

**MINUTES OF THE MEETING OF THE AMES AREA
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE
AND REGULAR MEETING OF THE AMES CITY COUNCIL**

AMES, IOWA

OCTOBER 12, 2010

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE MEETING**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee met at 6:00 p.m. on the 12th day of October, 2010, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Ann Campbell as Administrator. Voting members present were Campbell, Davis, Goodman, Larson, Mahayni, Orazem, and Wacha, representing the City of Ames City Council. Wayne Clinton, Story County Supervisor; Mike O'Brien, Boone County Supervisor; and Robert Anders, representative of the Ames Transit Agency, were absent.

PRESENTATION OF FINAL 2035 LONG-RANGE TRANSPORTATION PLAN: Traffic Engineer Damion Pregitzer introduced Rudy Koester, City Transportation Planner, and Brian Ray, representing HDR, Inc. (the consulting firm hired to update the AAMPO Transportation Plan to the year 2035). Mr. Pregitzer advised that the 2035 Plan places more emphasis on how transportation relates to livability, impacts the environment, and impacts the economy. Staff and the consultants believe that the Final Draft represents a plan that is realistic based on the amount of dollars that go towards transportation.

Mr. Ray explained that the Ames Area Metropolitan Planning Organization is comprised of the City of Ames, Boone County, Story County, Iowa State University, CyRide, the Federal Highway Administration, the Federal Transit Administration, and the Iowa Department of Transportation. He said that the purpose of the AAMPO is for the entities to cooperate and coordinate transportation planning efforts to determine future transportation needs and how to best address those needs with transportation funding dollars. The AAMPO is required to develop a Long-Range Transportation Plan, which must be updated every five years. The LRTP includes collecting and analyzing new data, projecting future transportation conditions, and identifying solutions to meet transportation needs.

Mr. Ray gave an overview of the Plan. He explained the extensive public involvement process that occurred prior to the Plan being prepared. The Plan's vision and goals and objectives were developed as a result of the public input received. Mr. Ray described the vision and highlighted each of the goals. Regarding evaluation, Traffic Engineer Pregitzer explained the project scorecard, which included all six goals established through public input. Only the projects that received a certain score were included in the Plan.

Mr. Ray advised that they developed the 25-year revenue forecast using 2% annual growth. They also developed the 25-year operations/maintenance expense forecast using 4% annual growth. He stated that they are forecasting that there will be approximately \$67 million for roadway and bicycle/pedestrian projects; the costs must use year-of-expenditure dollars.

Mr. Ray then reviewed each of the short-term (within a ten-year period) and long-term (15 or more years) roadway projects proposed in the Plan.

At the request of Mr. Wacha, Project 26: Cherry Avenue Extension, Lincoln Way to SE 16th Street, was described in more detail by Mr. Ray. Referencing funding sources, Mr. Larson asked how the financing options are calculated when portions of the road are paid for by developers or the state. Mr. Pregitzer stated that historical trends are used to project the costs; they are not calculated on a project-by-project basis.

Mr. Ray advised that, after project analyses were completed, three intersections (Lincoln Way and Duff, Lincoln Way and Grand, and Lincoln Way and Dakota) were shown as operating at Level of Service (LOS) D. The improvements that would bring the LOS up to a C were explained.

Mr. Pregitzer advised that three projects did not fit within the fiscal constraint: Duff Avenue Underpass (Union Pacific RR); Grand Avenue Extension, S. 16th Street to Airport Road; and Bloomington Road Extension, Grand Avenue to Dayton Avenue. They are included for illustrative purposes only, and are named “Illustrative Projects” in the Plan. These projects represent unmet needs, which would be included only if funding becomes available.

Bicycle/pedestrian projects were highlighted. Included in the Plan are 14 shared-use projects, 13 sharrows, three (3) bicycle lanes, two (2) paved shoulders, and 11 intersection improvements. In addition, opportunities to incorporate bicycle/pedestrian facilities with roadway projects will be explored.

A summary of the 12 transit projects included in the Plan was given. Again, opportunities to incorporate transit projects with roadway projects will be considered.

In summary, there are 22 roadway projects, 43 bicycle/pedestrian projects, and 14 transit projects included in the 2035 LRTP. The Plan also includes other strategies, i.e., travel demand management and intelligent transportation systems.

Mr. Larson asked for clarification of the costs of Project 11: North Dakota Avenue Overpass/Widening, Ontario Street to 215th Street.. Mr. Ray stated that the costs shown include the overpass (bridge). No grant or “earmark” money has been included. There is only one project in the Plan that includes “earmark” money; that is the Grand Avenue Extension project.

Peter Hallock, 114 Eighth Street, Ames, advised that he is a member of the Old Town Neighborhood Association. He expressed his appreciation that the Duff Avenue Underpass had been taken out of the Plan. A concern expressed by Mr. Hallock was the lack of sidewalk connections along South 5th Street at the Duff and Walnut Street ends. He noted that there are approximately 600 apartments in that area within proximity to the Target and Super WalMart stores. Mr. Hallock disputed a statement in the Plan that pedestrian access in that area is at Level of Service C without connections at the Duff and Walnut Street ends, and he asked that it be corrected in the Plan.

Anne Kinzel, 720 Duff Avenue, Ames, also expressed appreciation that the Duff Avenue Underpass has been taken out of the Plan. She said that she is still concerned that the project might be done should funding become available. It is her opinion that the project should not be included without a deep analysis being done first. Noting that there was another train fatality at that location, she urged that public policy not be established on emotions instead of careful analysis of the traffic patterns and economic impacts.

Referencing that development sometimes triggers intersection improvements, Mr. Goodman asked if similar negotiations occur for bicycle/pedestrian trails. Mr. Pregitzer stated that they are negotiated in the same manner with developers.

Pertaining to the Duff Avenue Underpass, Mr. Wacha stated that he had sent out an email asking for opinions on the project. He reported that he had received approximately 100 responses; 80% of those did not perceive a need for the project.

Mr. Pregitzer stated that there is a project included in the City's current Capital Improvements Plan for an origin destination study. That study will give the City a better sense of "trip purpose" (where people are going and what route they are using). The results of that study will be available by the time the next LRTP update is completed.

Moved by Mahayni, seconded by Davis, to adopt the Final 2035 Long-Range Transportation Plan.

Vote on Motion: 7-0. Motion declared approved unanimously.

The AAMPO Policy Committee meeting adjourned at 7:06 p.m.

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

The Regular Meeting of the Ames City Council was called to order at 7:15 p.m. on October 12, 2010, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law with Mayor Campbell presiding and the following Council members present: Davis, Goodman, Larson, Mahayni, Orazem, and Wacha. *Ex officio* Member England was also present.

PROCLAMATION FOR CHARACTER COUNTS! WEEK: Mayor Campbell proclaimed October 17-23, 2010, as Character Counts! Week. Accepting the Proclamation were Mary Jo Mattila, Police Chief Chuck Cychosz, and Jean Kresse, Director of United Way of Story County.

Mayor Campbell announced that Item 4e, the liquor license renewal for Thumbs, 2816 West Street, had been pulled from the Agenda by staff.

CONSENT AGENDA: Council Member Larson asked to pull Item No. 8 (Memorandum of Understanding between the Friends of Ada Hayden Heritage Park and the City) for separate discussion.

Moved by Goodman, seconded by Mahayni, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving minutes of Regular Meeting of September 28 and Special Meetings of September 21, 29, 30, and October 7, 2010
3. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor – London Underground, 212 Main Street
 - b. Class C Liquor – Project 20/20, 2424 Lincoln Way
 - c. Class C Liquor & Outdoor Service – Element/Chasers/e, 2401 Chamberlain Street
 - d. Class C Beer & B Wine – Aldi, Inc. #48, 1301 Buckeye Avenue
 - e. Class C Liquor & Outdoor Service – Thumbs, 2816 West Street
 - f. Class E Liquor, C Beer, & B Wine – Target Store T-1170, 320 South Duff Avenue

4. Motion directing City Attorney to draft ordinances setting parking regulations for Roxboro Drive, Ballentine Drive, Wilder Avenue, and Springbrook Drive
5. RESOLUTION NO. 10-478 approving Affirmative Action Plan Annual Update
6. RESOLUTION NO. 10-479 approving appointments to the Ames Community Sustainability Task Force
7. RESOLUTION NO. 10-481 approving award for truck chassis, body, and aerial platform for Electric Services to:
 - a. Truck Country of Cedar Rapids, Iowa, for purchase one truck chassis at a cost of \$67,277
 - b. ABM Equipment & Supply, Hopkins, MN, for purchase and installation of one utility body and one aerial platform at a cost of \$101,918
8. RESOLUTION NO. 10-482 approving contract and bond for 2010/11 Arterial Street Pavement Improvements (Duff Avenue, Lincoln Way to 7th Street)
9. RESOLUTION NO. 10-483 approving contract and bond for Precipitator Wire Replacement for Electric Services
10. RESOLUTION NO. 10-484 approving Contract Amendment between Iowa Department of Economic Development and Phasient Learning Technologies, LLC
11. RESOLUTION NO. 10-485 approving Contract Amendment between Iowa Department of Economic Development and New Link Genetics
12. RESOLUTION NO. 10-486 accepting completion of Shredder Rotor Repair for Resource Recovery Plant
13. RESOLUTION NO. 10-487 approving Plats of Survey for properties located at 2108 and 2120 Isaac Newton Drive
14. RESOLUTION NO. 10-488 approving completion of Roxboro/Stange Connection and releasing security

Roll Call Vote: 6-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

MEMORANDUM OF UNDERSTANDING BETWEEN FRIENDS OF ADA HAYDEN HERITAGE PARK AND THE CITY:

Council Member Larson said that he asked for this item to be pulled for separate discussion to better inform the community of the existence of this group and to explain the relationship it has with the City.

Erv Klaas, 1405 Grand Avenue, Ames, explained that a group of community members began discussing such an arrangement approximately a year ago. They have met several times with Parks and Recreation Director Nancy Carroll and her staff as well as with the Parks and Recreation Commission. He said the last step in the process is to submit an application to the Internal Revenue Service for approval as a 501.3c tax-exempt organization. Mr. Klaas reported that a question on the form asked what the group's relationship was with other organizations and asked for a document verifying that relationship. Mr. Klaas then contacted City Attorney Doug Marek, and a Memorandum of Understanding was prepared. Mr. Klaas described some of the projects that the Friends of Ada Hayden had already begun.

Moved by Larson, seconded by Mahayni, to adopt RESOLUTION NO. 10-480 approving a Memorandum of Understanding between Friends of Ada Hayden Heritage Park and the City of Ames.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor.

PUBLIC FORUM: George Covert, 3006 Northridge Parkway, Ames, referenced the petition submitted to the City Clerk's office by six families: Jim and Michelle Cannon, George and Mary Covert, Scott and Marisa Jones, Suraj and Vandana Krthari, Jim and Pat Meek, Xueyu Song and Xuefeng Zhao. He reported that these families, among others, have been impacted by flooding caused by a faulty storm sewer drainage system in Northridge. Mr. Covert noted that the petition has no costs included for the requested improvements because they have no idea what those might be in today's dollars. He advised that he had attended the Town Budget Meeting on October 5, 2010, and at that meeting, the City Manager had asked that the request be made in writing and submitted to be part of the budgeting process. Mr. Covert asked that the City Council refer the petition to staff. The petition asks for an analysis and consequent improvement of the Northridge storm sewer drainage system and that the current 2010 budget be amended to include funds so that planning may begin now for improvements that would begin in the 2011/12 budget. The residents' concern is that if they don't move expeditiously, they will again be vulnerable next spring.

Catherine Scott, 1510 Roosevelt, Ames, wanted the community to know that the City, A Mid-Iowa Organizing Strategy (AMOS), and the Public Library, are hosting a free workshop on October 23 from 9:00 AM to 12:00 Noon entitled, "Planning for Sustainable Communities." There will be a panel discussion with guest speakers. The workshop will be held at the Ames Public Library.

Laura Logsdon, 704 Duff Avenue, Ames, highlighted some of the activities that will take place during the FACES of Ames event, which is a celebration of ethnicity in the community. The event will occur on October 16 from 10:00 AM to 3:00 PM at Bandshell Park. Ms. Logsdon reported that 65 organizations will be hosting booths, and local musicians, dancers, and other groups will be providing entertainment. The Ames Human Relations Commission, United Ames, and volunteers from Breaking Down the Barriers have been working hard on planning this event.

SPECIAL CLASS C LIQUOR, B WINE & OUTDOOR SERVICE FOR SOUTHGATE EXPRESSE: Moved by Mahayni, seconded by Davis, to approve a new Special Class C Liquor, B Wine, and Outdoor Service for Southgate Expresse, 110 Airport Road.
Vote on Motion: 5-0. Motion declared carried unanimously.

MAIN STREET CULTURAL DISTRICT (MSCD) REQUESTS FOR HOLIDAY LIGHTING/OPEN HOUSE ACTIVITIES: Jennifer Schill, Event Planner for MSCD, highlighted the many activities to be held in conjunction with the holiday lighting and open house activities to be held from November 19 through December 31.

Moved by Mahayni, seconded by Davis, to adopt RESOLUTION NO. 10-489 approving suspension of parking enforcement for Central Business District on weekdays from 5:00-6:00 p.m., November 22 through December 31; all day on November 19; and all Saturdays beginning November 20 through December 25.
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Mahayni, seconded by Davis, to adopt RESOLUTION NO. 10-490 approving waiver of fees for electricity for holiday activities from November 19 through December 31.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Mahayni, seconded by Davis, to adopt RESOLUTION NO. 10-491 approving closure of Main Street, from Burnett to Kellogg, from 3:30-9:00 p.m. on November 19 for planned activities.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Mahayni, seconded by Davis, to approve a Blanket Vending License for the Central Business District on November 19 from 3:30 to 9:00 p.m.

Vote on Motion: 6-0. Motion declared adopted unanimously.

ISU HOMECOMING REQUESTS FOR OCTOBER 29, 2010: Alex Menard, General Co-Chair, and Curt Meyer, Homecoming Central Committee, described activities that will occur during the last week of October.

Council Member Mahayni asked Ms. Menard to expound on the type of fireworks that will be used. Ms. Menard stated that it will be a ground effects display again this year. The area will be cordoned-off. It is the only time that fireworks are allowed on Central Campus.

Council Member Wacha asked if there were other funders for the pancake feed besides the City. Ms. Menard said that the \$1,500 being requested from the City will fund only a part of the pancake feed. Student Alumni Leadership Council (SALC), which is the parent organization for Homecoming, will fund the remainder. The charge is \$2/person, which will mean a loss for the Homecoming Committee. Attendance at the pancake feed increases each year and Iowa State's enrollment is larger this year than in the past, so they have increased the number of plates from 800 to 1,200. The Committee is asking the City for \$500 more than in past years for that reason. If more than 1,200 are served, the Homecoming Committee will pick up the difference. Mr. Meyer said the Homecoming Committee anticipates a loss of approximately \$500 from this event.

Moved by Mahayni, seconded by Larson, to adopt RESOLUTION NO. 10-492 approving closure of portions of Ash Avenue, Gray Avenue, Pearson Avenue, and Sunset Drive between 6:30 p.m. and 11:00 p.m.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Mahayni, seconded by Larson, to approve a Temporary Obstruction Permit for area inside street closures.

Vote on Motion: 6-0. Motion declared adopted unanimously.

Moved by Mahayni, seconded by Larson, to adopt RESOLUTION NO. 10-493 approving an allocation of \$1,500 for pancake feed.

Council Member Wacha stated his preference to keep the City's funding level at \$1,000 for the pancake feed. Council Member Goodman concurred, stating that it was too large of an increase given the budget.

Council Member Mahayni withdrew his motion for Item 19c pertaining to funding of the pancake feed.

Moved by Wacha, seconded by Davis, to allocate \$1,000 from City funds towards the pancake feed. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

Moved by Moved by Mahayni, seconded by Larson, to approve a Fireworks Permit for ground effects fireworks shoot on Central Campus, beginning at approximately 11:55 p.m., pending approval of ISU Risk Management.

Vote on Motion: 6-0. Motion declared carried unanimously.

REPORT ON REQUESTS FOR STOP SIGNS AT JEWEL AND DIAMOND AND JEWEL AND GARNET: Traffic Engineer Damion Pregitzer explained the federal guidelines that the City uses when requests for stop signs or other traffic devices are received. He noted that there were residents of the neighborhood who were planning to attend this meeting. The staff report basically provides the technical information; however, the residents can provide the neighborhood's perspective. Mr. Pregitzer also brought the Council's attention to the part of the report that describes the traffic-calming methods being used by the City in other residential neighborhoods.

Council Member Orazem asked if there was one stop currently along Jewel Drive near the school. Mr. Pregitzer advised that there are no stop signs on Jewel Drive.

Council Member Wacha asked for an explanation of traffic-calming measures. Mr. Pregitzer explained that traffic-calming measures are treatments that are accepted by the community and are also nationally-accepted treatment methods. These measures also provide a process to be followed by the affected residents. He explained that the current Capital Improvements Plan includes funding for a Traffic Calming Study to identify a number of alternatives to slow drivers who drive at excessive speeds. The results of the study will not only create a "tool box" of best practices from a national perspective to slow down such drivers, but will also include an educational tool to guide citizens who desire to initiate a traffic calming study in their neighborhood. An extension public input process would be a part of that study.

Council Member Goodman asked if there were downsides for adding stop signs to a corridor. Mr. Pregitzer said there are not if they are used for their intended purpose. He elaborated that traffic volume thresholds must warrant stop signs. Another reason to install a stop sign is to help determine right-of-way. Also, accident history is a piece of the analysis. It was reported by Mr. Pregitzer that there were only two non-collision crashes (one in 2007 and one in 2008). Based on the federal guidelines, neither Jewel Drive nor Diamond Street have met the warrant criteria set.

Council Member Orazem asked how many children cross Jewel and if there are crossing guards present at the intersections. Mr. Pregitzer said that the number of children crossing there is unknown at this point. It was his understanding that the school, at one time, did have a crossing guard, but it had not been consistent. From talking with some of the neighbors in the area, they know that children cross Jewel at different locations.

Mr. Pregitzer said that staff understands that the traffic control issues within neighborhoods are very important to residents. He noted that City Council had, in the past, directed staff to install stop signs at locations that were not warranted by a traffic analysis.

Mr. Pregitzer explained the downsides of having an all-way stop on Jewel. There is currently no data that support installation of the stop signs, which is somewhat of a misuse of the sign. Misuse of any traffic controlling device decreases its effectiveness. He explained how driver expectation and driver efficiency enter into the decision. Mr. Pregitzer suggested that it be delayed until a study is done and a formal procedure for traffic-calming be followed.

Council Member Larson thought that perhaps the answer would be better enforcement for speeding violations. Mr. Pregitzer said that enforcement is being done in the area.

Kurt Moore, 3409 Jewel Drive, Ames, showed a video he had made to demonstrate speeding vehicles at Jewel and Garnet. He had purchased a radar gun and routinely clocks cars speeding in excess of 35 miles per hour and even up to 47 - 50 mph. Mr. Moore felt it was irresponsible for adults not to attempt to mitigate the dangers for children and pedestrians crossing Jewel Drive.

Don Myers, 629 Jewel Drive, Ames, said his home is two houses away from the Jewel/Diamond intersection. He and his wife had circulated a petition to neighbors and received in excess of 100 signatures requesting a stop sign at Jewel and Diamond. Mr. Myers said that Kate Mitchell School serves geographically the largest area of any school in Ames. Data received from the School District indicates that there is an average of 2,400 cars during an eight-hour period. A letter from the principal of Kate Mitchell Elementary School at 3521 Jewel Drive.

According to Mr. Myers, there was a child struck by a motorist recently on Jewel Drive just a short distance from Diamond Street. Since 2004, neighbors have advised that other children and family pets have been struck by vehicles in this area. It was stated by Mr. Myers that there was a crossing guard placed at the intersection of Jewel/Diamond for one week and has not been seen there since. Approximately half way between Kate Mitchell and Duff Avenue on Jewel is Diamond Street, and it makes sense to Mr. Myers to place the stop sign in that location. Also noted was the danger a curve on Jewel Drive poses to pedestrians. Mr. Myers argued that a stop sign at Jewel and Diamond is simply the residents' desire to protect children and animals in the area. It was acknowledged by Mr. Myers that Mr. Pregitzer referenced driver patterns as one factor that determines the success of stop signs. He refuted that, stating that if a stop sign is placed today, new driver patterns would be established.

Mr. Moore advised that there are school bus stops at Jewel/Garnet, Jewel/Diamond, and Jewel/Emerald. Mr. Mahayni asked if Mr. Moore has demanded a crossing guard from the school. Mr. Moore said that he had not and is not sure if a crossing guard is the answer.

Council Member Mahayni suggested that a combination of traffic-calming measures to be recommended after the study is completed and a crossing guard would be the key. He believes that would be better than having a stop sign because there is no guarantee that a stop sign would make the area safer.

Mr. Moore said he agreed totally with that recommendation; however, people are currently disregarding and disrespecting the speed limit. He has not seen the will or the resources to do anything about that, and the only thing he could come up with to do is install a stop sign.

Mr. Goodman asked to know the location of the safe route to school established for the Kate Mitchell area. Mr. Pregitzer stated that every elementary school does have a designated route; however, he did not have the map with him. He said that there are federal guidelines that staff follows to evaluate situations; however, the data collected by the City for this area proved that there are people who are excessively speeding on this residential street.

Mr. Pregitzer reiterated that a traffic-calming measures, e.g., a speed hump or a raised crosswalk is not to impede those drivers who are driving the speed limit or even five over, but it would make it difficult for people traveling at excessive speeds. He again recommended a traffic-calming study because it takes into context the curves in the street, trees, and sidewalks.

Mayor Campbell asked to know the time frame for a traffic-calming study. Mr. Pregitzer said that the consultant is completing the scope of work. In November, the City Council should have an engineering services contract to approve. Three to four months will be needed to survey the public, compile the national data, and formalize it. This would be a city-wide study focused on residential neighborhoods. Council Member Davis asked how long it would take to put a plan in place for this area after the study has been completed. Mr. Pregitzer said that it depends on how extensive of an area on Jewel is being evaluated. If it is just the area around the school, it could take two to three weeks.

At the request of Council Member Orazem, Police Chief Cychosz said that the Police Department hires and supervises a small group of crossing guards to handle the intersections with sufficient pedestrian volumes. The schools supplement that number generally with students and sometimes with parent assistance in the areas immediately adjacent to the school.

Moved by Goodman, seconded by Mahayni, to not add stop signs on Jewel Drive right now, but proceed with the traffic-calming study, and that the School Principal and Police Department work together to ensure that a crossing guard is placed at those intersections, if at all possible.

Council Member Wacha stated his concern that, by the time the study is completed and the results known, this school year will have concluded; this has been going on for quite a while.

Moved by Larson, seconded by Mahayni, to amend the motion to direct the Police Department to increase speeding enforcement in the area in question.

Police Chief Cychosz stated that the Police Department has done enforcement for speeding in the Jewel Drive area. He confirmed the results reported by the residents: that there are speeding motorists in the area. Chief Cychosz cautioned that the Police Department may not be able to have the amount of presence in the area that will have the type of result that the residents are looking for. Also, Chief Cychosz said that the Department prefers not to place crossing guards at uncontrolled intersections. In addition, the Department has difficulty recruiting crossing guards for those locations and it is difficult to staff the controlled intersections that they are committed to currently.

Council Member Goodman noted that neighborhood residents have given the Council the insight that staff is not able to provide, but staff provides the criteria that should be followed. He is concerned about safety for the pedestrians, but his motion is, in his opinion, the best solution given the current data.

Mayor Campbell asked if a roll-out stop sign could be beneficial in this area. Mr. Pregitzer recommended against using portable stop signs. They are dangerous because they do not provide consistency for drivers and is another instance of when driver patterns come into play.

Council Member Wacha said that he could not support the amendment because the Police Chief has stated that the Police Department has done all it can, but it has not proven successful. Mr. Wacha would like to have a stop sign placed at Jewel and Diamond. He believes that after a short time, a new pattern for drivers would be established. Council Member Larson disagreed, pointing to the testimony by staff that stop signs are not the correct way to make people slow down.

Council Member Mahayni said that putting a stop sign there would be making an assumption that it would solve the problem; however, technical analysis says to the contrary.

Council Member Larson withdrew the amendment to the motion.

City Manager Schainker emphasized that it could be difficult to ensure that a crossing guard would be placed at those intersections. Council Member Mahayni clarified that he was not suggesting that the City place the crossing guard there; the School should be quite aware of the situation and perhaps to talk to parents.

Vote on Motion: 5-1. Voting aye: Davis, Goodman, Larson, Mahayni, Orazem. Voting nay: Wacha. Motion declared carried.

REPORT ON LAND REQUEST FROM FIRST UNITED METHODIST CHURCH: Traffic

Engineer Pregitzer explained the request of the First United Methodist Church to expand their site. An impediment to that expansion is that the existing Church fully covers the current lot. A City parking lot is directly south of the Church property. Next to that is a commercially zoned property owned by the Church, and another City parking lot lies directly south of that property. In order to facilitate the expansion, more land is necessary. The Church is asking to combine the four lots into two lots, which includes the necessity of acquiring approximately 5,600 square feet of public land, which is currently used as a City parking lot.

City Manager Schainker noted that if the request is approved, it will result in a net loss of seven spaces to the City's public parking space inventory. If the City Council is willing to help facilitate the expansion of the Church, the options would be:

1. Require First United Methodist Church to pay the assessed value of the 5,583 square feet in an amount totaling \$70,345.80. With that option, the Church would be expected to construct the remainder of the north portion of Lot S. This would result in a net reduction of seven net spaces overall.
2. To accept the value of a newly constructed 32-space parking lot as compensation for the property.

Mr. Schainker said another possibility is for the City to install parking meters on a portion of the Church lot that would be in effect only on week days. Those spaces would then be a part of the City parking system in terms of meter fees, fines, and enforcement procedures.

Council Member Larson stated his reservations about losing any parking spaces across from the Post Office. He would like to see a sharing arrangement that would result in spaces being added to the City's parking system. City Manager Schainker noted that the amount of revenue on the north parking lot is insignificant, which leads him to believe that people park there for a very short time and probably do not feed the parking meters.

Dale Vanderschaaf, 2602 Tyler, Ames, identified himself as Chairperson of the Project Committee for the Church for the past four years. He said there are issues that need to be clarified, particularly in regard to the parking. Mr. Vanderschaaf said that he performed a survey of parking availability within a 300-foot radius of the Church. Within those areas, there are 26 unmetered parking spaces and 225 metered spaces, which equates a total of 251 public parking spaces. The survey was initially done in 2007, however, was reviewed a few weeks ago, and the results were the same. He also did a survey to determine how much the parking spaces are used. The survey was done during four different time frames over a two-day period. It showed that 65 to 70% of the spaces were used on a Thursday morning around 10 AM. On Friday afternoon, the usage rate dropped to below 50%. What has also been observed over the past three months is that the City-owned lot directly south of the Church's commercial building is virtually vacant every day except when there is a church event. Mr. Vanderschaaf contended that parking availability, therefore, is actually not a major concern. Concerning parking for those using the Post Office, there is a lot of street parking within proximity of one block.

According to Mr. Vanderschaaf, the Church has attempted to retain as many parking spaces as possible. The Church has laid out a site plan that would provide an additional ten (10) to 11 spaces, primarily for Church use; however, over half of those spaces would be allocated for handicapped parking. He also stated that in discussions with other Downtown business owners, they stated that they have never considered the two parking lots in question as being an integral part of the Downtown parking. He also noted that the lot between the Church and the commercial building becomes quite hazardous in the winter. It is shaded and it is difficult to remove snow from that lot. The new lot would have south exposure and be more open.

Council Member Orazem noted that the Church has been working with the library specifically regarding specifically maneuvering the Bookmobile in and out when the Church is expanded. Mr. Vanderschaaf stated that he has been in close communication with the library regarding the Church's plans. Library Director Art Weeks said that if the Library was not going to experience any type of expansion, it would be a larger problem. He illustrated for the Council how the Bookmobile must now back into the library garage. When the Church builds its addition, the Bookmobile will not be able to be backed into the garage. Mr. Weeks acknowledged that even without the Church expansion, the current site for storing the Bookmobile is not ideal. Director Weeks concurred with Mr. Vanderschaaf that the parking lot north of Fifth Street does not get much use. Mr. Weeks said that the Church is an integral part of the Downtown.

Moved by Goodman, seconded by Wacha, directing that City staff work out an agreement with the First United Methodist Church (FUMC) that involves receiving the full fee for the land, which is approximately \$70,346, and includes that the FUMC completes any improvements,

including extra spaces necessary to create a functioning lot, and that a shared agreement be worked out for some of the spaces that will be owned by the Church.

Traffic Engineer Pregitzer noted that adding on spaces may not look as nice as if it were all new concrete; however, it is not all aesthetics as some of it deals with storm water drainage.

Vote on Motion: 6-0. Motion declared carried unanimously.

REQUEST FOR FORGIVENESS OF EMERGENCY LOAN TO THE RICHMOND CENTER: John Hostettler, Executive Director of Community and Family Resources (CFR), advised that CRF took over management of the Richmond Center in 2008. He stated that the City Council provided \$25,000 in the form of a forgivable loan to assist in paying for information technology equipment and programming for the client information system. Criteria were established that had to be met before the Council would consider forgiving the loan after July 1 of 2009. Mr. Hostettler described the criteria and explained how each criterion had been met.

Assistant City Attorney Sheila Lundt advised that Story County, Mary Greeley Medical Center, and United Way of Story County provided similar levels of funding to the Richmond Center in 2008; however, the City was the only one that did so in the form of a forgivable loan. She said that while the Richmond Center continues to provide services to Story County residents, its financial condition remains tenuous. The Center has yet to break even for a completed fiscal year and hopes to complete the final review and update of its financial and client data from 2008 shortly. Both the Richmond Center and CFR have agreed to continue working toward a merger; however, before that can occur, the Richmond Center will need to break even for at least four quarters. It is unknown at this time whether that will occur. Council Member Goodman noted that the intent of Criterion No. 3 was that services continue to be received; it did not necessarily mean that the Richmond Center would be operating in the black.

Council Member Larson refuted that the criteria have been met, especially Criterion No. 3, which states that “Mental health services be financially viable and able to continue beyond July 1, 2009.” He noted that the Richmond Center had not been able to break even for at least four quarters. Ms. Lundt noted that the City Council can take no action, and nothing will change; the loan is being provided at 0% interest.

At the request of Council Member Davis, Mr. Hostettler advised that the request for the loan to be forgiven came about because it is showing as a liability on their financial reports. Ms. Lundt stated that the loan was provided late in 2008. At the time it was provided, there some question whether September 2008 payroll could even be met. Concurrent with that was the prospective of a merger with CFR and a prospective sale of the Richmond Center building on S. Third Street. Ms. Lundt provided additional history behind granting the forgivable loan.

It was Council Member Larson’s opinion that the City should not agree to wipe off the loan just to make the balance sheet look better. It would not be prudent for the City to forgive the loan until the Richmond Center is financially viable.

Moved by Davis, seconded by Larson, to direct that the City Council take no action.

Mr. Hostettler advised that there is one board, but the Richmond Center and CFR are two separate entities.

Council Member Goodman asked if the debt load is going down for the Richmond Center. Mr. Hostettler stated that it is going down, but it will never be where it has to be until certain other complex factors occur.

Vote on Motion: 6-0. Motion declared carried unanimously.

CHANGE ORDER FOR POWER PLANT UNIT 8 WATERWALL INSTALLATION: Council Member Larson asked what would happen if the DNR did not approve. Assistant Electric Services Director Brian Trower stated that the expense would only occur if the work was begun.

Moved by Goodman, seconded by Wacha, to adopt RESOLUTION NO. 10-494 approving a Change Order for Unit No. 8 Waterwall Installation Project at Power Plant.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

DOWNTOWN FACADE GRANT FOR PROPERTY LOCATED AT 326 FIFTH STREET:

Moved by Mahayni, seconded by Larson, to adopt RESOLUTION NO. 10-495 approving a Downtown Facade Grant in the amount of \$12,000 and \$710 for professional fees for property located at 326 Fifth Street.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

REQUEST FOR WAIVER OF SUBDIVISION REGULATIONS FOR 533 - 193RD STREET:

Moved by Mahayni, seconded by Davis, to adopt RESOLUTION NO. 10-498 approving the request to waive the City's design and infrastructure standards for subdivisions for the proposed two-lot, 6.45-acre subdivision on 193rd Street on the condition that, within six months of the adoption of the Resolution, signed covenants and an application for the Minor Final Plat are submitted to the City.

Bill Black stated that he was present if there were questions and expressed his appreciation for the time taken by the City Council on his request.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

U.S. DEPARTMENT OF HOMELAND SECURITY 2010 EMERGENCY OPERATIONS

CENTER GRANT: Chief Cychosz said that this is part of a larger project to remodel part of the City Hall. The total project equates to \$1.2 million; local match is \$600,000. He gave a brief summary of the proposed project. Chief Cychosz commended Doug Houghton, Support Services Manager, for his work on securing this grant.

Moved by Mahayni, seconded by Davis, to adopt RESOLUTION NO. 10-496 accepting the U. S. Department of Homeland Security 2010 Emergency Operations Center Grant.

Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

ORDINANCE RELATED TO SCREENING OF MECHANICAL UNITS: Moved by Goodman, seconded by Wacha, to pass on second reading an ordinance related to screening of mechanical units.

Vote on Motion: 6-0. Motion declared carried unanimously.

ORDINANCE REZONING PROPERTY LOCATED AT 1025 ADAMS STREET: Moved by Goodman, seconded by Mahayni, to pass on second reading an ordinance rezoning property located at 1025 Adams Street from Residential Low Density (RL) to Government/Airport (S-GA).

Vote on Motion: 6-0. Motion declared carried unanimously.

COUNCIL COMMENTS: Council Member Larson acknowledged the storm sewer problems encountered by Northridge residents that had been ongoing for 15 years. He had been contacted by four residents of that area who had been flooded three to five times during the past two to three years. Mr. Larson acknowledged that the problem has not been handled, and a staff report is necessary to determine what needs to be done.

Moved by Larson, seconded by Orazem, to direct staff to brief the City Council on the results of the meetings held on this issue since 1994.

Vote on Motion: 6-0. Motion declared carried unanimously.

HUMAN RESOURCES: Moved by Wacha, seconded by Goodman, to hold a closed session as provided by Section 20.17(3) and Section 21.5c, *Code of Iowa*, to discuss collective bargaining strategy.

Roll Call Vote: 6-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Davis to adjourn the meeting at 10:17 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor