

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

**AMES, IOWA**

**JULY 14, 2015**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Ann Campbell at 5:30 p.m. on the 14th day of July, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue, pursuant to law. The following additional voting members were present: Gloria Betcher, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames; and Jonathan Popp, City of Gilbert. Amber Corrieri, City of Ames; Wayne Clinton, Story County; Chet Hollingshead, Boone County; and Hamad Abbas, Transit representative, were absent.

**PUBLIC HEARING ON PROPOSED AMENDMENT TO FY 2015-18 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** Transit Planner Shari Atwood advised that the Amendment to the Fiscal Year 2015-2018 TIP includes the addition of a new mini van. CyRide plans to dedicate one unscheduled vehicle each day within its demand response services to address unforeseen operational issues. This mini van will be equipped with cameras and will be ADA-accessible. It has a total project cost of \$57,500, utilizing \$42,925 Section 5310 federal funding and \$14,575 local match (\$7,575 CyRide local and \$7,000 HIRTA). Ms. Atwood reported that this need was identified through the Demand Response Service Action Plan that was finalized in January 2015 to keep all demand response public transit service operating in the Ames community on time, alleviating concerns from passengers. The van was seen as something that would improve not only HIRTA'S service, but CyRide's Dial-A-Ride service as well.

Council Member Betcher asked if the accessibility of the van would be the same as with the larger CyRide buses, i.e., will there be any accessibility issues with the van. Ms. Atwood replied that it is a smaller vehicle, but it is a handicapped-accessible vehicle.

Council Member Orazem asked how the van would be staffed. Ms. Atwood advised that HIRTA will take care of the staffing; it has a person who is on staff already who would fill that position. She believes that the vehicle would run from 6 AM to 3 PM.

Mayor Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Goodman, seconded by Betcher, to approve the Amended FY 2015-18 TIP to include a new ADA-accessible mini van.

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

**PUBLIC HEARING ON PROPOSED FY 2016-19 TIP:** City of Ames Transit Planner Tony Filippini stated that regulations require the TIP to include transportation projects for the next four years. According to Mr. Filippini, the proposed TIP includes projects consisting of street improvements, CyRide improvements, and trail projects. The only new project (added for Year 2019) is programming surface transportation program funds for the next Long Range Transportation Plan (LRTP). Mr. Filippini stated that a public input session was held on April 30, 2015, and no revisions were requested. He advised that the TIP document must be submitted to the Iowa Department of Transportation.

Ms. Campbell opened the public hearing. There being no one wishing to speak, the hearing was closed.

Moved by Nelson, seconded by Betcher, to approve the Final FY 2016-19 Transportation Improvement Program for submission to the Iowa Department of Transportation.

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

**REVIEW OF DRAFT COMPLETE STREETS POLICY:** Damion Pregitzer, City of Ames Traffic Engineer, advised that the principles of the Complete Streets Policy are to design, build, maintain, and reconstruct public streets in order to provide for the safety and convenience of all users of a corridor. This includes, regardless of age, ability, income, or ethnicity, pedestrians, cyclists, users of mass transit, people with disabilities, motorists, freight providers, emergency responders, and adjacent land users. According to Mr. Pregitzer, the values to incorporate within the AAMPO Complete Streets Policy include not only safety, mobility, and fiscal responsibility, but also community values and qualities (environmental, scenic, aesthetic, historic and natural resources, and social equity values).

City of Ames Public Works Director John Joiner said that a Complete Streets Policy is defined as the first step for the Metropolitan Planning Organization (MPO) and member jurisdictions to move towards a network of complete streets, which allows safe access and mobility for all users, regardless of ability or how they travel. Its purpose is to ensure that the needs of all users in that corridor are considered during the planning, design, and construction phases. The Policy will bring a general framework and broad guidance to staff.

Mr. Pregitzer reviewed the elements contained in the Complete Streets Policy. He highlighted what the steps are that need to be taken as far as each project, including existing and future projects as well as reconstruction. He also referenced the third page, stating that it is always best to use the latest standards when a project is being considered. This Draft will be posted on the City's Web site as well.

Council Member Nelson commented that the Draft Policy was a good starting point for the AAMPO. Looking at it specifically for the City, he would like a little more detailed planning document as the City moves forward with new developments or redevelopments and the expectations. Mr. Nelson said that he would prefer to receive input from the public and the City Council and other AAMPO members on the Draft Policy. He commented that he would move during Council comments to request a workshop on this topic. According to Mr. Pregitzer, the City of Ames will start with this Draft Plan, and then build on it with more detail. Director Joiner added that this Policy would create a framework for the local agencies to use. Other agencies could adopt it as is or use it as part of the AAMPO, or choose to create their own.

Council Member Orazem referenced the increase in the Gasoline Tax, saying that he assumed the City had some idea by now of the amount of the additional state and local funding that will be available. He asked if that was going to be affecting how the City plans the federal monies going forward. Mr. Pregitzer replied that, currently, staff is reviewing a prioritized list of projects and reviewing funding projections for projects for the next 25 years; that includes projections for the Road Use Tax. This will all lead up to the final Plan that is adopted. The project list will then be broken into time periods and then sent to the Policy Committee for review and out for public comment. That will be on the City's Web site as well.

Trevin Ward, 2610 Northridge Parkway, #201, Ames, speaking as a representative of the Ames Bicycle Coalition (ABC), stated that the ABC was very pleased to see the MPO move towards adopting a Complete Streets proposal. He said they see a few things as critical: (1) Constituent groups and governments adopt their own Plan, and (2) The Plan needs to provide some instrumental guidance and incorporate implementation details for pedestrians and bicyclists.

Dan DeGeest, 4212 Phoenix Street, Ames, also speaking as a representative of the Ames Bicycle Coalition, advised that an ISU student-led group had worked for about a year on a Complete Streets Policy, and he urged the City to reach out to that group for assistance. He also offered the assistance of the ABC in the process. Also, commenting about the Long Range Transportation Plan (LRTP), he noted that when projects are laid out, they are broken down to the different road projects, bike projects, and trail projects, and that makes it difficult to see how they would work together. He would like to see it laid out as a more cohesive process.

Kim Hanna, 200 Stanton Avenue, Ames, thanked the AAMPO for including Campustown in the planning. She asked that, as this process moves forward, special focus be paid on the amenities of the Intermodal Facility at Hayward and Chamberlain. Ms. Hanna asked that they pay particular attention to alternative parking areas, rather than on the streets.

Judie Hoffman, 3820 Quebec, Ames, a representative of Healthiest Ames, distributed brochures that are being used to educate the public on the meaning of Complete Streets.

Director John Joiner pointed out that the next steps will be occurring in Late July, when an update to the LRTP will be given; in August, when the Draft LRTP will be introduced by the consultant for final review and comment by the AAMPO; and in September, when the MPO members will be asked to approve the final Long Range Transportation Plan.

**ADJOURNMENT:** Moved by Gartin, seconded by Betcher, to adjourn the AAMPO Policy Committee meeting at 5:53 p.m.

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

### **REGULAR MEETING OF THE AMES CITY COUNCIL**

The Regular Meeting of the Ames City Council was called to order by Mayor Campbell at 6:00 p.m. on July 14, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Present from the Ames City Council were Gloria Betcher, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem. Council Member Amber Corrieri was brought in telephonically at 6:53 p.m. *Ex officio* Member Sam Schulte was also present.

**PRESENTATION OF GIFT FROM RECENT JAPANESE DELEGATION BY AMES INTERNATIONAL PARTNER CITIES:** Mayor Campbell introduced Bill Diesslin, a member of the Ames International Partner Cities Association who had been assisting with the delegate exchange trips to Japan since their inception. Mr. Diesslin extended to the City of Ames the wish of the Mayor of Kosu City for peace, continued good health, and prosperity. Mr. Diesslin also passed along comments made by the Mayor of Kosu City that he appreciates the special relationship he has through the City of Ames and hopes that the two cities will be able to maintain that relationship forever. Mr. Diesslin presented the City with the gift from Kosu City, which was a three-dimensional art piece.

**CONSENT AGENDA:** Moved by Nelson, seconded by Goodman, to approve the following items

on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving minutes of Regular Meeting of June 23, 2015
3. Motion approving Report of Contract Change Orders for June 16-30, 2015
4. Motion approving certification of civil service applicants
5. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
  - a. Class C Liquor – Welch Ave. Station, 207 Welch Avenue
  - b. Special Class C Liquor, B Native Wine, & Outdoor Service – Wheatsfield Cooperative, 413 Northwestern Avenue, Suite 105
  - c. Class C Liquor & Outdoor Service – Bar, 823 Wheeler Street, Suite 4
  - d. Class B Beer – Pancho's Mexican Grill, 1310 South Duff Avenue
  - e. Class C Liquor – Applebee's, 105 Chestnut Street
6. Motion approving new Class C Liquor License for Texas Roadhouse, 519 South Duff
7. Motion approving Class C Liquor License and Outdoor Service Privilege for Tip Top Lounge, 201 E. Lincoln Way, for July 25-26
8. Motion approving new Class B Native Wine for Casey's General Store #2298, 428 Lincoln Way
9. Motion approving new Class C Liquor License for Café 80s, 115 5<sup>th</sup> Street
10. Motion approving 5-day (July 15-July 19) Class C Liquor License for Olde Main at Reiman Gardens, 1407 University Boulevard
11. Motion approving permit to shoot fireworks from ISU Lot G7 at approximately 7:45 p.m. on Friday, July 17, for Iowa Games
12. Requests from Main Street Cultural District for Summer Sidewalk Sales on July 31-August 1:
  - a. Motion approving blanket Temporary Obstruction Permit and blanket Vending License
  - b. RESOLUTION NO. 15-402 approving suspension of parking regulations in the Central Business District from 8:00 a.m. to 6:00 p.m.
  - c. RESOLUTION NO. 15-403 approving waiver of fees for blanket Vending License and parking meters in the entire Central Business District
13. RESOLUTION NO. 15-404 approving appointment of Council Member Nelson to Ames Economic Development Commission Board of Directors
14. RESOLUTION NO. 15-405 approving Commission On The Arts Fall 2015 Special Project Grants
15. RESOLUTION NO. 15-406 approving 2015/16 Neighborhood Improvement Grants
16. RESOLUTION NO. 15-407 approving contract with EMC for Workers' Compensation and Municipal Fire and Police "411 System" Claims Administration from August 1, 2015, through July 31, 2016, in an amount not to exceed \$55,000
17. RESOLUTION NO. 15-408 approving Reimbursement Agreement from the Iowa Department of Transportation for engineering costs associated with the relocation of 161kV electric transmission line
18. RESOLUTION NO. 15-409 approving Agreement with HUC 8, Inc., to Purchase Mitigation Bank Credits for the Iowa State University Research Park Phase III
19. RESOLUTION NO. 15-410 approving Professional Services Agreement with Shive Hattery for 2015/16 Arterial Street Pavement Improvements (13<sup>th</sup> Street) in an amount not to exceed \$83,500
20. RESOLUTION NO. 15-411 approving Professional Services Agreement for Construction Observation with Shive Hattery for ISU Research Park Paving
21. RESOLUTION NO. 15-412 approving Professional Services Agreement for Construction Observation with WHKS & Company of Ames, Iowa, for Grant Avenue (Hyde Avenue) Paving in an amount not to exceed \$60,390
22. RESOLUTION NO. 15-413 waiving City's purchasing policy requirement for competitive proposals and awarding Professional Services contract to Dewild Grant Reckert & Associates

Company of Rock Rapids, Iowa, for 161kV Relocation for Iowa Department of Transportation on a time and materials basis for an estimated total cost of \$82,000

23. RESOLUTION NO. 15-414 approving easements to Interstate Power and Light Company for gas pipeline to accomplish Power Plant Gas Conversion Project
24. RESOLUTION NO. 15-415 approving time extension of Purchase Agreement on 1109 Roosevelt Avenue with Habitat for Humanity
25. RESOLUTION NO. 15-416 approving termination of REG Fuel Contract immediately and termination of Keck Energy Fuel Contract effective December 31, 2015, as provided by the Termination for Convenience clauses for CyRide
26. RESOLUTION NO. 15-417 awarding contract to Kistler Crane and Hoist of Omaha, Nebraska, for Power Plant Unit #7 Crane Repair in the amount of \$373,360.45 (inclusive of Iowa Sales Tax)
27. RESOLUTION NO. 15-418 rejecting all bids for Power Plant Turbine Generator Maintenance, Repair, and Related Services and directing staff to procure services on an as-needed basis
28. RESOLUTION NO. 15-419 approving contract and bond for Water Pollution Control Facility Raw Water Pump Station Elbow Replacement Project
29. RESOLUTION NO. 15-420 approving contract and bond for 2014/15 Seal Coat Street Pavement Improvements (Douglas Avenue, 17<sup>th</sup> Street, Maxwell Avenue, Melrose Avenue, Durrell Circle)
30. RESOLUTION NO. 15-421 approving contract and bond for Specialized Heavy-Duty Cleaning Services for Power Plant Boilers
31. RESOLUTION NO. 15-422 approving Change Order No. 8 to Ritts Law Group for legal services related to the regulatory compliance with the Clean Air Act
32. RESOLUTION NO. 15-423 approving Change Order No. 2 to Professional Services Agreement with BrownWinick of Des Moines, Iowa, for legal services for 161 kV Tie Line Franchise
33. RESOLUTION NO. 15-424 approving Change Order to Boone County Landfill for Waste Disposal Operations in the amount of \$100,612
34. RESOLUTION NO. 15-425 accepting completion of Information Technology Fiber Optic Deployment
35. RESOLUTION NO. 15-426 accepting completion of Transit Agency Facility Construction
36. RESOLUTION NO. 15-427 accepting completion of Traffic Signal at Mortensen and Dotson
37. RESOLUTION NO. 15-428 accepting completion of 2014/15 Shared Use Path Maintenance (S. 4<sup>th</sup> Street)
38. Well Rehabilitation:
  - a. RESOLUTION NO. 15-429 accepting completion of Year 3 of the 5-year Contract with Northway Well and Pump Company
  - b. RESOLUTION NO. 15-430 to Northway Well and Pump Company for Year 4 in the amount of \$59,212 for rehabilitation of four wells in FY 2015/16
39. Water Biosolids Hauling and Digester Cleaning:
  - a. RESOLUTION NO. 15-431 Change Order No. 2 in the amount of -\$50,471.55 with NutriJect Systems, Inc., for Year 2
  - b. RESOLUTION NO. 15-432 accepting completion of Year 2 with NutriJect Systems, Inc.
  - c. RESOLUTION NO. 15-433 awarding Contract to NutriJect Systems, Inc., of Hudson, Iowa, for Year 3
40. South Fork Subdivision, 8<sup>th</sup> Addition:
  - a. RESOLUTION NO. 15-434 approving partial completion of public improvements
  - b. RESOLUTION NO. 15-435 approving Final Plat

Roll Call Vote: 5-0. Resolutions/Motions declared adopted/approved unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**PUBLIC FORUM:** No one came forward to speak, and the Mayor closed Public Forum.

**PRESENTATION FROM HEALTHIEST AMES FOR HEALTHY STREETS:** Tessa Allred and Kristin Thompson, representatives of Healthiest Ames, presented a Power Point to explain Who and What is meant by Healthiest Ames and Healthy Streets. Ms. Allred explained that the event is intended to promote healthy living, support local businesses, and encourage sustainable transport. A summary of the first Healthy Streets Event held last May was given. The Council was told that Healthiest Ames is now planning a second Healthy Streets event to occur on Sunday, September 20.

Moved by Orazem, seconded by Gartin, to approve the following requests from Healthiest Ames for Healthy Streets on Sunday, September 20, 2015:

- a. Motion approving blanket Temporary Obstruction Permit
- b. RESOLUTION NO. 15-436 approving closure of portions of Main Street, Burnett Avenue, Douglas Avenue, Fifth Street, and Kellogg Avenue from 8:00 a.m. to 6:00 p.m.
- c. RESOLUTION NO. 15-437 approving suspension of parking enforcement for closed areas
- d. RESOLUTION NO. 15-438 approving waiver of fee for electrical usage

Roll Call Vote: 5-0. Motion/Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a part of these Minutes.

**FY 2016-17 ASSET PRIORITIES:** Management Analyst Brian Phillips stated that in preparation for the FY 2016/17 ASSET funding cycle, the City's ASSET volunteers reviewed the priorities that had been set for the current fiscal year. Upon review, the volunteers felt that the existing ASSET priorities adequately reflect the needs in the community and the City's role in funding human services. Therefore, the ASSET priorities recommended for FY 2016/17 are the same as those adopted by the City Council for FY 2015/16, as follows:

- No. 1: Meet basic needs with emphasis on low to moderate income:
  - Housing cost offset programs, including utility assistance
  - Sheltering
  - Quality childcare cost offset programs, including daycare and State of Iowa licensed in home facilities
  - Food cost offset programs to assist in providing nutritious perishables and staples
  - Transportation cost offset programs for the elderly and families
  - Legal assistance
  - Disaster response
- No. 2: Meet mental health and chemical dependency needs:
  - Provide outpatient emergency access to services
  - Provide crisis intervention services
  - Provide access to non-emergency services
  - Ensure substance abuse preventions and treatment is available in the community
- No. 3 Youth development services and activities:
  - Provide services for social development

Moved by Goodman, seconded by Betcher, to adopt RESOLUTION NO. 15-439 approving the 2016-17 ASSET priorities as above-written.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**STATUS REPORT ON AIRPORT IMPROVEMENTS FUNDING (TERMINAL AND HANGAR):** City Manager Steve Schainker reported that the decision to upgrade Ames Airport Terminal dates back to as early as the FY 2008-13 Capital Improvements Plan (CIP). At that time, a \$715,000 project was included with the expectation that the Federal Aviation Administration (FAA) would pay 90% of the estimated cost. In the FY 2012-2017 CIP, the Terminal Replacement Project cost was increased to \$2,200,000 with 90% projected from the FAA. In December 2012, the City Council directed staff to include a \$3,200,000 Airport Terminal and Hangar project into the third year of the FY 2013-18 CIP. That total was derived from an analysis prepared by Architectural Alliance of Minneapolis, Minnesota, which provided the Council with cost estimates for exterior quality options, which are now included in an attached hangar. Mr. Schainker advised that a review of the Minutes of that meeting did not give any indication of which combination of exterior quality types was desired by the City Council to justify the \$3,200,000 total. However, it was clear that there was an expectation that the non-grant funding for the improvements was expected to be shared equally among the City, Iowa State University (ISU), and the private sector (approximately \$867,000 each). It had been determined that the FAA would no longer pay for 90% of the terminal cost. That same funding concept was continued in the FY 2014-19 CIP.

According to City Manager Schainker, the most recent FY 2015-20 CIP reflects a project cost of \$2,410,000 for the terminal building alone, with the City contributing \$867,000 in tax-supported General Obligation (G.O.) Bonds. Iowa State University was expected to guarantee the principal and interest payments on an additional \$943,000 of City-issued, revenue-abated G. O. Bonds in the event that the anticipated revenue from a renegotiated Fixed Base Operator contract does not generate sufficient incremental revenue to cover those abated bond costs. That guarantee was ultimately secured in an agreement between ISU and the City that was finalized in February 2015. Under that most-recent agreement, the private sector would raise the funds needed to construct a large new storage hangar to house visiting aircraft, estimated at that time to be worth \$960,000. The hangar would then be donated to the City for continued use at the Airport. It was noted that, since the funding and construction is being handled privately, the hangar component was removed from the CIP.

Mr. Schainker told the Council that Traffic Engineer Pregitzer and Assistant City Manager Bob Kindred had been working with a focus group of users to help develop the building concept for the new terminal. Staff also sought input and received comments from four FBOs serving other general aviation airports in Iowa. Based on the input from those users and FBOs, a building concept for 6,985 square feet (sf) was developed, which was an increase from the 6,500 sf that was originally envisioned. According to City Manager Schainker, the Terminal building cost equates to \$285/square foot.

It was reported that the City had recently received bids for the first step in this project, which is the site work for the terminal and hangar. Based on the bids received for this site work, which includes design costs, there is a need for an additional \$202,000 over the budgeted amount. In addition, staff recently received an updated cost estimate from consultants Bolton & Menk for the terminal building. That estimate is \$547,500 over the budgeted amount. Mr. Schainker cautioned that that amount could be adjusted up or down based on what bids for the terminal are received. The costs for the Airport Improvements Project reflected in the CIP now appears to be \$749,500 over the expected budget.

Council Member Betcher asked if the new cost estimate included the demolition of the old terminal. Council Member Schainker stated that it did not. He noted that the original concept called for the

old terminal building to be demolished and for the transformer in the basement that controls the lights for the runways, taxiways, and beacon to be relocated. Because of the higher-than-expected costs of the new terminal and site work, this element of the improvement project cannot be accomplished in the near future. Therefore, under the new concept, the old terminal will remain in place for some time to continue to house the airport transformer and would be available for use by the FBO. Traffic Engineer Pregitzer stated that had been included in the bidding document as an alternate. The bid for demolition of the terminal came in at \$290,000; however, it was rejected because it was so high.

City Manager Schainker advised that the bid for the site work contract is good until August 16, 2015, but before approving that bid, the City Council needs to identify a strategy for dealing with the projected budget deficit.

Mr. Pregitzer explained that Ames is considered an Enhanced Service General Aviation Airport; that carries with it a certain level of expectations and helps specify the needs. He further explained the Gateway Level design, which was felt to be the most appropriate design for the type of airport. It was clarified by Mr. Pregitzer that the new Terminal building would be classified as Type C on the quality level; that is on the low end.

Council Member Orazem noted that the current Terminal building was built by a former FBO; the City paid nothing for it. Traffic Engineer Pregitzer confirmed that the former FBO did build the Terminal and gave it to the City. He believed that occurred in the 70s. Mr. Orazem pointed out, for those who have not been to the Terminal recently, that its windows are rotting-out and the metal siding is rusted.

Mr. Schainker reiterated that the current estimates do not include demolition of the current Terminal; therefore, it will need to remain for a period of time. It is felt that leaving the Terminal could actually be an opportunity in that it could be used by the FBO to generate some funds from renting out the current facility.

Council Member Gartin pointed out the very intentional process that the City went through to determine what level of improvements was needed based on the type of airport needed by Ames.

Diagrams prepared by Bolton & Menk of the three possible Terminal Building designs were shown by Traffic Engineer Pregitzer: with a Conventional Flat Roof, with a Butterfly Roof, and with a Curved Roof. A schematic design for the new Terminal was also shown and the various areas were specifically explained by Mr. Pregitzer. The \$1.9 million cost includes a Conventional Flat Roof, which is the least expensive alternative.

According to Mr. Pregitzer, Federal Entitlement Funds of \$450,000 would go toward the Site Work, which is with what the FAA felt most comfortable. After the question was asked by Council Member Nelson, Mr. Pregitzer stated that the City could bank four years worth of funding (four years at \$150,000/year would equate to \$600,000). The funds, however, have to be used by the fifth year or they would be forfeited.

At the inquiry of Council Member Betcher, Mr. Pregitzer advised that consideration was not given to renovating and expanding the current Terminal due to its age and condition. The new Terminal was planned in the Airport Master Plan; the current building was never planned to be renovated due to its type of construction. After receiving input from the user group, the square footage for the new



Terminal needed was actually approximately 7,700 square feet. It was pared down and office space was removed. It is believed that the old terminal could be used for office space to be rented out by the new FBO to perhaps flight instructors or others needing space at the Airport. At the inquiry of Council Member Orazem, Mr. Pregitzer commented that there will be some short-term maintenance items that will need to be addressed for the existing Terminal if it is going to be used by the FBO.

Council Member Nelson asked if the updated costs of the Terminal had been built into the property tax levy. Mr. Schainker answered that \$867,000 is built into the current property tax levy. The \$963,000 would come through the issuance of abated G. O. Bonds. Those are expected to be offset by FBO revenues, with any shortfall guaranteed by ISU.

City Manager Schainker detailed each of the Options available to the City Council:

1. The City Funds the Additional \$749,500. This approach would require increasing the amount of tax-supported bonds from \$867,000 to \$1,616,500, or else utilizing available reserves to partially, or totally, fund the shortfall.

This option would not be in keeping with the original concept of sharing the costs for the improvements among the City, ISU, and the private sector.

2. The City, ISU, and Private Sector Equally Share Funding of the Additional \$749,500. Each party would need to contribute an additional \$249,834 towards the project.

The private sector has committed to accomplishing the construction of the hangar. Originally, they committed to obtaining cash donations of \$500,000, as well as in-kind contributions, for this portion of the project that was originally estimated to cost \$1,000,000. Because of a desire to build a hangar large enough to accommodate some of the largest business jets, the estimated value of their responsibility has now increased by \$495,000. Their goal is now to raise \$850,000 in cash contributions along with a significant amount of in-kind donations. While they have been very successful to date with their fund-raising efforts, it is not likely that they would be successful in raising the additional \$249,834 that would be required under this Option.

3. ISU Funds the Additional \$749,500. ISU would contribute the additional \$749,500 to cover the projected shortfall.

This option would not be in keeping with the original funding concept, which envisioned a three-party partnership in the financing of the improvements.

4. The City and ISU Share in the Funding of the Additional \$749,500 with Possible Reductions in the Size of the Terminal Building.

There are numerous ways to accomplish this option. In order to minimize the amount of additional City-issued bonds for this project, one possible funding arrangement would be: (1) for the City to contribute an additional \$250,000 from the available balance in the Local Option Tax Fund, (2) for ISU to contribute an additional \$250,000 from its discretionary funds, and (3) for the size of the terminal building to be reduced sufficiently to reduce the cost by an additional \$250,000.

It was noted that this option appears to be the most achievable of the various options available

for covering this funding shortfall if the City Council is willing to increase its investment in this project. The City and ISU have already agreed on an arrangement whereby the University has guaranteed that the City-abated G. O. Debt will be paid-off. This option would expand that agreement to include the specified contributions from each entity to cover two-thirds of the anticipated shortfall. Assuming neither party is able to fund the remaining amount, the size of the terminal building could then be reduced to hopefully cover the remaining deficit. If this option were taken, it would make the greatest sense to remove the flight training room from the terminal design. Although that space is very important to the success of the FBO, it would be possible in the short term to use space in the old terminal building for training purposes.

Council Member Amber Corrieri joined the meeting telephonically at 6:53 p.m.

Warren Madden, Senior Vice-President for Business and Finance at Iowa State University, stated that the University agrees that Option 4 is the best option, and it is prepared to contribute additional funding for a reduced square footage building. The University hopes that the building would be designed in such a manner so as to allow expansion in the future. The University believes that the City needs these improved facilities. He noted that the existing terminal is not a building that impresses anyone getting off an airplane and entering the building. The proposed Terminal building would fit into the Ames community and environment.

Council Member Goodman raised a concern about covering the operations budget. City Manager Schainker answered that the new FBO should be able to cover the operations of the facility given the improvements that would be made to the Airport and hangar. Council Member Goodman raised the issue of the Airport's future operations budget. He asked Mr. Madden how receptive he thought the University would be in backstopping the operations budget. Mr. Madden replied that none of the analyses that had been done indicated any concern that, given improved facilities, the FBO could not show adequate operating revenue. He noted that, taking the increased debt service out, which is what the University is actually backstopping, he is not particularly concerned about the FBO's ability to bring in enough operating revenue in light of the planned improvements. Mr. Goodman asked if Mr. Madden would be willing to have a conversation about backstopping the operations budget. Mr. Madden stated that he did not believe that to be a big issue, but he is always willing to have conversation.

It was noted by Council Member Orazem that approximately 92 flights come through the Ames Airport daily - approximately 56 to 60% is comprised of visitors to Ames and 37 to 40% is local general aviation, which includes Iowa State University. Council Member Orazem asked how many of the flights coming and going into the Airport are University-related. Mr. Madden stated that the University has increased its flight hours by 30%. He added that commercial travel has become complicated, and to be able to take off and land at the Ames Airport is very efficient. It decreases travel time and costs, but pilots want a hangar where they could park their airplane. According to Mr. Madden, to be operating out of Ames is very advantageous to the University and holds real value for the entire community.

Council Member Gartin asked Mr. Madden to speak to the issue of how the new Airport Terminal would serve as a gateway to the Research Park. Mr. Madden replied that the feeling is that there will be an increase in private airplane traffic at the Airport because the ISU Research Park is growing. With additional businesses being brought in, there will be increased flight traffic at the Airport. He noted the real advantage Ames has in that the Research Park is located adjacent to the Airport; very few universities have that and it would create a marketing advantage. In his years at ISU visiting

other Big 12 schools, Mr. Madden emphasized that the existing Terminal is not one that markets or sells the University or Ames to anyone.

Steve Carter, Director of the Research Park, stated that they have had discussions on two aspects. The first is that a number of companies in the Research Park are large international companies. Their leadership typically utilizes corporate jets. The Research Park believes this will be an area of tremendous growth with improvements to the Airport. Secondly, ISU has an Aeronautics Engineering program and has interaction with a number of large industries in the aeronautics field. With the improvements to the Airport, it is felt that, building on that aeronautics sector, those companies could establish a presence in the Research Park, which is adjacent to the Airport, and could then utilize students and faculty from the University. Mr. Carter noted that Purdue University had recently added an Aeronautics Engineering program and annexed land directly adjacent to its airport for a research park with an aeronautics engineering type focus.

Cindy Paschen, 2117 Graeber, Ames asked if there would be an influx of Presidential candidates coming into Ames. The Mayor replied that that is not anticipated. Also, Ms. Paschen had been told by a user of a hangar at the Airport that he rents the hangar for \$100/month. She felt that seemed very low. Mr. Schainker answered that the City charges the FBO a certain amount of money per month. The FBO then sets the price that it charges for the hangars; the City does not set the price that is charged the 50+ users of the hangars.

Council Member Betcher said she was concerned about the mushrooming cost of this project. She suggested that the City get input in the form of a short report on what might be expected as far as FBO revenue on such a terminal in this region.

Traffic Engineer Pregitzer noted that when the demolition would mean removing some FAA equipment, it is fundable by the FAA. He also pointed out that the maintenance costs for the old Terminal are estimated to be in excess of \$100,000. Council Member Betcher said she really wanted to investigate whether the old Terminal still had life in it. Mr. Pregitzer said he would not recommend retaining it over five to ten years. Council Member Nelson said, after walking through the Terminal recently, he would envision that once the City got into renovation of the old Terminal, it would be hit by all sorts of Code requirements, and the costs would add up quickly. Council Member Orazem pointed out that it is the City's responsibility to maintain the Terminal. He believes that it has definitely outlived its useful life and needs to be replaced.

Moved by Gartin, seconded by Nelson, to approve Option 4: The City and ISU share in the Funding of the Additional \$749,500, with Possible Reductions in the Size of the Terminal Building.

Council Member Goodman stated his belief that there is going to continually be a reduction in federal dollars and there will be additional needs. He believes that projects supported by the City Council should be an expression of the community's values, and he questions whether this project reflects the needs of the community versus the wants of a few users. Mr. Goodman continued to state his opinion that that the "users' wish list" often results in a project that is fancier than what is needed even though all the tax payers are paying for those improvements. With the decreasing federal dollars, the City will be asked for assistance with a lot of projects; those projects should reflect the needs of the entire community. Council Member Orazem disagreed and contended that Mr. Goodman was exaggerating what is being spent by the City and minimizing the benefits that would be gleaned by the community. Council Member Orazem asked Council Member Goodman to consider what share of the costs is being borne by the City, what share is being borne by the

University, and what share is being borne by the users. He noted that the City is actually paying for the minority portion of the costs; 56% of the flight traffic comes from visitors to Ames. He reiterated that the current Terminal was donated to the City; it did not cost the City a dime. Mr. Orazem expressed his strong belief that it is time to invest some funding to improve the Airport; it is an important aspect to attract businesses of any size. Council Member Gartin agreed with Council Member Orazem, stating that investors would bring businesses to Ames, which in turn, would create jobs in the Ames community.

Council Member Goodman said that no analyses had been done to determine how much of an improvement was necessary to continue to generate return for the Airport and have a functional facility. He sees the current plan as a fancy wish list for a few users, and believes that the scale of the improvements is more than is necessary. Mr. Goodman commented that the 56% of flights labeled as “visitors” has not been confirmed. The 56% is an estimate based on the number of planes at the Airport; no one is checking off each plane coming in that would corroborate those numbers.

City Manager Schainker informed the City Council that three things would happen if the motion on the table passes: (1) it would direct City staff to work with the focus group and design engineers to attempt to reduce the cost of the Terminal building by at least \$250,000; (2) it would direct the City Attorney to draft an amendment to the existing agreement with Iowa State University that would bind it to a \$250,000 contribution; and (3) if that agreement meets with approval, the Council will then be asked to appropriate the \$250,000 from the Local Option Sales Tax.

At the inquiry of Council Member Orazem, Mr. Pregitzer advised that the current Airport Operating Revenue is approximately \$130,000, and the Operating Expenses are approximately \$130,000.

Council Member Gartin believes the Council should think long-term about what the Airport improvements will mean to the Ames community, especially in light of the fact that the Ames community is growing. It would be sending a positive signal. Mr. Gartin believes that if it could attract new employers who would bring new jobs to the community, it would be well worth the investment.

Vote on Motion: 4-2. Voting aye: Corrieri, Gartin, Nelson Orazem. Voting nay: Betcher, Goodman. Motion declared carried.

Moved by Goodman, seconded by Corrieri, to ask staff to work with the stakeholders, in particular Iowa State University, on ensuring a backstop with regards to any operating deficit that might be incurred by the City in perpetuity.

Mr. Goodman clarified that the agreement did not have to be in perpetuity. He also clarified that he would want this conversation to occur before bids went out for a FBO.

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

**STAFF REPORT ON RECYCLING IN THE COMMUNITY:** Susan Gwiasda, Public Relations Officer, provided the background of the services formerly provided by the Ames Area Redemption Center from 1989 until its closure in February 2015. She noted the effects of its closure on the community.

Ms. Gwiasda explained that the Resource Recovery System has provided single-stream processing for materials recycling and fuel production since 1975. In 2006, the City initiated a program of free glass recycling to reduce the amount of glass in the waste stream due to its negative effects in both the Resource Recovery processing stream and the Power Plant boilers. Since its inception, the glass recycling program has diverted more than 1,222 tons of glass from the landfill; the glass is then recycled for use in landscaping, industry, and construction.

Options currently available to meet the redemption and recycling desires of Ames residents were listed by Ms. Gwiasda. Options for redemption included: (1) Recruit a Private Vendor to Ames to Provide Redemption Service, and (2) City Assumes Responsibility for Redemption Service. Options for recycling included: (1) Recruit an Existing Vendor to Ames to Provide Recycling Service, (2) Partner with Iowa State University, (3) City Assumes Responsibility for Recycling Through Recycling Bins, and (3) City Assumes Responsibility for Recycling through Recycling Bins.

Mayor Campbell asked what it would mean to the Resource Recovery if there was a separate recycling/redemption service. Bill Schmitt, Resource Recovery Superintendent stated that it would certainly change in the type of product coming into the Plant, which means it would change its process.

Council Member Goodman asked Sustainability Coordinator Merry Rankin how Iowa State University has come to the conclusion that recycling is important. Ms. Rankin said they became aware of what it was putting into the waste stream, what it meant to pull those items out of the waste stream, and knowing that recycling was very important to the students. Recycling has been ingrained in their heads since they were in preschool. Environmental stewardship is very important to students.

Council Member Goodman said that he was not so concerned about paper, but he is very concerned about plastics. He shared that the only option for him would be to come to some sort of cooperative effort with Iowa State University.

Moved by Goodman, seconded by Betcher, to ask staff to talk to ISU about some sort of agreement that would allow citizens to benefit from its large scale recycling operation and report back to the Council.

At the inquiry of Council Member Corrieri, Superintendent Schmitt advised that the City is not seeing an increase on a per-person-basis even though the population of Ames is increasing.

Council Member Nelson asked how much it costs the City to collect the glass from the bins. Mr. Schmitt advised that it costs approximately \$25,000 - \$30,000 for collection and maintenance. He explained that some of the glass is picked up by a Kansas company; it recycles the glass to make bottles for Boulevard Brewery. The remainder of the glass is then processed and goes to Owens Corning to make insulation.

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

**ANNEXATION OF 3599 AND 3601 GEORGE WASHINGTON CARVER AVENUE:** Moved by Betcher, seconded by Nelson, to adopt RESOLUTION NO. 15-440 approving the Plat of Survey: Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-441 approving the Covenant and Agreement Pertaining to Water Service.

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

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-442 approving Annexation contingent upon Consenting Property Owner signing Covenant and Agreement Pertaining to Water Service.

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

**ANNEXATION OF 3535 - 530<sup>TH</sup> AVENUE:** William Arce, 2304 Cottonwood Road, Ames, speaking on behalf of Oakwood Akers, stated that he was approached by the non-consenting owner stating that she was willing to sell her property to them. They purchased the property and took possession in May. They have no issues with annexing; however, the issue is that they need access to their property. Mr. Arce sees this as resulting in a takings by the City if this annexation is approved because it deprives him of access to his property. If the access issue is resolved, Mr. Arce said he would have no problems becoming a part of this annexation; it would save him time and money in the long run.

Planning and Housing Director Kelly Diekmann stated that the geographics do not change because of annexation; the land remains exactly as it is. The City would not force Hunzikers to grant access; however, the City would not allow access via University Avenue. He reiterated that nothing is being changed due to annexation. City Attorney Judy Parks concurred; the geographics do not change due to annexation.

Moved by Nelson, seconded by Gartin, to adopt RESOLUTION NO. 15-443 approving the Covenant and Agreement Pertaining to Water Service.

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

Moved by Nelson, seconded by Gartin, to adopt RESOLUTION NO. 15-444 approving Annexation contingent upon Consenting Property Owner signing Covenant and Agreement Pertaining to Water Service.

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

**IOWA STATE UNIVERSITY RESEARCH PARK, PHASE III:** Planning and Housing Director Diekmann stated that the Preliminary Plat includes 22 developable lots and three outlots for storm water management and open space. Lots 1 through 7 are part of the initial Phase III Expansion of the Park. Lots 2 through 6 are intended to be part of the Hub Activity Area commercial uses for the new Research and Innovation Zoning District. Outlot A is intended to be used as public space.

Mr. Diekmann stated that the Preliminary Plat includes a block for Collaboration Way that creates a length in excess of the 1,320-foot maximum limit contained in Section 23.401(2), unless the block length is approved for topographic or other considerations. In this instance, the developer is trying to preserve a low area abutting the south side of Collaboration Way as open space and drainage area. The Plat design does include trails to allow for north/south circulation, despite the lack of street intersections.

Moved by Goodman, seconded by Gartin, to adopt RESOLUTION NO. 15-445 waiving the subdivision requirement for maximum block length of 1,320 feet for Collaboration Place.  
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Goodman, seconded by Gartin, to adopt RESOLUTION NO. 15-446 approving the Preliminary Plat.  
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**DOWNTOWN FACADE GRANTS:** Planning and Housing Director Diekmann advised that the City Council annually budgets \$50,000 for the Downtown Facade Grant Program. Currently, the Program has a carryover balance of \$22,423 in unencumbered funds remaining from FY 2014/15 and an additional \$50,000 for FY 2015/16.

The City requested applications in April 2015 for award in July 2015. Two property owners submitted applications for multiple building facades for consideration by the Council. Mr. Diekmann reviewed each application.

1. 100-6th Street for the Friedrich Realty Building. The request is for \$15,000 in grant funds and an additional \$1,000 in design fees. The project consists of a renovation to the northwest corner of the building to install two new windows into the entry lobby. It includes a raised roof parapet over the northwest corner of the building, new stone pilasters on the north and west facades, a new front sidewalk and planter area at the east side of the entry door, and new signage for the building. The grant request is for the 6<sup>th</sup> Street-facing facade and is being made under the non-historic criteria of the Grant Guidelines.
2. 301-311 Main Street for the Sheldon Munn Building. The request totals \$101,458 for remodeling of multiple commercial storefronts for the building. The grant application consists of seven commercial storefronts along Main Street and Kellogg Avenue. There are two residential lobby entrances to the building that are not counted as commercial storefronts, and therefore, not eligible for grant funding. The proposal is to re-establish the historic style of the first floor commercial facades consistent with the Historic Design Guidelines. The applicant is proposing to renovate the first floor commercial facades to remove non-compliant elements of the historic facade and re-establish the historic elements of the original building design. This will include refurbishing existing clear glass transom windows, pulling the storefront windows forward to align with the front facade of the building, recessing the new storefront doors, and repairing the kick plate and brick columns of the building.

Mr. Diekmann advised that, after reviewing the scope of the proposed project, staff determined that there is the possibility of six full grant awards and one partial grant award that could be awarded for the entire building subject to the availability of funding. He explained that the two residential entrances (one on Main Street and one on Kellogg) for the upper-story apartments do not qualify for grant funding under the Downtown Facade guidelines as they are not interpreted as commercial storefronts. According to Mr. Diekmann, 307/309 Main; 305 Main; 303 Main; 301 Main, #6; 301 Main, #5; and 405 Kellogg, would qualify for \$15,000, and 311 Main would qualify for \$11,457 because it had received a previous grant of \$3,543 for the front awning.

Mr. Diekmann noted that the total requested amount of grant funding equates to \$117,457, which

exceeds the combined FY 2014/15 and FY 2015/16 amount of \$72,423 available for award.

The phone connection with Council Member Corrieri was temporarily lost.

John Lott, 823 Douglas, Ames, identified himself as one of the owners of the Sheldon Munn Building. He noted the water leakage in the basement. The facades need to be repaired to alleviate the leakage. Mr. Lott indicated that the need is imminent; they cannot wait to apply in subsequent years.

Council Member Goodman noted that there is a stretch of sidewalk along Duff that becomes treacherous in the winter. He asked if this could somehow be incorporated into the grant. Mr. Diekmann noted that this was not an element of a Facade Grant, and if it is located on Duff, it would be beyond the boundaries of the Facade Grant program.

Moved by Nelson, seconded by Betcher, to approve Downtown Facade Improvement Grants for both projects, awarding 100 - 6<sup>th</sup> Street a grant in the amount of \$16,000 and awarding up to four grants for 301-311 Main Street in the amount of \$56,423 for the total amount of remaining budgeted funds for the Facade Grant Program in FY 2015/16.

Council Member Gartin said that he had some issues with the Sheldon Munn applications. He pointed out that lots of people buy properties and find there are problems with the building. To fund those types of issues is not the purpose of the Facade Grant Program. He believes that the Council has to be careful about setting a precedent in this case. Another concern expressed by Mr. Gartin was that of fairness. He did not believe it was fair to others who might want to improve the facades of their buildings on Main Street during this fiscal year, but there would be no money remaining because one property was awarded over \$50,000 for several facades. Council Member Goodman concurred.

Council Member Orazem said he believes that the public good would be served if the grants were approved for the Sheldon Munn. It is the largest building in the Downtown, and it holds historic significance for Ames. He believes that an improved Sheldon Munn building would improve the Downtown.

Council Member Betcher said she sees this as seven different storefronts, thus qualifying for seven grants.

The meeting recessed at 9:00 p.m. and reconvened at 9:06 p.m.

Council Member Corrieri rejoined the meeting at 9:06 p.m.

Motion withdrawn.

Moved by Goodman, seconded by Nelson, to adopt RESOLUTION NO. 15-447 approving \$16,000 for 100-6th Street for the Friedrich Realty Building.

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

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-448 approving \$56,423 for the Sheldon Munn.



Roll Call Vote: 4-2. Voting aye: Betcher, Corrieri, Nelson, Orazem. Voting nay: Gartin, Goodman. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

**HEARING ON INCREASED AMOUNT OF DEBT PERTAINING TO GENERAL OBLIGATION CORPORATE PURPOSE BONDS, SERIES 2015:** Mayor Campbell opened the public hearing. No one came forward to speak, and the Mayor closed the hearing.

Moved by Nelson, seconded by Betcher, to adopt RESOLUTION NO. 15-449 authorizing the increased amount of loan funding.

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

**HEARING ON ZONING TEXT AMENDMENT TO CHAPTER 29 TO CREATE RESEARCH PARK AND INNOVATION ZONING DISTRICT:** The public hearing was opened by Mayor Campbell. The hearing was closed after no one requested to speak.

Moved by Nelson, seconded by Goodman, to pass on first reading an ordinance making a Zoning Text Amendment to Chapter 29 to create a Research Park and Innovation Zoning District.

It was clarified that that was Option #1 in the Council Action Form.

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

**ORDINANCE REVISING CHAPTER 5 PERTAINING TO INFRASTRUCTURE IMPROVEMENTS:** Moved by Goodman, seconded by Betcher, to pass on first reading an ordinance revising Chapter 5 pertaining to infrastructure improvements.

Roll Call Vote: 5-1. Voting aye: Betcher, Corrieri, Gartin, Goodman, Orazem. Voting nay: Nelson. Motion declared carried.

**ORDINANCE REVISING CHAPTER 22 PERTAINING TO INFRASTRUCTURE IMPROVEMENTS:** Moved by Goodman, seconded by Betcher, to pass on first reading an ordinance revising Chapter 22 pertaining to infrastructure improvements.

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

**ORDINANCE REVISING REGULAR COUNCIL MEETING TIME:** Moved by Goodman, seconded by Betcher, to pass on third reading ORDINANCE NO. 4222 revising Regular Council meeting time.

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

**COUNCIL COMMENTS:** Moved by Nelson, seconded by Gartin, to direct staff to add to the Council's workshop schedule a discussion on Complete Streets.

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

**CLOSED SESSION:** Council Member Gartin asked City Attorney Parks if there was a legal reason to go into Closed Session. Ms. Parks replied in the affirmative.

Moved by Goodman, seconded by Gartin, to hold a Closed Session, as provided by Section

21.5(1)(c), *Code of Iowa*, to discuss matters or presently in litigation.  
Roll Call Vote: 6-0. Motion declared carried unanimously.

The meeting resumed in Open Session at 10:27 p.m.

**ADDITIONAL COUNCIL COMMENTS:** Moved by Goodman, seconded by Betcher, to assign the 25<sup>th</sup> Anniversary celebration of ADA to the Human Relations Commission.  
Vote on Motion: 6-0. Motion declared carried.

**ADJOURNMENT:** Moved by Goodman to adjourn the meeting at 10:29 p.m.

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Diane R. Voss, City Clerk

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Ann H. Campbell, Mayor