Section 8 Housing Choice Voucher (HCV) Program
Administrative Plan Amendments
Development Committee
November 19, 2019
Program Overview

• Funded through the U.S. Department of Housing and Urban Development (HUD)

• Serve as the Public Housing Authority (PHA)
  • For both Linn and Benton Counties
  • Administered the program approximately 42 years
Program Overview

• Provide rent assistance to very low-income families
• Ensures decent, safe and sanitary housing
• Housing is provided by private owners and rental agents
• Approximately $6 Million in rent assistance payments are paid directly to Linn and Benton County landlords
Proposed Administrative Plan Changes

Discretionary
1. The Application Process—clarify policy on pre-application process
2. Selection for HCV Assistance – add policy regarding special admissions due to specialized funding
Next Steps

• October 15, 2019 – Section 8 Resident Advisory Board
• October 16, 2019 – Development Committee Presentation
• October 4, 2019 – November 18, 2019 – Public Comment Period
• November 19, 2019 – City Council Public Hearing & Resolution
• November 20, 2019 – Effective date of approved changes and submission to HUD
Hawkeye Downs
Urban Renewal Area

City Council
November 19, 2019
Background

- Sept/Oct. - City Council authorized financial incentives for two projects – ABC Disposal Systems and CellSite Solutions
- November 1 - Consultation with affected taxing agencies
- November 19 - Public Hearing on URA Plan and 1st Ordinance Reading
- December 3 - 2nd & Possible 3rd Ordinance reading
Public Hearing for an Access Easement Vacation

November 19, 2019
• Vacate Access Easement for Williams Blvd. trail connection
• Accommodate development and re-platting
• Re-establishing new Access Easement
Public Works Recommendation

Pass resolution to authorize vacating the Public Access Easement requested by Community Savings Bank.

Presented by:
Rita Rasmussen, SR/WA, R/W-NAC
Real Estate Services Manager
r.rasmussen@cedar-rapids.org
319-286-5807
Rezoning

1100 Center Point Road NE
3725 Center Point Road NE

GENERAL INFORMATION:

- Request to rezone from T-ML, Traditional Mixed Use Limited District to T-IM, Traditional Industrial Mixed Use District
- Proposed classic-car sales
- City staff has not received any objections
Aerial Exhibit
Rezoning Criteria Met

• Rezoning meets the Urban Medium Intensity LUTA on the Future Land Use Map

• Serviceable and suitable for development

• Rezoning compatible with adjacent development. Immediate area is commercial, transitioning to residential neighborhoods further from the intersection.
Next Steps

- November 19, 2019 - Public Hearing & 1st Reading of Rezoning Ordinance
- December 3, 2019 - Council 2nd & Possible 3rd Readings of Ordinance

Presented by:
David Houg
Development Services
daveh@cedar-rapids.org
(319) 286-5168
Rezoning

5101 16th Avenue SW
5101 16th Avenue SW

GENERAL INFORMATION:

- Request to rezone from T-IM, Traditional Industrial Mixed Use District to I-GI, Light Industrial District
- Outdoor storage proposed
- City staff has not received any objections
Zoning Location Map
Aerial Exhibit
Rezoning Criteria Met

• Rezoning meets the Urban High Intensity LUTA on the Future Land Use Map

• Serviceable and suitable for development

• Rezoning comparable with outdoor storage on surrounding properties.
Next Steps

- November 19, 2019 - Public Hearing & 1st Reading of Rezoning Ordinance
- December 3, 2019 - Council 2nd & Possible 3rd Readings of Ordinance

Presented by:
David Houg  
Development Services  
daveh@cedar-rapids.org  
(319) 286-5168
Cargill Railyard

Future Land Use Map Amendment and Rezoning – Stewart Road property

City Council - Public Hearings

November 19, 2019

Ken DeKeyser, Development Services Manager

Sandy Pumphrey, Asst. Development Services Manager
Background

- Cargill proposing a land use change to construct a rail yard at the City-owned “Stewart Road” property.
- August 14, 2018 – Resolution to negotiate property disposition for the Stewart Road property.
- Early 2019 – Cargill elects to change rail yard location to the “Farm” property.
- July 15, 2019 - CPC recommends approval of the rail yard with an Essential Service designation for the Farm property.
- August 27, 2019 – Resolution for Essential Service designation does not pass at Council meeting.
- September 16, 2019 – Cargill returns to the Stewart Road property with FLUMA and rezoning applications.
- October 16, 2019 – Cargill public meeting per Zoning Ordinance.
- November 7 – CPC recommendation for FLUMA and Rezoning
Background

Previous Wildlife Refuge?
Criteria for Recommendation

Future Land Use Map Amendment (FLUMA)
• Proposal to amend the map from Urban Low Intensity to Urban High Intensity
• Location and compatibility standards are required by Comprehensive Plan (Table 2 - Land Use Compatibility).
• Does proposed intensity meet the intent of the Comprehensive Plan?

Rezoning
• Proposal to rezone Suburban Residential Large Lot (S-RLL) to General Industrial (I-GI)
• Does proposed land use meet the intent of the Zoning Ordinance?
Future Land Use Map
Zoning Map
Proposed Site Location

- Buffer Area under Conservation Easement
- Existing Railroad
- FLUMA and Rezone 16.7 acres of A 27.74 acre parcel
- Prairie Park Fishery
Future Land Use Map Amendment (FLUMA)

• Facilities, services and utilities necessary to serve proposed land uses are available
  
  *City water and sewer are available. Property is accessible by road and rail.*

• If a map amendment represents an increase in allowed or required density or intensity of use (i.e. concentration of activity) on the property, the property is suitable for such development.

  *Intensity will increase. According to the City’s Comprehensive Plan Envision CR, location and compatibility standards for Urban High Intensity include “buffering from or mitigation of adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic. Compatibility may be achieved with density and land use transitions.”*

  *The proposed land use buffer and mitigation meet Zoning Code, industry standards and best practices. Furthermore, a conservation easement will overlay the buffer to prohibit any future development on that land.*
FLUMA Criteria (Continued)

• The resulting land use policy change of the map amendment is consistent with the Comprehensive Plan or any plans, studies or resolution by City Council which would support a change in the future land use ...

The economic development benefits are consistent with the Comprehensive Plan. Examples are supporting existing long-term employers, targeted businesses in the food industry, and utilizing railways as a transportation option.

Proposed use with mitigation provides for continued business growth at Cargill’s corn processing plant, which sustains benefits to the City economy.
Rezoning – Intent of Comprehensive Plan?

• The proposed zone district should be consistent with the general intent of the Comprehensive Plan, as well as any area plans or studies adopted by City Council.

- Envision CR Guiding Principle - “Cedar Rapids continues to support and benefit from the long-term employers, many with agricultural, technological or other innovative roots.”

- Envision CR Goal - “Grow a sustainable, diverse economy by supporting existing businesses, fostering entrepreneurship, and targeting industry-specific growth.”

- City’s Economic Development Strategic Plan supports Food Sciences and Processing as a target industry for Cedar Rapids.
Rezoning – Site Adequate?

• The property should be suitable for the development of structures and uses permitted in the proposed district.

  According to Envision CR, “Industrial uses may be allowed with requirements that they mitigate any anticipated negative impacts on adjacent land uses and that they are located on arterial streets or rail lines.” Proposed mitigation and connection to the Union Pacific railroad meet this intent.

• Adequate public facilities and services (including sewage and waste disposal, water, gas, electricity, police and fire protection, and roads and transportation, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development.

  City would continue to adequately serve existing development. There are no utility (water/sewer) capacity problems. Truck traffic not proposed.

• Development should ensure effective and adequate utilization of existing or planned public facilities and services.

  The proposed location utilizes the existing railway and is demonstrably the most viable site of several options considered.
Rezoning – Compatibility?

The proposed district should be compatible with the existing or planned character of the surrounding area. Compatibility can be achieved by a rezoning to:

• (A) Districts of the same character type (Urban, Traditional, Suburban, etc.). Changes between character areas should be carefully reviewed for compatibility.

  Proposed I-GI district will not be the same character type of the surrounding area. Compatibility will be achieved by mitigation.

• (B) Districts of a similar use type (Residential, Mixed-Use, etc.), particularly when transitioning between character areas.

  Proposed I-GI district is not a similar use to the surrounding land. Eleven acres of the subject property will remain residentially zoned and undeveloped with conservation easement for transitioning between existing residential and proposed industrial zones.

• (C) Other transitions may be appropriate depending on other review criteria and conditions which may be placed on approvals.

  Site plan approval conditions as recommended by the City Planning Commission would support the compatibility of this rezoning.
(C) (continued) Other transitions may be appropriate depending on other review criteria and conditions which may be placed on approvals.

There is reasonable basis to treat the subject property differently from surrounding land. The factor of primary importance is its peculiar adaptability to the proposed rezoning. Several sites in the vicinity were considered and ruled out for physical constraints such as topography and the Cedar River. The land’s proximity to Cargill’s plant (approximately 1.75 miles), railroad connection and physical constructability make this a viable site.
Rezoning – Character?

• The proposed rezoning should be consistent with the existing or planned character of the surrounding area.

  Proposed rezoning is consistent with existing zoning of the nearby Cargill plant and Prairie Creek Generating Station across the river. Character is consistent with the existing railway adjoining the southerly property line. Rezoning is not consistent with residential uses on north and east sides of the land. However buffering and other mitigation measures fulfill the compatibility standards required by the Comprehensive Plan.

• Whether the rezoning is consistent with the characteristics of the surrounding area, including any changing conditions.

  The proposed area to be rezoned is adjacent to an existing functioning railroad between the Union Pacific mainline and downtown Cedar Rapids.

• Whether the proposed rezoning will protect existing neighborhoods from nearby development at heights and densities that are out of scale with the existing neighborhood.

  Intensity is the concern rather than height, density or scale. Mitigation considers the protection of the public’s health, safety and welfare.
Mitigation

• Stewart Road property less than ½ mile from the previous Farm Property. Substantially similar results for:
  Property Value Appraisal
  Noise Study – 10’-20’ berms proposed
  Air Quality Study
  Wetland Study
  Landscape cross-sections
  Desktop Review for Critical Habitats
• No trans-loading (truck traffic)
• Lighting per Zoning Code
• No creosote railroad ties
• Substantially same approval conditions as before, and adding a conservation easement to the list.
## Proposed Project Conditions Summary

<table>
<thead>
<tr>
<th>Rezoning Ordinance (Conditions of rezoning)</th>
<th>Development Agreement (Terms of property transfer)</th>
<th>Items Regulated by City Adopted Codes (through Engineering Plan Review)</th>
<th>Acceptance of Conditions (Signed prior to site plan approval)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Noise and visual mitigation</strong> in the form of a wall and/or berm and trees to be installed prior to railyard operations commencing.</td>
<td>A perpetual conservation easement will be established over the undeveloped area of Parcel A and filed with the Linn County Recorder.</td>
<td><strong>Landscaping</strong> types, density and placement</td>
<td>The railyard shall operate within <strong>limited hours of operation</strong> (7am to 7pm Central Time, 7 days a week).</td>
</tr>
<tr>
<td><strong>Proposed trees shall exceed 2.5” Diameter at Breast Height (DBH) at time of planting, and be in accordance with approved landscape plan.</strong></td>
<td><strong>UPDATED SINCE CPC Recommendation:</strong> REAP Grant – either: 1) Pollinator be replanted, subject to available land, or 2) Be repaid to the State, for the acres being disturbed.</td>
<td><strong>Lighting</strong> direction and spill into neighboring properties</td>
<td><strong>Noise</strong> shall be limited to levels outlined in noise report submitted as part of the application. Train horns shall be prohibited within the railyard, other than in an emergency situation.</td>
</tr>
<tr>
<td><strong>ADDED SINCE CPC Recommendation:</strong> Rezoned area to remain a railyard in perpetuity. Other industrial uses prohibited.</td>
<td>Cargill to reimburse the City up to $400k to establish a “Quiet Zone” at Otis Road next to Prairie Park fishery entrance.</td>
<td><strong>Noise</strong> – limited by ordinance</td>
<td>No <strong>DOT hazardous materials</strong> to be stored in railcars on site at any time.</td>
</tr>
<tr>
<td></td>
<td>Cargill will organize up to four collaborative <strong>public meetings</strong> prior to and throughout the construction of the proposed railyard.</td>
<td>Site <strong>Office Construction</strong> and Small vehicle Parking</td>
<td>Build and maintain <strong>security fencing</strong> around the site</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Floodplain</strong> Management Ordinance</td>
<td><strong>Tree Preservation/Plantings</strong> along south side of railyard</td>
</tr>
</tbody>
</table>

**Updated since CPC Recommendation:**
- Rezoned area to remain a railyard in perpetuity. Other industrial uses prohibited.
- Noise shall be limited by ordinance
- No DOT hazardous materials to be stored in railcars on site at any time.

**Added since CPC Recommendation:**
- Site Office Construction and Small vehicle Parking
- Build and maintain security fencing around the site
- Tree Preservation/Plantings along south side of railyard

**Actions:**
- Cargill will organize up to four collaborative public meetings prior to and throughout the construction of the proposed railyard.
- Site Office Construction and Small vehicle Parking
- Build and maintain security fencing around the site
- Tree Preservation/Plantings along south side of railyard

**Dates:**
- 11/20/2019

**City of Cedar Rapids**
Displacement of Prairie (REAP Grant)

“Farm Property” - Total 23 acres (not all suitable for pollinators)

Remaining acres replanted on local City owned land.
STAR Communities Scoring

Considerations:
1. Specific site vs. communitywide risk and planning efforts.
2. Pollinators being transplanted, railcars are being displaced from Cedar Lake railyard.
3. Travel distances of railcars reduced due to location of Stewart Road railyard.

<table>
<thead>
<tr>
<th>Climate &amp; Energy</th>
<th>CE-1: CLIMATE ADAPTATION</th>
<th>1.75/15 points</th>
</tr>
</thead>
<tbody>
<tr>
<td>CE-1: Climate Adaptation</td>
<td>The City of Cedar Rapids was unable to demonstrate a reduction in locally identified vulnerabilities or increased resiliency to communitywide risks, and thus did not receive credit in this objective’s one outcome. The City did receive credit for one of ten actions, for a stormwater cost-share program that helps to increase adoption of green infrastructure, which in turn improves resilience.</td>
<td></td>
</tr>
<tr>
<td>CE-2: Greenhouse Gas Mitigation</td>
<td>To improve in this objective, the City could begin measuring and tracking vulnerability or resiliency metrics to start to explore existing conditions. Of the 73 certified communities, 23 have put in place educational programming pertaining to climate adaptation. Cedar Rapids could also consider developing or participating in an interdisciplinary, regional committee for the purpose of better understanding and addressing shared vulnerabilities (34 of 73). In addition to these preparatory actions, the City could take a planning approach and prepare and adopt a climate adaptation plan (19 of 73).</td>
<td></td>
</tr>
</tbody>
</table>
Proximity
Flood Risk

• Subject property not in a Special Hazard Flood Area. But still at-risk in historic flood events.
• Onsite berms could be part of the City’s flood response plan, but separately will not protect the neighborhood.
• Complete neighborhood flood protection would extend to streets and private property outside of Cargill’s control.
• Not a mitigating factor – the rail yard will not cause the Cedar River to flood.
Flood Risk

100yr

500yr

Floodway
Stormwater Management

• Required to follow City’s water quantity and quality design standards and stormwater permit, which is regulated by the Iowa DNR and US EPA.

• There are no specific design standards when located next to a fishery or other waterbody.

• Reviewed Iowa DNR records on Facility Explorer. Cannot find evidence of systemic damage to Cedar Rapids waterways as a result of nearby railways.

• City has long-established railways next to waterbodies:
  • Rail yards around and through Cedar Lake since 1880s
  • Main line next to McLoud Run since late 1800s
  • Industrial lead next to the fishery since 1960s
 Recommendation

• Future Land Use Map Amendment to a higher land use intensity meets the compatibility standards and goals of the Comprehensive Plan.
• Industrial rezoning meets the intent* of the Zoning Ordinance with mitigation, development conditions and suitability for a specific use.
• Staff recommend approval of the FLUMA resolution and rezoning ordinance.

*Intent #11 of 32.01.05 (Zoning Ordinance):
“Foster a rational pattern of relationship between residential, business, commercial and manufacturing uses for the mutual benefit of all”
Schedule

November 19, 2019 City Council public hearing and 1st reading
December 3, 2019 2nd Ordinance reading
December 17, 2019 3rd Ordinance reading

Presented by:

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Asst Development Services Manager
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Ken DeKeyser
Development Services Manager
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(319) 286 5822
2020 Curb Ramp Repair: Bid Package #2

November 19, 2019
Key Facts about Project

• Related to the Department of Justice Settlement Agreement

• Sidewalk ramp reconstruction for compliance with the American with Disabilities Act

• 282 ramps at 62 intersections located in the SW quadrant
Key Facts about Project

- Estimated construction cost = $1,525,000
- Bid Letting – November 20, 2019
- Construction scheduled for 2020
The Public Works Department recommends approval of the resolution to adopt plans, specifications, form of contract and estimated cost for this project.

Presented by:

Brenna Fall, P.E.
CIP Program Manager
b.fall@cedar-rapids.org
319.286.5732
Public Hearing

FY20 Internal Inspection of Large Diameter Sanitary Sewer

Contract 6550048-02
Project Details

- Closed-circuit televising (CCTV) of large diameter sanitary sewer
- 59,000 feet (11 miles) of 21 inch to 48 inch pipe at 7 locations
- Inspect 181 manholes and obtain global positioning system (GPS) coordinates
- Purpose is to identify defects in the pipes and manholes for future repairs.
Project Details and Recommendation

• Estimated cost = $370,000
• Bid Letting – November 20, 2019
• Schedule: January 2020 through May 2020

The Public Works Department recommends approval of the resolution to adopt plans, specifications, form of contract and estimated cost for this project.
Project Details

- Closed-circuit televising (CCTV) of large diameter sanitary sewer
- 59,000 feet (11 miles) of 21 inch to 48 inch pipe at 7 locations
- Inspect 181 manholes and obtain global positioning system (GPS) coordinates
- Purpose is to identify defects in the pipes and manholes for future repairs.
FY 2020 Tree and Vegetation Removal Project

November 19, 2019
Key Facts

• Removals need to be done during the winter because of a US Fish and Wildlife Service requirement for possible bat habitat

• Cost Estimate – $160,000

• Bid Opening – November 20, 2019

• Start Date – December 2019 or January 2020

• Completion Date – March 2020
The Public Works Department recommends approval of the resolution to adopt plans, specifications, form of contract and estimated cost for this project.

Presented by:

Doug Wilson, P.E.
Paving for Progress Program Manager
d.wilson@cedar-rapids.org
Peace Avenue NW From Midway Drive To Jacolyn Drive Improvement Project

November 19, 2019
Project Details

Project Includes:

- Storm sewer extension
- Water main replacement
- Pavement reconstruction
The Public Works Department recommends approval of the resolution to adopt plans, specifications, form of contract and estimated cost for this project.

Key Facts about Project

- Construction Cost Estimate – $395,000
- Bid Opening – November 20th
- Start Date – Anytime from March to July 2020
- 50 Working Days to complete

The Public Works Department recommends approval of the resolution to adopt plans, specifications, form of contract and estimated cost for this project.

Presented by:

Doug Wilson, P.E.
Paving for Progress Program Manager
d.wilson@cedar-rapids.org
Tait Cummins Electrical Project
Public Hearing
Tait Cummins
Electrical Project

• New electrical conduit, wiring and electrical fixtures to replace failing wiring to ball field light fixtures. (base bid)
• Possible new LED lighting fixtures on existing poles. (alternate bid)
• 4 ball fields with 24 poles and 112 light fixtures.
• Estimated cost for this project is $381,300.
• Bid opening on Wed., November 20 at 11:00 am.
Tait Cummins
Electrical Project

Aerial View of Tait Cummins
Main and LADD Libraries ADA Compliance Project
Public Hearing
Main and LADD Libraries ADA Compliance Project

- Bids were issued on November 6th, 2019
- A prebid meeting was held on November 12th, 2019
- The bids are due on November 20th, 2019 by 11:00AM
- The estimated cost for the project is $371,000.00
- FMS recommends adoption of plans and spec’s, form of contract and estimated cost as in the resolution

Presented by:
Jeff Koffron
Facilities Maintenance Supervisor / ADA Coordinator
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319-286-5601
NE Quadrant Parks ADA Compliance Project
Public Hearing
NE Quadrant Parks ADA Compliance Project

- Bids were issued on November 6th, 2019
- A prebid meeting was held on November 12th, 2019
- The bids are due on November 20th, 2019 by 11:00AM
- The estimated cost for the project is $4,309,400.00
- FMS recommends adoption of plans and spec’s, form of contract and estimated cost as in the resolution

Presented by:

Jeff Koffron
Facilities Maintenance Supervisor / ADA Coordinator
j.koffron@cedar-rapids.org
319-286-5601
Key Facts about Project

• Related to the Department of Justice Settlement Agreement
• Sidewalk ramp reconstruction for compliance with the American with Disabilities Act
• 192 ramps at 36 intersections located in the NW quadrant
Bid Results

• Bids received on November 6, 2019

Midwest Concrete Inc., Peosta, IA $ 985,112.00
Ti-Zack Concrete Inc., Le Center, MN $1,028,920.00
Eastern Iowa Excavating & Concrete LLC, Cascade, IA $1,099,441.50
Tricon Construction Group, Cedar Rapids, IA $1,351,712.00
Vieth Construction Corp., Cedar Falls, IA $1,436,159.00
The Public Works Department recommends award of the contract to Midwest Concrete Inc. in the amount of $985,112.00.

Presented by:
Brenna Fall, P.E.
CIP Program Manager
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319.286.5732
Worley Warehousing
Resolution of Support

City Council
November 19, 2019
Background

- Received a request for standard City incentives from Worley Warehousing, Inc. (Tenant) & Midwest Commerce I LLC (Developer)
- Project is applying for State funding through the High Quality Jobs Program
- The HQJ Program requires local matching funds
- Local Match – Economic Development Program: 10-year, 50% reimbursement of increased (increment) taxes
Project Overview

- $15.6 million total capital investment
  - $11 million in building & site improvements
  - $4.6 million in machinery & equipment

- Construction of a new, 252,000 sq. ft. food-grade warehouse/distribution facility

- Creation of 18 new jobs, 4 above HQJ wage rate of $22.27/hr
Recommendation

Staff recommends approval of Resolution of Support authorizing standard 10-year, 50% incentive:

• $4.2 million in total taxes generated over a 10-year period
  • $1.6 million reimbursed to the Developer
  • $2.6 million net taxes
Next Steps

- Nov. 22  IEDA Board consideration of State incentives
- December  Amend the Commerce Park Urban Renewal Area Plan
- January  Development Agreement
Background

- Received a request to sponsor application for State financial incentives from Bio Springer North America Corp
- Project is applying for State funding through the High Quality Jobs Program
- The HQJ Program requires local matching funds
- Local Match – Economic Development Program: 10-year, declining scale exemption of increased value (average 44% annual exemption)
Project Overview

• $29 million total capital investment
  - $11.1 million in building & site improvements
  - $17.9 million in machinery & equipment

• 20,000 sq. ft. expansion of existing building

• Creation of 5 new jobs, all meet HQJ Wage rate of $22.27/hr
Recommendation

Staff recommends approval of Resolution of Support and approving improvements under Urban Revitalization Plan:

• $3.1 million in total taxes generated over a 10-year period
  • $1.3 million exempted
  • $1.8 million net taxes
Next Steps

- Nov. 19  Resolution of Support for State Application & approving improvements under Urban Revit Plan
- Nov. 22  IEDA Board consideration of State incentives
Icon Industries
Resolution of Support

City Council
November 19, 2019
Background

- Received a request for standard City incentives from Icon Industries
- Qualify under the Community Benefit – Economic Development Program, as retention based on:
  - Construction of corporate headquarters
  - Relocation & expansion of a company in targeted industry
  - Retention of jobs and creation of new jobs
- Staff is recommending 10-year, declining scale exemption of increased value (average 44% annual exemption)
Project Overview

• $2.45 million total capital investment
  • $1.86 million in building & site improvements
  • $590,000 in machinery & equipment

• 16,500 sq. ft. headquarters facility
  • 4,500 sq. ft. office
  • 12,000 shop/fabrication

• Retention of 5 jobs, creation of 3 new jobs all meet HQJ Wage of $22.27/hr
Recommendation

Staff recommends approval of Resolution of Support authorizing standard City incentive:
- $721,700 in total taxes generated over a 10-year period
  - $250,700 in taxes exempted
  - $471,000 net taxes
Next Steps

- Nov. 19  Resolution of Support for State Application & approving improvements under Urban Revit Plan
- Dec/Jan  Establish Urban Revitalization Area
First & First West
Request for Proposal Process

City Council
November 19, 2019
Background

- RFQ in October 2018 to identify a Master Developer
- Two responses were received – Flaherty & Collins, and SouthGate Companies
- Steering Committee interviewed Flaherty & Collins
- Steering Committee recommended a revised process to provide more clarity on the vision issue RFP
Request for Proposals

- October 16 - Development Committee reviewed a revised process and is recommending moving forward with a Request for Proposal:
  - Incorporation of public feedback – Nov. 12 open house, social media input, direct input from website
  - Enhanced RFP criteria based on public input
  - Criteria of public gathering & destination component
Recommendation & Next Steps

- Recommendation - close out the RFQ process and approve moving forward with RFP process

- Dec. 3 Public Hearing & Resolution initiating RFP - Development Objectives & Criteria

Presented by:
Caleb Mason
Economic Development Analyst
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