City of Center Point, Iowa

Integrated Roadside Vegetation Management Plan

Approved by Center Point City Council

June 9, 2015

Integrated Roadside Vegetation Management Plan

City of Center Point, Iowa

Preface

A. Version 1, June 2015

B. Plan Contributors

City Administrator – Chelsea Huisman

City Engineer- Ryan Wicks, Fehr Graham Engineering & Environmental –

Center Point Visioning Group

Center Point Public Works Department

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I. Executive Program Elements

A. Goals

The City of Center Point IRVM Program has various different short and long term goals. These goals are listed out below:

Short Term Goals

- Apply for and secure funding for Iowa Living Roadways Trust Fund grant
- Control noxious and invasive weeds within the City of Center Point Right-of-way
- Begin work on specified Right-of-way areas, identified to plant native prairie seed
- Seek out new educational opportunities for the Center Point staff
- Educate the public through public awareness for IRVM, and the overall City's plans for right-of-way prairie plantings in Center Point
- Implement the City of Center Point's roadside management plan

Long Term Goals

- Develop an area of beautification within the City of Center Point's Right-of-ways
- Manage Right-of-ways to reduce overall brush, tree, noxious weeds and invasive weed cover
- Preserve and manage existing prairie plantings throughout the City of Center Point
- Continue to identify equipment needs for the IRVM department

B. Program History

To date, the only program history in the City of Center Point involves tree inventory within the City's ROW, which was collaborated with the Department of Natural Resources in 2011. The City still utilizes this study that was completed, and frequently references it. To manage weeds, the Public Works department does spray throughout the months of May-August annually. The department also mows roadsides twice per year throughout the City, where the City ROW is maintained by the City of Center Point, and not the abutting property owner as identified in the 2014 City Code of Ordinances.

C. Executive Summary

The City of Center Point's main goal is to develop and implement a plan which addresses the many necessary guidelines of a comprehensive roadside vegetation management plan. We will reference the IRVM manual and plan our work accordingly. It will be necessary to identify all other vegetation and noxious weeds that the City of Center Point has, to coincide with our already completed tree inventory.

D. City of Center Point Map (Appendix A)

E. Program Type

The City of Center Point is a municipality within the State of Iowa. The City's Public Works Department will work in cooperation with the Linn county secondary roads department to manage and promote native vegetation within the City ROW.

II. Jurisdictional Recognition

A. Management

City Administrator:

The City Administrator decides the city's day-to-day operations, sets priorities, carries out the business management duties, and performs the needed work as directed by the City Council. The City Administrator is also responsible for managing and maintaining the IRVM program.

City Engineer

The City Engineer assists with managing the IRVM program. The City Engineer makes recommendations to the City Council in regards to the IRVM program and roadside management.

Public Works Department

The Public Works Department serves as the City Weed Commissioner as outlined in the 2014 Center Point Code of Ordinances. All members of this department also hold pesticide licenses 2, 5, 6 &10.

City Council

The City Council oversees the City Administrator and City Engineer. This group of elected officials is involved in making all non-day-to-day operations of the City and makes high level decisions regarding the IRVM program.

B. Iowa Code and Administrative Rules-State Laws and Regulations

As stated earlier, City of Center Point's IRVM plan will be directed by laws and regulations cited in the Code of Iowa. Examples include, but are not limited to:

1. 314.17 Mowing law-no mowing before July 15 of ROW
2. 314.19 Reseeding Open Ditches
3. 314.21 Living Roadway Trust Fund
4. 314.22 Integrated Roadside Vegetation Management
5. 317 Iowa Weed Law

C. Permits

Permits are obtained at the City Clerk's Office. Individuals describe what work is being performed or the issue of concern and the appropriate permit is retrieved. After the permit is filled out with the necessary information and approved, the permit is issued to the individual. The following permits pertain to areas in the right-of-way that may involve the need to seed after ROW work is completed.

1. Driveway Permit (Appendix B)
2. Permit For Excavation Within The Right-Of-Way (Appendix C)

III. Program Organizational Structure and Staffing Needs

Due to the small staff within the City of Center Point, there is no sole employee dedicated to an IRVM department. The individuals mentioned previously, will seek out adhering to the program once adopted and managing the program throughout. Consultation from other resources, and possibly attending training will be required for the program to be successful.

IV. Public Involvement

A. Education

Education will be a crucial component once the City begins implementing the IRVM plan. In all forms of government, involving the public and being transparent about the opportunities and plans is critical. Since being awarded the Trees Forever and Iowa Living Roadways Trust Fund grant in 2012, the City's visioning committee continues to meet on a monthly basis. We invite new individuals to partake in the meetings, and feel this would be a good opportunity to share some of this information and educate the public. We will also provide education at future City Council meetings, create a brochure, and provide information through our website and Facebook page.

B. Steering Committee

We will not develop a steering committee, however, will utilize the existing Visioning committee and invite key players to attend those meetings. Education to the visioning group members, which haven't been involved with writing the IRVM plan will be important. Members of the existing committee include various residents of Center Point, the Mayor, a City Council member, the City Administrator, and City Clerk. We will request the City Engineer and a member of the public works department to participate.

Current members of the Visioning Committee include:

- Paula Freeman-Brown, Mayor of Center Point
- Paul Mann, City Council member
- Chelsea Huisman, City Administrator
- Melissa Atkinson, City Clerk
- Molly Stuelke
- Janine Walters-Cook
- Dennis Schlicht
- Nancy Krapfl
- Nathan Schnell
- Kim Bowen
- Anne Wooldridge

- Dawn Farmer
- Jennifer Miller
- Dustin Hinrichs
- Melissa James

V. Inventory

A. Natural Resource Inventory

A roadside inventory has never been completed in the City of Center Point, other than the tree ROW inventory (Attached supplement). A future inventory of brush, native prairie, weed, and areas of erosion will be a future goal to be completed for the City.

B. Equipment

Currently there is no equipment specifically designated to the IRVM program. Linn County Secondary Roads department does rent out specific equipment by the hour, which the City of Center Point has utilized in the past, and will plan to continue to utilize. This measure will be evaluated on an annual basis, when we discuss equipment purchases for upcoming budget years.

VI. Program Operations

A. Initial Work Schedule

- Year One:
    - Monitor and review IRVM management plan and make amendments if necessary
    - LRTF grant application
    - Review tree inventory, and begin work on brush, prairie and weed inventory
    - Research other grant opportunities for additional funding
    - Identify noxious weeds to spray
    - Continue to maintain existing native prairie, and any additional newly planted prairie, as outlined in the IRVM management plan
    - Continue monthly visioning committee meetings for maintaining any providing any new ideas in regards to the IRVM management plan
- Year Two:
    - Monitor and review IRVM management plan and make amendments if necessary
    - Reapply for pesticide applicator license

    - Review equipment inventory and prioritize any additional needed equipment prior to FY2017 budget
    - Finalize brush, prairie, and weed inventory within City of Center Point
    - Identify noxious weeds to spray
    - Research other grant opportunities for additional funding
- Year Three:
    - Monitor and review IRVM management plan and make amendments if necessary
    - Reapply for pesticide applicator license
    - Review equipment inventory and prioritize any additional needed equipment prior to FY2018 budget
    - Identify noxious weeds to spray
    - Research other grant opportunities for additional funding
    - Continue ROW inventory
    - Set additional short term and long term goals
- Year Four and beyond
    - Monitor and review IRVM management plan and make amendments if necessary
    - Reapply for pesticide applicator license
    - Review equipment inventory and prioritize any additional needed equipment prior to FY2019 (and beyond) budget
    - Identify noxious weeds to spray
    - Research other grant opportunities for additional funding
    - Continue ROW inventory
    - Set additional short term and long term goals

B. Work Area Types

City of Center Point IRVM works within Center Point city limits, which is mostly a mixture of residential and commercial property. The appropriate vegetation and plantings will be chosen for specific areas. The City will consult with Linn County secondary roads for recommendations on plantings.

VII. Methods

The City will continue to seek advice from professionals for methods used for roadside maintenance and plantings. Meeting with other roadside managers in other communities/counties will also be crucial.

As we are a limited staff, with limited resources, we will continue to measure which resources may be necessary to obtain, and what we can possibly outsource or utilize from another entity. Utilizing the technical manual will also be a priority for the City.

A. Site Preparation

Site preparation may include some or all of the following methods: mowing, spraying, disking, and cultipacking.

B. Seed Mixes and Rates

The City plans to apply for the Iowa Living Roadways Trust Fund for native seed. In previous years, we have received seed donations from the Linn County Pheasants Forever chapter. The LRTF will be the main source of seed, planted within the City of Center Point. In addition to the seed, the City will purchase cover crops, which will be planted in correlation with the native seed. The technical manual will provide the City with some guidance for seed mixes and seed rates. We will also utilize the recommendations of Linn County Secondary Roads for which mixes to utilize.

C. Seeding Techniques

The seeding process will be determined by each specific site. Each site will be inspected before any preparation or work begins. Once the inspection is completed, the City will utilize the above listed resources to determine the proper method for planting.

With previous plantings, the City has utilized a drill to seed. This method has worked best for us, not having specific equipment for planting purposes. However, if a better method of seeding was presented for a specific job, the City would abide by those recommendations.

D. Erosion and Sediment Control

Erosion control will also be determined by each specific site.

E. Vegetation Establishment Maintenance

All newly planted areas are mowed short (4-6 inches) biannually. After an evaluation is completed, the City may choose to re-evaluate after the first year the prairie is planted. The City will continue to mow the area for the first several years and will make a site specific determination on whether or not mowing should be discontinued.

F. Noxious Weed and Brush Control

The City of Center Point currently utilizes weed control in several of the City ROW areas. Noxious weeds are contained by mowing these ditch and ROW areas as needed, and also applying pesticide. A combination of pesticide and mowing, is necessary to maintain some of the City ROW areas.

Controlled burning is allowed in Linn County with a permit, however, we would probably try to avoid this approach being inside of city limits and with the proximity to residential properties.

VIII. Material Procurement

Material will be competitively obtained from local sources if possible. The City of Center Point usually submits a request for proposal, and takes the lowest bid, however, does give leeway for local contractors. The City will continue to apply for grant funding, and utilize matching requests whenever possible to obtain materials.

IX. INTEGRATED ROADSIDE VEGETATION MANAGEMENT STATEMENT OF SUPPORT

The City of Center Point City Council, City Engineer, and the City of Center Point staff come together in cooperation, common goals and shared ideas to manage roadsides in City of Center Point by and through integrated roadside principals.

We realize that IRVM will be beneficial to our roadside management goals while being economically and environmentally beneficial.

We understand that working in unison toward improving roadside vegetation is the most efficient way to accomplish the goal of improved, safe, and weed free roadsides. These roadsides will also add to the habitat and natural beauty of City of Center Point.

We hereby agree to manage City of Center Point roadsides according to the provisions described within this management plan.

City of Center Point Mayor

By:_____
Paula Freeman-Brown

Date:_____

City of Center Point Engineer

_____
Ryan Wicks P. E., Fehr Graham Engineering & Environmental

Date:_____

ATTEST:

_____
Melissa Atkinson, City Clerk

Date:_____

City of Center Point

Driveway Permit Application

Permit #

Name of Applicant: _____

Address: _____

Phone Number: _____ Cell Phone: _____
E-mail: _____

Name of Contractor: _____

Address: _____

Phone Number: _____ Cell Phone: _____
E-mail_____

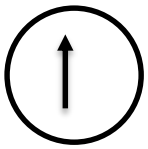
Tax Identification Number or Social Security Number: _____

Class of Work	☐	Alteration	☐	New	☐	Repair	☐ Replacement
Driveway Surface	☐	Asphalt	☐	Portland Cement	☐	Seal-coat	☐ Stone
Pins Located	☐	Yes	☐	No			
Survey Attached	☐	Yes	☐	No			

I hereby certify that I have received a copy and have read, Chapter 162 - Driveways. I further agree to comply with all regulations contained therein.

_____ _____
Signature of Applicant Signature of City Clerk

For City Use Only	
Date Approved _____ Date Denied _____ Reason for Denial: _____	**Permit Fee** ☐ Non ROW $20.00 ☐ ROW $30.00 Date Paid _____
Building Inspector Signature	



Plot Plan

Must be completed and attached to Driveway Permit Application prior to submitting

Must be completed and attached to Driveway Permit Application prior to submitting.

Graph Squares are 5' x 5' or 1 "=20'

I/We certify that the proposed construction will conform to the dimensions and uses shown above and that no changes will be made without first obtaining approval.

Please Print Owner/Authorized Representative

Signature of Owner/Authorized Representative

CHAPTER 162

DRIVEWAYS

162.01 PURPOSE. The purpose of this ordinance is to enhance driveways and improvements thereof, to place the maintenance, repair, replacement or reconstruction of driveways upon the abutting property owner and to minimize the liability of the City.

162.02 DEFINITIONS. For use in this chapter, the following terms are defined:

1. "Defective driveway" means any driveway exhibiting one or more of the following characteristics:
   - A. Vertical separations equal to three-fourths (3/4) inch or more.
   - B. Horizontal separations equal to one-half (1/2) inch or more.
   - C. Holes or depressions equal to three-fourths (3/4) inch or more at least four (4) inches in diameter.
   - D. Spalling over fifty percent (50%) of a driveway with one or more depressions equal to one-half (1/2) inch or more.
   - E. Spalling over less than fifty percent (50%) of a driveway with one or more depressions equal to three-fourths (3/4) inch or more.
   - F. A driveway with any part thereof missing full depth.
   - G. A change in grade equal to and greater than three-fourths (3/4) inch.
2. "Driveway" means all permanent residential or commercial accesses from private property to the streets within the incorporated limits of the City.
3. "Driveway improvement" means the construction, reconstruction, repair, replacement or removal, of a driveway and or excavating, filling, or depositing of material in the public right-of-way in connection therewith. A driveway improvement does not imply the normal maintenance of an existing driveway such as re-rocking, however, a driveway improvement does imply the upgrading from an existing rock or seal-coated driveway to a Portland cement or asphalt surfaced driveway.

162.03 DRIVEWAY CONSTRUCTION. The driveway construction and improvements shall be at no cost to the City. Driveways and driveway improvements shall conform to the design and construction standards as established by the City. Any repair of damage caused to existing streets resulting from a driveway improvement shall be the responsibility of the property owner.

162.04 DRIVEWAY SURFACES. Where the driveway is accessing a street surfaced with Portland cement or asphaltic concrete, the driveway improvement shall be surfaced with Portland cement or asphaltic concrete in accordance with City standards. Where the driveway is accessing a street not surfaced with Portland cement or asphaltic concrete, the driveway improvement shall be surfaced with a minimum of six (6) inches of compacted Class A road stone.

1. Portland Cement Surfaces. Where driveways are to be paved with Portland cement, the driveway slab shall be constructed of Portland cement conforming to the Iowa Department of Transportation C-3 or M-3 mix with a non-reinforced thickness of 6 inches or a reinforced thickness of 4 inches. Reinforcing shall mean the use of 6 inch by 6 inch 6 GA. welded wire, or better, installed into the concrete slab. Fiberglass additive is not considered

as reinforcing. Before driveway slab is paved, the sub-grade shall be compacted, free of debris and vegetation. All paved driveways shall have one inch preformed expansion at front and back of sidewalks and at the curb.

2. Asphalt Surfaces. Where driveways are to be asphalted, the driveway shall be surfaced with 6 inches of compacted Class A road stone and then topped with a minimum of 3 inches of Type B asphaltic concrete.

3. Alternative Driveway Surfaces. Alternative driveway surface requirements may be required upon the recommendation of the City Engineer. Property owners or agents of the property owner requesting the use of alternative driveway surface requirements must submit the proposal to the City for review by the City Engineer prior to the alternative driveway surface usage. The Engineer shall review the request and based upon the Engineer's recommendation the alternative driveway surface shall be denied or approved for usage.

162.05 DRIVEWAY ACCESS. All driveway accesses shall be at right angles to the street whenever practical and driveway access onto major streets shall be avoided whenever possible. A single driveway access shall not service more than two (2) parcels of land or lots.

162.06 DRIVEWAY GRADES. All permanent driveways shall, unless a special grade is established by ordinance, conform to the established grade of that part of the street upon which the driveway is located and shall be elevated above such established grade approximately one-fourth (1/4) inch for every one foot of the distance from the curb or street, unless such elevation is, under existing conditions, impractical.

162.07 TEMPORARY DRIVEWAYS. Temporary driveways shall be allowed only upon approval of the Public Works Superintendent and the installation and removal of temporary driveways shall be at no cost to the City. The temporary driveway shall be constructed and surfaced in order to provide sufficient and adequate support for the intended purpose of the temporary driveway. Hard surface/culvert requirements and their respective inspections specified herein may be waived upon the approval of the Superintendent of Public Works. The grade of the temporary driveway shall conform to the surrounding ground. No temporary driveway shall exist longer than a period of six (6) months unless permission has been obtained from the Superintendent of Public Works.

162.08 DRIVEWAY CULVERT AND OPEN DITCH DRIVEWAYS. Where driveway culverts are deemed necessary in open ditch street right-of-ways, the driveway culvert shall conform to the following minimum requirements:

1. All culverts shall be ADS Dual wall N-12 smooth inner surface pipe or approved comparable.
2. The minimum size of the driveway culvert shall be 12-inch inside diameter, with the following exceptions:
   A. If there is a larger diameter culvert upstream of the driveway culvert, the driveway culvert shall be at least as large as the upstream culvert.
   B. The Superintendent of Public Works may require that a larger diameter driveway culvert be installed based on recommendations of the City Engineer.
   C. If the driveway access is on a road that is not in the jurisdiction of the City of Center Point, the size of the driveway culvert shall be as directed by the appropriate jurisdiction.
   D. If the property owner demonstrates, by the way of certified calculations of a professional engineer, that a smaller diameter driveway culvert is capable of conveying storm water runoff from a 50-year storm event, the Superintendent of Public Works may allow a smaller diameter driveway culvert. The driveway culvert should not cause the storm water flowing in the ditch to overtop the ditch or rise a level within six (6) inches of the edge of pavement elevation.
3. Where the roadway speed limits are above 45 miles per hour, the minimum length of the driveway culvert shall be sufficient to allow grading along the sides of the driveway. The minimum culvert length shall be extended to provide a maximum slope of 25% (4 horizontal to 1 vertical) from the driveway surface to the flow line of the ditch on either side of the driveway.
4. Driveway culverts shall be constructed to the slope of the existing ditch, unless the Superintendent of Public Works allows a different slope.
5. The Superintendent of Public Works must inspect the culvert placement. This inspection shall be performed before surfacing of the driveway, will be documented on the inspection record and will be required before an occupancy permit is granted.
6. All open ditch driveways, which access rural cross-section public right-of-ways within the City, will contain either a drainage swale or an approved culvert. The Superintendent of Public Works must approve the use of a drainage swale. Driveway culverts shall be in accordance with specifications numbered 1-5 of this section.

7. Modifying the grade of the open ditch from that of the final inspection of the improvements, including installation of small diameter tubing or the addition of fill material, will not be allowed without the prior written approval of the Superintendent of Public Works. Removal of these materials may be performed by the City within the right-of-way without the approval or notification of the adjacent property owner.

8. Sump pumps or downspouts must not discharge into the right-of-way open ditches closer than ten (10) feet to the side property line. The practice of pumping water into ditches may cause downstream ditches to become saturated for extended periods of time.

9. Grass bottom open ditches, which have slopes of about 1%, may retain water or become saturated during periods of rainfall. Because of the lack of slope, saturation and puddling will not be considered unusual or unacceptable within these ditches.

10. Problems caused by violations of this section will be corrected and the cost may be assessed to the adjacent property owner.

11. If the findings, order or decision of the Superintendent of Public Works made in pursuance of the provisions of this section are not acceptable to any person, such person shall have the right to appeal to the City Council.

162.09 DRIVEWAY WIDTH.

1. Except for as noted, the maximum driveway width is not to exceed thirty-four (34) feet for residential garages having 3 stalls or more. Maximum width is as measured along the street side of the sidewalk line. If no sidewalk line has been established, the measurement shall be at the property line.
2. Curb openings shall be in accordance to all the provisions of this chapter and other City rules and regulations as established.

162.10 DRIVEWAY LOCATION.

1. No portion of a driveway, except the curb return, shall be constructed less than twenty (20) feet from an intersection, seventy-five (75) feet from a railroad crossing, and in no case closer than three (3) feet to the property line as extended.
2. No driveway shall be located and constructed which encroaches on the neighboring property line as extended to the street. The minimum driveway flare radius where the driveway meets the street shall be 3 feet. If the driveway flare is proposed to be greater than the 3-foot offset from the property line dimension, then the driveway shall be offset from the property line a distance equal to the driveway flare dimension.
3. Whenever possible, a single driveway shall access a single parcel of land and there shall not be more than two (2) driveways accessing a single or double frontage lot. If more than a single driveway is to access a street front for a single parcel of land, a distance of thirty (30) feet between driveways shall be maintained and shall have the approval of the Superintendent of Public Works. The Superintendent of Public Works shall have the authority to refuse a second driveway where it has been determined to be a detriment to snow removal and street maintenance.

162.10 DRIVEWAY MAINTENANCE. It shall be the responsibility of the abutting property owner to repair, replace, or reconstruct, or cause to be repaired, replaced, or reconstructed, all broken and defective driveways and to maintain in a safe and hazard-free condition, any driveway within the public right-of-way inside the curb lines or traveled portion of a public street.

FAILURE TO MAINTAIN. If the abutting property owner does not maintain or repair defective driveways as required and action is brought against the City for personnel injuries alleged to have been caused by its negligence, the City may notify, in writing, any person whose negligence it claims the injury caused. The notice shall state the pendency of the action, the name of the plaintiff, the name and location of the court where the action is pending, a brief statement of alleged facts from which the cause arose, that the City believes that the person notified is liable to it for any judgment rendered against the City, and asking the person to appear and defend. A judgment obtained in the suit is conclusive in any action by the City against any person so notified, as to the existence of the defect or other cause of injury or damage, as to liability of the City to the plaintiff in the named action, and as to the amount of the damage or injury. The City may maintain an action against the person notified to recover the amount of the judgment together with all expenses incurred by the city in the suit.

162.11 PERMIT REQUIRED. No person shall remove, reconstruct, or install a driveway unless such person has obtained a permit from the City and has agreed in writing that said removal, reconstruction, or installation complies with all

ordinances and requirements of the City for such work. The application therefore shall be in writing and shall designate the location of the driveway on a lot or parcel of land, and the name of the owner thereof, and no permit shall be issued by the City, if said driveway is in violation of the rules and regulations of the City or, in the engineer's judgment, it is not advisable to do so, and no permit so issued shall be valid for a period of more than thirty (30) days, unless the permit was issued in conjunction with other construction. Failure to obtain said permit prior to starting construction shall be subject to a penalty by charging an amount equal to twice the normal permit fee.

162.12 FEE FOR PERMIT. Before any permit for a driveway is issued, the person who makes the application shall pay a twenty dollar ($ 20.00) permit fee for driveway repairs or replacements not affecting the paved portion of the right-of-way, or a thirty ($ 30.00) fee shall be paid if repair or replacement of a driveway involves disturbance of a street or a curb. If the applicant intends to install said driveway in connection with other construction on the premises for which a building permit has been issued and said fee has been charged.

162.13 PERMIT PREREQUISITE. Prior to any person cutting any curb on any street in the City, there shall be obtained, a written permit from the City, which permit shall be issued, only on condition that the curb cutting be done in accordance with the provisions of this chapter and with the rules and regulations of the City. No permit shall be issued for cutting the curb unless the driveway extending from the street to private property shall be hard surfaced in accordance to City standards.

162.14 INDEMNIFICATION. Any person securing a permit as required shall agree to hold the City free from all injuries from all liability for damages on account of injuries received by anyone through the negligence of such person or his agents or employees in making the driveway improvements, or by reason of such person's failure to guard the premises.

162.15 INSPECTIONS. The Building Inspector, or such other person as may be designated by the Council, shall inspect driveway improvements in accordance with City standards. The City, after twenty-four (24) hours prior notification, shall perform an inspection of the driveway base prior to hard surface application and, if a driveway culvert is required, the newly installed culvert prior to the completed backfilling and surfacing over the culvert. If installation is in conjunction with other construction on the premises for which a building permit has been issued, approval of the driveway and culvert installation is required before an occupancy permit is granted.

162.16 SNOW REMOVAL. This section shall not be construed to apply to or to limit the normal snow plowing operations performed by the City of Center Point. The snow plowing operations performed by the City are exempt from the application of this section.

1. It is the responsibility of the property owner to remove snow from the property owner's driveway. It is unlawful for any property owner or person to remove or allow to be removed from his or her property, snow and/or ice accumulations and to place such accumulations in the traveled portion of streets or on the private property of another, without consent of the property owner thereof.
2. It is unlawful for any property owner, or person in possession, to remove or allow to be removed from his or her property, snow and/or ice accumulations in such a way to deposit such accumulation on public property or public right-of-way.

162.17 VARIANCES. Except as to the width of a driveway, variances from the provisions of this ordinance for construction, reconstruction, repair, replacement or removal of an existing or proposed driveway may be granted by the Building Official or designee if after review the building official determines:

1. The variance or modification will not create an increased hazard.
2. The variance will be in the public interest.
3. The variance will not impede traffic flow in the area.
4. The variance will not conflict with the provisions of any other chapter of the City of Center Point Code of Ordinances.

Decisions of the Building Official or designee may be appealed to the City of Center Point City Council.

City of Center Point

Excavation Permit Application

Permit #

DESCRIPTION OF SITE:
STREET ADDRESS: _____ HOUSE/LOT NUMBER _____

_____

OWNER'S CURRENT INFORMATION:
NAME: _____
ADDRESS: _____
CITY _____ STATE: _____ ZIP: _____
PHONE #: _____ E-MAIL: _____

WHO WILL BE DOING THE WORK:
COMPANY _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE # _____

NEW CONTRACTOR REQUIRES STATE CONTRACTOR REGISTRATION INFORMATION
CONTRACTOR # _____ EXP DATE: _____

PERSON(s) RESPONSIBLE FOR RESTORING SITE TO ORIGINAL CONDITION:
NAME: _____
ADDRESS: _____
CITY _____ STATE: _____ ZIP: _____
PHONE #: _____ E-MAIL: _____

Purpose of Excavation:

_____

_____

_____

_____

_____

_____

The applicant shall post with the Clerk a surety bond in the amount of $5,000 payable to the City. The required surety bond must be:

- With good and sufficient surety;
- By a surety company authorized to transact business in the State;
- Satisfactory to the City Attorney in form and substance;
- Conditioned upon the permittee's compliance with this section and to secure and hold the City and its officers harmless against any and all claims, judgments or other costs arising from the excavation and other work covered by the excavation permit or for which the City, the Council or any City officer may be made liable by reason of any accident or injury to persons or property through the fault of the permittee either in not properly guarding the excavation or for any other injury resulting from the negligence of the permittee, and further conditioned to fill up, restore and place in good and safe condition as near as may be to its original condition, and to maintain any street where excavation is made in as good condition for the period of four years after said work shall have been done, usual wear and tear excepted, as it was in before said work shall have been done.

$5,000.00 Surety Bond **ATTACHED** **ON FILE**

Each applicant shall also file a certificate of insurance for coverage in effect for the duration of the permit for the following minimum amount:

Bodily Injury	$50,000.00 per person
	$100,000.00 per accident
Property Damage	$50,000.00 per accident

Certificate of Insurance **ATTACHED** **ON FILE**

I, _____, contractor for this project, agree to comply with all OSHA regulations as a condition for the granting of this permit.

APPROVED **DENIED**

Dated this _____ day of _____, 20_____

_____ _____

City Clerk Public Works Director

135.09 EXCAVATIONS. No person shall dig, excavate or in any manner disturb any street, parking or alley except in accordance with the following:

1. Permit Required. No excavation shall be commenced without first obtaining a permit therefor. A written application for such permit shall be filed with the City and shall contain the following:

A. An exact description of the property, by lot and street number, in front of or along which it is desired to excavate;

B. A statement of the purpose, for whom and by whom the excavation is to be made;

C. The person responsible for the refilling of said excavation and restoration of the street or alley surface; and

D. Date of commencement of the work and estimated completion date.

2. Public Convenience. Streets and alleys shall be opened in the manner which will cause the least inconvenience to the public and admit the uninterrupted passage of water along the gutter on the street.

3. Barricades, Fencing and Lighting. Adequate barricades, fencing and warning lights meeting standards specified by the City shall be so placed as to protect the public from hazard. Any costs incurred by the City in providing or maintaining adequate barricades, fencing or warning lights shall be paid to the City by the permit holder/property owner.

4. Bond Required. Before an excavation permit as herein provided is issued, each applicant, except public utility companies, shall deposit with the Clerk a surety bond in the amount of $5,000 payable to the City. The required surety bond must be:

- With good and sufficient surety;
- By a surety company authorized to transact business in the State;
- Satisfactory to the City Attorney in form and substance;
- Conditioned upon the permittee's compliance with this section and to secure and hold the City and its officers harmless against any and all claims, judgments or other costs arising from the excavation and other work covered by the excavation permit or for which the City, the Council or any City officer may be made liable by reason of any accident or injury to persons or property through the fault of the permittee either in not properly guarding the excavation or for any other injury resulting from the negligence of the permittee, and further conditioned to fill up, restore and place in good and safe condition as near as may be to its original condition, and to maintain any street where excavation is made in as good condition for the period of four years after said work shall have been done, usual wear and tear excepted, as it was in before said work shall have been done.

  Any settlement of the surface within said four-year period shall be deemed *prima facie* evidence of defective backfilling by the permittee. Nothing herein contained shall be construed to require the permittee to maintain any repairs to pavement made by the City if such repairs should prove defective. Any owner of real estate repairing or engaging another to repair his or her own sidewalk shall not be required to give such bond. Recovery on such bond for any injury or accident shall not exhaust the bond but it shall in its entirety cover any or all future accidents or injuries during the excavation work for which it is given. In the event of any suit or claim against the City by reason of the negligence or default of the permittee, upon the City's giving written notice to the permittee of such suit or claim, any final judgment against the City

requiring it to pay for such damage shall be conclusive upon the permittee and his or her surety. An annual bond may be given under this provision which shall remain in force for one year conditioned as above, in the amount specified above and in other respects as specified above but applicable as to all excavation work in streets by the principal in such bond during the term of one year from said date. As a condition of waiver of this requirement for public utility companies and/or companies contracted by public utility companies, said utility companies shall place on file with the Clerk a blanket maintenance bond guaranteeing that the above listed requirements covered under surety bonds required from private contractors will be met by the utility for any party contracted by them to excavate on any public property.

5. Insurance Required. Prior to beginning work, any person intending to dig, excavate or in any manner disturb the City streets and/or parking within the City right-of-way, except for public utility companies excavating for installation or repair, shall file with the Clerk a certificate or certificates of insurance showing proof of current insurance coverage to protect said person and any agents of said person against any claim set forth below which may arise as a result of the operation. As a condition of waiver of this requirement for public utilities and/or companies contracted by public utilities, said companies shall place on file with the Clerk a certificate of self-insurance acknowledging the insurance requirements for allowing excavations on public property in the City and assuring self-insurance coverage for the exposures and to the limits required under the City ordinance for the utility and any party contracted by the utility. The required limits of liability insurance may be satisfied in a single underlying or "primary" policy or in combination with "umbrella" or "excess" liability policies so long as there is sufficient coverage in aggregate to meet the required minimums. Any certificates of insurance required herein shall state that 30 days' written notice will be given to the City before the policy is canceled or changed.

6. Restoration of Public Property. Streets, sidewalks, alleys and other public property disturbed in the course of the work shall be restored to the condition of the property prior to the commencement of the work, or in a manner satisfactory to the City, at the expense of the permit holder/property owner.

7. Inspection. All work shall be subject to inspection by the City. Backfill shall not be deemed completed, nor resurfacing of any improved street or alley surface begun, until such backfill is inspected and approved by the City. The permit holder/property owner shall provide the City with notice at least twenty-four (24) hours prior to the time when inspection of backfill is desired.

8. Responsibility for Costs. All costs and expenses incident to the excavation shall be borne by the permit holder and/or property owner. The permit holder and owner shall indemnify the City from any loss or damage that may directly or indirectly be occasioned by such excavation.

9. Notification. At least forty-eight (48) hours prior to the commencement of the excavation, excluding Saturdays, Sundays and legal holidays, the person performing the excavation shall contact the Statewide Notification Center and provide the center with the information required under Section 480.4 of the Code of Iowa.

10. Exceptions. Franchised utilities with City Attorney approved blanket bond and self-insurance certificates on file with the City shall be exempt from the requirement to obtain a written permit for excavations. Said utilities shall, however, be required to notify the City office at least two working days before commencing any excavation. Said notice shall include all pertinent information required by the City.

City of Center Point

Resolution #2015-58

A RESOLUTION TO APPROVE THE CITY OF CENTER POINT INTEGRATED ROADSIDE VEGETATION MANAGEMENT PLAN

WHEREAS, the City has prepared an Integrated Roadside Vegetation Management Plan (IRVM) to implement within the City of Center Point;

AND WHEREAS, the City Council of the City of Center Point, Linn County, Iowa has reviewed the plan;

NOW THEREFORE, LET IT BE RESOLVED BY THE CITY COUNCIL OF THE CITY OF CENTER POINT, to authorize the approval of the IRVM plan
M/S

Passed and approved this 9th day of June, 2015.

Roll Call

Aye:
Nay
Abstention
Absent

_____

Paula Freeman-Brown, Mayor

Attest:

_____

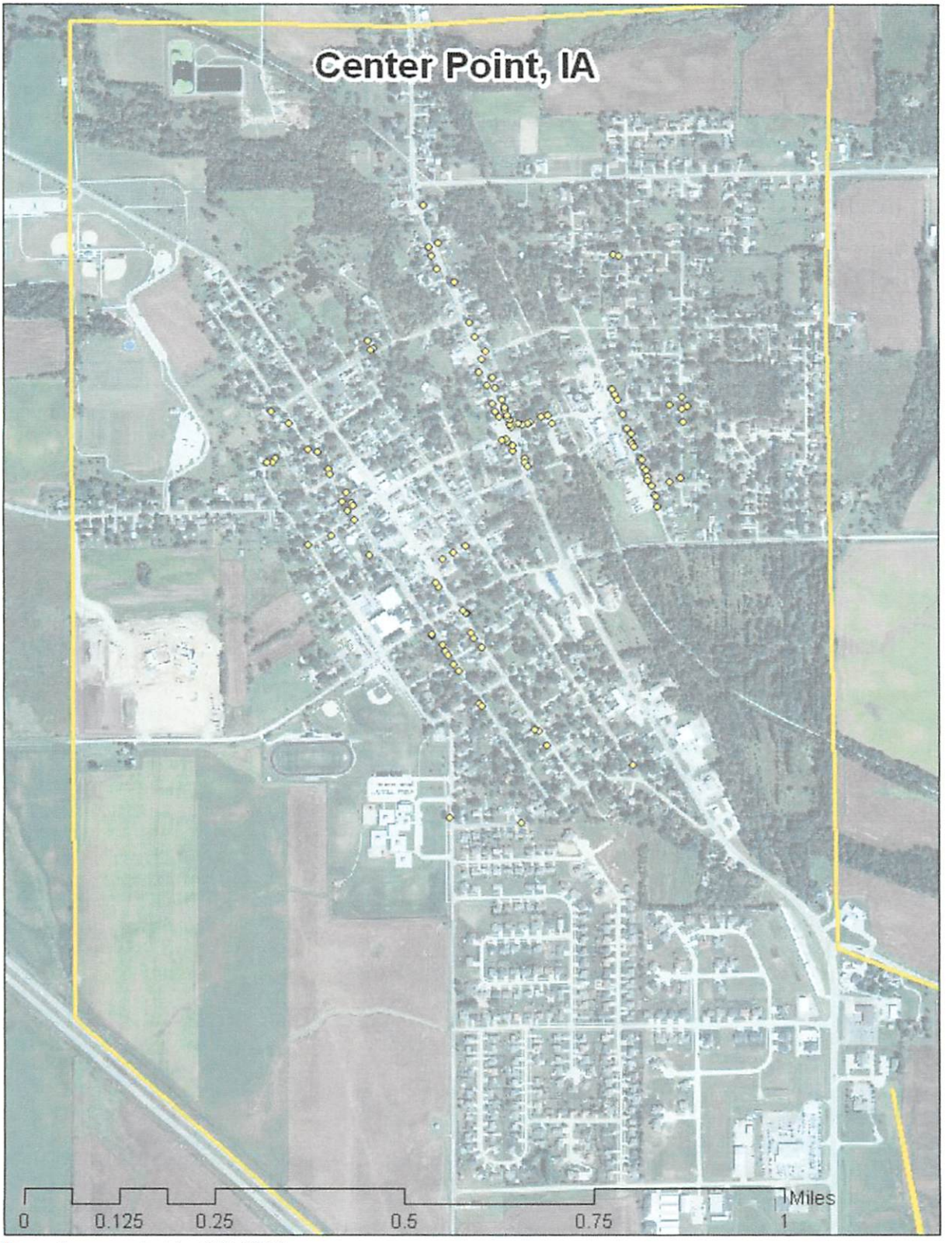
Melissa J Atkinson, City Clerk/Treasurer

Center Point, IA

2011 Community Street Tree Management Plan

Prepared by Mark A. Vitosh
Bureau of Forestry, Iowa DNR

FYI



Trees inventoried in fall 2011

Table of Contents

Executive Summary

Overview

This plan was developed to assist Center Point with managing its urban forest, including budgeting and future planning. Trees can provide a multitude of benefits to the community, and sound management allows a community to best take advantage of these benefits. Management is especially important considering the serious threats posed by forest pests such as the emerald ash borer (EAB) and gypsy moth. EAB is an invasive insect imported from Eastern Asia on wood shipping crates that kills all species of ash trees (this does not include mountain ash). **This pest was found in Iowa in the spring of 2010 in northeast Iowa, but has not been found in this area at this point in time.** There is a strong possibility that ~18 % of Center Point's city owned street trees (ash-21) will die once EAB becomes established in the community. With proper planning and management, the costs of removing dead and dying trees can be extended over years, mitigating public safety issues. Another concern is that 50% of Center Point's city owned street trees are some type of (maple-59), so if any type of insect or disease starts to threaten the health of maples in the community this could have a significant impact on the community tree population. There is a pest called Asian Long-Horned beetle that has recently been found in Ohio that does attack a number of different maple species. Basically, 68% (80) of Center Point's city owned street trees are either maple or ash.

Inventory and Results

In the fall of 2011 a tree inventory was conducted using Global Positioning System (GPS) data collectors. The inventory was an inventory of as many street trees that could be located in the community without an official right-a-way map. Below are some key findings of the 119 street trees inventoried.

- Center Point's street trees provide $24,678 of benefits annually, an average of $207 a tree
- There are ~18 species of trees along the streets
- The top four genus are along the streets are: Maple 50%, Ash 18%, Black Walnut 13%, and Oak 8%
- 21% of street trees are in need of some type of management, the majority of the management is pruning such as raising above streets and sidewalks for safety or cleaning out dead material
- 2 street trees are recommended for removal consideration (one sugar maple has already been removed, and the other is a large silver maple at 215 Main Street). There are five other tree situations that have been classified as critical concerns, and these pertain to dead or broken branches hanging over the sidewalk or the street that need removal.
- There are 18 trees outlined in a 9/27/2011 letter to the Public Works Director from the Iowa DNR District Forester that need to be inspected to see what action (s) is/are needed

Recommendations

The core recommendations are detailed in the Recommendations Section. The Emerald Ash Borer Plan includes management recommendations as well. Below are some key recommendations.

- Attempt to prune all park trees and street trees if community responsibility on a routine schedule, and any new trees planted should have good developmental pruning in the first 5 to 15 years to develop quality trees.
- Plant a diverse mix of trees that do not include: ash, maple, cottonwood, poplar, boxelder, Chinese elm, willow, black walnut, or evergreen species as street trees. Evergreen species such as Norway spruce, Serbian spruce, white spruce, Eastern white pine, Eastern redcedar, concolor fir, or arborvitae can be considered for park plantings.
- Check ash trees with a visual survey yearly
- EAB could potentially kill all ash trees within 4 to 10 years of its arrival to Center Point. At an estimated average cost of $600/tree it would take 4.2 years to remove all 21 ash street trees identified on the streets (if they died) with an annual budget of $3,000/year for removals. This estimate does not include any ash trees located in the parks.

Introduction

This plan was developed to assist Center Point with the management, budgeting and future planning of their urban forest. Across the state, forestry budgets continue to decrease with more and more of that money spent on tree removal. With the anticipated arrival of Emerald Ash Borer (EAB), an invasive pest that kills native ash trees, it is time to prepare for the increased costs of tree removal and replacement planting. With proper planning and management of the current canopy in Center Point, these costs can be extended over years and public safety issues from dead and dying ash trees mitigated.

Trees are an important component of Center Point's infrastructure and one of the greatest assets to the community. The benefits of trees are immense. Trees provide the community with improved air quality, stormwater runoff interception, energy conservation, lower traffic speeds, increased property values, reduced crime, improved mental health and create a desirable place to live, to name just a few benefits. It is essential that these benefits be maintained for the people of Center Point and future generations through good urban forestry management.

Good urban forestry management involves setting goals and developing management strategies to achieve these goals. An essential part of developing management strategies is a comprehensive public tree inventory. The inventory supplies information that will be used for maintenance, removal schedules, tree planting and budgeting. Basing actions on this information will help meet Center Point's urban forestry goals.

Inventory

In the fall of 2011, a street tree inventory was conducted of as many trees that could be located in the community without an official right-a-way map. The tree data was collected using a handheld Global Positioning System (GPS) receiver. The data collector gives Geographic Information Systems (GIS) coordinates with an accuracy of 3 meters, which can be used in Arc GIS as an active GIS data layer. Because the inventory is a digital document the data can be updated with new information and become a working document.

The programming used to collect tree information on the data collectors was written to be compatible with a state-of-the-art software suite called I-Tree. I-Tree was developed by the USDA Forest Service to quantify the structure of community trees and the environmental services that trees provide. The I-Tree suite is a public domain which can be accessed for free.

To quantify the urban forest structure and benefits, specific data is collected for each tree. This data includes: location, land use, species, diameter at 4.5 ft, recommended maintenance, priority of that maintenance, leaf health, and wood condition. Additionally, signs and symptoms of EAB were noted for all ash trees. The signs and symptoms noted were canopy dieback, epicormic shoots, bark splitting, D-shaped borer exit holes, and wood pecker damage.

Inventory Results

The data collected for the 119 city street trees was entered into the USDA Forest service program Street Tree Resource Analysis Tool for Urban forestry Management (STRATUM), part of the I-Tree suite. The following are results from the I-Tree STRATUM analysis.

Annual Benefits

Annual Energy Benefits

Trees conserve energy by shading buildings and blocking winds. Center Point's street trees reduce energy related costs by approximately $6,385 annually (Appendix A, Table 1 attached to document). These savings are both in Electricity (30.6 MWh) and in Natural Gas (4148.4 Therms).

Annual Stormwater Benefits

Center Point's street trees intercept about 332,485 gallons of rainfall or snow melt a year (Appendix A, Table 2). This interception provides $9,011 of benefits to the city.

Annual Air Quality Benefits

Air quality is a persistent public health issue in Iowa. The urban forest improves air quality by removing pollutants, lowering air temperature, and reducing energy consumption, which in turn reduces emissions from power plants, and emitting volatile organic matter (ozone). In Center Point, it is estimated that street trees remove 384.8 lbs of air pollution (ozone (O_3), particulate matter less than 10 microns (PM10), carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) per year with a net value of $1,081 (Appendix A, Table 3).

Annual Carbon Benefits

Carbon sequestration and storage reduce the amount of carbon in the atmosphere, mitigating climate change. In Center Point, street trees sequester about 82,791 lbs of carbon a year with an associated value of $960 (Appendix A, Table 5). In addition, the street trees store 1,248,013 lbs of carbon, with a yearly benefit of $9,360 (Appendix A, Table 4).

Annual Aesthetics Benefits

Social benefits of trees are hard to capture. The analysis does have a calculation for this area that includes: aesthetic value, property values, lowered rates of mental illness and crime, city livability and much more. Center Point receives $7,240 in annual social benefits from street trees (Appendix A, Table 6).

Financial Summary of all Benefits

According to the USDA Forest Service i-Tree STRATUM analysis, Center Point's trees provide $24,678 of benefits annually. Benefits of individual trees vary based on size, species, health and location, but on average each of the 119 street trees in Center Point provide approximately $207 annually (Appendix A, Table 7).

Forest Structure

Species Distribution

Center Point has 18 different tree species along city streets (Appendix A, Figure 1).
The distribution of trees by genus is as follows:

Maple	59	50% (Sugar, Silver, Norway, and Red)
Ash	21	18% (Green & White)
Black Walnut	16	13%
Oak	9	8% (Pin, Red, White, & Bur)
Hackberry		Species 4% or less are below
Apple (crabapple)		
Honeylocust		
Eastern Cottonwood		
American Elm		
American Linden		

Size Class

In Center Point (17.7%) of the street trees are 12 inches or less in diameter at 4.5 ft, (20.2%) are between 12 and 18 inches, and (62.1 %) are 18 inches and greater. This indicates that there are a significant amount of larger trees along the streets of Center Point.

Condition: Wood and Foliage

Both wood condition and leaf condition are good indicators of the overall health of the urban forest. The foliage condition results for Center Point indicate that 91% of the street trees are in good health, with only 9% of the foliage identified as fair (Appendix A, Figure 3 & Appendix B, Figure 3). Similarly, 54% of Center Point's trees are in good health for wood condition, 41% fair, and 5% poor (Appendix A, Figure 4 & Appendix B, Figure 3).

Management Needs

- In (Appendix B, Figure 4) the specific management needs of the inventoried trees are identified. Management practices needed include crown cleaning, crown raising, crown reduction, and some potential removal. Twenty-one percent of the inventoried street trees are in need of some type of management, the majority of the management is pruning such as raising above streets and sidewalks for safety or cleaning out dead material.
  There is 1 street tree on the map listed for possible removal that should be evaluated as soon as possible to decide if it needs to be removed and when. *City ownership of the trees recommended for removal should be verified prior to any removal*

Land Use and Location

The majority of Center Point's street trees are in areas of single-family residential homes (95.8 %), and are planted within planting strips (87.4 %). (Appendix A, Figure 5 & Figure 6).

Recommendations

Risk Management

Hazardous trees can be a significant threat to both people and property. Trees that are dead or dying, or that have large issues such as trunk cracks should be removed. Broken branches and branches that interfere with motorist's vision of pedestrians, vehicles, traffic signs and signals, etc should be removed.

Hazardous trees

Center Point has 1 street tree that needs to be considered for removal as soon as possible. The address of this tree is 215 Main Street. There are 18 trees outlined in a 9/27/2011 letter to the Public Works Director from the Iowa DNR District Forester that need to be inspected to see what action (s) is/are needed. The majority of these trees have dead or broken branches hanging over a sidewalk or street that need to be removed. Below is the list of those 18 trees that need to be looked at:

Trees Needing Evaluation

- 902 Franklin large green ash with 3 to 4 inch diameter dead broken branch hanging over sidewalk.
- 1002 Franklin large Norway maple with multiple 3 to 6 inch diameter dead stubs.
- 1320 Franklin large black walnut with 8 to 10 inch diameter broken branch over sidewalk.
- 411 Vine Street 16 inch diameter black walnut with hanging branch over sidewalk.
- 411 Vine Street large black walnut with 11 inch diameter branch broken and hanging over street.
- 1009 Franklin large silver maple with 3 to 4 inch diameter hanging branch over sidewalk.
- 902 Franklin Street tree is on Washington and is 3rd tree east from corner of Franklin large pin oak with multiple 3 to 7 inch diameter dead and broken branches.
- 215 Main Street large silver maple with very large branch hanging over drive with significant crack in the trunk. Tree needs to be evaluated for removal.
- 503 Summit Street large pin oak with multiple 5 to 8 inch diameter dead and broken branches over mailbox.
- 521 Summit 2 large sugar maples near school crossing. One tree with multiple dead and hanging branches over sidewalk and other tree with stem decay in top that needs evaluation.
- 908 Summit large sugar maple with 5 inch diameter dead branch over the street.
- 1203 Summit large sugar maple in alley with significant decay needs closer evaluation.
- 1203 Summit large sugar maple with some decay and multiple 3 to 7 inch diameter dead limbs over the sidewalk. Tree needs closer evaluation.
- 104 Water (not sure if public tree) 18 inch diameter green ash with broken hanging limb.
- Corner of Park and Olive large black walnut 2nd tree west from corner with multiple 3 to 6 inch diameter dead branches over sidewalk.
- 832 Park Avenue large silver maple with 8 to 9 inch diameter broken branch over the sidewalk.
- 606 Central Avenue 18 inch diameter black walnut with 4 to 5 inch diameter limb over sidewalk.

Pruning Cycle

Proper pruning can extend the life and good health of trees, as well as reduce public safety issues. In the Management Needs section of the findings there are four main maintenance issues to be addressed: routine pruning, crown cleaning, crown raising, and crown reduction. Crown cleaning removes dead, diseased, and damaged limbs. Crown raising is the removal of lower branches that are 2 inches in diameter or larger in the case of providing clearance for pedestrians or vehicles. Crown reduction is removing individual limbs from structures or utility wires. It is recommended that all street (if city responsibility) and park (s) trees be pruned on a routine schedule every five to seven years, and any new trees planted should have good developmental pruning in the first 5 to 15 years to develop quality trees. Please refer to the six year maintenance plan for further information.

Planting

If some trees are removed in the next few years consider replacing these trees at a minimum. It is recommended to plant 1 to 2 trees for every tree removed, since survival rates will not be 100%. Please refer to the six year maintenance plan at the end of this section. It is not essential that the new trees be planted in the same location of the trees being removed. Your ordinance discourages tree planting in the space between the street and sidewalk, so concentrate any new tree plantings in the parks.

It is important to plant a diverse mix of species in the urban forest to maintain canopy health, since most insects and diseases target a genus (ash) or species (green ash) of trees. Current diversity recommendations advise that a genus (i.e. maple, oak) not make up more than 15 to 20% of the urban forest and a single species (i.e. silver maple, sugar maple, white oak, bur oak) not make up more than 10% of the total urban forest. Presently, the street tree population has 50% maple and for this reason consider not planting maple on public property until this percentage becomes lower. Also, ash trees have not been recommended since 2002, due to the threat of EAB. Species to avoid because they can be public nuisances include: cottonwood, poplar, boxelder, Chinese elm, evergreens as street trees, willow or black walnut.

Continual Monitoring

Due to the threat of EAB, it is important to continuously check the health of ash trees. It is recommended that ash trees be checked with a visual survey every year for tree death and for the following signs and symptoms: canopy dieback, epicormic shoots, bark splitting, D-shaped borer exit holes, and wood pecker damage. With many new potential tree health threats on the horizon attempt to monitor the health of all city owned trees on a regular basis.

Six Year Maintenance Plan

The current tree removal budget is $3000/annually and there is no other budget for specific activities such as tree planting. The following are general suggestions for the next six years depending on specific available budget.

Year 1

Removal: 2 trees (@ estimate $600 to $1,000/tree) with the highest concern that have been identified
Planting and Replacement: 10 trees (@ $50 to $150/tree) planted in open locations within the public parks
Visual Survey for signs and symptoms of EAB
Routine trimming: Prune a portion of park (s) trees (@$20 to $200/tree) and street trees with specific concerns like dead or broken branches over the sidewalk and/or street

Year 2
Removal: Removal of any new critical concern trees and ash in poor health as budget permits
Planting and Replacement: 10 trees (@ $50 to $150/tree) planted in open locations within the public parking areas or parks
Visual Survey for signs and symptoms of EAB

Year 3
Removal: Removal of any new critical concern trees and ash in poor health as budget permits
Routine trimming: Prune a portion of park (s) trees (@$20 to $200/tree)
Visual Survey for signs and symptoms of EAB

Year 4
Removal: Removal of any new critical concern trees and ash in poor health as budget permits
Visual Survey for signs and symptoms of EAB
Planting and Replacement: 10 trees (@ $50 to $150/tree) planted in open locations within the public parking areas or parks

Year 5
Removal: Removal of any new critical concern trees and ash in poor health as budget permits
Routine trimming: Prune a portion of park (s) trees (@$20 to $200/tree)
Visual Survey for signs and symptoms of EAB

Year 6
Removal: Removal of any new critical concern trees and ash in poor health as budget permits
Planting and Replacement: 10 to 20 trees (@ $50 to $150/tree) planted in open locations within the public parking areas or parks
Visual Survey for signs and symptoms of EAB

EAB could potentially kill all ash trees within 4 to 10 years of its arrival to Center Point. At an estimated average cost of $600/tree it would take 4.2 years to remove all 21 ash street trees identified on the streets (if they died) with an annual budget of $3,000/year for removals. This estimate does not include any ash trees located in the parks.

Emerald Ash Borer Plan

Ash Tree Removal

There is one ash tree that has dieback that needs to be evaluated at this point. Any tree removal that occurs will be prioritized with hazardous, dead, and dying trees to be removed first. *City ownership of the tree recommended for removal should be verified prior to any removal*

EAB Quarantines

EAB is an extremely destructive plant pest and it is responsible for the death and decline of over 25 million ash trees. Ash in both forested and urban settings constitute a significant portion of the canopy cover in the United States. Current tools to detect, control, suppress and eradicate this pest are not as robust as the USDA would desire. In order to stay ahead of this hard to detect beetle, the USDA is attempting to contain the beetle before it spreads beyond its known positions by regulating articles.

A regulated article under the USDA's quarantine includes any of the following items:

- emerald ash borer
- firewood of all hardwood species (for example ash, oak, maple and hickory)
- nursery stock and green lumber of ash

- any other ash material, whether living, dead, cut or fallen, including logs, stumps, roots, branches, as well as composted and not composted chips of the genus ash (Mountain ash is not included) In addition, any other article, product or means of conveyance not listed above may be designated as a regulated article if a USDA inspector determines that it presents a risk of spreading EAB once a quarantine is in effect for your county.

Wood Disposal

A very important aspect of planning is determining how wood infested with EAB will be handled, keeping in mind that quarantines will restrict its movement. Consider who will cut and haul the dead and dying trees? Is there an accessible, secured site big enough to store and sort the ash trees and the associated brush and chips? How will wood be disposed of or utilized? Do you have equipment capable of handling the amount and size of ash trees your tree inventory has identified? Once your county is under quarantine for EAB, contact USDA-APHIS-PPQ at 515-251-4083 or visit the website http://www.aphis.usda.gov/plant_health/plant_pest_info/emerald_ash_b/regulatory.shtml. Wood waste can be disposed of as you normally would if your county is not part of a quarantine.

Canopy Replacement

As budget permits, all removed ash trees should be replaced. New plantings will be a diverse mix and will not include ash, maple at this time, cottonwood, poplar, bur oak, box elder, Chinese elm, evergreens along the streets, willow or black walnut.

Postponed Work

While finances, staffing and equipment are focused on the management of ash, usual services may be delayed. Tree removal requests on genus other than ash will be prioritized by hazardous or emergency situations only.

Monitoring

It is recommended that ash trees be checked with a visual survey every year for tree death and for the following signs and symptoms: canopy dieback, epicormic shoots, bark splitting, D-shaped borer exit holes, and wood pecker damage.

Private Ash Trees

It is strongly recommended that private property owners start removing ash trees on their property upon arrival of EAB if they are infested with the pest. Current City Code **151.05 DISEASE CONTROL and 151.06 INSPECTION AND REMOVAL** allows the city to require removal of trees declared a nuisance for health reasons.

Budget

EAB could potentially kill all ash trees within 4 to 10 years of its arrival to Center Point. At an estimated average cost of $600/tree it would take 4.2 years to remove all 21 ash street trees identified on the streets (if they died) with an annual budget of $3,000/year for removals. This estimate does not include any ash trees located in the parks.

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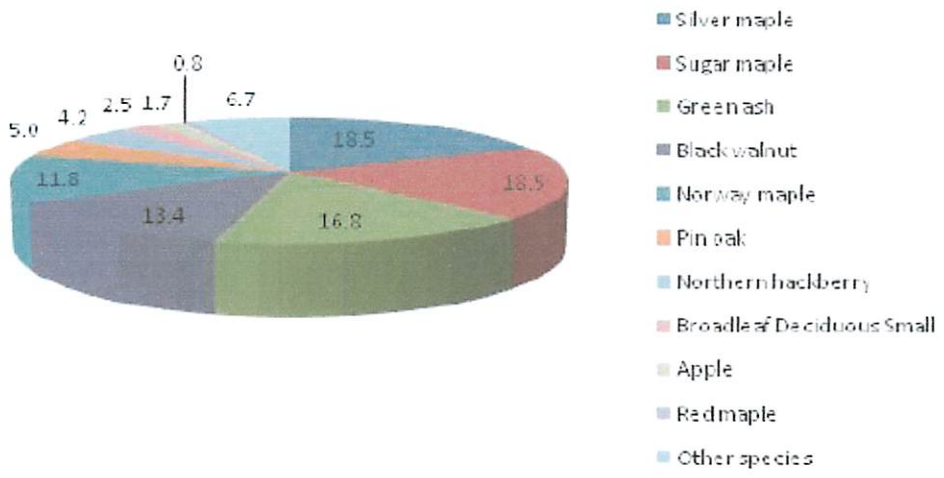
Appendix A: i-Tree Data

Species Distribution of Public Trees (%)

10/24/2011

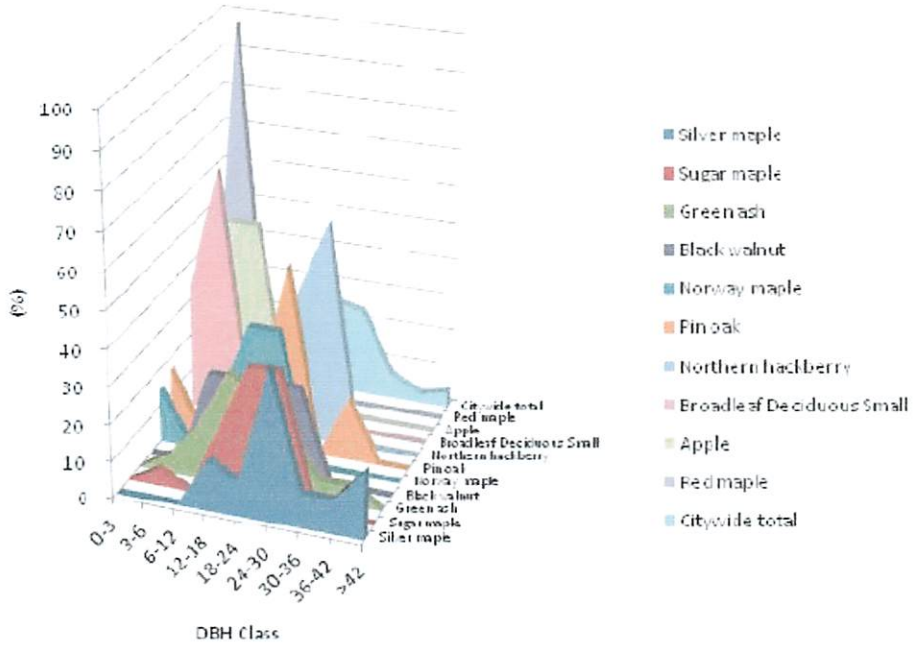


Species	Percent
Silver maple	18.5
Sugar maple	18.5
Green ash	16.8
Black walnut	13.4
Norway maple	11.8
Pin oak	5.0
Northern hackberry	4.2
Broadleaf Deciduous	2.5
Apple	1.7
Red maple	0.8
Other species	6.7
Total	100.0

Figure 1: Species Distribution

Relative Age Distribution of Top 10 Public Tree Species (%)

10/24/2011



	DBH class (in)								
Species	0-3	3-6	6-12	12-18	18-24	24-30	30-36	36-42	>42
Silver maple	0.0	0.0	0.0	13.6	9.1	40.9	9.1	9.1	18.2
Sugar maple	0.0	4.5	0.0	18.2	36.4	36.4	4.5	0.0	0.0
Green ash	0.0	5.0	15.0	30.0	25.0	15.0	5.0	5.0	0.0
Black walnut	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0
Norway maple	14.3	0.0	14.3	35.7	35.7	0.0	0.0	0.0	0.0
Pin oak	16.7	0.0	0.0	16.7	50.0	0.0	16.7	0.0	0.0
Northern hackberry	0.0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0
Broadleaf Deciduous	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Apple	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
Red maple	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Citywide total	4.2	5.0	8.4	20.2	25.2	23.5	6.7	2.5	4.2

Figure 2: Relative Age Class

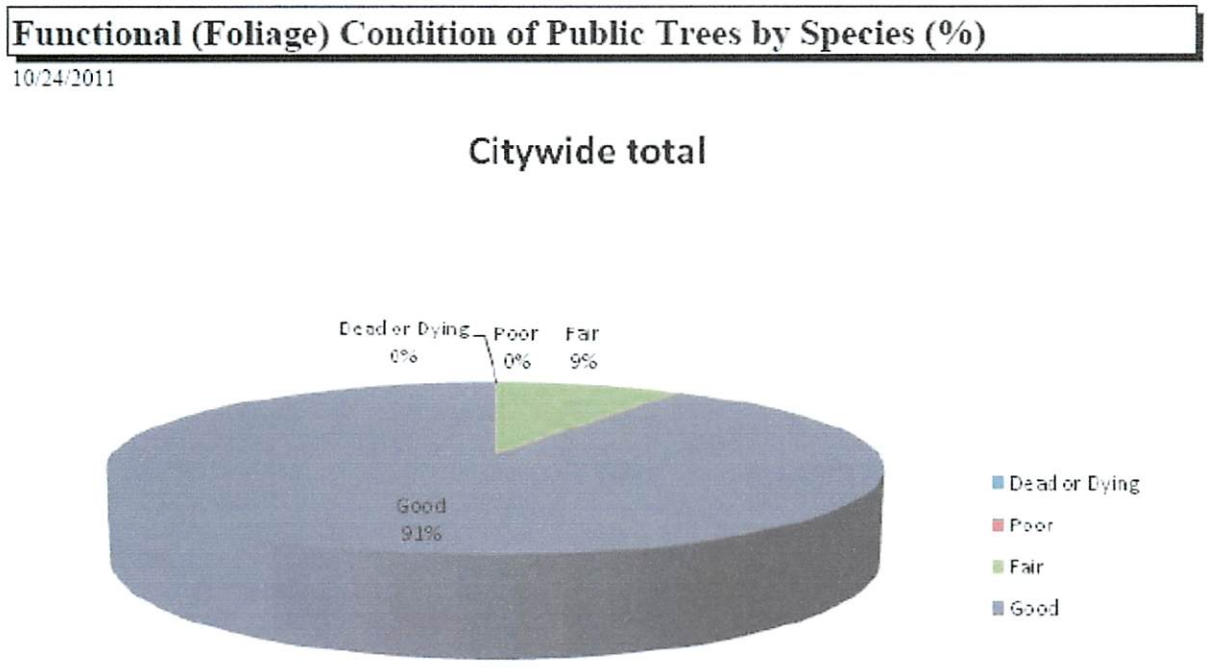


Figure 3: Foliage Condition

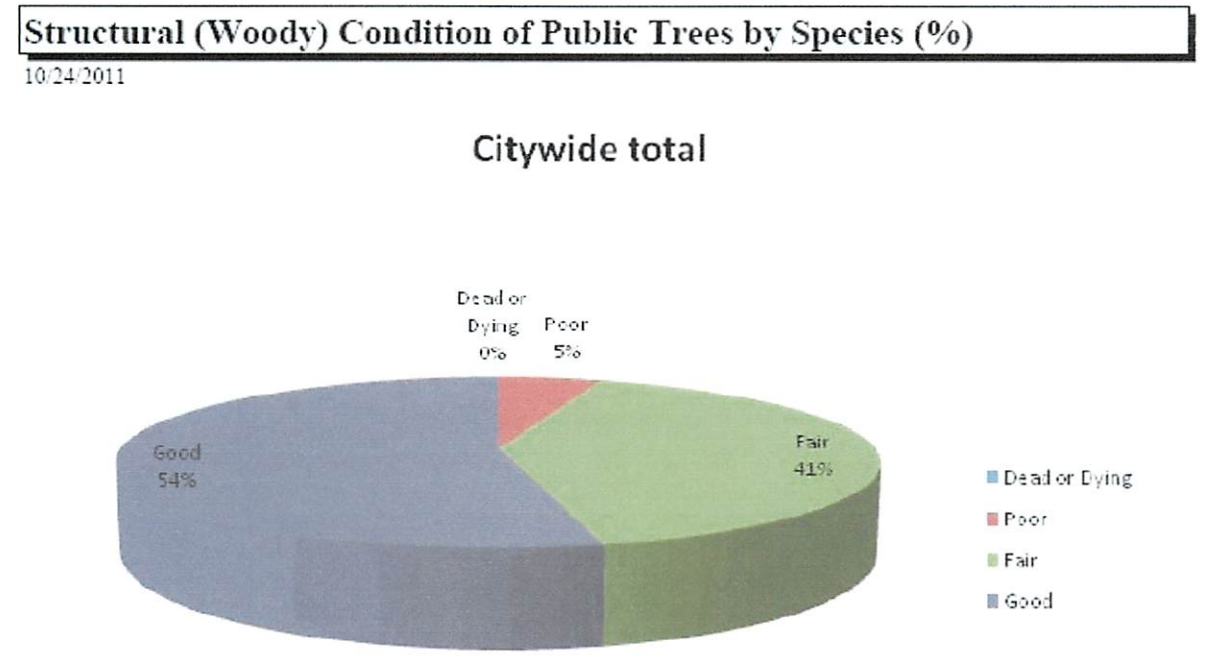
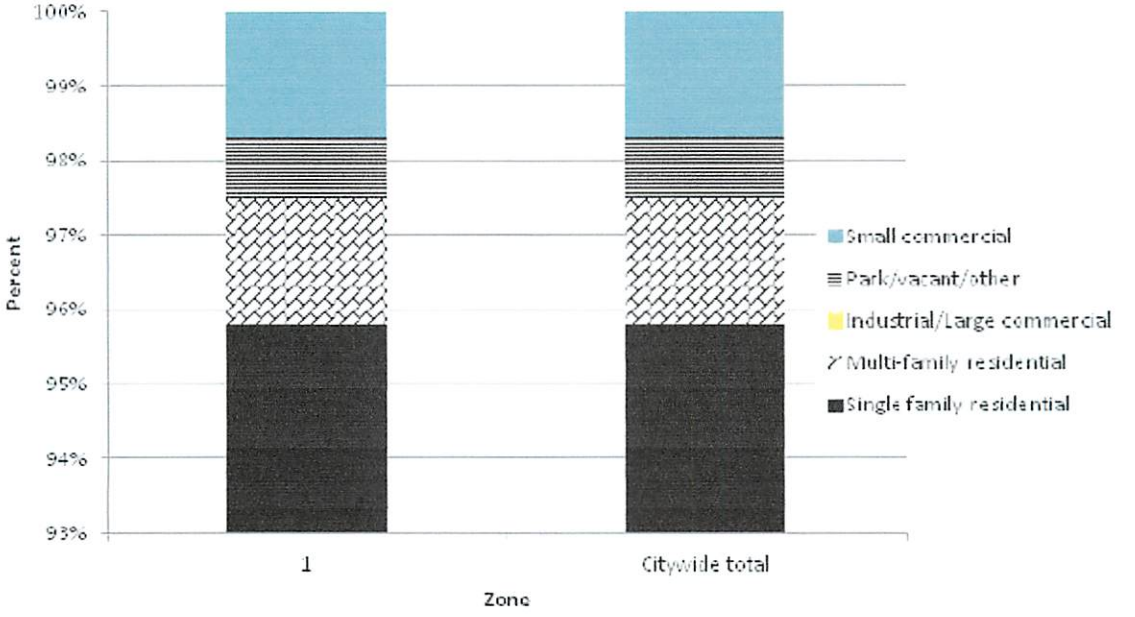


Figure 4: Wood Condition

Land Use of Public Trees by Zone (%)

10/24/2011

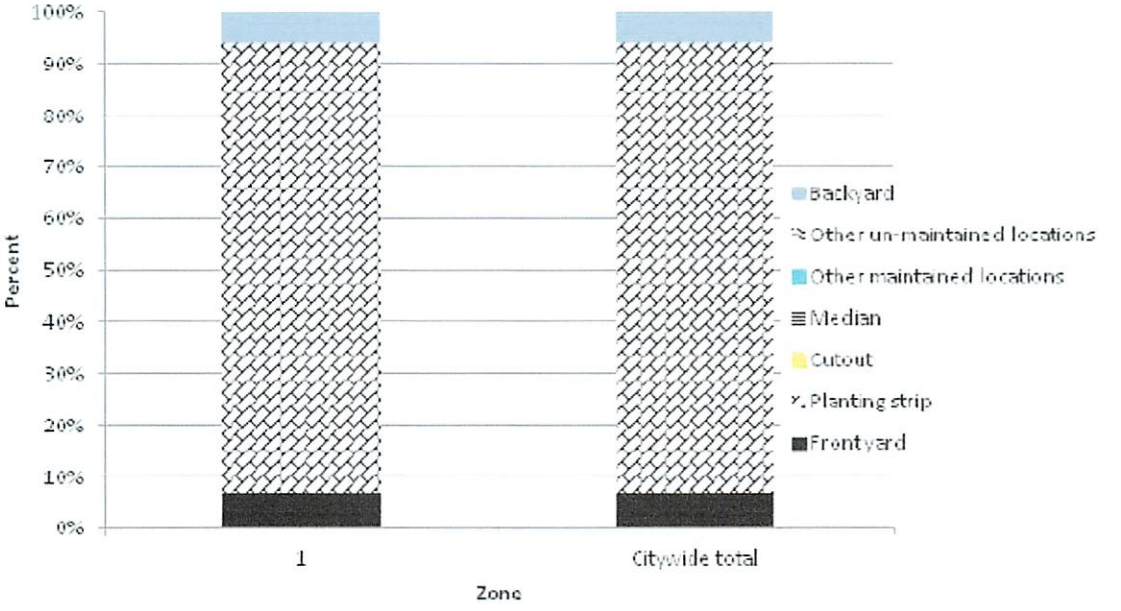


Zone	Single family residential	Multi-family residential	Industrial/ Large commercial	Park vacant/ other	Small commercial
1	95.8	1.7	0.0	0.8	1.7
Citywide total	95.8	1.7	0.0	0.8	1.7

Figure 5: Land Use of city/park trees

Location of Public Trees by Zone (%)

10/24/2011



Zone	Front yard	Planting strip	Cutout	Median	Other maintained locations	Other un-maintained locations	Backyard
1	6.7	87.4	0.0	0.0	0.0	0.0	5.9
Citywide total	6.7	87.4	0.0	0.0	0.0	0.0	5.9

Figure 6: Location of city/park trees

Appendix B: ArcGIS Mapping

Figure 1: Location of Ash Trees

Figure 2: Location of EAB symptoms

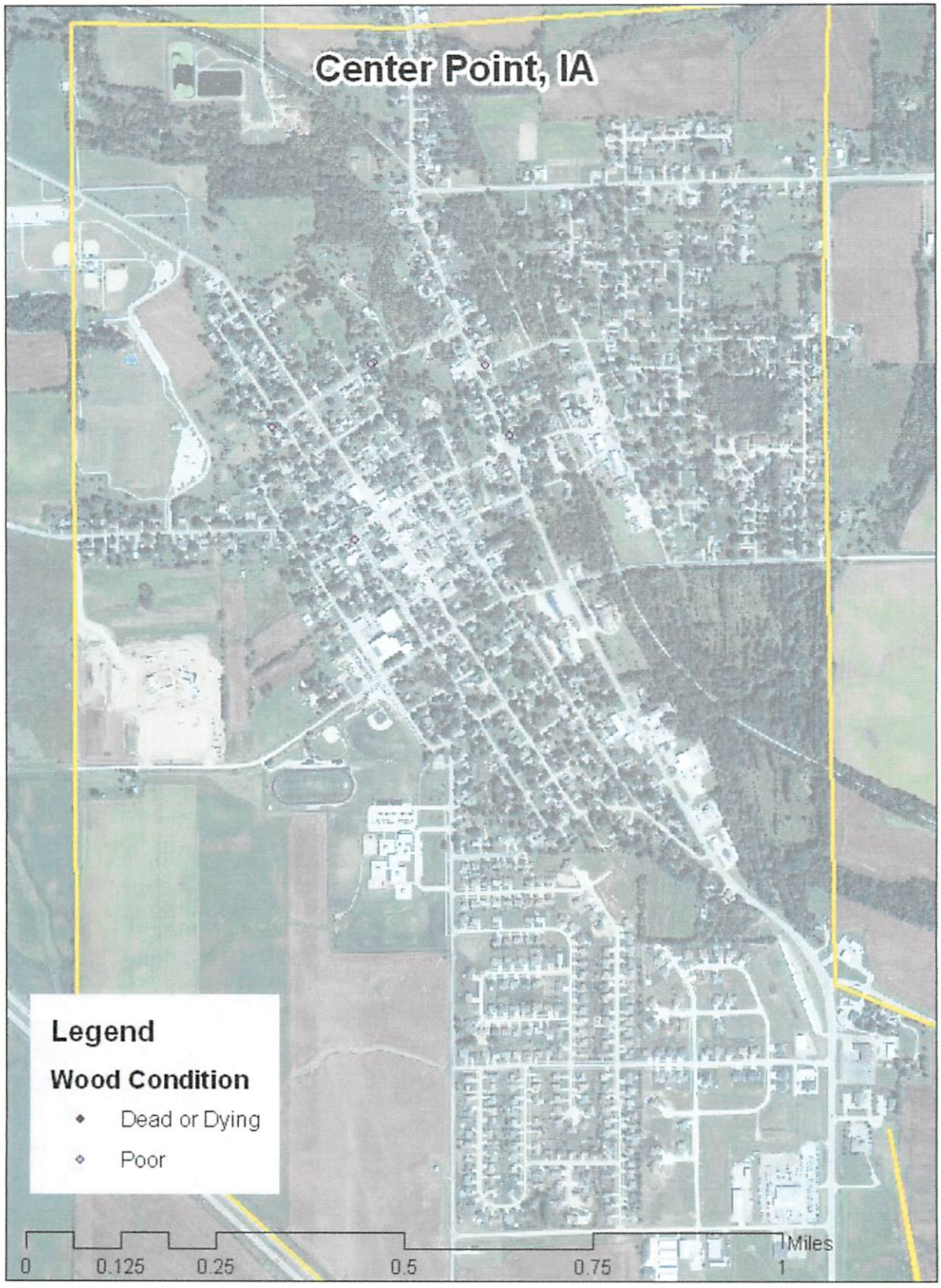


Figure 3: Location of Poor Condition Trees

Figure 4: Location of Trees with Recommended Maintenance

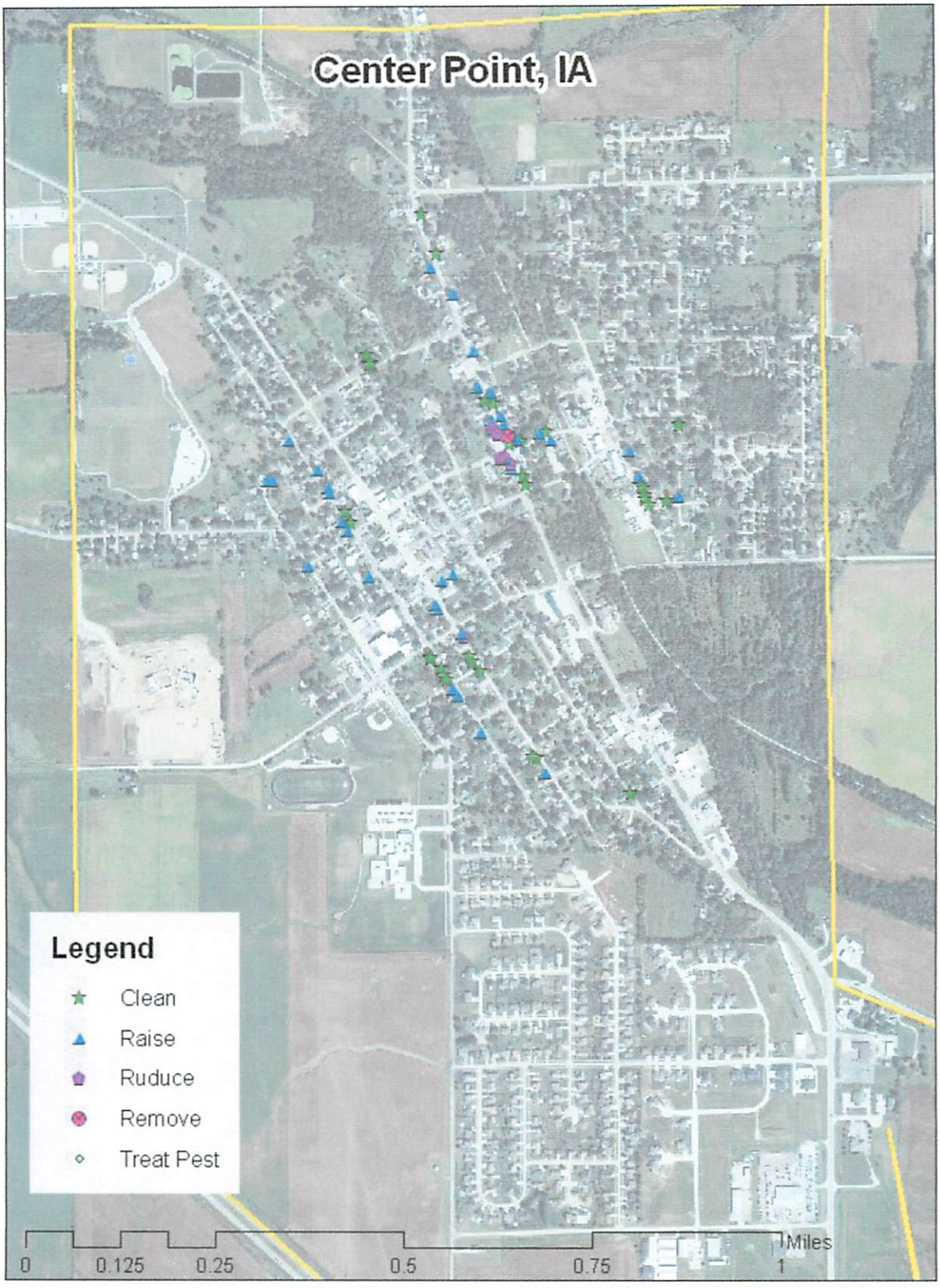


Figure 5: Maintenance Tasks ***City ownership of the trees recommended for removal should be verified prior to any removal***

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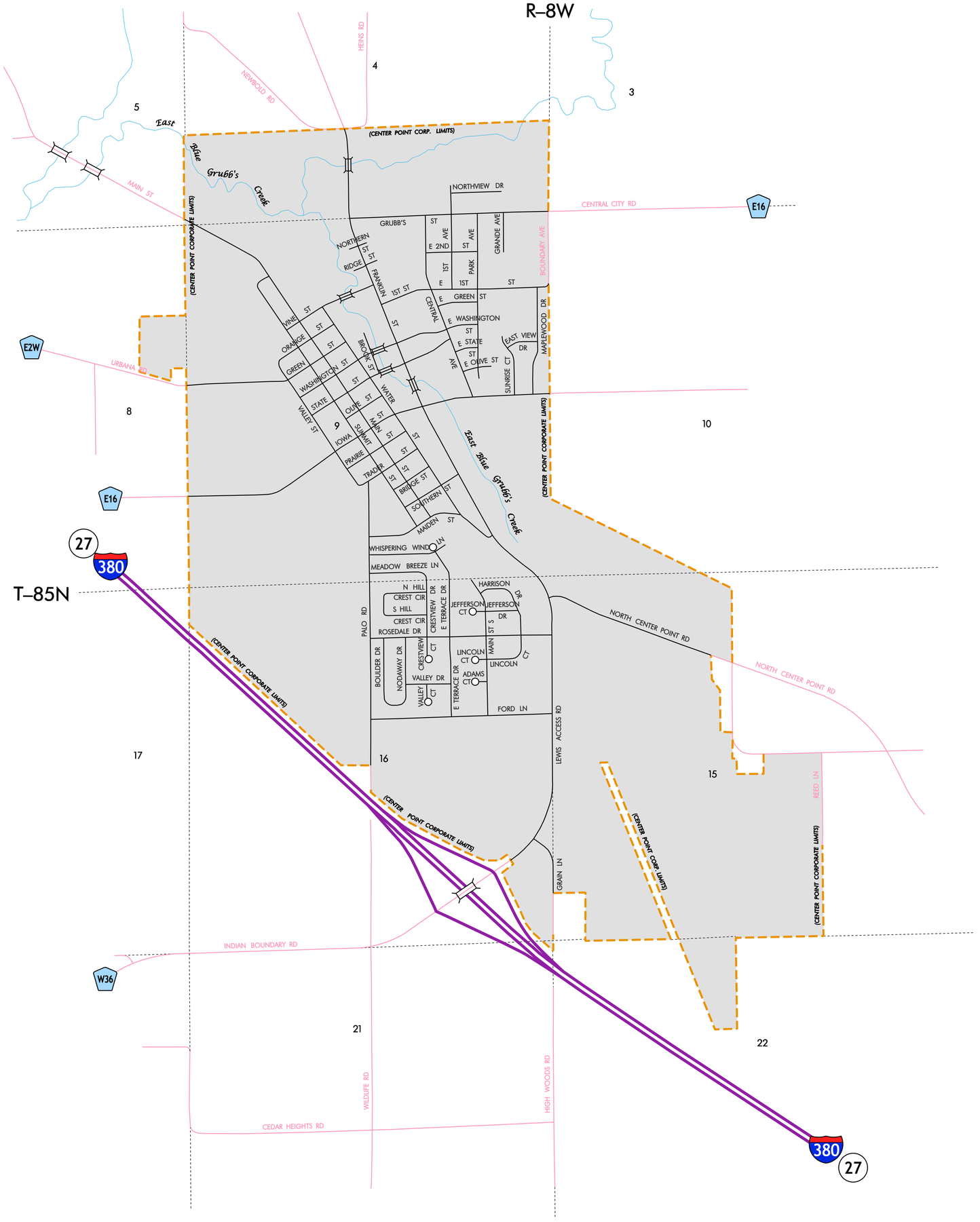
If you need accommodations because of disability to access the services of this Agency, please contact the Director at 515-281-5918.



N

TRANSPORTATION DATA

02 – 11 – 13

LEGEND

INTERSTATE ROUTE	35
FREEWAY OR EXPRESSWAY ROUTE	30
U.S. NUMBERED ROUTE	6
BUSINESS ROUTE	61
STATE NUMBERED ROUTE	44
UNSIGNED ROUTE	461
COUNTY NUMBERED ROUTE	R38
SECONDARY ROAD OR ADJOINING CITY STREET	
CITY STREET	
PARK, INSTITUTION, OR FEDERAL ROAD	
RAILROAD	
CORPORATION LINE	
SECTION LINE	
CUL-DE-SAC	
SECTION, TOWNSHIP & RANGE NUMBERS	9, T-81N, R-30W

SCALE IN MILES

0 0.1 0.2 0.3 0.4 0.5 0.75 1.0

0 0.1 0.2 0.3 0.4 0.5 1.0 1.5 2.0

SCALE IN KILOMETERS

HIGHWAY AND STREET MAP OF

CENTER POINT

IOWA

PREPARED BY

IOWA DEPARTMENT OF TRANSPORTATION

PLANNING, PROGRAMMING, AND MODAL DIVISION

OFFICE OF TRANSPORTATION DATA

PHONE (515) 239-1289

IN COOPERATION WITH

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

57–1205