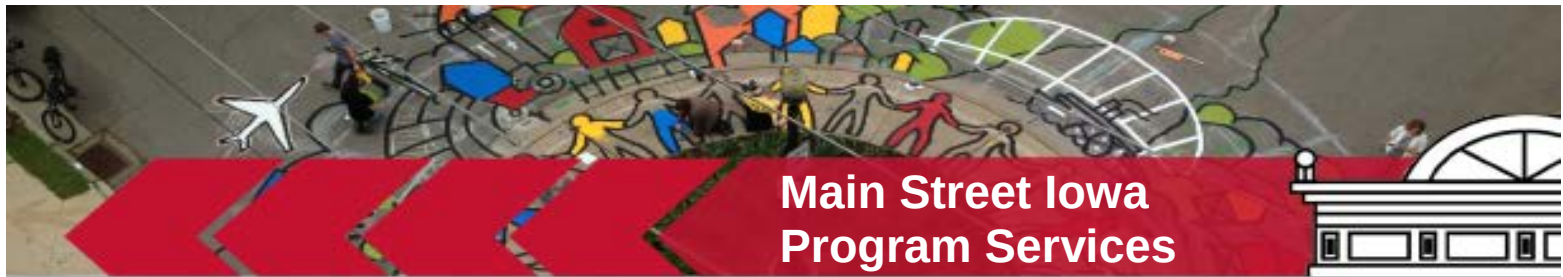
MAIN STREET IOWA GENERAL SERVICES & BENEFITS

Main Street Iowa Network & Resources:

- **Main Street Iowa Online Discussion Group**
Online discussion group for local MSI Executive Directors to pose questions, share best practices, and support conversations about Main Street district revitalization.
- **Online Downtown Resource Center**
Online cloud-based repository for programmatic examples, resources for local Main Street programs, best practices, and MSI program documents.
- **"Iowa Downtown Resource" Newsletter**
Statewide newsletter focused on downtown and historic commercial district revitalization efforts. The "Iowa Downtown Resource" provides a statewide avenue to promote local downtown revitalization and Main Street program efforts through articles, images, and best practices.
- **Iowa Downtown Resource Library**
The Iowa Downtown Resource Center maintains a library of physical books and resources to support downtown and historic district commercial efforts. Resources can be checked out directly through Iowa Downtown Resource Center staff.
- **Main Street Iowa Program Calendar**
Each December, MSI sends out a program planning calendar for network trainings, important program visits, and significant partner events throughout the year.

General Technical Assistance:

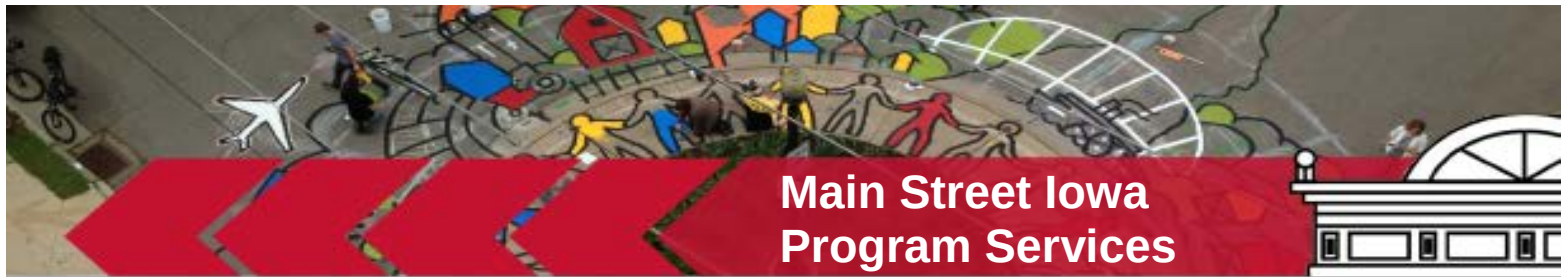
- **National Main Street Accreditation**
Main Street America's accreditation of local Main Street programs provides a benchmark for local program operation as well as national recognition of the local program's efforts to implement the Main Street Approach. MSI facilitates the [National Main Street Accreditation](#) annually with each designated MSI program.
- **Main Street Approach Presentation**
One-hour overview of the principles of Main Street, covering each of the Main Street Four Points™. Effective in strengthening community support or as a refresher for board members and volunteers.



- **Partnership Visits**
Partnership Visits provide the opportunity for regularly scheduled (annually or bi-annually) on-site check in discussions with the major local partners that help ensure the local Main Street program is functioning sustainably. The core of this visit prioritizes time with local program staff, board president/executive committee, city partners, the board of directors, and tour of the designated Main Street district. Additional targeted meetings and discussions can be added as requested.
- **Local City and Governmental Partnership Development**
A strong public-private partnership is critical for a local Main Street district revitalization effort to sustain. MSI works hand-in-hand with local Main Street programs and government entities to foster effective and creative partnerships to further the downtown and economic development priorities.
- **Main Street Executive Director Training and Assistance**
MSI provides ongoing support and training of local Main Street Executive Director, including: introduction to MSI network, MSI Orientation, Main Street Executive Director Coaching, and onsite trainings and orientation.
- **Main Street Executive Director Hiring Assistance for Boards of Directors**
Throughout the hiring process of a new local Executive Director, MSI offers a series of support services for local Boards, including: sample job descriptions and ads, assistance with job posting notices, resume screening, and attendance at interviews, etc.
- **Downtown Exchange**
IEDA will match you with another community that is similar to yours. Volunteers from the partner community will make impromptu visits to your downtown and assess features such as cleanliness, entrances, signage, business mix, etc. Visits will be followed with a report of honest "first impressions" from and to each participating community.

Statewide and National Marketing:

- **Main Street Iowa Awards**
MSI annually recognizes outstanding accomplishments, activities and people that are making a difference in Main Street districts across the state. Award winners are honored at a celebration held each spring in Des Moines which attracts over 500 Main Street leaders from throughout the state.
- **Main Street Economic Impact Tracking**
MSI maintains the state's cumulative and local Main Street program economic impact statistics collected each month by local Main Street programs. Data is sent on a monthly basis to local Main Street programs and updated bi-annually (fiscal year and calendar year) on the [Iowa Economic Development Authority](#) website.
- **Main Street Iowa Restaurant Week**
Restaurants are an integral element of a community's district revitalization efforts. In partnership with Travel Iowa, MSI focuses a targeted effort to market Iowa's downtown restaurants as destinations for food, entertainment, cultural, and authentic experiences. [Main Street Iowa Restaurant Week](#) occurs during a week in mid-September.



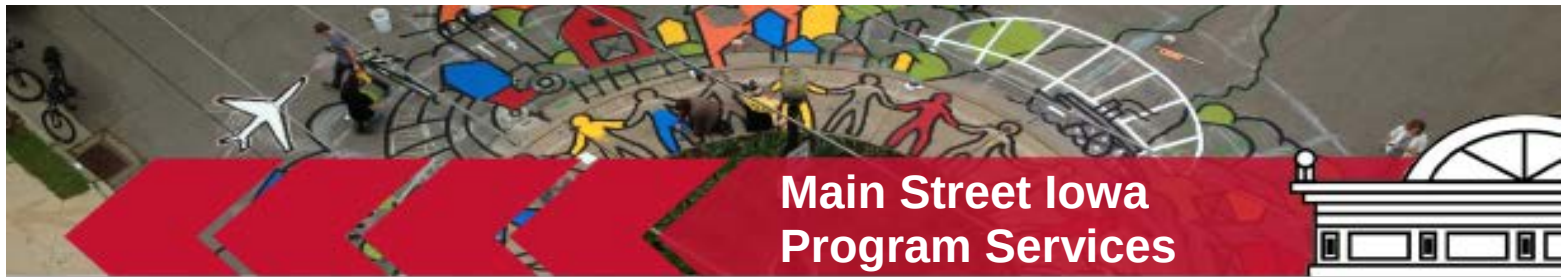
- Travel Iowa Partnership
[Travel Iowa](#), the state's tourism office, is co-located in the Iowa Economic Development Authority which provides opportunities for close partnership and marketing of the offerings in Iowa's Main Street districts. This includes: Iowa Travel Guide presence, partnership on statewide marketing, special Main Street community web sections, and targeted training partnerships.
- Main Street America Partnership
Main Street America, a program of the National Main Street Center, owns the trademark for the Main Street Approach™. MSI is the conduit to forge and utilize the membership with the national Main Street movement. A full list of membership benefits can be found on the [Main Street America website](#).

Training:

- Main Street Iowa Network Workshops
MSI hosts three continuing education trainings per year. Attendance is required for local Main Street programs. Training topics and locations change each year. Trainings are typically held in Spring, Summer, and Fall. Trainings are targeted to local board members, volunteers, City and economic development partners, and local Main Street staff.
- Regional Main Street Roundtables
Throughout the year, MSI hosts a series of regional discussions that support regional collaborations and small group conversations regarding Main Street district revitalization topics.
- Executive Director Professional Development
Each December, MSI hosts a professional development training targeted to local Main Street Executive Directors and staff. Topics are determined each year through local staff input.
- Statewide Downtown Conference
The Iowa Downtown Conference is the premier statewide annual conference for professionals and volunteers involved in preservation-based downtown revitalization in Iowa and neighboring states.
- Main Street Iowa Orientation
Intensive full-day training for new Main Street Executive Directors, staff, board presidents, board members, and committee volunteers. The training discusses the basics of the Main Street program, roles and responsibilities of the Main Street board and executive directors, services provided by MSI, and Main Street procedural expectations of local programs. This training is required for all new Executive Directors.
- Main Street Basics (mini on-site orientation for board members)
Two-and-a-half-hour local condensed version of the MSI Orientation. A minimum of 75% board attendance is expected to host this training.

Main Street Iowa Financial Opportunities:

- Main Street Iowa Challenge Grant
MSI's primary project funding source, the MSI Challenge Grant, is a competitive, bricks and mortar, dollar-for-dollar matching grant program.



- Main Street Open 4 Business Grant Competition
“Shark Tank” Main Street style, Main Street Open 4 Business is a competitive business competition to support business expansion and recruitment efforts.
- Main Street Iowa Loan Program
A partnership program with the Iowa Finance Authority and the Federal Home Loan Bank-Des Moines, the [Main Street Iowa Loan Program](#) offers favorable rate loans for rehabilitation (with an emphasis on upper-floor housing) projects in designated Main Street districts.
- Main Street Now Registration Scholarship
MSI offers registration scholarships to local Main Street program staff, board members, volunteers, and partners. [Main Street Now](#) is the national Main Street conference held each year in the Spring. Conference location changes annually.
- Main Street America Institute Scholarship
MSI offers a partial tuition scholarship (up to \$2,000) for local Main Street Executive Directors to successfully complete [Main Street America's Institute](#) program.
- Discounted Registration to Iowa Downtown Conference
MSI offers a discounted registration rate for the Iowa Downtown Conference, the state’s premier statewide annual conference for professionals and volunteers involved in preservation-based downtown revitalization in Iowa and neighboring states.
- Cost share consulting fees for targeted technical visits
MSI often partners with local Main Street programs to share the costs of national consulting partners to provide targeted technical services above and beyond what is provided directly through the MSI staff. In these cases, local needs are communicated to MSI by the local program and a catered plan is considered when possible. Common partnerships have included: district and/or program branding and preparing for streetscape.



Main Street Iowa Organization Services

MAIN STREET IOWA ORGANIZATION SERVICES

The Organization Point services focus on building strong, broad-based support in the form of human and financial resources and involving both the public and private sectors with a stake in the downtown revitalization initiative. The grassroots, volunteer driven initiative is dependent upon stakeholder involvement, leadership development and empowerment, therefore primary focuses are fundraising, volunteer development and communications.

One-on-One Technical Assistance:

Issue-specific technical assistance on program and partnership development issues via onsite consultation or phone/email.

Training: (Possible topics include but are not limited to...)

- Organization Point-Focused Committee and Task Force Training
A 90-minute on-site training to review the roles and responsibilities of an Organization Committee.
- Investment/Fundraising Development
Training session to understand the components of an effective fundraising strategy. Fundraising training session will be catered to fit local needs and could include: board training, interactive activities, process of fundraising, focus groups, review of budgets and fundraising documents, etc.
- Volunteer Recruitment
Interactive training session to help better understand local volunteer needs, assess opportunities for volunteer growth, determine local volunteer recruitment strategies, and practice the process of selling the program to new potential volunteers and leaders.
- Social Media for Nonprofits
Training and technical assistance geared towards enhancing a local Main Street program's social media presence.

Targeted Technical Assistance:

- Facilitation of Locally Driven Planning Activities
Facilitation could include (but not limited to): Programmatic Strategic Planning, Main Street District Visioning, Board Retreats, Topic Focus Groups, and Action Plan Development Training. Facilitation and outcomes of services are catered to meet local needs.
- Review Programmatic Documents
MSI can assist local Boards of Directors in the review and comment of, as well as providing examples for the refinement of, core programmatic documents that can include: bylaws, job descriptions, board documents, program policies, etc.
- Nonprofit Application Assistance
In partnership with a nonprofit attorney, MSI will review and comment on locally drafted 501(c)3 nonprofit application paperwork prior to submitting to the Internal Revenue Service (IRS).
- Local Main Street Program Online Presence Assessment
Review of your program's presence and messaging.



MAIN STREET IOWA ECONOMIC VITALITY SERVICES

The Economic Vitality Point services focus on strengthening and broadening the economic base of the Main Street district. Improving the overall business climate within a designated Main Street district enhances the community's existing economic assets while diversifying its economic base.

One-on-One Technical Assistance:

MSI offers one-on-one business consulting for existing and new businesses. All meetings are strictly confidential. MSI also offers issue specific technical assistance on business development, real estate development, or downtown economic development issues via onsite consultation or phone/email.

Training: (Possible topics include but are not limited to...)

- **Economic Vitality Point-Focused Committee and Task Force Training**
A 90-minute on-site training to review the roles and responsibilities of an Economic Vitality Committee.
- **Social Media for Business**
Social media has quickly become a driving force for communication and consumer engagement across the state of Iowa. This training educates business owners and leaders about the importance of strong social media skills for local communication and customer engagement.
- **Real Estate Development**
Adaptive use and full utilization of vacant or underperforming properties is important for every Main Street commercial district. Several real estate development trainings are available to assist you in identifying funding sources, building local capacity, creating public-private partnerships, and educating local leaders on economic development programs including Tax Increment Financing (TIF).
- **Property Tax Assessment Training**
This training helps community leaders, volunteers and elected officials understand their local property tax structure and how it relates to economic development for their community.
- **Business Transition Training**
This training helps a community understand and build a local support network to address business transition, especially for those longtime, landmark businesses. Trainings are available for business owners and the Economic Vitality committee.

Targeted Technical Assistance:

- **Building & Business Inventories**
Templates and training on how to conduct business visitations to collect data on your Main Street district buildings and businesses. A district cannot know what it wants without fully understanding what it already has. Techniques and templates are shared to make this job easier and up-to-date.
- **ESRI Market Updates**
MSI annually provides updates to statistical data through ESRI (Environmental Systems Research Institute, Inc.) Market Profile, Retail Marketplace, Tapestry Segmentation, and Housing Profile reports are provided.
- **Market Analysis 101 / 201**
This process helps the local community understand their demographics, retail sales figures, housing issues, and business and consumer opportunities through analysis of primary and secondary data. The Market Analysis 201 training builds upon the work done in MA101 with a focus on business recruitment for the downtown district.
- **Economic Development Incentives**
MSI staff can assist with helping the local program and partners create and research funding streams to accomplish the community's district revitalization goals.
- **Downtown Housing Assessment**
MSI staff can work with the local Main Street program and development partners to assess existing downtown housing options, opportunities, and begin the process of housing development strategies.



MAIN STREET IOWA PROMOTION SERVICES

The Promotion Point services focus on positioning the Main Street district as the center of the community and the hub of economic activity, while creating a positive image that showcases a community's unique characteristics.

One-on-One Technical Assistance:

Issue-specific technical assistance on marketing and event planning, implementation, or management issues via on-site visit or phone/email.

Training: (Possible topics include but are not limited to...)

- **Promotion Point-Focused Committee and Task Force Training**
A 90-minute on-site training to review the roles and responsibilities of a Promotion Committee.
- **Successful Events Examples / Presentation**
A 90-minute on-site presentation that includes a variety of Special Event, Retail/Business Event and Image Promotion ideas that have worked in other MSI communities.
- **Promotional Ideas for Main Street Businesses / Presentation**
A 90-minute on-site presentation that includes a variety of event and marketing ideas for downtown businesses that have worked in other MSI communities.
- **Celebrate Streetscape**
A 90-minute on-site presentation that includes information pertinent to communities that will be undergoing a streetscape construction project.

Targeted Technical Assistance:

- **Event Calendar Assessment**
Review of your organization's calendar of events and/or an in-community planning meeting to discuss existing activities and ensure new promotions are timed properly and include a mix of activities.
- **Event Evaluation**
A planning meeting and/or review action plans, marketing plans, budget, demographics, sponsorship solicitation efforts and collateral materials for your event to make suggestions for improvement.
- **Promotion Committee Planning Retreat**
A facilitated three-hour onsite retreat to help the Promotion Committee create a carefully thought-out plan that is in line with the organization's long-term objectives.
- **Tourism Assessment Visit**
On a limited basis, MSI Promotion Specialist, MSI Business Specialist and representatives of the Iowa Tourism Office are available to work in-community for two days to assess your community's readiness for visitors.
- **Event Shadowing**
We will help make arrangements for you to "volunteer" in another community to experience their event first hand.



MAIN STREET IOWA DESIGN SERVICES

The Design Point services focus on enhancing the physical elements of downtown while capitalizing on the unique assets that set the district apart. Using preservation-based strategies, Main Street encourages building reuse through appropriate rehabilitation and maintenance and provides education to help communities protect and manage their historic resources.

One-on-one technical assistance:

MSI design specialists are available for one-on-one site visits with building and business owners to discuss potential building and site improvements.

Training: (Possible topics include but are not limited to...)

- **Design Point-Focused Committee and Task Force Training**
A 90-minute onsite training to review the roles and responsibilities of a Design Committee.
- **Main Street Design Basics**
This presentation gives an introductory overview of Main Street Design principles. Attendees will learn basic preservation, design, and maintenance recommendations for historic downtown buildings and public spaces through example images and “before and after” case studies.
- **Signs and Awnings for Downtown**
Well-designed signs and awnings highlight downtown businesses and enhance the look and feel of the district. This training looks at how to appropriately integrate signs and awnings with historic downtown architecture, design considerations, and examples of unique signage that will have business owners thinking outside of the box when it comes to new sign design.
- **Simple Building Improvements for (Almost) No Money**
Many property owners and tenants, especially in small towns, want to improve their buildings but simply can’t afford to do an expensive total rehabilitation. This training shows how even small budget projects can have a big visual impact and create positive momentum for downtown revitalization efforts.
- **Upper Floor Rehabilitation**
This session looks at redevelopment opportunities for typical downtown buildings, including use options, design considerations, and common pitfalls. Inspiration images and case studies highlight Iowa communities ranging from 1,000 to 70,000 in population.
- **Window Displays and Visual Merchandising**
This presentation reviews the basic principles of design and applies them to window displays. Examples shown will engage and inspire downtown merchants – even those with unusual or hard to display product types.

Targeted Technical Assistance:

- **Exterior Design Assistance**
Conceptual renderings are available to show potential façade improvements and business signage/logo design. Recommendations are also available for compatible new construction/infill development.

(Design services continued on the next page)



- Upper-Story Design Assistance
Preliminary space planning and conceptual floor plans are available to assist with upper-story redevelopment.
- Commercial Space Evaluation and Recommendations
Consultation with individual business owners to improve store layout, visual merchandising, window displays, and signage.
- Public Space Recommendations
Conceptual plans and example images are provided for public space improvements, including green spaces, parking lots, and public art.
- Technical Information/Resources
Design and preservation-related resources are available to be sent electronically. Project-specific examples are also available by request.

MARSHALLTOWN

— I O W A —

May 29, 2018

To: Mayor, Members of the City Council and City Administrator

From: Michelle Spohnheimer, Housing & Community Development Director

Re: Marth-Ellen Tye Foundation application for the Iowa River Trail Master Plan in connection to the National Endowment for the Arts Our Town grant program.

Policy Issue: The Housing & Community Development Department is requesting approval from the City Council to apply for up to \$50,000 from the Martha Ellen-Tye Foundation Grant Program to be used in connection to the previously awarded Our Town grant from the National Endowment for the Arts. The project will include a master plan for the Iowa River Trail focused on public art, way finding, branding and placemaking. The total project-funding goal is \$100,000.

Recommendation: Staff recommends authorization of the City staff to apply for the grant and to execute and accept an award if granted.

Background: The Iowa River Trail is a 34-mile recreational trail stretching from Marshalltown to Steamboat Rock. The scope of this project is to focus on brand development, wayfinding and public art inclusion using placemaking concepts. It will involve public engagement by residents along the entire trail. The recent NEA – Our Town award made to the City of Marshalltown was one of 60 awards Nationwide and the only award in Iowa under this program. The NEA grant will begin August 1, 2018.

Budget Impact: The following is a list of the proposed & committed funding sources:

- \$25,000 – NEA Our Town Grant – Awarded
- \$50,000 – Martha-Ellen Tye Foundation – Applying June 1st
- \$25,000 – Wellmark Foundation Small Match Grant – Applying June 8th
- \$5,000 – City of Marshalltown – Committed
- \$15,000-\$20,000 – Iowa River Trails organizations (Hardin County Trails Commission and TRAILS, Inc.)
- \$25,000 – Region 6 Planning Commission/Iowa DOT Transportation Planning grant – Applying Summer 2018 if eligible

Attachment: Resolution

Housing & Community Development
36 North Center Street, Marshalltown, IA 50158
Tel. (641) 754-6583 - Fax (641) 754-5742

**RESOLUTION AUTHORIZING THE CITY HOUSING & COMMUNITY DEVELOPMENT
DEPARTMENT TO SUBMIT A GRANT APPLICATION TO THE MARTHA-ELLEN TYE
FOUNDATION FOR THE IOWA RIVER TRAIL MASTER PLAN PROJECT**

WHEREAS the City of Marshalltown (hereinafter referred to as the “City”), State of Iowa, is a political subdivision organized and existing under the law and the Constitution of the State of Iowa (the “State”); and

WHEREAS the City has received an Our Town grant award for the Iowa River Trail Master Plan from the National Endowment for the Arts in the amount of \$25,000; and

WHEREAS the City is requesting additional match funding for the project; and

WHEREAS the staff is proposing a request to be made to the Martha-Ellen Tye Foundation for up to \$50,000 matching funds to support the project; and

WHEREAS the City Council has found the request to apply for funding to be in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA:

Section 1. This Council hereby authorizes City staff to prepare and submit a grant application to the Martha-Ellen Tye Foundation to be used as match funding for the Our Town grant program with the National Endowment for the Arts.

Section 2. This Council hereby authorizes staff to accept the award if granted and sign necessary agreements to execute an award.

Passed this ____ day of May 2018 and signed this ____ day of May 2018.

CITY OF MARSHALLTOWN, IOWA

Joel T.S. Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

MARSHALLTOWN

— I O W A —

May 29, 2018

To: Mayor, Members of the City Council and City Administrator

From: Michelle Spohnheimer, Housing & Community Development Director

Re: Wellmark Foundation application for the Iowa River Trail Master Plan in connection to the National Endowment for the Arts Our Town grant program.

Policy Issue: The Housing & Community Development Department is requesting approval from the City Council to apply for \$25,000 from the Wellmark Foundation Small Match Grant Program to be used in connection to the previously awarded Our Town grant from the National Endowment for the Arts. The project will include a master plan for the Iowa River Trail focused on public art, way finding, branding and placemaking. The total project-funding goal is \$100,000.

Recommendation: Staff recommends authorization of the City staff to apply for the grant and to execute and accept an award if granted.

Background: The Iowa River Trail is a 34-mile recreational trail stretching from Marshalltown to Steamboat Rock. The scope of this project is to focus on brand development, wayfinding and public art inclusion using placemaking concepts. It will involve public engagement by residents along the entire trail. The recent NEA – Our Town award made to the City of Marshalltown was one of 60 awards Nationwide and the only award in Iowa under this program. The NEA grant will begin August 1, 2018.

Budget Impact: The following is a list of the proposed & committed funding sources:

- \$25,000 – NEA Our Town Grant – Awarded
- \$50,000 – Martha-Ellen Tye Foundation – Applying June 1st
- \$25,000 – Wellmark Foundation Small Match Grant – Applying June 8th
- \$5,000 – City of Marshalltown – Committed
- \$15,000-\$20,000 – Iowa River Trails organizations (Hardin County Trails Commission and TRAILS, Inc.)
- \$25,000 – Region 6 Planning Commission/Iowa DOT Transportation Planning grant – Applying Summer 2018 if eligible

•

Attachment: Resolution

Housing & Community Development
36 North Center Street, Marshalltown, IA 50158
Tel. (641) 754-6583 - Fax (641) 754-5742

**RESOLUTION AUTHORIZING THE CITY HOUSING & COMMUNITY DEVELOPMENT
DEPARTMENT TO SUBMIT A GRANT APPLICATION TO THE WELLMARK
FOUNDATION FOR THE IOWA RIVER TRAIL MASTER PLAN PROJECT**

WHEREAS the City of Marshalltown (hereinafter referred to as the “City”), State of Iowa, is a political subdivision organized and existing under the law and the Constitution of the State of Iowa (the “State”); and

WHEREAS the City has received an Our Town grant award for the Iowa River Trail Master Plan from the National Endowment for the Arts in the amount of \$25,000; and

WHEREAS the City is requesting additional match funding for the project; and

WHEREAS the staff is proposing a request to be made to the Wellmark Foundation for \$25,000 matching funds to support the project; and

WHEREAS the City Council has found the request to apply for funding to be in the best interest of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA:

Section 1. This Council hereby authorizes City staff to prepare and submit a grant application to the Wellmark Foundation to be used as match funding for the Our Town grant program with the National Endowment for the Arts.

Section 2. This Council hereby authorizes staff to accept the award if granted and sign necessary agreements to execute an award.

Passed this ____ day of May 2018 and signed this ____ day of May 2018.

CITY OF MARSHALLTOWN, IOWA

Joel T.S. Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

APPROVE AMENDMENT NO. 5 TO
URBAN RENEWAL PLAN FOR URBAN
RENEWAL AREA NO. 2

422742-32

Marshalltown, Iowa

May 29, 2018

The City Council of the City of Marshalltown, Iowa, met on May 29, 2018, at 12:00 o'clock, noon., at the Council Chambers, for the purpose of conducting a public hearing on a proposed urban renewal plan amendment. The Mayor presided and the roll being called the following members of the Council were present and absent:

Present: _____

Absent: _____

It was reported that notice of the intention of the Council to conduct a public hearing on Amendment No. 5 to the urban renewal plan for the Marshalltown Urban Renewal Area No. 2, which describes a list of urban renewal projects that could be undertaken in that Urban Renewal Area, had been published according to law and as directed by the Council and that this is the time and place at which the Council shall receive oral or written comments from any resident or property owner of the City. All written comments, statements, and evidence heretofore filed were reported to the Council.

The following named persons presented oral comments, statements, or evidence as summarized below; filed written comments or statements, copies of which are attached hereto; or presented other exhibits, copies of which are attached hereto:

(Here list all persons presenting written or oral statements or evidence and summarize each presentation.)

There being no further comments, or evidence offered, the Mayor announced the hearing closed.

Council Member _____ moved the adoption of a resolution entitled “A Resolution to Approve Amendment No. 5 to the urban renewal plan for the Marshalltown Urban Renewal Area No. 2”, seconded by Council Member _____. After due consideration, the Mayor put the question on the motion and the roll being called, the following named Council Members voted:

Ayes: _____

Nays: _____.

Whereupon, the Mayor declared the resolution duly adopted and signed approval thereto.

RESOLUTION NO. _____

A resolution to approve Amendment No. 5 to the urban renewal plan for the Marshalltown Urban Renewal Area No. 2

WHEREAS, the City Council of the City of Marshalltown, Iowa (the “City”) has created the Marshalltown Urban Renewal Area No. 2 (the “Urban Renewal Area”) and has approved an urban renewal plan for the Urban Renewal Area; and

WHEREAS, Chapter 403 of the Code of Iowa requires that, before a city approves any new urban renewal projects, a city must amend the existing urban renewal plan to include those new projects in that plan; and

WHEREAS, an amendment to the urban renewal plan for the Urban Renewal Area has been prepared which describes a list of urban renewal projects that could be undertaken in the Urban Renewal Area; and

WHEREAS, notice of a public hearing by the City Council of the City on the proposed urban renewal plan amendment for the Urban Renewal Area was heretofore given in strict compliance with the provisions of Chapter 403 of the Code of Iowa, and the Council has conducted said hearing; and

WHEREAS, copies of the urban renewal plan amendment, notice of public hearing and notice of a consultation meeting with respect to the urban renewal plan amendment were sent to Marshall County and the Marshalltown Community School District; the consultation meeting was held and responses to any comments or recommendations received following the consultation meeting were made as required by law;

NOW, THEREFORE, It Is Resolved by the City Council of the City of Marshalltown, Iowa, as follows:

Section 1. It is hereby determined by this City Council as follows:

A. Amendment No. 5 to the Urban Renewal Plan for the Marshalltown Urban Renewal Area No. 2 conforms to the general plan of the City.

B. The projects described in Amendment No. 5 to the Urban Renewal Plan for the Marshalltown Urban Renewal Area No. 2 are necessary and appropriate to facilitate the proper growth and development of the City in accordance with sound planning standards and local community objectives.

Section 2. Amendment No. 5 to the Urban Renewal Plan for the Marshalltown Urban Renewal Area No. 2, in the form previously presented to the City Council, is hereby made a part of this Resolution and is hereby in all respects approved.

Section 3. All resolutions or parts thereof in conflict herewith are hereby repealed, to the extent of such conflict.

Passed and approved May 29, 2018.

Mayor

Attest:

City Clerk

* * * *

There being no further business to come before the meeting, it was upon motion adjourned.

Mayor

Attest:

City Clerk

STATE OF IOWA
COUNTY OF MARSHALL
CITY OF MARSHALLTOWN

SS:

I, the undersigned, do hereby certify that I am the duly appointed, qualified and acting City Clerk of the City of Marshalltown, and that as such I have in my possession or have access to the complete corporate records of the City and of its officers; and that I have carefully compared the transcript hereto attached with those records and that the attached is a true, correct and complete copy of the corporate records relating to the action taken by the City Council preliminary to and in connection with approving Amendment No. 5 to the urban renewal plan for the Marshalltown Urban Renewal Area No. 2.

WITNESS MY HAND this ____ day of _____, 2018.

City Clerk

May 24, 2018

Shari Coughenour
City Clerk/City Hall
24 North Center Street
Marshalltown, Iowa 50158

Re: Amendment No. 5 to urban renewal plan for Marshalltown Urban Renewal Area
No. 2
Our File No. 422742-32

Dear Shari:

Enclosed are proceedings for use by your City Council at their meeting on May 29 to hold a public hearing and adopt a resolution to approve Amendment No. 5 to the urban renewal plan for the Marshalltown Urban Renewal Area No. 2.

We will appreciate receiving executed copies of these proceedings as soon as they are available. Please contact me if you have any questions.

Sincerely,

Robert E. Josten

Cc by email: Jessica Kinser
Roger Schoell
Justin Yarosevich

MARSHALL COUNTY
OFFICE OF
COUNTY BOARD OF SUPERVISORS
COURTHOUSE
MARSHALLTOWN, IOWA 50158

TELEPHONE 641-754-6330

BOARD OF SUPERVISORS

**Bill Patten
Dave Thompson
Steve Salasek**

May 18, 2018

City of Marshalltown
Jessica Kinser, City Administrator
24 N Center St.
Marshalltown, IA 50158

Re: Amendment #5 to Urban Renewal Area #2 (Eastside TIF)

Ms. Kinser,

Marshall County would like to object to the tax-exempt projects listed on Amendment #5 for the Urban Renewal Area #2 (Eastside TIF).

We understand that a few of the new streets may be necessary for new development projects and approve of this TIF usage, but would strongly encourage the City to wait until there are firm commitments from developers before doing so.

We also request that Minimum Assessment Agreements be entered into for any new TIF projects and that these agreements follow through proper channels per Iowa Code 403.6(19) (going through Assessors office, Recording of the agreement, etc...). This takes the risk away from taxpayers and the governing body.

We are assuming that the Tax Rebate Program will result in taxable value, although there are no details as to what type of incentives to developers are intended. Therefore, our approval of this project is pending until we receive more detailed information from the City.

- These are not additional incentives for the developers/developments that will also receive street, water, sewer system, sidewalks, street lighting and storm sewer from TIF, are they?

We approve of the grant program for Demolition & Redevelopment of Blighted properties as well.

Because TIF diverts taxes from overlying tax entities (school, city, county, college, etc...), those entities are forced to raise taxes to make up for the lost revenue from the increment, or cut back on services. Residents' who are taxed by those entities end up paying higher taxes, and it is not just city residents. It shifts the costs from city taxpayers to other county and school taxpayers who do not see the offsetting revenue benefits and lower rates that are

supposed to occur when the project is complete and increased taxable value comes back on – which is the original point of TIF.

When TIF projects are working properly and producing new economic activity that would not otherwise exist or produces jobs, it is worth the temporary diversion of taxes. Tax-exempt projects do neither.

Unfortunately, many times the diversion of revenue continues long after the initial project(s) have been paid for and the TIF starts being treated as a “money tree”. We believe the City of Marshalltown is trying to use TIF on some speculative projects that do not pay for themselves, or for tax-exempt facilities and infrastructure that are normally paid for by city bonds or fees (cameras, sidewalks, streets, alleys, trails, parks, etc...).

These types of projects are exempt from taxation, and will never generate additional tax base, and by their very nature are temporary and will need to be replaced/fixed again. Similar to maintaining your home – if you have a bad roof, you have to replace it and you know you will have to do so periodically. You save money, cut back somewhere else or take out a loan to cover the maintenance. However, you do not take money from your child’s college fund to pay for it knowing that you will be shifting the expense of college onto your child. Alternatively, you will have to save double the amount to replace the money in the college fund and set up a fund to cover the next roof repair, so there is not a need to raid another fund again.

In addition to the fact that many of these proposed projects are tax-exempt, we also object to the use of TIF dollars for sidewalks and pedestrian paths and trails. You are asking for TIF dollars, which come from the taxpayers to improve sidewalks for city projects, and also attempting to force property owners to construct new sidewalks or replace/repair existing sidewalks at their expense with the proposed sidewalk amendment (with a small possible reimbursement). If property owners are unable or unwilling to pay for these, you will place a special assessment on the property, further hindering taxpayers’ finances.

In essence, taxpayers would be paying for sidewalks three ways: the sidewalks abutting their property and in the city right-of-way; the tax exempt city sidewalk projects being funded through the diversion of tax dollars via TIF; and lastly by the increase of property taxes from the taxing entities who have had tax dollars diverted from them because of the use of TIF.

The taxpayers of this community and county are seeing increases in many other areas already – storm sewer rates, Communication Commission levy, electricity, library tax, etc...- and this additional increase for tax-exempt projects will just increase the burden.

In Assessment Year 2015 Payable FY16-17, the City of Marshalltown significantly reduced their request of TIF dollars (an almost \$26,000,000 decrease in Increment). Our Auditors office emailed the City to verify that the figures were correct and asked for confirmation in writing because the figures were so much lower than previous years. When the City received valuations for that Assessment Year, the Auditor’s Office received several calls from the City wondering if the figures were correct because they had so much more Valuation to work with in their budget. That year all taxing entities (not only the School and County, but the City as well) saw tremendous relief when preparing budgets from all the added tax value that was not diverted by TIF. The City & County have always struggled with the General Fund levy limits. When TIF is used less, it relieves some of the pressure in the General Fund. The attached graph clearly shows this correlation between less TIF and more Taxable Value.

MARSHALL COUNTY

OFFICE OF
COUNTY BOARD OF SUPERVISORS
COURTHOUSE
MARSHALLTOWN, IOWA 50158

TELEPHONE 641-754-6330

BOARD OF SUPERVISORS

Bill Patten
Dave Thompson
Steve Salasek

By being fiscally responsible and trying to lower taxes and save money for projects that are tax-exempt, our city will become more attractive to new people and businesses. TIF should only be used only for projects that will increase Marshalltown's tax base when the project is completed.

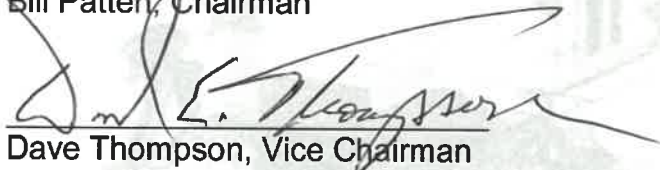
We appreciate your time, and hope that due consideration will be given to our comments, as we all want what is best for our community, surrounding areas and most importantly our citizens.

Thank you.

Sincerely,



Bill Patten, Chairman



Dave Thompson, Vice Chairman



Steve Salasek, Member

CC: Bethany Wirin, At Large
1802 Sherwood Ave

Bill Martin, At Large
605 Joan Terrace

Leon Lamer, At Large
503 S 12th St

Susan Cahill, 1st Ward
202 N 1st St

Gabriel Isom, 2nd Ward
506 Highland Dr

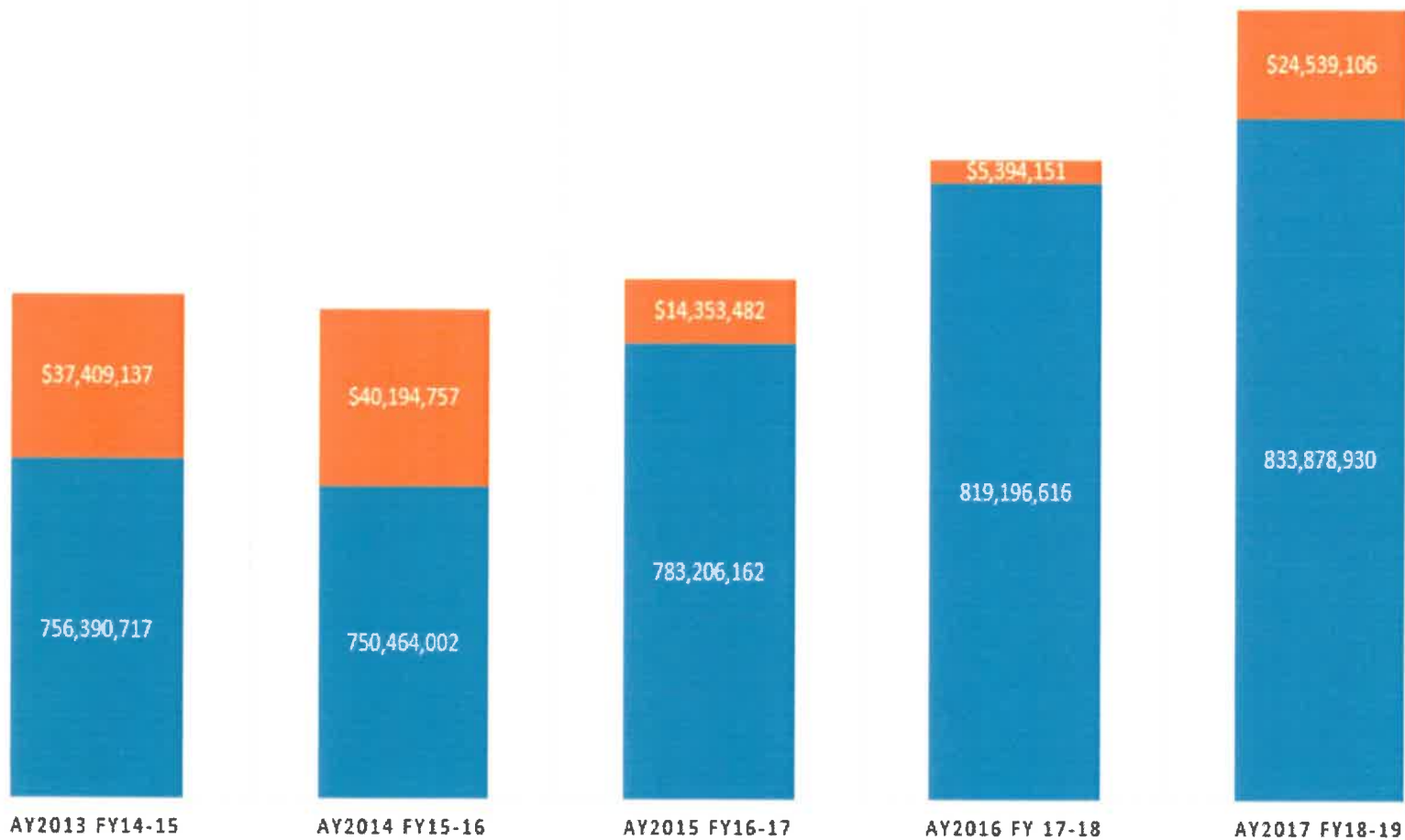
Mike Gowdy, 3rd Ward
404 Meadow Ln

Al Hoop, 4th Ward
209 Olson Way

Joel Greer, Mayor
420 Hughes St

THE EFFECT REDUCED INCREMENT HAD ON TAXABLE VALUE INCLUDING GAS & ELECTRIC UTILITY VALUE FOR THE CITY OF MARSHALLTOWN

■ Taxable Value Including Gas & Electric ■ Applicable Increment Value



MARSHALLTOWN

I O W A

City Administrator's Office

Joel Greer, Mayor
Jessica Kinser, Administrator
Shari L. Coughenour, Clerk
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5799
Fax - (641) 754-5717

May 23, 2018

Marshall County Board of Supervisors
1 E. Main St.
Marshalltown, IA 50158

To the Board of Supervisors:

Thank you for your written follow-up with questions from the May 14th consultation session regarding a plan amendment to Urban Renewal Area #2, which covers the east side of the City. The City is proceeding with this plan amendment to put ourselves in a proactive position where we can market to developers that we have planned for development and improvements and have the ability to readily move forward with an incentive package in an expeditious way.

You asked specific question about the City's intentions with the proposed Tax Rebate Program and whether or not a project would be eligible for both tax rebates and reimbursements for infrastructure. At this time, there is not a project that is contemplated; therefore, I cannot respond in the affirmative or negative to this question.

The public hearing for this plan amendment will be held at the City Council meeting on Tuesday, May 29th, at 12pm in City Council Chambers at 10 W. State Street. Following the public hearing, the City Council will consider a resolution to approve the plan amendment.

Again, thank you for your response to our proposed Urban Renewal Area #2 plan amendments.

Sincerely,

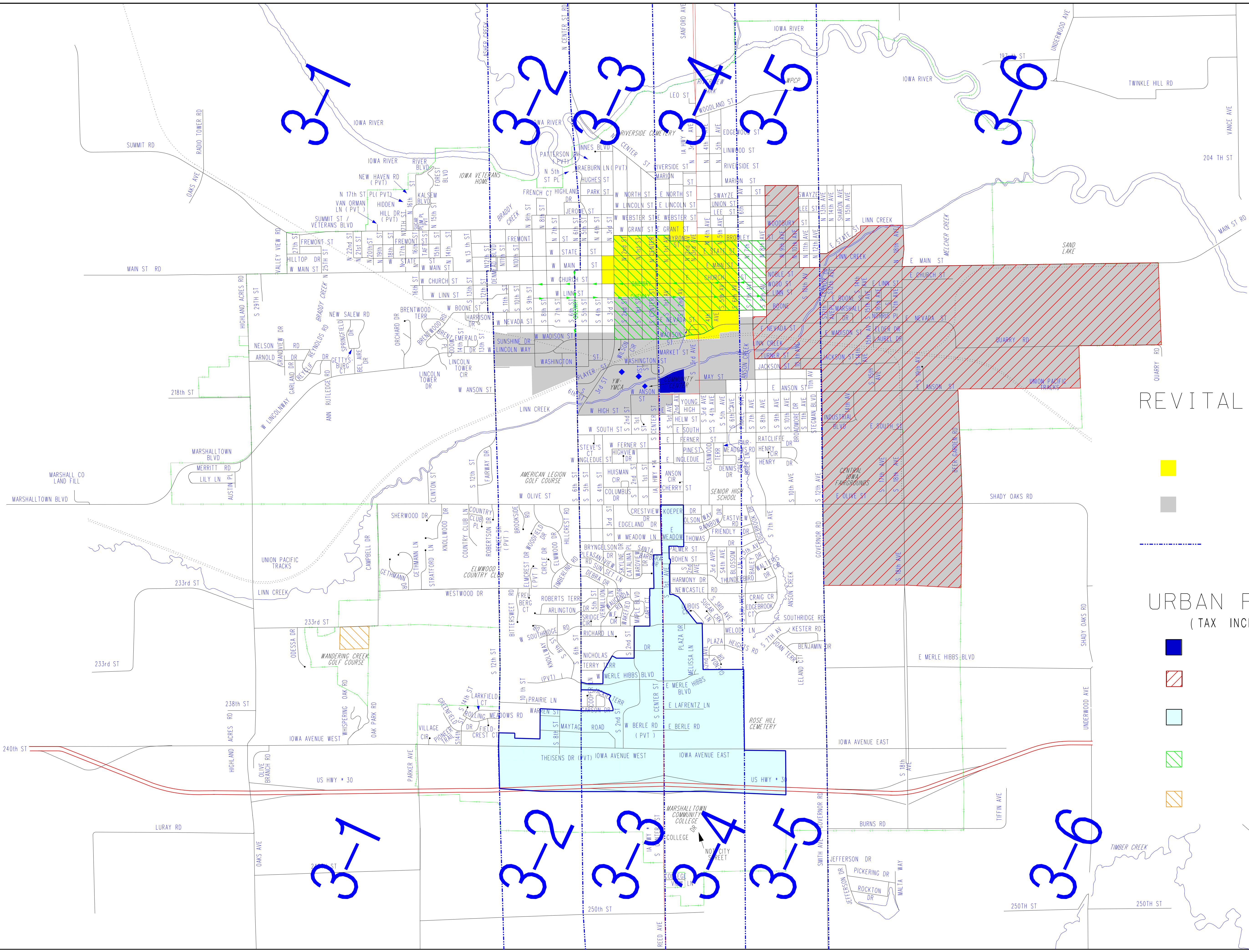


Jessica Kinser
City Administrator

City Council

Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin





REVITALIZATION AREAS (TAX ABATEMENT)



NO. 1 AS AMENDED



NO. 2 AS AMENDED



NO. 3

URBAN RENEWAL AREAS (TAX INCREMENT FINANCING)



NUMBER 1



NUMBER 2



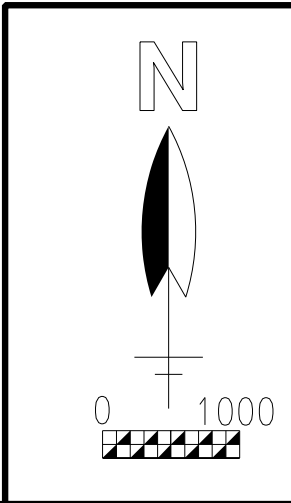
NUMBER 3



NUMBER 4



NUMBER 5



AMENDMENT NO. 5

to the

**CITY OF MARSHALLTOWN URBAN
RENEWAL AREA NO. 2 URBAN
RENEWAL PLAN**

for the

**MARSHALLTOWN URBAN RENEWAL
AREA NO. 2**

City of Marshalltown, Iowa

Original Plan – May 1993

Amended and Restated Urban Renewal Plan – 2002

Amendment No. 2 – December 2013

Amendment No. 3 – January 2015

Amendment No. 4 – August 2015

Amendment No. 5 – May 2018

Local Government Professional Services, Inc.

DBA – Simmering-Cory

AMENDMENT NO. 5
to the
MARSHALLTOWN URBAN RENEWAL AREA NO. 2
URBAN RENEWAL PLAN
for the
MARSHALLTOWN URBAN RENEWAL AREA NO. 2
CITY OF MARSHALLTOWN, IOWA

The Marshalltown Urban Renewal Area No. 2 Urban Renewal Plan (the “Plan” or “Urban Renewal Plan”) for the Marshalltown Urban Renewal Area No. 2 (the “Area” or “Urban Renewal Area”), adopted in 1993 has been previously amended four times including the following amendments:

- Amendment No. 1 (2002). Amendment No. 1 amended and restated the Urban Renewal Plan No. 2 for the Marshalltown Urban Renewal Area No. 2.
- Amendment No. 2 (December 2013). Amendment No. 2 added a project, TIG Distributing, Inc., to the Urban Renewal Plan and removed a self-imposed expiration date.
- Amendment No. 3 (January 2015). Amendment No. 3 added a project, Menard, Inc., to the Urban Renewal Plan. The amendment also added land to the Urban Renewal Area.
- Amendment No. 4 (August 2015). Amendment No. 4 amended a previously authorized project for TIG Distributing, Inc., that was approved in Amendment No. 2 in December 2013.

Now the Marshalltown Urban Renewal Area No. 2 Urban Renewal Plan is being further amended for the purpose of identifying new urban renewal projects to be undertaken within the Urban Renewal Area by this Amendment No. 5 (“Amendment No. 5” or “Amendment”) in accordance with the provisions of Chapter 403 of the *Code of Iowa*.

Except as modified by this Amendment, the provisions of the Amended and Restated Urban Renewal Plan, as previously amended, are hereby ratified, confirmed, and approved and shall remain in full force and effect as provided herein. In case of any conflict or uncertainty, the terms of this Amendment shall control.

AREA DESIGNATION

The Urban Renewal Area was originally designated as both an economic development area appropriate for the promotion of commercial and industrial development and an area in which blighted conditions exist that is appropriate for blight remediation activities. Amendment No. 1 confirmed the designation of economic development and the presence of blighting factors within the area. Amendments two through four did not make any changes to the Area designation.

This Amendment makes no change in the Area designation.

ELIGIBLE URBAN RENEWAL PROJECTS (AMENDMENT NO. 5)

1. Public Improvements:

Project	Estimated Date	Estimated Cost to be Funded by TIF Funds	Rationale
Economic Development Grant Program for Demolition and Redevelopment of Blighted Properties	2019 – 2025	\$300,000	The City plans to provide economic development grants to entities for the purpose of acquisition, demolition, and cleanup of dangerous and dilapidated properties that contribute to blighting conditions within the Area.
Security Camera Network	2018 – 2021	\$50,000	A contributing factor to the Area's blighting designation was increased crime and police calls for service. Installation of a security camera system network will aid in the prevention of crime and reduction of blighting influences. Reduction in crime may lead to increased property values and additional development within the Area.
Sidewalk and Trail Developments including the following locations: • 12th Avenue • 17th Avenue • Olive Street	2018 – 2025	\$2,000,000	A safe pedestrian transportation system is an important component to a successful economic environment and quality of life factor for communities. The City anticipates providing funding to improve pedestrian access within the Urban Renewal Area including sidewalks and trails that meet current ADA accessibility standards. Safe and accessible pedestrian paths, sidewalks and trails, can provide a low-cost and healthy transportation system for employees who work at commercial and industrial facilities within the Urban Renewal Area.
Linn Creek Trail Overlay	2018 – 2022	\$250,000	The existing Linn Creek Trail runs through the Urban Renewal Area and has deteriorated to a point that is causing safety concerns for pedestrian and bicycle traffic utilizing the trail. The City plans to rehabilitate the trail to ensure a safe travel way for users. Safe and accessible pedestrian paths, sidewalks and trails, can provide a low cost and healthy transportation system for employees who work at commercial and

			industrial facilities within the Urban Renewal Area.
Park Improvements	2019 – 2026	\$300,000	Parks are an important part of quality of life which may attract families and employees to neighborhoods. The City is proposing to enhance two parks within the Urban Renewal Area to ensure adequate safety for residents and visitors. The parks include Peterson Park and Optimist Park. Potential improvements include security lighting, connections to pedestrian pathways (trails and sidewalks), and updating park equipment to meet current safety standards.
Beer Garden Road Development – Approximately 1,300 Feet of New Road	2019 – 2022	\$4,000,000	Development of a new road on the west side of the proposed new industrial park. The City anticipates the need to develop a new road on the west side of the proposed new industrial park to facilitate traffic flow to existing and new businesses developed in the area. Development of the road may also open up additional land for new development.
Marshalltown Industrial Park Development – 18 th Avenue	2019 – 2025	\$2,000,000	The City is actively marketing a 25-acre area as a potential new industrial park. Depending on interest in the site the potential is for five, five-acre sites. With development of the site the City anticipates the need for infrastructure improvements which may include streets, water, sanitary sewer, sidewalks, street lighting, and storm water facilities.
Storm Water System Improvements on 8 th Avenue, Main Street, and Nevada Street	2019 – 2025	\$2,000,000	Lack of an adequate storm water system can lead to blight conditions and lack of development. Parts of the Urban Renewal Area have no storm water system or a very limited system. The City anticipates a need to install new storm water facilities within this area as development and redevelopment occur.
Development of a New Street Connecting Street between S. 12 th Avenue and S. 18 th Avenue	2019-2025	\$1,000,000	To encourage development within the Area the City anticipates a need to develop a connecting street, yet unnamed, between S. 12 th Avenue and S. 18 th Avenue. The development would consist of the purchase of land for the road as well as the construction of the new road. The addition of a connecting road will open up potential for new economic development and facilitate better traffic flow within the Area.

NOTE: It may be that the above costs will be reduced by the application of state and/or federal grants or programs; cost-sharing agreements with other entities; or other available sources of funds.

2. Tax Rebate Program: The City anticipates that there will be a need to provide incentives to developers within the Urban Renewal Area, in the form of tax increment rebates to incentivize economic development and remediation of blight within the Urban Renewal Area.

The following general program guidelines and benefits will be based on the following, subject to review by the City Council:

- Projects must be located within the Urban Renewal Area.
- Prior to providing any rebate under this program the City will hold a public hearing(s) as required by Iowa Law and will approve a Development Agreement outlining details specific to the development and any rebates to be approved.
- Priority for agreements will be given to projects that result in the creation of new jobs and/or new taxable value for the City of Marshalltown.
- Rebates provided will be subject to annual appropriation by the City Council.
- Projects should not create an unfair advantage over similar businesses within the Urban Renewal Area as determined by the City Council.
- Projects will not be participating or taking advantage of other City incentives including, but not limited to, Urban Revitalization (tax abatement) or other tax exemption programs.
- Rebate agreements will not be approved for amounts less than \$10,000 nor more than \$1,000,000.
- Rebate agreements will not exceed a maximum of ten years.
- The City does not anticipate more than ten development agreements to be approved under this program without reauthorization.

3. Planning, Engineering Fees (for Urban Renewal Plans), Attorney Fees, Administrative, and Other Related Costs to Support Urban Renewal Projects and Planning:

Project	Estimated Date	Estimated Cost to be Funded by TIF Funds
Fees & Costs	Undetermined	Not to Exceed \$25,000 Annually

FINANCIAL INFORMATION

1.	July 1, 2017 Constitutional Debt Limit:	\$68,225,606
2.	Outstanding General Obligation Debt:	\$33,349,985
3.	Proposed amount of indebtedness to be incurred: A specific amount of debt to be incurred for the Eligible Urban Renewal Projects (Amendment No. 5) has not yet been determined. This document is for planning purposes only. The estimated project costs in this Plan are estimates only and will be incurred and spent over a number of years. The City Council will consider each project proposal on a case-by-case basis to determine if it is in the City's best interest to participate before approving an urban renewal project or expense. It is further expected that such indebtedness, including interest on the same, may be financed in whole or in part with tax increment revenues from the Urban Renewal Area, as amended. Subject to the foregoing, it is estimated that the cost of the Eligible Urban Renewal Projects (Amendment No. 5) as described above will be approximately as stated in the next column:	\$11,900,000 plus up to \$25,000 annually for planning expenses and up to \$10,000,000 in the City's Tax Rebate Program for economic development and blight remediation projects subject to annual appropriation by the City Council. This does not include financing costs related to debt issuance, which may be incurred over the life of the Area.

EFFECTIVE PERIOD

This Amendment No. 5 will become effective upon its adoption by the City Council. Notwithstanding anything to the contrary in the Urban Renewal Plan, any prior amendment, resolution, or document, the Urban Renewal Plan shall remain in effect until terminated by the City Council, and the use of incremental property tax revenues, or the "division of revenue," as those words are used in Chapter 403 of the *Code of Iowa*, will be consistent with Chapter 403 of the *Code of Iowa*. The division of revenues shall continue on the Area for the maximum period allowed by law.

At the time the original Urban Renewal Area was adopted in 1993, the plan was designated as a mixed economic development and blighted area and therefore the Area is not subject to the statutorily required expiration on the ability to collect incremental taxes set out in the *Code of Iowa* section 403.17(10). Amendment No. 2, adopted in 2013, removed a self-imposed expiration date and clarified that the division of revenue in the Area is not subject to any sunset. This Amendment No. 5 makes no change to the effective period of the Area.

At all times, the use of tax increment financing revenues (including the amount of loans, advances, indebtedness or bonds which qualify for payment from the division of revenue provided in Section 403.19 of the *Code of Iowa*) by the City for activities carried out under the Urban Renewal Area shall be limited as deemed appropriate by the City Council and consistent with all applicable provisions of law.

REPEALER

Any parts of the Plan, as previously amended, in conflict with this Amendment are hereby repealed.

SEVERABILITY CLAUSE

If any part of this Amendment No. 5 is determined to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity of the previously adopted Plan as a whole or the previous amendments to the Plan, or any part of the Plan not determined to be invalid or unconstitutional.



Joel Greer, Mayor
Jessica Kinser, Administrator
Diana Steiner, Finance Director
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5760
Fax - (641) 754-5781

FINANCE DEPARTMENT

May 24, 2018

To: Mayor Joel Greer
Members of the City Council

From: Diana Steiner, Finance Director

Re: Second FY18 Budget Amendment

Policy Issue: The Council must approve any amended budgets after a public hearing.

Recommendation: Consider proposed amended budget for the current fiscal year after the public hearing set for May 29, 2018 at 12 p.m. (noon).

Background: In order to not exceed budgeted amounts by activity categories, a budget amendment is needed. There have been new developments that have occurred since the first budget amendment in March. These include new revenues and related expenses for the skatepark, lifeguard training, Alliant rebates, insurance proceeds, and repairs reimbursable from a grant. Council also approved local option sales tax dollars to be used for the CivicRec software, an early hire of a police officer, and design/engineering expenses for the bike trail which are now being budgeted. Expenditures have also been re-allocated between activities now that we are closer to the end of the fiscal year and have a better estimate of costs (i.e. retirements, liability insurance premiums, staff time dedicated to certain projects, repairs, etc.) Since these items were not budgeted during the first budget amendment approved in March, it is now necessary to have a second budget amendment.

When reviewing the attached document, remember that Marshalltown Water Works is part of our budget for state reporting purposes. They have no further changes since the first budget amendment. Their amended budget in March consisted of \$5,109,101 in revenues and \$4,651,938 in expenditures. This generated a projected fund balance of \$3,396,556.

Attachment:

city_budget_amendment_forms_fy18 for second amendment

cc: Jessica Kinser, City Administrator

City Council

Susan Cahill, Leon Lamer, Mike Gowdy,
Al Hoop, Bill Martin, Bethany Wirin



**RESOLUTION ADOPTING THE SECOND AMENDED BUDGET FOR FISCAL YEAR
ENDING JUNE 30, 2018**

WHEREAS the notice of public hearing for the budget amendment for the City of Marshalltown, for the period ending June 30, 2018, was published in the Marshalltown Times Republican on May 18, 2018; and

WHEREAS a public hearing was held according to the published notice as required by law; and

WHEREAS the minutes record any oral or written comments questions or objections filed; and

WHEREAS the budget amendment does not change the property tax levy in the current fiscal year, which is currently \$15.28158 per \$1,000 of taxable property valuations; and

WHEREAS the budget amendment is needed to increase the spending authority due to increased revenues received this fiscal year from new grants, reimbursements etc. and for other projects the Council has approved to use local option sales tax dollars for; and

WHEREAS the city has other expenses that need to be reallocated between government activities based on projected retirements, general insurance premiums, staff time spent on certain projects, repairs, etc. that were not known at the time of the first budget amendment; and

WHEREAS the Council has determined that adopting the amended budget is in the best interest of the City of Marshalltown

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Marshalltown, Iowa:

Section 1. That the Second Amended Budget for fiscal year ending June 30, 2018 be approved.

Section 2. The City Finance Director is directed to certify and file the budget amendment as adopted and deliver an original publication notice to the Marshall County Auditor.

PASSED this 29th day of May, 2018, and signed this ____ day of May, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel T.S. Greer, Mayor

ATTEST:

Shari L. Coughenour, CMC, City Clerk

64-611

CITY BUDGET AMENDMENT AND CERTIFICATION RESOLUTION - FY 2018 - AMENDMENT #1

To the Auditor of MARSHALL County, Iowa:

The City Council of Marshalltown in said County/Countries met on 5/29/2018, at the place and hour set in the notice, a copy of which accompanies this certificate and is certified as to publication. Upon taking up the proposed amendment, it was considered and taxpayers were heard for and against the amendment.

The Council, after hearing all taxpayers wishing to be heard and considering the statements made by them, gave final consideration to the proposed amendment(s) to the budget and modifications proposed at the hearing, if any. thereupon, the following resolution was introduced.

RESOLUTION No. _____ <== ENTER RESOLUTION NUMBER

A RESOLUTION AMENDING THE CURRENT BUDGET FOR THE FISCAL YEAR ENDING JUNE 30 2018
(AS AMENDED LAST ON 3/5/2018.)

Be it Resolved by the Council of the City of Marshalltown

Section 1. Following notice published 5/18/2018

and the public hearing held, 5/29/2018 the current budget (as previously amended) is amended as set out herein and in the detail by fund type and activity that supports this resolution which was considered at that hearing:

		Total Budget as certified or last amended	Current Amendment	Total Budget after Current Amendment
Revenues & Other Financing Sources				
Taxes Levied on Property	1	11,436,367	0	11,436,367
Less: Uncollected Property Taxes-Levy Year	2	0	0	0
Net Current Property Taxes	3	11,436,367	0	11,436,367
Delinquent Property Taxes	4	0	0	0
TIF Revenues	5	185,519	0	185,519
Other City Taxes	6	5,456,848	0	5,456,848
Licenses & Permits	7	268,775	0	268,775
Use of Money and Property	8	449,072	0	449,072
Intergovernmental	9	9,214,827	8,500	9,223,327
Charges for Services	10	14,422,111	0	14,422,111
Special Assessments	11	11,000	0	11,000
Miscellaneous	12	1,041,857	59,345	1,101,202
Other Financing Sources	13	13,021,229	0	13,021,229
Transfers In	14	12,058,871	18,500	12,077,371
Total Revenues and Other Sources	15	67,566,476	86,345	67,652,821
Expenditures & Other Financing Uses				
Public Safety	16	10,627,924	26,500	10,654,424
Public Works	17	4,110,689	52,000	4,162,689
Health and Social Services	18	741,913	27,500	769,413
Culture and Recreation	19	3,031,070	43,295	3,074,365
Community and Economic Development	20	2,244,770	6,770	2,251,540
General Government	21	1,947,583	-65,770	1,881,813
Debt Service	22	4,424,418	0	4,424,418
Capital Projects	23	14,187,102	10,000	14,197,102
Total Government Activities Expenditures	24	41,315,469	100,295	41,415,764
Business Type / Enterprises	25	14,775,387	0	14,775,387
Total Gov Activities & Business Expenditures	26	56,090,856	100,295	56,191,151
Transfers Out	27	12,058,871	18,500	12,077,371
Total Expenditures/Transfers Out	28	68,149,727	118,795	68,268,522
Excess Revenues & Other Sources Over (Under) Expenditures/Transfers Out Fiscal Year	29	-583,251	-32,450	-615,701
Beginning Fund Balance July 1	30	41,176,122	0	41,176,122
Ending Fund Balance June 30	31	40,592,871	-32,450	40,560,421

Passed this 29 day of May 2018
(Day) (Month/Year)

Signature
City Clerk/Finance Officer

Signature
Mayor

ORDINANCE NO. _____

**AMENDING CHAPTER 26, STREETS AND SIDEWALKS, ARTICLE III,
SIDEWALKS, BY REPEALING CURRENT LANGUAGE AND ADOPTING NEW
LANGUAGE**

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

SECTION 1. Amendment. Chapter 26, Article III of the City of Marshalltown Code of Ordinances is hereby amended by repealing all current language of Sections 39 to 66 and replacing it with the following new language:

Sec. 26-39 Purpose.

The purpose of this chapter is to enhance safe passage by citizens on sidewalks, to place the responsibility for the maintenance, repair, replacement, or reconstruction of sidewalks upon the abutting property owner and to minimize the liability of the City.

Sec. 26-40 Definitions.

For use in this chapter the following terms are defined:

1. “Broom finish” means a sidewalk finish that is made by sweeping the sidewalk when it is hardening.
2. “Defective sidewalk” means any public sidewalk exhibiting one or more of the following characteristics:
 - A. Vertical separations equal to three-fourths ($\frac{3}{4}$) inch or more.
 - B. Horizontal separations equal to one (1) inch or more.
 - C. Holes or depressions equal to three-fourths ($\frac{3}{4}$) inch or more and at least four (4) inches in diameter.
 - D. Spalling over fifty percent (50%) of a single square of the sidewalk with one or more depressions equal to one-half ($\frac{1}{2}$) inch or more.
 - E. Spalling over less than fifty percent (50%) of a single square of the sidewalk with one or more depressions equal to three-fourths ($\frac{3}{4}$) inch or more.
 - F. A single square of sidewalk cracked in such a manner that no part thereof has a piece greater than one square foot.
 - G. A sidewalk with any part thereof missing to the full depth.
 - H. A change from the design or construction grade equal to or greater than three-fourths ($\frac{3}{4}$) inch per foot.
3. “Established grade” means that grade established by the City for the particular area in which a sidewalk is to be constructed.
4. “One-course construction” means that the full thickness of the concrete is placed at one time, using the same mixture throughout.
5. “Owner” means the person owning the fee title to property abutting any sidewalk and includes any contract purchaser for purposes of notification required herein. For all other purposes, “owner” includes the lessee, if any.
6. “Portland cement” means any type of cement except bituminous cement.
7. “Sidewalk” means all permanent public walks in business, residential or suburban areas.
8. “Sidewalk improvements” means the construction, reconstruction, repair, replacement or removal, of a public sidewalk and/or the excavating, filling or depositing of material in the public right-of-way in connection therewith.
9. “Wood float finish” means a sidewalk finish that is made by smoothing the surface of the sidewalk with a wooden trowel.

Sec. 26-41 Responsibility for Maintenance.

The owner of any lot or parcel thereof abutting upon any sidewalk on the city streets in the city shall maintain said sidewalk in state of good repair, free from cracks, holes and unevenness to that the sidewalk does not constitute a safety hazard. A state of sidewalk disrepair is hereby

declared a public nuisance. The owner of any lot or parcels who fails to repair said sidewalk shall be liable to any person injured as a result of such failure and shall further save, defend, indemnify and hold harmless the City of Marshalltown from and against any claim arising out of the failure to maintain said sidewalk.

Sec. 26-42 City may order repairs.

If the abutting property owner does not maintain sidewalks as required, the Council may serve notice on such owner, by certified mail, requiring the owner to repair, replace or reconstruct sidewalks within thirty (30) days, and if such action is not completed within such time, the Council may require the work to be done and assess the costs against the abutting property for collection in the same manner as a property tax.

(Code of Iowa, Sec. 364.12[2d & e])

Sec 26-43 Sidewalk Construction Ordered.

The Council may order the construction of permanent or temporary sidewalks upon any street or court in the City and may specially assess the cost of such improvement to abutting property owners in accordance with the provisions of Chapter 384 of the *Code of Iowa*.

(Code of Iowa, Sec. 384.38)

Sec. 26-44 New sidewalks required.

A public sidewalk shall be constructed adjacent to any lot platted prior to January 1, 2001, at the time any of the following occur:

1. Construction of a new building is completed upon a vacant lot.
2. Construction or reconstruction of a building upon the lot which amounts to an increase in value of 50% or more of an existing structure.
3. Reconstruction of a building which has incurred 50% or more in damage.
4. The property owner shall pay for all costs for constructing all sidewalks required under this section.

(Ord. 14668, § 1, 2-26-01)

Sec. 26-45 Deferments of New Sidewalk Construction.

The construction of a sidewalk, as required by Section 26-44 may be deferred for a specified period of time in a given instance. Applications for deferments must be submitted to the Housing and Community Development Department, along with the established fee, as set by resolution. A deferment will be recommended by staff if an applicant demonstrates one or more of the following criteria have been met:

1. Where the location of the proposed sidewalk is not adjacent to a street which has or will have curb and gutter;
2. Where the location of the proposed sidewalk has grade and drainage problems which would significantly interfere with the construction of the sidewalk at that location;
3. Where the location of the proposed sidewalk is on non-residential or non-retail property adjacent to an existing street with curb and gutter, and grade and drainage problems would not significantly interfere with the construction of its sidewalk at that location, and the following conditions are met:
 - a.) No pedestrian generators exist in this location; or
 - b.) The unique use of the property in conjunction with sidewalks or bike paths near the location allow for alternate pedestrian routes, unless the proposed sidewalk is needed to connect area residential property to other sidewalks in the area.

Should a deferment not be granted by City staff, the applicant can appeal this denial to the City Council.

Sec. 26-46 Deferment Expiration and Repeal.

Deferments will expire automatically if the street adjacent to the deferred location is improved and curb and gutter is installed. If conditions supporting the deferment change, the City Zoning officer may administratively repeal the deferment.

(Ord. No. 14779, § 1, 03-13-2006)

Sec. 26-47 Permit required.

No person shall remove, reconstruct or install a sidewalk unless such person has obtained a permit from the City and has agreed in writing that said removal, reconstruction or installation will comply with all ordinances and requirements of the City for such work. A written application for such permit shall be filed with the City and shall be accompanied by a permit fee as set forth and established by Resolution of the City Council.

Sec. 26- 48 Sidewalk standards.

Sidewalks repaired, replaced or constructed under the provisions of this chapter shall be constructed in accordance with the City's standard specifications. All such work shall be done under the direction and supervision of and subject to inspection and approval of the Public Works Director. If such work does not comply with the provisions of this chapter, the Public Works Director, after notice to the property owner, shall cause the sidewalks to be constructed in the proper manner and assess the cost for such work against the abutting property for collection in the same manner as a property tax.

Sidewalks repaired, replaced or constructed under the provisions of this chapter shall be of the following construction and meet the following standards.

1. *Cement.* Portland cement concrete shall be the only cement used in the construction and repair of sidewalks. The cement shall be standard gray color. Request to use any other color must be approved by the City Engineer.
2. *Construction.* Sidewalks shall be of one-course construction, using State Department of Transportation Class C portland cement concrete.
3. *Sidewalk base.* Concrete may be placed directly on compact and well-drained soil. Where soil is not well drained, a four-inch sub-base of compact, clean, coarse gravel, sand or cinders shall be laid. The adequacy of the soil drainage is to be determined by the city.
4. *Sidewalk bed.* The sidewalk bed shall be so graded that the constructed sidewalk will be at established grade.
5. *Length, width and depth.* Length, width and depth requirements are as follows:
 - a. Residential sidewalks shall be at least four feet wide and four inches thick, and each section shall be no more than four feet in length;
 - b. Business district sidewalks shall extend from the property line to the curb. Each section shall be four inches thick and no more than six feet in length and width unless the City Engineer so directs; and
 - c. Driveway areas shall be not less than six inches in thickness.
6. *Grade.* The City Engineer shall establish the sidewalk grade.
7. *Elevations.* The street edge of a sidewalk shall be at an elevation even with the curb at the curb or not less than one-half inch above the curb for each foot between the curb and the sidewalk.
8. *Slope.* All sidewalks shall have a maximum slope of 2% towards the curb.
9. *Finish.* All sidewalks shall be finished with a broom finish. All walks must be true to grade.
10. *Ramps for persons with disabilities.* There shall be not less than two curb cuts or ramps per lineal block which shall be located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 48 inches wide, shall be sloped at not greater than one inch of rise per 12 inches lineal distance, with a maximum cross slope of 2%. Each curb ramp shall include installation of detectable warning panels with truncated domes. All curb ramp installations should comply with the Iowa SUDAS Standard Specifications, Division 7, Section 7030.

Sec. 26-49 Location.

Residential sidewalks shall be located with the inner edge (edge nearest the abutting private property) one foot outside the property line, unless the Council establishes a different distance due to special circumstances.

Sec. 26-50 Barricades and warning lights.

Whenever sidewalk improvements are being made or when any sidewalk is in a dangerous condition, it is the duty of all persons having an interest therein, either as the contractor or the owner, agent, or lessee of the property in front of or along which such material may be deposited, or such dangerous condition exists, to put in conspicuous places at each end of such sidewalk

and at each end of any pile of material deposited in the street, a sufficient number of approved traffic control barricades, and to keep them lit during the entire night and to maintain said barricades both at night and in the daytime to secure the same as stated in Section 26-22. The party or parties using the street for any of the purposes specified in this chapter are liable for all injuries or damage to persons or property arising from any wrongful act or negligence of the party or parties, or their agents or employees or for any misuse of the privileges conferred by this chapter or of any failure to comply with provisions hereof.

Sec. 26-51 Failure to repair or barricade.

It is the duty of the owner of the property abutting the sidewalk, or the owner's contractor or agent, to notify the City immediately in the event of failure or inability to make necessary sidewalk improvements or to install or erect necessary barricades as required by this chapter.

Sec. 26-52 Encroaching steps.

It is unlawful for a person to erect or maintain any stairs or steps to any building upon any part of any sidewalk without permission by resolution of the Council.

Sec. 26-53 Openings and enclosures.

It is unlawful for a person to:

1. *Stairs and railings.* Construct or build a stairway or passageway to any cellar or basement by occupying any part of the sidewalk, or to enclose any portion of a sidewalk with a railing without permission by resolution of the Council.
2. *Openings.* Keep open any cellar door, grating or cover to any vault on any sidewalk except while in actual use with adequate guards to protect the public; and/or
3. *Protect openings.* Neglect to properly protect or barricade all openings on or within six feet of any sidewalk.

Sec. 26-54 Interference with sidewalk improvements.

No person shall knowingly or willfully drive any vehicle upon any portion of any sidewalk or approach thereto while in the process of being improved or upon any portion of any completed sidewalk or approach thereto, or shall remove or destroy any part or all of any sidewalk or approach thereto, or shall remove, destroy, mar or deface any sidewalk at any time or destroy, mar, remove or deface any notice provided by this chapter.

Sec. 26-55 Fires or fuels on sidewalks.

It is unlawful for a person to make a fire of any kind on any sidewalk or to place or allow any fuel to remain upon any sidewalk.

Sec. 26-56 Defacing.

It is unlawful for a person to scatter or place any paste, paint or writing on any sidewalk.
(Code of Iowa, Sec. 716.1)

Sec. 26-57 Debris on sidewalks.

It is unlawful for a person to throw or deposit on any sidewalk any glass, nails, glass bottle, tacks, wire, cans, trash, garbage, rubbish, litter, offal, or any other debris, or any substance likely to injure any person, animal or vehicle.
(Code of Iowa, Sec. 364.12 [2])

Sec. 26-58 to 66 Reserved.

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 after its final passage, approval and publication as provided by law.

Passed ____ day of _____, 2018, and signed this ____ day of _____, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor
ATTEST:

Shari L. Coughenour, CMC, City Clerk

I, Shari L. Coughenour, CMC, City Clerk of the City of Marshalltown, Iowa, do hereby certify that the foregoing AMENDMENT was passed and approved by the City Council of the City of Marshalltown, Iowa, on the ____ day of _____, 2018, and was published in the Marshalltown Times-Republican, a newspaper of general circulation in the City of Marshalltown, Iowa, on the ____ day of _____, 2018.

Shari L. Coughenour, CMC, City Clerk

ORDINANCE TO AMEND THE CODE OF ORDINANCES, CITY OF MARSHALLTOWN, IOWA BY
AMENDING CHAPTER 20, SECTION 20-169 PROHIBITING PARKING WHEN SNOW REMOVAL
OPERATIONS ARE IN PROGRESS

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA:

Section 1. The Code of Ordinances, City of Marshalltown, Iowa is hereby amended by repealing Section 20-169 and enacting the following as a substitute:

Sec. 20-169. Prohibiting parking when snow removal operations are in progress.

Wherever the word cul-de-sac is used in this ordinance it shall be that portion of a street or public way that is circular in its design and is located at the end or terminal point of a street or public way and shall start where the roadway commences its circular character and shall end when the roadway ceases its circular character.

The stopping, parking or leave standing of motor vehicles when snow removal operations are in progress by the City of Marshalltown, Iowa, on the following designated streets, parts of streets or public ways is hereby prohibited on either side of the street:

No.	Side		On Street	From	To
1			ALL CUL-DE-SAC CIRCLES		
2	BOTH	S	16TH ST	CHURCH ST	LINN ST
3	EAST	S	4TH AVE	CHURCH ST	NEVADA ST
4	BOTH	S	5TH AVE	SOUTHRIDGE RD	NEWCASTLE RD
5	BOTH	S	6TH ST	MAIN ST	MADISON ST
6	BOTH	N	6TH ST	HIGHLAND DR	JEROME ST
7	BOTH	N	8TH ST	SUMMIT ST	STATE ST
8	BOTH	E	BOONE ST	3RD AVE	4TH AVE
9	BOTH		HIGHLAND DR	5TH ST	6TH ST
10	BOTH	W	LINN ST	16TH ST	A POINT 861 FT EAST
11	BOTH		MELODY LN		
12	BOTH		NOBLE ST	S. 7TH AVE.	S. 8TH AVE.
13	BOTH		WOOD ST	S. 7TH AVE.	S. 8TH AVE.
14	BOTH		YOUNG ST		

Section 2. The Code of Ordinances, City of Marshalltown, Iowa is hereby amended by repealing Section 20-162 and enacting the following as a substitute:

Sec. 20-162. Parking around schools.

The stopping, parking or leave standing of motor vehicles on the following streets and avenues in the CITY OF MARSHALLTOWN, IOWA, is hereby prohibited at all times, except as provided in Section 20-162.1:

No.	Side		On Street	From	To
ANSON SCHOOL					
1	EAST	S	3RD AVE	E. SOUTH ST	E. ANSON ST
2	WEST	S	S 3RD AVE	E. SOUTH ST.	YOUNG ST
3	NORTH	E	SOUTH ST	S. 3RD AVE.	S. 5TH AVE.
ROGERS SCHOOL					
1	WEST	N	4TH ST	SUMMIT ST.	FREMONT ST.
2	EAST	N	5TH ST	SUMMIT ST	FREMONT ST
3	SOUTH		SUMMIT ST	N. 5TH ST.	N. 4TH ST.
HOGLAN SCHOOL					
1	EAST	S	3RD AVE	E. SOUTHRIDGE RD.	NEWCASTLE RD.
2	NORTH	E	SOUTHRIDGE RD.	S. 3RD AVE.	525 FEET EAST

FISHER SCHOOL

1	NORTH		PLEASANTVIEW RD	S. 6TH ST.	S. 4TH ST.
2	WEST	S	4TH ST.	PLEASANTVIEW RD.	W. MEADOW LANE
3	BOTH	S	4TH ST	SUNSET	PLEASANTVIEW RD

ST. HENRY SCHOOL

1	EAST	S	4TH ST.	W. OLIVE ST.	W. INGLEDUE ST.
2	SOUTH		COLUMBUS DR.	S. 4TH ST.	CRESTVIEW DR.
3	WEST		CRESTVIEW DR.	COLUMBUS DR.	W. OLIVE ST.
4	NORTH	W	OLIVE ST	CRESTVIEW DR.	S. 4TH ST.

LENIHAN SCHOOL

1	NORTH		COLUMBUS DR.	S. 4TH ST.	120 FEET EAST
2**	NORTH		INGLEDUE ST.	2ND ST	4TH STREET
**			School days only	7:00 AM – 9:00 AM and	2:00 PM – 4:00 PM
3	SOUTH	W	INGELDUE ST.	S. 4TH ST.	S. 2ND ST.
4**	WEST	S	4TH ST.	INGLEDUE ST	COLUMBUS DRIVE
**			School days only	7:00 AM – 9:00 AM and	2:00 PM – 4:00 PM

ST. MARY'S SCHOOL

1	EAST	S.	1ST ST.	W. LINN ST.	W. BOONE ST.
2	SOUTH	W	LINN ST	S. 1ST ST.	S. CENTER ST.

WOODBURY SCHOOL

1	SOUTH	E	STATE ST.	N. 7TH AVE.	N. 5TH AVE.
2	WEST	S	7TH AVE.	E. STATE ST.	E. MAIN ST.
3	NORTH	E	MAIN ST.	N. 7TH AVE.	N. 4TH AVE.

MILLER MIDDLE SCHOOL

1	NORTH	W	BOONE ST.	S. 12TH ST.	S. 11TH ST.
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FRANKLIN SCHOOL

1	EAST	N	14TH ST.	W. MAIN ST.	435 FEET NORTH
2	NORTH	W	MAIN ST.	N. 14TH ST.	N. 13TH ST.
3*	SOUTH	W	MAIN ST	N. 13TH ST.	N. 14TH ST.
*			schooldays only	7:00 AM	4:00 PM

SENIOR HIGH SCHOOL

1	EAST	S	2ND AVE	E. OLIVE ST.	E. INGLEDUE ST.
2	NORTH	E	OLIVE ST	S. 2ND AVE.	WEST LINE OF BOBCAT ESTATES

(Ord. No. 14789 § 1, 10-23-2006; Ord. No. 14818, 9-10-2007; Ord. No. 14828, 3-18-2008)

Section 3. That this ordinance shall be in full force and effect after its passage and publication as by law.

Passed this __ day of _____, 2018, and signed this __ day of _____, 2018.

CITY OF MARSHALLTOWN, IOWA

Joel Greer, Mayor
ATTEST:

Shari L. Coughenour, CMC, City Clerk

I, Shari L. Coughenour, CMC, City Clerk of the City of Marshalltown, Iowa, do hereby certify that the foregoing ORDINANCE was passed and approved by the City Council of the City of Marshalltown, Iowa, on the __ day of _____, 2018, and was published in the Marshalltown Times-Republican, a newspaper of general circulation in the City of Marshalltown, Iowa, on the __ day of _____, 2018.

Shari L. Coughenour, CMC, City Clerk

MARSHALLTOWN

— I O W A —

City Administrator's Office

Joel Greer, Mayor
Jessica Kinser, Administrator
Shari L. Coughenour, Clerk
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5799
Fax - (641) 754-5717

To: Mayor Greer and the City Council
From: Jessica Kinser, City Administrator
Date: May 24, 2018
RE: Future of Senior Citizens Building

The City of Marshalltown owns the Senior Citizens Building located at 20 East State Street. This facility currently houses two entities: the first floor is occupied by the Marshall County Senior Center and the second floor is occupied by the Northeast Iowa Area Agency on Aging (NEI3A). The lease for the Marshall County Senior Center is attached. There has not been a lease since 2006 for NEI3A and they have gone month to month at a rate of \$400 per month.

In preparation for a discussion on reductions to the General Fund due to reductions in State backfill, myself and Diana Steiner, Finance Director, reviewed activities in the General Fund and identified the operation of the Senior Citizens Building as an area to bring to the Council for further review. For the fiscal year starting July 1, 2018, the City is budgeting to spend nearly \$30,000 above and beyond the contracted rents to keep the building open. Most of this budget is allocated towards utilities. A spreadsheet showing a revenue and expense history dating back to the fiscal year ending June 30, 2014, is presented, allow showing losses of \$20,000 or more.

Related to the high expenditures to keep the facility open is the overall condition of the building. The City has not invested the resources to keep the building in a good operating condition. We have deferred all capital and long term maintenance projects to fiscal year 2022 in the Capital Improvement Plan, with the intent that the future of this facility would be discussed as part of the Coliseum project. This includes some costly elevator upgrades which must occur in 2020.

While the City does not have a reason to reduce the budget to start July 1, 2018, due to backfill, I am recommending that we consider a closure date of the building to allow for the most time for the current tenants to be able to relocate.

This conversation was moved forward with more urgency when a request for a two-year lease renewal was received from the Senior Citizens Center, effective July 1, 2018 through June 30, 2020. Mayor Greer and I met with representatives of the Senior Citizens Center to present the financial information and discuss the future of the facility. I proposed a closure date of June 30, 2019, which is through the end of the next fiscal year. They requested consideration of a closure date of December 31, 2019. After

City Council
Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin



further consideration, this date does not dramatically alter the City's operating position but provides a greater amount of time for relocation for both entities; therefore, I am recommending we work with both entities on amended leases through December 31, 2019.

In our discussion we talked about temporary or long term locations which the City could help facilitate a role in, including the following:

- 2nd Floor, Old City Hall (24 N. Center)- With the remodel of the downstairs to move all of Finance to the first floor, there will be empty office spaces available on the second floor, available Monday to Friday, from 8am to 5pm. This again is short term, as the elevator in City Hall would need to be addressed in 2020 if we continue to offer public access to the second floor.
- Police Station (22 N. Center) or Fire Station (107 S. 1st Ave.)- Both of these facilities will be vacant in late 2018 as both departments move to their new facilities. We have no plans to improve either facility, so a situation whereby we would sell the properties rather than be the landlord would be most desirable.
- Remodeled Coliseum (20 W. State)- Plans and specifications based on the feasibility study are being prepared currently and represented the two floors of the front of the building as flex space which could be used as a dedicated rental space if so desired. We do not have a schedule for when this project will happen, so this would be a long-term possibility.

The question also comes to mind of what then happens to the Senior Citizens Building, and there are realistically two options: sell the building as-is or demolish the building and seek a reuse of the site. Neither option has to be discussed now, but as a closure date would near, planning would need to start.

At this time, I am recommending a motion to direct the City Administrator to work with both current tenants on securing lease end dates of December 30, 2019, for occupancy of the Senior Citizens Building.

City Council

Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin



City of Marshalltown
Senior Citizens Building Revenues Expenses
FY14 to FY19

		FY14	FY15	FY16	FY17	FY18 Budget	FY19 Budget
Fund: 001 - GENERAL FUND							
Revenue							
001.3900.4474.000	SENIOR CITIZENS BOARD	1,237	1,552	1,341	\$ 536	1,260	\$ 1,260
001.3900.4492.000	SENIOR CTZN MISC CHRGS				\$ 527		
001.3900.4620.000	SENIOR CITIZENS RENT	4,800	4,400	4,400	\$ 4,800	4,800	\$ 4,800
101000.4620.000	MARSHALL CO COMM ON AGING	4,800	4,800	3,200	\$ 3,102	4,800	\$ 4,800
		10,837	10,752	8,941	\$ 8,965	10,860	\$ 10,860
Expense (JDE 101480)							
001.3900.5251.000	LICENSES & PERMITS					80	
001.3900.5290.000	INSURANCE - GENERAL	3,788	754	772	\$ 2,024	2,700	\$ 2,025
001.3900.5300.000	INSURANCE - TORT LIAB	65	60	46	\$ 52	100	\$ 4,104
001.3900.5342.000	CONTRACT-OUTSIDE HELP	1,012	1,093	1,175	\$ 1,326	949	\$ 900
001.3900.5344.000	CONTRACT-MAINTENANCE	3,136	4,051	3,341	\$ 3,985	5,200	\$ 2,800
001.3900.5410.000	REPAIRS & MAINTENANCE	2,471	1,049	1,557	\$ 347	7,500	\$ 2,500
001.3900.5450.000	TELEPHONE/OTHR COMMNCTN	379	738	899	\$ 1,134	1,200	\$ 1,200
001.3900.5481.000	ELECTRICITY	20,887	19,366	20,950	\$ 19,798	23,000	\$ 20,000
001.3900.5482.000	NATURAL GAS	6,308	3,598	3,808	\$ 4,080	7,300	\$ 5,500
001.3900.5485.000	STORM WATER FEES	186	219	263	\$ 290	132	\$ 132
001.3900.5600.000	OPERATING SUPPLIES	1,346	776	201	\$ 638	1,500	\$ 1,500
		39,578	31,704	33,012	\$ 33,674	49,661	\$ 40,661
Expenses in excess of revenues - General Fund		(28,741)	(20,952)	(24,071)	\$(24,709)	(38,801)	\$ (29,801)

- Personnel costs for building maintenance are not included in the expenses above.
- Deferred maintenance and capital improvement projects are not budgeted

Row

#2016-088B

REVISED RESOLUTION APPROVING LEASE AGREEMENT WITH
MARSHALLTOWN SENIOR CITIZEN CENTER, 7/1/2016 – 6/30/2018

WHEREAS there has been presented to the Marshalltown City Council a form of lease for approval by the City of Marshalltown, Iowa, and the Marshalltown Senior Citizen Center of Marshalltown, Iowa for a term of two (2) years from and after the 1st day of July, 2016, and up to noon of the 30th day of June, 2018, for the use and occupancy by lessees of the downstairs portion of the building located at 20 East State Street in Marshalltown, Iowa, except for non exclusive rights to use of the entry ways to said building, elevator, the machinery room and the boiler room, as described in the lease agreement; and

WHEREAS this Council has considered the terms, conditions and intended use of such room or space, together with the provisions provided for termination, and that such lease is in the best interest of the city and should be approved.

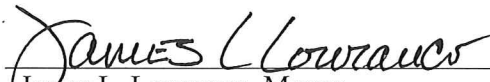
NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARSHALLTOWN, IOWA:

Section 1. This Council hereby approves the attached agreement with the Marshalltown Senior Citizen Center of Marshalltown, Iowa, for a two (2) year period beginning July 1, 2016, and ending at noon on the 30th day of June, 2018, the right and occupancy of the downstairs portion of the building located at 20 East State Street in Marshalltown, Iowa, except for non exclusive rights to use of the entry ways to said building, elevator, the machinery room and the boiler room, as described in the lease agreement.

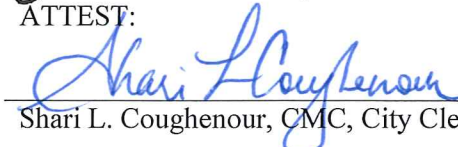
Section 2. The Mayor and City Clerk are hereby authorized to execute such lease for and in behalf of the City of Marshalltown.

Passed this 13th day of June, 2016, and signed this 15 day of June, 2016.

CITY OF MARSHALLTOWN, IOWA


James L. Lowrance, Mayor

ATTEST:


Shari L. Coughenour, CMC, City Clerk

SENIOR CITIZENS CENTER LEASE AGREEMENT

2016-088B

This agreement is made and entered into this 13 day of June, 2016, by and between the CITY OF MARSHALLTOWN, IOWA, and the MARSHALLTOWN SENIOR CITIZENS CENTER:

WITNESSETH, that the CITY OF MARSHALLTOWN, IOWA, (Lessor) agrees to lease to the MARSHALLTOWN SENIOR CITIZENS CENTER (Lessee) the following described premises in Marshalltown, Iowa, to-wit:

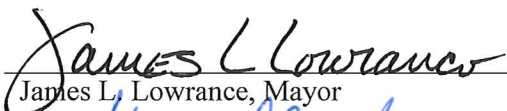
The downstairs portion of the building located at 20 East State Street, Marshalltown, Iowa, except for the non-exclusive rights to use of the entry ways to said building, elevator, the machinery room and the boiler room. Lessee shall have the non -exclusive right to use the boiler room for storage. 20 East State Street is legally described as Lot 10 of Block 3 of the Original Plat of Marshall, Marshall County, Iowa.

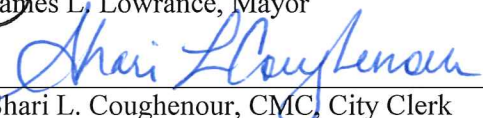
1. This Lease Agreement shall commence on the 1st day of July, 2016, and shall continue for a term of two years, terminating at 12:00 PM on the 30th day of June, 2018. Lessee shall have the option of renewing this Lease Agreement for one additional period of two years provided Lessee gives Lessor written notice of its intent to exercise said right to renew at least 60 days prior to the expiration date set forth above. Said written notice shall be given to Lessor by delivering it to the City Clerk's office.
2. The monthly rent shall be the sum of \$400.00, payable in advance at the City Clerk's office, City Hall, Marshalltown, Iowa.
3. Upon receipt of the notice of intent to exercise any option set forth in Paragraph 1, either Party may notify the other of its intent to re-negotiate any provision of this Lease Agreement and the parties shall immediately enter into negotiations on the subjects required with an effort to solve any problems that may have arisen during the term which shall be in harmony with the terms of this Lease Agreement.
4. Lessee shall not sell, assign, transfer, convey or assign this Lease Agreement or sublet any part of the demised premises without written consent of Lessor, given by the City Administrator, nor shall Lessee use the same for any purpose other than for a Senior Citizens Center. Lessee shall not discriminate on the basis of race, creed, color, religion, handicap, sex, or any other basis. In the event federal or state funds are used in the operation of this center, any conditions, restrictions or other requirements required or imposed by the federal or state governments shall automatically become a part of this Lease Agreement without any further action by either Party and the Parties shall abide by these requirements.
5. Lessor retains the absolute right to use any portion of the building not leased hereunder as it, in its sole discretion, may deem advisable. Lessor makes no expressed or implied covenant that it will not lease other portions of the building to other groups that may, in fact, be in competitions with Lessee or that may provide similar services or provide similar activities to senior citizens, or to any other groups.
6. This Lease Agreement replaces all other lease agreements, oral or written, existing between the Parties hereto.
7. Lessor shall have rights of entry at all reasonable times and places, into the demised premises, for purposes of inspection, repair or remodeling of any part of the building.
8. Lessor shall pay utility charges building and equipment repairs. Lessee shall pay rent plus reimburse the city for garbage collection and phone charges.
9. The Lessor shall assist wherever practical with the bookkeeping of the Lessee and may advance, on Lessee's behalf, certain of the costs of Lessee's obligations outlined above for which Lessee will be billed periodically. Failure of Lessee to promptly pay same shall in itself constitute a breach of the Lease Agreement.

10. Lessee agrees to operate said leased premises for the general good of senior citizens and to make such reports as the Marshalltown City Council may, from time to time, request and to keep and maintain the premises in good condition, and to deliver the premises in as good as condition as they received same, ordinary wear and tear excepted.
11. Lessee shall timely pay all its obligations assumed under this Agreement and will permit no violations of laws as to gambling and intemperance, nor shall it permit any acts or business that would vitiate the usual insurance policy and will give Lessor timely notice of any danger to the premises, as well as loss or injury.
12. In the event of breach of the Lease Agreement by non-payment or by other failures to conform to the terms of the Lease Agreement, Lessor shall have all rights of any nature and description at its disposal and may proceed under any one or combination of rights, it may, in its sole discretion possess.
13. (a) Lessee agrees to hold the Lessor harmless from any liability arising from the use of the premises by itself, its agents, members, invitees, guests or other persons, and Lessee agrees to hold the Lessor harmless from any liability arising by reason of personal injury to any person or persons on or about the said premises, and Lessee agrees it will carry insurance as against said liability in a sum of not less than \$300,000 and place a copy of said insurance policy in the Senior Citizens file in the City Clerk's office.
- (b) Lessee will make no claim for damages as against Lessor arising out of or occasioned by any leakage or roof, walls, windows, or otherwise, nor arising out of or occasioned by steam, water, sewage, electricity, elements or other conditions not the responsibility of Lessor, beyond Lessor's control or occasioned by sudden and unexpected occurrence, nor for any loss arising out of or occasioned by any of the aforesaid through the negligence of Lessee, its agents, employees or sub-lessees, nor for repairs which are the responsibility or obligation of Lessee and Lessee will notify Lessor of any condition for which Lessor is responsible for repair and Lessor will make repairs being afforded reasonable time therefore considering the availability of labor, materials, strike, lockouts, weather conditions, ice, snow, riots, armed conflict, tornadoes, earthquakes, or other acts of God.
14. The parties agree that this Lease may be terminated for convenience at any time by either party upon six months notice in writing delivered to the other party at the address provided in this Lease Agreement.

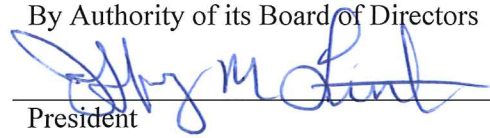
IN WITNESS THEREOF, the parties pursuant to the authority granted by their governing boards of bodies affix their signatures hereto.

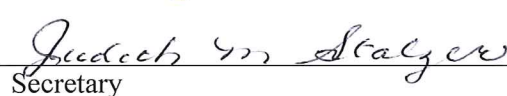
CITY OF MARSHALLTOWN


James L. Lowrance, Mayor


Shari L. Coughenour, CMC, City Clerk

SENIOR CITIZENS CENTER
By Authority of its Board of Directors


President


Secretary

MARSHALLTOWN

— I O W A —

City Administrator's Office

Joel Greer, Mayor
Jessica Kinser, Administrator
Shari L. Coughenour, Clerk
24 North Center Street
Marshalltown, IA 50158-4911
Tel - (641) 754-5799
Fax - (641) 754-5717

To: Mayor Greer and the City Council
From: Jessica Kinser, City Administrator
Date: May 23, 2018
RE: Completion of Highway 14 Corridor Study

After many months of work, Bolton & Menk has completed the Highway 14 Corridor Study, which examined ways to enhance the safety, accessibility, and aesthetics of Highway 14/3rd Avenue from the north City limits to Anson Street. This study was done in advance of a planned Iowa DOT maintenance project in 2019 to ensure the City was best utilizing a once in a generation improvement to our fullest advantage. This study was funded by a grant from the Martha Ellen Tye Foundation and a Transportation Planning Grant from Region 6, in addition to local option sales tax dollars of the City.

The many months of work could not have been done without an involved Steering Committee. Thanks needs to go out to the following individuals who participated in multiple meetings and provided feedback to help Bolton & Menk get to the end product that is before you today:

- Dustin Wright
- Steve Valbracht
- Kyley Leger
- Anne Selness
- Michelle Spohnheimer
- Justin Nickel
- Sharon Greer
- Sue Cahill
- Jenny Etter
- David Barajas Jr.
- Ciro and Jocie Diirio
- Joe Mach
- Terry Buzbee
- Marty Wymore

The plan which is before you is one that will not just sit on the shelf and contains many valuable projects and plans which will help enhance the north side of the City.

City Council
Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin



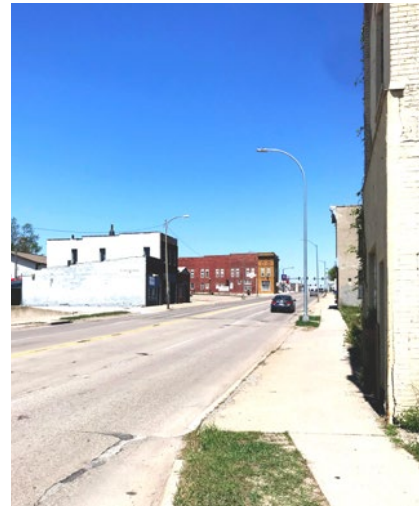
There are two motions which are requested following the presentation by Bolton & Menk and any discussion:

- A motion to accept the Highway 14 Corridor Study
This is more procedural in nature but provides information for the minutes to indicate that a contract of the City with Bolton & Menk is complete and the final product has been accepted.
- A motion to ask the DOT to reschedule the maintenance project for the Highway 14 Corridor from Anson Street to the Iowa River Bridge
The report is very comprehensive and lays out a number of priorities to be addressed, with the near-term focus on safety improvements that are above and beyond the DOT's resurfacing project. There would be a significant amount of planning that would need to take place, including identifying funding sources, which cannot be accomplished in time for the DOT's intended bid letting this fall. The DOT is agreeable to delaying the northern part of the project until 2021, which would be the next fiscal year in which this could be budgeted.

City Council

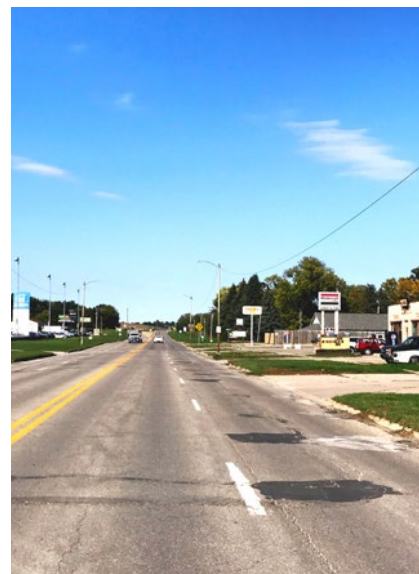
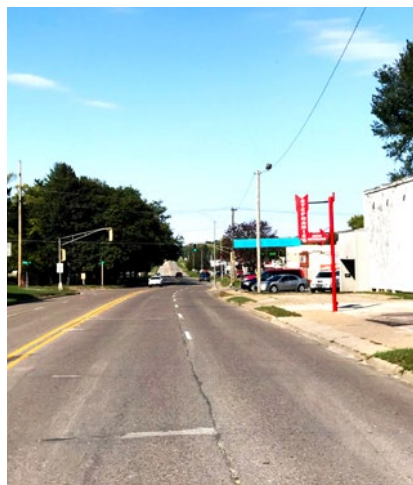
Susan Cahill, Michael Gowdy, Al Hoop,
Gabriel Isom, Leon Lamer, Bill Martin, Bethany Wirin





IA HIGHWAY 14 CORRIDOR STUDY

CITY OF MARSHALLTOWN, IOWA
MAY 2018



MARSHALLTOWN
IOWA

 **BOLTON
& MENK**
Real People. Real Solutions.

DESIGNWORKSHOP

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ACKNOWLEDGEMENTS

SPECIAL THANKS TO:

The many community members and public participants who provided feedback to help define the final recommendations for this document.

PROJECT STEERING COMMITTEE:

- Dustin Wright** - President, UnityPoint-Marshalltown Foundation
- Steve Valbracht** - Owner, Marshalltown Aviation, Planning & Zoning Commission, Trails Inc. Board Member
- Kyley Leger** - Executive Director, Vision Marshalltown
- Anne Selness** - Parks & Rec Director, City of Marshalltown
- Michelle Spohnheimer** - Housing & Community Development Director, City of Marshalltown
- Justin Nickel** - Public Works Director/City Engineer, City of Marshalltown
- Sharon Greer** - Planning & Zoning Commission/Attorney, Cartwright, Druker and Ryden
- Sue Cahill** - 1st Ward Council/ Instructional Coach, Marshalltown Comm School District
- Jenny Etter** - Director, Marshalltown Central Business District
- David Barajas Jr.** - CEO, Marshalltown Regional Partnership
- Ciro and Jocie Diirio** - Owners, Ciro Diirio Masonry & Landscaping
- Joe Mach** - Distribution Center Plant Manager, JBS USA
- Terry Buzbee** - President, Fisher Controls (Emerson Process Management)

CITY STAFF:

- Jessica Kinser** - City Administrator
- Justin Nickel** - Public Works Director
- Michelle Spohnheimer** - Housing/Community Development Director

CITY COUNCIL

- Joel Greer** - Mayor
- Bethany Wirin** - Mayor Pro-Tem
- Bill Martin** - At Large
- Leon Lamer** - At Large
- Susan Cahill** - 1st Ward
- Gabriel Isom** - 2nd Ward
- Mike Gowdy** - 3rd Ward
- Al Hoop** - 4th Ward

DESIGN TEAM:

- Bolton & Menk**
- Jim Harbaugh** - Principal
- Casey Byers** - Project Manager
- Greg Broussard** - Civil Engineer
- Design Workshop**
- Kurt Culbertson** - Principal
- Adam Mekies** - Project Manager
- Nicole Rebeck** - Project Planner



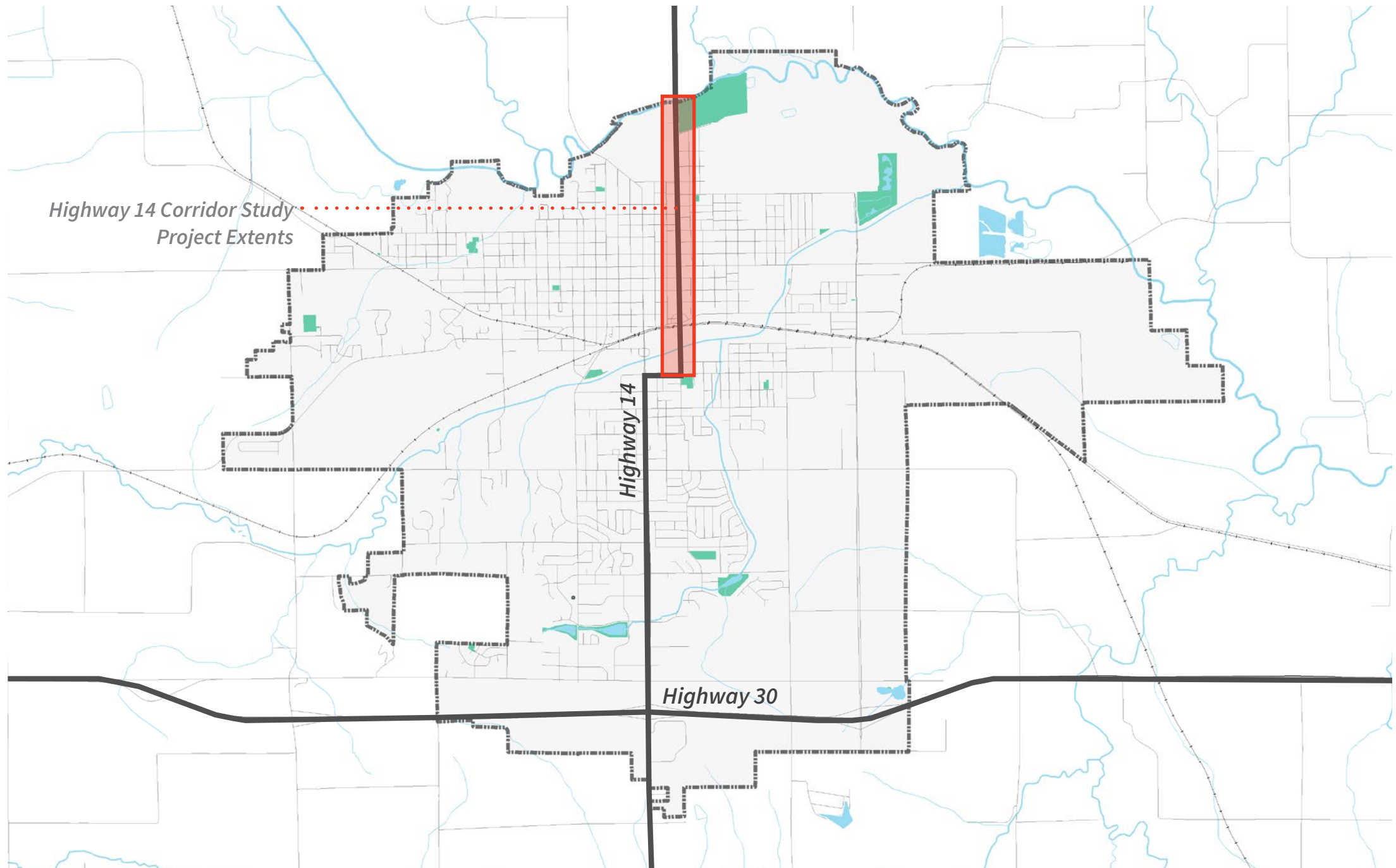
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INTRODUCTION 1



Highway 14 Corridor Context Map

CORRIDOR CONTEXT

The Highway 14 Corridor serves as one of the primary gateways into the City of Marshalltown. This major arterial roadway provides a key connection to the City’s growing and thriving downtown, and runs directly through the heart of the community.

Vital to the utilization of this corridor is its proximity to Highway 30, a heavily traveled route. These two major road networks welcome residents and visitors alike to the City of Marshalltown.

Furthermore, Highway 14 provides connections to large corporations within the community, including Emerson Process Management and JBS Swift & Company. The railroad, viaduct and Linn Creek have historically impacted this corridor as a barrier.

The revitalization of this primary thoroughfare has the potential to provide vast improvements for the community as a whole due to its location, use, and proximity to key businesses, landmarks and destinations.

PROJECT BACKGROUND

Highway 14 / 3rd Ave. has long been the vehicular backbone of Marshalltown. Transecting the community from North to South, there are few residents and visitors who do not use this corridor as means of getting to or from their destination. Residents, patrons, businesses owners, delivery drivers, and visitors depend on Hwy 14 as part of their daily routine. Like many of arterial roads in the communities we live and work in, there comes a point where planning, reinvestment and a new vision become essential to ensuring the successful future of the corridor. As a joint effort between the Martha Ellen Tye Foundation, Region 6 Planning Commission and City of Marshalltown, a vision was developed to help re-energize the northern portion of the Hwy 14 corridor.

Improving the safety of the **corridor for all users, increasing opportunities for economic development and incorporating beautification strategies** are among the primary goals set forth by the project partners. The outcomes of this study are comprehensive, long-term, attainable and right-sized for the Marshalltown community. Critically important to the successful implementation of the opportunities presented herein, is the necessity for public/ private partnerships, a diversity of funding sources and flexible solutions. The contents of this document includes:

- An understanding/evaluation of the existing corridor conditions
- Community input survey results and public outreach outcomes
- Summary of corridor statistics including: demographic information, traffic volumes and crash history data
- Conceptual design of Right of Way (ROW) improvements
- Land-use and zoning recommendations/modifications
- Funding strategies
- Step-by step implementation planning
- Conceptual urban design scenarios for specific Study Areas
- Artistic renderings of proposed improvements

The outcomes of the Highway 14 Corridor Study include a range of improvement strategies that are derived from the input of the community. Some recommendations are intended to be immediate or near term improvements but many were developed with the understanding that they will take time and multiple phases to implement.

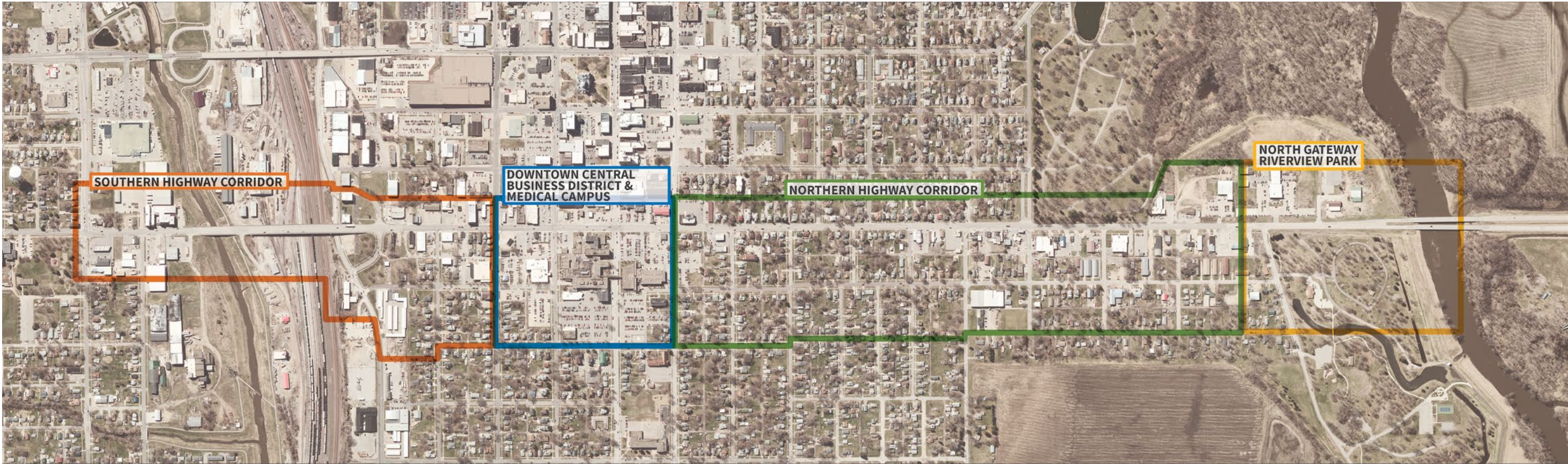
The Iowa Department of Transportation (DOT) has allocated funding for Maintenance resurfacing Highway 14 through Marshalltown in FY2019. The scope of that project includes a mill and overlay of the existing road surface and improvements to ADA pedestrian ramps at each intersection that is affected. Due to the completion of the Highway 14 Corridor Study, the DOT District I office has a mutual agreement with the City of Marshalltown to potentially delay the resurfacing project from Anson St. north to the city limits for a few years. Upon completion of the Highway Corridor Study, the City will then decide if additional improvements will be considered for implementation at the time of the resurfacing project of the Study Area. Additional improvements such as those identified herein, will require additional funding for improvements that are above and beyond the DOT’s allocated budget for the project. If the city should choose not to implement any further improvements within the ROW, the DOT will proceed with the original project scope. The life expectancy for the resurfacing project is approximately 15 years.

The Highway 14 Corridor is diverse, has a mix of land-uses and variable ROW widths. The character of the corridor is primarily utilitarian in nature. Few accommodations exist for pedestrians, inhibiting walkability. Existing road and sidewalk conditions have poor access, degrading pavement surfaces, and amenities vary throughout the corridor. The following page identifies the four focus areas that define the existing corridor.



Images of existing conditions of Highway 14 Corridor.

CORRIDOR FOCUS AREAS



Highway 14 Corridor Study, overall Study Area defined by Focus Areas.

SOUTHERN HIGHWAY CORRIDOR

- Southern gateway opportunity
- Prominent intersection experience at Anson St.
- Corridor connection to Anson Park
- Redevelopment and urban infill opportunities
- Connections to residential neighborhoods
- Viaduct enhancements

DOWNTOWN CENTRAL BUSINESS DISTRICT & MEDICAL CAMPUS

- Critical entrance points to Downtown
- Prominent intersections and pedestrian access points
- Exposure and arrival opportunities for downtown businesses
- Anchored by medical campus
- Redevelopment and urban infill opportunities

NORTHERN HIGHWAY CORRIDOR

- Transition zone into downtown
- Mix of land use and zoning
- Constrained ROW in areas, creating narrow sidewalks and limited pedestrian accommodations
- Primary truck entrance/access point for JBS
- Variable ROW width

NORTH GATEWAY & RIVERVIEW PARK

- Gateway entrance to City, the first impression
- Prominent intersection and entrance to Riverview Park
- Speed transition zone from rural highway into urban area
- Wide ROW with opportunities for pedestrian accommodations, monumentation and streetscape amenities

CORRIDOR STUDY PROCESS



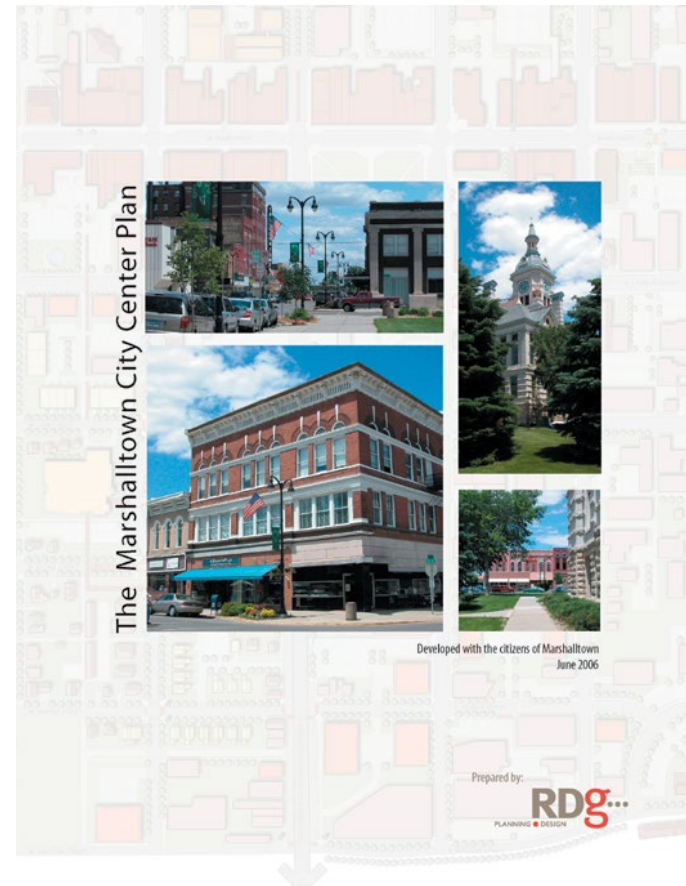
REVIEW OF PREVIOUS PLANS AND STUDIES

OVERVIEW

Past analysis and planning efforts for the City of Marshalltown should be recognized for providing a framework for approaching this Highway 14 corridor plan. Recommendations in these plans range from being simply considered or being currently underway, some have yet to be completed.

Previous plans and studies reviewed for this project are:

- The Marshalltown City Center Plan (2006)
- Imagine 2011 (2007)
- Marshalltown Market Study and Strategies (2015)
- Marshalltown Comprehensive Plan 2030 (2012)
- 2018-2028 Strategic Master Plan | Parks & Rec (2017)
- City of Marshalltown Housing Market Assessment (2017)



IMAGINE 2011

2007

Imagine 2011 was a community planning process that started in 2007. The plan's mission was to "engage community members in a collaborative, community-wide visioning process to develop 7 big ideas that will be implemented by 2011." Community members were asked to submit ideas and from the 5,000 ideas suggested the Imagine committee selected 100, which were then condensed to 21 ideas in a community vote, then the committee selected the top seven, called The 7 Big Ideas:

1. Revitalize and Strengthen Downtown
2. Create a Pedestrian and Bicycling Friendly Community
3. Develop Linn Creek Riverwalk
4. Target on Beautification
5. Develop Riverview Park and Beautify North Entrance

6. Build Clear Creek Lake
7. Strengthen Public School System

A series of goals and policies were developed, based on information in the Background Report, discussions of community issues, and the consultant's suggestions. The "word cloud" below is a representation of the words used in the goals and policies. This information was reviewed to ensure that this plan aligns with the community's overarching goals and vision.



THE MARSHALLTOWN CITY CENTER PLAN

2006

The City Center Plan assesses and analyzes Marshalltown and the Downtown area for opportunities for the future. The document contains six chapters including: a profile of Marshalltown, community input, existing conditions and opportunities, market analysis, development concept, and implementation. The content provided in Chapter 4, the Market Analysis is applicable to the Highway 14 Corridor Vision as it covers retail development and downtown housing.

To improve the retail climate in the downtown core, the report identifies the following factors to consider: occupied residential units and a local workforce, multi-modal traffic, intensity and diversity of retail, continuity of retail options with engaging storefronts), retail located on both sides of the street, public safety and perceived public safety, retail

**MARKET STUDY AND STRATEGIES**
2015

anchors (such as grocery store, drug store, or department store), specialty and destination retail offerings, convenient access and parking utilizing a “park once” approach, aesthetics (appearance and design quality), district management, and building maintenance and façade and storefront investments.

Observations identified regarding housing in City Center included the opportunity to occupy underutilized upper level spaces, the downtown core has a much higher vacancy rate compared to Marshalltown as a whole (23.6 percent and 6.3 percent respectively), and the downtown core could absorb some of the new housing projected to be built in Marshalltown. Since this report, the upper level space in downtown buildings have been better utilized and additional housing units have been added to the downtown core.

MARSHALLTOWN MARKET STUDY AND STRATEGIES

2015

In 2015, Marshalltown was selected by Iowa Economic Development Authority to receive market analysis training and technical assistance.

This report includes an introduction, community profile, downtown Marshalltown market snapshot, community insights, business insights, opportunities and a first steps implementation strategy.

The implementation strategy consists of identifying new efforts to pursue and efforts to continue. New and ongoing action steps were identified in the categories of organization, economic restructuring, promotion, and design.

This plan was reviewed to understand the existing downtown market and the opportunities identified by the community and the business owners.

Marshalltown Comprehensive Plan 2030

NOVEMBER, 2012

Connect
Renew
Design



MARSHALLTOWN COMPREHENSIVE PLAN 2030 2012

The Comprehensive Plan 2030, adopted in 2012, addresses the following topics:

- Introduction, Vision and Goals
- Land Use and Community Design
- Housing
- Transportation
- Parks, Trails and Open Space
- Community Facilities
- Economic Development
- Implementation

This plan was reviewed to assess the previously considered issues and opportunities with land use and community design.

2018-2028 STRATEGIC MASTER PLAN

MARSHALLTOWN PARKS & REC



2018-2028 STRATEGIC MASTER PLAN | MARSHALLTOWN PARKS & RECREATION 2017

Marshalltown's 2018-2028 Parks and Recreation Strategic Plan was developed by Bolton & Menk and created a vision to preserve, enhance, and grow the park and recreation opportunities within the city. The overarching goal for this plan was to serve as a comprehensive, usable document, to cater to the growing and evolving recreational needs of the community.

This plan included a National Recreation and Park Association department evaluation, an inventory of all park conditions and amenities, and helped establish short, mid and long-term improvement strategies for Marshalltown to improve their park and recreation offerings.

This plan was analyzed and confirms the need for addition trails and greenspace to better serve the area along Hwy 14 Corridor.



Housing Market Assessment

City of Marshalltown
Marshall County, Iowa



Marshall County Courthouse, Downtown Marshalltown

Prepared for:

Marshall Economic Development
Project #17-5547

Effective Date: November 30, 2017
Site Inspection: November 8-9, 2017



10400 Little Patuxent Parkway ■ Suite 450 ■ Columbia, Maryland 21044 ■ 410.772.1004 ■ Fax 866.243.5057
1905 Woodstock Road ■ Building 900, Suite 9250 ■ Roswell, Georgia 30075 ■ 770.517.2666 ■ Fax 866.243.5057

CITY OF MARSHALLTOWN HOUSING MARKET ASSESSMENT 2017

The Marshall Economic Development (MED) initiated this study of the housing market in the City of Marshalltown. The goals of this report include:

- Update a previous Housing Market Assessment, 2014
- Evaluate the conditions of the current housing market
- Understand the balance of supply and demand in the rental and for-sale markets
- Identify housing gaps

This report includes a comprehensive view of the housing market in Marshalltown including:

- Neighborhood and site analysis
- Economic analysis
- Market area
- Community demographic area
- Competitive housing analysis
- Findings and conclusions

This housing market report determined recommendations for rental and for-sale housing. Rental housing should accommodate more higher income tenants than what the LIHTC units serve (60% area median income) by focusing on residents and commuters who earn between \$35,000 and \$99,000 per year. Building types suitable for this demographic include: garden-style buildings, downtown loft apartments, townhomes and attached homes, and single-family detached homes. "Regardless of product type and location, a newly constructed rental community will be attractive to prospective renters in and around Marshalltown and will be among the most attractive in the market upon construction" (page xiv). Independent senior rental housing was identified as a priority as well.

For-sale housing is recommended to focus on a moderate price range between \$150,000 and \$225,000 and could be single-family detached homes or townhomes and attached home options.

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COMMUNITY PROFILE 2

COMMUNITY PROFILE COMPARISONS

This profile section provides insights and understanding to what makes up a community using descriptive data.

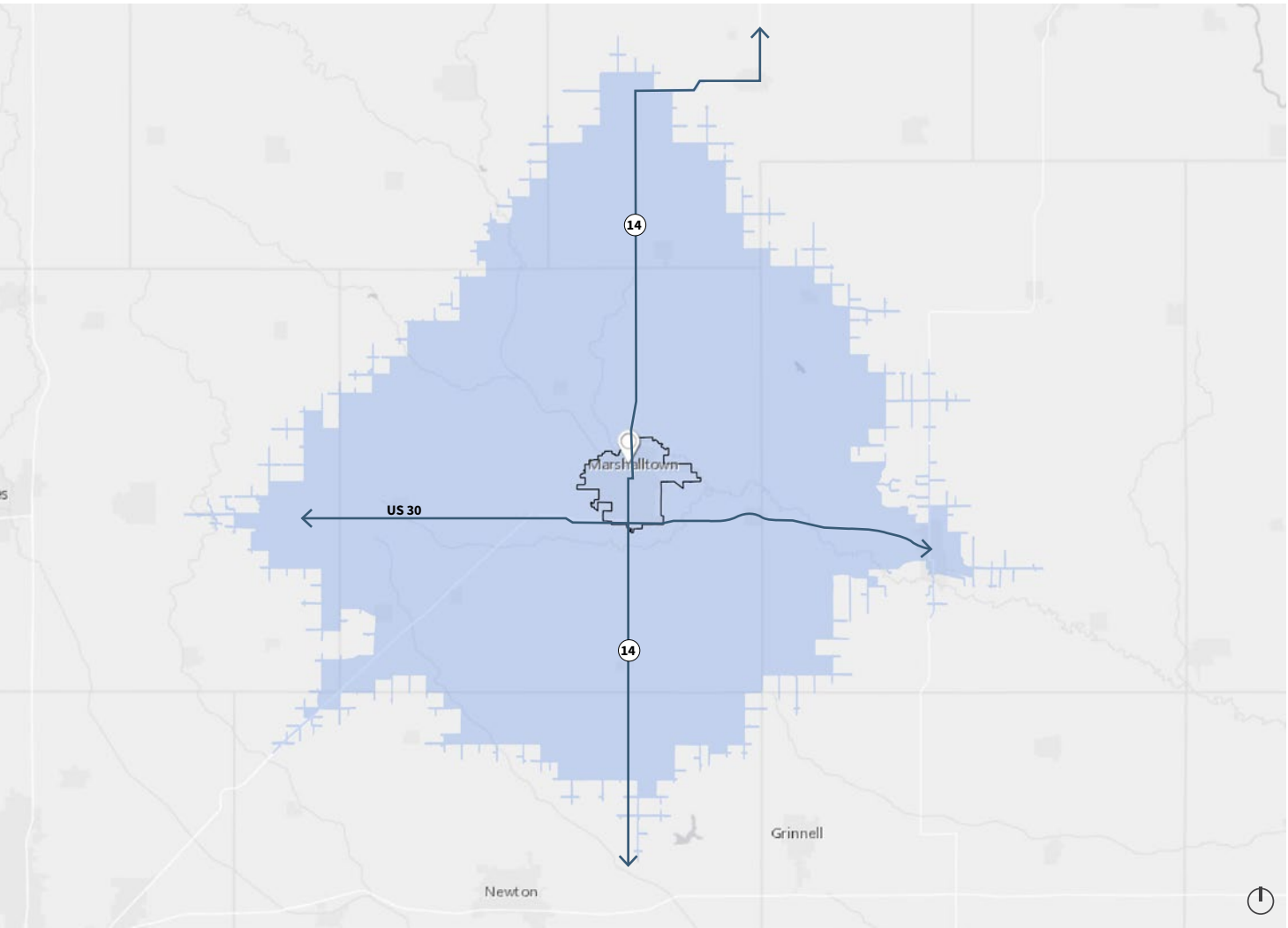
The geographic areas for comparison include the boundary of the City of Marshalltown, areas within a 30 minute drive time of downtown Marshalltown, and the five urban design Study Areas along the Highway 14 corridor.

- 1 Anson Street to Linn Creek
- 2 East Madison Street to East Linn Street (Viaduct Area)
- 3 East Linn Street to E State Street (Downtown)
- 4 Bromley Street to Riverside Street (North Residential Transition Area)
- 5 East Marion Street to the River (North Gateway)

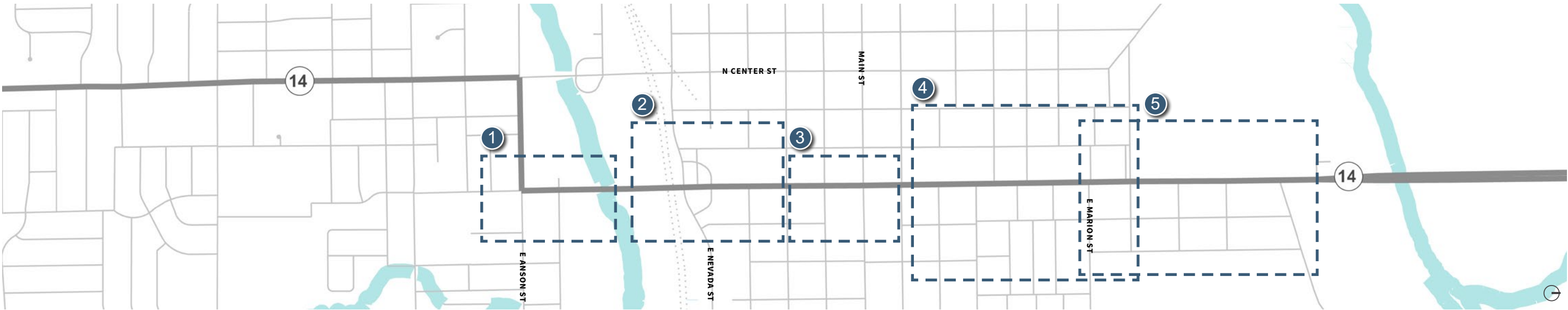
These five Study Areas are utilized to communicate different urban design concepts in the Corridor Visioning Chapter.

The community profile comparisons consider the five Study Areas in terms of total daytime population, housing data, households receiving food assistance, and employment comparisons.

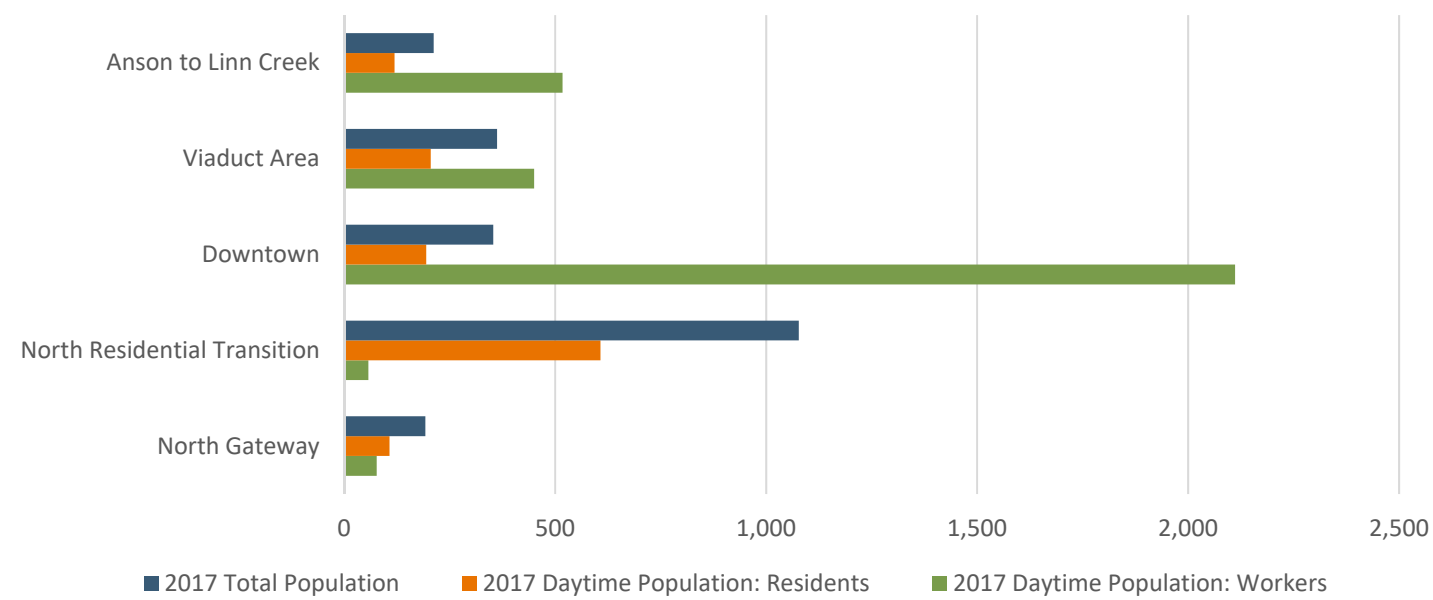
CITY OF MARSHALLTOWN AND 30 MINUTE DRIVE TIME RADIUS



STUDY AREAS LOCATION MAP



DAYTIME POPULATION, 2017



Source: ESRI Business Analyst, 2017

The daytime population analysis compares the total population, daytime resident population, and daytime worker population of the five different Study Areas.

For this analysis, a daytime worker includes persons who live and work in the same Study Area as well as those who commute to the area for work. Daytime residents may be those employed but not at work, the population younger than working age, unemployed residents, or those not in the labor force such as retired persons, homemakers, college students, and non-institutional and institutional group home residents.

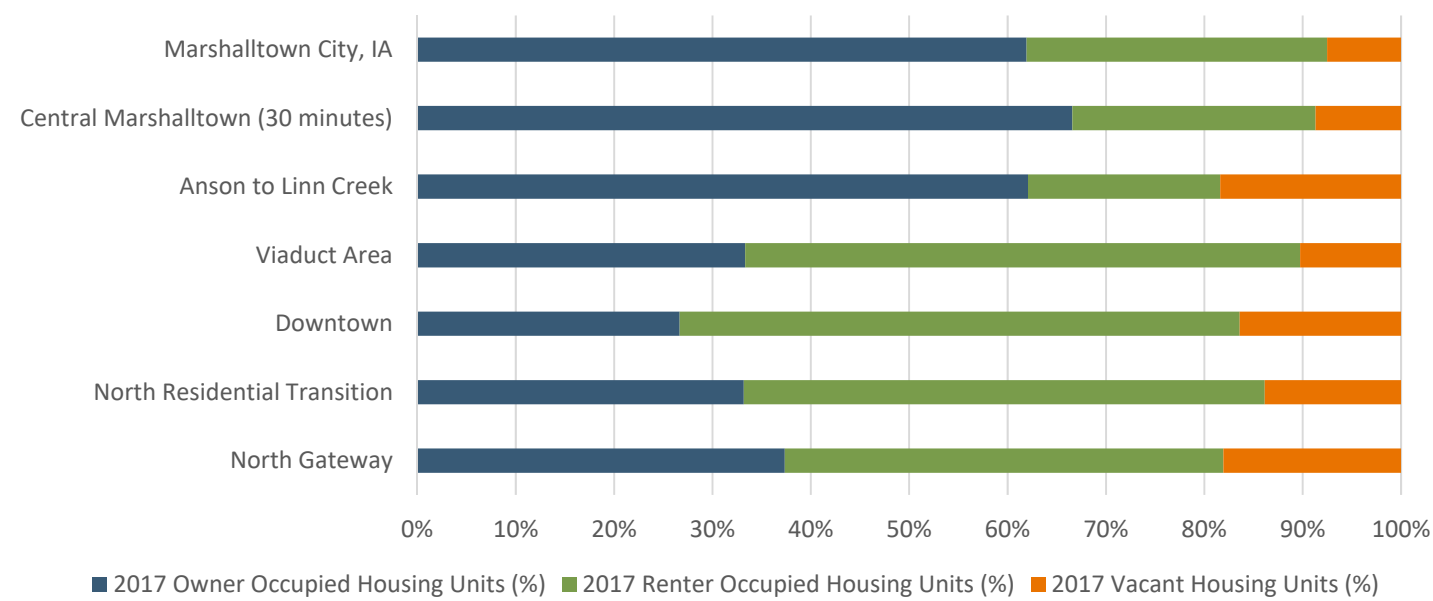
This chart illustrates the expansion and the contraction of the daytime population of each area. The North Residential Transition area boasts the highest total population (over 1,000 residents) but the lowest daytime worker population, which indicates an area primarily consisting of residential land use. In contrast, the Downtown Study Area has a much

lower total population (about 350 residents) and a very vibrant daytime workforce of over 2,000 workers.

Some investors and developers may be interested in capitalizing on the existing vibrant daytime population in downtown with additional commercial offerings, while others may see an opportunity to integrate more housing units.

The Study Area south of Downtown between East Madison Street to East Linn Street shows similar numbers to downtown in terms of total population and daytime population but is vastly different from downtown in terms of daytime residents. Some investors and developers may find this Study Area as an opportunity to extend the vibrancy of downtown south to East Madison Street by adding additional retail and commercial destinations.

HOUSING, 2017



Source: ESRI Business Analyst, 2017

This housing analysis illustrates the percentage of owner-occupied units, renter-occupied units, and vacant housing units (vacant units include both for-sale and for-rent units). This data is shown as a comparison of the five study areas along with the City of Marshalltown and the geographic areas within a 30 minute drive from downtown Marshalltown.

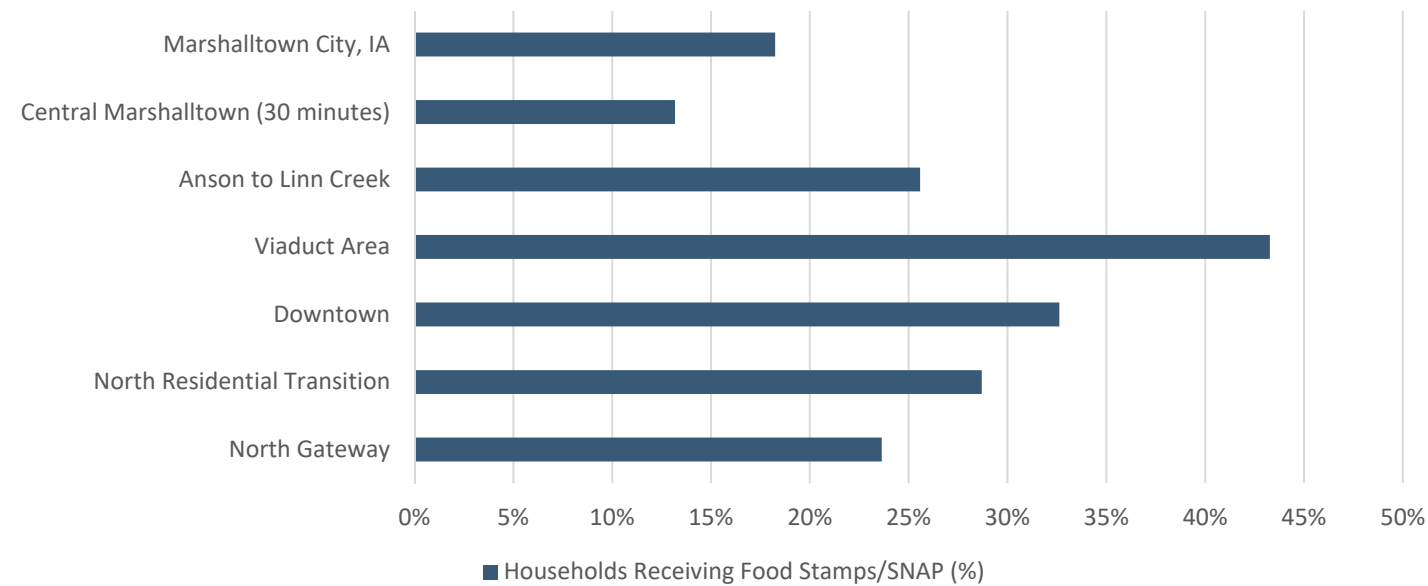
The City of Marshalltown and the areas within a 30 minute drive of downtown Marshalltown show very similar numbers for the different housing categories. If these geographies are used as a benchmark, then, in general, the five study areas are opportunity areas to reduce vacancy and increase owner-occupied units.

The study area from Anson Street to the Linn Creek shows about the same owner occupied housing units as the benchmark however, the vacancy rate is one of the highest of the study areas at 18.6 percent.

The downtown study area shows the lowest owner occupancy at 26.8 percent and a high vacancy rate at 16.5 percent. Investors and developers could consider this an opportunity to integrate more for-purchase housing such as condominiums and townhouses. Additional amenities in downtown such as a drug store, greenspaces, and other daily needs stores could increase the appeal of downtown living and also contribute to reducing the vacancy rate.

All the study areas have an opportunity to reduce vacancy rates. By achieving a reduced vacancy rate along the Highway 14 corridor, the total vacancy rate of the City of Marshalltown’s could also decrease.

HOUSEHOLDS RECEIVING FOOD ASSISTANCE, 2017



Source: ESRI Business Analyst, 2017

Another way to understand the communities in the five Study Areas in terms of quality of life and opportunity is evaluating the number of households receiving food assistance.

Similar to the vacancy rate and the owner occupied housing units, the City of Marshalltown and the geographic areas within a 30 minute drive of downtown Marshalltown provide a benchmark. In these areas, the percentage of households receiving food assistance are about 15 percent of the population. The other Study Areas show increased numbers from the North Gateway area at 24 percent to the Nevada Street area at 43 percent.

EMPLOYMENT COMPARISONS, 2017

LOCATION	TOTAL NUMBER OF BUSINESSES	TOTAL EMPLOYED CIVILIAN POPULATION	MEDIAN HOUSEHOLD INCOME	INCOME COMPARISON TO CITY OF MARSHALLTOWN
Marshalltown, Iowa	1,013	12,477	\$48,756	NA
Marshalltown, Iowa within a 30 minute drive time	2,022	25,853	\$52,043	107%
Anson to Linn Creek	21	94	\$38,018	78%
Viaduct Area	48	162	\$39,461	81%
Downtown	82	162	\$30,639	63%
North Residential Transition	14	483	\$29,902	61%
North Gateway	18	85	\$29,476	60%

Source: ESRI Business Analyst, 2017

The employment comparisons table summarizes the total number of businesses, total employed civilian population, median household income, and an income comparison to the median income of the City of Marshalltown. This table shows data from the City of Marshalltown, the geographic area within a 30 minute drive of downtown Marshalltown, and the five Study Areas.

A comparison of the total number of businesses shows downtown with the highest number compared to the other Study Areas (82 businesses). As expected, the residential area north of downtown has the lowest number at 14 businesses. The combined total of businesses within the Study Areas account for 18 percent of the total number of businesses located in the City of Marshalltown.

Considering the total employed civilian population, the Study Area with the lowest number of businesses (14) boasts the highest number of employed persons (483) in the Study Area just north of Downtown, a primarily residential area. The combined total of employed civilian population

within the Study Areas accounts for 7.9 percent of the total employed civilian population in the City of Marshalltown.

The median household income further illustrates the differences between the residents within the Study Areas and those in the City of Marshalltown and those within the 30 minute drive of downtown Marshalltown. This table uses the median household income from the City of Marshalltown as the benchmark. The geographic area within a 30 minute drive of downtown Marshalltown shows a higher median income by 107 percent (\$52,043 versus \$48,756). All five of the Study Areas report a median household income lower than the benchmark of \$48,756. The area just south of downtown, Nevada Street, is the closest to the benchmark at \$39,461 (this is also the area utilizing food assistance more so than the other Study Areas). The Study Area with the biggest discrepancy is the North Gateway with 60 percent of the benchmark median income at \$29,476.

PUBLIC OUTREACH 3

PUBLIC OUTREACH

Community engagement is a critical component to all planning and redevelopment projects. Commitment to inclusive and meaningful outreach strategies serves a key role in a project’s overall success. The goal of this project’s public outreach plan was to develop an informed consensus by the community as a whole.

Consensus can be defined as **“judgment arrived at by most of those concerned.”** Throughout the planning process, the project team provided multiple opportunities and avenues for public engagement. Each of the public outreach, input, and open house opportunities were designed to be engaging activities including:

- Interactive presentations
- One-on-one, round table, and small group discussions
- Dot voting activities
- Mapping exercises
- Comment cards and post-it notes

Special attention was placed on methodologies to include populations that may otherwise be underrepresented. Marshalltown is a diverse community, and therefore it was important to the project team to incorporate a bilingual outreach process. This included bilingual staff members, both an English and Spanish version of the community input survey, and focus area meetings held in multiple locations throughout the community to better engage as many individuals as possible.

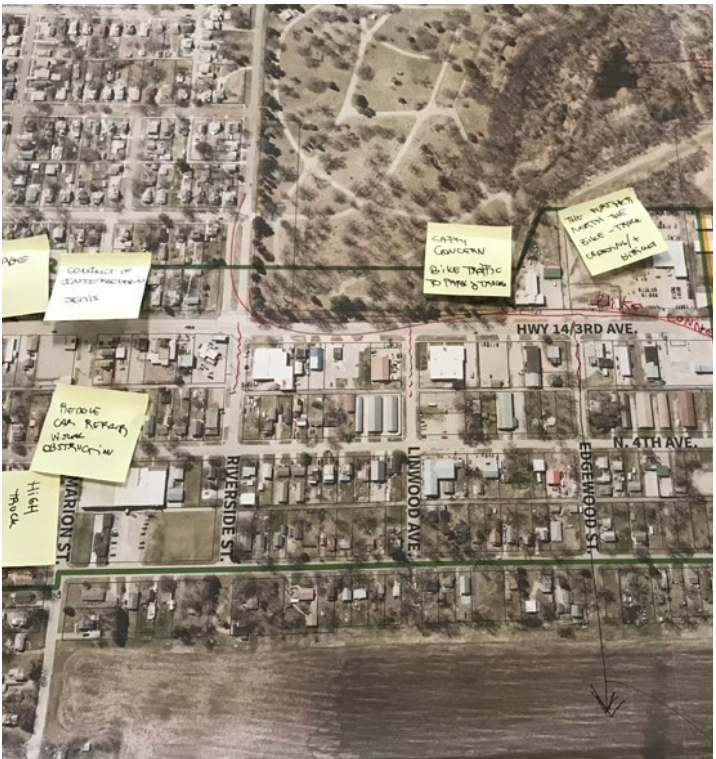
To ensure an informed process, the project team incorporated flexible options for providing input. Not everyone has the time to attend City meetings, or is comfortable voicing their opinions in certain settings. Having multiple tools, strategies, and meeting times/ locations helped garner project input and support.

The overall results and findings from the online survey, comment cards, and other input gathering techniques

ultimately guided the recommendations of the plan. The information that was obtained through these diverse avenues was carefully analyzed to help identify overarching community goals and values.

Key stakeholders and steering committee members also helped in identifying the needs of the community, particularly in regards to the Highway 14 corridor. This allowed the project team to determine priorities, issues, and opportunities to be addressed within the plan.

The community’s vision served as a guide for each of the proposed outcomes of this planning effort, with recommendations that were derived from the values and goals outlined by the Marshalltown community.

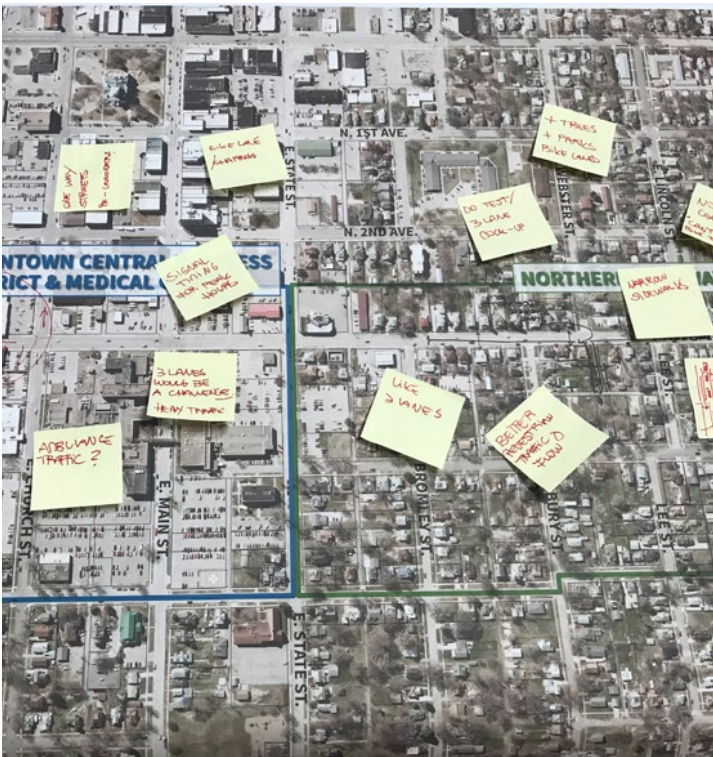


Images from public outreach meetings and mapping exercises.

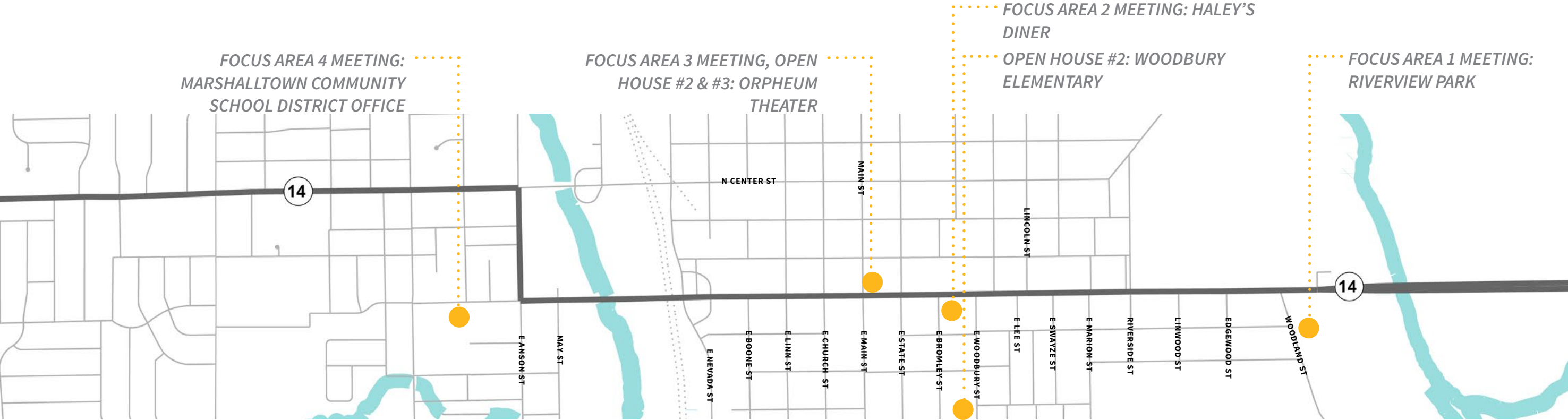
PUBLIC FACILITATION PLAN

- 1 PROJECT KICKOFF MEETING
- 3 STEERING COMMITTEE MEETINGS
- 4 FOCUS AREA MEETINGS
- 3 PUBLIC OPEN HOUSES
- 580 ONLINE SURVEY RESPONSES

OVER 800 PARTICIPANTS



Images from Open House #1.



SURVEY SUMMARY

How do people see the corridor today?

Community members have expressed the need to revitalize the Highway 14 Corridor and improve the overall image, quality of life and opportunities for the northern portion of the town. The amount of run-down or dilapidated properties, poor roadway and sidewalk conditions are a concern among many. The corridor lacks visual appeal and many established businesses are hesitant to invest in their own property, as many of their neighbors may not follow suit. Overall corridor safety is the highest concern and was repeated on numerous occasions throughout the public outreach process.

What does the community think is missing?

Marshalltown has a variety of retail/commercial amenities, ranging from neighborhood scale to big-box, which primarily exists on the south end of the community near Highway 30. Survey participants expressed the need to differentiate the Study Area from the type of amenities located elsewhere in the community. Smaller, neighborhood scale shops, services and food and beverage opportunities are desired along the corridor. The amenities here should take on a character that is unique, has a home-town feel and will draw visitors into town from Highway 30.

Where to start?

When asked about which of the four focus areas should be the top priority of where to start making improvements, the **Northern Highway Corridor** received 61% of the votes. This is the area from State Street to Riverside Street, has the narrowest ROW and is primarily residential.

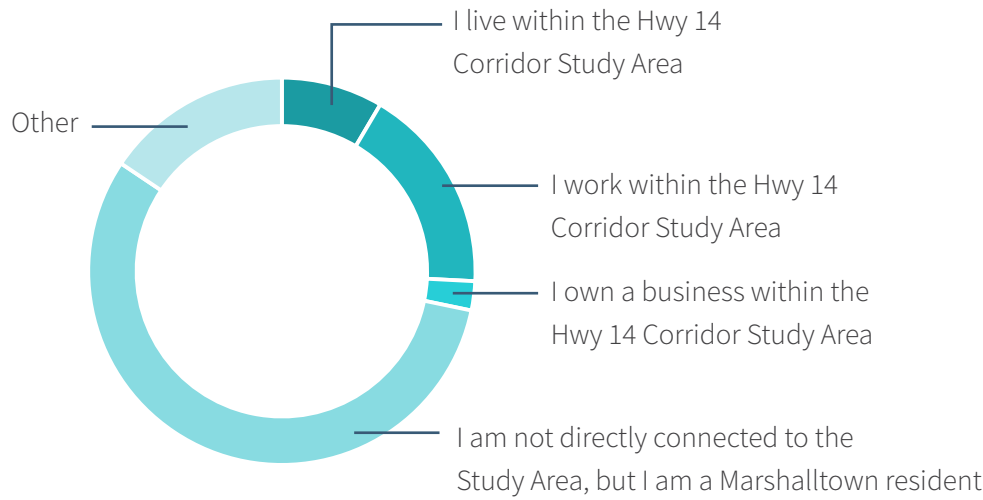
What are the goals of the community?

Similar to the goals developed by the City at the onset of this planning study, the community expressed a great deal of concern for public safety and the need to improve the quality of life and long-term economic development potential for the Highway 14 Corridor.

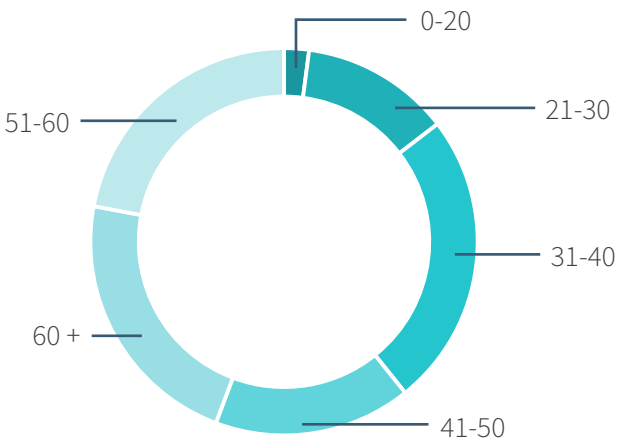


COMMUNITY INPUT SURVEY RESULTS

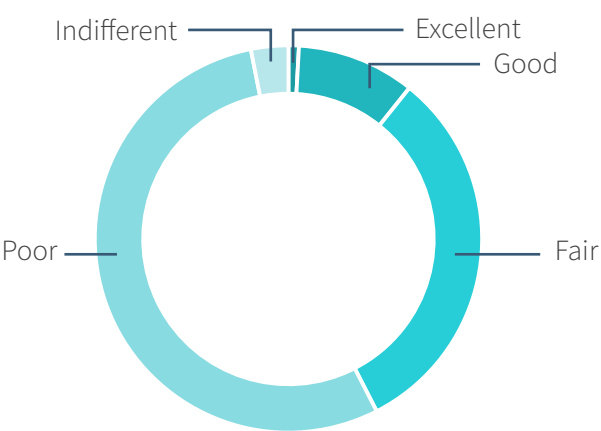
WHICH BEST DESCRIBES YOU?



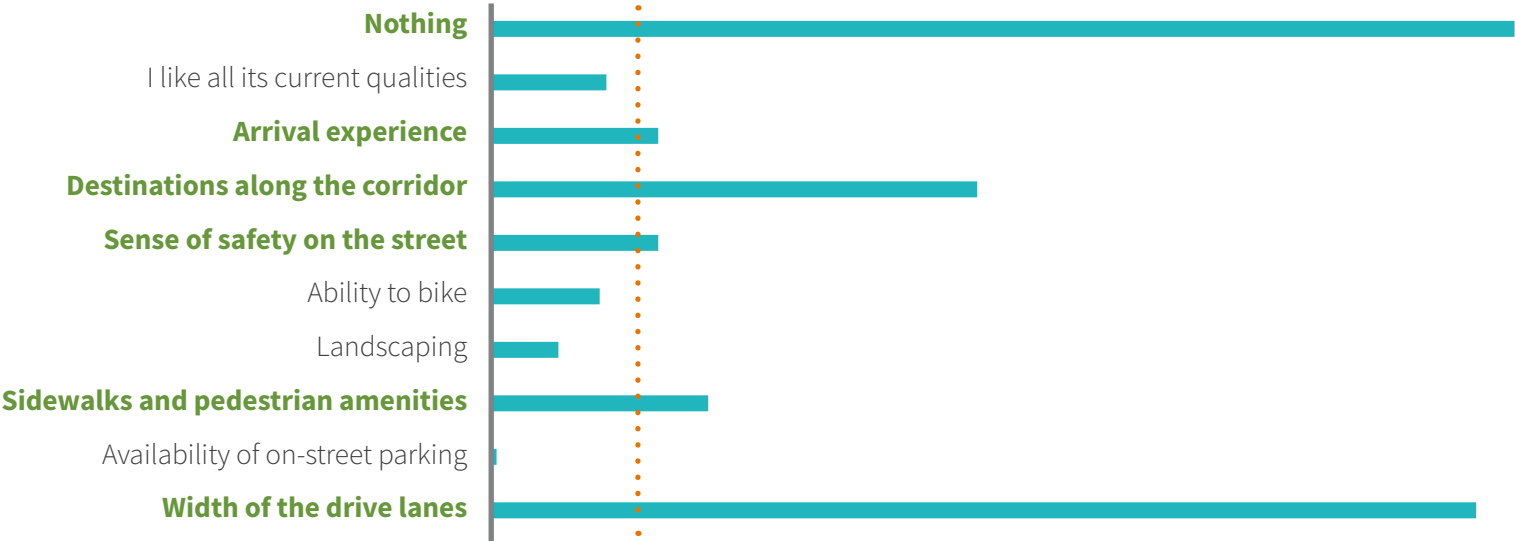
WHAT IS YOUR AGE?



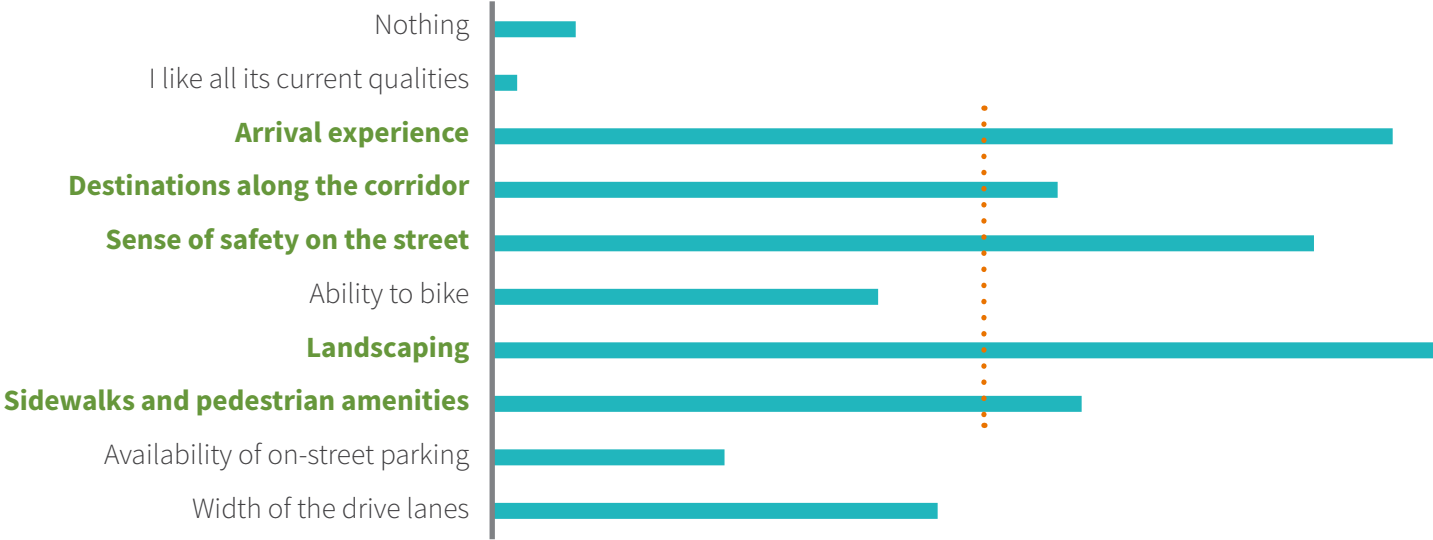
HOW WOULD YOU RATE THE ARRIVAL EXPERIENCE FROM THE NORTH END OF TOWN?



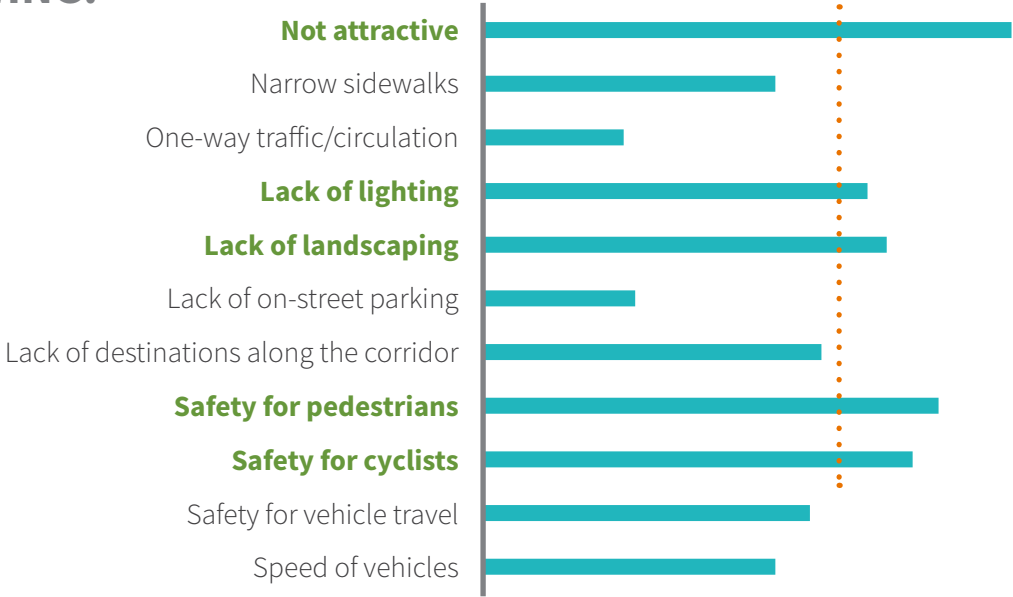
WHAT ATTRIBUTES DO YOU LIKE THE MOST ABOUT THE CORRIDOR TODAY?



WHAT ATTRIBUTES DO YOU LIKE THE LEAST ABOUT THE CORRIDOR TODAY?



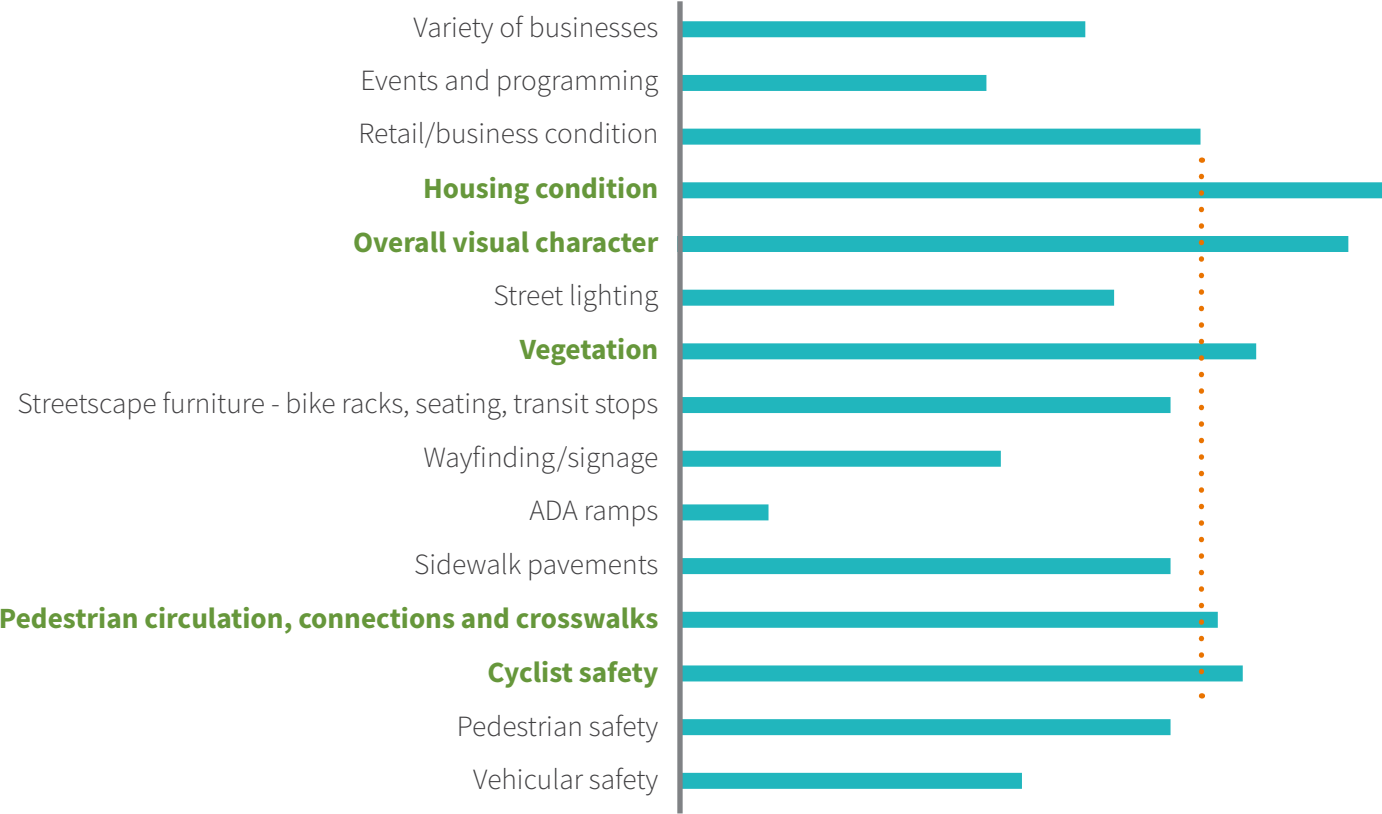
PLEASE RATE YOUR LEVEL OF CONCERN FOR THE FOLLOWING:



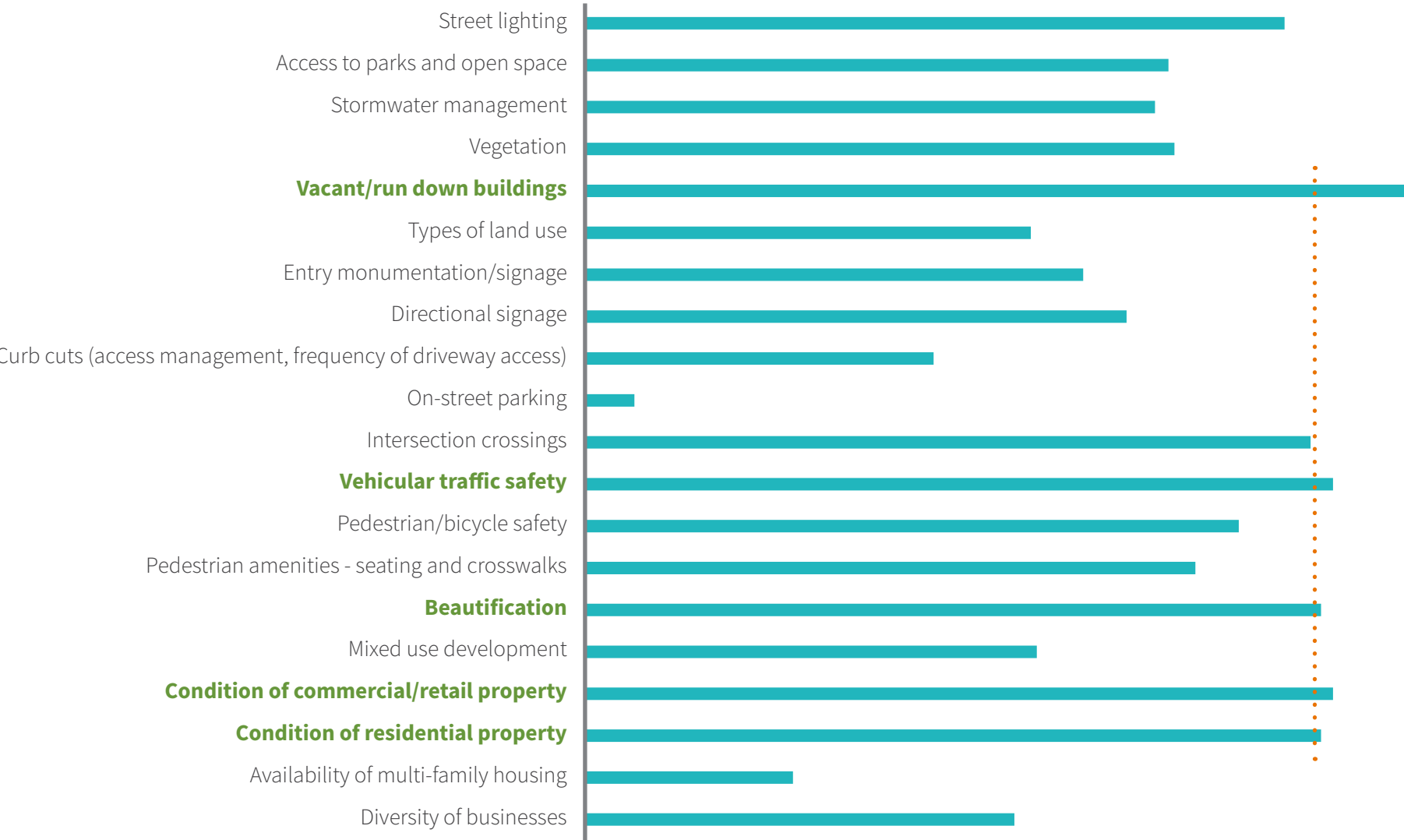
PLEASE RATE THE IMPORTANCE OF THE FOLLOWING GOALS FOR THE CORRIDOR STUDY:



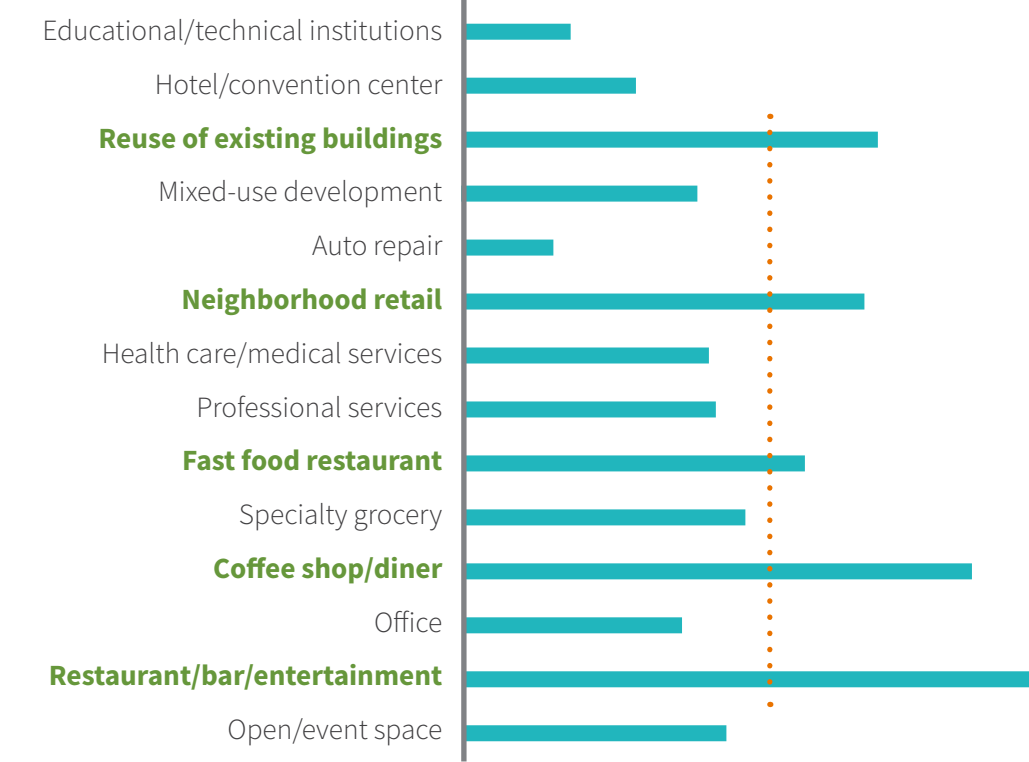
PLEASE RATE THE CURRENT CONDITION OF THE FOLLOWING ATTRIBUTES OF THE CORRIDOR (IN POOREST CONDITION):



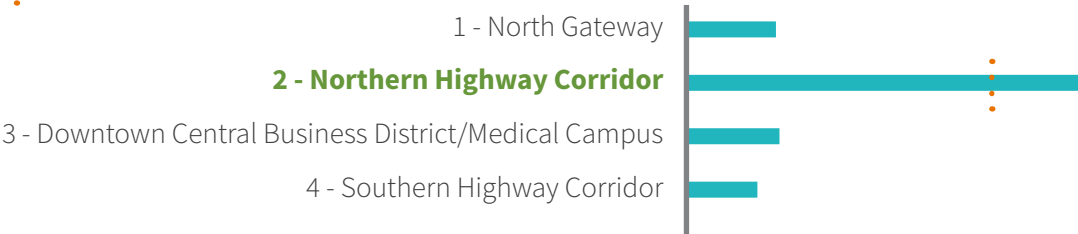
PLEASE RATE THE IMPORTANCE OF ADDRESSING THE FOLLOWING:



WHAT BUSINESSES/OPPORTUNITIES WOULD YOU LIKE TO SEE MORE OF?



WHICH FOCUS AREA SHOULD BE THE HIGHEST PRIORITY?



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HWY 14 R.O.W. VISIONING 4

HWY 14 RIGHT OF WAY ANALYSIS

TRAFFIC VOLUMES

Existing traffic volumes were last collected by the Iowa DOT in 2015. Counters were placed at several locations along the corridor and are indicated on the key map below. Traffic counts are indicated as the Annual Average Daily Traffic (AADT). The AADT for the Highway 14 Corridor Study area ranges from 7,000 at the north end to 13,000 at the south end. South of Anson Street, AADT increases to approximately 16,000 at certain locations.

The Iowa DOT has identified this corridor as a candidate for a 4 to 3 lane conversion. Left-turn conflicts, numerous access points and lower AADT support the successful implementation of a road diet within this corridor. According to the Iowa DOT, similar 3 lane corridors are capable of handling up to 20,000 AADT.

CRASH HISTORY DATA

According to the Iowa DOT’s crash history data, the Highway 14 Corridor is well above the state average for quantity and severity of accidents. The majority of accidents are the results of left-turn conflicts. High traffic speed, numerous conflicts points, and frequent points of access all contribute to unsafe roadway conditions.

Several intersections are prone to frequent accidents. Some are the result of higher traffic volumes and turning movements at the intersection, others such as Marion St. and Riverside St. are poorly aligned, have poor sight lines and/or are not designed to support proper vehicle turning radii.

A summary of the crash history data for the Highway 14 Corridor study area is included to the right. The cumulative cost associated with traffic related accidents within the corridor is identified, as well as the cost per incident.

FROM 2013-2017

221

REPORTED ACCIDENTS

75

ACCIDENTS CAUSING INJURY

1

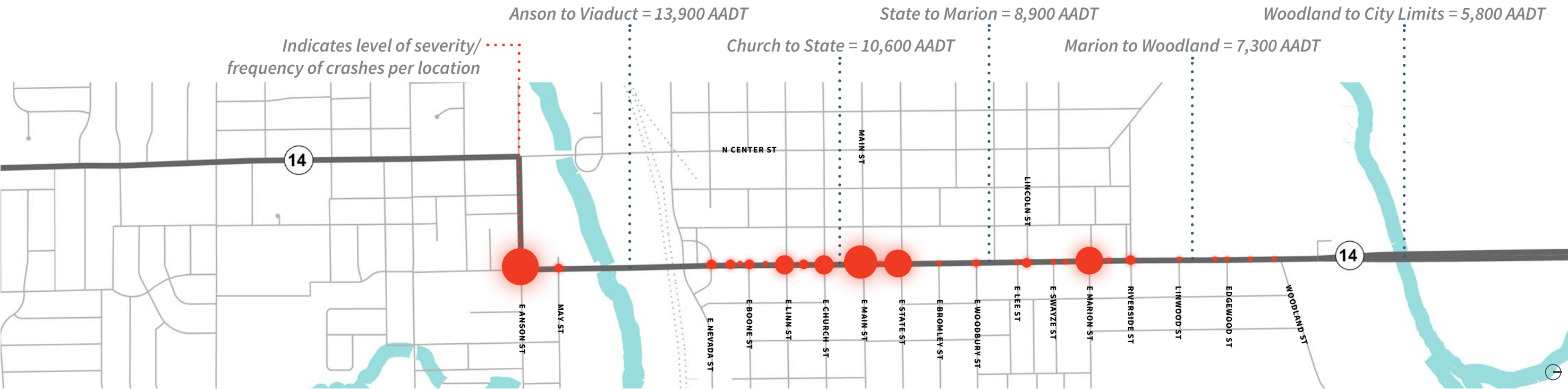
ACCIDENTS CAUSING FATALITY

\$\$\$

\$1,281,231 PROPERTY DAMAGE

\$\$\$

\$5,797.43 AVERAGE PER CRASH

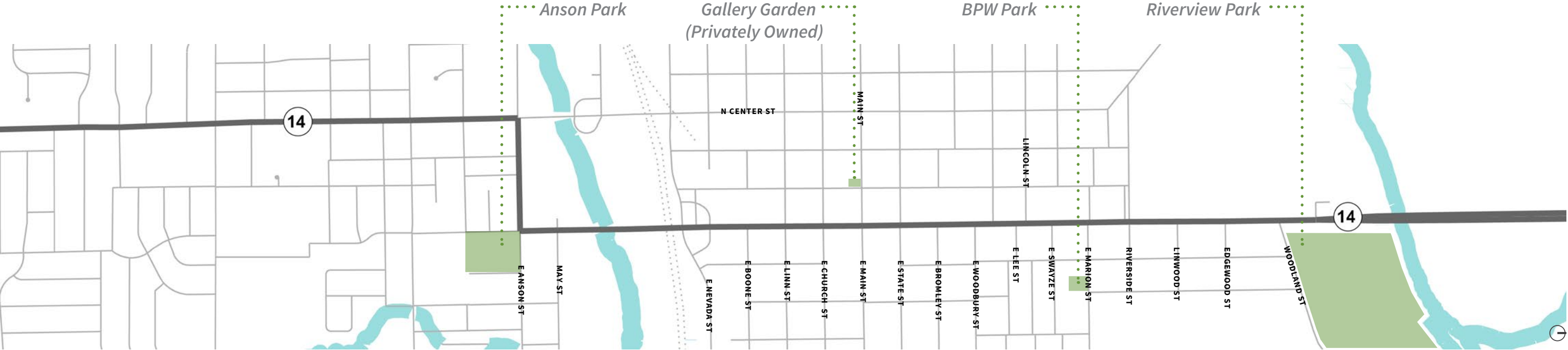
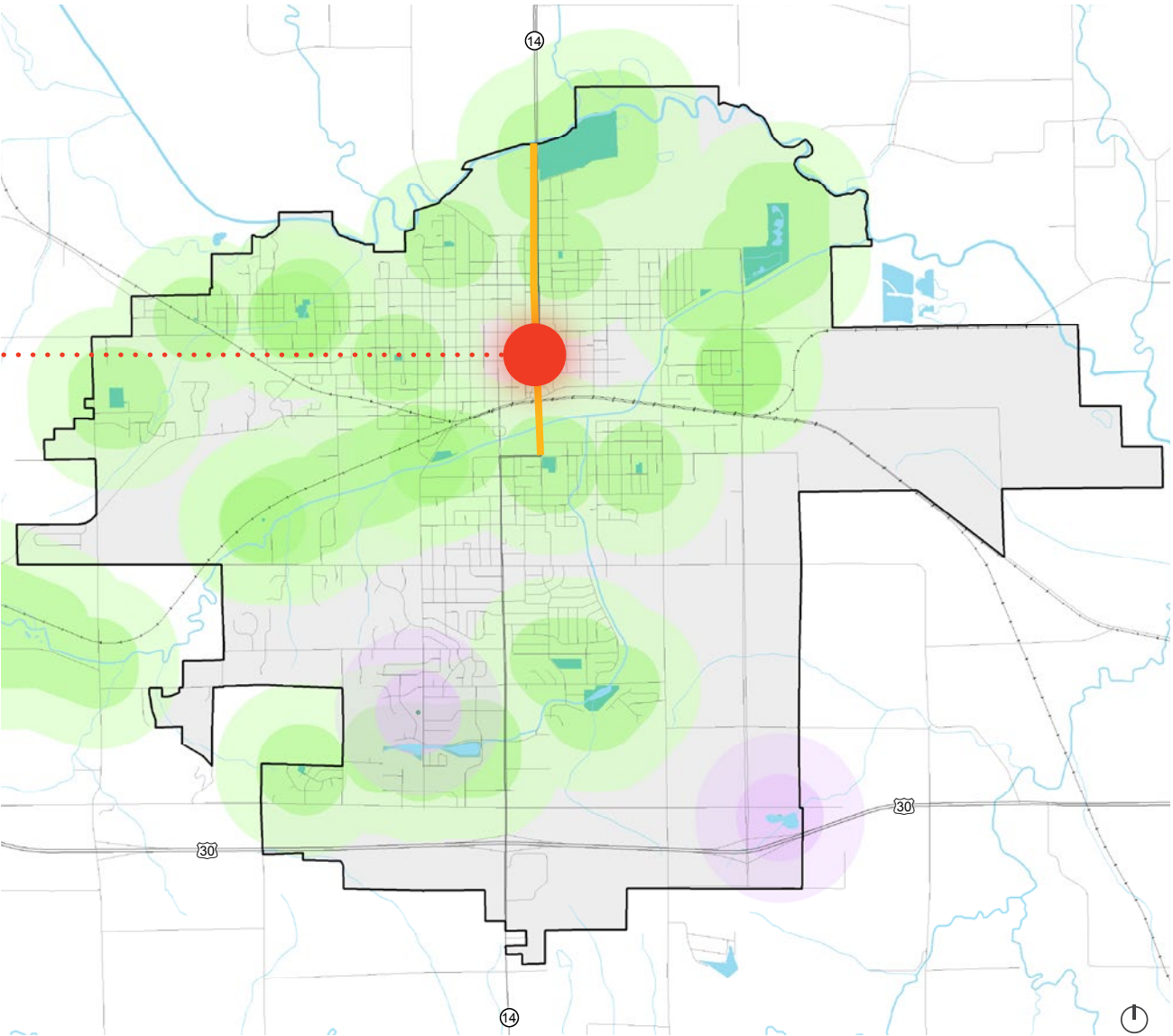


CORRIDOR PARKS & OPEN SPACE

The Highway 14 Corridor is anchored on both ends by two of Marshalltown’s most popular public parks, Anson Park on the south end at Anson St. and Riverview Park on Woodland St. at the north end. Riverview Park has immediate access to Marshalltown’s trail network, has abundant recreational amenities and is the city’s largest public open space. Anson Park, is in the heart of the community. It is nearby to Marshalltown public schools, has close proximity to the Linn Creek trail and several commercial/retail amenities.

Between these two parks, are numerous community amenities, the Downtown Central Business District and the Linn Creek trail. As illustrated on the recently updated Marshalltown Parks Plan, there exists a gap in the areas served by existing parks and open space. This presents an opportunity for filling that void and providing public open space to residents who need it. As identified during the public outreach process, an active and attractive open space is among the primary goals of those who participated in the online survey.

Opportunity to fill gap within City Park and Open Space amenities



GATEWAY OPPORTUNITIES

Along the corridor there are specific moments that welcome visitors, create transitions, and frame views. These locations create opportunities for wayfinding, art/sculpture and lighting that can contribute to developing the brand and identity of Marshalltown. These elements can activate spaces and contribute an artistic energy to the corridor that is currently lacking. The bookends of the corridor, critical intersections to downtown and public open spaces are special places along the Highway 14 corridor that act as gateways for residents and visitors. These key locations are indicated on the map below.

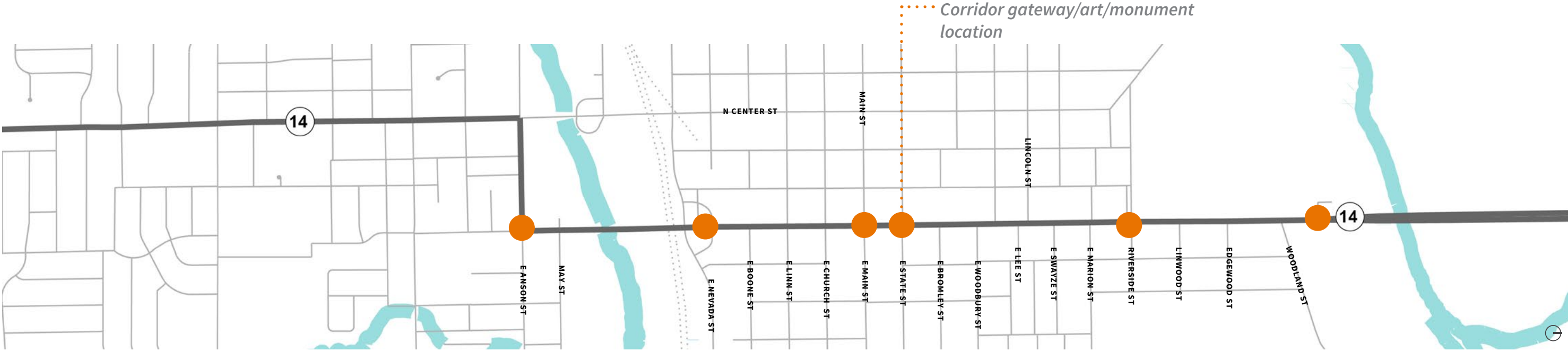
By incorporating artistic, architectural or sculptural elements into the streetscape, the corridor begins to take on a more human scale. They break up the monotony of the ROW and contribute to a corridor-wide beautification strategy aimed at improving the image of Marshalltown. Other components that contribute to this strategy include:

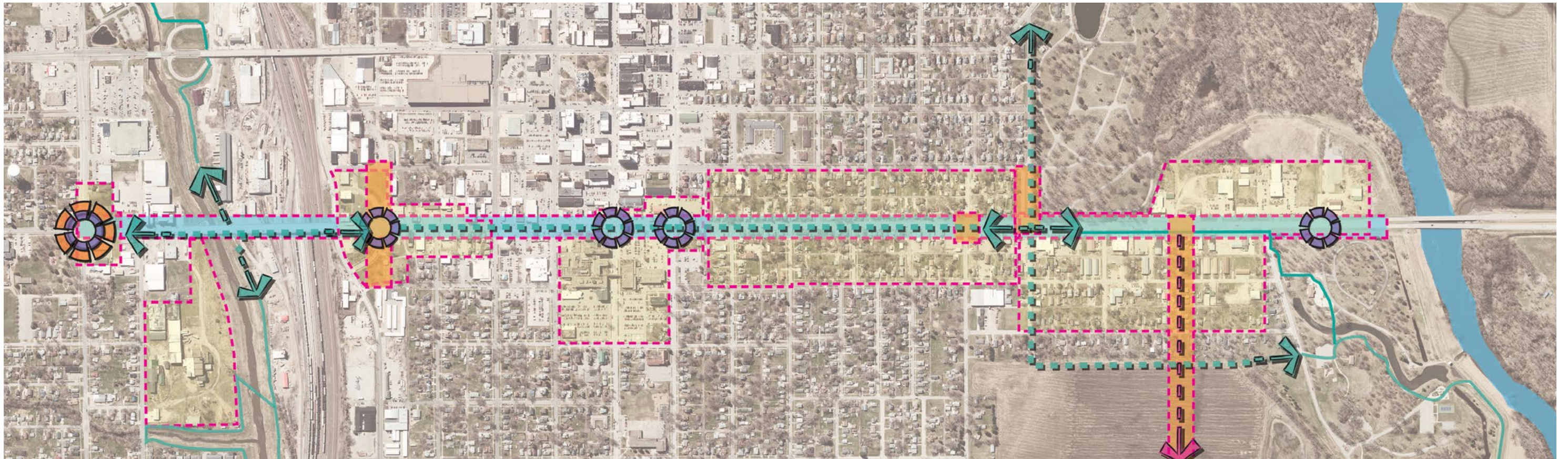
- Banners on light poles
- Decorative lighting
- Wayfinding signage
- Architectural columns and monuments

Public art pieces and opportunities for incorporating art into building facades, can continue this theme beyond the ROW.



Precedent character imagery of gateway monuments/sculpture.





Corridor Conceptual Improvement Diagram

CORRIDOR STUDY CONCEPTS

Improvement concepts and urban design areas span the entire 1.9 mile length of the Highway 14 Corridor study area. Components of the corridor-wide concepts include:

- Highway 14 Road Diet (4 to 3 Lane Conversion)
- Intersection improvements at Marion Street and Riverside Street
- Roundabout at Anson Street intersection
- Critical linkages for trail connections
- Specific areas for urban design improvements
- ROW improvements for Highway 14, Nevada Street, Riverside Street and Edgewood Street

These components encompass the broad range of improvements that are explored herein to mitigate the issues identified during the public outreach process and

improve the overall viability and quality of life for the Highway 14 Corridor.

Each project/phase/study area is clearly identified in the pages that follow and examined at a conceptual design level. These are not final designs nor intended to be shovel ready, but rather to inform the City and developers of what potential exists within this corridor and what steps should be taken to start the revitalization process.

LEGEND

-  Anson Street Roundabout Option
-  Corridor Gateway/Monument
-  4 to 3 Lane Conversion
-  Intersection/Roadway Enhancement
-  Urban Design Study Area
-  Bike/Trail Connection
-  Edgewood to N. 8th Ave Connection

HWY 14 CORRIDOR - RIGHT OF WAY IMPROVEMENTS

ROW IMPROVEMENTS

Proposed right-of-way (ROW) improvements for the Highway 14 corridor stem from proven strategies for addressing vehicular/pedestrian safety issues, aesthetic improvements, and increased streetscape amenities for similar corridors. These recommendations are a right-sized approach for this specific study area and are grounded by a thorough understanding of the existing conditions, speed, traffic volume, and level of service of this corridor.

This section provides a conceptual overview of proposed improvements for the public ROW from Anson Street to the Iowa River. Each area is clearly defined and illustrated in both plan and section. Descriptions of the key elements of the proposed improvements are included to provide an overview of what each design component is and why it is applicable for that area.

The Highway 14 corridor is a system, comprised of a network of streets, neighborhoods, nodes, and district. Similarly, the recommendations included herein, explore opportunities outside of the Highway 14 ROW and look at specific locations that allow Highway 14 to function safer, more efficiently, and promote growth and development of the overall corridor long-term.

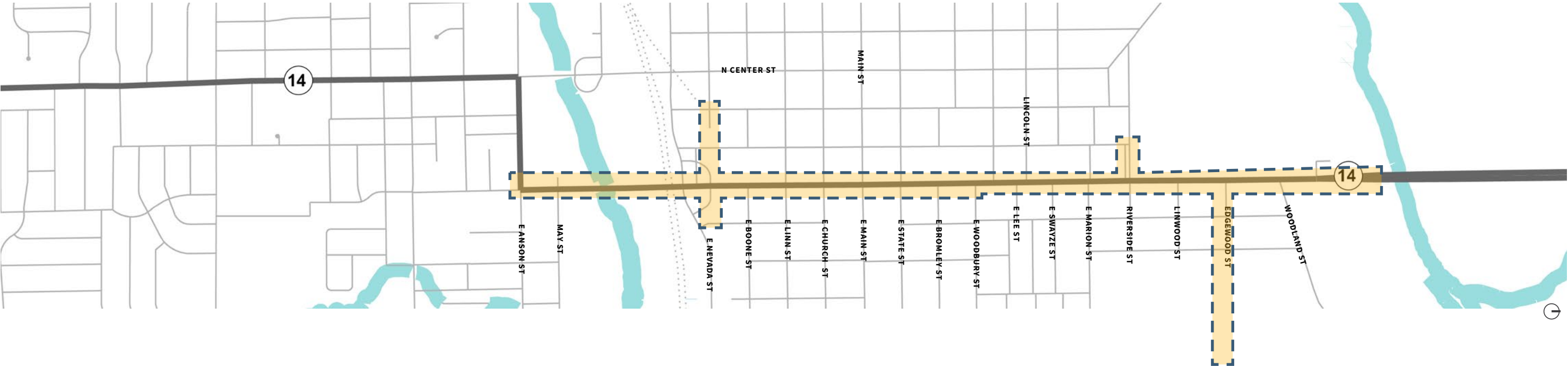
ADDITIONAL UNDERSTANDING/GETTING STARTED

The Highway 14 Corridor Study is a monumental first step toward realizing positive change for this study area. Creating opportunities for real estate development, beautification and improved public infrastructure are more likely, with this plan in place. However, the process doesn't stop here, additional studies are required to implement the plan. Collaborating with the Iowa DOT District I office is pivotal, to identify what component of the improvements are best suited to be implemented with resurfacing projects already planned for Highway 14. Critical steps to facilitate that process include:

- 1. **Evaluating the City's priorities (where to start)**
- 2. **Setting a budget for City involvement for phase one**
- 3. **Performing a traffic study of the corridor**
- 4. **Completing an access management study**
- 5. **Reviewing the DOT's financial investment potential**
- 6. **Evaluating public infrastructure conditions**

By understanding the items above, the City can develop a concept for what phase one of the Highway 14 ROW

improvements might consist of, develop a strategy for securing additional outside funding to make it possible and start the design and implementation process.



PLAN ELEMENTS (this page)

The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 **Anson Street Roundabout:** The current intersection configuration at Anson St./Highway 14 creates wide pedestrian crossings and poorly aligns through-traffic travel lanes. A roundabout at this location will reduce the number of conflict points, reduces pedestrian crossing distances, and increases opportunities for streetscape and beautification improvements.
- 2 **Street Trees:** Space allows for planting street trees between the edge of ROW and the sidewalk. By utilizing this space for planting, the trees would be outside the 10' clear zone required by the Iowa DOT.
- 3 **Multi-Use Trail:** On the east side of Hwy 14, width allows for a 10' multi-use trail/path that could connect

Anson Park to Linn Creek and downtown.

- 4 **Anson Park Enhancement:** Anson Park is an excellent anchor to the Hwy 14 corridor Study Area and with improved pedestrian access, connections into the park should function as an extension of the corridor. Enhanced park signage, landscape treatments and pedestrian access would beautify the intersection and create a stronger gateway toward downtown.
- 5 **4 to 3 Lane Conversion:** Reduce roadway to one northbound and one southbound travel lane with continuous left-turn lane. Provide new curb and gutter to reduce overall road pavement width and provide more space for pedestrian accommodations, landscape treatments and lighting.
- 6 **Protected Trail Over Viaduct:** Reducing the travel lanes across the viaduct allows space for a 10'

protected trail to extend across the viaduct bridge. This could be accomplished by adding a barrier at the edge of the northbound travel lane. This would allow a trail connection across the viaduct to connect Anson Park to the Linn Creek Trail and Downtown.

- 7 **Viaduct Median:** Where a left-turn lane is not needed across the viaduct bridge, this space has the potential to support a median, container plantings, public art/sculpture and/or lighting.



PLAN ELEMENTS *(this page)*

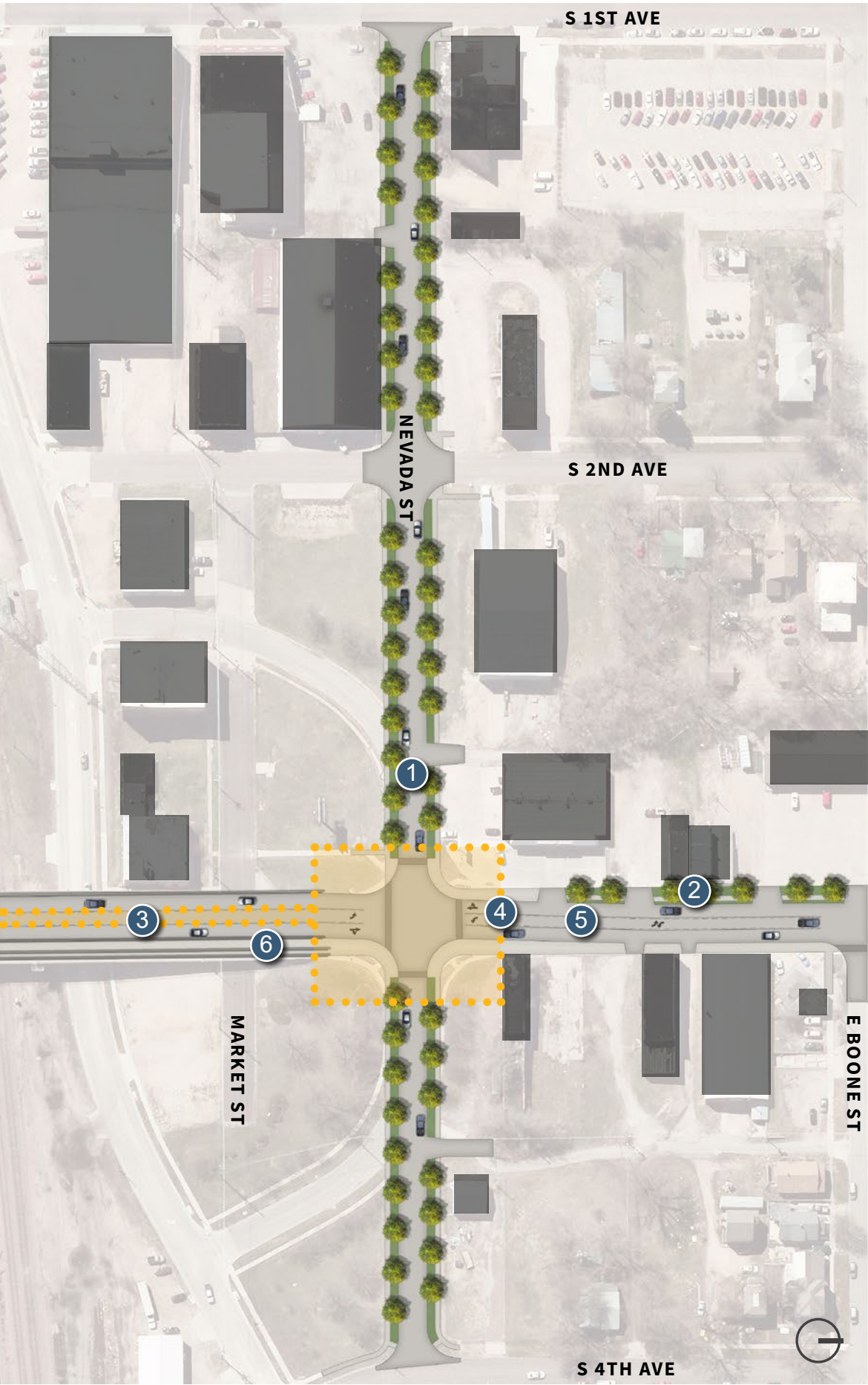
The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 Nevada Street Development:** Remove existing ramps connecting Hwy 14 to E Madison Street and construct missing segment that would connect Nevada Street through to Hwy 14.
- 2 Street Trees:** Approaching the downtown area and dependent on the preferred cross section, space allows for street trees to be planted outside the sidewalk extents or along on-street parking in at-grade tree wells.
- 3 Viaduct Median:** Per previous page.
- 4 Nevada Street Intersection:** The Nevada Street intersection/viaduct transition is a significant gateway



to downtown. Vertical monuments, streetscape enhancements and lighting will make this location a stronger gesture as vehicles approach downtown from the south. This intersection may necessitate a traffic signal when Nevada Street is connected through to this location.

- 5 4 to 3 Lane Conversion:** Reduction of the overall roadway width in this area allows for wider sidewalks, wider boulevard space, the potential for on-street parking on one side or the possibility of on-street bike lanes.
- 6 Protected Trail Over Viaduct:** Per previous page.



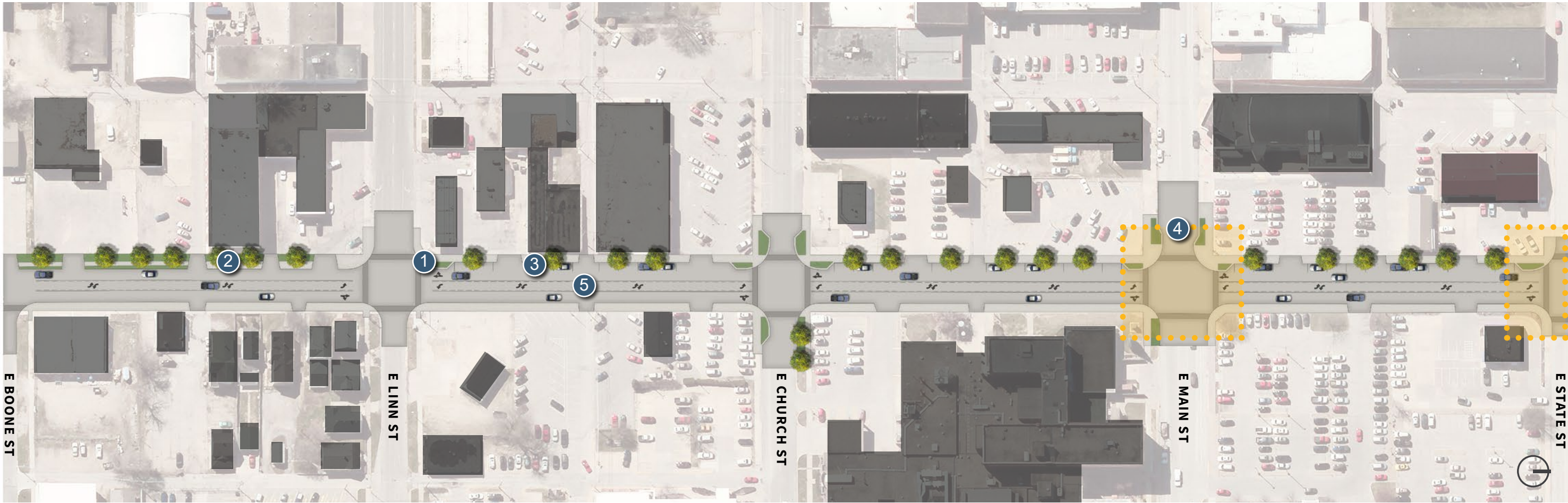
PLAN ELEMENTS *(this page)*

The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 **Intersection Bumpouts:** At side streets that have on-street parking, bumpouts reduce overall crossing distance and provide expanded space for landscape treatments and pedestrian accommodations.
- 2 **Street Trees:** Per previous page.
- 3 **On-Street Parking:** One cross-section scenario (see page 41) allows for on-street parallel parking on one side of the street.
- 4 **Gateway Intersection Enhancements:** Both the Main Street and State Intersections are primary entrances to the Downtown Central Business District. These locations warrant strategic use of decorative paving

materials, increased pedestrian amenities, gateway monuments and opportunities for gathering spaces.

- 5 **4 to 3 Lane Conversion:** Per previous page.



PLAN ELEMENTS *(this page)*

The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 **Sidewalks:** In this area, the ROW width reduces to 56' (see page 42 for typical cross section). By narrowing the roadway, additional space allows for widening the sidewalks to 5'. Newer, wider sidewalks will improve walkability.
- 2 **Street Trees:** Due to the narrow ROW width and required clear zone, the ability to plant street trees is limited in this area. Landscape easements or a street tree planting program is encouraged to promote trees to be planted on private property in areas where ROW widths do not allow for trees to be planted within the ROW.
- 3 **Boulevard Space:** The existing space between the

street and sidewalk is so minimal, it rarely supports lawn. This becomes a maintenance problem and is unsightly. With a widened boulevard, this area becomes suitable for lawn and other landscape treatments, but now creates a more comfortable separation between pedestrians and vehicles.

- 4 **Gateway Intersection Enhancements:** Per previous page.
- 5 **4 to 3 Lane Conversion:** Reducing the roadway width in this area is a necessity to allow the opportunity for wider sidewalks, more separation between pedestrians and vehicles, and to improve sight lines at intersections.



PLAN ELEMENTS *(this page)*

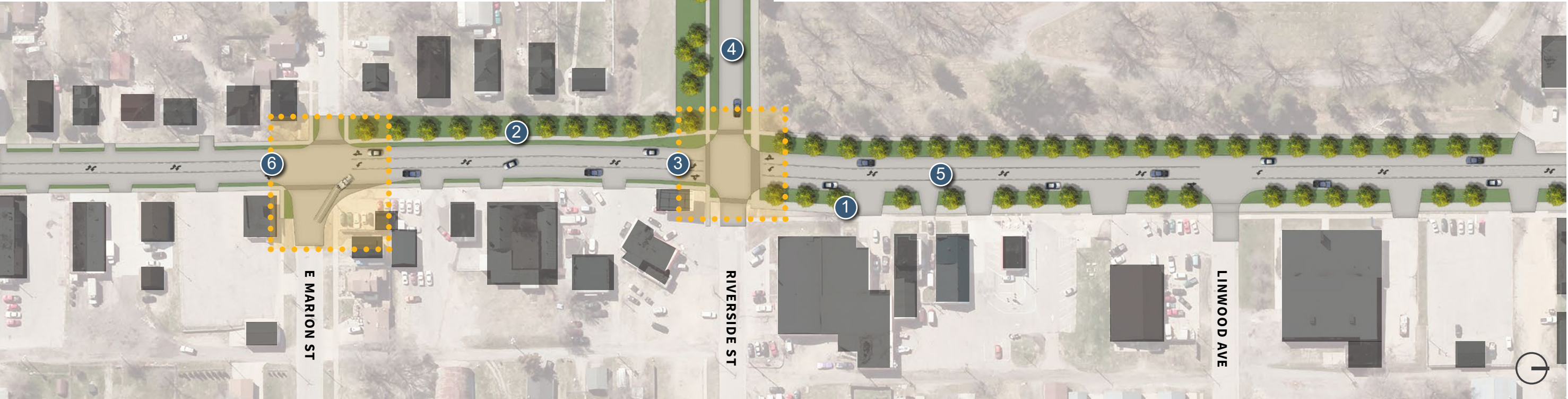
The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 **Sidewalks/Trail:** The ROW widens greatly from Marion Street to Woodland Street. With additional space, a 10' multi-use trail is possible to establish a connection to the existing levee trail at Riverview Park. Future development may allow for extending this segment across Highway 14 and along Riverside Street.
- 2 **Street Trees:** From Marion Street to Riverside Street, the ROW steps back and creates an opportunity for street trees and the establishment of an urban forest. This character would connect to the mature tree canopy at the cemetery and could then extend along Highway 14, north to the city limits.
- 3 **Riverside Street Intersection Alignment:** The west and east legs of the Riverside Street intersection are poorly aligned. By abandoning the existing 'boulevard' design of Riverside Street, the intersection can be realigned to reduce confusion at this intersection. In-

turn, this will reduce the crossing distance and provide perpendicular pedestrian connections across Highway 14. The need for a traffic signal at Riverside should be evaluated, along with the opportunity for a pedestrian activated signal/beacon.

- 4 **Riverside Street:** Abandoning the divided travel lanes on Riverside Street, creates expanded ROW space for street tree planting and additional landscape treatments. A new 5' sidewalk on the south side and 10' multi-use trail on the north, establish needed pedestrian connections, establish trail links to Riverview Park and improve walkability of this area.

- 5 **4 to 3 Lane Conversion:** This segment has the lowest traffic counts within the corridor, but also has numerous driveways and access points where vehicles will be turning. The reduction of conflict points by converting from 4 to 3 lanes in this area, will reduce affect the amount of conflicts caused by the numerous access points. Increased street tree plantings, a possible trail connection and traffic calming will cater to the businesses established here and the opportunities for future development.
- 6 **Marion Street Intersection:** The existing curb radius at the Marion Street intersection does not accommodate semi-trailer turning movements. A near-term solution for improving the safety and function of this intersection includes widening the north bound travel lane near the intersection and greatly widening the turning radius for trucks entering on to northbound Highway 14. This improvement impacts private property and will require ROW acquisition. Long-term solutions include diverting truck traffic to use an alternate route more adequately designed for high-volume truck traffic. See page 45.



PLAN ELEMENTS *(this page)*

The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 **4 to 3 Lane Conversion:** See Previous Page.
- 2 **Street Trees:** With a wider ROW for the length of this area, street trees line the roadway. Intermittent landscape beds with flowering perennials, grasses and shrubs, add layers to the planting scheme.
- 3 **Woodland Street Intersection:** This is the primary entrance to Marshalltown’s largest City Park. Treating this location as the first impression into town suggests decorative landscape treatments, opportunities for vertical gateway elements and improved signage and lighting. Increased pedestrian traffic will necessitate the need for clear sight lines, adequate signage and

the potential need for a pedestrian activated signal or beacon.

- 4 **Gateway Entrance:** Near the transition of the rural 4 lane highway to the 3 lane cross section, visual cues that alert drivers they are entering the City will have traffic calming affects on motorists entering Marshalltown. Decorative landscaping that might extend into the park, signage and art/sculpture are possible strategies for making a grander entrance into town and grabbing visitors attention.



PLAN ELEMENTS *(this page)*

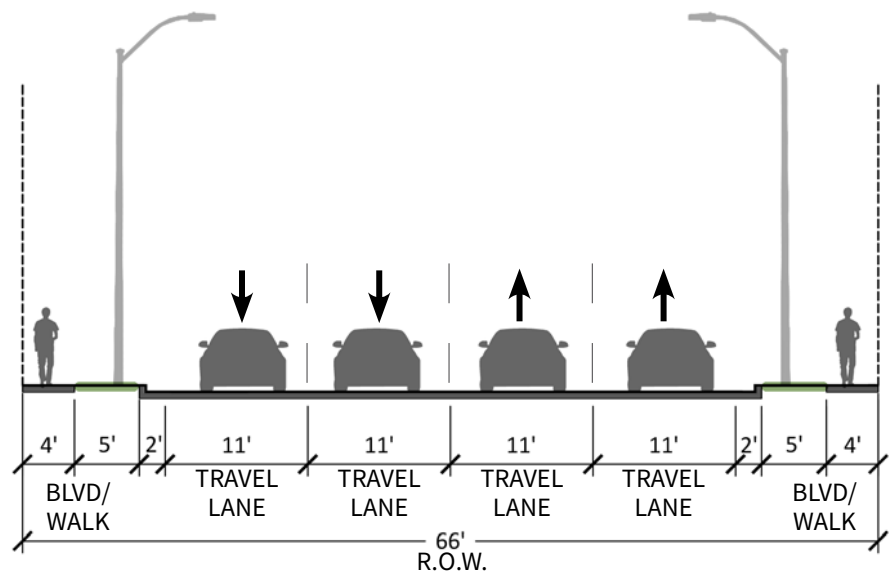
The following includes a list of recommended Right-of Way improvements that are specific to the extent of the area shown:

- 1 Edgewood Street Connection/Truck Diversion:**
Connect Edgewood Street to N. 8th Ave. to provide more direct traffic to JBS and other industrial sites. This alternate route would reduce truck traffic through the residential neighborhood and reduce conflicts at Marion Street intersection. This option will require ROW acquisition and a cost-benefit analysis should be performed to evaluate the impact this project would have on the City’s land-applied waste operations within this area.

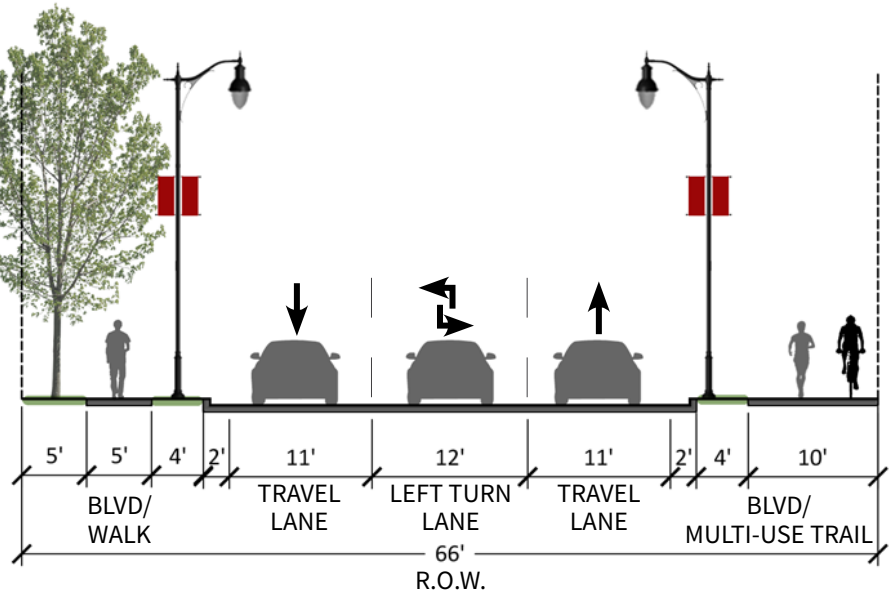
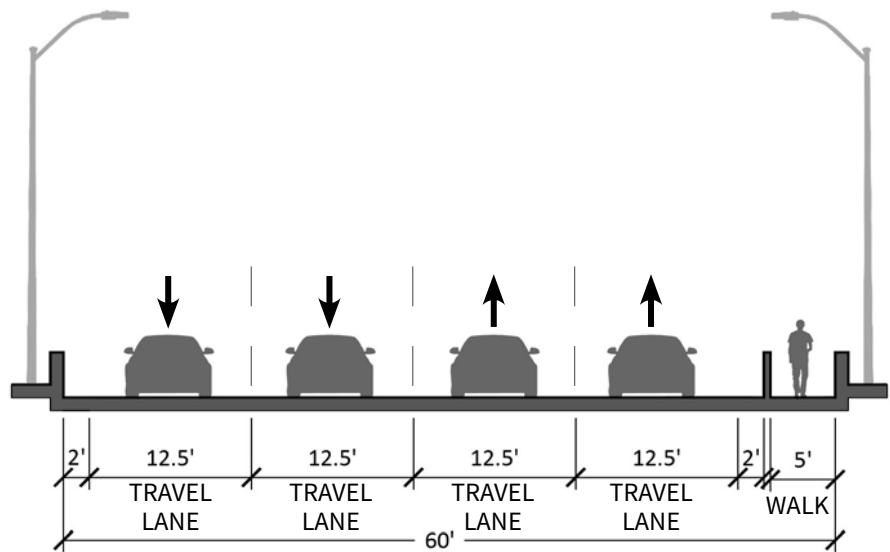


CROSS SECTION ANALYSIS - ANSON ST. TO VIADUCT

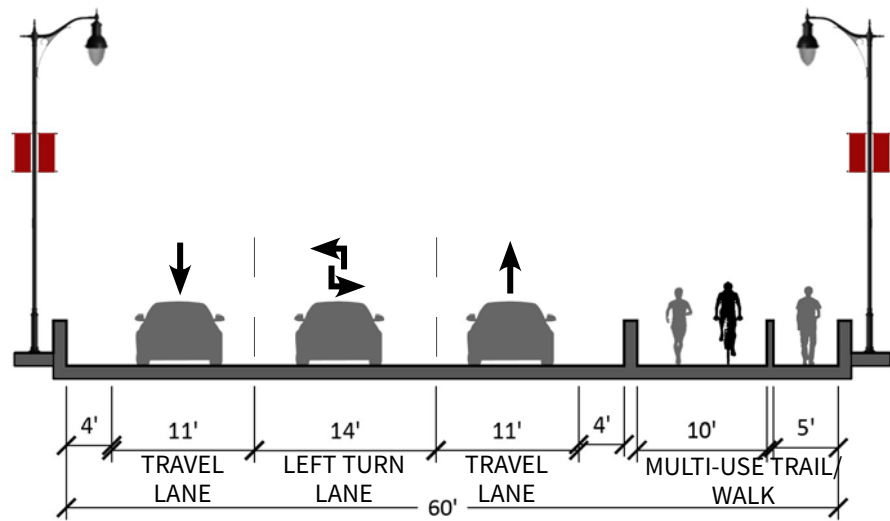
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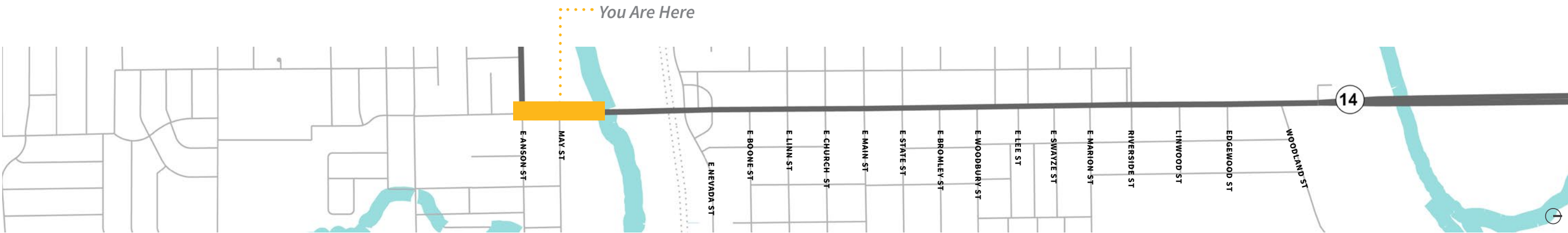
EXISTING VIADUCT



PROPOSED 3 LANE CONVERSION

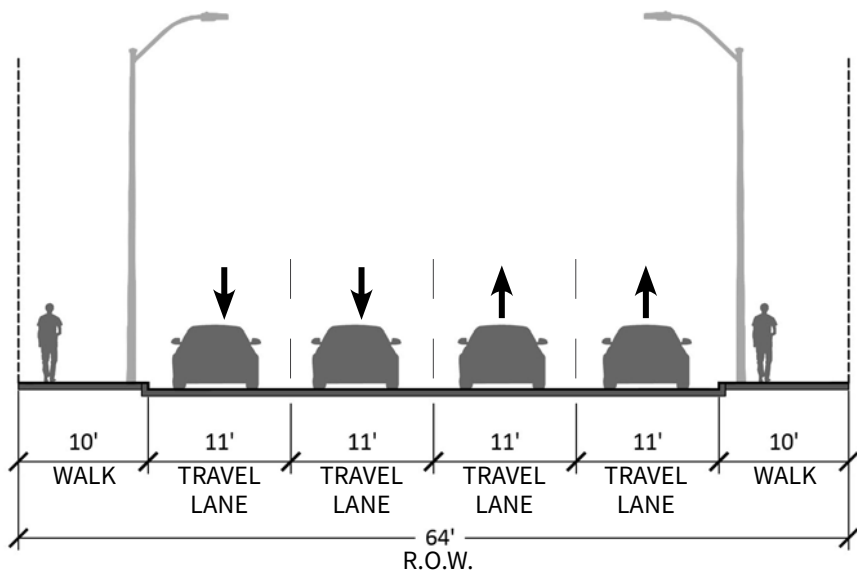


PROPOSED VIADUCT W/ PROTECTED TRAIL

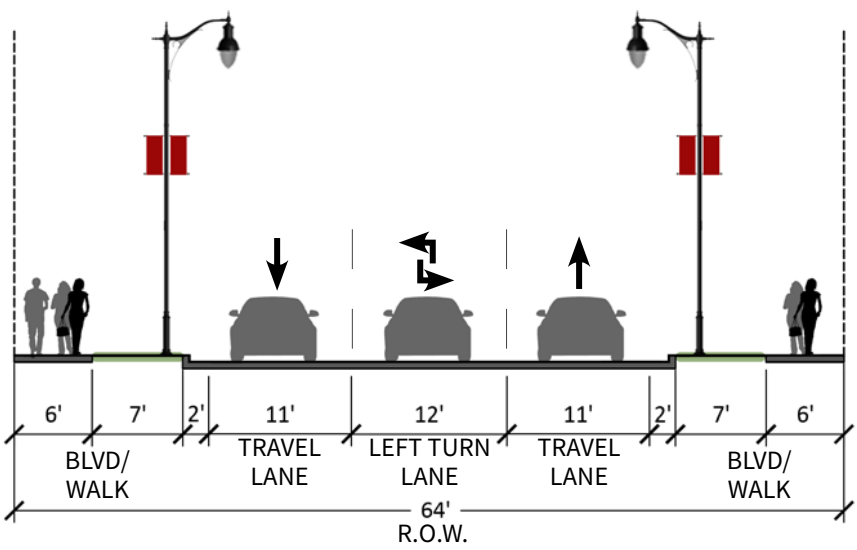
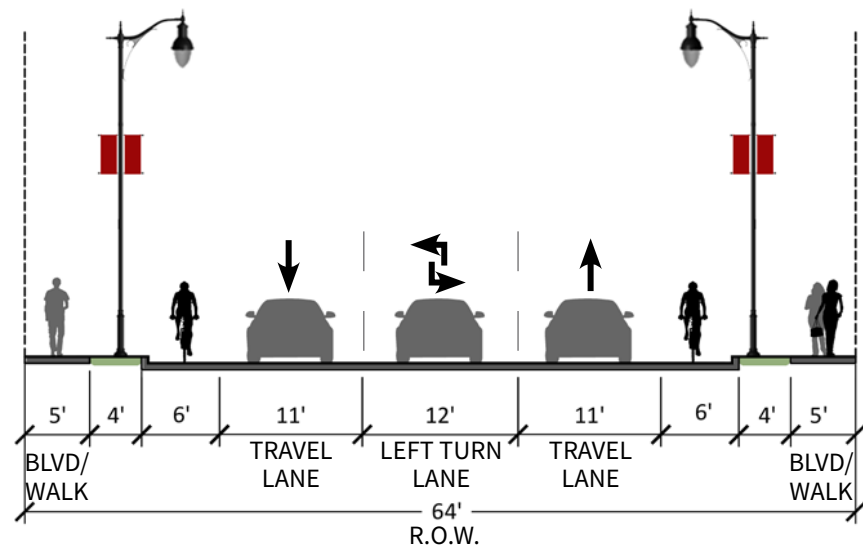


CROSS SECTION ANALYSIS - VIADUCT TO STATE ST.

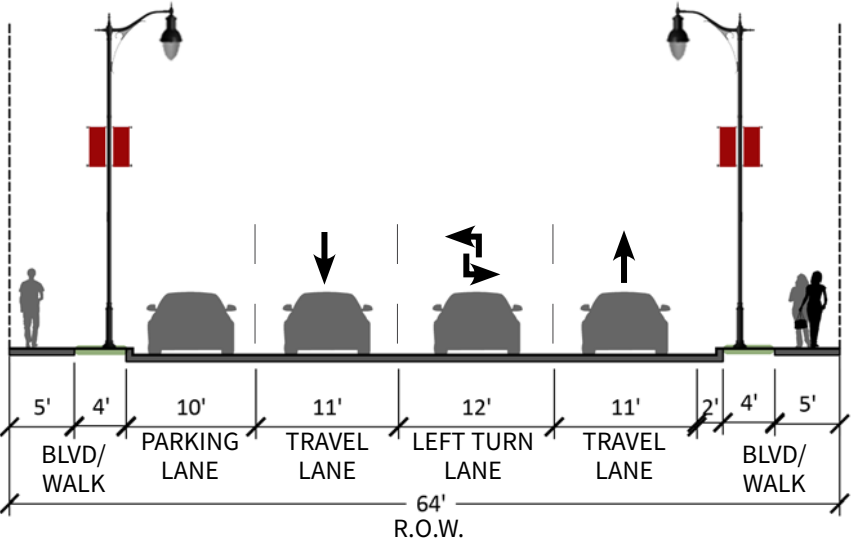
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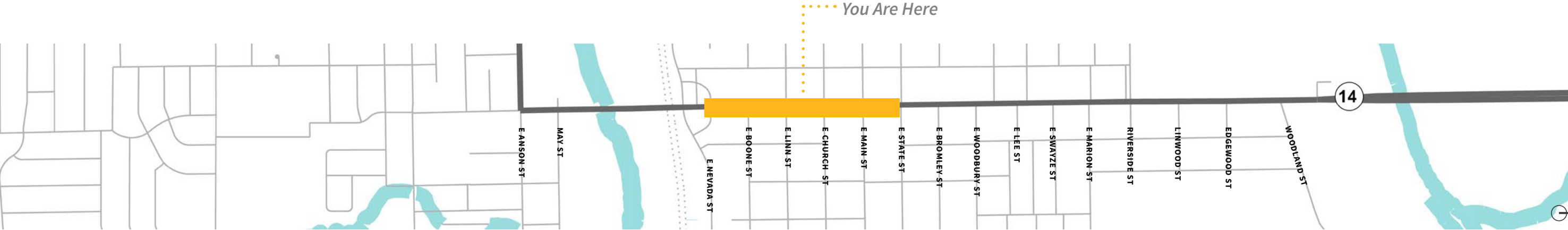
PROPOSED 3 LANE W/ BIKE LANES OPTION



PROPOSED 3 LANE CONVERSION

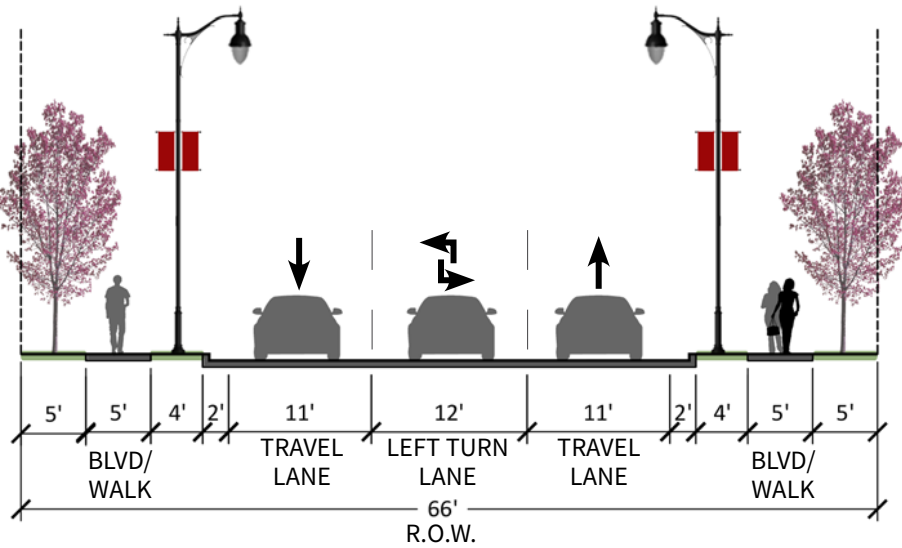
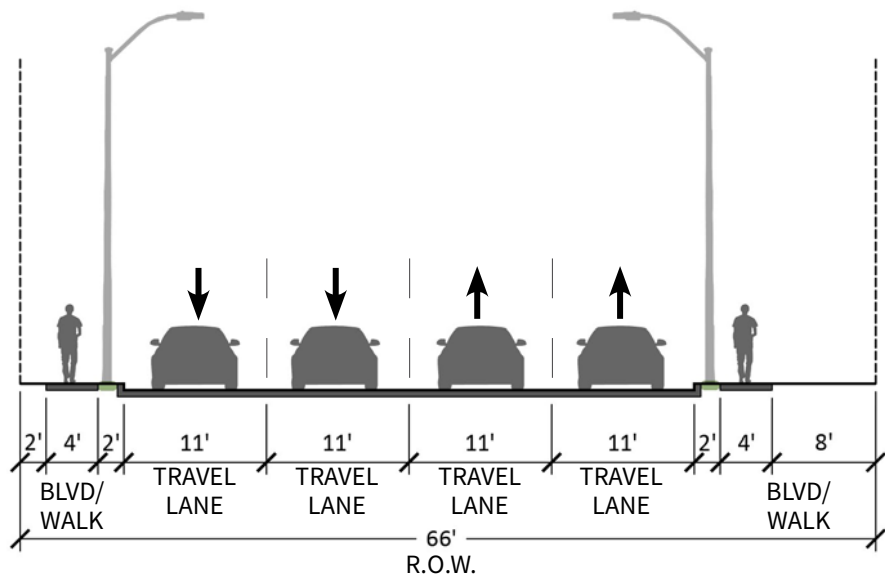


PROPOSED 3 LANE W/ PARKING OPTION

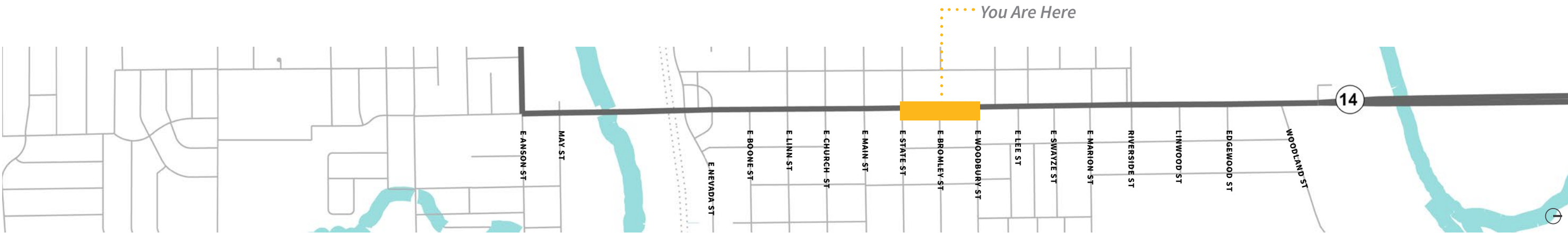


CROSS SECTION ANALYSIS - STATE ST. TO WOODBURY ST.

EXISTING

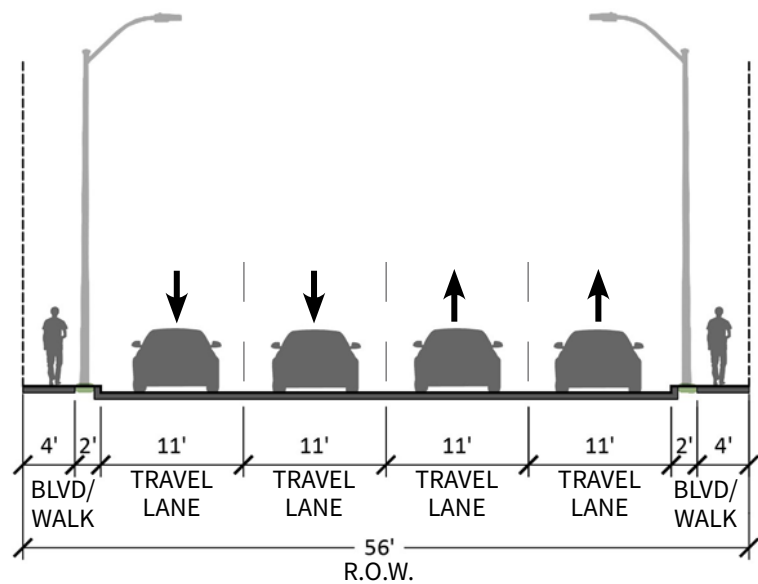


PROPOSED 3 LANE CONVERSION

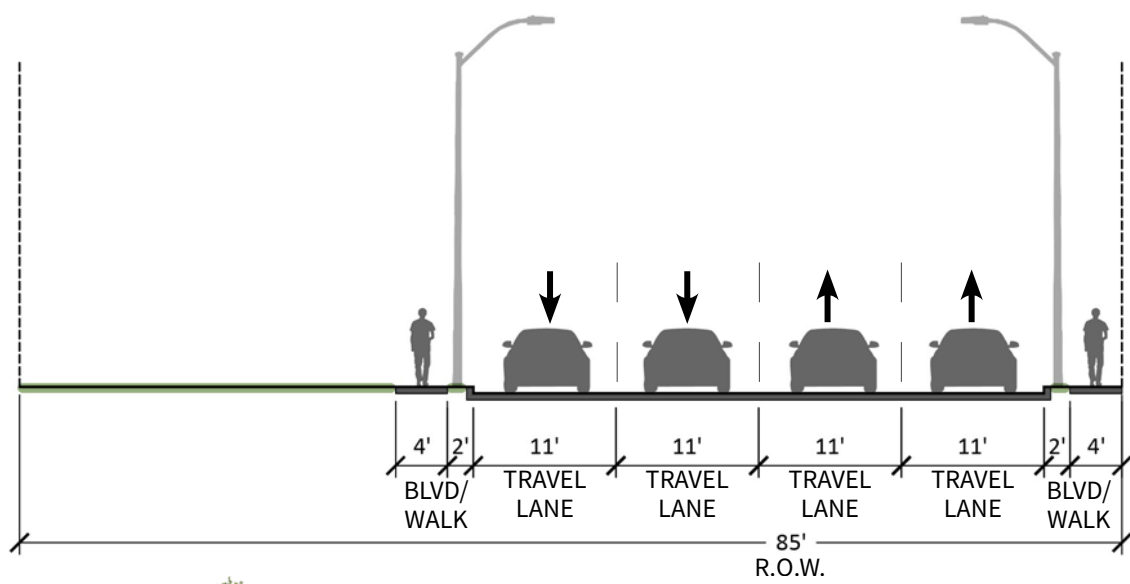


CROSS SECTION ANALYSIS - WOODBURY ST. TO RIVERSIDE ST.

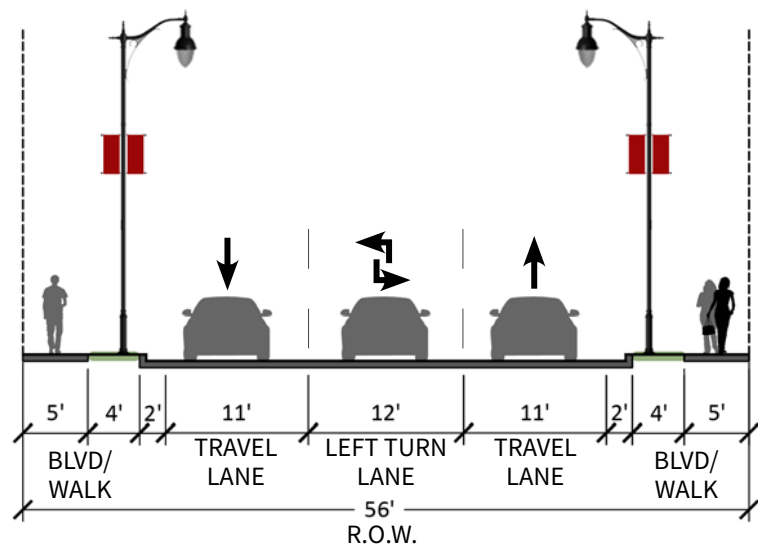
EXISTING WOODBURY TO MARION



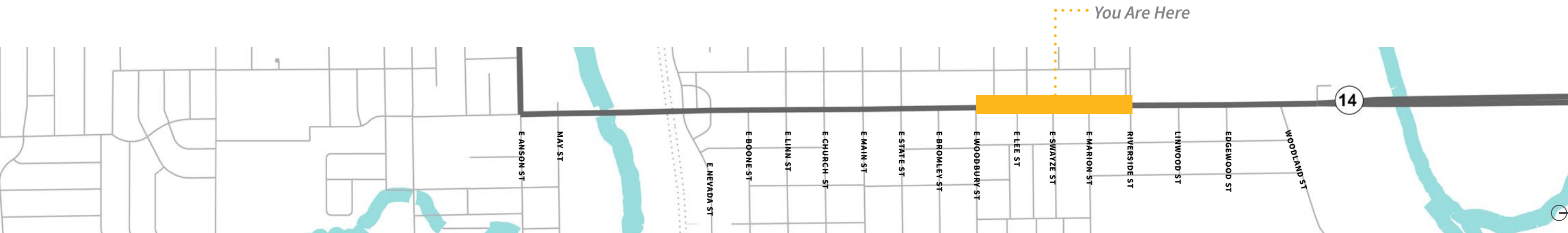
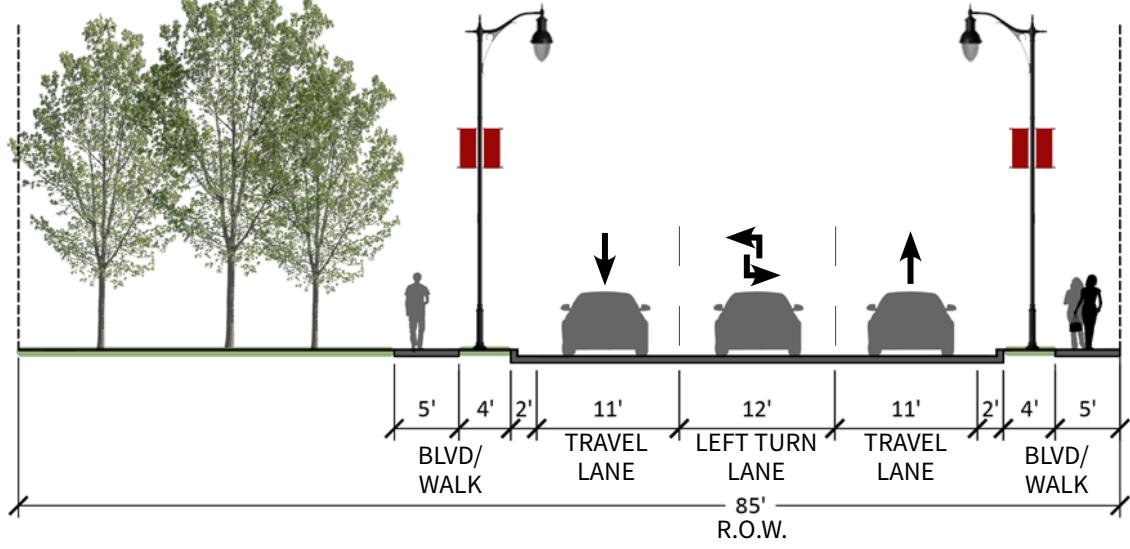
EXISTING MARION TO RIVERSIDE



PROPOSED 3 LANE CONVERSION



PROPOSED 3 LANE



VIEW OF CORRIDOR NEAR WOODBURY ST.

Wider sidewalks (5' in lieu of 4')
promote walkability

Widened boulevard space allows
for greater separation between
pedestrians and vehicles

Road diet (2 Travel Lanes w/ Continuous Left-
Turn Lane) allows more space for sidewalks
and boulevard space

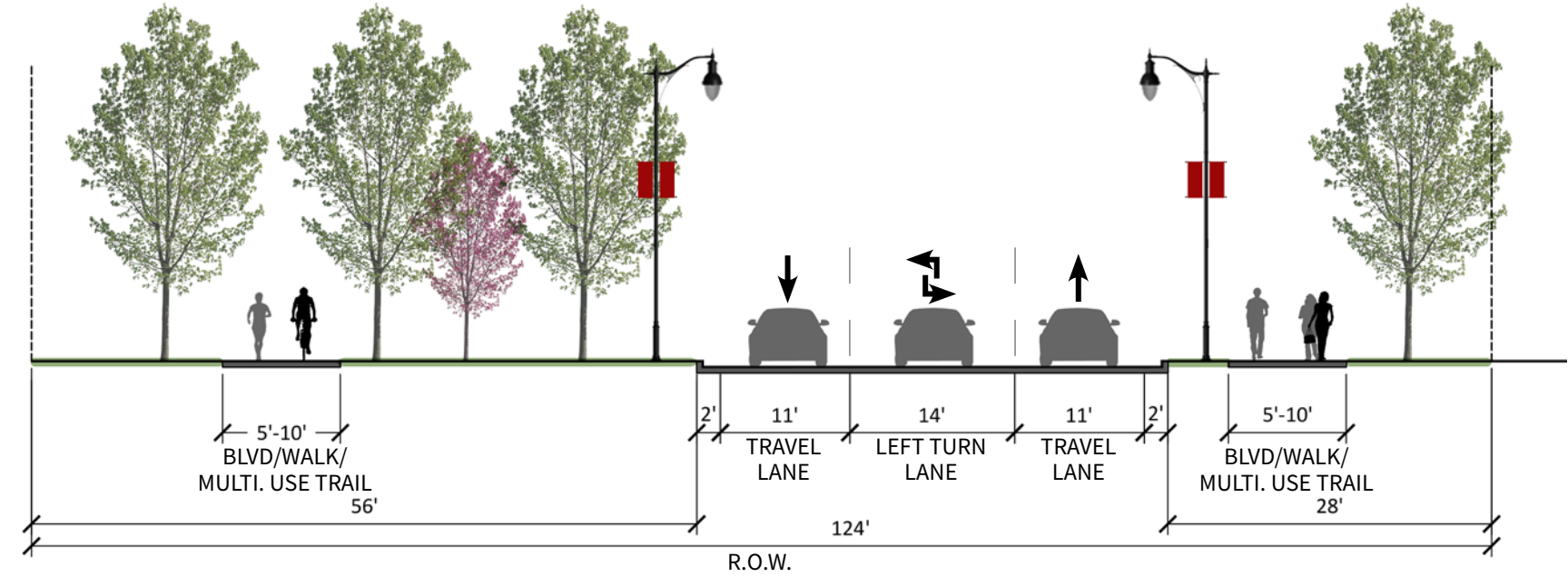
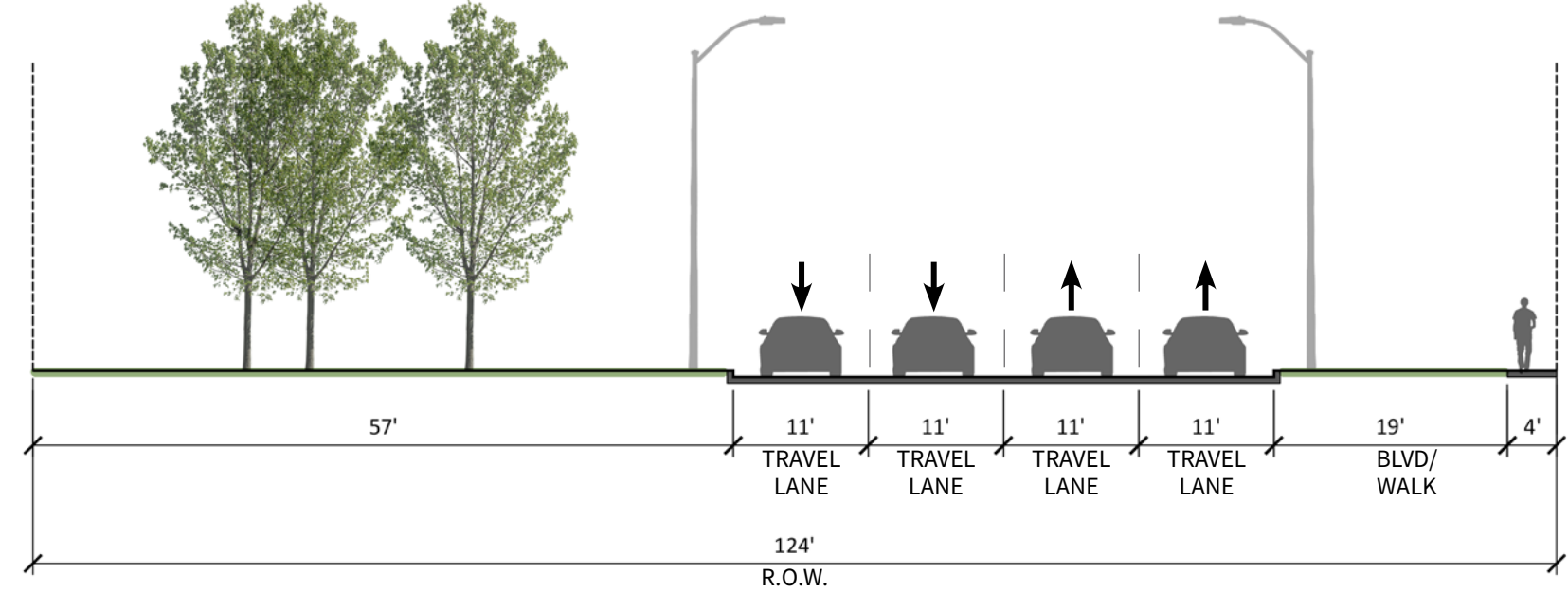
Decorative LED street
light eliminates unsightly
electrical feed

Street lighting electrical and
other utilities may be placed more
efficiently in widened boulevard space

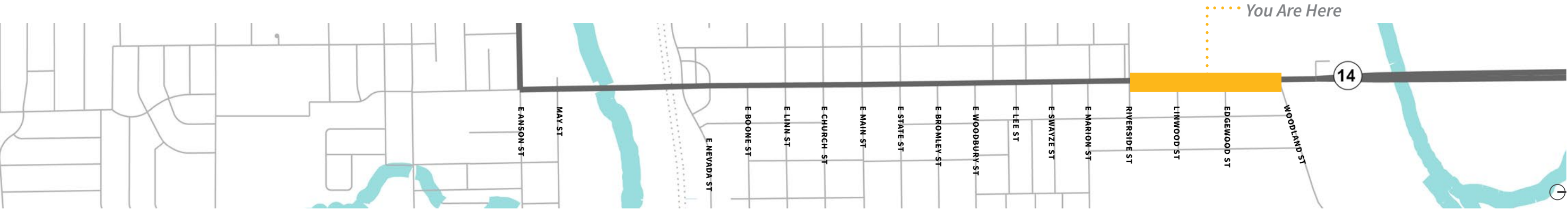


CROSS SECTION ANALYSIS - RIVERSIDE ST. TO WOODLAND ST.

EXISTING RIVERSIDE TO WOODLAND



PROPOSED 3 LANE CONVERSION



VIEW AT WOODLAND ST. LOOKING SOUTH

Vertical gateway/monument and enhanced landscape treatments provide an entrance to Riverview Park

Decorative lighting sets a tone for the character of the corridor and creates opportunities for promoting the brand of Marshalltown

Canopy street trees reduce the scale of the roadway and provide shaded relief to the sidewalk and roadway

Two travel lanes w/continuous center turn lane

Welcoming gateway or sculpture tells drivers they have arrived to Marshalltown

Additional tree plantings and landscape treatments at the front of private property add layers to the corridor



ROW IMPROVEMENT BUDGETING & PHASING

ROW IMPROVEMENT BUDGETING

Improving the entirety of the 1.9 mile Study Area ROW will require time and multiple phases. Specific projects will be driven by opportunity, funding and infrastructure needs. Just like the diversity within this corridor, each project will be unique, have individual challenges and opportunities but should strive for similar outcomes:

- Improved Safety
- Enhanced Beautification and Community Image
- Increased Economic Development
- Energetic Public Space
- Increased Walkability

Within the Study Area, 10 ROW improvement projects have been identified which together, comprise the overall vision resulting from this study. The common denominator within these projects is improving the overall public safety within the ROW, both for vehicular traffic and pedestrians. Three projects have been identified as ‘priority’ improvements. These areas are within the portion of the corridor identified during the community input survey as the first place to start with making improvements. This area is defined as the Northern Highway Corridor Focus Area and is located between State Street and Riverside Street. Within this area, is one of the most dangerous intersections within the Highway 14 corridor, Marion Street and Highway 14. The remaining seven improvement projects are broken out by specific areas and should be considered as individual phases.

Within each phase, appropriate construction staging will be a necessity to ensure businesses will still operate and that residents may still access their homes. Specific attention should be given to businesses or residences that only have one point of access. Additional measures will need to be considered to minimize interruptions to access and utility services.

The following pages include a table detailing each of the ten ROW improvement projects as conceptualized during this study. Each individual project is indicated by location

and a brief description of what the project or phase includes. Primary project components are then listed to provide more detail of what the key design assumptions/considerations are for each project. To begin determining how each project will be funded, potential funding sources/programs are indicated that should be explored to offset the City’s investment in the improvements. Most of the funding sources listed for each project are state and federal programs which are tailored specifically for various components of transportation improvements. Each project will likely require funding from multiple sources, both public and private.

The last column includes an overall budget range for each project/phase. These costs are planning level cost estimates and were developed to provide the City an anticipated order-of-magnitude cost for the sake of establishing budgets and targeting funding. Each budget range includes the following:

- Anticipated publicly bid construction costs for conceptual improvements
- 25% contingency for adjustments/discrepancies of conceptual design
- Design/engineering and construction administration fees

The state/federal transportation funding sources that are applicable to the proposed improvements include but are not limited to the following:

Urban-State Traffic Engineering Program (U-STEP)

U-STEP is a program intended to solve traffic operation and safety problems on primary roads in Iowa cities.

Traffic Safety Improvement Program (TSIP)

TSIP is a funding program for traffic safety improvements or studies on any public roads under county, city, or state jurisdiction.

Revitalize Iowa’s Sound Economy (RISE)

RISE is a state program established to promote economic development in Iowa through construction or improvement of roads and streets.

Iowa Clean Air Attainment Program (ICAAP)

ICAAP is a program that funds highway/street, transit, bicycle/pedestrian, or freight projects which help maintain clean air by reducing transportation-related emissions.

The State Revolving Fund (SRF)

SRF is a program to finance the design and construction of Iowa water and wastewater infrastructure.

Surface Transportation Block Grant Program (STBGP)

STBGP is a federal program established to assist public road jurisdictions with funding for roads on federal-aid routes. Recipient projects must be let by the DOT.

Recreational Trails Program – State

The Recreational Trails Program assists in the funding for public recreational trails. Projects must be approved by the DOT and be considered part of a broader trail plan.

Iowa’s Transportation Alternatives Program (TAP)

TAP funds projects defined as transportation alternatives. Recreational trails, traffic calming techniques, bicycle and pedestrian accommodations, and vegetation management/establishment are among a board list of improvements that qualify for funding.

Additional information for the funding sources may be found at https://www.iowadot.gov/pol_leg_services/Funding-Guide.pdf

PRIORITY PHASE

IMPROVEMENT AREA	PRIMARY PROJECT COMPONENTS	POTENTIAL FUNDING OPTIONS/SOURCES	OVERALL BUDGET RANGE
1. State Street to Riverside Street 4 to 3 Lane Conversion. Road diet concept with mill and overlay of existing pavement to be complete with DOT resurfacing project.	• Reduce travel lanes to one north bound and one south bound lane with continuous left-turn lane • Mill and overlay of existing roadway pavement • New curb and gutter at reduced pavement width • New 5’ sidewalks on both sides of street • Storm sewer intake modifications, manhole, and water valve adjustments • LED street lighting and electrical • Streetscape amenities: street trees, landscape treatments, wayfinding signage/monuments, and decorative paving	• Iowa DOT Resurfacing Funds • TSIP • ICAAP • STBGP • SRF • TAP • Recreational Trails Program • City of Marshalltown - Street Improvement Program, Stormwater Utility, Road Use Tax • Local Grants/Donations	\$2.75 Mil - \$3.5 Mil
2. Marion Street Intersection Improvement. Reconstruction of eastern leg of intersection with wider northbound lane and wider curb radius to accommodate semi-truck traffic.	• Adjust eastern curb and gutter to allow for greater turning radius • Widened northbound lane at intersection • Pedestrian curb ramp improvements • Minor utility modifications	• Iowa DOT Resurfacing Funds • TSIP • City of Marshalltown - Road Use Tax • Local Grants/Donations	\$500,000 - \$650,000
3. Riverside Street Intersection and Realignment. Reconstruction of intersection to better align east and west legs of intersection. Removal of divided travel lanes.	• Mill and overlay of existing roadway pavement • Removal of boulevard and divided eastbound road • New 5’ sidewalk on south side and 10’ multi-use trail on north side • Storm sewer intake modifications, manhole, and water valve adjustments • LED street lighting and electrical • Street tree planting	• Iowa DOT Resurfacing Funds • TSIP • TAP • Recreational Trails Program • City of Marshalltown - Street Improvement Program, Stormwater Utility, Road Use Tax • Local Grants/Donations	\$525,000 - \$650,000
4. Nevada Street Connection. Straight thru connection of Nevada Street to Highway 14.	• Removal of existing ramps at north side of viaduct • New 28’ PCC Roadway, curb and gutter and driveway connections • Storm sewer intake structures and pipe • LED street lighting • Streetscape amenities: street trees, landscape treatments, wayfinding signage/monuments, and decorative paving	• TAP • U-STEP • Recreational Trails Program • City of Marshalltown - Street Improvement Program, Stormwater Utility, Road Use Tax • Local Grants/Donations	\$1.75 Mil - \$2.5 Mil

IMPROVEMENT AREA	PRIMARY PROJECT COMPONENTS	POTENTIAL FUNDING OPTIONS/SOURCES	OVERALL BUDGET RANGE
5. Edgewood Street Diversion/Connection. New road to connect Edgewood Street at N. 5th Ave. to N. 8th Ave.	- Grading and excavation for new roadway - New 28’ PCC roadway, curb and gutter - Storm sewer intake structures and pipe - LED street lighting	- TSIP - U-STEP - RISE - ICAAP - STBGP - City of Marshalltown - Stormwater Utility, Road Use Tax - Local Grants/Donations	\$1.5 Mil - \$2.5 Mil
6. State Street to Viaduct 4 to 3 Lane Conversion. Road diet concept with mill and overlay of existing pavement to be complete with DOT resurfacing project.	- Reduce travel lanes to one north bound and one south bound lane with continuous left-turn lane - Mill and overlay of existing roadway pavement - New curb and gutter at reduced pavement width - New sidewalks on both sides of street to edge of ROW/ building face - Storm sewer intake modifications, manhole, and water valve adjustments - LED street lighting and electrical - Streetscape amenities: street trees, landscape treatments, wayfinding signage/monuments, and decorative paving	- Iowa DOT Resurfacing Funds - TSIP - ICAAP - STBGP - SRF - TAP - Recreational Trails Program - City of Marshalltown - Stormwater Utility, Road Use Tax, TIF - Local Grants/Donations	\$3.0 Mil - \$3.75 Mil
7. Anson Street to Viaduct 4 to 3 Lane Conversion. Road diet concept with mill and overlay of existing pavement to be complete with DOT resurfacing project.	- Reduce travel lanes to one north bound and one south bound lane with continuous left-turn lane - Mill and overlay of existing roadway pavement - New curb and gutter at reduced pavement width - New 5’ sidewalk on west side of street, 10’ multi-use trail on east side of street - Storm sewer intake modifications, manhole, and water valve adjustments - LED street lighting and electrical - Streetscape amenities: street trees, landscape treatments, wayfinding signage/monuments, and decorative paving	- Iowa DOT Resurfacing Funds - TSIP - ICAAP - STBGP - SRF - TAP - Recreational Trails Program - City of Marshalltown - Stormwater Utility, Road Use Tax - Local Grants/Donations	\$800,000 - \$1.5 Mil

IMPROVEMENT AREA	PRIMARY PROJECT COMPONENTS	POTENTIAL FUNDING OPTIONS/SOURCES	OVERALL BUDGET RANGE
8. Anson Street Roundabout. Replace traditional intersection with two-lane roundabout. Approximate outside diameter would be 165’, offset to northeast quadrant of intersection..	• Pavement removal, excavation and grading for roundabout pavement • Storm sewer modifications as required • LED street lighting and electrical • Streetscape amenities: street trees, landscape treatments, wayfinding signage/monuments, and decorative paving	• Iowa DOT Resurfacing Funds • TSIP • ICAAP • STBGP • TAP • Recreational Trails Program • City of Marshalltown - Stormwater Utility, Road Use Tax • Local Grants/Donations	\$1.0 Mil - \$1.5 Mil
9. Viaduct Protected Trail. Create protected trail across viaduct by adding additional barrier at edge of travel lane.	• Concrete barrier wall 10’ from existing protected sidewalk • Signage and striping for wayfinding and delineation of trail connection • LED street lighting	• TAP • Recreational Trails Program • City of Marshalltown - Road Use Tax • Local Grants/Donations	\$150,000 - \$250,000
10. Riverside Street to Woodland Street 4 to 3 Lane Conversion. Create protected trail across viaduct by adding additional barrier at edge of travel lane.	• Concrete barrier wall 10’ from existing protected sidewalk • Signage and striping for wayfinding and delineation of trail connection • LED street lighting	• Iowa DOT Resurfacing Funds • TSIP • ICAAP • STBGP • SRF • TAP • Recreational Trails Program • City of Marshalltown - Road Use Tax • Local Grants/Donations	\$2.3 Mil - \$3.0 Mil

IMPLEMENTATION 5

IMPLEMENTATION AND DEVELOPMENT SUPPORT

OVERVIEW

The implementation of the Highway 14 Corridor Plan will require a coordinated effort on the part of the City of Marshalltown, Iowa Department of Transportation, the community, property owners and developers.

To understand what will be required, specific goals for development support are identified:

- Define future capital projects and approved levels of built quality
- Provide incentives for redevelopment to occur in Marshalltown
- Prioritize redevelopment of grayfield, brownfield, and infill parcels
- Incentivize aesthetic, sustainable, and organizational improvements for investors
- Prioritize projects that meet and exceed the development requirements
- Provide funding support options
- Establish community organizations that will catalyze development
- Communicate the goals for future development in Marshalltown
- Continue to provide planning efforts that provide research, improved infrastructure, and development support

The implementation section of the plan will include a zoning code review, an implementation strategy approach, a matrix of implementation and development support strategies and a series of development opportunities maps.

ZONING CODE REVIEW

The Marshalltown Zoning Code offers a description of each zone district and the standards for development at each use. Typical sections within each zone district section include: purpose of the zone district, permitted uses, special uses, bulk requirements and setbacks, and a reference to the parking requirements. The outline of the zoning code includes: definitions, districts and general regulations, site plan review requirements, buffering and landscaping requirements, residential flexibility standards, each zone district, a table of permitted and special uses for commercial districts, signs, special use regulations, planned unit development, temporary use regulations, flood hazard districts, and other sections related to development approvals processes. These sections were reviewed for completeness and to discover opportunities to improve the local climate for quality development and redevelopment in Marshalltown, especially adjacent to the Highway 14 corridor.

What is the Zoning Code doing well?

A few elements articulated in the zoning code surfaced throughout the text: buried underground utilities, signage standards and buffering, landscaping, and parking lot requirements. These topics address desirable community character as development occurs.

Buried utilities reduce the visual impact and restrictions with tree canopies that result from overhead utilities. Transitioning Marshalltown to buried utilities along the major corridors and central, dense neighborhoods will provide development benefits in the long term.

The buffering and landscaping requirements chapter, which also includes parking lot design requirements, provides direction for developers and land owners to be good neighbors. The content provided in these sections will serve the community best if regularly enforced.

Robust signage standards and requirements assist in programming businesses towards a human scale, encouraging walkable environments and dynamic, pedestrian-oriented retail.

Topics for Improving the Zoning Code and Ensuring Quality Development in Marshalltown

A Recommended Tree Planting List: The City of Marshalltown published “A Guide for the Management and Preservation of Terrace Trees and Right-of-Way Areas,” a supplement to the City Tree Ordinance. This document features a list of prohibited species and suggested species for different contexts. The idea of a recommended tree planting list can expand beyond the limits of the public ROW and include the rest of the community as a way to prioritize attractive and well-adapted trees when redevelopment occurs.

Activity Centers and Neighborhood Commercial Nodes: Activity centers are established areas within the city where walkable developments are encouraged. These centers should be located in downtown, but also in key neighborhood nodes or community gateways. Centers and nodes should also be spread throughout the city to provide equitable access to all communities in Marshalltown, similar to the way parks are planned. These areas can also be served by a reliable transit system that can contribute to a mode shift. Thus, creating transit-oriented developments (TOD), where parking requirements can be reduced or eliminated. Although the transit system allows for buses to stop at any intersection, TODs can be established as activity centers in locations that will best serve the community along the transit route. (See [Potential Activity Centers Overlay Areas along Highway 14 on page 54](#)).

Snow Storage: In many zone districts, dedicated snow storage is required on each individual site. By reducing or eliminating the snow storage requirement in areas where density and redevelopment is prioritized, valuable real estate can be dedicated to other functions, such as expanded building footprints or public amenities. Marshalltown’s public works will have to designate nodes of snow storage throughout the city in areas that will not be a visible burden to the surrounding land uses.

Mixed-Use Residential: Many zone districts do not allow for

residential dwelling units. A few mixed-use zone districts do allow residential including: TN Traditional Neighborhood, NC Neighborhood Commercial District, CBD Central Business District. The Comprehensive Plan 2030 indicates a planned future land use scenario, where the parcel zoning can be assembled within the district in a way to achieve the recommended density from the report. Marshalltown can consider adding a designated “Dual Commercial and Residential” zoning category to their code language to allow an avenue for developers to rezone parcels in identified activity nodes.

The prevalence of mixed-use parcels can be increased in activity nodes to add neighborhood vibrancy. Mixed-use zoning also encourages the utilization of existing vacancies or underutilized lots, such as by filling upper floors of buildings with multifamily residential. The concept of transit-oriented activity nodes is mentioned below and would be a great fit for additional mixed-use residential.

Setbacks and Build-To Lines: Each zone district features their own setbacks for each property boundary. The setbacks can be reconsidered to reduce many of the front yard setbacks as a way to increase walkability. In areas closest to the downtown and other vibrant neighborhood nodes throughout Marshalltown, instead of a setback requirement, a build-to requirement will better achieve the urban design goals of the neighborhood. The Comprehensive Plan 2030 states: “Depending on the location, setbacks or build-to lines can be an important tool in creating a more traditional or compact mixed-use design. Allowing setbacks to be tighter with buildings up to the sidewalk will reinforce the pedestrian scale of downtown design” (2-16). The presence of dense, walkable, vibrant, and attractive neighborhoods has the potential to encourage new development and redevelopment.

Density, Building Height, and Floor Area Ratio: In the Comprehensive Plan 2030, various land use categories are introduced including high density residential intended to allow a density of 12 to 24 units per acre. The highest density residential in the existing code is Zone District R-5

High Density Residential. The multi-family dwellings in this district requires 2000 square feet of minimum lot area per dwelling and three stories in building height. This density translates to about 21.8 units per acre – less than the Comprehensive Plan 2030 recommended maximum of 24 units per acre. There is an opportunity to update the code language to better reflect the Comprehensive Plan.

The R-5 Zone District limits the building height to three stories with a maximum of 45 feet. With this criteria in addition to the maximum density it could result in eight units per story. As an alternative to building height, consider the benefits of transitioning to a floor area ratio calculation. This way a developer could choose to add density with more stories and preserve some of the parcel for amenities like outdoor gathering spaces, landscaping, or even play equipment for children and families.

Floor Area Ratio is the relationship between the total amount of usable floor area that is permitted for the building and the total lot area. This concept can be applied to the following zone districts: R-3 and R-4 Medium Density Residential, R-5 High Density Residential, TN Traditional Neighborhood, NC Neighborhood Commercial, CC Community Commercial, OP Office Park, GC General Commercial, and RC Regional Commercial.

Driveways and Single-Family Homes: Some homes in Marshalltown feature alley-loaded garages, while others are designed with street-loaded garages. Single-family homes with street-loaded garages may contribute to excessive curb cuts along a street if they are located within close proximity of each other in one of Marshalltown’s more dense areas, such as the TN Traditional Neighborhood District. When alleys are present, and it is possible, Marshalltown should discourage the new development of single-family homes with a street-loaded garage.

Architectural and Design Standards: In the Marshalltown Code, each zone district features a section for architectural standards. Many of the districts repeat this same text: “All sides of ...buildings visible from the public right-of-way

shall be architecturally treated to produce an aesthetically pleasing façade that is compatible with residential design or compatible with surrounding buildings. Exterior materials of commercial quality shall include wood, masonite, aluminum, steel, decorative concrete block, stucco, brick, or other similar materials with an effective life of 25 years or greater.” This zoning code description could provide more clarity and distinction for each zone district. The Comprehensive Plan 2030 recommends design standards for all zoning districts to describe and illustrate requirements for sites, parking lots, building architecture, building materials, landscaping, signage, and storm water management. Open space requirements and lot coverage can also be considered elements to add to a design standards section or a design guidelines effort.

Parking Requirements: Recognize that requiring too much parking on-site can be a problem, especially for developing older smaller lots in denser areas. The best parking policies consider the overall transportation system and land use patterns. Mixed-use developments, transit services, good bicycle facilities, and an appealing walking environment has the potential to reduce parking demand. Another benefit of reducing parking requirements in some areas is that surface parking consumes land that could contribute to additional amenities, homes, or services for the surrounding community.

Marshalltown has the opportunity to reconsider their parking requirements in Chapter 7. By eliminating parking in established activity nodes throughout the city not just the Traditional Neighborhood District (ND district) and reducing the parking supply minimums, the city will better support attractive, walkable developments. Within activity nodes where visitors have the option to “park once” and walk to multiple destinations, the community and built environment is better served if parking is treated like a utility, and not an on-site private requirement. In this way, parking can be provided via private joint parking facilities or through public facilities funded through capital fees, property taxes or a fee-in-lieu system. Other concepts to

revise parking requirements include considering private shared parking agreements as well as providing and counting time-limited on-street parking.

A parking overlay district can further support the idea of reduced parking requirements for downtown and activity nodes throughout Marshalltown. This district should have a reduced minimum or eliminated on-site parking requirement. In certain districts, such as the Central Business District (CBD), a parking maximum could be considered to ensure the parking supply provided by new development or redevelopment is based primarily on market and community demand. A shared parking supply can be calculated by considering the transportation options with a mode split, the mix of land uses in the area, and the “park once” strategy.

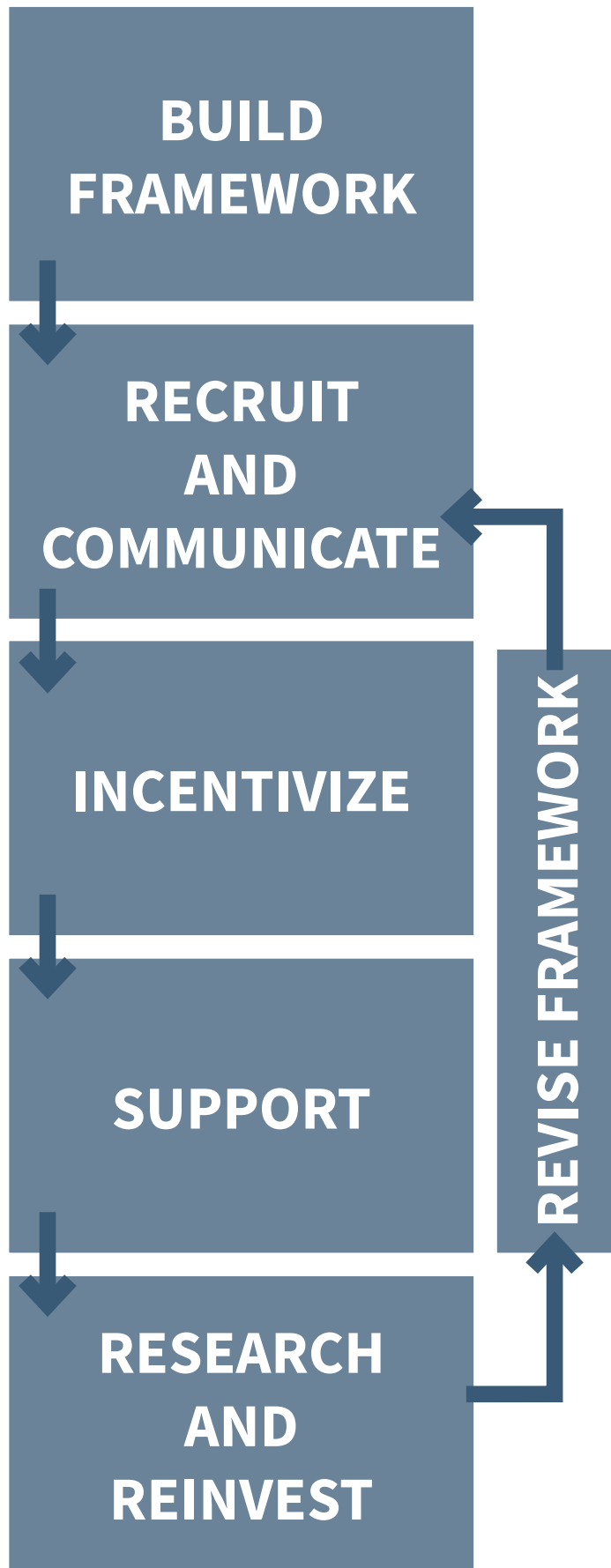
The above-mentioned concepts will contribute to improving safety in Marshalltown, especially along the Highway 14 corridor, by reducing the frequency of curb cuts. Curb cuts can also be addressed explicitly by requiring shared curb cuts, minimum distances between curb cuts, or offering incentives for alley-loaded and behind-the-building parking.

In addition, the parking requirements should address minimum accommodations for bicycle parking and motorcycle parking.

Public Art Murals: Add “Original Art Murals” to the city code language. The EPA’s “Framework for Creating a Smart Growth Economic Development Strategy: A Tool for Small Cities and Towns” shares numerous policy tools and actions that can support development. One idea mentioned is an Original Art Mural Program, which provides a path for artists to collaborate with the community to contribute public art that will enhance the sense of place. The City of Portland, Oregon offers a good example of how clear code language can support a successful public art mural program (portlandoregon.gov/citycode/28169).

Adjacent Land Uses: inherently incompatible uses are not defined in the code such as heavy industry and low density residential. Dedicating zones throughout the city for land uses that pose the most incompatibility may reduce the conflict between incompatible land uses.

This section provides a baseline review of the existing zoning code. Further study is required to determine the specific language and diagrams that will result in effective updates.



IMPLEMENTATION STRATEGY APPROACH

The implementation strategy approach is a framework for attracting development and promoting redevelopment with a structured feedback phase to allow flexibility in adapting the approach when needed. The approach consists of consecutive steps:

- 1.00** Build the framework
- 2.00** Recruit and communicate
- 3.00** Incentivize
- 4.00** Support
- 5.00** Research and reinvest
- 6.00** Revise the framework

The diagram to the left illustrates how these steps work as a system.

Each step within the framework has an important role as Marshalltown works toward catalyzing development projects.

Build a framework: This step of the process will lay the

groundwork for development to occur and prioritize efforts. Concepts for this step include: updating the zoning code, rezoning the Highway 14 Activity Centers and adopting design guidelines.

Recruit and communicate: This step of the process involves building a network among developers, property owners, investors and the city staff to encourage future synergies and efficiencies in the development process.

Incentivize: By providing incentives, the intent is to attract and retain developers, active property owners, and investors through connecting them with monetary and organizational incentives. The incentives provided in this step are anticipated to launch a development project.

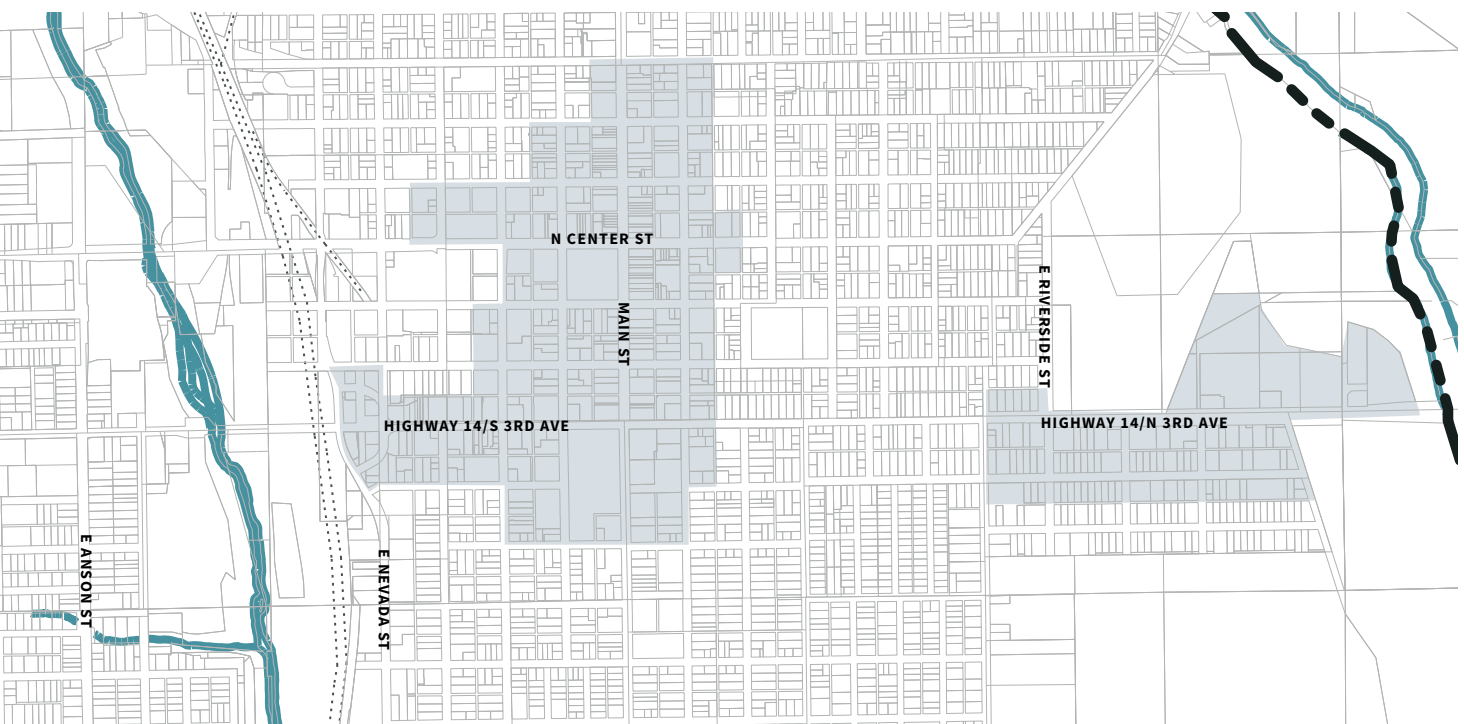
Support: This step in the process is intended to establish an ongoing partnership between developers and business owners by providing ongoing support through programs, guidance, and frequent check-ins.

Research and reinvest: This step creates a moment where

the City can pause and assess the progress to date. Research tasks could consist of a number of building permits or business owner feedback surveys. Additional research could be gleaned from the developer community such as market studies and housing needs. A successful implementation approach could lead to increased city funding from tax revenue, which could be reinvested in the redevelopment effort.

Revise the framework: By using the guidance from research, precedent projects and pilot programs, the framework can be revised to prioritize concepts and programs that are effective while rebuilding or retiring concepts and programs that have been ineffective.

POTENTIAL ACTIVITY CENTERS OVERLAY AREAS ALONG HIGHWAY 14

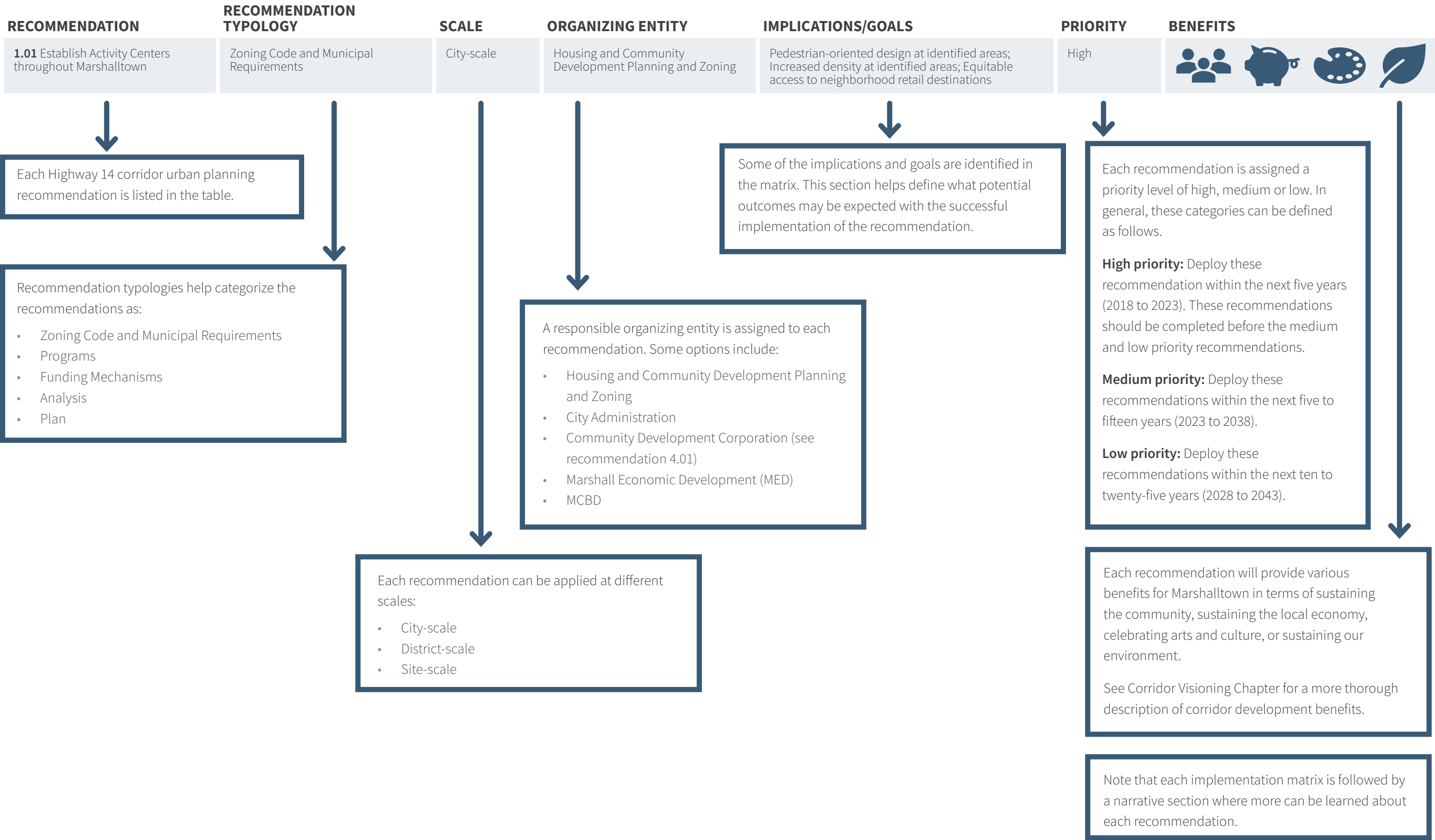


Two Activity Centers are proposed for the Highway 14 corridor. More information about how designated Activity Centers can build equitable and vibrant walkable neighborhoods is described in the Zoning Code Review section.

Downtown Activity Center: This Activity Center includes the Central Downtown Business District, the hospital campus area and the potential redevelopment areas located south to the viaduct area. This area has the potential to be an expanded downtown core.

North Gateway Activity Center: This Activity Center is the entrance to Marshalltown from the north. Gateways are good candidates for planning activity centers. This area boasts river and greenspace assets and has the potential to be a vibrant neighborhood center with a variety of residential dwellings, local commercial destinations, and some compatible light industrial uses.

HOW TO USE THE IMPLEMENTATION MATRIX



CRAFTING RECOMMENDATIONS

The implementation matrices and associated narratives on the following pages are intended to leverage the Marshalltown community toward their goals for the Highway 14 corridor. The goals include:

- Create an active and attractive public space
- Design a safe corridor for all users
- Increase pedestrian walkability
- Increase economic vitality for existing and future businesses
- Improve land use compatibility
- Developing architectural design standards
- Creating incentives for private investment
- Incorporating innovative environmental design strategies

The following implementation section focuses on achieving community goals regarding the urban design aspect of the corridor.

The implementation strategy approach found on the previous page describes the overall implementation process, which is intended to be iterative so that the approach can be altered based on successes, failures, or new opportunities. The process includes:

- Building a framework
- Recruiting and communicating
- Providing incentives
- Offering support
- Researching and reinvesting, and
- Revising the framework

Recommendations Resources

The strategy to craft these recommendations emerged out of research. The resources consulted during the process includes:

- Iowa Economic Development Authority
- Framework for Creating a Smart Growth Economic Development Strategy: a Tool for Small Cities and Towns (EPA, 2016)
- CommunityProgress.net
- Useful-community-development.org

In addition, Marshalltown-specific resources were also assessed. This includes:

- The Highway 14 corridor project community survey results from April 2017
- The City of Marshalltown 2010 Zoning Ordinance
- The Marshalltown City Center Plan (2006)
- Marshalltown Market Study and Strategies (2015)
- Marshalltown Comprehensive Plan 2030 (2012)
- City of Marshalltown Housing Market Assessment (2017)

Another meaningful asset used to capture the thoughts about potential recommendations and strategies from the Highway 14 Steering Committee was a “recommendations worksheet.” This process allowed the planning team to present ideas for recommendations to the committee and have them respond directly on the worksheet with their insights about the recommendation. Some feedback indicated that the recommendation is already part of their practice and the entity leading the effort, or if it was unsuccessful in the past, or if it is a new idea they are excited to test.

The following pages of recommendations are a result of research and the participation of the Highway 14 Steering Committee.

1.00 BUILD THE FRAMEWORK

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
1.01 Establish Activity Centers throughout Marshalltown	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	Pedestrian-oriented design at identified areas; Increased density at identified areas; Equitable access to neighborhood retail destinations	High	   
1.02 Integrate mixed-use residential as permissible uses in Activity Centers through the use of an overlay district	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	Development program flexibility; Density in identified locations; Community vibrancy; Housing diversity; Eyes on the street improves safety	High	  
1.03 Update setbacks and/or establish build-to lines in the Marshalltown Zoning Code to align with the recommendations in the Comprehensive Plan 2030	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	Increased walkability; improved safety (reduced curb cuts); Improved community aesthetics; Potential to attract developers with priorities for walkable districts	High	  
1.04 Rezone areas along the Highway 14 corridor as Traditional Neighborhood Zone District (TN)	Zoning Code and Municipal Requirements	District-scale	Housing and Community Development Planning and Zoning	Increased development possibility for existing property owners; Potential to appeal to regional developers; More consistent and high quality developments with the associated design standards; more opportunities for mixed-use development	High	   
1.05 Update Chapter 7 of the Zoning Code to restructure parking requirements (i.e. could be parking maximum versus minimum) and/or introduce a parking overlay district	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	More productive use of underutilized land (i.e. parking lots); increased value of land; more efficient and strategic consolidated parking management; better ability to encourage transit use	High	   
1.06 Prioritize rear-loaded garages in areas where existing access ways are provided.	Zoning Code and Municipal Requirements	Start with District-scale, then implement City-scale	Housing and Community Development Planning and Zoning; Public Works	Improved pedestrian safety; Opportunities to achieve more street frontage	Medium	 
1.07 Adopt Architectural and Design Guidelines and/or Form-based Codes	Zoning Code and Municipal Requirements	District-scale	Housing and Community Development Planning and Zoning	Improved aesthetics of development in Marshalltown; Security for developers to know that adjacent parcels will develop with the same guidelines	Medium	   
1.08 Formalize the value of public art in the zoning code	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	More public art installations; Higher quality public art; Discourage unsanctioned graffiti and vandalism	Medium	  
1.09 Develop an adjacent land use and/or zone district matrix to summarize compatible versus incompatible land uses. Reduce buffering requirements between similar uses.	Zoning Code and Municipal Requirements	City-scale	Housing and Community Development Planning and Zoning	Reduced buffering requirements between similar land uses; Improved residential community character without incompatible uses; Potential for increased property values	Medium	  
1.10 Define a Marshalltown recommended tree planting list	Zoning Code and Municipal Requirements	City-scale	City of Marshalltown Parks and Recreation	Potential to pursue Tree City USA; designate an arboretum in a park, open space, or campus; improved long-term tree health; canopy diversity; urban heat island mitigation and improved human comfort; cleaner air; increased property values	Low	 

1.00 BUILD THE FRAMEWORK, CONT.

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
1.11 Acquire vacant, abandoned, and tax delinquent properties to start a Marshalltown Land Bank	Program	City-scale	City Administration and/or Community Development Corporation (See recommendation 4.01)	Reduced vacant and underutilized property; Increased community amenities, jobs, and quality added to the built environment	Medium	

BUILD THE FRAMEWORK

1.01 Establish Activity Centers throughout Marshalltown

Currently, mixed-use projects are difficult to develop in Marshalltown due to the single-use zoning code districts currently used along the Highway 14 corridor (with the exception of the Central Business District). Activity Centers can provide the framework for mixed-use development.

Refer to the map on [page 54](#) of proposed activity centers along Highway 14. These areas can be considered for an official designation as Activity Centers through Planning Commission approval. Additional nodes with this designation are encouraged throughout the city.

The creation of Activity Centers can be achieved in multiple ways. One strategy found throughout this document is the use of an existing zone district - Traditional Neighborhood (TN) - within targeted areas along the corridor. The benefit of utilizing the Traditional Neighborhood zone district is that the design guidelines are already established. ([See recommendation 1.04](#))

An alternative concept is to introduce an overlay zone district that would need to be created. The conceptual activity center overlay zone would include clear and professionally-written design guidelines to accommodate walkable and dense developments with a mix of uses and creative parking solutions.

Any effort to successfully execute the concept of Activity Centers must prioritize administrative approval and avoid costly design review boards.

Read more about potential updates to the Zoning Code in

the Zoning Code Review section on [page 52](#).

1.02 Integrate mixed-use residential as permissible uses in Activity Centers through the use of an overlay district

Many zone districts do not allow for residential dwelling units. A few mixed-use zone districts do allow residential including:

- TN Traditional Neighborhood
- NC Neighborhood Commercial District
- CBD Central Business District.

The prevalence of mixed-use developments can be increased in the proposed activity centers to add to neighborhood vibrancy when compatible zone districts or zoning overlay districts are established. Mixed-use zoning encourages the utilization of existing vacancies or underutilized lots, such as by filling upper floors of buildings with multi-family residential. The concept of transit-oriented activity centers would further contribute to additional mixed-use residential. Walkable transit-oriented developments are recommended to provide reduced surface parking due to the proximity to convenient public transit. ([Refer to recommendation 1.01](#))

Read more about potential updates to the Zoning Code in the Zoning Code Review section on [page 52](#).

1.03 Update setbacks and/or establish build-to lines in the Marshalltown Zoning Code to align with the recommendations in the Comprehensive Plan 2030

Each zone district features its own setbacks for each property boundary. By reducing front yard setbacks,

walkability and density can be increased. This strategy will contribute to reduced curb cuts and also prevent developers from locating parking lots between buildings and the right-of-way. In areas closest to the downtown and other vibrant neighborhood nodes ([Refer to Activity Centers on page 74](#)) throughout Marshalltown, instead of a setback requirement, a build-to requirement will better achieve the urban design goals of the neighborhood. The Comprehensive Plan 2030 states: “Depending on the location, setbacks or build-to lines can be an important tool in creating a more traditional or compact mixed-use design. Allowing setbacks to be tighter with buildings up to the

Existing Zone Districts Front Setbacks (Recommendation 1.03)

Zone District	Zone Class	Front Setback
Agricultural Reserve	A-1	50’
Low Density Residential	R-1	50’
Low Density Residential	R-2	30’
Low Density Residential	R-2A	30’
Medium Density Residential	R-3	30’
Medium Density Residential	R-4	30’
High Density Residential	R-5	20’
Traditional Neighborhood	TN	none
Neighborhood Commercial	NC	20’
Community Commercial	CC	20’
Office Park	OP	20’
General Commercial	GC	20’
Regional Commercial	RC	30’
Central Business District	CBD	none

Note: Not all zone districts are displayed in this table

sidewalk will reinforce the pedestrian scale of downtown design” (2-16). The presence of dense, walkable, vibrant, and attractive neighborhoods have the potential to encourage new development and redevelopment. Refer to the table of existing zone districts front setbacks.

Work with the Marshalltown Planning Commission to reduce and/or eliminate the building setbacks in the following zone districts:

- Medium Density Residential (R-3)
- Medium Density Residential (R-4)
- High Density Residential (R-5)
- Neighborhood Commercial (NC)

Read more about potential updates to the Zoning Code in the Zoning Code Review section on [page 52](#).

1.04 Rezone areas along the Highway 14 corridor as Traditional Neighborhood Zone District (TN)

The City has the opportunity to transition portions of the Highway 14 corridor and future abandoned hospital campus to TN Traditional Zoning Neighborhood. The City of Marshalltown Zone District “...is intended to provide for compact, pedestrian-oriented mixed-use areas of limited size, with a variety of residential, office and service uses that primarily serve neighborhood needs. It is also intended to serve as a transitional use of land between commercial or industrial districts and residential districts or other less intensive land uses.” Permitted uses include a wide range of possibilities including: commercial areas, single-family detached and attached dwellings, two-family dwellings, multi-family dwellings, churches, parks and playgrounds, civic buildings, among other land uses.

When communicating the effort to rezone portions of the Highway 14 corridor, it is important to highlight the benefits provided on 13th Street where this zone district has been successful.

1.05 Update Chapter 7 of the Zoning Code to reduce parking requirements and/or introduce a parking overlay district

The City of Marshalltown can better support attractive, walkable developments by addressing the current Zoning Code policies.

The following are some ideas to refresh parking requirements:

- 1. In walkable districts such as downtown, the community and built environment is better served if parking is treated like a utility and not an on-site private requirement. This strategy can be achieved via private joint parking facilities or through public facilities funded through capital fees, property taxes or a fee-in-lieu system.
- 2. Allowing and supporting private shared parking agreements.
- 3. Continue to provide time-limited downtown parking and allow these spaces to count toward the parking requirements, even if located on the street.
- 4. A future Marshalltown Multi-modal Transportation Plan (see recommendation 5.03) can help the city determine flexible requirements for parking maximums based on a mode split that considers proximity to transit, walkability, and bicycle facilities in addition to the personal vehicle.
- 5. Curb cuts providing access to surface parking lots can be addressed in Chapter 7 of the Zoning Code by requiring shared curb cuts, minimum distances between curb cuts, or offering incentives for rear-loaded and behind-the-building parking.
- 6. The parking requirements should address minimum

accommodations for bicycle parking and motorcycle parking.

In order for this recommendation to serve the community and attract new development, the changes to Chapter 7 must be prioritized during permit reviews and enforced on existing properties.

Read more about potential updates to the Zoning Code in the Zoning Code Review section on [page 52](#).

1.06 Prioritize rear-loaded garages in areas where existing access ways are provided.

When alleys are present, and it is possible, Marshalltown should discourage the new development of single-family homes with a street-loaded garage within the potential Activity Center areas.

Street-loaded garages contribute to curb cuts along the street, which are not compatible with safe pedestrian sidewalks or vehicular safety. A neighborhood is more walkable without these frequent vehicular conflicts.

This recommendation is contingent on city-provided alley maintenance and snow plowing in areas where rear-loaded garages are most appropriate, such as the potential Activity Centers on [page 74](#).

1.07 Adopt Architectural and Design Guidelines and/or Form-based Codes

The quality of new development in Marshalltown can be defined through the introduction of architectural and design guidelines. This concept is supported by the Comprehensive Plan 2030.

By articulating and illustrating architectural and design standards, some developers may feel more security that surrounding developments will be held to a high standard by the City of Marshalltown.

Developing and executing design standards would be a large undertaking at the city-scale. Marshalltown may consider prioritizing areas in the city to undertake a design guidelines effort, such as the proposed Activity Centers.

Read more about the benefits of guidelines in the Zoning Code Review section on [page 52](#).

1.08 Formalize the value of public art in the zoning code

Demands on staff time with this initiative can be reduced if the Marshalltown Public Art Commission is responsible for assisting with submission requirements and acting as an advocate for artists within the city approvals process.

Prioritize a concentration of public art within potential Activity Centers so the works can be appreciated by pedestrians in a walkable environment.

Read more about potential updates to the Zoning Code in the Zoning Code Review section on [page 52](#).

1.09 Develop an adjacent land use and/or zone district matrix to summarize compatible versus incompatible land uses. Reduce buffering requirements between similar uses.

The zoning code mentions that a buffer can be utilized to “protect or partially obstruct the view” between two adjacent incompatible uses. However, inherently incompatible uses are not defined in the code such as heavy industry and low density residential. A more efficient use of land would group the land uses such as heavy industry

together in established areas and avoid the conflicts and thus avoid and reduce the amount of land dedicated to buffering.

By introducing zones throughout the city for dedicated land uses that pose the most incompatibility, the conflict between land uses is reduced significantly. Land currently dedicated to buffering could instead be used for additional density with compatible uses or programmed open space. Existing residential areas would benefit from more residential or residential-scale commercial and mixed-use instead of being interrupted by incompatible uses such as heavy commercial or heavy industry.

In the provided example of incompatible land uses, industry and residential are integrated together somewhat randomly within the block structure, as is commercial land use. Although some permissive uses may be compatible, the existing zoning code does not articulate which permissive uses may be permitted when light industry is zoned adjacent to residential. Similarly, a commercial use may or may not be serving a community need within the context of residential land use. By articulating compatible commercial uses when adjacent to residential, Marshalltown will further ensure that appealing communities are built in all neighborhoods.

Example of existing Incompatible Land Uses along the corridor (Recommendation 1.09 describes how to improve land use compatibility)



Example of a Land Use Compatibility Matrix adapted from El Dorado County, California (Recommendation 1.09)

	Multi-Family Residential	High Density Residential	Medium Density Residential	Low Density Residential	Rural Residential	Agricultural Lands	Natural Resource	Commercial	Research and Development	Industrial	Open Space	Public Facilities	Tourist Recreational
Multi-Family Residential													
High Density Residential													
Medium Density Residential													
Low Density Residential													
Rural Residential													
Agricultural Lands													
Natural Resource													
Commercial													
Research and Development													
Industrial													
Open Space													
Public Facilities													
Tourist Recreational													

Legend

Compatible land use

Compatible land use with proper mitigation

Incompatible land use

[https://ballotpedia.org/El_Dorado_County,_California,_Land_Use_and_Zoning_Policies_Initiative,_Measure_G_\(June_2016\)](https://ballotpedia.org/El_Dorado_County,_California,_Land_Use_and_Zoning_Policies_Initiative,_Measure_G_(June_2016)), accessed May 2018

1.10 Define a Marshalltown recommended tree planting list

Currently, Marshalltown does not prioritize reviewing landscape plans for new development beyond the Parks and Recreation Department.

The idea of a recommended tree planting list has the potential to expand beyond the current limits of the public rights-of-way and include the rest of town, especially parcels along Highway 14, as a way to prioritize a diverse tree canopy and attractive, well-adapted trees when redevelopment occurs.

Read more about potential updates to the Zoning Code in the Zoning Code Review section on [page 52](#).

1.11 Acquire blighted properties, foreclosed properties, and underutilized properties to start a Marshalltown Land Bank

A Marshalltown Land Bank will provide a system for Marshalltown to acquire vacant and abandoned properties with the intention to convert the latent parcel to community assets.

The parcels can be transferred to developers and investors or local community members to introduce productive land uses aligned with community goals. The City of

Note: this table provides an example of another community’s values regarding compatible land uses. An additional study will be required to determine the compatible uses appropriate for Marshalltown.

Marshalltown may facilitate a land bank program or this responsibility can be organized within a CDC ([See recommendation 4.01](#)).

One benefit of utilizing a land bank program is because the structure of the program allows for more effective and efficient parcel acquisition and transfer compared to other public and nonprofit entities.

2.00 RECRUIT AND COMMUNICATE

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
2.01 Continue to support and coordinate with the Marshall Economic Development (MED)	Existing program	County-wide	City Administration and Marshall Economic Development (MED)	Increased coordinated efforts for development projects that benefit the community	High	
2.02 Regularly engage with real estate brokers and developers through outreach and communication	New program	State-wide	City Administration and Marshall Economic Development (MED)	Increased opportunities communicated to Iowa's developer community	High	
2.03 Continue to provide site selection assistance to investors and developers	Existing program	City-scale	Marshall Economic Development (MED)	Increased opportunities communicated to Iowa's developer community; improved land use adjacency	High	
2.04 Establish an entity responsible for capturing, organizing and posting social media content	New program	City-scale	City Administration	Improved coordinated messaging about Marshalltown's community and the opportunities available	Medium	
2.05 Provide outreach to owners of vacant or underutilized properties especially those located in the Central Business District, Town Gateways, and Activity Centers	New program	City-scale	Community Development Corporation (See recommendation 4.01) with support from City Administration and Marshall Economic Development (MED)	Improvements to existing properties; increased sense of safety among the community members; increased appeal of neighborhoods to community members and developers; some parcels added to the potential Marshalltown Land Bank (see recommendation 1.11)	High	
2.06 Publish and celebrate the Marshalltown Capital Improvements efforts with regional developers and real estate brokers	New program	City-scale, promote state-wide	City Administration/ Communications and Marshall Economic Development (MED)	Increased coordination between capital improvements projects and development projects	Medium	
2.07 Issue an RFP for development proposals for city-owned real property	New program	Site-scale	City Administration and the Marshall Economic Development (MED)	Increase awareness of Marshalltown development opportunities; the City of Marshalltown is empowered to select a development proposal aligned with the goals of the community; increased development quality; potential for green building proposals	Medium	

RECRUIT AND COMMUNICATE

2.01 Continue to support and coordinate with the Marshall Economic Development (MED)

The City of Marshalltown currently participates in monthly meetings with Marshalltown Central Business District (MCBD), Vision Marshalltown, and Marshall Economic Development (MED) to discuss current development.

This group is ideal for establishing a website or compiling other print collateral that can be shared with potential developers and investors. (See recommendation 2.02)

2.02 Regularly engage with real estate brokers and developers through outreach and communication

Support the Economic Development efforts to provide outreach to developers and investors. Provide a website or print collateral that communicates current development priorities, potential locations for development, a community snapshot with market opportunities, and existing funding mechanisms available for incentive.

2.03 Continue to provide site selection assistance to investors and developers

MED currently provides site selection assistance to investors and developers. The City of Marshalltown supports this by supplying information to MED related to infrastructure.

2.04 Establish an entity responsible for capturing, organizing and posting social media content

Consider adding social media responsibilities to an existing role within the City of Marshalltown staff. If this is not possible, then offer the opportunity to a local young professional as an internship or part-time work opportunity. This role shall include the creation of original blog posts based on current happenings in the city, Facebook posts and activity, Instagram posts, and twitter posts and retweets.

This role has the potential to expand to offer social media training to local businesses to help them establish a web presence.

2.05 Provide outreach to owners of vacant or underutilized properties especially those located in the Central Business District, Town Gateways, and Activity Centers

The City of Marshalltown has the opportunity to address vacant or underutilized properties through a property owner outreach program. In the downtown core, the Marshalltown Central Business District (MCBD) can conduct outreach. In other areas along the Highway 14 corridor, the outreach can be coordinated by the potential Highway 14 Community Development Corporation (see recommendation 4.01). City Administration and Marshall Economic Development (MED) can participate by providing data about trends and demographics and information about municipal capital improvements and other development projects in the area.

The existing property owner can be given options regarding funding opportunities, partnerships, and tax incentives. Alternatively, the property could also enter the potential Marshalltown Land Bank for future development (see recommendation 1.11).

2.06 Publish and celebrate the Marshalltown Capital Improvements efforts with regional developers and real estate brokers

The City of Marshalltown can strategize investments across all their departments with the guidance of a Capital Improvements Program. This tool will not provide additional funding to the annual budget but instead helps prioritize investments over time. This plan shall include: a list of the capital projects or equipment to be purchased, the projects ranked in order of preference or priority, the plan for financing each project, a construction timeline,

project justifications, and an explanation of expenses for the project. Many cities and towns across the United States employ the guidance from a Capital Improvements Program. Currently, the City of Marshalltown is replacing fleet vehicles and other equipment for most departments. By easily communicating how the city is investing in the community over time, regional investors and developers can better plan their next projects. Potential communication channels include on the city website, press releases, and direct contact to potential investors and developers.

2.07 Issue an RFP for development proposals for city-owned real estate

City may offer support in applying for grants and funding; must follow existing zoning and ordinances and align with existing adopted plans and policies, however, City is open to cooperating with the selected developer to approve density bonuses and variances.

3.00 INCENTIVIZE

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
3.01 Submit an application for the Iowa Reinvestment Districts	Funding mechanism	District-scale	Developer with support provided by City Administration	Additional funding provided to the development project	Dependent on a development opportunity	
3.02 Implement an incentive zoning approach to land use approvals.	Program	City-scale	Housing and Community Development Planning and Zoning	Improve relationships with quality developers; Negotiating incentives with a developer could result in a mutually beneficial solution such as density increased above what is currently allowable.	High	
3.03 Participate in the Opportunity Zone Program.	Program	Census tract-scale	Housing and Community Development Planning and Zoning	Funding provided to supplement investment in development; Potentially and attractive program for private developers	High	
3.04 Provide education and outreach to MCBF business owners regarding the benefits of a Self-Supporting Municipal Improvements District (SSMID).	Program	District-scale	Marshalltown Central Business District (MCBD)	Additional funding support for investment in the district; Potential to attract businesses to locate within the SSMID; Potential to create more appealing events and amenities for the Marshalltown community	High	
3.05 Expand an existing TIF district to include the north gateway redevelopment area along the Highway 14 corridor.	Funding mechanism	District-scale	City Administration	Stable funding provided for public improvement projects within the TIF districts; Improved infrastructure and amenities within the TIF district; Potential to attract future development to the district	Medium	
3.06 Participate in the Community Block Grant Program and establish Neighborhood Revitalization Strategy Areas to allow for more flexibility in use of the funding	Funding mechanism	District-scale	Community Development Corporation (Recommendation 4.01) and/or City Administration	Increased quality affordable housing options; Increased services for the community; Support for existing businesses	Medium	
3.07 Promote the Iowa Redevelopment Tax Credit Program for Brownfield and Grayfield Sites and assist developers in acquiring funding.	Funding mechanism	Site-scale	Private developer with support provided by the City of Marshalltown	Increased infill development activity and reduced sprawl; Transitioning brownfields to community uses; Increased environmental benefits associated with site remediation and green building	Medium	
3.08 Participate in the New Markets Tax Credit Program with an established focus area.	Funding mechanism	District-scale	Private developer with support provided by the City of Marshalltown	Potentially reduced unemployment, out-migration; Potentially increased incomes; Increased job opportunities	Low	
3.09 Promote and Participate in the Historic Preservation and Cultural and Entertainment District Tax Credit Program	Funding mechanism	Site-scale or district-scale	Private developer with support provided by the City of Marshalltown	Quality historic structure restoration; Reduced vacancy; Promotions of infill development and adjacent development	Medium	
3.10 Provide incentives for green building in Marshalltown, prioritizing infill development in existing communities.	Program	City-scale	Housing and Community Development Planning and Zoning	Increased energy efficiency; marketing opportunity; improved indoor living and working environments; resource conservation	Low	

INCENTIVIZE

3.01 *Submit an application for the Iowa Reinvestment Districts*

An application for the Iowa Reinvestment Districts can be submitted when the City of Marshalltown has a development project that meets the criteria and when the program is open again to applications. This district cannot exceed 25 acres and must be located in an Enterprise Zone or an Urban Renewal Area, among other requirements.

The Iowa Economic Redevelopment website describes this program as, “[providing] grants to community leaders to fund large-scale projects including new retail establishments and new lessors. The reinvestment project must improve the quality of life for the communities’ citizens and substantially benefit the community, region and state. Up to \$100 million is available for approved communities to invest in designated Reinvestment Districts.” (<https://www.iowaeconomicdevelopment.com/ReinvestmentDistrict>).

3.02 *Implement an incentive zoning approach to land use approvals.*

Incentive Zoning is a tool Marshalltown can use to establish a program for developers and the city to negotiate when the city zoning code does not provide flexibility. For example, if a developer proposes a building with density currently not allowed in the code, then the city can negotiate for the developer to construct a small public green space or public plaza on the site that can benefit the whole community. Some allowable guidelines can be established while other negotiating tactics can be determined on a case by case basis.

One strategy to evaluate developer’s proposals is to consider how their proposed plans support Marshalltown’s Comprehensive Plan 2030. To reduce staff time, developers can be required to provide incentive zoning applications that includes narratives and metrics about how their proposal helps achieve the comprehensive plan goals and policies. Then, staff only reviews the developer’s application to confirm its alignment with the Comprehensive Plan.

3.03 *Participate in the Opportunity Zone Program.*

As of April 2018, the State of Iowa has submitted one of Marshalltown’s census tracts for this program. See Development Opportunities Map on [page 70](#).

An Opportunity Zone is a Low-Income Community Census Tract eligible for long-term private investment through this national program. The Opportunity Zone program is a community development program that will be in effect for ten years after approval.

When officially approved and implemented, utilize the Opportunity Zone area as leverage to provide resources not only to existing property owners and business owners but also to attract new developers.

3.04 *Provide education and outreach to MCBDBusiness owners regarding the benefits of a Self-Supporting Municipal Improvements District. Pursue approval again by 2021.*

A Self-Supporting Municipal Improvements District (SSMID) is also known as a Business Improvement District (BID). It is a defined area within a municipality where businesses are required to pay an additional tax assessment in the interest of funding projects within the district’s boundaries that will benefit the business owners. A SSMID will often provide services to the district above and beyond what the city can typically provide such as more frequent street cleaning, increased security, construction of pedestrian and streetscape enhancements, as well as marketing and events for the area. In 2017, the Marshalltown Central Business District unsuccessfully attempted to establish a SSMID.

Promote the idea within the Central Business District and recruit CBD ambassadors to advocate for the initiative. With additional education, outreach, and scheduled visits to successful SSMIDs is a strategy to inform business owners of the benefits of this program.

3.05 *Expand an existing TIF district to include the north gateway redevelopment area along the Highway 14 corridor.*

Tax Increment Financing (TIF) is a mechanism where funding is created by borrowing against the future increase

in property tax revenues (usually 20 to 25 years, or more). TIF funding can then be used to fund both publicly subsidized economic development projects as well as municipal projects.

It has been reported that the existing TIF Districts have promoted investment and development in those areas and funds have been generated from this mechanism. Currently, the City of Marshalltown is amending the existing plans to specify public improvement projects. In addition to the amendments, the boundaries for the TIF districts can be updated to include the north gateway along the Highway 14 corridor ([refer to map on page 70](#)).

3.06 *Participate in the Community Block Grant Program and establish Neighborhood Revitalization Strategy Areas to allow for more flexibility in use of the funding*

The Community Block Grant Program (CBGP) focuses investments in vulnerable communities. The goals of CBGP include: providing quality affordable housing, providing services, and creating jobs through the expansion and retention of businesses.

In the past, the City of Marshalltown has utilized this funding source for housing projects. Continue to apply for this grant funding and consider allowing a proposed Community Development Corporation to submit the documentation and manage the funding ([See recommendation 4.01](#)).

Evaluate the benefits and feasibility of participating in the Neighborhood Revitalization Strategy Areas as a way to allow more flexibility with the CBGP funding (if granted).

3.07 *Promote the Iowa Redevelopment Tax Credit Program for Brownfield and Grayfield Sites and assist developers in acquiring funding.*

As an Iowa-based program, the Redevelopment Tax Credit Program for Brownfield and Grayfield Sites focus redevelopment efforts on existing urban parcels. By meeting green building requirements, tax credits can be increased further under this program.

The Tallcorn Towers housing project in Marshalltown utilized this funding to complete the redevelopment work. This funding would also be suitable for the hospital campus after that facility relocates.

3.08 *Participate in the New Markets Tax Credit Program with an established focus area.*

The New Markets Tax Credit Program focuses on improving areas with high unemployment, out-migration and low income. The purpose of this program is to stimulate economic activity and job creation in underserved areas. The program leverages loans from individuals or private investors. The City of Marshalltown has some experience with this program during a project with JBS.

Promote the idea of this funding mechanism with developers on proposed projects that meet the eligibility requirements.

3.09 *Promote and Participate in the Historic Preservation and Cultural and Entertainment District Tax Credit Program*

The Historic Preservation and Cultural and Entertainment District Tax Credit Program provides a state income tax credit for the rehabilitation of historic buildings. By prioritizing a historically-sensitive restoration, the surrounding neighborhood benefits from this investment.

An existing historic district in Marshalltown is located west of Highway 14/ 3rd Avenue. Funding for projects within this area has been provided to developers in the past.

Explore the feasibility of establishing additional historic designations near Nevada Street as a way to protect those assets as historic resources and to provide a basis for developers to access this funding.

3.10 *Provide incentives for green building in Marshalltown, prioritizing infill development in existing communities.*

The benefits of green building practices are numerous including reduced pollution, water and energy conservation, while also creating a healthy and comfortable indoor

environment. Green buildings also reduce ongoing maintenance and operations costs.

The incentives provided in this program may be similar to those in the incentive zoning [recommendation \(3.02\)](#). Some concepts for incentives the city can provide to developers of green building projects include: density bonuses, parking requirements reduction, variances, etc.

4.00 SUPPORT

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
4.01 Support citizen leaders in the initiation of a Community Development Corporation (CDC)	Program	District-scale	CDC is self-supporting but could be launched with support from the City of Marshalltown	Additional housing and development opportunities; Increased community events; Provide support for existing and potential businesses; Potentially additional relationships built with developers	Medium	   
4.02 Establish a Peer City Technical Assistance Program	Program	City-scale	City Administration	Learn strategies and stories from a city that has successfully achieved development goals and community quality of life.	Medium	   
4.03 Continue to support and expand the unified community events calendar.	Program	City-scale	Marshalltown Convention and Visitors Bureau (MCVB)	Iowa developers and investors can better understand the vibrant community in Marshalltown	Medium	   
4.04 Schedule regular visits to local businesses and property owners of vacant or underutilized parcels	Program	City-scale	Chamber of Commerce, Marshalltown Central Business District (MCBD) and City Administration	Visits provide an opportunity to share available resources and mentorship with local business owners and property owners about maintenance, business practices, and available funding	Low	 
4.05 Work with local business owners to coordinate downtown business hours	Program	District-scale	Marshalltown Central Business District (MCBD)	Potential to lead to additional downtown vibrancy across all day parts with resulting revenue increases	Medium	  
4.06 Expand the existing residential landlord business license program to include education for identified opportunities and a rating system	Program	City-scale	Community Development Corporation (recommendation 4.01)	Improved conditions of rental units; communication opportunity to potential business owners interested in locating in Marshalltown; improved quality of life for residents	Medium	  

SUPPORT

4.01 Support citizen leaders in the initiation of a Community Development Corporation (CDC)

Community Development Corporations (CDC) are nonprofit entities that can serve neighborhoods or towns in a number of ways. The entity can provide programs and events, offer services, promote economic development, education, community organizing, or real estate development. Often, CDCs are associated with the development of affordable housing. The CDC can operate through US Department of Housing and Urban Development Community Block Grants and from local governments and state and federal grants.

As an outreach step, the City of Marshalltown is currently reviewing CDC structures and promoting the idea among community members.

Although a CDC may work toward improvements across the whole City of Marshalltown, consider the benefits of focusing efforts along the Highway 14 corridor. (See proposed boundary of a Highway 14 Community Development Corporation below.)

Useful-community-development.org outlines some steps to launching an effective Community Development Corporation, as follows:

- 1. Define the community need and geographic boundaries
- 2. Recruit community members who support the initiative
- 3. Formalize a steering committee
- 4. Ensure that efforts will not be duplicated by other organizations or entities such as the Central Business District
- 5. Gather feedback from the community about the vision for the CDC through open forums
- 6. Confirm the CDC will be able to complete one or two initial small projects such as cleaning an alley or planting trees. Document, celebrate and communicate the success of these small projects.
- 7. Recruit a volunteer attorney to help determine the legal form of the corporation (501c3 or other). Name the board of directors.
- 8. Develop a sustainable revenue strategy that should include a balance of grants, fundraising, and fee-for-service offerings.

4.02 Establish a Peer City Technical Assistance Program

Currently, Marshalltown participates in peer city relationships through the Main Street Iowa program. This recommendation establishes a peer city program for the city as a whole and allows for Marshalltown to select the peer city of its choice.

Establish a formalized relationship with another city in Iowa that features some of the same opportunities and challenges that exist in Marshalltown today. Consider selecting a city that boasts successes in overcoming some of the challenges so that Marshalltown can access specific information about how their goals were achieved and what lessons they learned. To launch the new collaborative peer-city relationship, schedule a tour of their city with their city manager and a select group from the City of Marshalltown including the director of the proposed Highway 14 CDC.

Some potential cities to consider include the 2018 Model Cities from the Iowa Economic Development Authority:

- Burlington, Iowa
- Elkader, Iowa
- Woodbine, Iowa

A relationship with a peer city could provide some guidance prior to launching another effort.

4.03 Continue to support and expand the unified community events calendar.

Currently, the Marshalltown Convention and Visitors Bureau (MCVB) organizes a unified calendar for events in the city. This is a comprehensive asset that could be part of the narrative when recruiting potential developers and investors.

4.04 Schedule regular visits to local businesses and property owners of vacant or underutilized parcels

In 2018 and 2019, city council has supported the Dangerous and Dilapidated program to address problem properties in Marshalltown.

First, provide adequate outreach to existing businesses and property owners of vacant or underutilized parcels to educate them on the options available to them. Business owners facing opportunities for improvement may be paired with successful local mentors.

After other efforts have failed, the properties shall be added to a proposed Marshalltown Land Bank. (Learn more about this concept in recommendation 1.11)

4.05 Work with local business owners to coordinate downtown business hours

Efforts to coordinate business hours in MCBD have failed in the past. Initiate a new effort to achieve coordinated business hours through a proposed trial period during the summer 2018 and 2019 with incentives for participation and adequate communication provided to the community about the expanded hours.

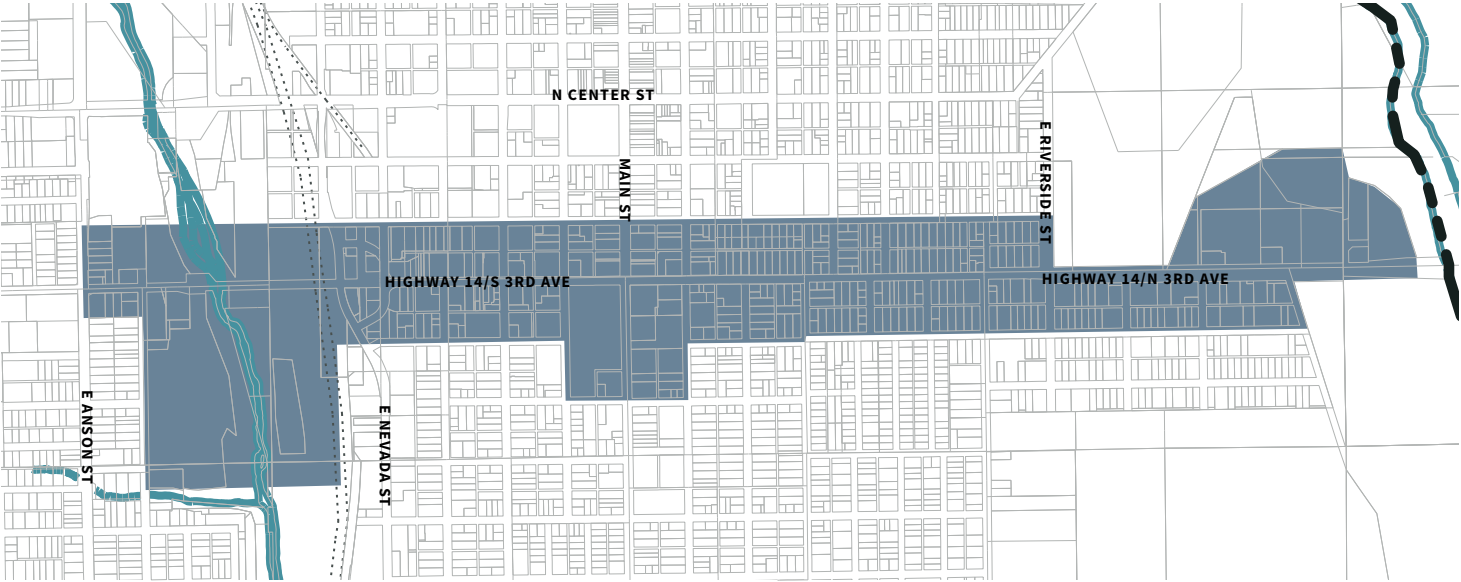
With the future redevelopment on the hospital campus, the downtown vibrancy has the potential to be expanded to this area. Establishing coordinated business hours in MCBD and the hospital campus redevelopment area will add to the appeal of downtown.

4.06 Expand the existing residential landlord business license program to include education for identified opportunities and a rating system

Current and future business owners want to ensure that if they locate in a new market that adequate and quality housing will be available to their employees. Marshalltown is currently required by the state to ensure that each residential landlord has proper licenses. This program also includes regular inspections.

To expand this existing program, the City of Marshalltown can consider offering informational sessions to educate landlords about potential opportunities. In addition, this program can expand to offer special recognition to local landlords who are exceeding requirements, similar to restaurant ratings.

Potential boundary of a Highway 14 Community Development Corporation (Recommendation 4.01)



5.00 RESEARCH AND REINVEST

RECOMMENDATION	RECOMMENDATION TYPOLOGY	SCALE	ORGANIZING ENTITY	IMPLICATIONS/GOALS	PRIORITY	BENEFITS
5.01 Continue to regularly update and respond to the findings in the Marshalltown Housing Market Study (2014, 2017)	Analysis	City-wide	City Administration	Potential to attract housing developers because the study can help guide their proformas	Low	
5.02 Support and implement the comprehensive Wayfinding Signage Program	Plan	City-wide	City Administration	Opportunity to showcase the Marshalltown brand through signage; increased promotion of destinations to vehicular drivers	High	
5.03 Invest in a multi-modal transportation plan	Plan	City-wide	Public Works	Potential to reduce parking requirements when a holistic view of mobility is studied; increased pedestrian, bicycle, and transit facility recommendations	Medium	
5.04 Participate in temporary placemaking projects	Program	Site-scale or district-scale	Community Development Corporation (recommendation 4.01)	Test streetscape design ideas before they are built; activate latent space like parking lots; build excitement about future development	Low	
5.05 Evaluate the successes and/or opportunities of implemented recommendations from the Highway 14 corridor plan	Analysis	City-wide	City Administration	Potential to improve the programs and recommendations from this plan	Medium	

RESEARCH AND REINVEST

5.01 Continue to regularly update and respond to the findings in the Marshalltown Housing Market Study (2014, 2017)

The City of Marshalltown has been diligent over the years with assessments of the existing housing market. Continue to update this document as development changes and demographic changes take place.

5.02 Support and implement the comprehensive Wayfinding Signage Program

The City of Marshalltown has a Wayfinding Signage Program underway in 2018. This plan should include planning for elements that will be valuable in future phases, such as gateway monuments.

5.03 Invest in a multi-modal transportation plan

A multi-modal transportation plan for Marshalltown should include the review of existing parking policies, pedestrian and bike facilities, public transportation system and transit

stop locations.

The City of Marshalltown is currently working with Iowa State University on an examination of the current transit system including walking distances to bus stops.

A more comprehensive multi-modal mobility plan will provide a more holistic view of the mobility successes and challenges that face Marshalltown. For example, when sidewalks, bicycle facilities, and reliable and affordable transit is provided, then there is a potential reduction in personal automobile use. The multi-modal plan could result in reduced parking requirements in some areas of the city based on a viable mode split.

5.04 Participate in temporary placemaking projects

Temporary placemaking projects provide a nimble method to test streetscape design ideas and activate public space quickly with a much lower budget than built projects. For the Highway 14 corridor, the Better Block program is

aligned with the goals of the corridor in terms of streetscape improvements and urban design (betterblock.org). “Better Block Foundation is a 501c3 nonprofit that educates, equips, and empowers communities and their leaders to reshape and reactivate built environments to promote the growth of healthy and vibrant neighborhoods.”

5.05 Evaluate the successes and/or opportunities of implemented recommendations

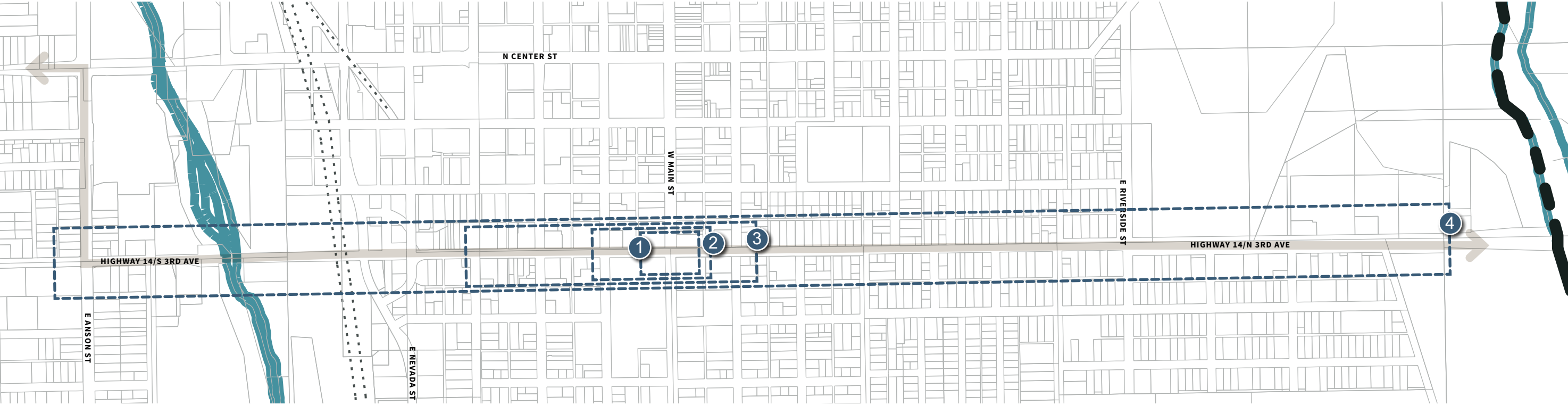
By evaluating the success of different framework elements recommended in this plan, the City of Marshalltown is empowered to determine if the programs can be improved or retired. However, if a program is determined to be retired, then resources should be made available for another replacement effort.

REVISE
FRAMEWORK



Use feedback from the research and reinvestment step to update the framework on page 54.

CATALYTIC DEVELOPMENT PHASING STRATEGY



- 1 Intersection:** Start infrastructure and development improvements with a focus on one intersection. In Marshalltown, the focus should start at the intersection of Highway 14 and Main Street.

Coordinate complete streets physical improvements with adjacent buildings. Streetscape improvements may include: updated signals, crosswalks and bump outs, pavement materials, street lighting, street trees and planting, seating, bike racks and bike lanes, and signage. Adjacent buildings may be new construction that follows design guidelines or updates to existing buildings like facade improvements, new window displays, or outdoor dining areas.

Although the development priorities are along the Highway 14 corridor, development improvements are intended to expand east and west over time.
- 2 Block:** Expand complete street changes to a block length. Coordinate physical improvements in the right-of-way with adjacent buildings. This step includes two intersections and at least one full block-length. In some locations the block can connect to existing vibrant streets such as Main Street and in other locations, this block will serve as an example of future development and right-of-way improvements.
- 3 2,000 feet:** Expand complete street changes to 2,000 feet in length. Like in previous phases, coordinated physical improvements in the right-of-way with adjacent buildings will provide the most benefit. This step includes multiple intersections and blocks. By this step, the corridor will either offer a substantial expansion to an existing vibrant corridor or it will serve as a destination in itself.
- 4 Corridor:** Expand complete street changes to the length of the corridor. If possible, coordinate physical improvements in the right-of-way with adjacent buildings. By this step, the corridor has the potential to set a new standard for built environment quality among existing adjacent property owners and interested developers and investors.

A Nimble First Step

A catalytic phasing strategy does not require permanently built outcomes in early phases. Striping plans that include bump outs and crosswalks can provide street safety overnight. Public spaces can be approached in the same way with movable furniture and shade structures in place of a future park or plaza can be dynamic community gathering spaces. (See recommendation 5.04)

These efforts can be led by the potential Highway 14 Community Development Corporation (See recommendation 4.01).



Playfully painted bump outs



Outdoor dining and gathering spaces



Pedestrian-oriented striping plan



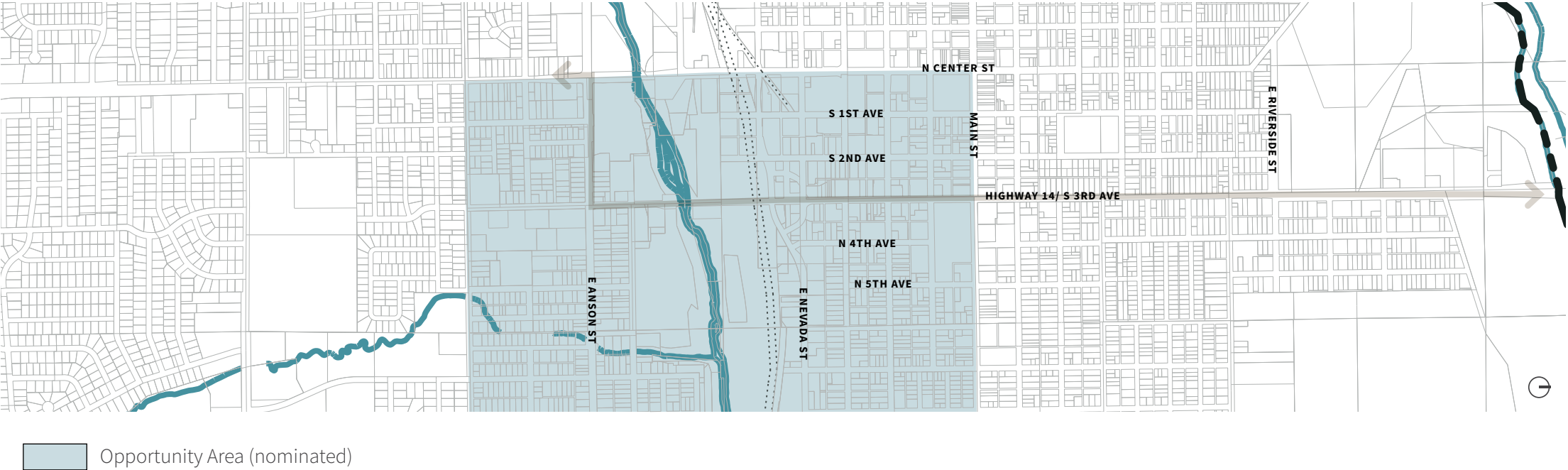
Artful pavement striping



Public art mural opportunities

DEVELOPMENT OPPORTUNITIES

OPPORTUNITY ZONE, NOMINATED IN 2018

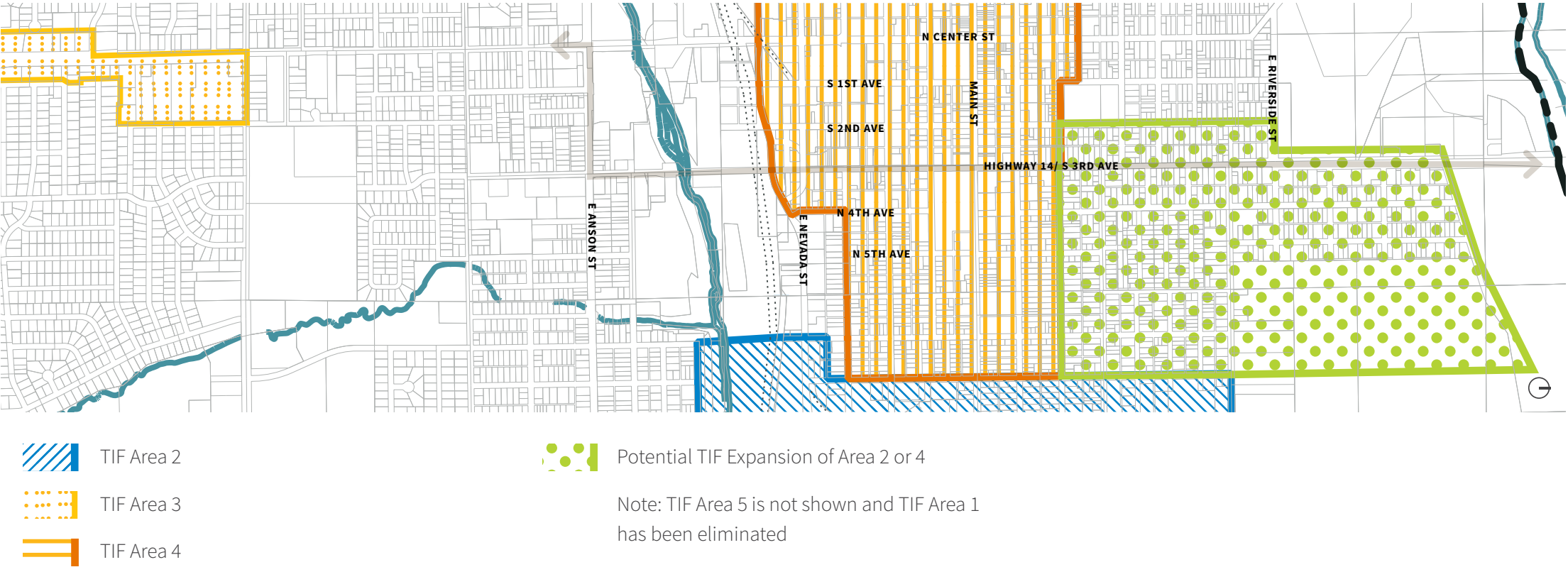


As of April 2018, the State of Iowa has submitted one of Marshalltown’s census tracts for this program.

An Opportunity Zone is a Low-Income Community Census Tract eligible for long-term private investment through this national program. The Opportunity Zone program is a community development program that will be in effect for ten years after approval.

When officially approved and implemented, utilize the Opportunity Zone area as leverage to provide resources not only to existing property owners and business owners but also to attract new developers. (See recommendation 3.03)

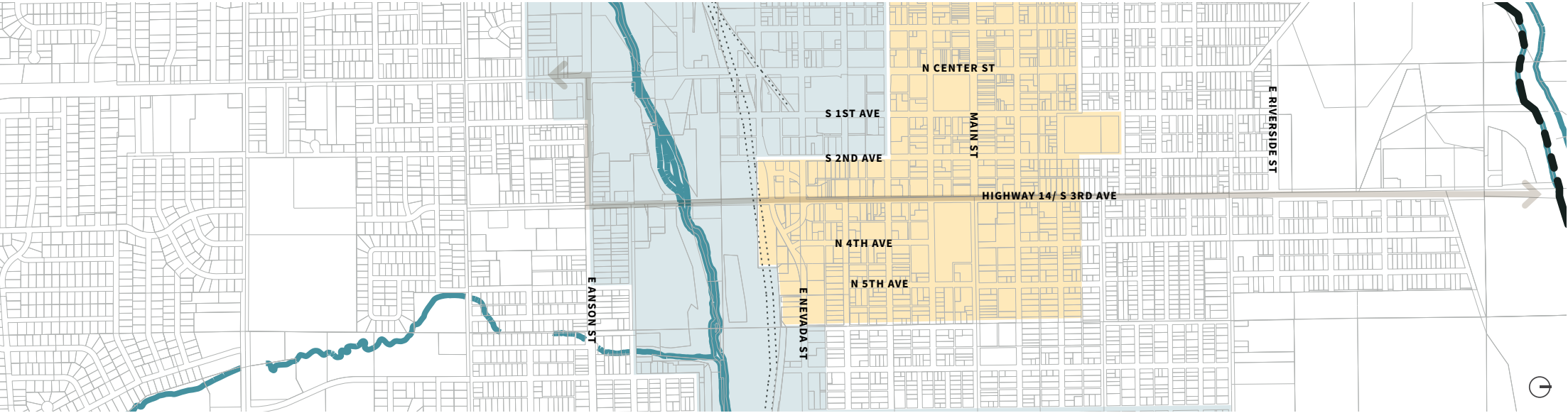
TIF DISTRICTS



Tax Increment Financing (TIF) is a mechanism where funding is created by borrowing against the future increase in property tax revenues (usually 20 to 25 years, or more). TIF funding can then be used to fund both publicly subsidized economic development projects as well as municipal projects.

It has been reported that the existing TIF Districts have promoted investment and development in those areas and funds have been generated from this mechanism. Currently, the City of Marshalltown is amending the existing plans to specify public improvement projects. In addition to the amendments, the boundaries for the TIF districts can be updated to include the north gateway along the Highway 14 corridor. (See recommendation 3.05)

REVITALIZATION AREAS



- Revitalization Area 1
- Revitalization Area 2

The Revitalization Area program is facilitated through Housing and Urban Development (HUD). The goal of the program is “the revitalization [of the area], through expanded homeownership opportunities.” If these areas in Marshalltown feature HUD-owned single family properties then they are eligible for a discounted sale.

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CORRIDOR VISIONING 6

STUDY AREAS

The scope of the Highway 14 Corridor Study reaches north to the Iowa River and south to Anson Street. Within this project area, specific Study Areas are identified to provide a more detailed view of potential urban design improvements and land use options. The five Study Areas reviewed in this document include:

- 1 Anson Street to Linn Creek:** This southern-most Study Area is a location where Highway 14 turns a corner to continue its north to south route. North of the intersection to the railroad area is a heavy industry zone district. A development concept for this Study Area can be found on [page 84](#).
- 2 East Madison Street to East Linn Street (Viaduct Area):** North of the railroad area is a Study Area that functions as the southern gateway to Downtown Marshalltown. This area is a series of inconsistent developments and some remarkable historic commercial buildings. A development concept for this Study Area can be found on [page 90](#).
- 3 East Linn Street to E State Street (Downtown):** This Study Area along Highway 14 intersects with Marshalltown’s vibrant Main Street. To the east of Highway 14 is a hospital campus that will be relocated

from Downtown. The availability of land and existing structures make this an exciting opportunity for Marshalltown. A development concept for this Study Area can be found on [page 100](#).

- 4 Bromley Street to Riverside Street (North Residential Transition Area):** This Study Area consists mostly of single-family housing between the Downtown and smaller commercial and industrial area to the north. A development concept for this Study Area can be found on [page 112](#).
- 5 East Marion Street to the River (North Gateway):** This Study Area is a small commercial and light industrial district just south of the Iowa River. It is also characterized by open spaces including Riverview Park, a cemetery, and vegetated flood hazard areas. A development concept for this Study Area can be found on [page 118](#).

ACTIVITY CENTERS

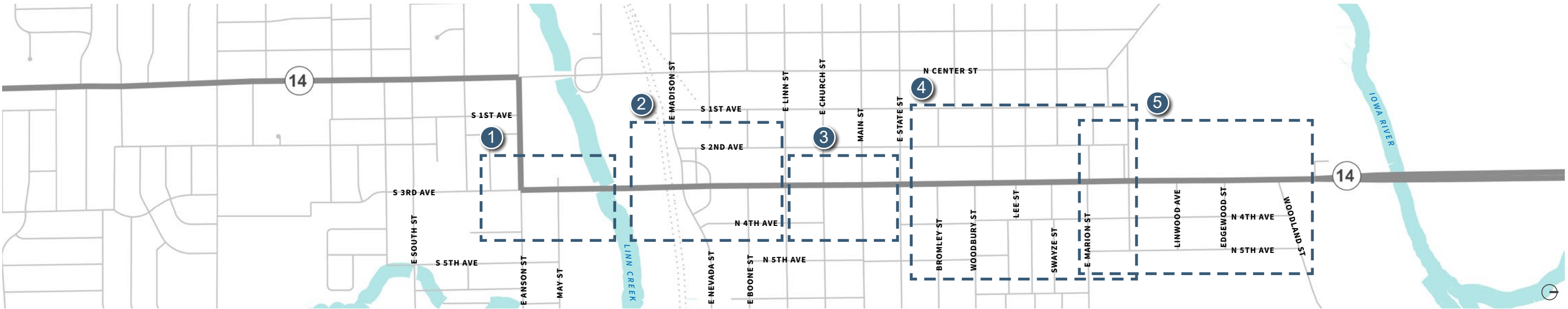
An activity center is a defined area, often in a comprehensive plan or a zoning code, where a mix of uses is intended to create a walkable area with increased density compared to its surroundings. In Essential Smart Growth Fixes for Urban and Suburban Zoning Codes, the idea of activity centers is described.

“Mixed-use zones will look different in various contexts, from downtown to transit-oriented development (TOD) to commercial corridors to the neighborhood corner store. Communities should be mindful that there is not a “one size fits all” solution for how land uses are mixed to accommodate market conditions and design expectations. Requiring vertically mixed-use buildings, such as a building with ground-floor retail and offices or residences in the upper floors, along older, pedestrian-oriented corridors can reinvigorate a sleepy street. Alternatively, simply permitting a variety of uses within one zoning district allows a horizontal mix of uses that can break up the monotony of single uses, such as strip centers or single-family housing. This horizontal mix can make a street more interesting and bring stores, services, and workplaces closer to residents” (2009, page 5)

The map on [page 54](#) indicates areas where potential Highway 14 Activity Centers may be adopted into the Marshalltown zoning code so that a variety of mixed-use developments may occur in these priority areas. Three types of mixed-use zones are identified in order from most intense to least intense:

- Central Business District:** This is an expansion of an existing zone district to transition the footprint of the hospital and related medical uses to have a strong relationship to Downtown
- Community Mixed-use District:** This district typology is appropriate at the north and south gateway to Marshalltown. It is distinct from the downtown in that the intensity requirements are reduced while still achieving a walkable and livable destination.
- Neighborhood Mixed-use District:** This district typology is appropriate as a transition between the Community Mixed-use District and the existing single-family land use north of downtown. This district type is ideal to be located at transit stops located within primarily single-family neighborhoods to foster a lower intensity transit-oriented development.

STUDY AREAS LOCATION MAP



CORRIDOR DEVELOPMENT BENEFITS

When the environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result—sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit. Continuous feedback is the cornerstone of this process.

 **Community:** Connection among people supports the culture of families, groups, towns, cities and nations creating the foundation on which they prosper. Design should organize communities to nurture relationships and mutual acceptance, in consequence addressing social disparities.

 **Economics:** The flow of capital that is required to develop a project and the capital generated over its life defines economic viability. Projects need

long-term economic mechanisms to deliver fiscal benefits to promote and protect the integrity of a place.

 **Art:** beauty is a timeless quality. It renders meaning to places and restores the human spirit. Artful destinations boost economic value, support viability and attract capital, helping to ensure a project's longevity.

 **Environment:** Human existence depends on recognizing the value of natural systems and organizing its own activities to protect them. Design should fit purpose to the conditions of the land in ways that support future generations, driving long-term value.

In the following Study Area sections that follow, the ideas of community, economic, art and environment benefits are indicated.

PRECEDENT CORRIDORS

SIOUX FALLS, SOUTH DAKOTA

The streetscape corridor project in Sioux Falls, South Dakota transitions a 4-lane street to a 3-lane street. This project features complete streets elements such as street trees, plantings, pedestrian bump outs, public art and on-street parking.

One area adjacent to Main Street features context sensitive new mixed-use development and adaptive reuse of historic structures.





ADAPTIVE REUSE
OF HISTORIC
BUILDINGS



ADAPTIVE REUSE
OF HISTORIC
BUILDINGS



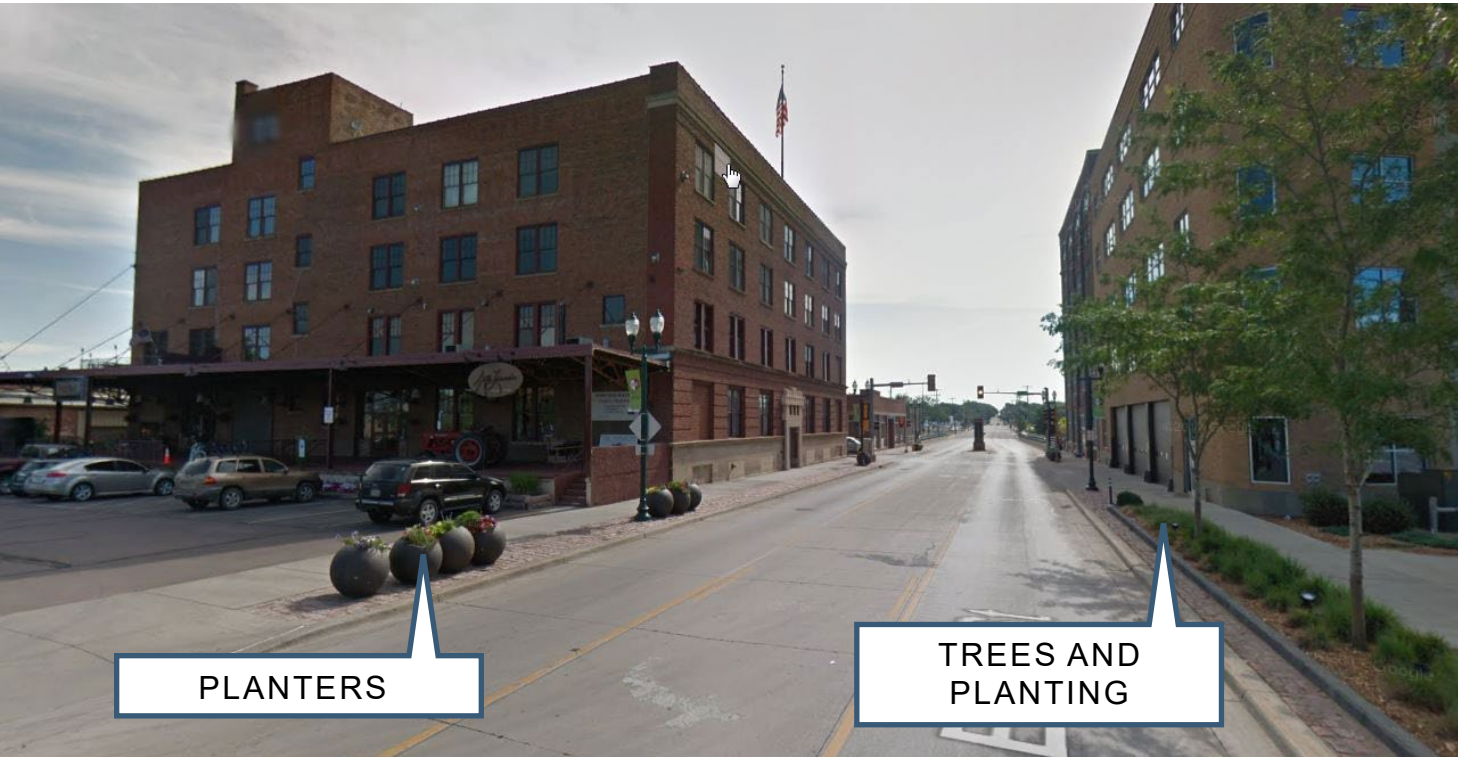
CONTEXT SENSITIVE
INFILL MIXED-USE
DEVELOPMENT, 2 TO 3
STORIES MAXIMUM





CROSSWALK
PAVEMENT
MATERIAL CHANGE

GATEWAY
MONUMENT



PLANTERS

TREES AND
PLANTING



PUBLIC ART

SOUTH GRAND AVENUE, ST. LOUIS, MISSOURI

A complete street project in St. Louis re-imagines a one third mile portion of South Grand Avenue.

This project featured a 30-day pilot test of the streetscape renovations using jersey barriers and temporary features to narrow driving lanes and create more space for pedestrians and a safer environment for cyclists. The pilot test was a great way to communicate to the corridor users about the project and after 30 days, 73 percent of the public supported the idea of making the changes permanent.

This project reduces the roadway from four lanes to two lanes and achieved so many goals for the community including:

- Reduced traffic speeds
- 25 percent reduction in traffic
- 74 percent reduction in projected accident rates
- Dedicated lanes for busses and trollies
- Lengthened crosswalk lights
- 35 percent increase in sales



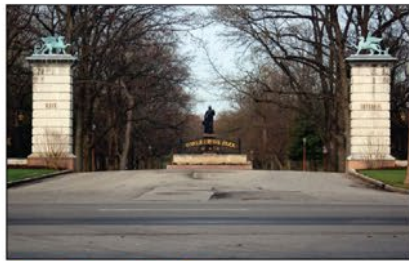
- ① South Grand Boulevard
- ② Tower Grove Park
- ③ Gravois Avenue
- ④ Interstate 44
- ⑤ Master Plan Study Area
- ⑥ Phase One Project Area



Typical Sidewalk Condition



Typical Side Street Character



TowerGrove Park Entrance



Typical Dining Experience

DISTRICT ANALYSIS

- Parking Lot (public/private)
- Major Intersection
- Mid-block Curb Cut
- Tower Grove Park



Need for Site Furnishings
Current site furnishings do not meet user demands



Sidewalk Functionality
Existing sidewalks are often cluttered and do not provide efficient pedestrian access along street



Off-Street Parking
Potential exists to utilize neighboring parking lots during peak hours

Deteriorated Streetscape
Much of the pavement has heaved, cracked and created tripping hazards due to insufficient sub-surface conditions for tree root growth



Crosswalk Safety
Long street crossing distances create unsafe crosswalks and present need for improvement



TYPICAL BLOCK



Typical Block Plan



Typical Block Cross Section

TYPICAL BLOCK LEGEND

- 1 Outdoor Dining
- 2 Pervious Parking Lane
- 3 Rain Garden
- 4 Left-Turn Lane
- 5 Travel Lane/Bike Sharrow
- 6 Bus Shelter
- 7 Bus Stop
- 8 Accessible Parking Space
- 9 Pervious Concrete Sidewalk
- 10 Intersection Bulbout
- 11 Proposed Street Tree
- 12 Street Lamp
- 13 Planting Area

A VIEW OF THE COMPLETE STREET



COMPLETE STREET LEGEND

- | | |
|--------------------------------------|--|
| ① Pervious Concrete Sidewalk | ⑥ 3-Lane Traffic Plan |
| ② Seatwall Faced with Recycled Brick | ⑦ Rain Garden |
| ③ Ornamental Planter Fence | ⑧ Identity Banner |
| ④ Parking Lane with Pervious Paving | ⑨ Reused Street Lamp with High Efficiency Bulb |
| ⑤ Willow Oak Street Trees | |

SOUTH GRAND TODAY



An event at Ritz Pocket Park



A winter view of planting areas, on-street parking, pedestrian bump outs, lighting, and signage

ANSON STREET TO LINN CREEK

SITE DESCRIPTION

This southern-most Study Area is a location where southbound Highway 14 turns a corner westbound to continue its north to south route on Central Avenue. The intersection of Anson Street and Highway 14 boasts a neighborhood park on the southeast corner, historic commercial buildings on the southwest corner, a gas station on the northeast corner, and an unremarkable building on the northwest corner. To the south of Linn Creek is a heavy industry zone district characterized by industry, warehouses, vacant and underutilized land. These parcels are adjacent to the Linn Creek trail system – a multi-use path traversing along the waterway. This Study Area of Highway 14 does not reveal much existing character, walkability, or vibrant development.

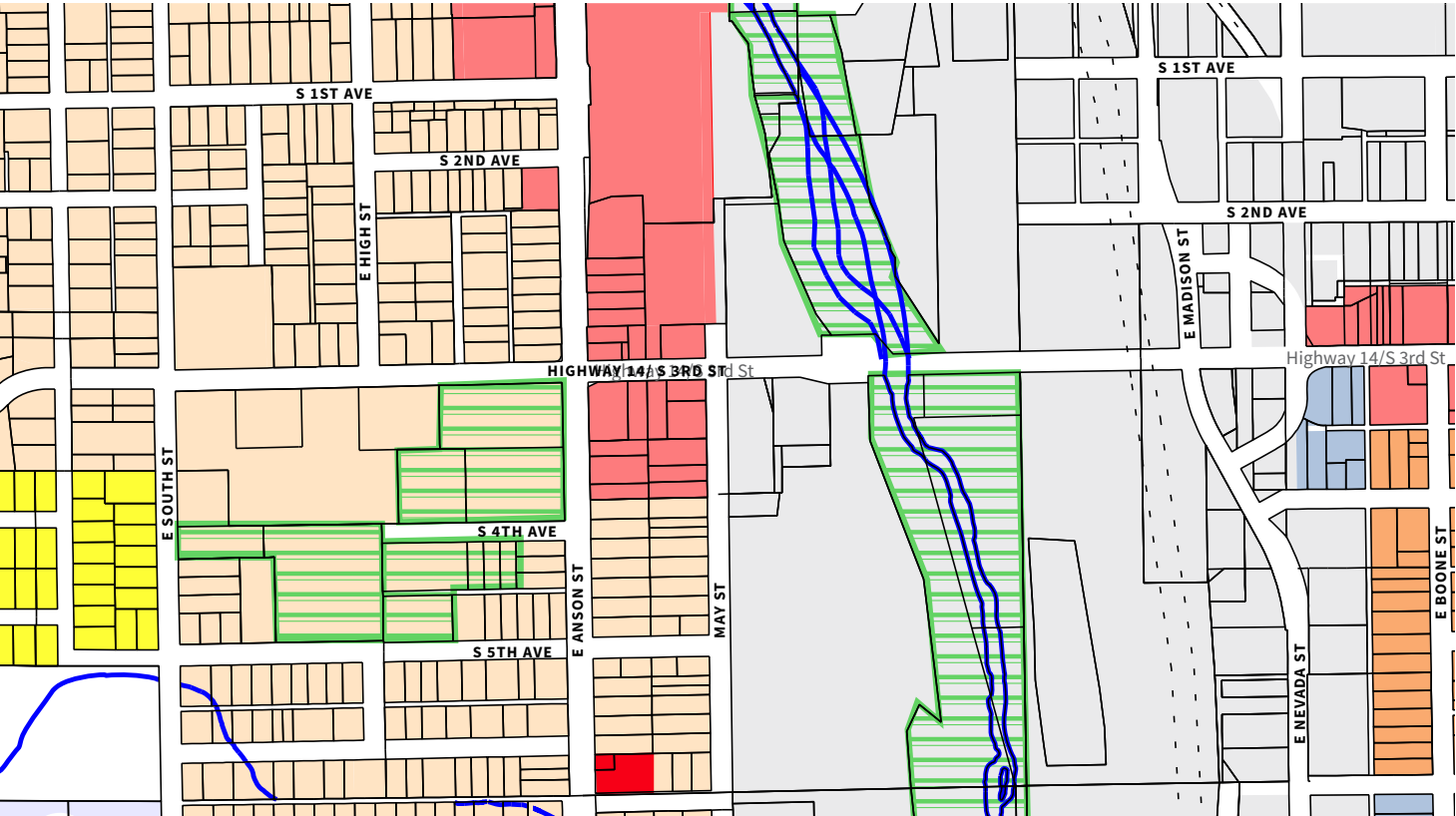
SITE IMAGERY



LOCATION MAP



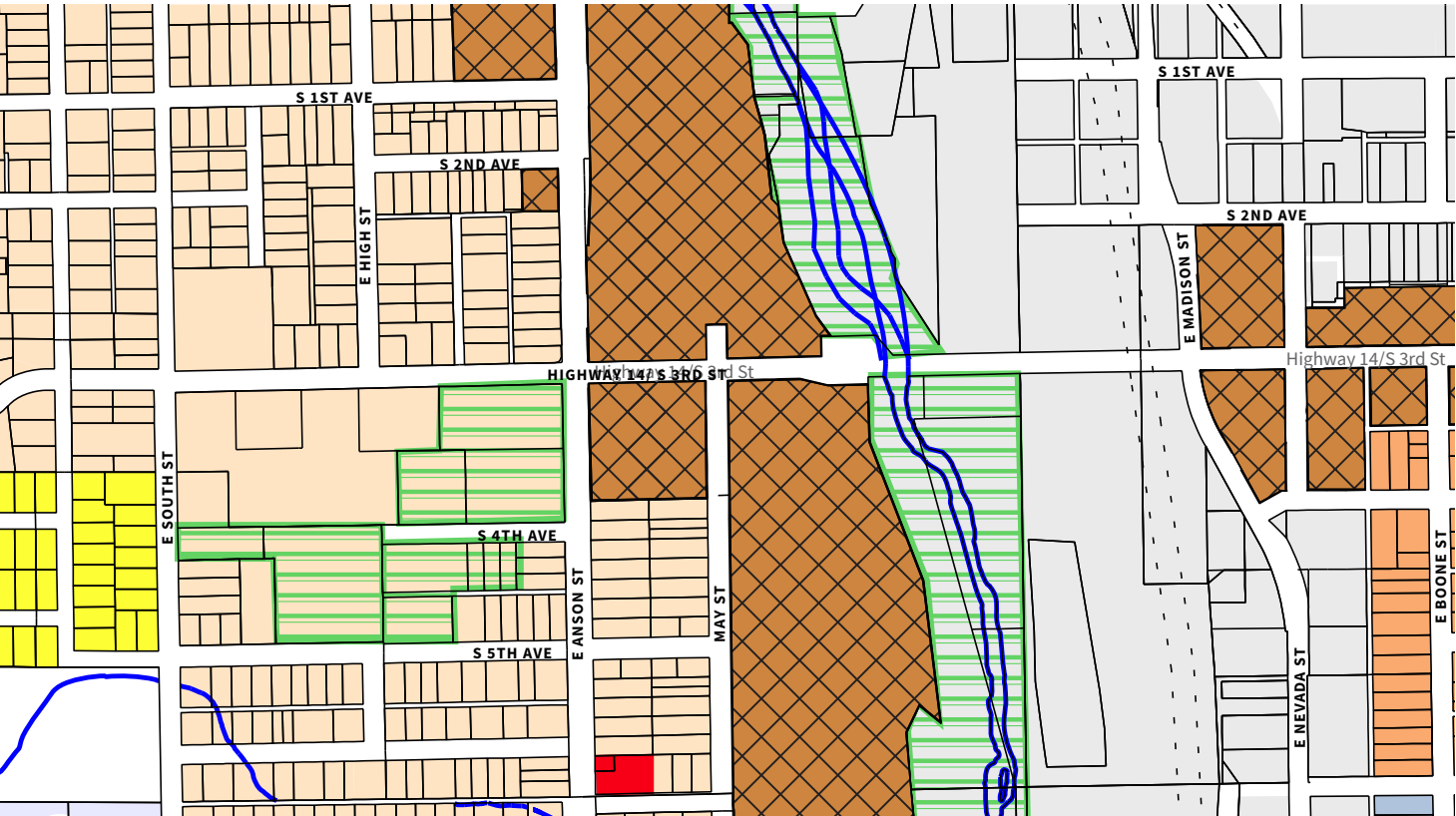
EXISTING ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|---|---|
|  Low Density Residential (R-2a) <ul style="list-style-type: none">• Single-family dwellings |  Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
|  Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family dwellings• Multi-family dwellings |  Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
|  High Density Residential (R-5) <ul style="list-style-type: none">• Single-family dwellings• Multi-family dwellings |  Parks and Open Spaces |
|  Community Commercial (CC) <ul style="list-style-type: none">• Theaters• Banks• Real Estate Offices• Car Rental and Leasing• Veterinary Services | |

POTENTIAL ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|---|--|
|  Low Density Residential (R-2a) <ul style="list-style-type: none">• Single-family dwellings |  Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
|  Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family dwellings• Multi-family dwellings |  Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
|  High Density Residential (R-5) <ul style="list-style-type: none">• Single-family dwellings• Multi-family dwellings |  Parks and Open Spaces |
|  Community Commercial (CC) <ul style="list-style-type: none">• Theaters• Banks• Real Estate Offices• Car Rental and Leasing• Veterinary Services |  Traditional Neighborhood (TN) <ul style="list-style-type: none">• Real estate and broker offices• Florists• Child care services• Gift, novelty, and souvenir stores• Residential |

Note: See the full City of Marshalltown Zoning Ordinance for a complete understanding of permissible uses.

DEVELOPMENT CONCEPT DESCRIPTION

This Study Area offers two opportunities at the intersection of Anson Street and S 3rd Street and another at the heavy industry area south of Linn Creek. The intersection of Anson Street and Highway 14/S 3rd Street is a candidate for a roundabout configuration (see page 33 for more details about the right-of-way improvements). The existing historic commercial building offers great street frontage and offers an opportunity for redevelopment with ground-floor commercial and office or residential on the second floor. The park and the gas station are anticipated to remain while the structures and land use on the northwest corner could be redeveloped. Since this intersection is so critical to the entrance to Marshalltown, it is a great opportunity to introduce a more consumer-driven land use and appealing urban design. North of this intersection is a series of heavy industry parcels that can be re-imagined with more diverse

land uses. The existing trail make this an opportunity to introduce more human-centered land uses that will be engaging for trail users.

CONCEPT IMAGERY

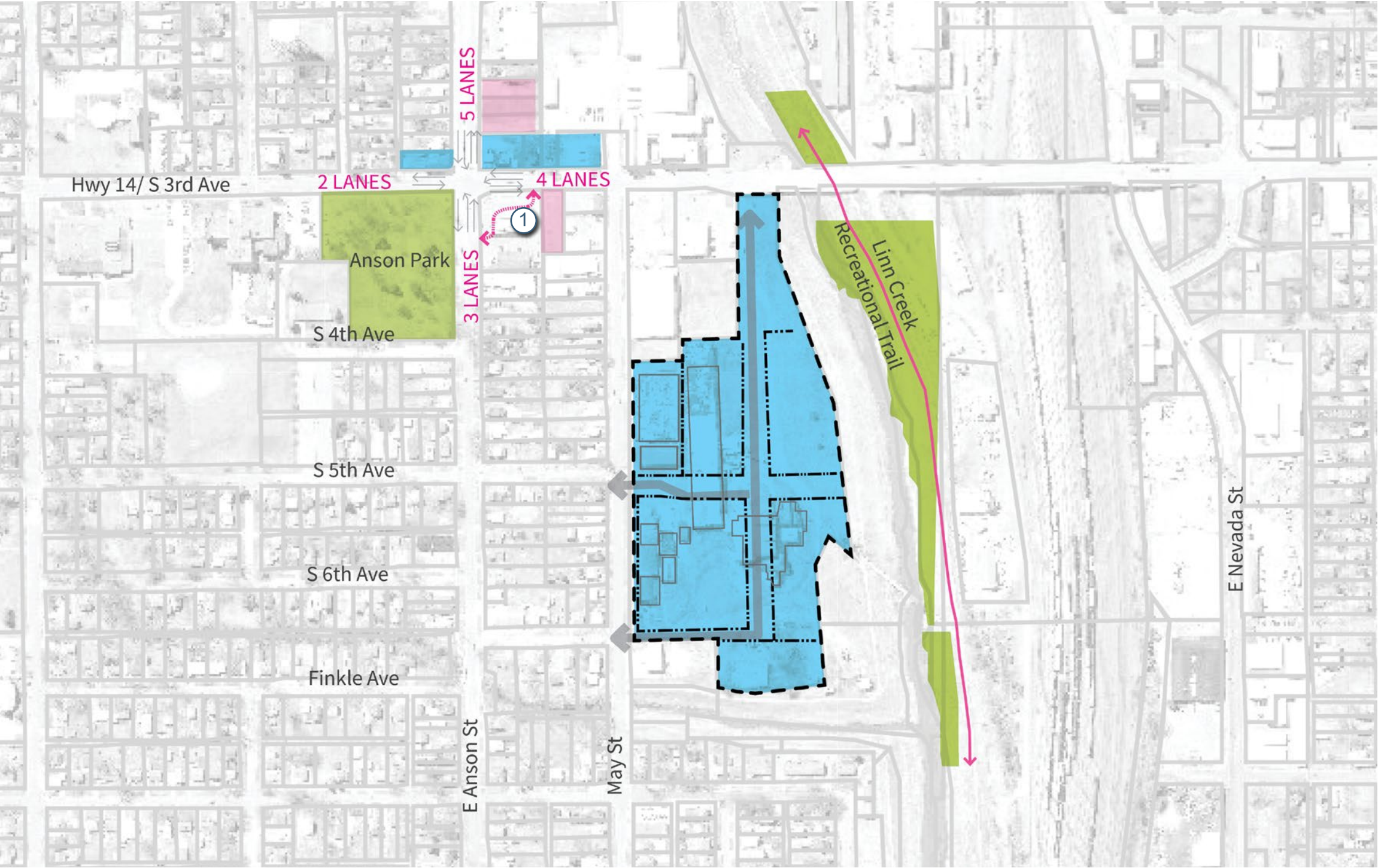


URBAN DESIGN RECOMMENDATIONS

- 6.01 Focus infill development and redevelopment at the intersection of Highway 14 and E Anson Street
- 6.02 Subdivide the parcel north of May Street with an extended street grid that will support infill development
- 6.03 Introduce a formal greenway trailhead within the May property
- 6.04 Work with interested developers of the May Street parcel with human-scale and walkability priorities



SITE ANALYSIS



LEGEND

- Existing park
- Vacant parcels
- Opportunity for redevelopment parcels
- 1 Vehicle drivers utilize curb cuts to avoid the intersection creating a safety concern

See page 33 for right-of-way improvements in this study area.



PHASE 1



LEGEND

1

Potential commercial and mixed-use infill development

2

Conceptual roundabout, 150-foot diameter

3

Trail gateway

4

Greenway connection

See page 33 for right-of-way improvements in this study area.



PLAN BENEFITS



Community:

- Infill developments offer places for gathering or shopping in the neighborhood
- Transitioning heavy industry to low-impact uses is compatible with the residential context



Economy:

- Infill development and amenities revitalize this Study Area



Art:

- A greenway trailhead is an opportunity for an attractive and artful amenity



Environment:

- Greenspace introduced to this area contributes to urban canopy and reduces heat island effect and stormwater runoff

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EAST MADISON STREET TO EAST LINN STREET

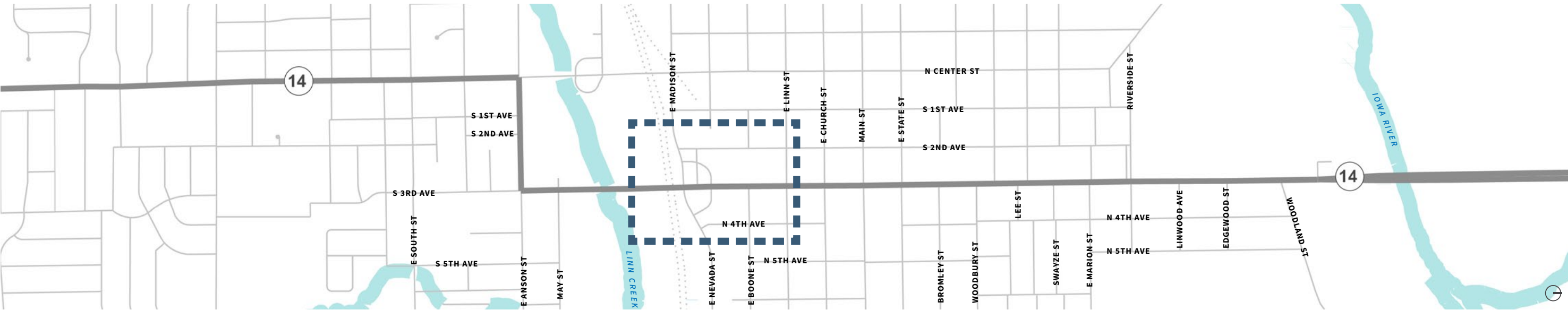
SITE DESCRIPTION

North of the railroad area is a Study Area that functions as the southern gateway to Marshalltown. This area is a series of inconsistent developments and some remarkable historic commercial buildings. East Madison Street routes under Highway 14 (3rd Street) creating a viaduct and related ramping that interrupts the street grid. Vacant and underutilized lots currently characterize this section of Highway 14/S 3rd Street.

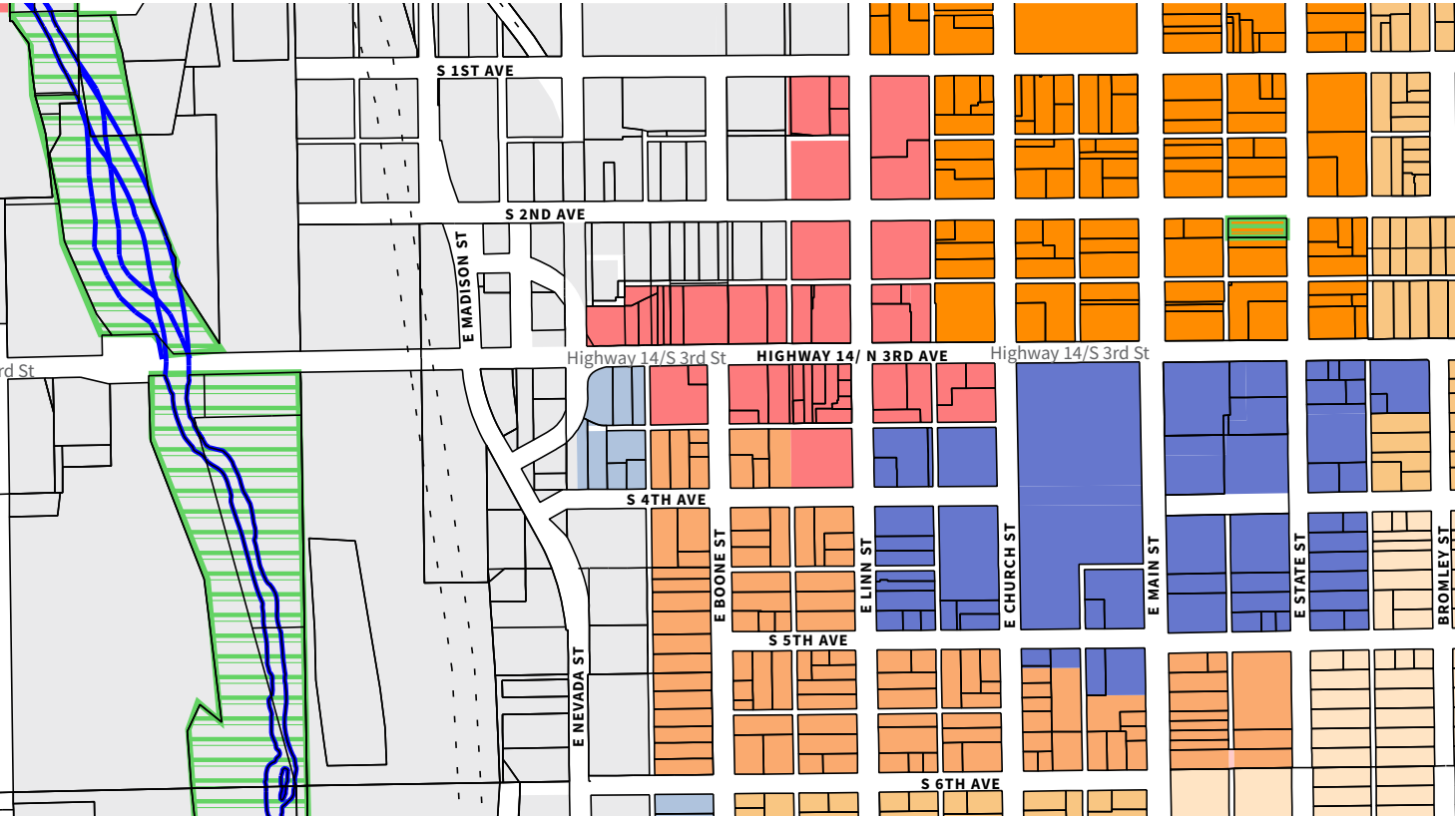
SITE IMAGERY



LOCATION MAP



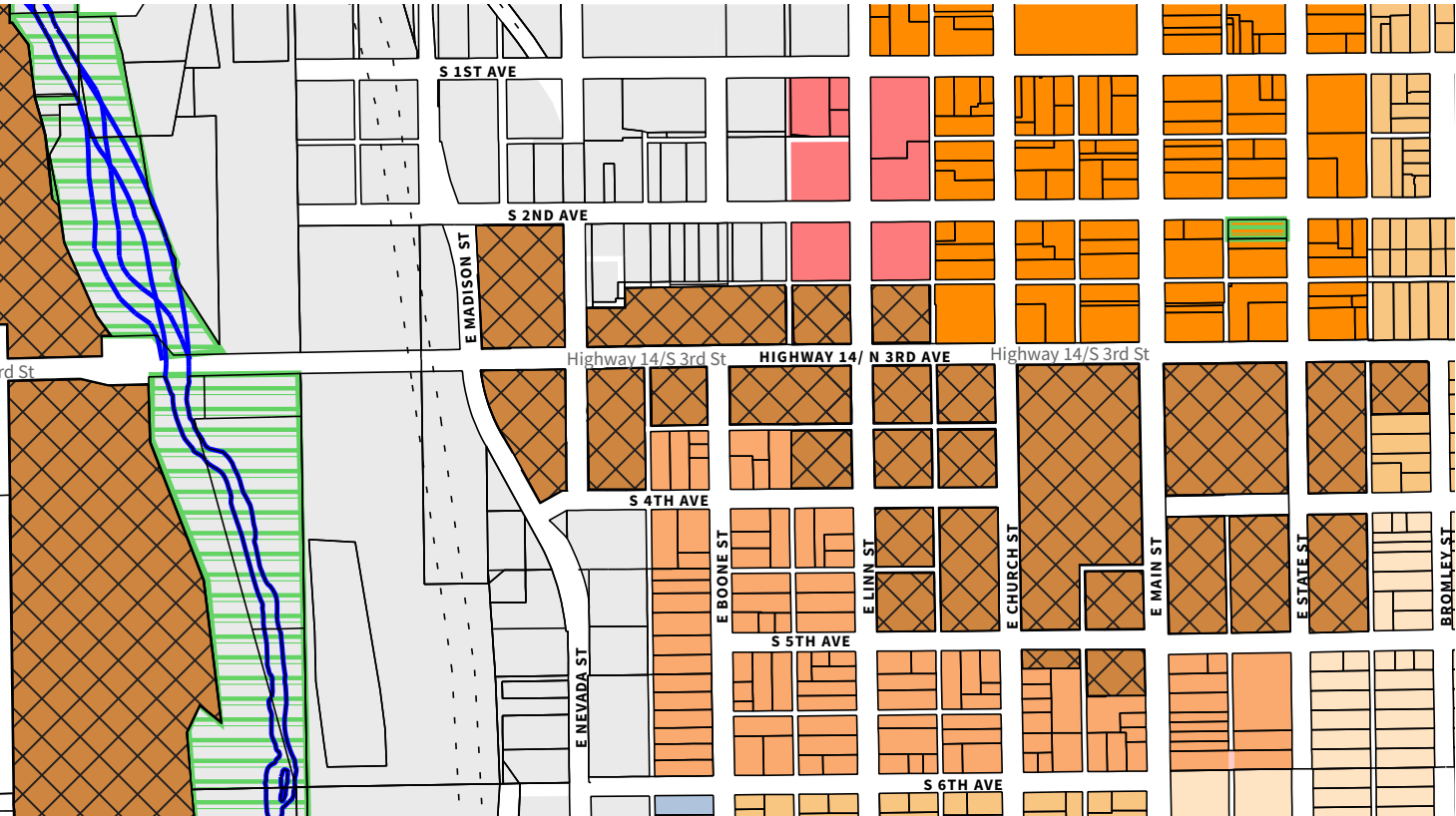
EXISTING ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|---|--|
| Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
| Medium Density Residential (R-4) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
| High Density Residential (R-5) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Parks and Open Spaces |
| Community Commercial (CC) <ul style="list-style-type: none">• Theaters, banks, offices• Car Rental and Leasing• Veterinary Services | Central Business District (CBD) <ul style="list-style-type: none">• Software publishers• College, university, professional schools• Beer, wine, and liquor stores• Gift, novelty, and souvenir stores• Residential |
| Office Park (OP) <ul style="list-style-type: none">• Offices, various• Colleges, universities, and professional schools• Religious organizations• Parking lots and garages | |

POTENTIAL ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|--|--|
| Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
| Medium Density Residential (R-4) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
| High Density Residential (R-5) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Parks and Open Spaces |
| Community Commercial (CC) <ul style="list-style-type: none">• Theaters, banks, offices• Car Rental and Leasing• Veterinary Services | Central Business District (CBD) <ul style="list-style-type: none">• Software publishers• College, university, professional schools• Beer, wine, and liquor stores• Gift, novelty, and souvenir stores• Residential |
| Traditional Neighborhood (TN) <ul style="list-style-type: none">• Real estate and broker offices• Florists• Child care services• Gift, novelty, and souvenir stores• Residential | |

Note: See the full City of Marshalltown Zoning Ordinance for a complete understanding of permissible uses.

DEVELOPMENT CONCEPT DESCRIPTION

This location is the southern gateway to Marshalltown and begins only two blocks south of Main Street. Given this close proximity to the downtown core, this area is prime for redevelopment. Access in the viaduct area can function using the existing street grid instead of the ramping that currently interrupts the parcels. By abandoning the ramps, a significant developable area is reintroduced. In addition to the proposed block structure, urban design concepts for this area include access management improvements and infill development. The former ramping area is phased from greenspace initially to mixed-use structures with public parking to serve the nearby commercial destinations in future phases.

URBAN DESIGN RECOMMENDATIONS

- 7.01 Implement shared parking areas with improved access management by limiting curb cuts.
- 7.02 Eliminate existing viaduct ramps and replace access through existing street grid right-of-ways.
- 7.03 Consolidate city-owned parcels in the existing ramp area and issue a request for proposals to the development community.
- 7.04 Encourage developers to introduce a multi-modal scale gateway element between East Madison Street and Nevada Street that may include landscape elements, public art and lighting.
- 7.05 Prioritize the adaptive reuse of historic buildings and restore facades where necessary.

CONCEPT IMAGERY



Artful Paving and Native Plantings at Bagby Street, Houston, Texas



Potential for infill townhome and multi family scaled residential

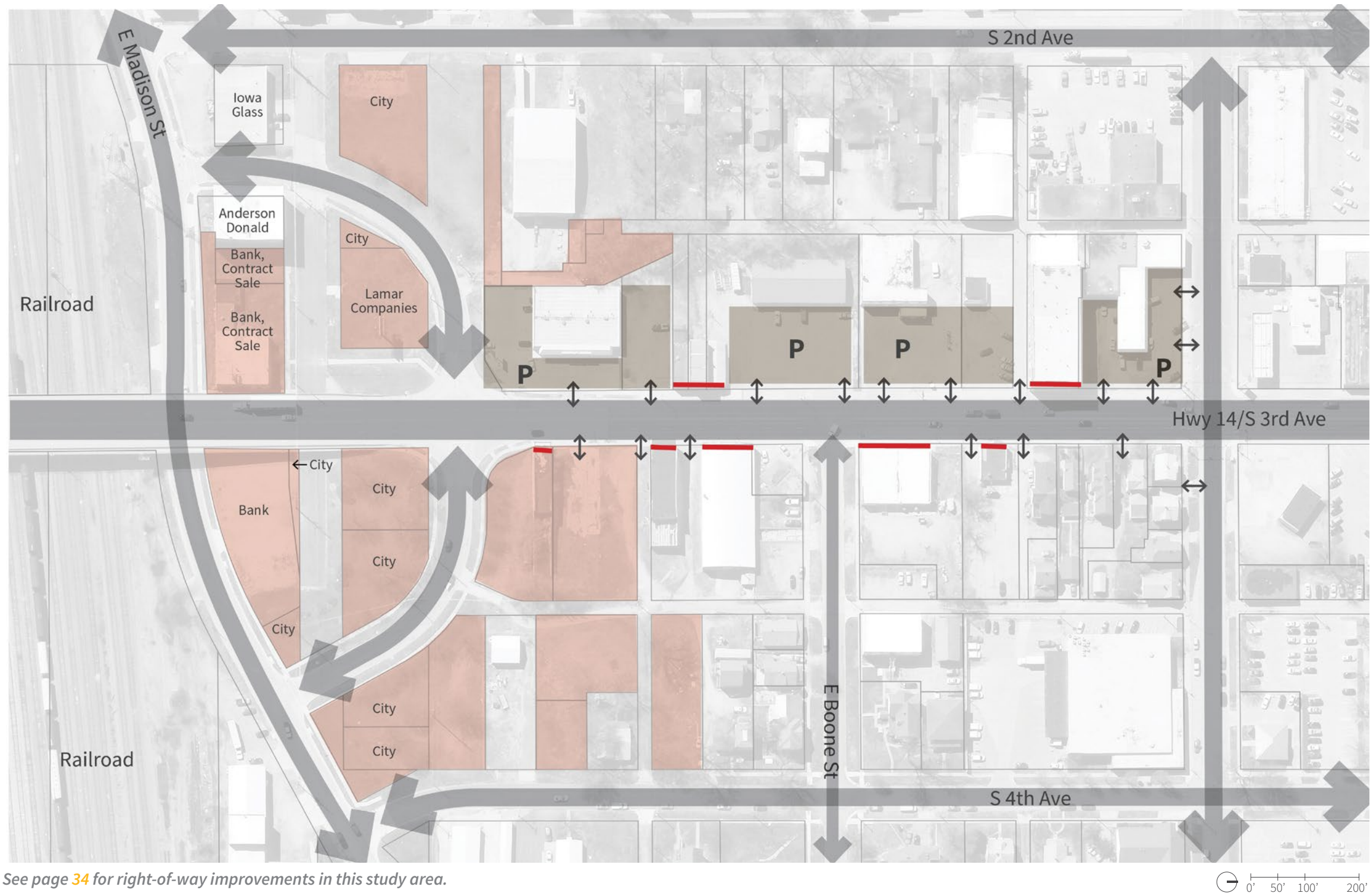


Precedent Character Imagery



Illuminated art display at Joplin, Missouri Public Library

SITE ANALYSIS

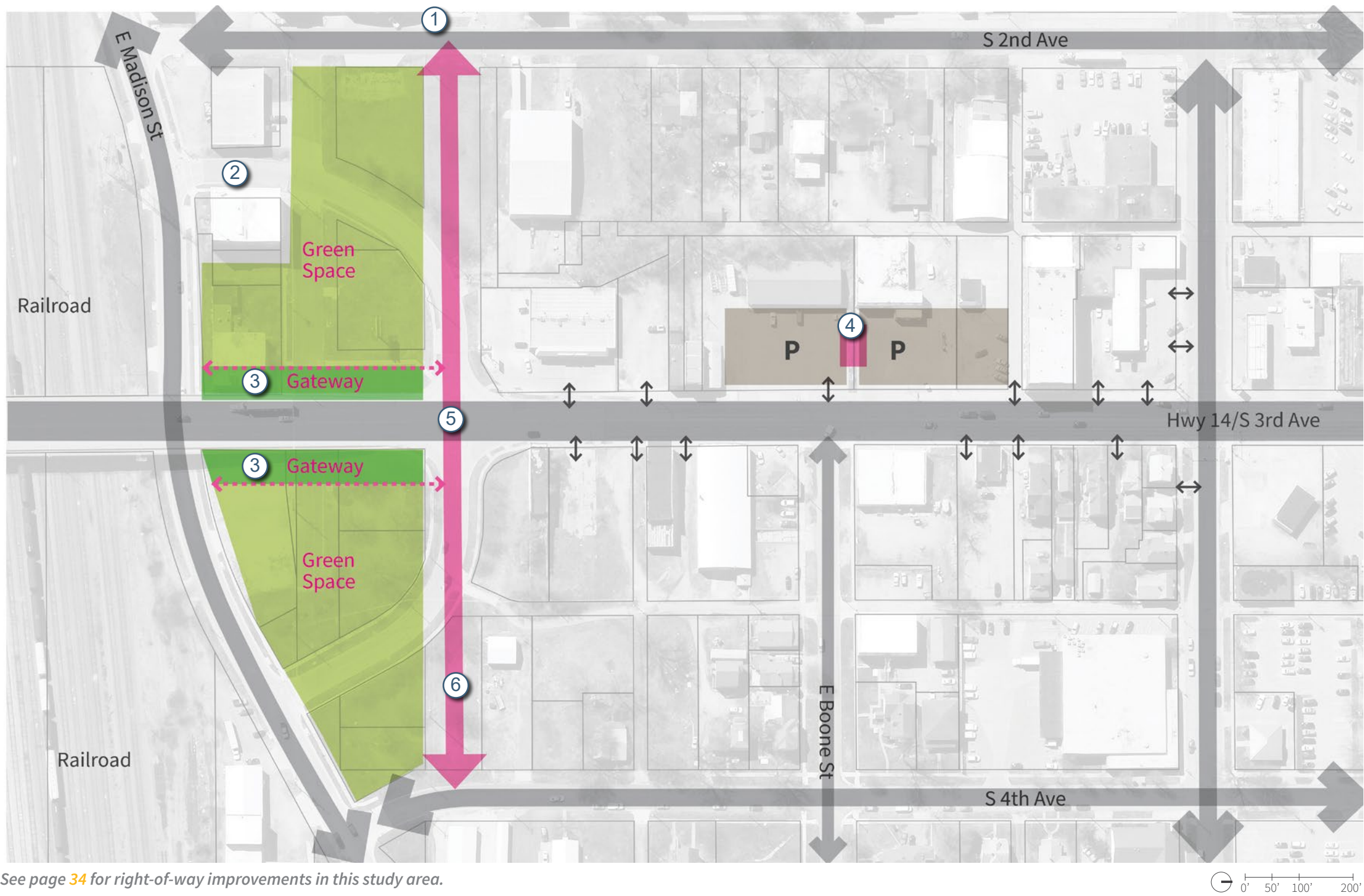


LEGEND

- Vacant or unoccupied parcels
- Existing parking areas
- Building frontage along right of way boundary
- Frequent curb cuts

See page 34 for right-of-way improvements in this study area.

PHASE 1

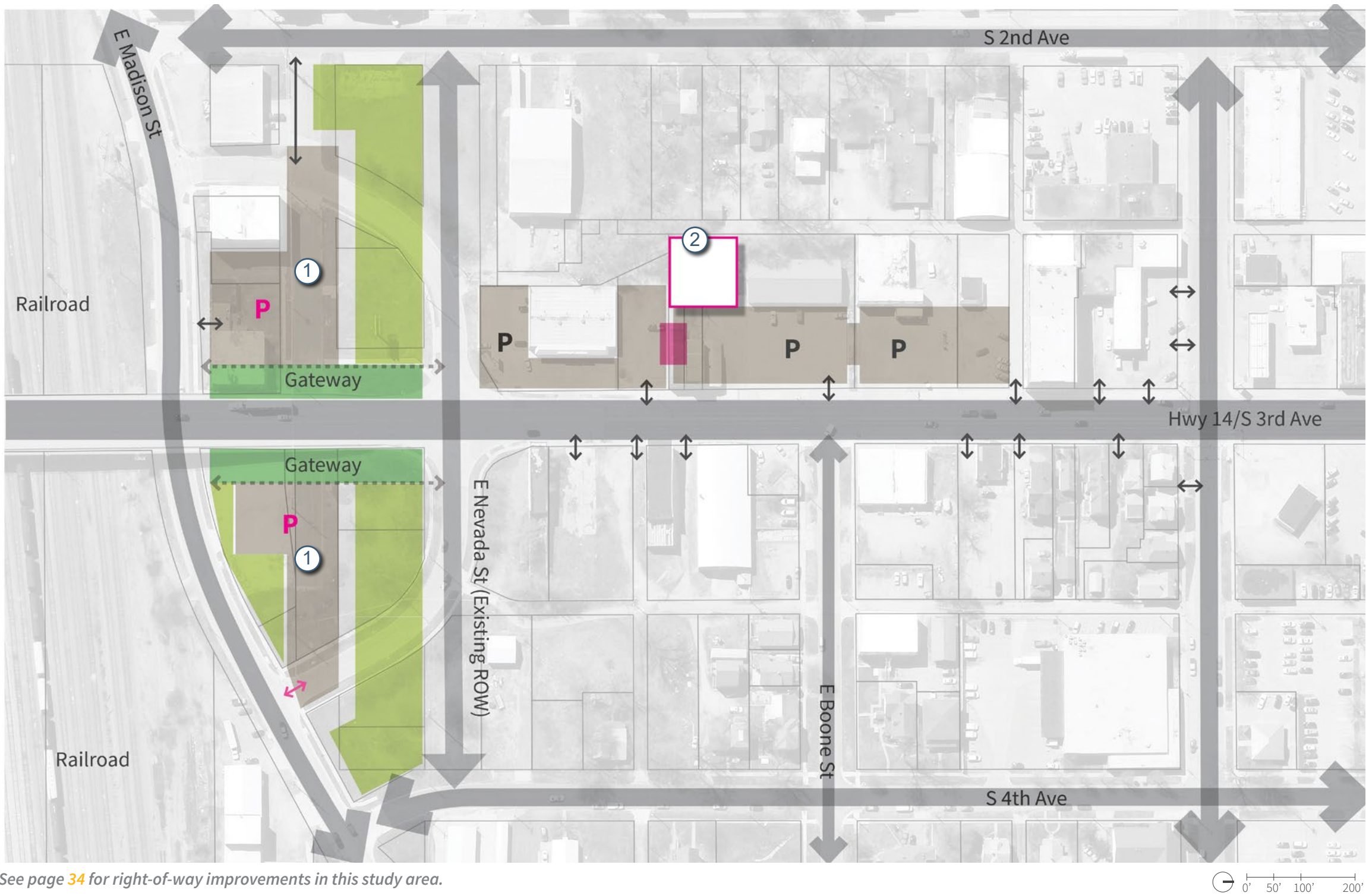


See page 34 for right-of-way improvements in this study area.

LEGEND

- ① Connect north one block to 1st Street on existing right of way, through to Center Street and Emerson facility
- ② Remove curved ramp drives, dividing prime parcels and repeating traffic which could go up 2nd and 4th Streets
- ③ Introduce gateway elements and pedestrian connections
- ④ Potential connected parking allows for reduced curb cuts
- ⑤ Possible traffic signal will be required
- ⑥ Continue E Nevada Street on existing right of way
- ↔ Curb cuts

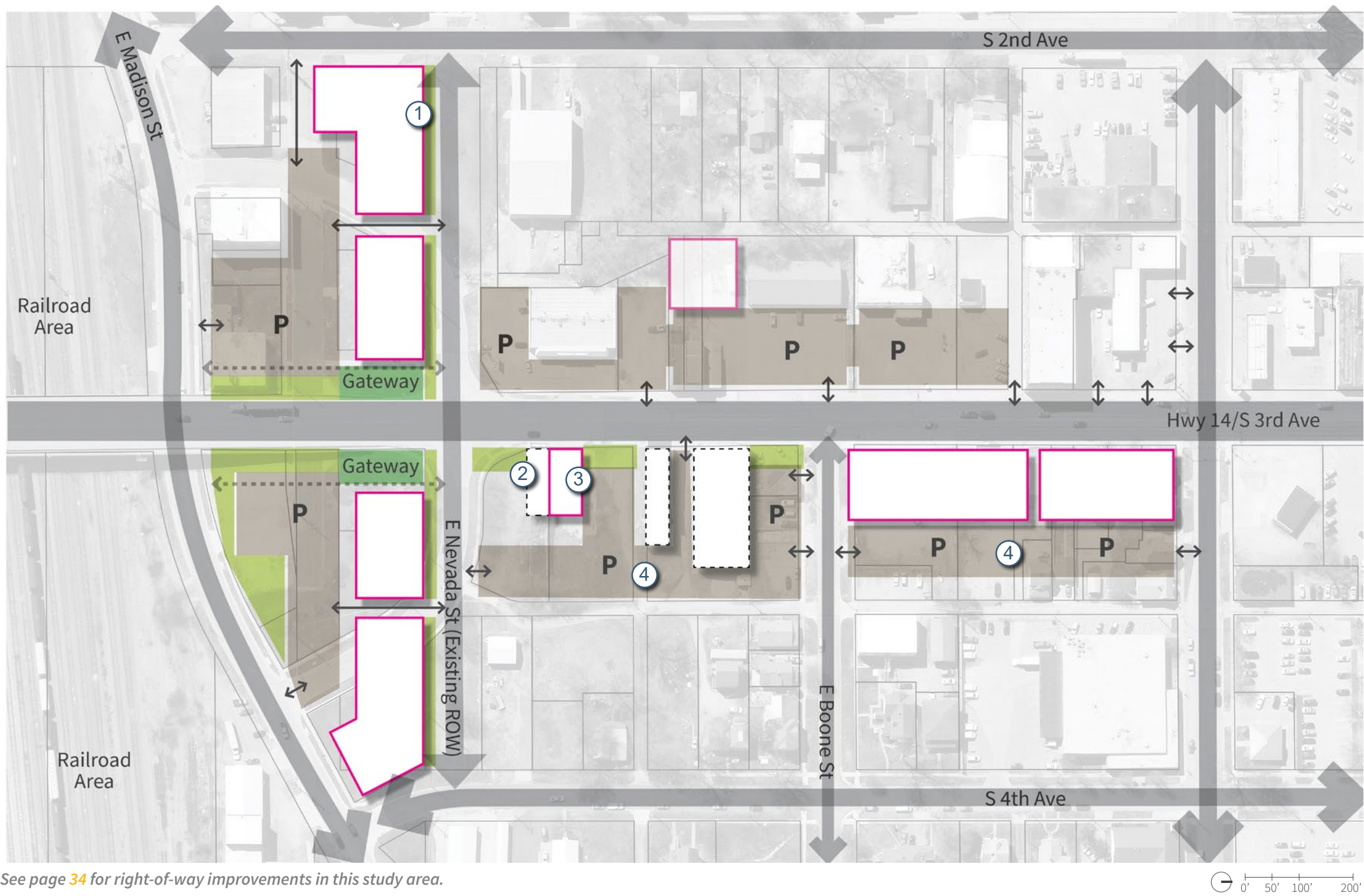
PHASE 2



- LEGEND**
- ① Additional parking opportunity as neighborhood demand increases
 - ② Architectural setback in redevelopment allows for additional connected parking and reduced curb cuts
 - ↔ Curb cuts

See page 34 for right-of-way improvements in this study area.

PHASE 3



LEGEND

- ① Infill mixed-use development, medium to higher density affordable housing, commercial, retail, etc. Opportunity for tuck under parking below the structure
- ② Adaptive reuse of historic building
- ③ Infill development
- ④ Parking areas behind new infill development
- ↔ Curb cuts

See page 34 for right-of-way improvements in this study area.

PLAN BENEFITS



- Community:**
- A defined southern gateway that residents can be proud of
 - It also provides safety though the reduction of curb cuts and designated walking paths



- Economy:**
- Parking areas and pedestrian routes provide access to this area for consumers
 - Infill development and amenities revitalize this Study Area



- Art:**
- Artful elements at the Nevada St gateway provide a welcoming entrance to this area
 - Buildings built to the sidewalk and engaging facades provide quality urban design



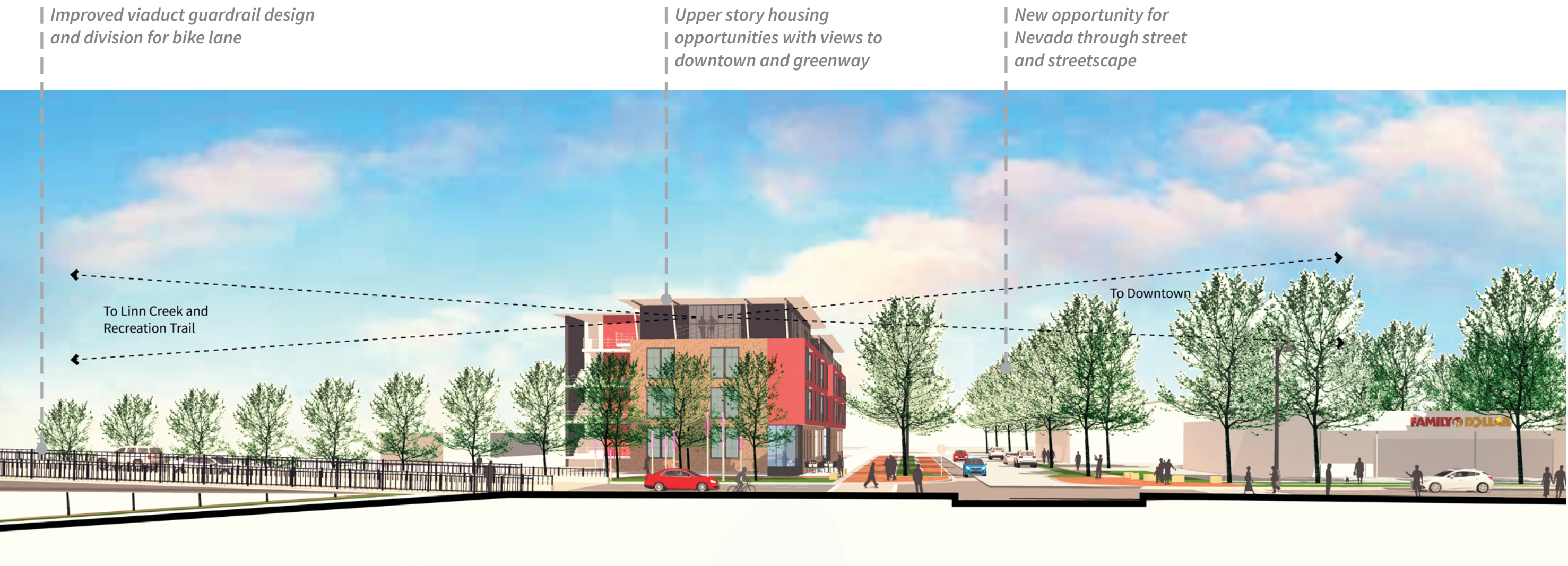
- Environment:**
- Greenspace introduced to the gateway contributes to urban canopy and reduces heat island effect and stormwater runoff

VIEW OF NEVADA STREET

- | *Small or no front setbacks fosters a walkable street*
- | *Ground floor retail in an adaptive reuse building activates the streetscape*
- | *Public seating invites residents and visitors to linger and socialize*
- | *Multi-modal scaled art display marks the north gateway of Marshalltown*
- | *Consolidated curb cuts*
- | *Street trees and vegetation enhance human comfort and mitigate stormwater*



DEVELOPMENT SECTION NEVADA STREET

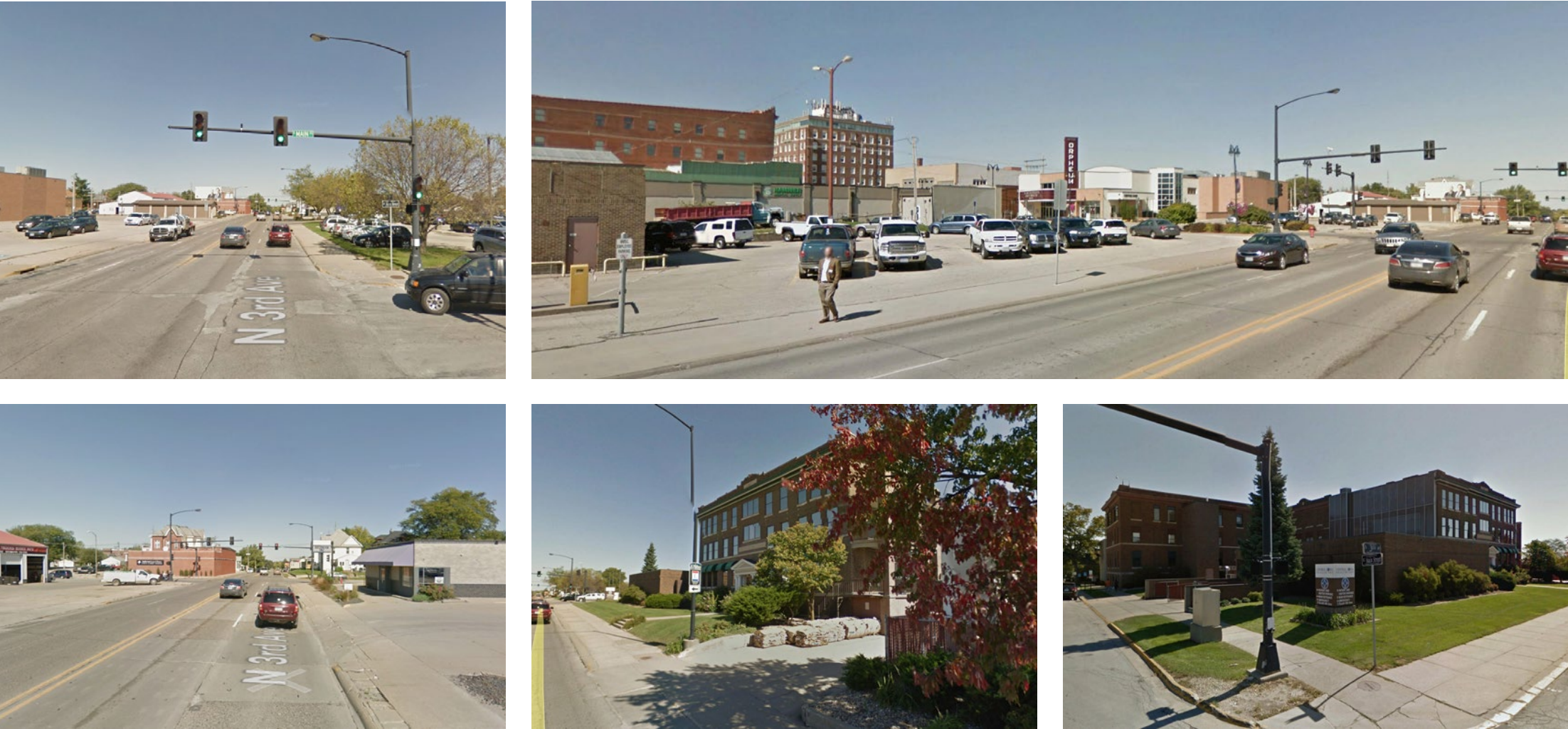


EAST LINN STREET TO EAST STATE STREET

SITE DESCRIPTION

This Study Area along Highway 14 intersects with Marshalltown’s vibrant Main Street. To the east of Highway 14/3rd Street is a hospital campus that will be relocated from Downtown. The availability of land and existing structures make this an exciting opportunity for redevelopment in Marshalltown.

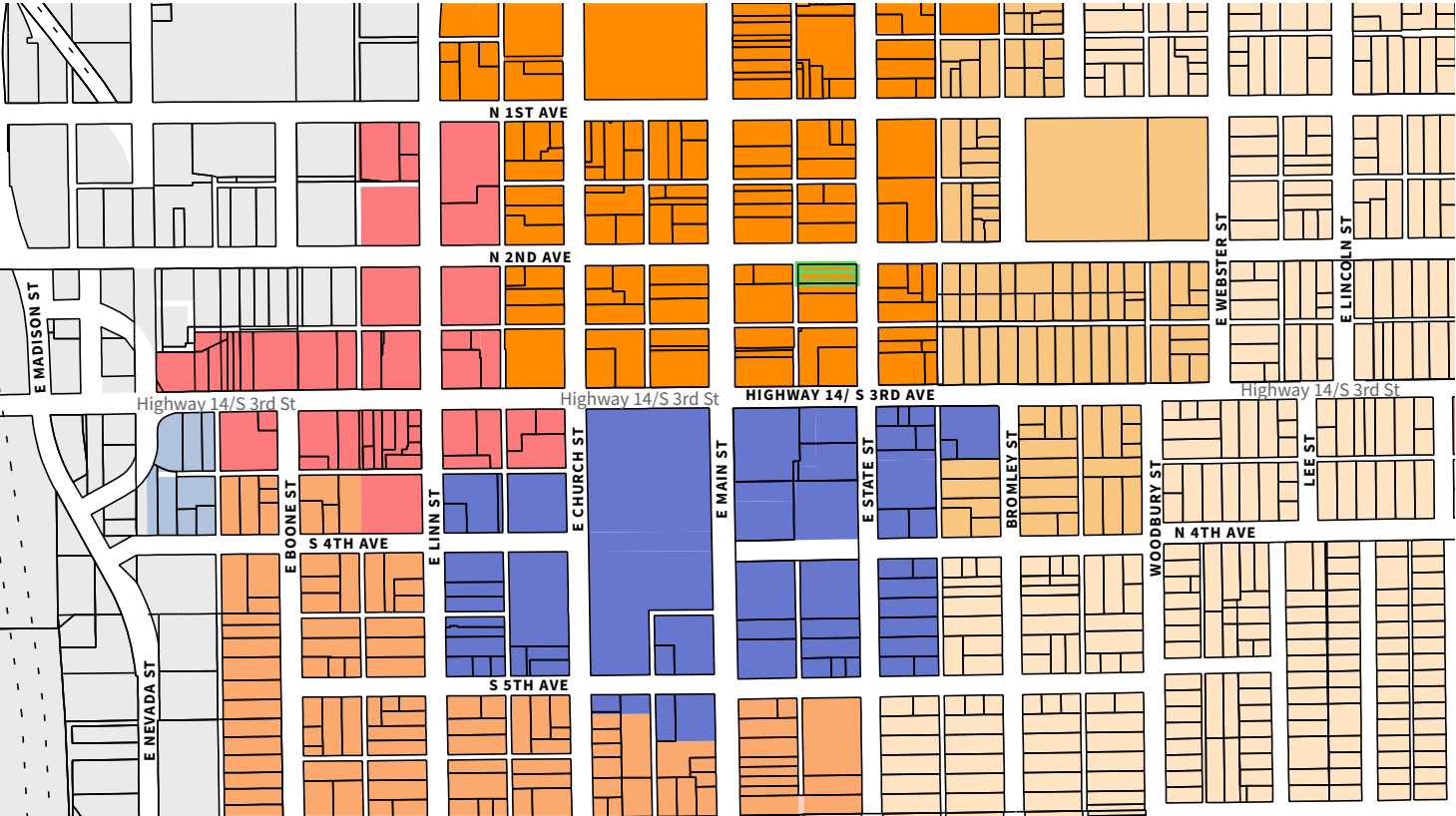
SITE IMAGERY



LOCATION MAP



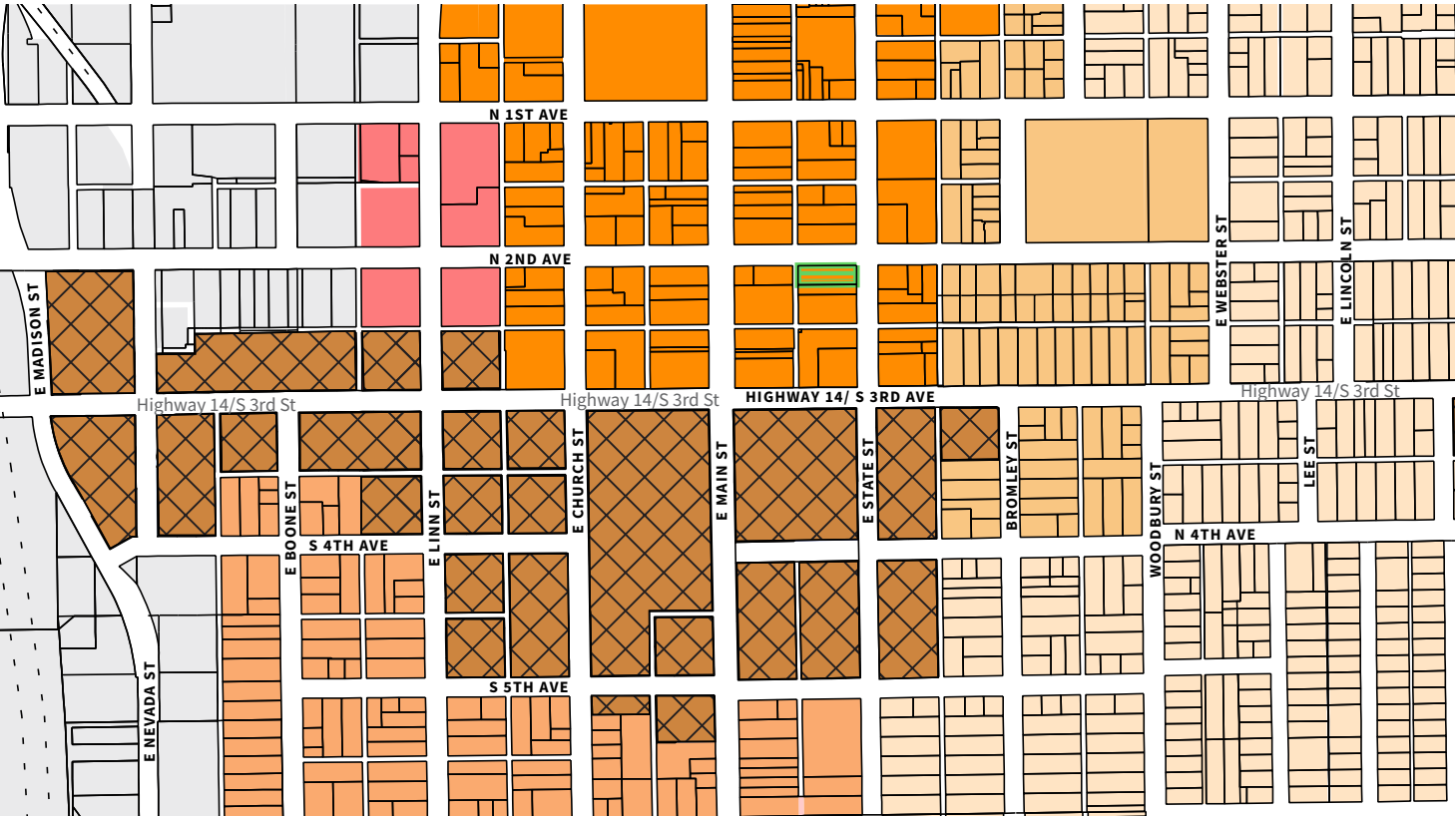
EXISTING ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|---|--|
| Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
| Medium Density Residential (R-4) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
| High Density Residential (R-5) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Parks and Open Spaces |
| Community Commercial (CC) <ul style="list-style-type: none">• Theaters, banks, offices• Car Rental and Leasing• Veterinary Services | Central Business District (CBD) <ul style="list-style-type: none">• Software publishers• College, university, professional schools• Beer, wine, and liquor stores• Gift, novelty, and souvenir stores• Residential |
| Office Park (OP) <ul style="list-style-type: none">• Offices, various• Colleges, universities, and professional schools• Religious organizations• Parking lots and garages | |

POTENTIAL ZONING



ZONING LEGEND AND PERMISSIBLE USES

- | | |
|--|--|
| Medium Density Residential (R-3) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Light Industry (M-1) <ul style="list-style-type: none">• Utility uses• Various contracting• Various wholesalers |
| Medium Density Residential (R-4) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Heavy Industry (M-2) <ul style="list-style-type: none">• Utility uses• Various contracting• Various manufacturing• Various wholesalers• Building material storage |
| High Density Residential (R-5) <ul style="list-style-type: none">• Single-family/ Multi-family dwellings | Parks and Open Spaces |
| Community Commercial (CC) <ul style="list-style-type: none">• Theaters, banks, offices• Car Rental and Leasing• Veterinary Services | Central Business District (CBD) <ul style="list-style-type: none">• Software publishers• College, university, professional schools• Beer, wine, and liquor stores• Gift, novelty, and souvenir stores• Residential |
| Traditional Neighborhood (TN) <ul style="list-style-type: none">• Real estate and broker offices• Florists• Child care services• Gift, novelty, and souvenir stores• Residential | |

Note: See the full City of Marshalltown Zoning Ordinance for a complete understanding of permissible uses.

DEVELOPMENT CONCEPT DESCRIPTION

The priority for this section of Highway 14/3rd Avenue is to create a connection to downtown and an expansion of the central business district through the continuity of the built environment.

Hospital Campus: The hospital campus is a major existing built asset that has the potential to be redeveloped as a hotel and a senior housing facility.

Event Center: In addition to the hotel, a 15,000 sf event center is also proposed near the intersection of Highway 14/ 3rd Street and Main Street. This facility can host live performances for theater, music, comedy, dance, or other performance art.

Downtown Greenspace: To compliment the proposed event center and the expansion of Downtown offerings, a

25,000 sf urban greenspace is proposed at the intersection of Highway 14/ N 3rd Avenue to offer a green respite to downtown residents and visitors while also providing an outdoor venue for performances and festivals.

Pedestrian Spine: The generous east to west pedestrian spine connects the Event Center with future neighborhoods to the east. This amenity has the potential to also function as a linear venue to house vendors for food festivals and farmers markets.

Offices and Mixed-use Infill Development: Offices and are also proposed in this area to diversify the potential for commerce and activate the workdays in Downtown.

Downtown Residential: Multi-family and attached single-family homes are proposed on the existing hospital campus. A context sensitive approach to downtown housing would provide for dense, small lot, and no setback buildings.

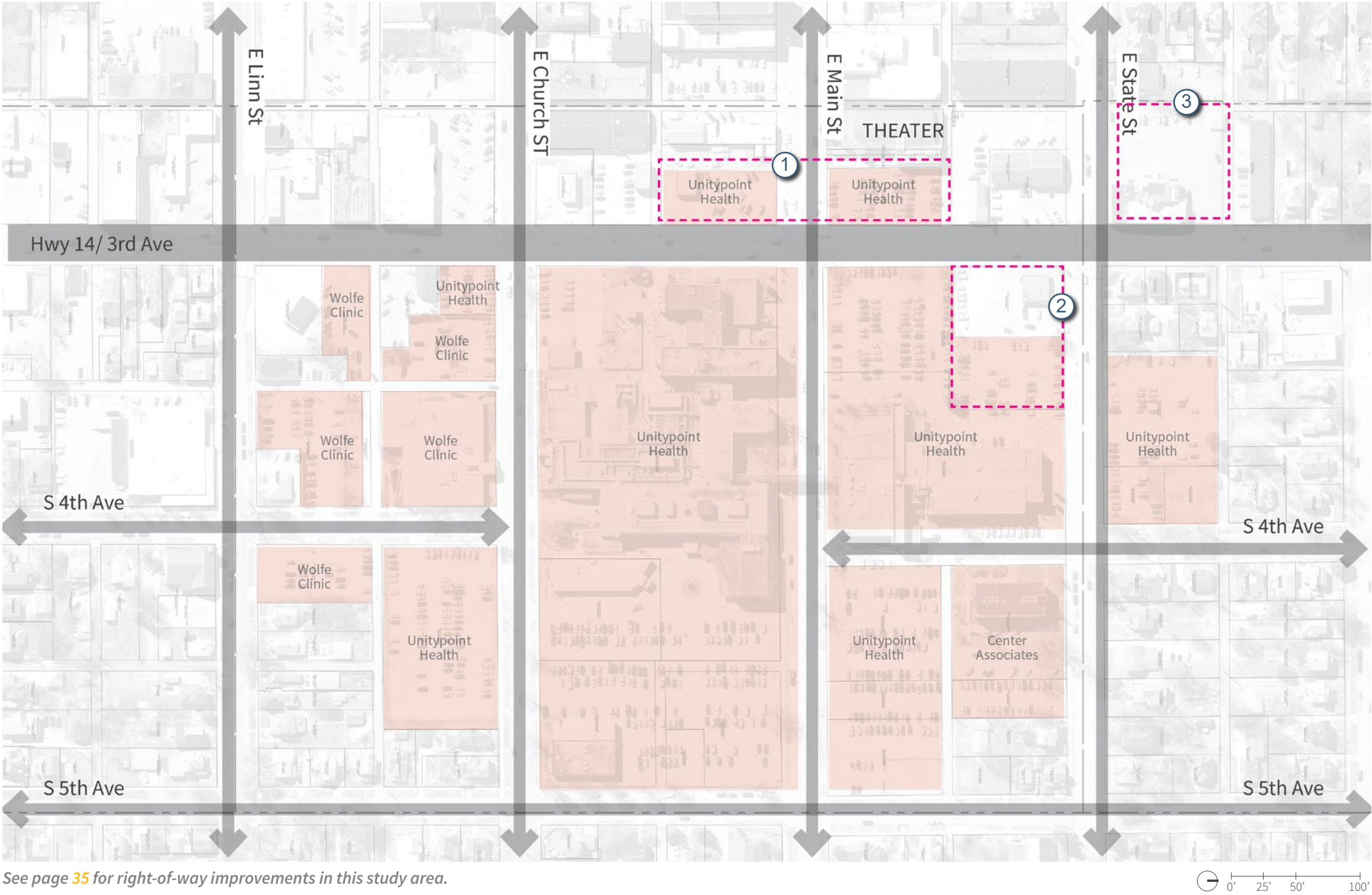
CONCEPT IMAGERY



The Linda Vista Hospital converted to the Hollenbeck Terrace senior apartment building (LA Times, 2017)



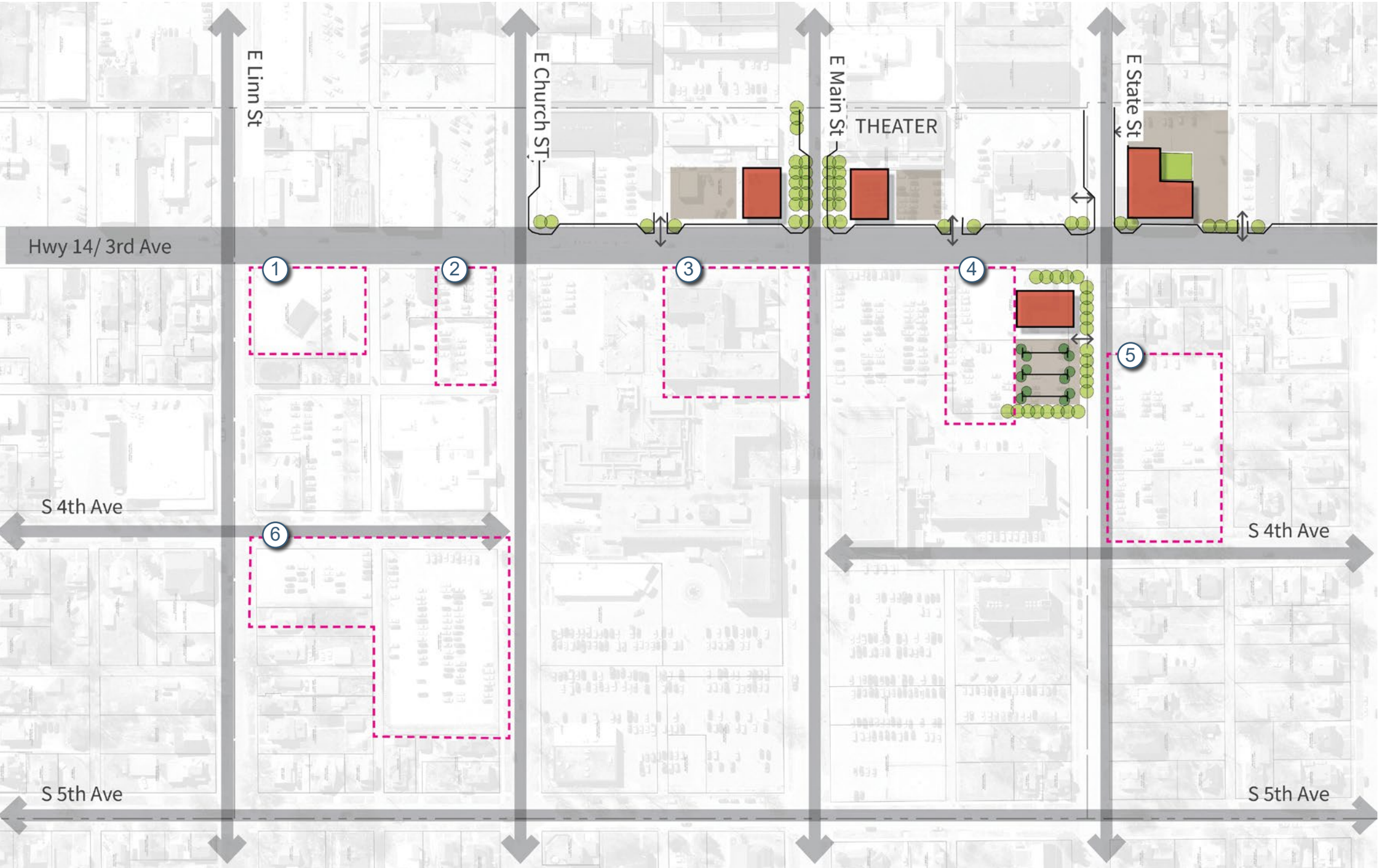
SITE ANALYSIS



LEGEND

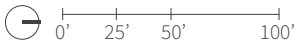
- ① Opportunity for a gateway development at the entrance to Downtown Main Street
- ② Opportunity location to extend the Downtown vibrancy east of Highway 14
- ③ Opportunity for infill development with reduced or eliminated building setback

PHASE 1

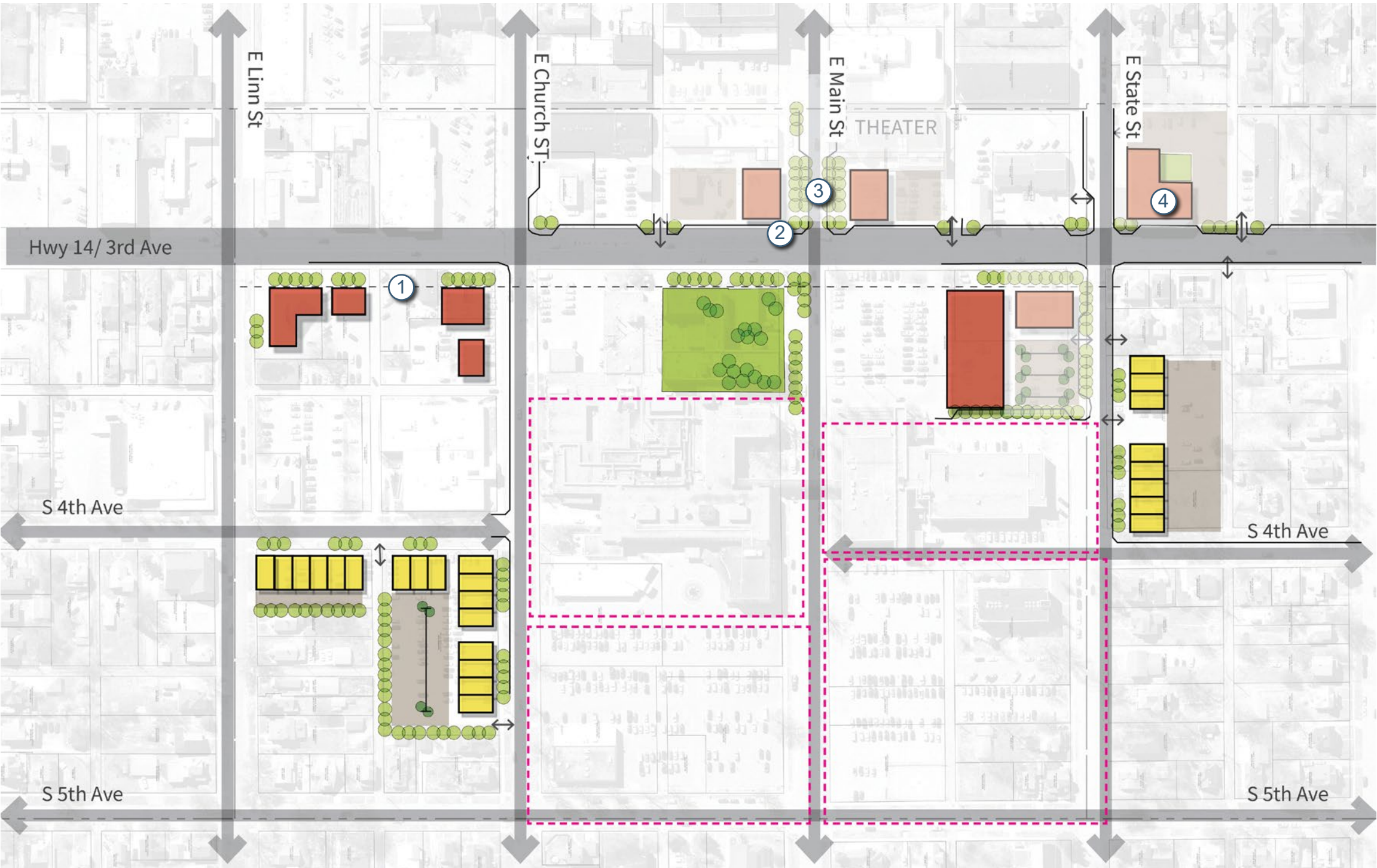


- LEGEND**
- ① Opportunity location for infill development at Highway 14 and E Linn St.
 - ② Opportunity location for infill development at Highway 14 and E Church St.
 - ③ Opportunity for a temporary greenspace prior to infill redevelopment
 - ④ Opportunity to expand infill development at Highway 14 and E State St.
 - ⑤ Opportunity for residential infill development of surface parking
 - ⑥ Opportunity for residential infill development of surface parking

See page 35 for right-of-way improvements in this study area.



PHASE 2



LEGEND

Land use: multi-family/ townhouse

Land use: mixed-use commercial

Land use: hotel (repurpose hospital)

Land use: senior housing (repurpose hospital)

Land use: event center/ civic

Land use: open space

1

Green setback allows for consistent greenway outside of highway obstruction zone

2

Bump outs allow for reduced cross walk distance and potential for increased planting

3

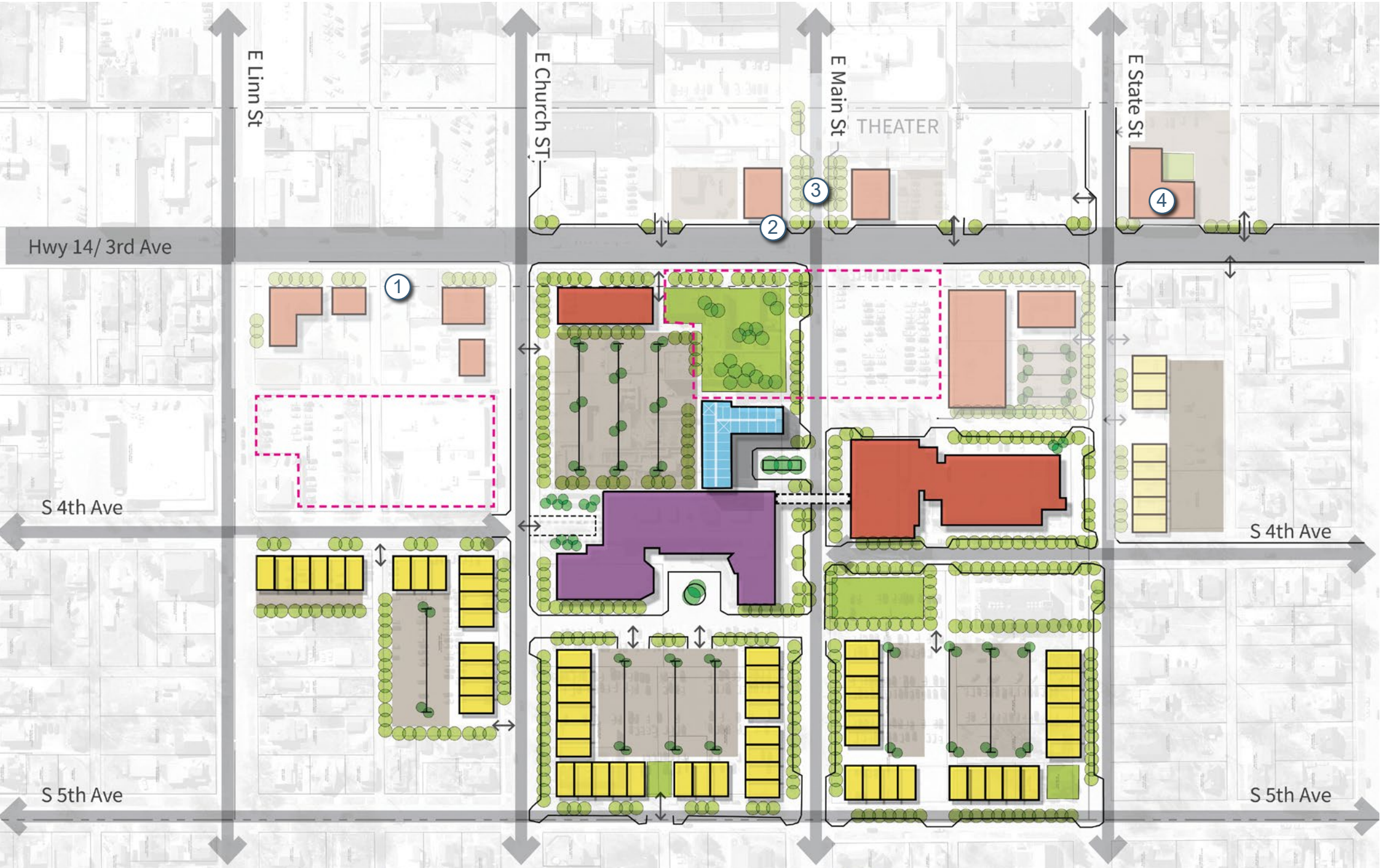
Gateway to Main Street

4

Require no-setback buildings on the corridor for new development

See page 35 for right-of-way improvements in this study area.

PHASE 3



See page 35 for right-of-way improvements in this study area.

LEGEND

Land use: multi-family/ townhouse

Land use: mixed-use commercial

Land use: hotel (repurpose hospital)

Land use: senior housing (repurpose hospital)

Land use: event center/ civic

Land use: open space

1

Green setback allows for consistent greenway outside of highway obstruction zone

2

Bump outs allow for reduced cross walk distance and potential for increased planting

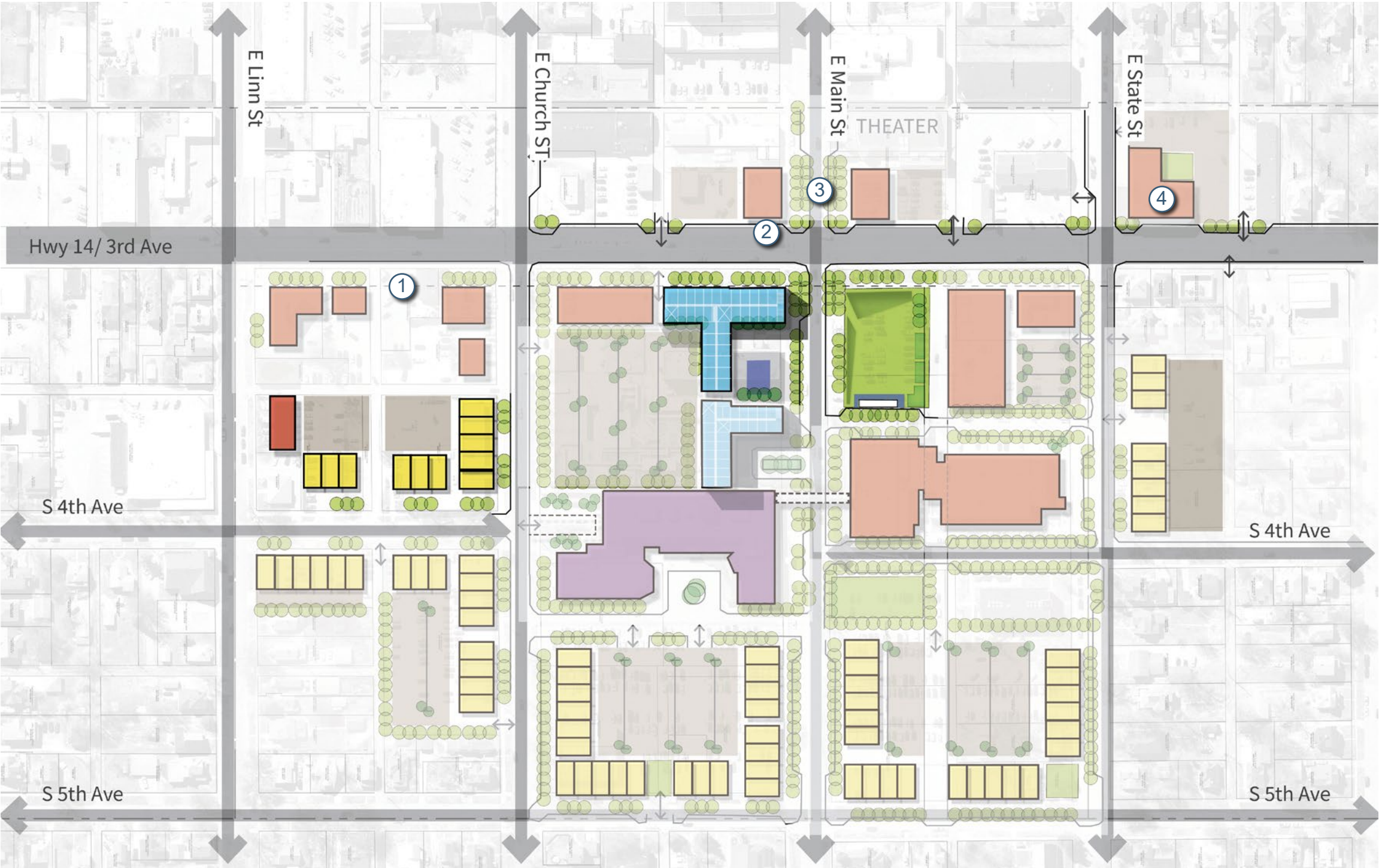
3

Gateway to Main Street

4

Require no-setback buildings on the corridor for new development

PHASE 4



LEGEND

Land use: multi-family/ townhouse

Land use: mixed-use commercial

Land use: hotel (repurpose hospital)

Land use: senior housing (repurpose hospital)

Land use: event center/ civic

Land use: open space

1

Green setback allows for consistent greenway outside of highway obstruction zone

2

Bump outs allow for reduced cross walk distance and potential for increased planting

3

Gateway to Main Street

4

Require no-setback buildings on the corridor for new development

See page 35 for right-of-way improvements in this study area.

PLAN BENEFITS



Community:

- A landmark development in this location expands the vibrancy of downtown
- A mix of uses activate the area throughout the day



Economy:

- An inviting and walkable environment invites consumers to explore the area
- Infill development, amenities, and housing for middle income earners revitalize this Study Area



Art:

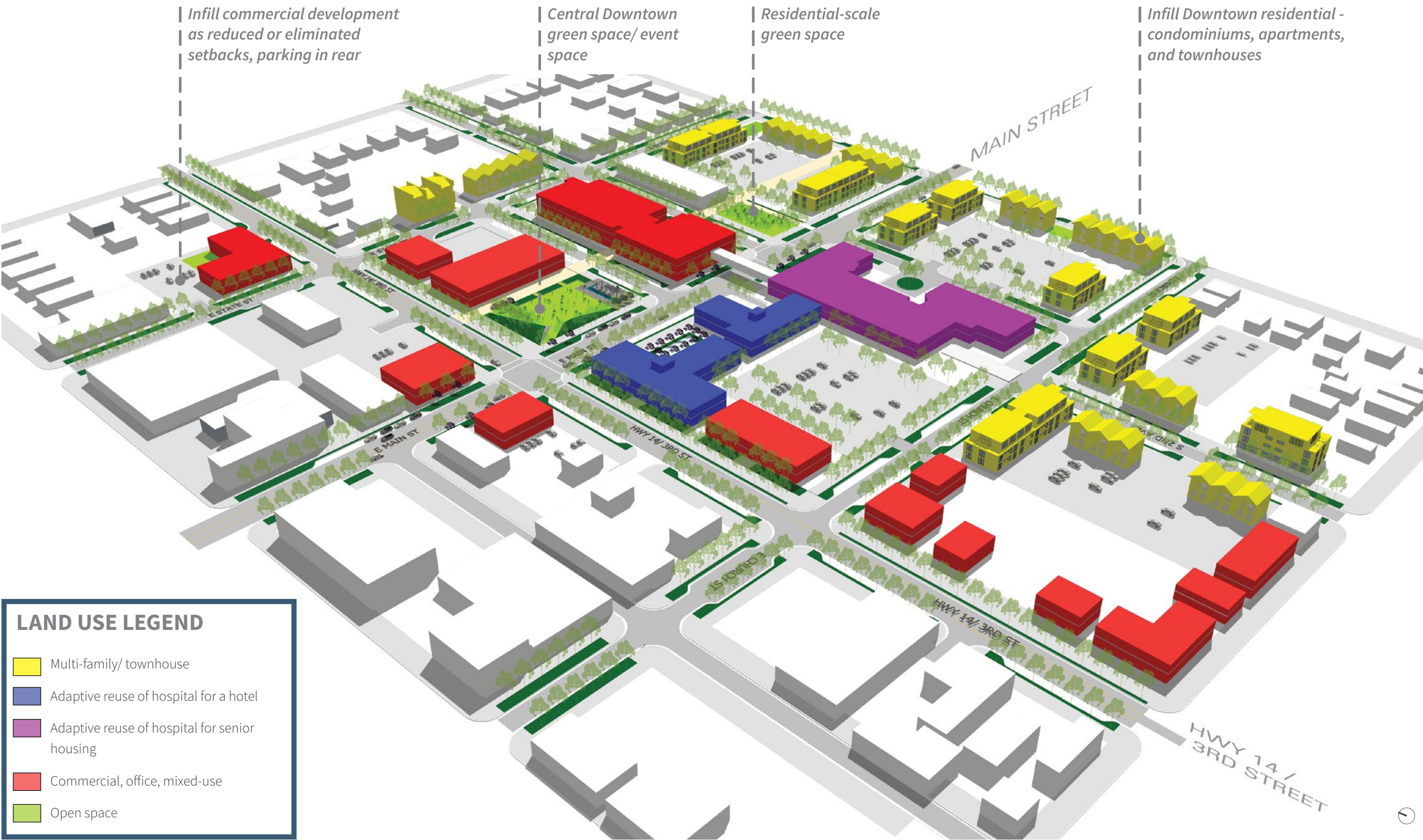
- Artful elements and greenspaces provide a welcoming entrance to this area
- Buildings built to the sidewalk and engaging facades provide quality urban design



Environment:

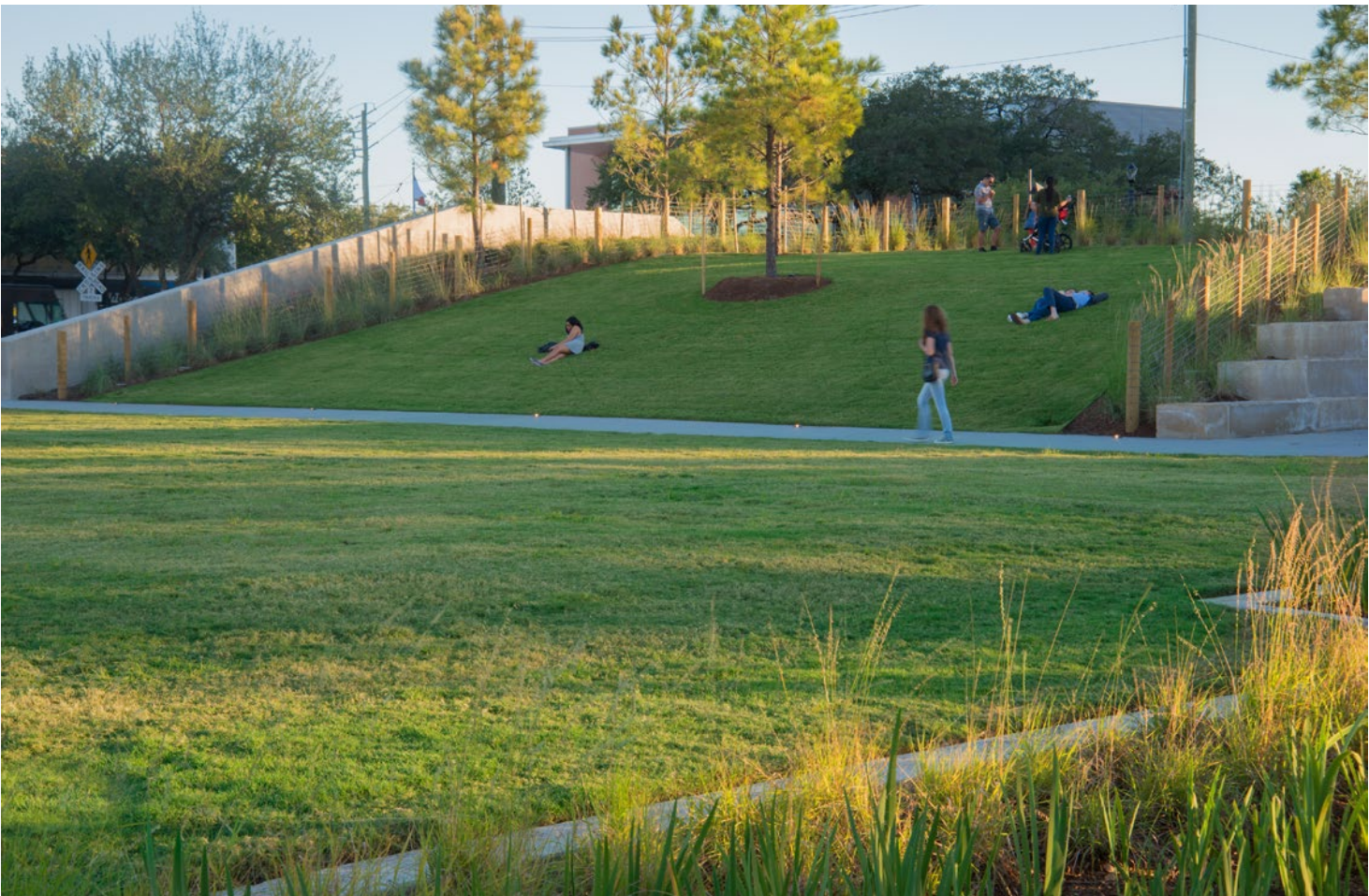
- Greenspace introduced to the gateway contributes to urban canopy and reduces heat island effect and stormwater runoff

BIRDS EYE VIEW OF HOSPITAL REDEVELOPMENT



DETAIL VIEW OF THE DOWNTOWN GREENSPACE





BROMLEY STREET TO RIVERSIDE STREET

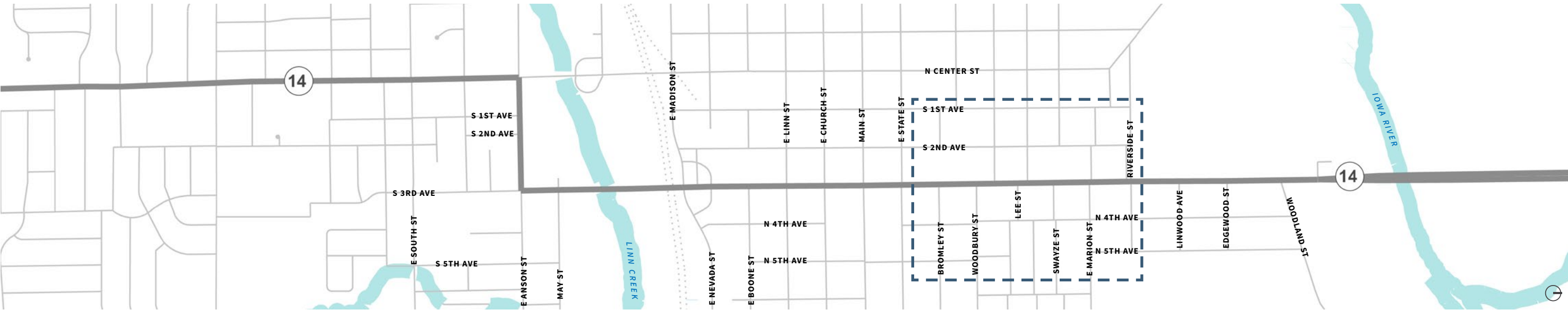
SITE DESCRIPTION

This Study Area stretches six blocks and consists mostly of single-family housing between the Downtown and a smaller commercial and industrial area to the north.

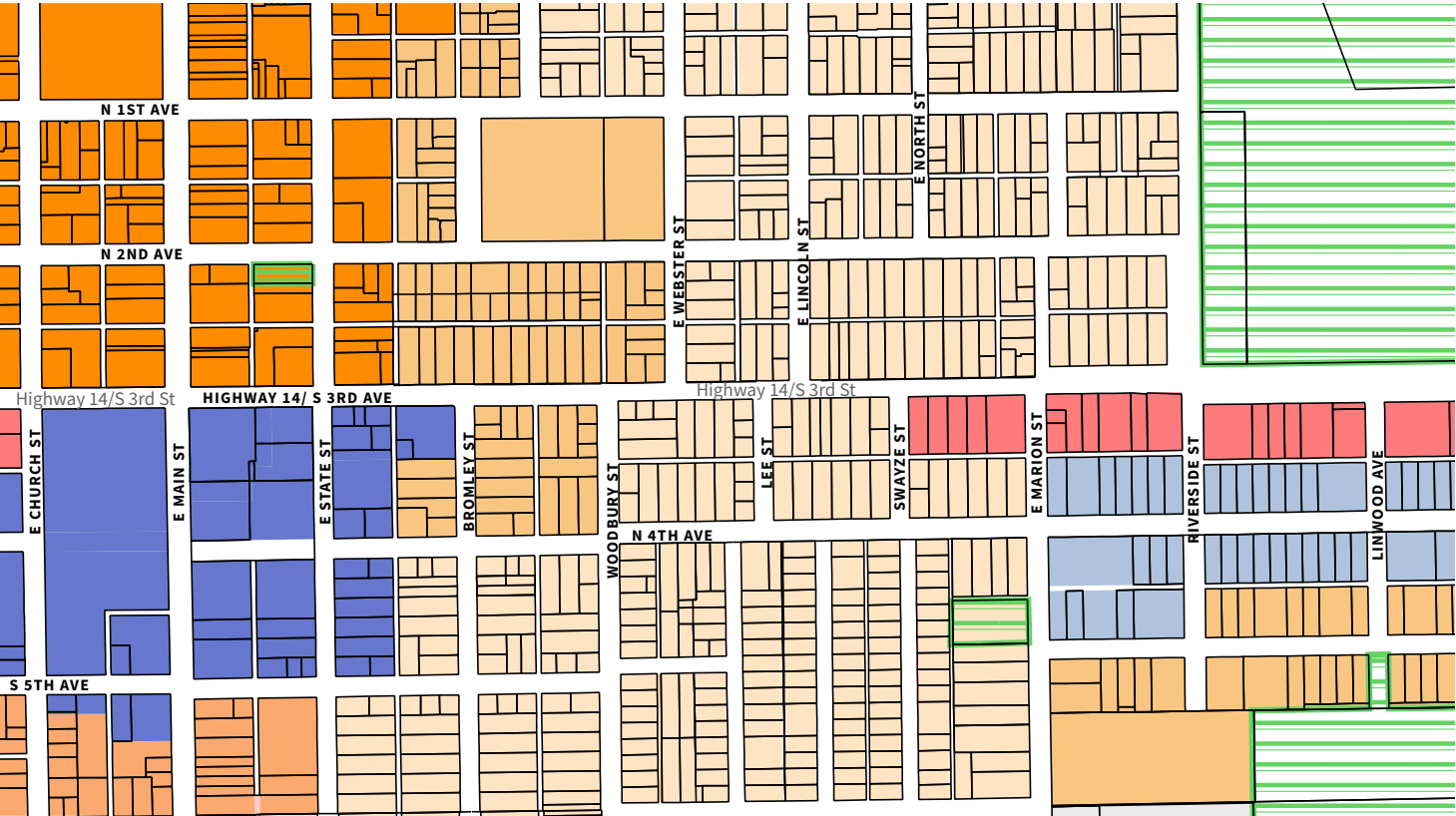
SITE IMAGERY



LOCATION MAP



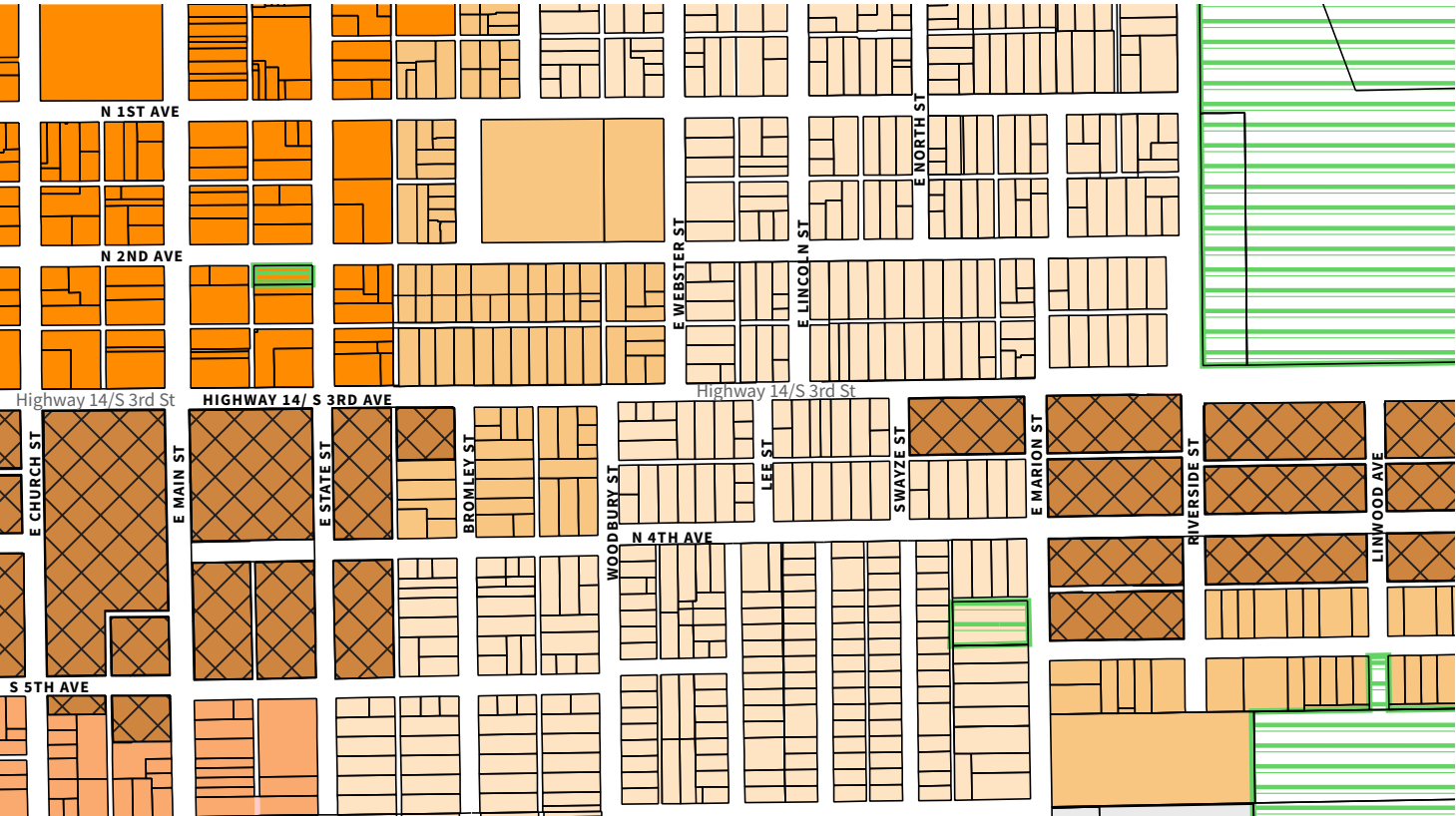
EXISTING ZONING



ZONING LEGEND AND PERMISSIBLE USES

 Medium Density Residential (R-3) • Single-family/ Multi-family dwellings	 Light Industry (M-1) • Utility uses • Various contracting • Various wholesalers
 Medium Density Residential (R-4) • Single-family/ Multi-family dwellings	 Heavy Industry (M-2) • Utility uses • Various contracting • Various manufacturing • Various wholesalers • Building material storage
 High Density Residential (R-5) • Single-family/ Multi-family dwellings	 Parks and Open Spaces
 Community Commercial (CC) • Theaters, banks, offices • Car Rental and Leasing • Veterinary Services	 Central Business District (CBD) • Software publishers • College, university, professional schools • Beer, wine, and liquor stores • Gift, novelty, and souvenir stores • Residential
 Office Park (OP) • Offices, various • Colleges, universities, and professional schools • Religious organizations • Parking lots and garages	

POTENTIAL ZONING



ZONING LEGEND AND PERMISSIBLE USES

 Medium Density Residential (R-3) • Single-family/ Multi-family dwellings	 Light Industry (M-1) • Utility uses • Various contracting • Various wholesalers
 Medium Density Residential (R-4) • Single-family/ Multi-family dwellings	 Heavy Industry (M-2) • Utility uses • Various contracting • Various manufacturing • Various wholesalers • Building material storage
 High Density Residential (R-5) • Single-family/ Multi-family dwellings	 Parks and Open Spaces
 Community Commercial (CC) • Theaters, banks, offices • Car Rental and Leasing • Veterinary Services	 Central Business District (CBD) • Software publishers • College, university, professional schools • Beer, wine, and liquor stores • Gift, novelty, and souvenir stores • Residential
 Traditional Neighborhood (TN) • Real estate and broker offices • Florists • Child care services • Gift, novelty, and souvenir stores • Residential	

Note: See the full City of Marshalltown Zoning Ordinance for a complete understanding of permissible uses.

DEVELOPMENT CONCEPT DESCRIPTION

The major urban design concept along this Study Area is to introduce a linear greenspace as a setback. The greenspace could function as a greenway or urban multi-use path as well. An expansion of the mixed-use land uses from downtown and the north commercial area are proposed to reduce in intensity with transition development such as smaller scale commercial as well as multi-family residential and office uses.

CONCEPT IMAGERY



URBAN DESIGN RECOMMENDATIONS

9.01 Incentivize infill developments at the western intersection of Main Street and Highway 14 to create an appealing gateway to the existing vibrant downtown.

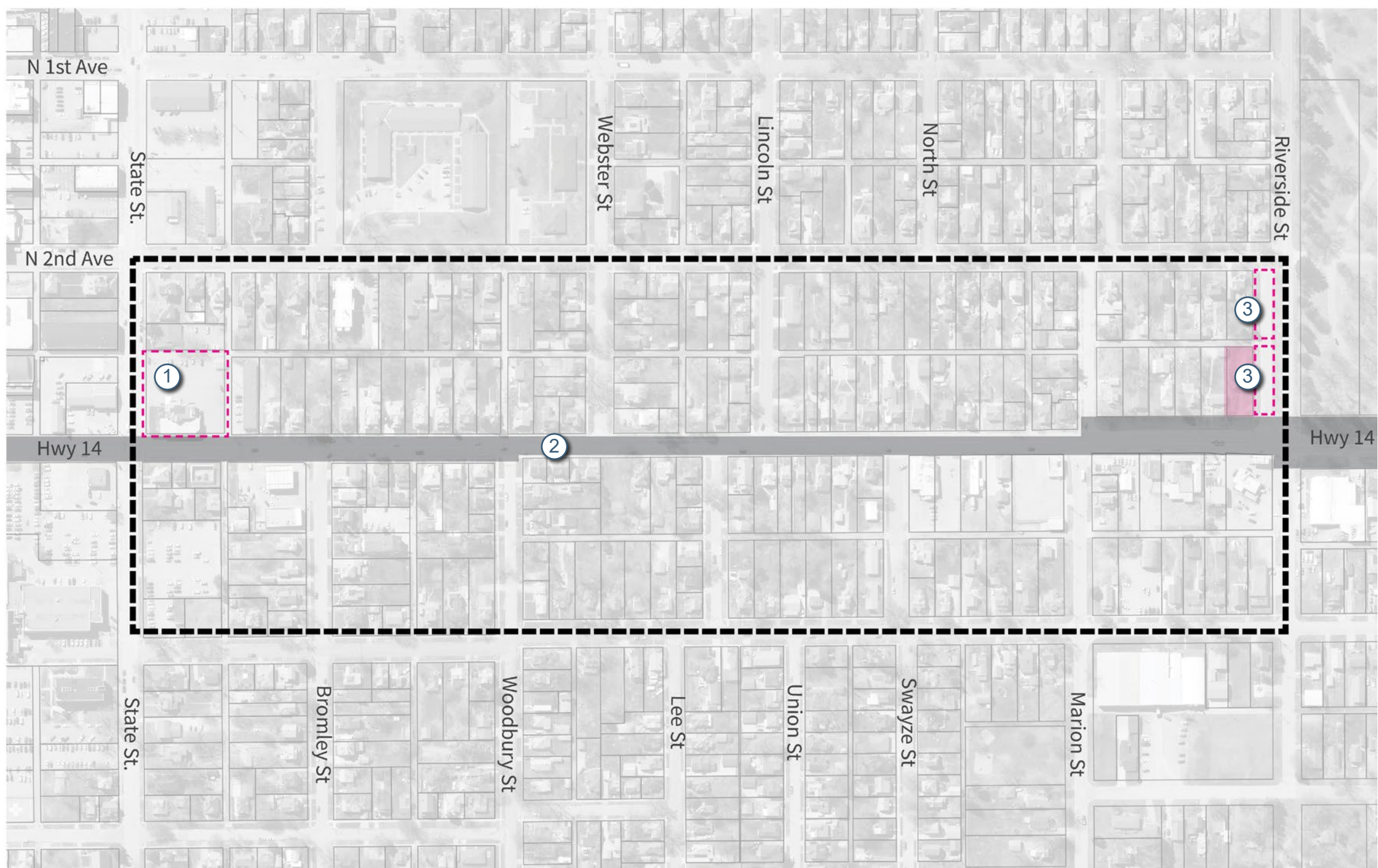
9.02 Prioritize infill development at the north and south end of this Study Area as an expansion of the downtown and the north gateway area.

9.03 Orient alley ways in a north to south orientation to eliminate unnecessary access points from Highway 14.

9.04 Focus infill opportunities on medium to high density housing options including multi-family units, townhouses, and attached single family homes.

9.05 Acquire vacant and underutilized parcels for a land bank program (see recommendation 0.00)

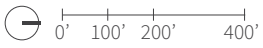
SITE ANALYSIS



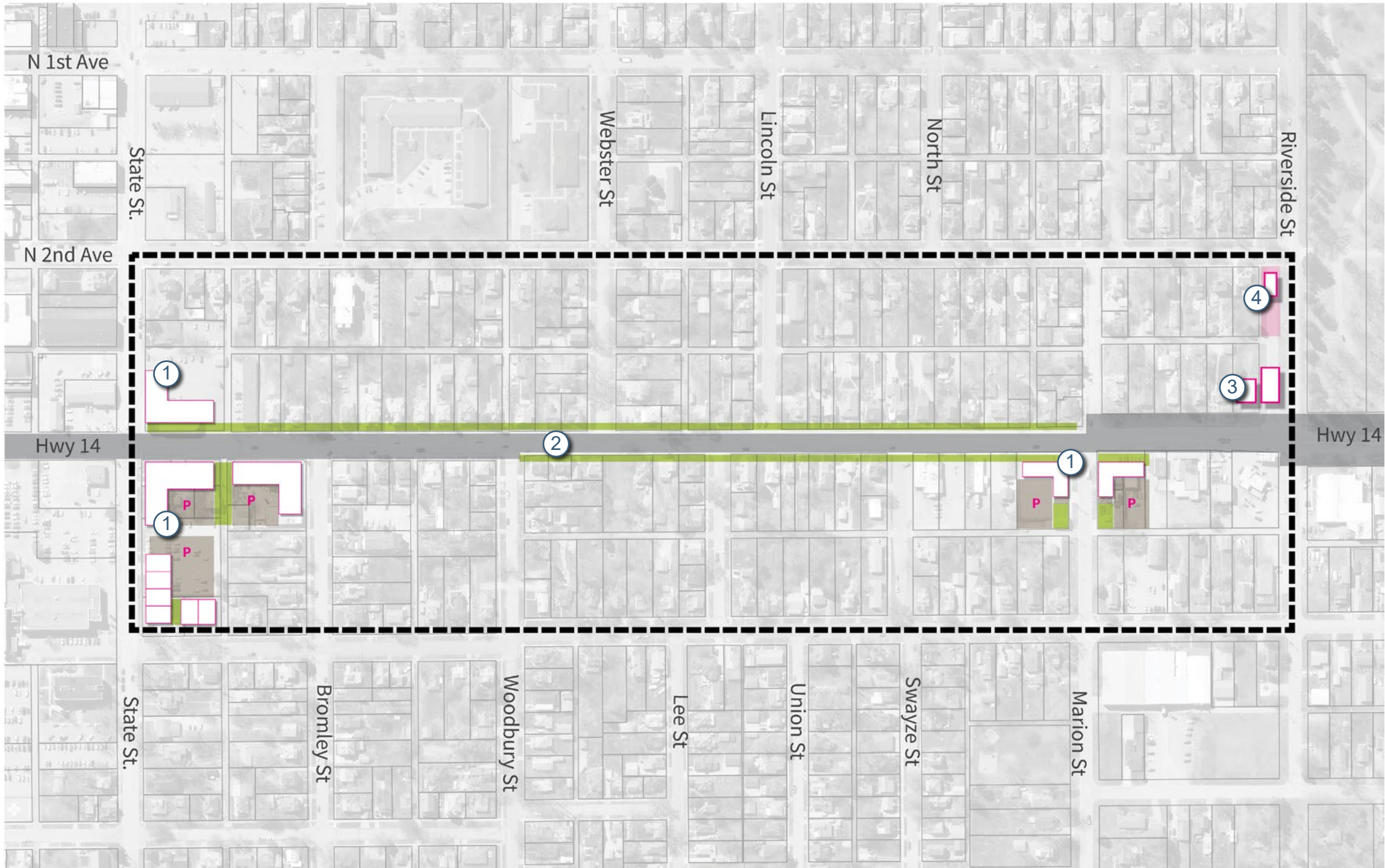
LEGEND

-  Vacant parcels
-  Opportunity in vacant parcels for adaptive reuse and development at the gateway to Downtown
-  Existing constrained right-of-way width
-  Opportunity to add parcels to the block by eliminating the unnecessary median; requires verification of existing utility locations

See page 36 for right-of-way improvements in this study area.



PHASE 1



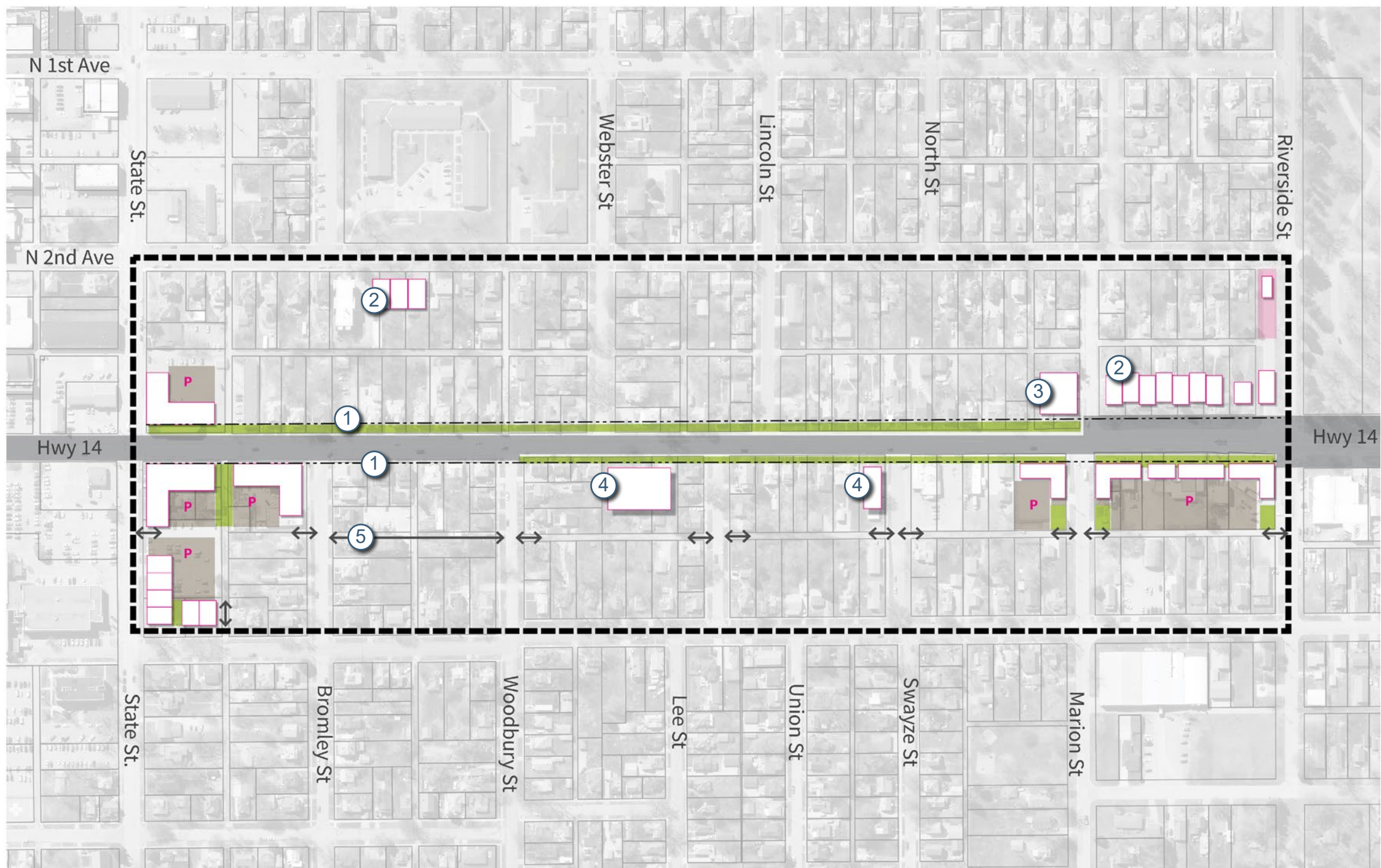
LEGEND

- ① Infill multi-family and mixed-use development built to a proposed easement boundary with parking provided in the rear (easement to provide for streetscape improvements for pedestrian sidewalks and greenspace)
- ② Focused zone of four to three lane road diet and streetscape improvement
- ③ Infill neighborhood commercial
- ④ Infill housing through partnerships

See page 36 for right-of-way improvements in this study area.



PHASE 2



- LEGEND
- 1

Right-of-way easement setback to allow for pedestrian sidewalks and greenspace
- 2

Infill single-family attached dwellings (townhouses)
- 3

Infill neighborhood mixed-use development
- 4

Infill multi-family residential as a commercial use transition on vacant land
- 5

Reorient alley access to prioritize turning movements at the cross streets

See page 36 for right-of-way improvements in this study area.

PLAN BENEFITS

Community:

- Quality infill development fosters a sense of pride among community members
- Occupied and attractive properties foster a sense of safety

Economy:

- Neighborhood retail provides a walkable destination for goods and services

Art:

- Right-of-way greenspace provide a welcoming entrance to this area

Environment:

- Greenspace introduced to the gateway contributes to urban canopy and reduces heat island effect and stormwater runoff

EAST MARION STREET TO THE RIVER

SITE DESCRIPTION

This Study Area is a small commercial and light industrial district just south of the Iowa River. It is also characterized by open spaces including Riverview Park, Riverside Cemetery, and vegetated flood hazard areas. Freight truck traffic currently route along Highway 14/3rd Street and Marion Street to access and existing industrial plant area. Single-family homes are also located in this Study Area, sometimes adjacent to a heavy industry zone district. Parcels can be found here that are vacant, abandoned, or underutilized.

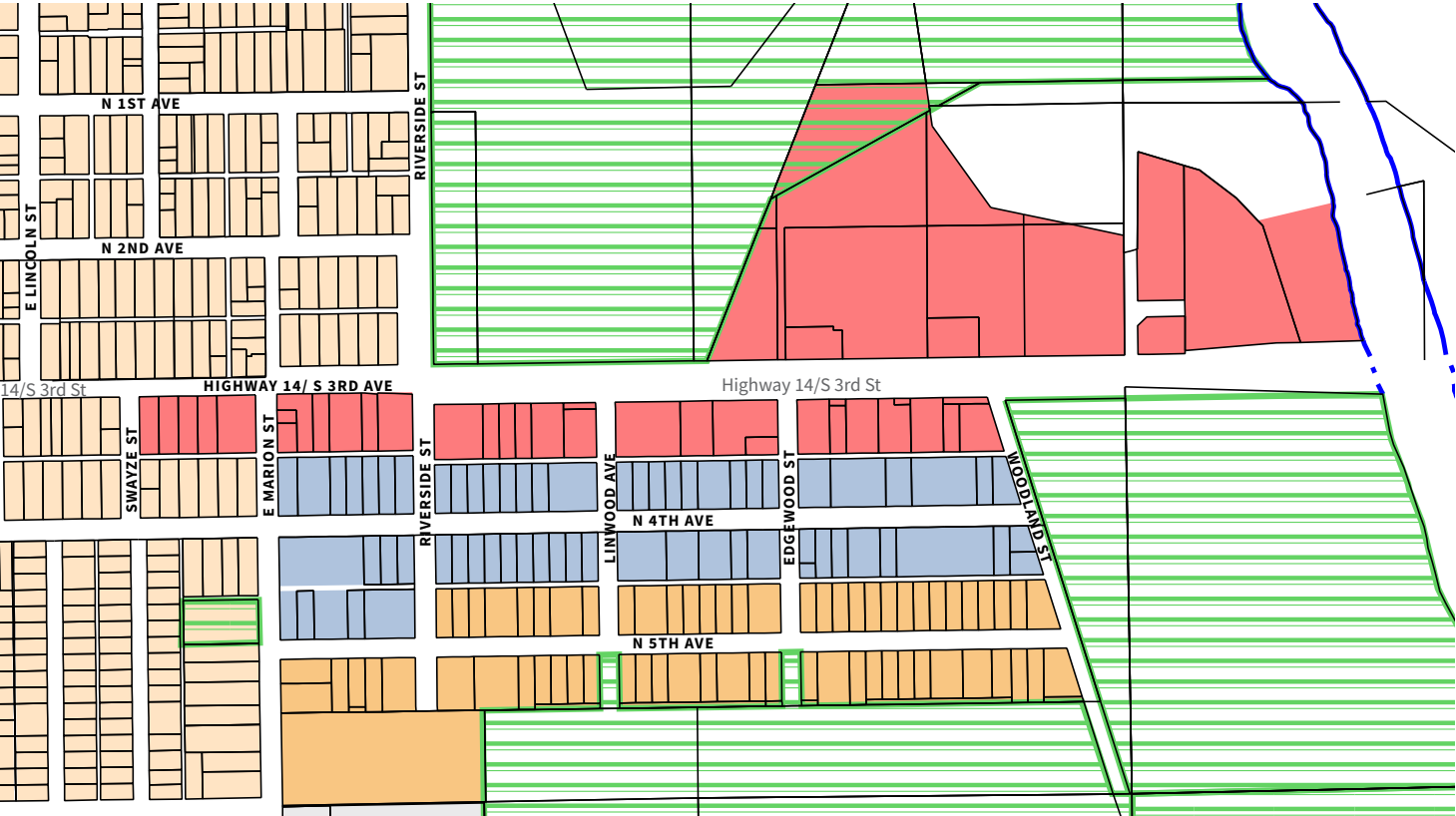
SITE IMAGERY



LOCATION MAP



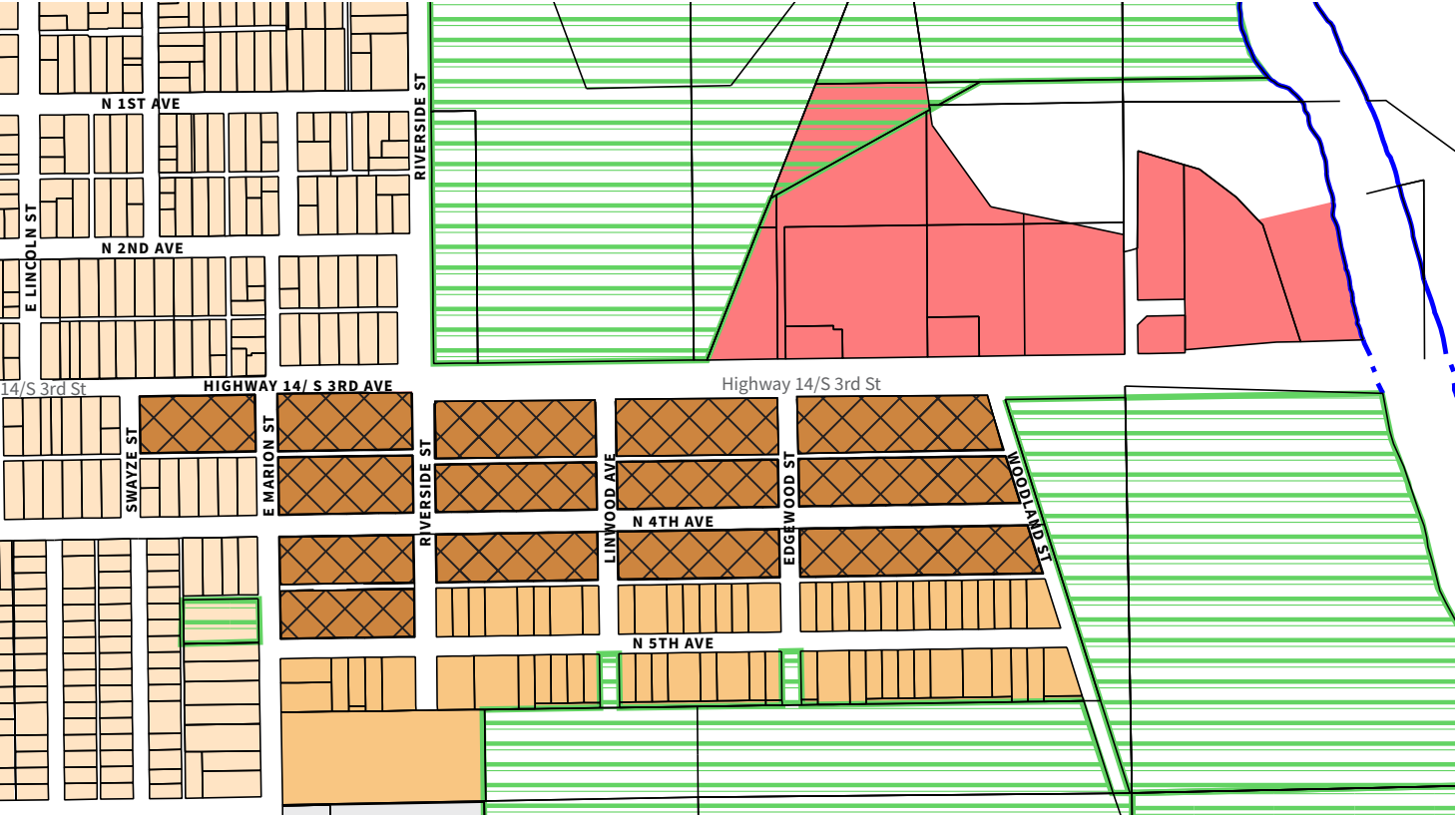
EXISTING ZONING



ZONING LEGEND AND PERMISSIBLE USES

- Medium Density Residential (R-3)
 - Single-family/ Multi-family dwellings
- Medium Density Residential (R-4)
 - Single-family/ Multi-family dwellings
- Community Commercial (CC)
 - Theaters, banks, offices
 - Car Rental and Leasing
 - Veterinary Services
- Light Industry (M-1)
 - Utility uses
 - Various contracting
 - Various wholesalers
- Parks and Open Spaces

POTENTIAL ZONING



ZONING LEGEND AND PERMISSIBLE USES

- Medium Density Residential (R-3)
 - Single-family/ Multi-family dwellings
- Medium Density Residential (R-4)
 - Single-family/ Multi-family dwellings
- Community Commercial (CC)
 - Theaters, banks, offices
 - Car Rental and Leasing
 - Veterinary Services
- Light Industry (M-1)
 - Utility uses
 - Various contracting
 - Various wholesalers
- Parks and Open Spaces
- Traditional Neighborhood (TN)
 - Real estate and broker offices
 - Florists
 - Child care services
 - Gift, novelty, and souvenir stores
 - Residential

Note: See the full City of Marshalltown Zoning Ordinance for a complete understanding of permissible uses.

DEVELOPMENT CONCEPT DESCRIPTION

The urban design opportunities in this Study Area include re-envisioning the access patterns for the industrial areas and introducing a new approach to land use.

CONCEPT IMAGERY

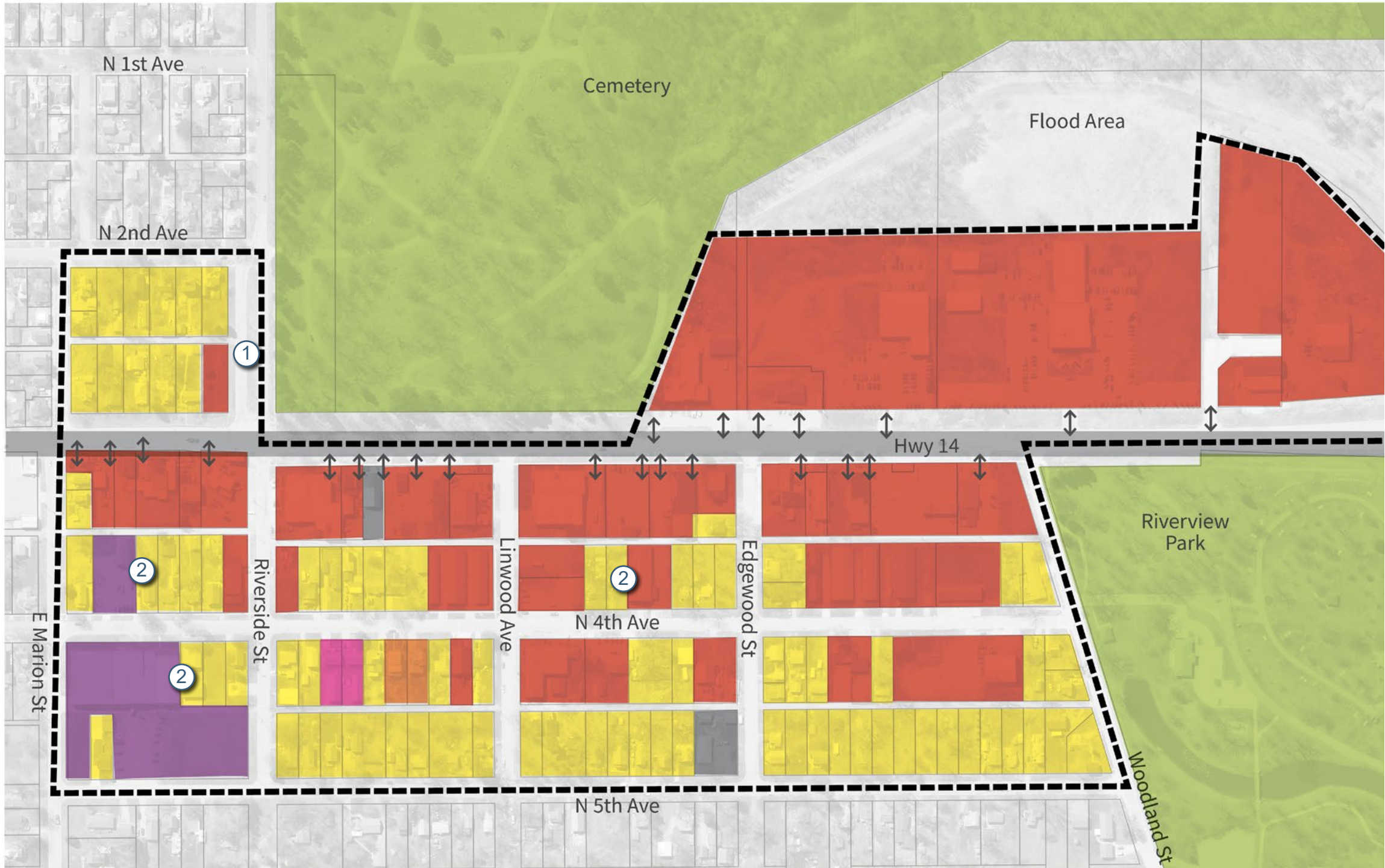


URBAN DESIGN RECOMMENDATIONS

- 10.01 Rezone this Study Area to eliminate incompatible land use adjacencies (See [recommendation 1.09](#)).
- 10.02 Implement shared parking areas with improved access management by limiting curb cuts.
- 10.03 Encourage the development of high-quality fee-simple ownership housing units to attract medium to high income residents seeking a mixed-use neighborhood lifestyle.
- 10.04 Encourage developer to provide adequate greenspaces for future residents and visitors within the development program.
- 10.05 Formalize the existing floodway areas with interpretive signage and developments that overlook the area.
- 10.06 Integrate a separated greenway path to convey bicycles and pedestrians safely north of Riverside Street.



EXISTING LAND USE



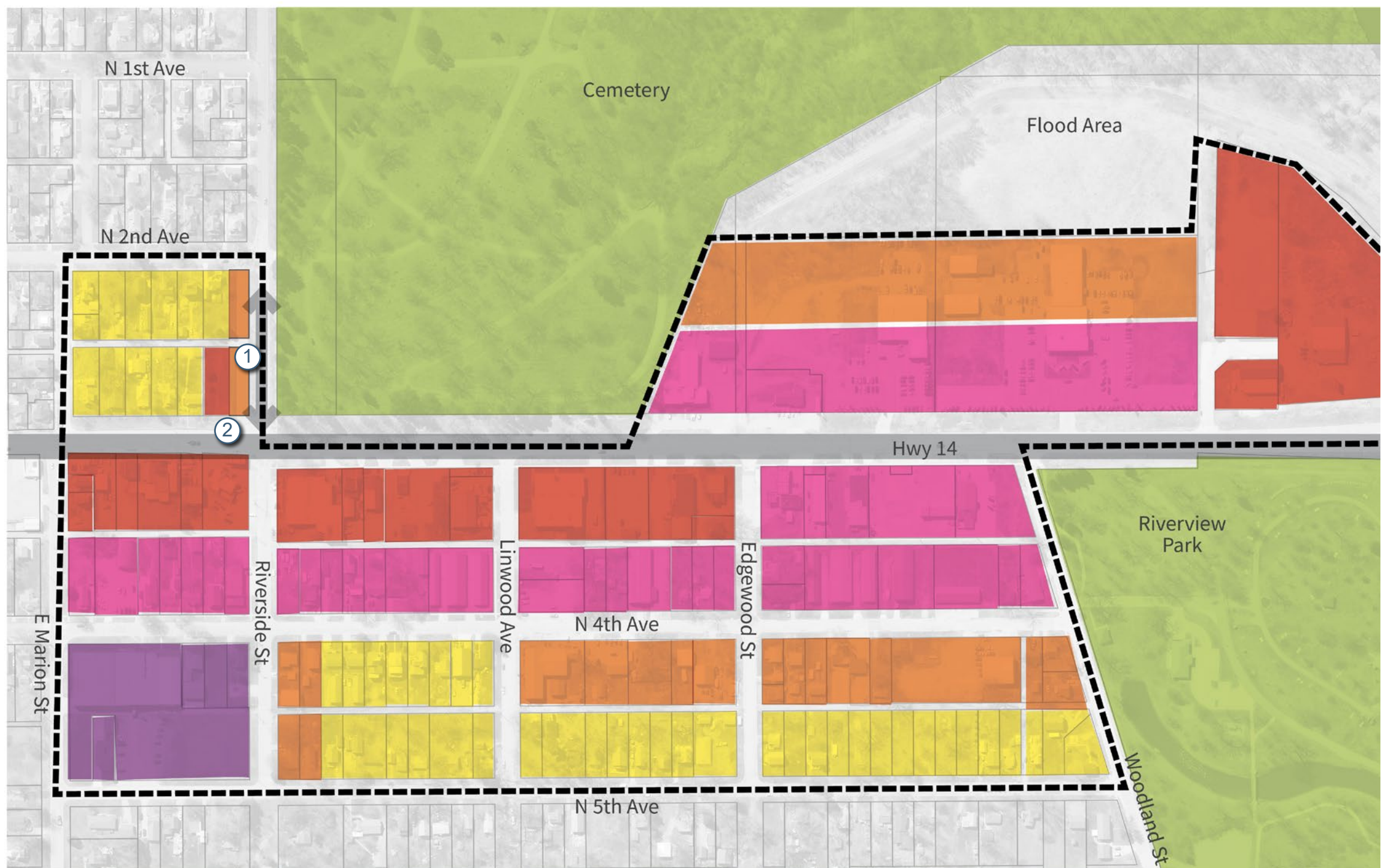
LEGEND

- Land use: residential
- Land use: multi-family
- Land use: commercial
- Land use: mixed-use residential
- Land use: industrial
- Land use: park and open space
- Land use: exempt
- Curved cut driveway access
- 1 Unnecessary median
- 2 Incompatible land uses and inconsistent adjacencies

See page 38 for right-of-way improvements in this study area.



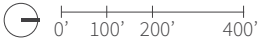
POTENTIAL LAND USE



LEGEND

- Land use: residential
- Land use: multi-family
- Land use: commercial
- Land use: mixed-use residential
- Land use: industrial
- Land use: park and open space
- (1) Eliminate median and add parcels
- (2) Conceptual roundabout, 150-foot diameter

See page 38 for right-of-way improvements in this study area.



PHASE 1



- LEGEND**
- ① Add parcels to the block here, eliminate the existing median
 - ② Focus infill development and redevelopment along Edgewood St
 - ③ Existing single-family residential; infill with partnerships
 - ④ Next phase focus area
 - ↔ Curb cut driveway access, consolidated

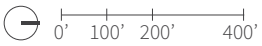
See page 38 for right-of-way improvements in this study area.

PHASE 2

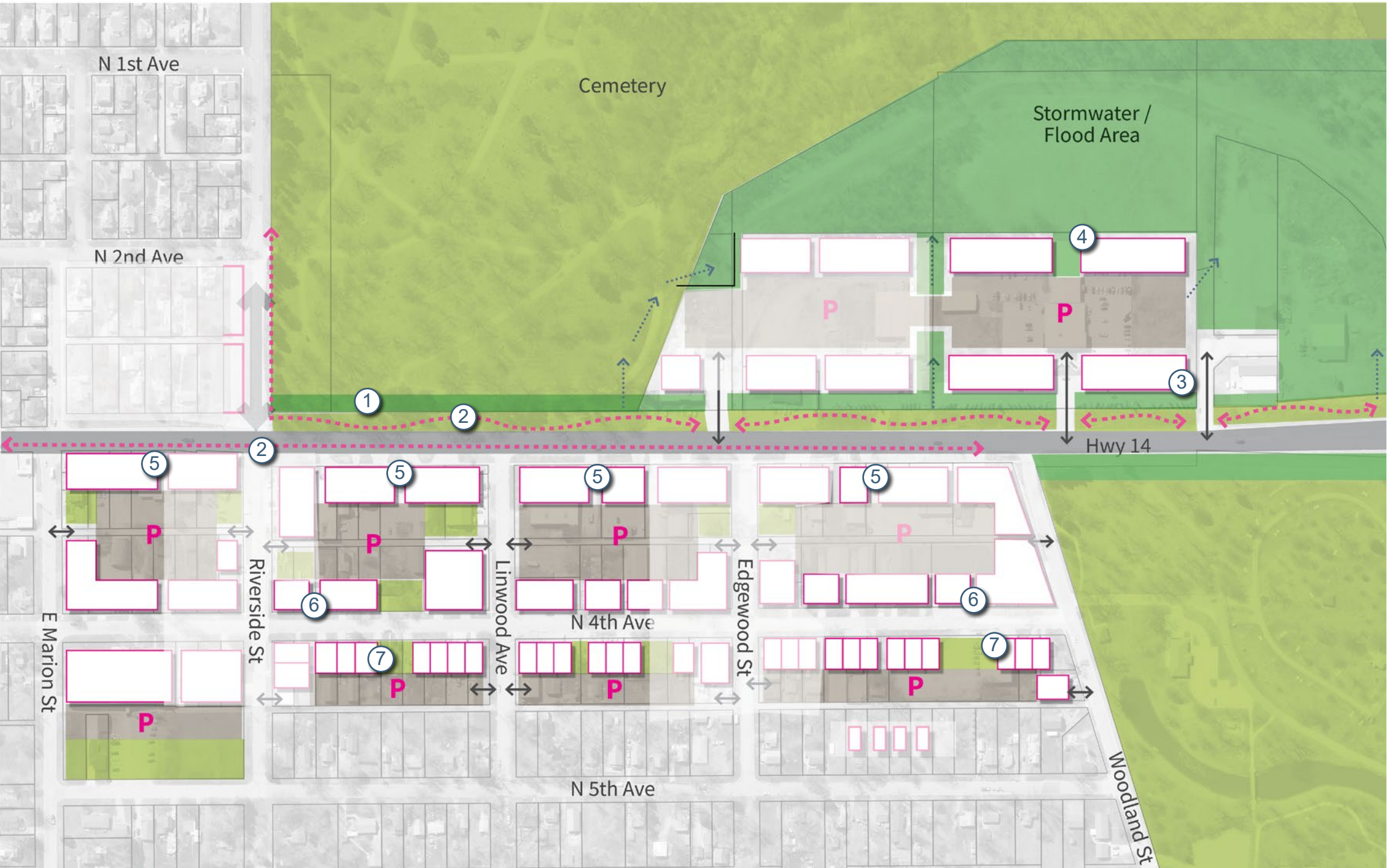


- ### LEGEND
- ① Focus infill development and redevelopment along Riverside St
 - ② Focus infill development and redevelopment along Woodland St
 - ③ Introduce multi-family units overlooking the open space
 - ④ Introduce mixed-use development along Highway 14 with no setbacks, on-street, and shared parking in the rear, enhanced corners
 - ⑤ Next phase focus area
 - ↔ Curb cut driveway access, consolidated

See page 38 for right-of-way improvements in this study area.



PHASE 3



- LEGEND
- 1

Potential landscape and stormwater easement
- 2

Separated bike path and trail connections and optional on-street bike lane
- 3

Mixed-use and commercial development fronting the proposed greenway
- 4

Multi-family residential development fronting on open space
- 5

Commercial and mixed-use developments along Highway 14 with no setbacks, on-street, and shared parking in the rear, enhanced corners
- 6

Mixed-use and light commercial development, shared parking within each block in the rear, pocket parks
- 7

Multi-family residential, shared parking within each block in the rear, pocket parks
- ↔

Curb cut driveway access, consolidated

See page 38 for right-of-way improvements in this study area.

Community:

- Quality infill development fosters a sense of pride among community members
- Occupied and attractive properties foster a sense of safety

Economy:

- Neighborhood retail provides a walkable destination for goods and services

Art:

- Right-of-way greenspace provide a welcoming entrance to this area
- Buildings built to the sidewalk and engaging facades provide quality urban design

Environment:

- Greenspace introduced to the gateway contributes to urban canopy and reduces heat island effect and stormwater runoff

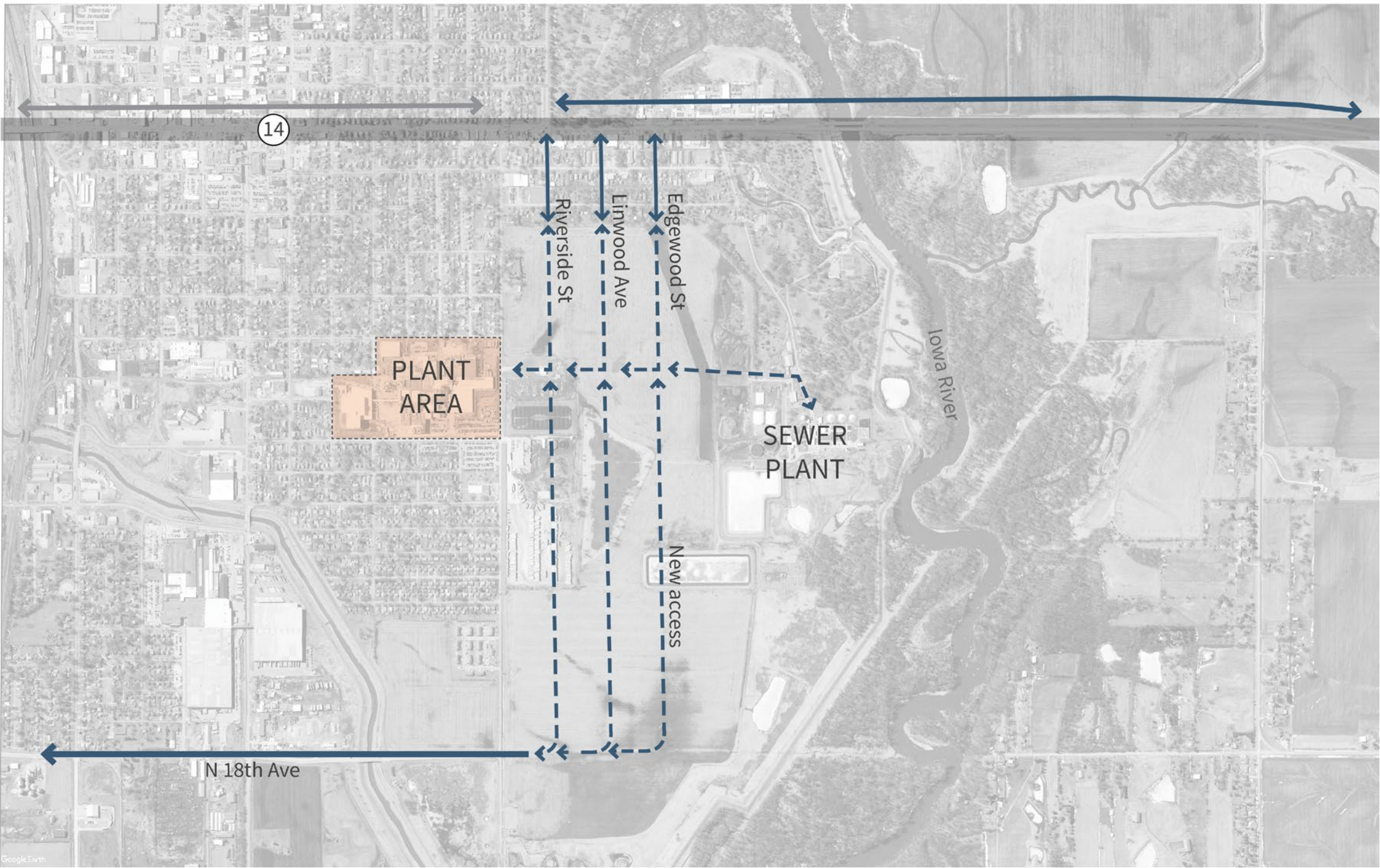
TRUCK TRAFFIC DIVERSION, PHASE 1



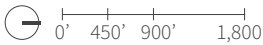
In order to address the quality of the experience and the quality of the built environment in the north gateway to Marshalltown, the semi-trailer truck traffic needs to be considered.

Currently, trucks traveling southbound on Highway 14 turn left on E Marion St to access the plant area. This existing route travels through the residential area and disrupts traffic on Highway 14.

TRUCK TRAFFIC DIVERSION, PHASE 2

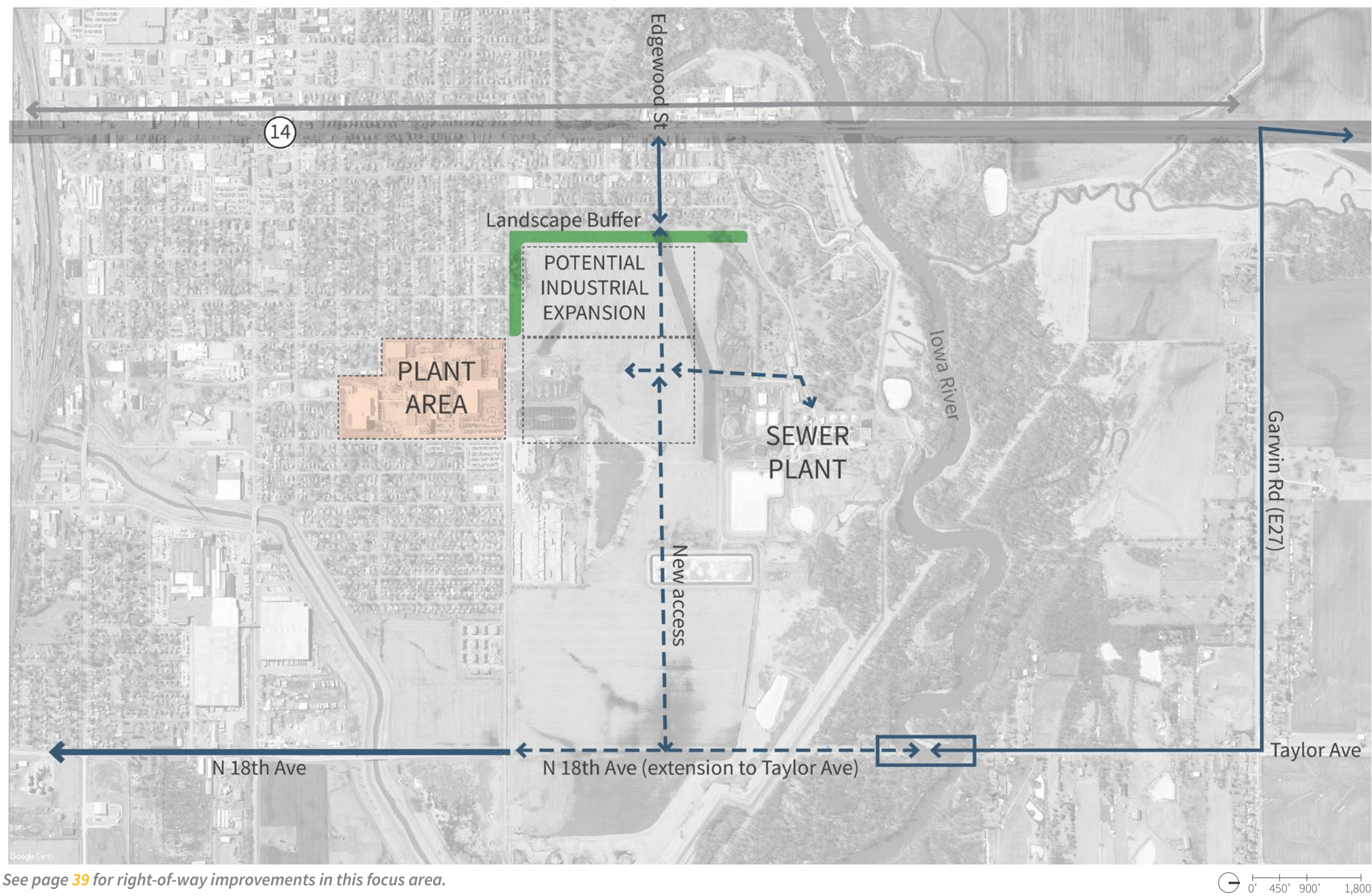


See page 39 for right-of-way improvements in this study area.



To reduce the disruption to residential areas, the trucks can be routed through Riverside St, Linwood St, or Edgewood St with extended rights-of-way to the plant area on E Marion St. This route could also provide access to the sewer plant area to the north. The right-of-way has the potential to continue east all the way to an extended N 18th St alignment.

TRUCK TRAFFIC DIVERSION, PHASE 3



Another phase to truck traffic diversion could eliminate conflicts on Highway 14 and disruptions to residential neighborhoods. This can be achieved by diverting truck traffic north of the Iowa River by routing along Garwin Road (E27). The trucks would then turn south on Taylor Avenue to cross a proposed bridge and then continue to meet N 18th St. An access road aligned with Edgewood St to the west would route trucks through existing open space to a new industrial expansion area with generous vegetation buffers.

This route would require additional rights-of-way and a new bridge.

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