

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

**AMES, IOWA**

**AUGUST 25, 2015**

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting was called to order by Ames Mayor Ann Campbell at 5:00 p.m. on the 25th day of August, 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; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Matthew Goodman, City of Ames; Chris Nelson, City of Ames; Peter Orazem, City of Ames. Jonathan Popp, City of Gilbert; Wayne Clinton, Story County; Chet Hollingshead, Boone County; and Hamad Abbas, Transit representative, were absent.

**FY 2016-19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** Ames Public Works Director John Joiner explained the two amendments that are needed to be made to the FY 2016-19 TIP. The two amendments included:

1. Add Project #14980: Construction of a portion of the Skunk River Trail from Bloomington Road to Ada Hayden Park.

According to Mr. Joiner, the project was listed in the FY 2015 TIP; however, due to project delays, the bid letting date has moved to March 2016, and therefore, needs to be included into the FY 2016 TIP.

2. Modify Project #32738: Pavement rehabilitation project on 13<sup>th</sup> Street in Ames.

Mr. Joiner advised that a new project description had been provided, i.e., from Furman Aquatic Center east 0.29 miles to the Union Pacific Railroad. This is being done so that staff may evaluate the potential of extending sidewalk along the north side of 13<sup>th</sup> Street to the Furman Aquatic Center.

Moved by Nelson, seconded by Betcher, to approve the amendment to the 2016-19 TIP and set September 22, 2015, as date of public hearing.

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

**PROPOSED 2040 LONG-RANGE TRANSPORTATION PLAN:** Jason Harvey from HDR presented a summary of the Draft Ames Area MPO 2015-2040 Long-Range Transportation Plan (LRTP) [also referred to as Ames Mobility 2040]. He stated that the LRTP provides a comprehensive assessment of transportation in the Ames community and a vision to guide transportation planning through the year 2040; it is a 25-year plan to develop an integrated intermodal transportation system that facilitates the efficient movement of people and goods. According to Mr. Harvey, the Ames Mobility 2040 includes all modes of transportation, including roadway, rail, air, public transit, freight, pedestrian, and cycling.

The Ames Mobility 2040 Plan is the first step in identifying and implementing strategies, policies, and projects for implementation within the region. Projects that are included in the LRTP should fit with the community's transportation vision and should be reasonably implementable and fundable, but more details and analysis need to be completed in later stages of project development.

Ames Council Member Gartin asked when the public comment period would end. Ames Traffic Engineer Damion Pregitzer said that the last day would be September 16. Mr. Gartin then questioned if the comment end date had been well-publicized so that the public knew the exact date. Mr. Joiner stated that it would appear in bold on the City's Web site.

Ames Council Member Gartin asked what happens to the LRTP when the LUPP gets updated. Mr. Harvey answered that the travel model will be updated, and that would show whether the LRTP is consistent with the LUPP. Mr. Gartin asked if there would be a scheduled time when the LRTP needs to be revised. Mr. Joiner responded that the next update process for the LRTP will begin in three years. If the LUPP had been updated, the LRTP will be evaluated to see if there were drastic changes needed to it. Director Joiner stated that he and his staff will be making that evaluation.

Mr. Gartin referenced certain areas of Ames that do not have sidewalks and the residents in some of those areas do not want sidewalks. He asked if the LRTP would identify those areas. Traffic Engineer Damion Pregitzer answered that the LRTP does not go street-by-street.

Ames Council Member Betcher asked if there had been any changes made to the Draft since last Tuesday's meeting, and if so, had people been notified of those changes. Mr. Pregitzer advised that staff will put any major updates on the City's Web site. Press Releases will also be issued. If people had given the City their e-mail addresses, they will be notified that changes are on the City's Web site. The public comment period is still open at this time. The Plan is not going to get into specific impacts that any of the projects, if implemented, would have on neighborhoods. What staff wants to know is if the network being proposed is substantially correct or if there is a project that should not be considered. Mr. Pregitzer said staff could look at the projects and time line to see if there is time to hold another public meeting, perhaps during the time between September 16 and 22. Mr. Joiner pointed out that during that time, the public comment period would still be open. He felt that it would be better to present the final draft on September 22, and then, if needed, there is a fifth Tuesday in September (September 29) that could possibly work for a special meeting.

Mayor Campbell pointed out that there was extensive public comment on the Draft LRTP held during the Council's workshop held on August 18. She asked if there was anyone wishing to comment on the Draft Plan.

Trevin Ward, 2610 Northridge #201, Ames, representing the Ames Bicycle Coalition (ABC), presented information that he said was a bit different than the presentation made last week (August 18). He showed maps of what the baseline infrastructure and baseline bike lane network looks like. Mr. Ward recalled that the ABC had presented a list of projects last week that would enhance the network. However, ABC was now proposing that, rather than looking at a 100% increase in bike lanes, they were asking for a 20% increase in bicycling facilities over baseline with a minimum of 5% of that increase coming from on-street bike lanes. Council Member Betcher asked if that was a reasonable expectation. Mr. Pregitzer responded that Performance Measures have not yet been set at the federal level, so staff is hesitant to set a target without that guidance.

**ADJOURNMENT:** Moved by Goodman, seconded by Corrieri, to adjourn the AAMPO Policy Committee meeting at 5:50 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 5:57 p.m. on August 25, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Present were Council Members Gloria Betcher, Amber Corrieri, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem. *Ex officio* Member Sam Schulte was also present.

**CONSENT AGENDA:** Moved by Goodman, seconded by Betcher, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving minutes of Regular Meeting of August 11, 2015
3. Motion approving Report of Contract Change Orders for August 1 - 15, 2015
4. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
  - a. Class E Liquor, C Beer, & B Wine – Hy-Vee Drugstore, 500 Main Street
  - b. Class C Liquor & Outdoor Service – Indian Delights, 127 Dotson Drive
  - c. Class C Liquor – Mandarin Restaurant of Ames, 415 Lincoln Way
  - d. Special Class C Liquor & Outdoor Service – Noodles & Company, 414 South Duff Avenue
5. Motion approving 5-day (September 10-14) Special Class C Liquor License for Friendship Ark Homes at CPMI Event Center, 2321 North Loop Drive
6. Motion approving 5-day (September 1-5) Class C Liquor License for Olde Main Brewing Company at the ISU Alumni Center, 420 Beach Avenue
7. Motion approving 5-day (September 1-5) Class C Liquor License for Olde Main Brewing Company at Jack Trice Stadium Auxiliary Tent #37, 1800 South 4<sup>th</sup> Street
8. Motion approving Special Class C Liquor License for Botanero Latino, 604 East Lincoln Way
9. Motion authorizing Council Member Betcher to attend Growing Sustainable Communities Conference in Dubuque, Iowa
10. Requests from Octagon Center for the Arts for Art Festival on September 27, 2015:
  - a. Motion approving Blanket Temporary Obstruction Permit for Central Business District
  - b. Motion approving Blanket Vending License
  - c. RESOLUTION NO. 15-504 approving waiver of fee for Blanket Vending License
  - d. RESOLUTION NO. 15-505 approving closure of portions of Main Street, Burnett Avenue, Kellogg Avenue, and Douglas Avenue from 6 a.m. to 6 p.m.
  - e. RESOLUTION NO. 15-506 approving waiver of fee for usage of electricity
11. RESOLUTION NO. 15-507 approving appointment of Ted Grevstad-Nordbrock to fill vacancy on Historic Preservation Commission
12. RESOLUTION NO. 15-508 assigning recently annexed properties as residencies to Ward 1, Precinct 1
13. RESOLUTION NO. 15-509 approving revised Title VI of 1964 Civil Rights Act Compliance Plan
14. RESOLUTION NO. 15-510 approving Federal Aid Funding Agreement with Iowa DOT for 2015/16 Arterial Street Pavement Improvements project (13<sup>th</sup> Street)
15. RESOLUTION NO. 15-511 approving Construction Observation Services Agreement with Veenstra & Kimm/WHKS for 2014/15 Sanitary Sewer Rehabilitation (Manhole Rehab Basins 1 & 5) in an amount not to exceed \$124,700
16. RESOLUTION NO. 15-512 approving three-year Agreement with ESRI, of Redlands, California, for GIS software
17. RESOLUTION NO. 15-513 approving amendment to Iowa Homeland Security and Emergency Management Grant Agreement pertaining to Squaw Creek Water Main Protection Project
18. RESOLUTION NO. 15-514 approving amendment to Utility Right-of-Way Permit and Easement at 1817 East Lincoln Way

19. RESOLUTION NO. 15-515 approving preliminary plans and specifications for Power Plant Fuel Conversion - Control Room Installation General Work Contract; setting September 16, 2015, as bid due date and September 22, 2015, as date of public hearing
  20. RESOLUTION NO. 15-516 approving preliminary plans and specifications for High Service Pump #3 Replacement Project; setting September 23, 2015, as bid due date and October 13, 2015, as date of public hearing
  21. RESOLUTION NO. 15-517 approving preliminary plans and specifications for Scaffolding and Related Services and Supplies Contract for Power Plant; setting September 23, 2015, as bid due date and October 13, 2015, as date of public hearing
  22. Gas Turbine No. 1 Return to Service:
    - a. RESOLUTION NO. 15-518 awarding contract to Wood Group Pratt & Whitney of Bloomfield, Connecticut, in the amount of \$949,950 for Bid No. 1 Engine
    - b. RESOLUTION NO. 15-519 awarding contract to MCC Contractors National, Inc., of Kansas City, Missouri, in the amount of \$915,590 for Bid No. 2 Inlet Air System
    - c. RESOLUTION NO. 15-520 awarding contract to MCC Contractors National, Inc., of Kansas City, Missouri, in the amount of \$612,900 for Bid No. 3 Exhaust System
  23. RESOLUTION NO. 15-521 approving contract with Bobcat of Ames of Ames, Iowa, for purchase of Bobcat Toolcat and Attachments in the amount of \$60,832.03 for use by Parks & Recreation Department
  24. RESOLUTION NO. 15-522 approving renewal of contract to Baldwin Pole & Piling, Inc., of Des Moines, Iowa, for purchase of electric distribution utility poles in accordance with unit prices
  25. RESOLUTION NO. 15-523 approving purchase of Water Quality Monitoring Equipment in an amount not-to-exceed \$15,000 and authorizing equipment to be used for Water Quality Initiative Targeted Demonstration Watershed Project Grant for life of Grant
  26. RESOLUTION NO. 15-524 approving contract and bond for 2014/15 Downtown Street Pavement Improvements (5<sup>th</sup> Street - Burnett Avenue to Grand Avenue)
  27. RESOLUTION NO. 15-525 accepting completion of contract with W-S Industrial Services, Inc., for FY 2014/15 Specialized Cleaning Services Contract, including grit blasting, hydro blasting, detonation blasting, and vac truck services at a total cost of \$115,823.58
  28. RESOLUTION NO. 15-526 accepting completion of contract with Allied Valve, Inc., for FY 2014/15 Valve Maintenance, Testing, Repair, Replacement, and Related Services and Supplies for Power Plant Boilers at a total cost of \$78,352.83
  29. RESOLUTION NO. 15-527 accepting partial completion of public improvements and lessening security required for Brookview Place West, 4<sup>th</sup> Addition
  30. RESOLUTION NO. 15-528 approving Plat of Survey for 131 and 137 Campus Avenue
- Roll Call Vote: 6-0. Resolutions/Motions declared adopted/approved unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**PUBLIC FORUM:** Helen Gunderson, 1626 Burnett Avenue, Ames, referenced a petition that she had sent to the Mayor and City Council listing concerns about the traffic on Burnett near the new Meeker School. She stated that the bus lanes have created traffic issues as well as safety issues for neighborhood residents. Ms. Gunderson also stated that she was totally surprised at the lack of transparency on the part of the School District, specifically, the bus routes. Mayor Campbell suggested that Ms. Gunderson also share her concerns with the School Board. She replied that the issue is where the buses are parking on public streets, which are regulated by the City.

Council Member Goodman asked Ms. Gunderson if there was anything that she felt could be done now to help alleviate her concerns. Ms. Gunderson replied that the City could put fresh paint beside

her driveway, on the corners, in front of the fire hydrant, and along the bus lane.

No one else came forward to speak, and the Mayor closed Public Forum.

**HYLAND AVENUE AND OAKLAND STREET/SHELDON AVENUE CROSSWALK TRAFFIC STUDY:** Traffic Engineer Pregitzer explained that the City Council had referred a letter from Sue Ravenscroft regarding the pedestrian safety of the east-west crosswalk on the south side of Hyland Avenue and Oakland Street. Staff then conducted a traffic study including an analysis of speed, volumes, and safety. Mr. Pregitzer presented a summary of the findings of the study and recommendations. The evaluation of the data showed that historically there is a very low number of accidents at the intersection of Hyland Avenue and Oakland/Sheldon, especially those involving a pedestrian or bicyclist. However, the data also indicated a concerning number of motorists exceeding the posted speed limit by greater than ten miles per hour (mph) in the northbound direction, which at nine percent was approximately three times higher than observed on typical streets within Ames. Residents of the area were also interviewed about their experiences when crossing Hyland Avenue. Generally, it appeared that motorists coming over the hill headed northbound are not aware of the pedestrian crossing even though the crosswalk has been painted with high-visibility pavement markings and has pedestrian warning signs in place.

Mr. Pregitzer noted that it had been suggested during the study that an All-Way Stop be used to mitigate the issues between motorists and pedestrians at the intersection; however, the minimum criteria have not been met nor is it close enough for staff to make a recommendation at this time to install additional stop signs. He commented that if stop signs are installed without meeting the minimums, it is likely to frustrate users and produce increasing disrespect of the signs, thereby losing its intended purpose of providing enhanced safety.

According to Mr. Pregitzer, it was apparent throughout the study that the greatest area for improvement is in the awareness of the pedestrian using the crosswalk. A recent treatment that appears to provide a significant improvement to pedestrian awareness along arterial streets is the Rectangular Rapid Flashing Beacon (RRFB). The RRFB was defined as a push-button-activated warning device that uses very bright flashing yellow LEDs to warn motorists that a pedestrian is actively using the crosswalk. The cost of a RRFB is approximately \$10,000 (including time and materials). The cost could come from FY 2015/16 Accessibility Enhancement Program. Staff is currently soliciting input regarding possible projects for this first-time program, and this would be the first project financed from that new program. Also, staff is working with ISU on an ongoing planning effort to improve pedestrian/bicycling connections at the interfaces of Ames and ISU Campus.

*Ex officio* Member Sam Schulte asked if it could possibly cause vehicle accidents because they might need to stop suddenly after the hill. Mr. Pregitzer stated that the cars would only need to come to a complete stop if there are pedestrians in the crosswalk; otherwise, the light flashes yellow to warn motorists. He stated that Iowa is a “yield state,” not a “stop state.” The difference is that if the pedestrian is in the crosswalk, vehicles must stop; however, in Iowa, if the pedestrian has not yet entered into the crosswalk area, the vehicle does not have to stop.

Sue Ravenscroft, 455 Westwood, Ames, thanked the City for looking into her concerns. She noted that she lives on Westwood, which is located west of Oakland, and she walks or bikes in the area in question very often. Ms. Ravenscroft indicated that she was disappointed that a stop sign would not

be installed; however, “the RRFB is better than nothing.” She suggested that the speed limit be 25 mph, instead of 30 mph. It would also be helpful if there was more enforcement of the speed limit.

Anne Kimber, 3517 Oakland, Ames, referenced a similar study done in Des Moines in 2012. It revealed that the RRFB near the Capitol was very successful in slowing down traffic and increasing pedestrian safety. She believes, however, that the crosswalk needs to be more visible and a flashing light that can be activated by the pedestrians is needed.

Helen Gunderson, 1626 Burnett, Ames, stated that she rides her bicycle often in the area in question. She thanked staff for providing the report.

Dan DeGeest, 4212 Phoenix, Ames, stated that there are no bike lanes, bike trails, or shared use paths in the area in question. He asked how the flashing light solution would help bicyclists crossing in the crosswalk east-west; the signal would have to be activated on the other side. Mr. Pregitzer said that the study showed that, at the study time of 9 AM, the intersection is being used heavily by pedestrians (80 pedestrians/hour versus bicycles in the single digits). The solution was not meant for multi-directional crossing; it was meant for east-west crossing.

Moved by Nelson, seconded by Corrieri, to adopt RESOLUTION NO. 15-535 directing staff to purchase and install a Rectangular Rapid Flashing Beacon (RRFB) for the east-west crosswalk at Hyland Avenue and Oakland Street/Sheldon Avenue Crosswalk at a cost of \$10,000 to be allocated out of the FY 2015/16 Accessibility Enhancement Program.

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

**AIRPORT IMPROVEMENTS:** City Manager Steve Schainker recalled that, on July 14, 2015, staff had presented a report updating the City Council on the status of the funding for the Airport Terminal building and hangar project. Traffic Engineer Pregitzer noted that it had been estimated that the original schematic design of a 6,985-square-foot building would cost approximately \$1,987,500, which meant a shortfall in funding of \$750,000. Council then directed staff to move forward to increase the City and Iowa State University contribution each by \$250,000 and to reduce the scope of the project by \$250,000.

Mr. Pregitzer advised that, since July 14, 2015, staff has been working with Alliance, the City’s design architects, to reduce the scope of the building by \$250,000 in value while still trying to have a viable facility. The reduction would follow two principles: (1) to identify areas that could be temporarily taken out of the new terminal building and located in the existing terminal and (2) to maximize the ability to expand the terminal in the future in the most-cost-effective way possible. According to Mr. Pregitzer, Alliance has now proposed a new reduced building footprint of 5,358 square feet that tries to maintain the core airport services needed in the new terminal. This is approximately a 1,600 square foot reduction or approximately a 23% smaller facility. Even though the facility is now smaller, the square footage cost will increase to \$320/square foot. According to Mr. Pregitzer, the now-estimated cost for construction was \$1,738,000; however, that could be adjusted upwards or downwards when the bids for the Terminal are received. The Terminal building still needs to go through final design and be bid before actual costs can be known. It was pointed out by Mr. Pregitzer that a smaller building will have fewer economies of scale as there is still the need for the structure and foundations and the utilities of the reduced building to be sized to accommodate a larger building in anticipation of future expansion. He emphasized that higher costs in the future will also include the additional

expense to demolish the FBO spaces (office, kitchen, line crew) on the east side of the building and rebuild them into the future expansion.

Council Member Nelson said he did not like that parts of the new terminal would have to be demolished and rebuilt in five to ten years. He suggested that certain areas be slid approximately six feet to the left, and in essence, square-up the building. Mr. Pregitzer said he would present that option to the architects. However, he emphasized that when the final design is created, some of the details could change.

Mr. Schainker clarified that there are currently two projects: site work and hangar. He recalled that what brought the City to this point was that the site preparation contract bids were received, and the lowest bid came in \$250,000 over budget. At approximately the same time, the estimate for the terminal building came in at approximately \$450,000 over what had been originally thought. Mr. Schainker emphasized, however, that the estimate for the terminal building was just an estimate; it could come in higher or lower. The only known bid at this time is for the site work, and that has a known shortfall of \$250,000; however, the terminal building estimate sent up a red flag that there could be another shortfall.

City Manager Schainker brought the Council's attention to an email that he had received from the Ames Economic Development Commission (AEDC) late last night asking that the Council delay giving direction to the architect/engineers for a couple weeks to develop final plans and specifications regarding a specific square footage for the terminal building. The extra time will allow the AEDC approximately two weeks to determine if it is able to secure pledges for the \$250,000 goal to maintain the size of the terminal at 6,960 square feet. A report back to the Council could be made on the Council's meeting on September 8.

Council Member Orazem stated this opinion that some of the improvements might fit the federal guidelines for funding, e.g., the relocation of the electric vault. Mr. Pregitzer said that entitlement monies would be available and state grants might be available. He can check with the consultants about applying for discretionary money, but the project might not score high enough to be awarded any funding.

Council Member Goodman asked if there had been any discussion about future liability as a result of operational expenses. He asked specifically if ISU was willing to share in any shortfalls. Mr. Schainker stated that he did not believe the University was willing to do that. Traffic Engineer Pregitzer said that projections are for the FBO revenues to double (from \$50,000 to \$100,000 - \$120,000). Council Member Goodman pointed out that the FBO revenue was committed to ISU to alleviate the debt service, so that cannot be committed to operational expenses. Mr. Goodman asked to know the net change in operational expenses. Mr. Pregitzer stated that he could provide that estimate to the Council in the near future.

Council Member Betcher noted that if the square footage of the terminal building is lessened, it might make this less desirable for large FBOs to want to come here. However, the FBO is what the City is depending on to enhance revenues.

Council Member Goodman commented that the anticipated operational costs have always been known for every capital asset that the City has had in at least the past 12 years that he had been on the Council. City Manager Schainker stated that this is a different type of project than the library or fire

station. In those situations, staff has had to be added; however, the FBO staffs the terminal. Currently, the FBO and City split the cost of utilities, which is also different than those projects.

Moved by Goodman, seconded by Corrieri, that the City continue to work with the AEDC to generate more revenue for the project.

Mr. Goodman stated that he would not be voting for this project, but it only made sense to him that, if the terminal building was going to be built, it should be of a size that was originally recommended and could attract the best type of FBO that is needed to run it.

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

Moved by Nelson, seconded by Gartin, to adopt RESOLUTION NO. 15-529 approving the Addendum to the Agreement with Iowa State University obligating Iowa State University and the City to each contribute up to an additional \$250,000 towards the Airport improvements.

City Manager Schainker emphasized that the Agreement said “up to \$250,000.” The bids might come in lower, and that amount would be lessened.

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

Moved by Goodman, seconded by Betcher, to find another source of funding besides the Local Option Sales Tax fund.

City Manager Schainker said that the Local Option Sales Tax was for community betterment, and it was felt that the Airport did fit that category. At the inquiry of Council Member Gartin, Mr. Schainker advised that the additional \$250,000 could come out of Hotel/Motel Tax, General Fund balance, or Local Option Sales Tax.

Mr. Schainker said it is projected that the Hotel/Motel Fund Balance will be approximately \$606,000 on June 30, 2016. The Local Option Sales Tax is estimated to total approximately \$1.9 million in undesignated funds (after the 25% reserve and Park Development Fund). The General Fund is projected to be \$970,000 in undesignated funds (after reserve). He said that historically, Local Option undesignated funds can be used for one-time expenditures, not ongoing; the \$250,000 needed for the Airport would be a one-time expense. Addressing the concern of less funding being available for human services agencies and the arts, Mr. Schainker emphasized that when the City commits to fund human service agencies and the arts, that is anticipated to be ongoing. Taking the \$250,000 from the Local Option Sales Tax Fund would not interfere with funding the human services agencies or arts agencies.

Council Member Orazem said that the logical place to take it out of is where the economic benefit will occur; in this case, retail sales will benefit, so it is logical to take it out of the Local Option fund.

Finance Director Duane Pitcher advised that the Referendum for the Local Option Sales Tax was very broad; it simply stated that it was to be used for community betterment. He added that it would be better for the City’s bond rating to take the \$250,000 out of the Local Option Sales Tax fund. He



noted that the General Fund balance is the least restrictive, but it also has the most impact on the City's bond rating.

Mr. Gartin said that Council Member Goodman had raised a concern on his blog that if the \$250,000 were to be taken from the Local Option Sales Tax fund, it would be taking funding inappropriately from human service agencies. He would like to know the answer to that as well. Finance Director Pitcher answered that the amount of money to be allocated to human services and the arts was set during the budgeting process, and he does not see the one-time expense of \$250,000 for the Airport Terminal as jeopardizing the funding for human services or the arts.

Council Member Goodman said that he remembered Assistant City Manager Sheila Lundt basing her recommendation to the Council about funding human services and the arts in 2011/12 on the balance in the Local Option Sales Tax fund. Council Member Orazem stated that there was no change in retail sales in Ames for ten years and in 2011/12, the Local Option Sales Tax fund was being drawn down. Now, there is an increase in retail sales because the community is no longer limiting economic activity; it is anticipated that retail sales will continue to grow.

Council Member Nelson asked if it would make sense to use a combination of the Local Option Sales Tax fund and Hotel/Motel Tax fund.

Suzie Dobbs, 106 -7<sup>th</sup> Street, Ames, stated that she does not want arts or mental health organizations to be affected.

Richard Deyo, 505-8th Street, Ames, suggested that the monies come from a couple different funds.

Vote on Motion: 3-3. Voting aye: Betcher, Corrieri, Goodman. Voting nay: Gartin, Nelson, Orazem. Mayor voted nay to break the tie. Motion failed.

Mr. Goodman offered that the choices on how much funding to provide to human services and arts agencies are based on the amount of money available; that is what impacts the Council's decisions.

Moved by Goodman, seconded by Corrieri, adopt RESOLUTION NO. 15-530 authorizing the City's portion (\$250,000) towards the Airport improvements to come from the Hotel/Motel Tax fund.

Council Member Gartin expressed his concern that there appeared to have been an irrational fear created that somehow taking the money from the Local Option Sales Tax fund would jeopardize human services or the arts funding when that appears to not be the case. He asked the Finance Director why taking it out of the Local Option Sales Tax fund was the best idea. Finance Director Pitcher reiterated that it was because this would be a one-time expense, and historically, that type of expense had come from the Local Option Sale Tax fund.

Council Member Betcher pointed out that there has been an affirmation that this (Airport Improvement Project) is an economic development project. It seems logical to her that the Hotel/Motel Tax fund is the appropriate funding source. Council Member Orazem said that there has been a myth that retail is not responsible for economic development, but that is not the case.

Council Member Goodman said that he was not claiming that any of the human service funding would be impacted. He noted that the Council had voted to increase the funding for human service agencies by 7% because the Council chose to be fiscally responsible based on the existing balance of the Local

Option Sales Tax fund. He feels that the Local Option Sales Tax fund will be under more pressure in the future to fund other items.

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

Moved by Corrieri, seconded by Nelson, to adopt RESOLUTION NO. 15-531 awarding the FY 2015/16 Airport Terminal Building and Hangar (Phase 1: Site Work) to Absolute Concrete Construction of Slater, Iowa, in the amount of \$772,499.10, conditional upon FAA concurrence.

Roll Call Vote: 5-1. Voting aye: Betcher, Corrieri, Gartin, Nelson, Orazem. Voting nay: Goodman. Resolution declared adopted, signed by the Mayor, and hereby made a portion of these Minutes.

**URBAN FRINGE PLAN WAIVER AT 3974 NORTH DAKOTA AVENUE:** Planning and Housing Director Kelly Diekmann explained that, on July 14, 2015, the City Council had referred to staff a letter from Tom Thielen requesting an exemption to the policies of the Fringe Plan and a waiver of the subdivision regulations for a division of land at 3974 North Dakota Avenue. The Thielens own the 13-38-acre property on which they have a house, and they seek to divide it to allow the construction of an additional home. The subject property does not have access to Deer Run Lane and can be characterized as a “flag pole” lot, having a 2,000-foot driveway connected to North Dakota Avenue. The driveway is north of and parallel to Deer Run Lane, which serves the Deer Run Subdivision to the south. Two other homes have their accesses from the Thielen driveway. The land owned by the Thielens is within the Natural Area of the Urban Fringe Plan. One policy goal of that designation limits subdivisions for new non-farm residential development. The existing parcel and home were established well before the adoption of the Ames Urban Fringe Plan. Since then, however, the Plan has sought to protect environmentally sensitive areas within the urban fringe. However, in 2010, Charles and Jacquelyn Olson made a similar request for a property on Deer Run Lane, immediately to the south of the Thielen property. The City Council ultimately directed staff and the applicant to work on creating a draft subdivision plat for one additional lot that addressed preserving the natural area around the lot. The Olsons have never prepared a final plat application or submitted a request for waivers of subdivision standards and the three standard rural subdivision covenants. According to Mr. Diekmann, prior to asking for a waiver of specific subdivision standards of Ames and Story County and prior to seeking a rezoning of the land from Story County, the Thielens are first seeking a waiver of the Ames Urban Fringe Plan policy restricting the division of land in the Natural Area.

Director Diekmann told the Council members that if they were to be consistent with current policy and past practices, they may choose not to act on the request of the Thielens. If the Council supports the request of the Thielens, staff could be directed to place this item on a future City Council agenda for specific waivers to the Ames subdivision regulations that would be needed and with the three required covenants signed by the Thielens. If that were to be the case, staff would suggest that such a motion include requiring evidence that the proposed lot split is consistent with Story County zoning and County subdivision standards prior to the City Council granting any waivers from the Ames subdivision requirements.

Council Member Goodman cited his opinion that if the Council had had this level of review over each area, the area in question might not have been placed within the Natural Area. When he reads the definition of Natural Area now, the area around the Thielen property doesn't seem to fit.

Director Diekmann said that if no action was taken by the City Council, the Thielens would still have the right to make a request to the County.

Council Member Gartin said he is always concerned about the precedent that cases like this might set. Unless there is a very compelling reason why this should change, he is inclined not to change it.

Moved by Orazem, seconded by Goodman, to accept the report.  
Vote on Motion: 6-0. Motion declared carried unanimously.

The meeting recessed at 8:00 p.m. and reconvened at 8:07 p.m.

**LAND USE POLICY PLAN (LUPP) AMENDMENT INITIATION REQUEST FOR 3535 S. 530<sup>TH</sup> AVENUE:** Director Diekmann stated that, on July 21, 2015, the City Council referred to staff the letter from Chuck Winkleblack asking to initiate a Minor Amendment to the Land Use Policy Plan (LUPP) for a piece of land on the southern edge of town formerly known as the Reyes property. This land is comprised of approximately 20 acres and was recently approved for voluntary annexation into Ames. The land is located west of University Boulevard and the ISU Research Park and south of the Wessex apartment development. The designation of the property is currently Urban Residential in the Ames Urban Fringe, but will automatically become Village/Suburban Residential once it is formally annexed. The owner and developer of the property Hunziker Development Company, LLC, is requesting a change in the land use designation of the property from Village/Suburban Residential to High-Density Residential in order to ultimately rezone the site to Residential High-Density to develop multi-family housing. The developer desires to develop the site under RH zoning rather than utilizing Floating Suburban Medium Density (FS-RM) zoning or Planned Residential Development (F-PRD) zoning that is allowed with the Village Suburban Residential land use designation. The developer has stated that the zoning regulations (units per building) of FS-RM versus RH are what have motivated the request for the LUPP Amendment more than the allowable density associated with each land use designation. The developer wishes to have the option to construct apartment buildings in a variety of sizes, ranging from 12-unit, to 18-unit, to 24-unit and 36-unit structures. Buildings of those sizes could only occur with RH zoning or a PRD, rather than FS-RM. Apartment dwellings are limited in the FS-RM zone to no more than 12 units in each structure. FS-RM has this requirement to match standard RM zoning and to be a comparable zoning choice with Village zoning. The building size limit is also intended to assist in apartment buildings' compatibility with single-family homes.

According to Mr. Diekmann, each apartment development request is to include an assessment with the RH Site Evaluation Tool. With this request, there is minimal detail available to complete the checklist. Also, it is different than the three previous High-Density requests that were changes from a commercial to a residential designation. Council has not previously discussed how to apply the tool when a request is a change from one type of residential to another type of residential. Under Housing Type and Design, this project ranked low since the City has already planned for the site to be residential and it accommodates multi-family. It ranked fairly well for Location and Surroundings because it is located in an area planned for residential development.

Mr. Diekmann told the Council that if the Council chooses to initiate a LUPP Amendment, it needs to determine whether a Major or Minor Amendment process would be required. Three options were presented for the Council's deliberation: (1) Decline to approve the request because it should remain Village/Suburban Residential. (2) Agree that it should be High-Density Residential on the site and determine if the project requires a Major Amendment or a Minor Amendment process. (3) Direct that

a decision not be made until RH design guidelines had been drafted and options for housing variety in New Lands areas had been reviewed.

Council Member Gartin recognized the location of the property in question, which is near the ISU Research Park. He felt that this was a good opportunity to have housing opportunities close to employment for many people. Council Member Betcher agreed, but stated that the only question is how much control the Council wanted to have over what is built. She noted that staff believes it will have options on how to proceed on zoning text amendments for PRD zoning or a new zoning district related to apartment-related standards by early winter. The applicant's interests for larger apartment buildings may be addressed by one or both of those issues, and a LUPP Amendment would not be needed at all.

Chuck Winkleblack, 105 S. 16<sup>th</sup> Street, Ames, noted that the ISU Research Park presents a tremendous employment opportunity. He is concerned about how long the processes take. The 2015 construction season is already lost, and it is possible that 2016 would also be lost, depending on whether they are made to wait until staff has reviewed possible amendments for PRD zoning or a new zoning district. Mr. Winkleblack offered his belief that a PRD is more suited towards a smaller project. This is a 20-acre parcel and will be comprised of over 200 units. He noted that he had heard from many people who want a three-bedroom apartment that is not in an apartment building rented mainly by students. Mr. Winkleblack said that there would probably not be any single-family detached homes, but there is a need for single-family attached homes. It has not been determined if the units would be rental or owned.

Council Member Gartin asked if, in the focus groups that he had questioned, people had indicated that they did not have cars. He noted that many young people had made a decision not to have a car, so living within proximity to their employment was very important. Mr. Winkleblack stated that what he had heard was not so much that the people had chosen not to have cars, but that they had chosen not to use them on a daily basis.

Council Member Goodman said that he would prefer that this area contain some single-family homes since it is in the Ames School District. He is concerned that, in the future, adjacent areas might also want high-density zoning, which pushes out single-family residential. He asked if it would be possible for a portion of the land to be high-density and a portion to be low-density. Mr. Winkleblack noted that City staff believes this area will be a high-traffic area, and the City would not be in favor of a lot of driveways along Cottonwood Road.

Council Member Orazem said what he was hearing was that RH gives more flexibility for the developer to build different housing types; the PRD has more restrictions. He stated that he likes the idea of flexibility for the developer. At the inquiry of Mr. Winkleblack, Director Diekmann advised that there have been very few PRDs built in the past ten years.

Mr. Orazem asked what would be included in the Master Plan. Mr. Diekmann replied that details about the number of units, access points, types of buildings, e.g., apartments, single-family buildings would be provided.

Moved by Gartin, seconded by Corrieri, to go with Option 2: Allow High-Density Residential on the site and direct that a Minor Amendment process be followed.

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

**URBAN REVITALIZATION TAX ABATEMENT REQUEST FOR 2300 LINCOLN WAY:**

Director Diekmann explained that the property owners within an approved URA may apply for tax exemption for a complete project or preapproval for a project that is planned to be built. The City still has to determine if the completed improvements meet the standards in the Urban Revitalization Plan in order to grant tax abatement and forward the determination to the Assessor Opus Development Company, LLC, of Minnetonka, Minnesota, is requesting approval of tax abatement for the property located at 2300 Lincoln Way. A residential/commercial mixed-use project (known as The Foundry) has been construction on that site. It is located in the Campustown Urban Revitalization Area. The estimated cost for the project totals \$10,500,000. The applicant has indicated that it will choose the ten-year abatement option. Staff has completed an on-site inspection of the improvements constructed and finds that the work completed conforms to the Campustown Urban Revitalization Area criteria.

Moved by Corrieri, seconded by Nelson, to adopt RESOLUTION NO. 15-532 approving tax exemption for the mixed-use project located at 2300 Lincoln Way (the Foundry).

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

**CLARIFICATION OF DEVELOPMENT AGREEMENT WITH KINGLAND SYSTEMS:**

The Council was reminded by Director Diekmann that the City had entered into a Development Agreement with Kingland Systems on December 10, 2013, that described mandatory development requirements for Kingland to receive the agreed-up Tax-Increment Financing rebate. Among other design and use requirements in the Agreement, it included a specific standard for storefront windows (that they would be kept substantially clear and unobstructed so as to allow for visibility into or through to the interior spaces). The corner tenant on the ground floor, CVS Pharmacy, has made plans for the space to be display cases. Staff had advised the tenant that, even though the CSC zoning district allows for windows or display cases to meet opening requirements, a display case in this instance does not match the language of the Development Agreement. Kingland then requested a clarification of the intent of the requirement. Kingland and CVS propose to have two display cases along Lincoln Way in order to physically construct a walk-in cooler along the north wall. The remaining CVS openings would be windows and not be obstructed at eye level and above.

According to Director Diekmann, the intent of the standard was to ensure that the highest quality of pedestrian interest at street level was provided for in the project. Additionally, the standard meant for the property owner to ensure that, after construction of the windows, the desired transparency is not eliminated by putting up signs, graphics, or films that disengage the interior space from the external pedestrian environment.

Kingland and CVS contend that converting the two windows to display cases can be found to fit in with the overall architectural aesthetics of the building because those two openings do not have the appearance of commercial storefront glazing. They believe that including display cases at those locations would still leave the majority of the Lincoln Way facade windows as substantially transparent. It was noted by staff that the display cases are meant to include items of visual interest of either merchandise or an exhibit; they are not considered solely to be an internal signage area.

Tom Welk, working on behalf of CVS in Iowa, stated that this is not a typical store in that there will be no drive-thru, and the store will not be free-standing. However, the store will be a full-service store. The display cases would consist of graphics that would be engaging to people walking on the

sidewalk and convey what is happening in the store. It is not intended that the windows would be used to display products for sale.

Jeff Global, Kingland Systems, said that the two windows in question are the only two windows that do not allow visibility of the interior of the store; the other 91% of the windows do allow that.

Council Member Gartin asked if the windows would allow visibility into the store if CVS were not occupying the building. Mr. Global answered that that would be the case; they truly are windows, but CVS chooses to put graphics in the windows that would not allow 100% visibility into the store.

Moved by Nelson, seconded by Orazem, finding that the proposed inclusion of two display cases along Lincoln Way substantially conforms to the provisions of the Development Agreement.

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

**SALE AND ISSUANCE OF ESSENTIAL CORPORATE PURPOSE GENERAL OBLIGATION BONDS, SERIES 2015:** Finance Director Pitcher told the Council that bids were received today on the sale of approximately \$18,445,000 in bonds. Suzanne Gerlach, PFM, the City's Financial Advisor, reported that six bids from 51 firms were received. She noted that the municipal market certainly benefitted from the global market turmoil. According to Ms. Gerlach, there was an exceptional premium on the bonds, and it was a very competitive market. FTN Financial Capital Markets, New York, New York, came in with the best bid at 2.1454%. According to Ms. Gerlach, the City will save approximately \$287,000 in the refunding of Series 2006A and 2007A Bonds.

Moved by Orazem, seconded by Nelson, to adopt RESOLUTION NO. 15-533 accepting bids and authorizing the sale and issuance of Essential Corporate Purpose General Obligation Bonds, Series 2015A, in an amount not to exceed \$21,345,000 to FTN Financial Capital Markets.

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

**ASH POND REHABILITATION, PHASE 1:** Moved by Goodman, seconded by Corrieri, to accept the report of bids.

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

Moved by Goodman, seconded by Corrieri, to reject all bids and direct staff to rebid at a later date.

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

**ORDINANCE REMOVING 90-MINUTE PARKING PROHIBITION ON NORTH 2<sup>ND</sup> STREET:** Mayor Campbell asked if there was anyone wishing to comment on the proposed Ordinance. No one came forward to speak.

Moved by Corrieri, seconded by Betcher, to pass on first reading an ordinance removing the 90-minute parking prohibition on North 2<sup>nd</sup> Street.

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

**ORDINANCE REZONING PROPERTIES AT 519-, 525-, AND 601 - 6<sup>TH</sup> STREET:** Moved by Corrieri, seconded by Nelson, to pass on third reading and adopt ORDINANCE NO. 4226 rezoning properties at 519-, 525-, and 601-6<sup>th</sup> Street from Residential Medium Density (RM) with Single-

Family Conservation Overlay District (O-SFC) to Residential Medium Density (RM).  
Roll Call Vote: 6-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

**ORDINANCE REZONING, WITH MASTER PLAN, PROPERTY AT 5400 GRAND AVENUE:** Moved by Corrieri, seconded by Gartin, to adopt RESOLUTION NO. 15-534 approving the Rezoning Agreement.

Council Member Goodman asked if the City had stopped sampling Ada Hayden Lake. City Manager Schainker said he would have to check on that. Mr. Goodman believed that this proposed development would have an impact on the Lake.

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 Corrieri, to pass on third reading and adopt ORDINANCE NO. 4227 rezoning, with Master Plan, property at 5400 Grant Avenue from Agricultural (A) to Suburban Residential Low Density (FS-RL).

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 Goodman, seconded by Gartin, for staff to report back to the Council on what is doing to monitor Ada Hayden Lake.

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

Moved by Goodman, seconded by Betcher, to ask staff what can be done to reduce the vehicular impacts in the Meeker Elementary area.

Council Member Orazem offered that construction had not yet been completed. He felt that some of the problems might be alleviated when construction has concluded.

Moved by Goodman, seconded by Corrieri, to refer to staff the e-mail received from a resident asking to increase pedestrian infrastructure on the south side of S. 16<sup>th</sup> east of the bike path.

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

Moved by Nelson, seconded by Betcher, to refer the letter from Mayor Popp requesting assistance of City of Ames staff in a study for water improvements in the City of Gilbert.

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)©, *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 9:52 p.m.

Moved by Gartin, seconded by Goodman, to direct Legal Counsel to take the steps consistent with what was decided in Closed Session.

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

**ADJOURNMENT:** Moved by Goodman, seconded by Corrieri, to adjourn the meeting at 9:53 p.m.

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Diane R. Voss, City Clerk

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Ann H. Campbell, Mayor