

MINUTES OF THE REGULAR MEETING OF THE AMES CITY COUNCIL

AMES, IOWA

DECEMBER 22, 2015

The Regular Meeting of the Ames City Council was called to order by Mayor Ann Campbell at 6:00 p.m. on the 22nd day of December, 2015, in the City Council Chambers in City Hall, 515 Clark Avenue. Council Members Gloria Betcher, Amber Corrieri, Tim Gartin, Matthew Goodman, Chris Nelson, and Peter Orazem were present. *Ex officio* Member Sam Schulte was absent.

CONSENT AGENDA: Mayor Campbell pulled Item No. 9 from the Consent Agenda (pertaining to Grant Avenue) for separate discussion.

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 December 8, 2015
3. Motion approving certification of civil service applicants
4. Motion approving Report of Contract Change Orders for December 1-15, 2015
5. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class B Beer – Pizza Pit, 207 Welch Avenue, Suite 201
 - b. Class B Liquor – Quality Inn & Suites, 2601 East 13th Street
 - c. Class C Liquor & Outdoor Service - The District, 2518 Lincoln Way
6. Motion approving Special Class C Liquor License for Salt and Pretzel, 2610 Northridge Parkway
7. Motion approving Ownership Change of Special Class C Liquor License for Great Plains Sauce & Dough Co., 129 Main Street
8. Motion approving Ownership Change of Class C Liquor & Outdoor Service for The District, 2518 Lincoln Way
9. RESOLUTION NO. 15-740 approving Comprehensive Annual Financial Report for Fiscal Year ended June 30, 2015
10. RESOLUTION NO. 15-741 approving 2015/16 Spring Special Project Commission On The Arts grant with Co'Motion Dance Theater
11. RESOLUTION NO. 15-742 approving request for extension of time to complete building demolition requirements in connection with McFarland Subdivision Final Plat (3600 Lincoln Way)
12. Tandem Truck Chassis for Public Works Department:
 - a. RESOLUTION NO. 15-743 awarding contract for two Medium-Duty Tandem Truck Chassis to O'Halloran International, Inc., of Altoona, Iowa, in the amount of \$188,176
 - b. RESOLUTION NO. 15-744 awarding contract for Up-fitting of two Tandem Truck Chassis to Henderson Products, Inc., of Manchester, Iowa, in the amount of \$130,424
13. RESOLUTION NO. 15-745 awarding contract to Mitsubishi Electric Power Products, Inc., of Warrendale, Pennsylvania, to Furnish 69kV SF6 Circuit Breakers in the amount of \$218,318.60 (inclusive of Iowa sales tax)
14. Motor Repair Contract for Power Plant:
 - a. RESOLUTION NO. 15-746 approving renewal of contract (from January 1, 2016, through June 30, 2016) with Electrical Engineering and Equipment Company of Windsor Heights, Iowa, in an amount not to exceed \$95,500
 - b. RESOLUTION NO. 15-747 approving contract and bond
15. RESOLUTION NO. 15-748 approving contract and bond for Water Pollution Control Facility Street Repairs
16. RESOLUTION NO. 15-749 approving Change Order No. 2 with Emerson Process Management Power & Water Solutions, Inc., of Pittsburgh, Pennsylvania, for Distributed Control System in the amount of \$12,611
17. RESOLUTION NO. 15-750 approving Change Order No. 2 with Bodine Services of Clinton,

LLC, of Clinton, Iowa, for Specialized Heavy-Duty Cleaning Services for Power Plant Boilers in the amount of \$287,480

18. RESOLUTION NO. 15-751 approving Minor Final Plat for Crown Point Subdivision

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

GRANT AVENUE: Civil Engineer Eric Cowles advised that since the paving of the extension of Hyde Avenue to the City limits is now complete, the long-term maintenance of the street will be taken over by the City of Ames. The street will be incorporated into the City's greater street network, thereby becoming an extension of Hyde Avenue. An ordinance will be required to rename this portion of Grant Avenue to Hyde Avenue. This will be consistent with addressing guidelines and provide clarity for E 9-1-1 emergency services. Mr. Cowles noted that a suggestion had been made by a resident of Grant Avenue to change Hyde to Grant. He stated that would affect 33 homeowners on Hyde Avenue versus affecting six (6) parcels on Grant Avenue. According to Mr. Cowles, the second part of this item is to request the City Attorney to draft an ordinance to establish a 35-mph speed limit on Grant (Hyde) Avenue from 190th Street to a point one mile south of 190th Street.

Clayton Gregg, 4196 Grant Avenue, Ames, said that he had misunderstood and believed that he was to speak at tonight's meeting on this issue. He was not aware that a hearing would be held on at the first reading of the ordinance. Mr. Gregg expressed his and his wife's desire to not go through the hassle of changing their address and making all the required notifications. He does not believe that there is any reason to change the name of Grant Avenue; no one has had any problems locating them. He said that he had counted 13 different streets in Ames that do not carry forward the name even though the street continues - 13th turns into Ontario, Walnut turns into Clark, Duff turns into 30th, to name a few. Mr. Gregg would like the City to work on renaming streets within Ames, rather than "picking on the residents in the County."

Roger Hamblin, 4158 Grant Avenue, Ames, advised that he and his wife see no reason to change the name of Grant Avenue; it would serve no purpose. He advised that his elderly mother lives with them, and it would be a large task to re-do all the paperwork for her medical services. Mr. Hamblin said that he had been told by City staff some time ago that the name of Grant Avenue would not change.

Moved by Gartin, seconded by Goodman, to direct the City Attorney to draft an ordinance to change the name of Grant Avenue to Hyde Avenue (from 190th Street south to where it turns into Hyde Avenue).

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

Moved by Gartin, seconded by Goodman, to direct the City Attorney to draft an ordinance to establish a 35-mph speed limit on Grant (Hyde) Avenue from 190th Street to a point one mile south of 190th Street.

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

PUBLIC FORUM: Mayor Campbell opened Public Forum and closed same after no one requested to speak.

REPORT FROM SUSTAINABILITY COORDINATOR: Public Relations Officer Susan Gwiasda advised that she would be presenting the Mid-Year Report on behalf of Sustainability Coordinator Merry Rankin, who was ill.

Ms. Gwiasda recalled that the Scope of Services targets five priority areas related to energy

consumption reduction as well as waste reduction and diversion. She reported on the progress made on the Scope of Services and listed the accomplishments for each priority area.

DENIAL OF VENDING CART PERMIT FOR SMILES & GYROS ON WELCH AVENUE: City Manager Steve Schainker explained that a license to operate a food cart on the City sidewalk on Welch Avenue for the period of October 30, 2014, until October 30, 2015, was issued to Chad Watkins. Mr. Watkins forgot to renew the Permit; it has now expired. After becoming aware of the expiration, Mr. Watkins sought to apply for a new license at the same site. However, under the Vending Ordinance Administrative Policies, which were part of the new Vending Ordinance adopted in February 2015, an application for a Vending Cart Permit must include a letter of support from the adjacent property owner/management of the business. Patti Boon, representing Randall Corporation (the owner of the adjacent building) sent an e-mail to the City Clerk stating that Randall Corporation does not support the placement of Mr. Watkins' cart at its present location as it conflicts with their tenant's (Jimmy Johns) business. Given the absence of a letter of support, the City Clerk denied the issuance of the Permit.

Mr. Schainker advised the Council that it may not waive the requirements of an Ordinance; however, it can waive a requirement in an Administrative Policy, which, in this case, contains the requirement for a letter of support. He also noted that if the Permit would not have lapsed, the fact that a letter was received after the Permit would have been issued would not have necessarily invalidated the Permit.

Chad Watkins, 1421 Douglas Avenue, Ames, indicated that he was now the co-owner of Smiles & Gyros on Welch Avenue. He stated that the cart has been at the same location for 23 years. At the inquiry of Council Member Gartin, Mr. Watkins stated that his cart is placed some distance from Jimmy Johns. He also stated that his cart is generally in operation from 9:30 p.m. to 4:00 a.m. Wednesday through Saturday.

Council Member Betcher said that she felt the vendor forgetting to renew his Permit was an unintended consequence of the new Ordinance passed in February. She felt that it might warrant investigation into the new policy of requiring a letter of support from the adjacent property owner. It was Ms. Betcher's opinion that the purpose of the ordinance was not to put vendors out of business at a location that they had occupied for over 20 years.

Council Member Gartin asked if there was a "grace period," such as 30 days. City Clerk Diane Voss stated that there was not. She explained that there was no provision for renewal; the Permit has an expiration date, and a Permit has to be applied for annually. Also at the inquiry of Mr. Gartin, Ms. Voss advised that there is no requirement for staff to remind vendors that their Permit expiration date is approaching. Former staff members may have issued a reminder, but there is no requirement to do so; that would have been done merely as a courtesy. In this case, the vendor was reminded via a phone call made by the Clerk's Office on September 9, 2015, of the impending expiration of the Permit.

In answer to Mr. Gartin's question, Mr. Watkins said that he did not remember getting a reminder call, but he could have. He said he took full responsibility for not remembering to apply for the Permit.

Council Member Nelson said that he deals with permits everyday in his business. In his business, if a license expires and he does not renew, there is a penalty. He said he would be in favor of allowing the business to continue at its present location, but citing the owner for operating without a permit.

Upon being asked by Council Member Gartin, City Attorney Parks said that there are remedies to cite

the violator with a penalty and then allow the business to come into compliance and move forward.

Moved by Nelson, seconded by Corrieri, to waive the requirement reflected in the Administrative Policies for a letter of support from the adjacent property owner.

Council Member Gartin asked if this would be setting a precedent if the policy were waived. City Attorney Parks stated that staff had discussed reviewing the policy as well as the entire Vending Ordinance in the near future. She noted that this is the first time that this had ever happened and stated that she did not think waiving that requirement this time would be setting a precedent.

Vote on Motion: 5-0-1. Voting aye: Betcher, Corrieri, Gartin, Nelson, Orazem. Voting nay: None. Abstaining due to a conflict of interest: Goodman. Motion declared carried.

Moved by Nelson, seconded by Betcher, to cite the vendor for operating without a permit.
Vote on Motion: 4-1-1. Voting aye: Betcher, Gartin, Nelson, Orazem. Voting nay: Corrieri. Abstaining due to a conflict of interest: Goodman. Motion declared carried.

Moved by Gartin, seconded by Corrieri, to direct staff to review the policy by which notices are given to holders of vending cart permits for the purposes of renewal.
Vote on Motion: 5-0-1. Voting aye: Betcher, Corrieri, Gartin, Nelson, Orazem. Voting nay: None. Abstaining due to a conflict of interest: Goodman. Motion declared carried.

SOUTH DUFF ACCESS AND TRAFFIC SIGNAL PROJECT: Traffic Engineer Damion Pregitzer recalled that this project was last discussed before the City Council on April 28, 2015, when several alternatives were presented. Ultimately, it was decided to move forward with the one alternative that was also supported by the Iowa Department of Transportation (Iowa DOT). In summary, staff was directed to address three issues: (1) to negotiate cross-access easement rights for the east-side properties via Walmart's property; (2) secure grant funding and negotiate a three-way split for local funds among the City, Walmart, and Hunziker, and (3) to design the project in such a way that it does not adversely affect truck deliveries to 811 South Duff Avenue (Howe's Welding). Staff has now hired CGA Engineering Consultants to begin preliminary design according to that direction. Mr. Pregitzer showed the most current iteration of design, which showed the reconfiguration of the westernmost portion of Walmart's parking lot. The concept also showed the potential layout for a traffic signal and raised median along South Duff Avenue between South 5th Street and Squaw Creek.

Pertaining to Issue 1, Mr. Pregitzer advised that Walmart is now supportive of granting cross-access through its parking lot. The access drive south from Walmart would be across land owned by U-Haul, which has also expressed support for easements for those properties between Walmart and Squaw Creek. The easement format also includes language for ongoing maintenance of the area that staff will disseminate to affected businesses on the east side of South Duff for their feedback.

Pertaining to Issue 2, CGA has also generated an updated estimate of the probable cost for the overall project. The estimate includes a new traffic signal, raised median, wayfinding signs, and a mill-and-overlay for the affected Walmart parking lot (including access routes). Staff has also received confirmation that this project will have Traffic Safety Improvement Program (TSIP) and Urban-Sate Traffic Engineering Program (U-STEP) funding. The remaining project funds needed in the amount of \$180,000 will need to be split three ways (City, Walmart, and Hunziker). Mr. Pregitzer emphasized

that the estimate does not reflect actual bids and is likely to change once the project has been sent out for bid. Walmart is willing to contribute one-third of the local match; however, not willing to enter into a funding agreement for the split without establishing a maximum contribution. This would be up to the equivalent cost for its responsibility to install a raised median per the Iowa DOT access permit requirements.

Pertaining to Issue 3, in the area of 811 South Duff (Howe's Welding), there will be a section of mountable median with rumble strips with the length of the opening based upon a "large" delivery truck (WB-62 truck dimensions). The consultants were asked to apply the WB-62 truck turning template.

Traffic Engineer Pregitzer explained that several items are currently under development and will be brought back to the city Council during the first part of 2016. Staff will continue to develop the construction plans and draft cross-access easement agreements for those properties on the east side of South Duff Avenue. Staff is anticipating receipt of funding agreements in the January to February 2016 time frame for the TSIP and U-STEP funds from the Iowa DOT. This would put the project on track for an early spring letting with a completion date during Fall 2016.

Mr. Pregitzer noted that staff had been in contact with the local businesses prior to the April 2015 meeting. After that meeting, it was the consensus of the majority of the landowners that they did not desire to attend ongoing project meetings until the City could get a firm response from Walmart regarding its involvement in the project. Since the City has now made significant progress with Walmart, staff will be sending out a project update for the local businesses' feedback and suggestions. That feedback will be included in the next project report to City Council.

Council Member Goodman would like to have an easement available behind the properties to provide for an access road.

Courtney Schultz, 3101 Ingersoll Avenue, Des Moines, attorney representing the property owner at 806 South Duff (Boston Commons) reiterated the concerns about the remaining steps, i.e., access easements from Walmart and U-Haul. She believes there is still a lot of work to be done. Ms. Schultz also inquired if there was a plan for moving forward if the property owners are not willing to grant easements. Mr. Pregitzer advised that if that fails, the whole project fails. It was also asked by Ms. Schultz if the median breaks are to be used exclusively by trucks or would traffic from the south be able to access those. Mr. Pregitzer stated that in his conversations with the Iowa DOT, it was very clear that the median breaks would be for trucks only. All the current access points that are there currently will remain; none will be removed.

James Howe, 912 Clark Avenue, Ames, owner of Howe's Welding, 811 S. Duff Avenue, said he thought there would be cross easements on both sides. He is concerned about how a trailer is going to get back into Ames if it has to turn right into his property and turn right out of his property. Those customers would have to drive down to the K-Mart parking lot to turn around and come back into Ames.

Mr. Pregitzer stated that the first thing is to determine if this design is acceptable to the Iowa DOT. He stated that the City needs to have a conversation with the Iowa DOT about trailers or other vehicles other than passenger vehicles being able to turn around and come back into Ames after they leave

Howe's Welding.

Donald Schumann, 3209 Jewel Circle, Ames, said that he and his wife have lived in Ames since 1968 in the same house, which is one mile southeast of Lowe's. He said that he had attended many Council meetings throughout the years; those meetings had always started at 7:00 p.m. Mr. Schumann just learned that this meeting was starting at 6 p.m. He asked when the meetings' start time changed from 7 p.m. Mayor Campbell advised that the meeting time changed to 6 p.m. last May. Pertaining to the issue in question, Mr. Schumann stated that something definitely needs to be done on South Duff. The project needs to be done, but the City should pursue creating an access road on the back side of South Duff. To not do that would effectively cut off customers' access to Howe's Welding. If that was how it was going to be, it would put Mr. Howe out of business, and he should be compensated for that.

EVALUATION OF PEDESTRIAN AND TRAFFIC SAFETY AROUND CRESCENT PARK IN SOMERSET AREA: Traffic Engineer Pregitzer advised that a letter from the Somerset Homeowners Association requesting that staff look into improving pedestrian crossing safety at the intersection of Stange and Northridge Parkway had been referred to staff by the City Council. In looking at the situation, staff also included Aspen Road as it has similar issues. Mr. Pregitzer reported that staff had attended the annual meeting of the Somerset Association to discuss the process. The general consensus at that meeting was that the east-west crosswalks needed to be marked and that, depending on the time of day, there are factors that cause traffic safety issues for those intersections adjacent to Crescent Park.

Mr. Pregitzer explained that data was collected during the month of September 2015, while ISU was still in session and when there was a period of warm weather when high pedestrian and bicycling activity would have been occurring. The data indicated that there were higher-than-typical pedestrian volumes in the area of Crescent Park. They also showed that there are as high as 40+ pedestrians/hour at its peak, with an average of approximately ten pedestrians/hour. The main purpose of vehicles traveling on Stange Road appears to be commuter traffic with the focus on moving through the area as efficiently as possible. Those factors supported the request to install marked crosswalks at Northridge Parkway and Aspen Road intersections. City staff then installed high-visibility pavement markings as well as advance warning signs at each respective crossing. Staff has now conducted several field studies to observe how the signs and markings are performing. It appears that there is a significant improvement in drivers' willingness to yield to pedestrians. The improvements also seem to help show pedestrians where they should be walking through the intersection.

Traffic Engineer Pregitzer also stated that the data collected provided turning movement counts for both intersections that enabled staff to evaluate traffic control warrants. Currently, both intersections are two-way stop controlled, which stops east-west traffic at each respective intersection. Mr. Pregitzer reported that neither of the two intersections warrant an all-way stop or traffic signal at this time.

According to Mr. Pregitzer, another area of concern is related to the speed of traffic entering the Crescent Park area. Many comments from the neighborhood described poor compliance with the posted 25-mph speed zone. Data were also collected to determine the current speed distributions of the traffic, both entering and exiting through the area. The data showed that there is relatively good compliance with the posted speed limit of the vehicles entering Crescent Park area. However, the data do indicate that speeds pick up slightly as vehicles leave the area. Mr. Pregitzer summarized the amount of traffic that is exceeding the posted speed limit by 10 mph or more. According to Mr. Pregitzer, it had been suggested by members of the Homeowners' Association that the City consider installing dynamic

feedback signs similar to those used along North Duff Avenue in the Historic Old Town District. Traffic Engineer Pregitzer noted that those treatments appear to make significant improvement along arterial streets where physical improvements cannot be installed.

Mr. Pregitzer provided the crash history from 2005 - 2015 for the intersections in question as well as for the area around Crescent Park. In general, the crash history did not indicate any significant pattern or type of crash that could be mitigated by any particular engineering solution that maintains the intersections as full-access.

After reviewing the past traffic study that had been presented to the City Council on December 12, 2006, it appears that there has been a 5% increase in operating speeds along Stange Road. It was also determined that there had been a 40% increase in traffic over the last ten years (approximately 3.4% annual growth rate). The 2040 Long-Range Transportation Plan documented that Ames experiences an overall annual growth of 0.8%. Therefore, this area of Ames has seen significant growth, which is mainly due to the fact that the remaining vacant properties in Somerset have now been in-filled with new businesses.

Mr. Pregitzer advised that staff is recommending that a pair of dynamic feedback signs be installed around the Crescent Park of Stange Road. The cost of those devices would total \$10,000 and could be implemented in the short term to improve safety and operations for all users. If the operations or safety needs become significantly worse in the future, staff would recommend a larger study be performed.

Council Member Corrieri pointed out that visibility is impaired on the street where the Mainstream Living house is located. She would be in favor of not allowing parking in the four or five spaces along that street prior to the intersection with Stange.

Moved by Goodman, seconded by Betcher, to direct staff to purchase a pair of dynamic feedback signs to be installed around the Crescent Park of Stange Road, with the funding coming from the Road Use Tax Fund.

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

IOWA STATE UNIVERSITY RESEARCH PARK, PHASE III, WINTER PEDESTRIAN AND BICYCLE ACCOMMODATIONS:

_Civil Engineer Cowles recalled that on December 5, 2015, Trevin Ward of the Ames Bicycle Coalition (ABC) sent an email to the Mayor and City Council with concerns regarding pedestrian and bicycle access through the project site over the winter of 2015/2016. The ABC requested a response to the City not being able to install all of the sidewalks and shared use paths during the 2015 construction season. Mr. Cowles explained that the project plan calls for shared use paths to be installed throughout the roundabout at the intersection of University Boulevard and Airport Road. Unfortunately, with wet weather this fall and the additional wet early winter and inconsistent temperatures, the ability to install the shared use paths while staying within the specification limits has been hampered. Staff met with the project team, including the contractors, to determine the best solution to get the project into an operable state for winter. The contractor stated that they would install the shared use paths, but would not be able to meet the specification limits since the sub-grade is too soft in the winter to meet the proper compaction standards. This option would only be offered under the condition that the City waive the contract warranty requirements for the work. Staff did not move forward with this offer, not wanting to jeopardize the warranty terms and potentially force the City to bear the costs to repair deficient work. The project team discussed installing a temporary

rock path, but thought it best to maintain the pedestrian/bicycle detour over the winter months. The remaining items regarding this project will be completed in the spring when weather permits. Items of work to be completed in the spring include: the construction of the shared use paths, removal of the temporary pavement in the north roundabout, installation of the truck apron, finalization of the northbound connection on the southeast corner of the University and Airport roundabout, installation of the shared use path/sidewalk connections at the southern two roundabouts, construction of the parking areas around the HUB building, and completion of the final grading and restoration.

The Public Works Operations Division Manager and the City Risk Manager were consulted regarding the installation and maintenance of a temporary gravel or rock surface. This approach raised serious concerns regarding the ability of the city to perform adequate winter maintenance and to continually provide an ADA-compliant, all-weather route. The ability to remove snow and ice becomes an ongoing challenge because each time a broom or blade removes snow, it will also remove rock. This option will require additional surfacing to be placed after each event. Additionally, ice control cannot be adequately maintained on a gravel or rock surface. Staff believes that the best option would be to maintain the signed official detour over the winter and to add additional signage and fencing round the project area to help ensure that bikes and pedestrians don't access the area. The staff understands that people enter closed work areas, but if all signs and fences are maintained properly, they would be entering at their own risk, and thus, reducing or eliminating the liability to the City.

The contractor has installed additional safety fence and sidewalk closed signs, at additional project cost, on the northwest, southwest, and southeast legs of the roundabout as well as on the north side of Airport Road east of University Boulevard. The existing pedestrian detour begins at Green Hills Drive to Christofferson Park, through the Wessex path to the current CyRide stop and crossing to Workiva.

Mr. Cowles reported that staff has recommendation that this route be maintained over the winter. Bicycles may also utilize this route if they choose. In addition, depending on the comfort level of riding in traffic, bicycles may also utilize University Boulevard for access, but will be required to function as a vehicle through the area, just as any other street.

Council Member Goodman stated that what staff has proposed is not acceptable. He believes that this area has to be accessible by pedestrians as well.

Trevin Ward, 1012 Grand Avenue, Ames, said that he went to a City feedback session last evening. To get there, he had to take CyRide. Because he was running a few minutes late, he had to reach the CyRide stop on the north side of University Boulevard. Mr. Ward said his reason for telling this was to point out that people are going to navigate this area. The current situation is just not safe. Vehicular speed must be reduced. Vehicles in Ames do not stop for pedestrians. Traffic-calming devices or anything that effectively reduces speed would be acceptable. At the request of Council Member Gartin, Mr. Ward said he would defer to staff for a recommendation as to what would be a better speed limit for vehicles.

Council Member Gartin asked how many pedestrians travel this route. Traffic Engineer Pregitzer said that he has that number because staff had done traffic counts. He has the number on his computer, but not with him at this meeting.

Council Member Goodman raised the possibility of creating a protected pedestrian path on the northwest and southwest, across the east side between the northwest and southwest, the piece across University Boulevard and on the southeast side of the roundabout.

Moved by Goodman, seconded by Gartin, to complete all of the bike paths at some level with some type of material at staff's choice, to solve this problem as quickly as possible.

City Manager Schinker pointed out that this would probably necessitate a Change Order for this project, which would require a Special City Council meeting to approve. The material would need to be removed once work begins again on the bike paths.

Council Member Betcher pointed out that the roundabout is not yet complete; it is still a work zone. At her inquiry, Mr. Cowles said he would not advise that stop signs be installed.

Council Member Nelson asked if there was any reason not to complete the bottom portion of the bike path section from the island between University Boulevard. Mr. Cowles said he believed it could be done at an incremental small cost.

It was also noted by Mr. Nelson that if the contractor can't get to the temporary paths by the first or second week in February, he might not be in favor of doing it. Likewise, if the cost is too prohibitive, he might not be in favor of it.

Mr. Schinker told the Council that staff would get the information on costs and timing as soon as possible.

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

CAMPUSTOWN FACADE GRANT PROGRAM: Planning and Housing Director Kelly Diekmann reminded the Council that, at its November 24, 2015, Council meeting, staff reviewed some of the eligibility requirements to get direction on a few of the Program details regarding the total grant funding available per project, the number of grants per grant application cycle, and the allowance for a grant request for a second commercial facade or a second floor residential facade. At that meeting, the Council had directed staff to get input from Campustown Action Association (CAA) regarding its desires for the Program. The CAA Board met and indicated its support of awarding up to two grants to one property in a grant cycle, when it is a corner property or where there are multiple individual tenant store fronts. It did not, however, believe that longer facades alone warranted additional grants. The CAA also noted its support of grant funds being used for second-floor facade areas for both commercial and residential facades.

Director Diekmann summarized the key components of what the Campustown Facade Program would include. He noted that the administrative documents for the Program had been provided to the Council members as part of the Council Action Form. If the Council believes that the eligibility documents and the "Idea Book" approach meet the intent and purpose of the Facade Program, the Campustown Grant Program should be approved. Staff would then initiate the application process for a new round of Facade Grant applications this winter. Mr. Diekmann noted that the Council had budgeted \$50,000 in the FY 2015-16 Budget for this Program.

Moved by Goodman, seconded by Corrieri, to approve Alternative 1 and accept the Campustown Facade Program, which includes the most recent feedback from the CAA, and direct staff to initiate the Program starting in January 2016.

Ryan Jeffrey, President of the CAA Board, thanked the Council for its support of a Facade Grant Program in Campustown.

HEARING ON VOLUNTARY ANNEXATION OF 896 SOUTH 500TH AVENUE: Mayor Campbell opened the public hearing. No one requested to speak, and the hearing was closed.

Moved by Goodman, seconded by Corrieri, to adopt RESOLUTION NO. 15-752 approving the Voluntary Annexation of property generally located at 896 South 500th Avenue.
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON AMES/ISU ICE ARENA - 2015 EVAPORATIVE CONDENSER REPLACEMENT: Mayor Campbell announced that staff has revised the amount of the contract to be \$115,700, not \$120,200.

The Mayor opened the public hearing and closed same after no one came forward to speak.

Moved by Corrieri, seconded by Goodman, to adopt RESOLUTION NO. 15-753 approving final plans and specifications and awarding contract to A.J. Allen Mechanical Contractors, Inc., of Des Moines, Iowa, in the amount of \$115,700
Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE SETTING PARKING REGULATIONS FOR NEW AND/OR EXTENDED STREETS: Moved by Goodman, seconded by Corrieri, to pass on second reading an ordinance setting parking regulations for new (Aberdeen Drive, Aldrin Avenue, Allerton Drive, Bellflower Drive,

Brighton Circle, and Cartier Avenue) and/or extended streets (Coy Street, Dotson Drive).
Vote on Motion: 6-0. Motion declared carried unanimously.

ORDINANCE REVISING CHAPTER 23 PERTAINING TO BICYCLE PLANS AND BIKEWAYS: Moved by Goodman, seconded by Betcher, to pass on third reading and adopt ORDINANCE NO. 4237 revising Chapter 23 pertaining to Bicycle Plans and Bikeways.
Roll Call Vote: 6-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE REZONING PROPERTY AT 205 SOUTH WILMOTH AVENUE: Moved by Goodman, seconded by Corrieri, to pass on third reading and adopt ORDINANCE NO. 4238 rezoning property at 205 South Wilmoth Avenue from Residential Low Density (RL) to Residential High Density (RH).
Roll Call Vote: 6-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE REZONING PROPERTY AT 101, 105, AND 107 SOUTH WILMOTH AVENUE: Moved by Betcher, seconded by Goodman, to pass on third reading and adopt ORDINANCE NO. 4239 rezoning property at 101, 105, and 107 South Wilmoth Avenue from Residential High Density (RH) with University West Impact Overlay to Residential High Density (RH).

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

ORDINANCE ESTABLISHING SOUTH WILMOTH AVENUE URBAN REVITALIZATION AREA: Moved by Goodman, seconded by Corrieri, to pass on third reading and adopt ORDINANCE NO. 4240 establishing South Wilmoth Avenue Urban Revitalization Area.

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

ORDINANCE REZONING PROPERTY AT 516 SOUTH 17TH STREET: Moved by Goodman, seconded by Corrieri, to pass on third reading and adopt ORDINANCE NO. 4241 rezoning property at 516 South 17th Street from Highway-Oriented Commercial (HOC) to Residential High Density (RH). 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 Corrieri, to reach out to faith communities and human service agencies to gauge interest in collaborating and achieving the goal of accepting refugees.

Council Member Goodman advised that he wanted to ensure that staff was prepared when asked to help.

Council Member Gartin said that he would be supporting the motion because it is emblematic of what Ames is as a community.

Mayor Campbell asked what role the City government would be expected to play. Council Member Goodman asked City staff to gauge interest and capacity. City Manager Schainker asked Mr. Goodman if he meant that staff would be expected to see what the agencies can do. Mr. Goodman replied in the affirmative.

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

Moved by Nelson, seconded by Orazem, to refer to staff for a memo the request from John Lott for a text amendment that would allow for an exception of the Floor Area Ratio and Height Requirements in the Downtown Service Center Zoning District for all religious institutions.

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

Moved by Gartin, seconded by Betcher, to direct staff to put the letter from Herbert and Katherine Fromm dated December 12, 2015, on a future agenda.

Mr. Gartin clarified that the letter requested that the City agree to maintain the drainage ditch on the Fromm Property in exchange for an easement.

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

Moved by Gartin, seconded by Betcher, to direct staff to put the staff report regarding Brent Haverkamp's request that the City consider participation in the Iowa Housing Tax Credit Program on a future agenda.

Council Member Goodman encouraged the other Council members to work towards getting as much as possible from developers for the citizens; in other words, leverage as much as they can before it grants incentives.

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

City Attorney Parks updated the Council regarding the Settlement Agreement with Breckenridge. She stated that the sales transaction was completed for the Middle Parcel. Ordinances passed on third readings and were adopted at this meeting rezoning the parcels on Wilmoth and creating the South Wilmoth URA. Breckenridge now has five days to dismiss its lawsuit.

ADJOURNMENT: Moved by Goodman to adjourn the meeting at 8:39 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor