

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

AMES, IOWA

SEPTEMBER 22, 2020

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

Mayor Haila announced that it is impractical to hold an in-person Council meeting due to the Governor of Iowa declaring a public health emergency because of the COVID-19 pandemic. Therefore, limits have been placed on public gatherings, and this meeting is being held as an electronic meeting as allowed by Section 21.8 of the *Iowa Code*. The Mayor then provided how the public could participate in the meeting via internet or by phone.

CALL TO ORDER: The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee meeting, which was being held electronically, was called to order by Ames Mayor and voting member John Haila at 6:00 p.m. on the 22nd day of September, 2020. Other voting members brought into the meeting were: Bronwyn Beatty-Hansen, City of Ames; Gloria Betcher, City of Ames; Amber Corrieri, City of Ames; Tim Gartin, City of Ames; Rachel Junck, City of Ames; David Martin, City of Ames; Lauris Olson, Story County Supervisor; Bill Zinnel, Boone County Supervisor; and Jacob Ludwig, Transit Board. Jon Popp, Mayor of Gilbert was absent.

APPOINTMENT OF PUBLIC WORKS DIRECTOR JOHN JOINER TO STATEWIDE URBAN DESIGN SPECIFICATIONS (SUDAS) BOARD OF DIRECTORS: AAMPO Administrator Joiner said the AAMPO is allocated one member on the Statewide Urban Design and Specifications (SUDAS) Board of Directors. The representative is required to be a licensed professional engineer and has traditionally been the Public Works Director in the City of Ames.

Moved by Betcher, seconded by Olson, to approve Alternative No. 1, thereby approving the appointment of the City of Ames Public Works Director, John Joiner, as the AAMPO representative to the SUDAS Board of Directors.

Vote on Motion: 9-0. Motion declared carried unanimously.

IOWA CLEAN AIR ATTAINMENT PROGRAM GRANT APPLICATION: AAMPO Administrator John Joiner explained the projects that will be included in the Grant Application to the Iowa Department of Transportation for the Iowa Clean Air Attainment Program. He noted that the first application is Phase 2 of the Ames Traffic Network and the other four are CyRide applications that are done annually.

Moved by Betcher, seconded by Olson, to approve the following resolutions:

1. **RESOLUTION NO. 20-500**, thereby certifying that the Ames Traffic Network - Phase 2 project shown in the Iowa Clean Air Attainment Program grant application conforms to the MPO's regional transportation planning process.

2. RESOLUTION NO. 20-501, thereby certifying that the West Ames Changes (New Route: #12 Lilac; Added Frequency of Service: #1 Red, #7 Purple, & #11 Cherry) project shown in the Iowa Clean Air Attainment Program grant application conforms to the MPO's regional transportation planning process.
3. RESOLUTION NO. 20-502, thereby certifying that the Cherry (Night Service) project shown in the Iowa Clean Air Attainment Program grant application conforms to the MPO's regional transportation planning process.
4. RESOLUTION NO. 20-503, thereby certifying that the Lilac (Midday Service) project shown in the Iowa Clean Air Attainment Program grant application conforms to the MPO's regional transportation planning process.
5. RESOLUTION NO. 20-504, thereby certifying that the Brown (Night Service) project shown in the Iowa Clean Air Attainment Program grant application conforms to the MPO's regional transportation planning process.

Vote on Motion: 9-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

FY 2017-2021 SAFETY PERFORMANCE TARGETS: Administrator Joiner noted that a few years ago the Metropolitan Planning Organization (MPO) signed that they would support the State's targets instead of establishing its own. As the State updates its targets, the AAMPO has 180 days to adopt those updates as well.

Moved by Zinnel, seconded by Beatty-Hansen, to approve the FY 2017-2021 Safety Performance Targets established by the Iowa Department of Transportation in coordination with Iowa MPO's. Motion carried unanimously.

Transit Board Member Jacob Ludwig was brought in as a participant for meeting.

PRESENTATION OF DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN: Mr. Joiner explained that this item is the actual Plan completed as one document. In a previous meeting Brian Ray, HDR, had walked the Policy Committee through all the projects. These are now incorporated into the Plan and tonight Mr. Ray will be presenting the draft 2045 Metropolitan Transportation Plan.

Story County Supervisor Lauris Olson inquired if during the 30-day public comment period, a member of the public would request to make major changes, would it be too late in the process. Traffic Engineer Damion Pregitzer commented that once the 30-day comment period is open, they will start collecting comments, and if they see comments that are major changes to the Plan, they will be discussed internally and presented on October 27. He noted that any big changes would be anything that changed the fiscal constraint of the Plan. Ms. Olson asked if the Policy Committee could see the comments as they come in. Mr. Pregitzer mentioned staff will be setting up a comment input process and collect the data all in one location and he can email out a weekly summary. Mr. Pregitzer stated that, as a last resort, the Policy Committee can always amend the Plan later.

Mayor Haila asked what the deadline was to submit the Plan. Mr. Pregitzer mentioned that the current Plan expires October 12, 2020, but this only means that any programming that is locked into the Transportation Improvement Plan (TIP) until the City has a new adopted Plan. Mr. Pregitzer noted that if there are any major changes, staff will reach out to the DOT and the Federal Highway Administration and give them an update.

Brian Ray with HDR presented the draft Plan and explained that the draft Plan structure consists of ten chapters. He briefly went over what is covered in Chapters 1-10 of the Plan. Mr. Ray noted that for public input, staff had published information on the City website, social media, press releases, email, and direct mailings. A statistically valid travel survey was sent out to a random list of citizens of Ames. There were various in-person and online events done along with past meeting of the Transportation Policy Committee. Mr. Ray mentioned that coordination was done with the City and the AAMPO who the Comprehensive Plan coordinated with the draft Plan.

Mr. Ray explained that at the last meeting the fiscally constrained plan was discussed. He noted that there were a few changes made to the bicycle/pedestrian plan since the last meeting. Future planned performance was reviewed from 2015 through 2045. A roadway level of service analysis was done, and there are still some levels of service that were not able to be addressed in the constrained projects, but were addressed in the illustrative or developer-driven projects. He reminded everyone that illustrative projects are projects that can hopefully occur within the next 25 years, but fit outside of the fiscally constrained plan, and if funding becomes available those are projects that could be done. The developer-driven roadway projects are projects that could potentially be developed by a developer through private funding or split funding for the projects to be built within the next 25 years. Mr. Ray mentioned there were a few unfunded Iowa DOT roadway projects. He explained that the Iowa DOT is not required to plan out 25 years into the future as they develop five-year plans. The projects listed were projects that the Iowa DOT gave HDR as potential projects that could happen within the next 25 years, but there is currently not any funding available.

It was noted that the next steps would be the public comment period from September 23, 2020, through October 22, 2020, and then on October 27, 2020 the Transportation Policy Committee will meet and adopt the final Metropolitan Transportation Plan.

County Supervisor Olson wanted to know if the slide that was shown for the roadway plan and what the potential local sharing funding would be; specifically if the amount shown was all the money that the City expected to have over the next 25 years on projects. She cited the example of round-a-bouts on George Washington Carver, and she wanted to know if any money would be left over to do any cooperative projects. Mr. Ray stated they looked at historic funding levels with the City and they came up with a reasonable amount of \$40 million, but there could potentially be more funding. Mr. Pregitzer stated that historically, it is based on past and current funding policies and how much money is allocated to new improvements. Mr. Pregitzer pointed out that the operation and maintenance of the system has already been taken off the top. If this was to change, the funding policies would have to be looked at and discussed. Ms. Olson stated that even if Story County would propose local round-a-bouts, there would not be any money as the Plan potentially eats up the funding for new construction. Council Member Martin asked for clarification as he understood the

funding for local shares to be for projects that have federal funding, but there may be money left elsewhere for other projects that were not federally funded. Public Works Director John Joiner stated that Mr. Martin was correct. There are maintenance and preservation projects that are in the CIP every year, but there are other projects in the City's CIP and the County's CIP. The projects shown are for federal allocation and what local share will go towards those federally funded projects. Mr. Ray stated that for system preservation, there is about \$270,000 for roadway improvements for the next 25 years. Ms. Olson mentioned that she is focused on round-a-bouts and wondered if funding would be available for them in the next few years. Mr. Ray stated that there is about \$270,000 for system preservation, \$40 million on the federal aid system, and \$27 million on the non-federal aid system. Mayor Haila noted that there may be other ways to fund a round-a-bout that may not fall under the jurisdiction of the AAMPO. Mr. Pregitzer stated that would be correct and explained that the model and the growth projections help guide the City where the issues are going to be. The main purpose of the Metropolitan Transportation Plan is to prioritize the expenditure of the federal aid. Ms. Olson mentioned that one of the other Board of Supervisors members will be reaching out to staff to start a discussion about funding for round-a-bouts.

Mayor Haila asked what "Environmental Justice Assessment" meant. Mr. Ryan explained that he is not the expert for that question, but it is for areas that have minority populations or low-income populations. Mr. Pregitzer explained it is an assessment of where an MPO is investing funding; it tracks where the investment is going and how many of those populations are benefitting from the improvements. Mayor Haila inquired if this helps on the transit side. Mr. Pregitzer stated that CyRide does go into greater detail about what areas they service. Council Member Betcher commented that the assessment is also looking at adverse impacts. She noted the assessment is to find the good and bad affects the community.

Mayor Haila wanted to know how public input influenced projects that were selected and if there were any surprises. Mr. Ray stated that early on they took a lot public input regarding developing the vision, goals, and objectives. The public input helped develop the objectives and the scoring criteria along with the federal requirements. Mr. Pregitzer stated that the bicycle/pedestrian portion of the Plan was heavily locally driven.

Mayor Haila mentioned that some of the goals for sustainability are for equipment replacement and trying to move to electric buses. He wanted to know if this is something that is going to be done, as the Plan only showed three bus replacements per year, but didn't state what kind. Mr. Pregitzer explained that the list of projects did have input from CyRide staff, but the Plan is reflective of what CyRide gave HDR.

Mayor Haila pointed out that not a lot of money is going towards facility improvements to have the buses stored indoors at all times. Mr. Ray stated that a lot of what informs the MTP from the transportation side comes from the Passenger Transportation Plan that CyRide updates regularly. CyRide also has a lot of projects on the illustrative side where they have not been able to identify funding yet.

Mayor Haila referred to an email that was sent earlier from Gilbert Mayor Popp and asked Mr. Pregitzer to share his thoughts. Mr. Pregitzer noted that Mayor Popp had concerns about three projects that were shown in the Plan. The roadway projects were numbered 1, 2, and 3 and each one had a round-a-bout or signal option. He noted that the reason there is an option is because the Long-Range Transportation Plan doesn't do any engineering or detailed studies.

Moved by Beatty-Hansen, seconded by Olson, adopting RESOLUTION NO. 20-505 approving the Draft Plan and setting the date of public hearing for October 27, 2020, for approval of the Plan.
Vote on Motion: 10-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes

POLICY COMMITTEE COMMENTS: No comments were received from the Policy Committee.

ADJOURNMENT: Moved by Ludwig to adjourn the Ames Area Metropolitan Planning Organization Transportation Policy Committee meeting at 6:58 p.m.

REGULAR MEETING OF THE AMES CITY COUNCIL

CALL TO ORDER: Mayor John Haila called the Regular Meeting of the Ames City Council, which was being held electronically, to order at 6:59 p.m. with the following Council members present: Bronwyn Beatty-Hansen, Gloria Betcher, Amber Corrieri, Tim Gartin, Rachel Junck, and David Martin. *Ex officio* Member Nicole Whitlock was also present.

PROCLAMATION FOR “WATERSHED AWARENESS MONTH” - OCTOBER 2020: Mayor Haila proclaimed the month of October 2020, as “Watershed Awareness Month.” He urged every citizen within Story County to recognize the importance of the watershed in which you live and commit to keep learning and identifying how you can make a difference, even in your own backyard. Accepting the Proclamation was Municipal Engineer, Tracy Peterson. She reminded everyone of the rebates that are available for watersheds, native trees, rain barrels, native plants, rain gardens, soil quality, and composting.

PROCLAMATION FOR “FIRE PREVENTION WEEK” - OCTOBER 4 - 10, 2020: The week of October 4-10, 2020, was proclaimed as “Fire Prevention Week” by Mayor Haila. The theme for this year's Fire Prevention Week is “Serve Up Fire Safety In the Kitchen!” Deputy Fire Chief Doug Allen accepted the Proclamation on behalf of the Ames Fire Department. Mr. Allen stated they will not be doing outreach and education in the schools this year due to COVID-19, but will continue to send out messages to remind people about fire safety.

Mayor Haila inquired if the Fire Department still had a program for smoke detectors. Deputy Fire Chief Allen stated they had originally partnered with the Red Cross who provided free smoke alarms, but has not heard any updates on that project lately. He noted that if anyone calls the Fire Department, they will come out to test the smoke detector, change the batteries if needed, and will replace them if they are not working.

Mayor Haila asked how many training hours each firefighter does per year. Mr. Allen noted it is around 250 hours/year as they are continually learning new techniques, etc., to keep the community safe.

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

1. Motion approving payment of claims
2. Motion approving Minutes of Special Meeting of September 1, 2020, and Regular Meeting of September 8, 2020
3. Motion approving Report of Change Orders for period September 1 - 15, 2020
4. Motion setting the following Special City Council meeting dates/times:
 - a. January 19, 2021, at 5:15 p.m. for CIP Workshop
 - b. January 29, 2021, at 2:00 p.m. for Budget Overview
 - c. February 2, 3, and 4, 2021, at 5:15 p.m. for Budget Hearings
 - d. February 9, 2021, at 5:15 p.m. for Budget Wrap-Up
5. Motion approving Class E Liquor Ownership Change for Hy-Vee Food Store #1, 3800 W. Lincoln Way
6. Motion approving renewal of the following Beer Permits, Wine Permits, and Liquor Licenses:
 - a. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout Beer), and Sunday Sales - Hy-Vee Food & Drugstore #2, 640 Lincoln Way
 - b. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout Beer), and Sunday Sales - Hy-Vee Food Store #1, 3800 W. Lincoln Way
 - c. Class C Liquor License with Sunday Sales - Bullseye Restaurant Group LLC, 114 South Duff Avenue
 - d. Class E Liquor License with Class B Wine Permit, Class C Beer Permit (Carryout Beer), and Sunday Sales - CVS/pharmacy #10452, 2420 Lincoln Way, #104
 - e. Class C Beer Permit with Class B Wine Permit and Sunday Sales - Aldi Inc., #48, 108 South 5th Street
 - f. Class B Beer with Sunday Sales - Macubana, 116 Welch Avenue
 - g. Class B Liquor License with Catering, Outdoor Service and Sunday Sales - Hilton Garden Inn Ames, 1325 Dickinson Avenue
7. Motion approving request from ISU Athletics Marketing for fireworks displays from Jack Trice Stadium (northwest endzone) for ISU Home Football Games on the following dates:
 - a. October 3
 - b. October 10
 - c. November 7
 - d. November 21
 - e. December 5
8. Title VI Compliance:
 - a. Motion approving U. S. Department of Transportation Standard Title VI Assurances
 - b. Motion approving Title VI Non-Discrimination Agreement between Iowa Department of Transportation and City of Ames
9. RESOLUTION NO. 20-506 approving FY 2019/20 Annual Street Financial Report

10. RESOLUTION NO. 20-507 approving FEMA License/Use Agreement for temporary Disaster Recovery Center serving Ames and Story County
11. RESOLUTION NO. 20-508 approving preliminary plans and specifications for District Geothermal Vertical Closed Loop at Baker Subdivision, setting October 14, 2020, as bid due date and October 27, 2020, as date of public hearing
12. RESOLUTION NO. 20-509 approving contract and bond for Unit 8 Precipitator Roof Repair and Replacement
13. RESOLUTION NO. 20-510 approving contract and bond for Unit 8 Crane Renovation
14. RESOLUTION NO. 20-511 approving Change Order No. 1 with Electrical Engineering and Equipment Company, Windsor Heights, Iowa, for Motor Repair Contract for the Power Plant in the not-to-exceed amount of \$43,000
15. RESOLUTION NO. 20-512 approving Plat of Survey for 4000 Cochrane Parkway and 600 Bellflower Drive
16. RESOLUTION NO. 20-513 accepting completion of East Highway 30 Force Main Improvement Project

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

PUBLIC FORUM: Mayor Haila opened Public Forum. There being no one indicating that they wished to speak, the Mayor closed Public Forum.

PRESENTATION OF DRAFT AIRPORT MASTER PLAN: Traffic Engineer Damion introduced Mike Dmyterko and Tyler Stuber from Coffman Associates, the consultants who will be presenting the Airport Master Plan. Mr. Pregitzer explained that no formal action is needed by the Council tonight, but they wanted to present the draft Airport Master Plan to the Council and the public. The 30-day comment period will begin on September 23, which is not required; however they wanted to make sure that everyone is aware of what is happening.

Mr. Dmyterko stated that they have been working on putting the draft Airport Master Plan together over the past two years. The Airport Master Plan should be updated every 10-20 years to make sure the Airport it is up to date with federal guidelines. He explained that the process is somewhat prescribed, but it does allow for some local options. The consultants took a three-phased approach. The first phase was the facility requirements. Mr. Dmyterko explained that they first looked at what is being done at the Airport right now. There are two items that must be approved by the FAA and one of those is the Aviation Demand Forecasting chapter. It was explained that for the Aviation Demand Forecasting chapter they ask for feedback from the Technical Advisory Committee, three public informational workshops, and developed a project website. The next phase was developing airport alternatives; alternative methods were looked at regarding how to meet the demand for the Airport. The final phase was the implementation of the recommended Master Plan concept, which included a cursory environmental overview being completed. Mr. Dmyterko explained they also looked at a financial plan and airport land use compatibility. The FAA reviewed the airport layout plans and will be providing feedback.

The City of Ames currently has a general aviation airport as designated by the FAA with two runways and a robust terminal system. Mr. Dmyterko explained that the aviation demand forecast is to define, in terms of demand, how many airplanes are based at the Airport. They look at where the airplanes in the region are located, and a map was displayed showing where registered airplanes are located within a 30-mile radius of Ames. He noted that the City of Ames Airport does compete regionally for aircraft.

Mr. Dmyterko explained that there are two types of demand. The first one is the number of aircrafts based at the Airport and the other is aircraft movement. Aircraft movement is defined by an operation, and an operation can either be a takeoff or a landing. The current operational number is about 25,000 aircraft movements on a transient basis. For total annual operations there are 38,309, and the future growth is estimated to be 51,000. There are currently 78 aircrafts based at the City of Ames Airport and the growth estimate by 2038 is 101 aircrafts. Mr. Dmyterko pointed out that the general aviation is driven by economic conditions and the numbers will stagnate a bit due to COVID-19.

Mr. Dmyterko went over the aircraft classification parameters; this is important as runways and taxis are based on the types of plane that utilize the Ames Airport. Runway length requirements are also reviewed. An airport reference codes summary was reviewed regarding what types of planes are utilizing the City of Ames Airport. It was recommended that the current runways consider adding additional runway lengths in the future. He noted that most of the auxillary facilities were good for the City of Ames facility.

Mr. Dmyterko noted that the landside facility requirements are less within the FAA purview as most of the landside development is done by private development by a land lease. The landslide is more generalized, but the recommendations for improvements may not necessarily be done by the City, but by a private entity. He explained that the terminal building is beautiful, and the City should be commended.

The Master Plan Concept was shown, which showed where future development/improvements could be done. Everything shown in red represented an airfield pavement improvement. Yellow was a rooftop, which would be a new or replaced airport hangar facility. Blue showed a new roadway or parking lot structure. In the color Purple were any potential land acquisitions in the future. Currently the runways serve the activity very well, but they would recommend extending runway 1-19. He noted that the runway extension recommendation to the south may not happen now, but since it is in the Plan, the City would be able to ask for federal funds.

Mr. Dmyterko explained they did an environmental review and one of the key elements of the analysis is the FAA noise program. The noise program takes in all the potential parameters around the flights happening at the Airport and averages it out.

A slide was then shown of the short-term projects (0-5 years), intermediate projects (6-10 years), and long-term projects (beyond 20 years). The five-year program has nine projects with a total of \$2.8 million needed with the potential of \$1.1 million in federal/state funding, and \$311,740 needed in

airport/local share funding. The total project cost estimate for the intermediate projects was \$34.3 million and the long-term projects had a total cost of \$104.9 million. He noted that City funding could be from funds generated as revenue from the Airport or it could be through other City projects. The Airport does generate revenue based on leases.

Council Member Betcher questioned the short, immediate, and long-term projects and noticed that the aprons were all long-term projects. She noted that, in the photos of the aprons, it looked like there was significant cracking and deterioration; she was surprised to see the apron repair project further out and wanted to know what was happening with that apron. Mr. Dmyterko explained that projects 28 and 29 are expansions; the apron itself will go through repairs through a rehabilitation process. Mr. Pregitzer explained that there is a large section of new apron in front of the itinerant hangar, but the piece just south of the terminal building is in the current CIP in FY 2022/23 to be repaired.

Council Member Martin wanted to know about noise, and noted that some citizens who live a couple miles away might still be sensitive to the noise. He wanted to know if there was an informal way to understand what those citizens may experience with longer runways and larger aircrafts coming into the Airport. Mr. Dmyterko stated that the extra pavement may not be used, but it is possible there may be a few planes that come in lower in the south, but those living on the north should have lower noise. There is no perfect way to delineate what the impacts of noise are. There will likely be someone that is negatively affected by the noise, as noise is very relative to the receptor. Everyone experiences noise differently from others. Mr. Pregitzer explained that the previous Airport Manager, during the last Airport Master Plan, went through an involved process of changing the approach and take-off procedures of the crosswind runways to help minimize the noise impact. Those procedures are still in place today, and if the City of Ames gets significant growth to the southeast portion of Ames, they would look into minimizing the noise in that area as well. Mr. Dmyterko explained that since the last Master Plan, the DOT has modified the way it regulates aircraft noise. He mentioned that under the Aircraft Noise and Capacity Act of 1990, the FAA required airports to not restrict operations and they also required aircrafts to become quieter. Aircrafts are a lot quieter than they were 10-20 years ago.

Council Member Martin questioned the runway protection zones expansions. He noted that, in the east, the potential expansion may run into a property that someone currently has an interest in developing; and on the southwest side, the expansion would push into an existing farmhouse. Mr. Martin wanted to know what happens to the possibility of development and existing structures. Mr. Dmyterko stated the process of a Master Plan is important as it highlights those types of situations. The FAA in giving 90% funding, and is also handcuffing the City with grant assurances. These are obligations that the City signs that state the City will operate the Airport in a manner consistent with the grant assurances. One of them is that the City will maintain the Airport in a manner that is compatible with the environment around it. By adopting the Plan, the FAA is expecting the City of Ames to move forward in trying to protect all areas of future land from incompatible growth. The FAA would expect the City to do proactive land use planning and zoning that would keep areas of incompatibility away from the area.

Mayor Haila mentioned that South Riverside Drive goes southwest and ties into the road. He wanted to know if any roads were allowed through the RPZ. Mr. Dmyterko stated the answer to that would be yes and no; yes, if they currently exist. The FAA changed its approach to RPZ's in 2012 and now wants everything out of the RPZ. If a road is already there, it is grandfathered in, but if it is a high-volume road, it will have to go through headquarters for approval to see if the road can remain or needs to be relocated.

Mayor Haila inquired if the City was responsible for purchasing any property or would there be FAA funds available. Mr. Dmyterko explained that if the project was justifiable, the FAA would fund 90% of the project. Mr. Pregitzer pointed out that any time a development comes forward, it is reviewed during the Development Review Committee (DRC) process.

Mayor Haila opened public comment.

Daniel Oh, 3327 Goldenrod Circle, Ames, stated that he had the pleasure of assisting the Technical Advisory Committee. He made two: He doesn't own a plane and was asked to be on the Committee to think about the economic aspects of the Airport. He noted that what the City has with the Airport is an economic asset. The City has an Airport that is in town, and the City has the ability to grow a national and regional business base that can fly in and out quickly and directly. Iowa State University utilizes the Airport as there is a flight school that is growing and bringing people in. Mr. Oh commented that he wanted everyone to remember that the City of Ames Airport is unique and doing what they can to protect the future expansion of the runway is very important.

Moved by Gartin, seconded by Betcher, to adopt Resolution No. 20-514 approving the Draft Plan and setting the date of public hearing for October 27, 2020.

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

STAFF REPORT REGARDING EAST UNIVERSITY URBAN REVITALIZATION AREA (URA): Planning and Housing Director Kelly Diekmann stated that at is August 25, 2020, meeting the City Council received a Staff Report regarding the status of the Urban Revitalization Areas and programs across the City. After discussion of potential changes to the East University Impact Area URA, City Council directed staff to reach out to the Greek community to gain input about potential projects that could be impacted by changes. City Council also requested additional background information regarding the value of tax abatements that have been approved previously in the area. Staff identified four projects that are in process to varying degrees and may be eligible for future partial property tax abatement. Those four are:

- 2125 Greeley (Alpha Delta PI) - Approved Minor Site Development Plan completed in 2020
- 224 Ash (TKE) - Approved Minor Site Development Plan for an addition in 2021
- 137 Gray (Acacia) - Approved demolition and Minor Site Development Plan to be completed in 2020
- 120 Lynn (Kappa Kappa Gamma) - Approved Demolition and Minor Site Development Plan, planned construction in 2021

Staff received correspondence from Steve Jones of Delta Tau Delta describing their experience and the value received to the area from the program. From his experience, he believed significant projects take three years or more to plan and execute, and the abatement helps to smooth out financial changes as a result of increases in property taxes due to the increased value of the property.

Staff also collected data from the past ten years for 15 projects that had received tax abatement. The estimated value of the abated property taxes (across all levying authorities) was \$1,140,359. This estimate is based upon the initial year of abatement with state rollback and levy rates. Approximately 36% of the Greek Houses in the URA have taken advantage of the program in the past ten years. With the change to the URA criteria in 2018 to allow for either additions or new construction to be eligible for tax abatement, the City created somewhat opposing policies between its current restrictive demolition standards in the Zoning Ordinance and its financial incentives for Greek homes in the URA. Director Diekmann explained that staff is recommending the same two options that were discussed back in August. Option 1 is recommending eliminating new construction as an eligibility criterion. Option 2 is to reassess if the tax abatement is still necessary, have all the goals been reached for the area, and to set a sunset clause for the overall district. Option 2 would set an automatic repeal date of the URA for April 1, 2023, to accommodate improvements completed through 2022, and all approved tax abatement would continue despite the repeal of the URA.

Council Member Gartin wanted to know how the Council is supposed to know whether the program has achieved its goals. He stated that when the tax abatement was set up, it was before all the current Council Members took office and wondered if there were any benchmarks established or was it intended to go on in perpetuity. Director Diekmann stated that there were not any benchmarks that he was aware of and he has not seen this done for any URA. Mr. Diekmann explained that it would be a question of when the Council felt the neighborhood had stabilized. Mr. Gartin mentioned that he had thought about this in relation to the Facade Grant program as eventually you will see a decrease in applications. He liked the idea of putting in a sunset clause for future Councils to address. Mr. Diekmann stated for the last few that have been project-specific, they have tried to put in a sunset deadline, but believed it is something to consider moving forward. Council Member Betcher wanted to know if they are currently seeing a conflict between two policies, and if so, would it make sense to have a sunset. She asked if the Council should be trying to regulate the issue so there is not any future conflicts. Director Diekmann commented that is a question for the Council Members on how quickly they would want to move to alleviate the disparity in policy. Ms. Betcher stated that she thought the Council had the ability to approve just those that are already in the pipeline without approving any new requests. Mr. Diekmann explained that the way staff wrote Option 1, it would be very difficult for anyone else to get approved for construction as the deadline they wrote into the proposal was January 1, 2021. However, since Kappa Kappa Gamma House already had received approval for demolition, they will be able to proceed with construction of the new house in 2021 as anticipated. Ms. Betcher explained her concern that she believed they should not have incentivized the demolition of Greek houses in the first place because it seemed incompatible with other policies.

Mayor Haila opened public comment and closed it after no one came forward to speak.

Council Member Gartin stated he wanted the Council to keep in mind that the organizations have Capital Improvement Plans, and just because they don't know of a particular organization's Capital Improvement Plan doesn't mean they haven't laid out their budgets with the intention of relying on the tax abatement program. He noted that because they didn't communicate better with the Greek houses to notify them of the potential change, they would not have had the ability to make any changes on their end. Given the importance of the program, he would hope the Council would create a sunset opportunity to capture those organizations that have relied on having a tax abatement available. Mayor Haila asked Director Diekmann if staff had reached out to all the Greek houses and Chapters to let them know this discussion would be happening. Director Diekmann stated they did not reach out to every Greek House, but did reach out to representatives of the leadership in the Greek community.

Council Member Betcher stated she is not opposed to doing more outreach, but she doesn't want to be bound moving forward. She is concerned that more houses will be demolished. She wanted to know if it was possible to do more extensive outreach to the Greek houses in order to feel confident that the Council has received input from each of the Greek organizations in order to determine if there was a plan to use the tax abatement in the near future. Director Diekmann stated they can try to get the Greek Houses main contact information. He wanted to know if the outreach should be regarding new construction only or for additions as well. Ms. Betcher commented that from her perspective it would be Option 1: to eliminate the new construction option. She does not support the continuing subsidy of full-scale demolition.

Council Member Martin wanted to know, if the Council changed the URA in any way, would that trigger a public hearing requirement or what would be done. He wanted to know how much notice the citizens would get before the changes to the URA are finalized. Mr. Diekmann stated it depends on what action the Council decided to take.

Council Member Beatty-Hansen understood the gesture, but felt staff's recommendation to set a sunset of January 1, 2021, would give plenty of time, and she is fine with moving forward.

Council Member Martin stated he is fine with moving forward as well as they had reached out and got the information needed; if the Council sets the date of January 1, 2021, it is still enough notice.

Council Member Gartin stated he is in favor of setting a sunset, but if a Greek house is going to make improvements in three years to take advantage of the tax abatement they would have already set their budget to rely on the abatement. He noted that the tax abatement program has been very successful. Mr. Gartin explained that the facade grants are smaller-scale projects while these are multi-million-dollar projects and the Greek houses need more time to plan. He is not convinced that a few months will catch the scope of the projects.

Council Martin stated he would be interested in Option 2, which is eliminating the East University Impacted URA altogether, but with a modification to add a sunset of January 1, 2021. Mr. Diekmann mentioned that if they used a sunset of January 1, 2021, the four projects that were mentioned earlier would be the only ones that would be able to proceed. Mr. Martin explained that his intent with the

sunset was to make sure they don't pull the trigger on the URA until they have had enough time to hear back from the Greek houses. Mayor Haila pointed out, that in Option 2, any improvements would need to be completed prior to December 31, 2022, but some of the projects take a year to plan, a year or so for fund-raising, and it could be a four-year process. The Mayor was skeptical that anything else could be done in time. Director Diekmann explained that they may see some small changes and gave the example of a kitchen remodel. He noted that the majority of the projects are geared to be worked on in the summer. Mr. Martin stated that the point he is trying to suggest is to set a date when the Council can anticipate no one is going to contact the City stating they have a major project coming down the pipeline in the next 3-4 years; after that is determined, the program could be closed. He pointed out that the Council would not take any formal action to close down the URA until January, but in the meantime, the Greek Houses would be contacted and notified that the URA is going to be repealed as of January 1, 2021, unless the City hears about a major project coming up. Council Member Junck stated if the Council had different fraternities or sororities coming forward by January 1, 2021, that would maybe change the end date. Mr. Martin stated they would look at the facts and then decide what to do. Director Diekmann mentioned that when he reached out to the Greek leadership, he did ask if there were any projects coming up in the next 2-3 years not five years. Council Member Gartin reminded the Council that when the students leave after Thanksgiving, they are not coming back until January 25, 2021, and this may cause some challenges with communication with the leadership. Ms. Junck commented that the Greek houses could be owned by a local corporation or a national housing corporation. She stated that the organization that she is a part of is owned nationally and the turnaround time could be different. Ms. Betcher commented that it is only September and they have time before November to get notifications out.

Moved by Martin, seconded by Beatty-Hansen, to pursue Option 1, which states that "new construction" would be eliminated for the tax abatement eligibility, plus a shutdown of the URA in April 2024.

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

Director Diekmann explained that the next steps will be to send out notifications to all the Greek houses. He stated that the next time the Council will see this item, there will be three actions; 1) amend the boundary of the district; 2) limit new construction as stated in Option 1; and, 3) set a sunset date of April 1, 2024.

Mayor Haila recessed the meeting at 8:43 p.m. and reconvened it at 8:48 p.m.

REMOTE PARKING AGREEMENT AT 700 DOUGLAS AVENUE: Planning and Housing Director Kelly Diekmann stated that this is a unique request for the Council. The Zoning Board of Adjustment (ZBA) approved a Variance at its June 10, 2020, meeting to allow for parking needed for 700 Douglas Avenue to be located off-site (remote parking) on the 708 Douglas site. The reason the Variance was even considered was because, at the time, the property owner was asking to convert one of the four apartments to guest lodging. Since the time of the approval for a Variance, the State has now changed the rules as to what short-term rentals or guest lodging is. The City can no longer apply different standards to short-term rentals than to any other residential use that is allowed in a structure. He explained that everything that was discussed in June 2020 is moot, but the property

owner did want to move forward and pursue the parking on the 700 Douglas Avenue property which would serve 708 and 700 Douglas Avenue. Staff is recommending approval based on the fact that the Variance was granted, and the Site Plan was able to meet all the design standards of the Zoning Ordinance. He pointed out that the Agreement, as presented, would have the parking be beneficial only for the 700 Douglas Avenue property, in its current configuration; it doesn't allow for redevelopment of the property. The subject sites are zoned RM with a Single-Family Conservation Overlay District, which allows for apartment, one-family, and two-family dwellings on existing lots; which are subject to development standards.

Mayor Haila asked how the properties were currently meeting the parking standards. Mr. Diekmann stated the properties are not; 708 Douglas Avenue could meet the parking standards, but 700 Douglas has no parking.

Council Member Betcher stated that one of the questions she had received from constituents, who live in Old Town, was how the remote parking would be compatible with the Historic District and the intent behind the conservation overlay to provide a more stable neighborhood. Director Diekmann explained that part of that question, staff can no longer ask per the State, but ZBA did grant a Special Use Permit stating it was compatible. From a design perspective, there aren't any criteria as to how much paving you can have in the rear yard. Mr. Diekmann mentioned that whether the Council approves the remote parking or not, what is proposed at 708 Douglas is approved on its own; it is just whether the residents of 700 Douglas Avenue have legal parking spaces on the 708 Douglas property.

Council Member Gartin wanted to know what would happen if the Council turned down the request for a Remote Parking Agreement specifically asking what options the property owner would have at 708 Douglas. Mr. Diekmann stated that the owner could still proceed with construction at 708 Douglas, as it meets all zoning standards and since they already have a Letter of Compliance from the City, but he is not sure what it would mean to the rental license in the future. He didn't think it would harm the property owner at all if the Council didn't approve the request, but he wasn't sure if it would change the conditions or not. Council Member Betcher wanted to know, if the Council turned down the request, would it in any way impede the guest lodging. Mr. Diekmann stated it would not due to the State law.

Council Member Martin stated that the Staff Report said that the applicant of the 700 Douglas property was unable to construct the required parking on the site. He wanted to know if that was because of setbacks and frontage. Director Diekmann explained that was correct as there was nowhere to put a parking lot. He showed a map of the two properties and pointed out where there was a big space that prohibited any parking.

Council Member Gartin stated with that the Council needs to have some flexibility with older developments.

Council Member Martin stated his concern that if no one can identify a negative consequence of not approving the agreement, he doesn't see why they should do it. He noted that if they agreed to the

Remote Parking Agreement the Council would need to think of this neighborhood in the future if another property wanted to do the same. Mr. Diekmann stated that normally the property owners would not be able to ask for a Remote Parking Agreement, but can do so because they were approved for a Variance from ZBA. Council Member Betcher commented that the Council is not bound by what the ZBA approved. Director Diekmann stated that a Variance can't be used to circumvent the Council's authority on a permit; staff was very clear about that.

Council Member Gartin asked for feedback on what happened during the ZBA process. Mr. Diekmann stated that ZBA had a combined discussion for both the Special Use Permit and the Variance. Staff had recommended denial of the Variance as staff didn't believe all the findings were met, but ZBA adopted their own facts and conclusions and decided that all the standards of the Variance had been met. ZBA felt that by not providing any parking on the site it was enough of a reason to allow the request to be approved as remote parking. He noted that he is summarizing as ZBA must make specific findings that are in a Decision and Order.

Mayor Haila opened public input. No one requested to speak, so he closed public input.

Council Member Gartin stated if the request for remote parking is denied would the tenants of 700 Douglas Avenue have to continue parking in the street or the gravel area on 708 Douglas Avenue. Mayor Haila asked what would prohibit the tenants of 700 Douglas from parking at 708 Douglas Avenue since the properties are owned by the same company. Mr. Diekmann stated you would have to prove it is resident parking and not a guest of 708 Douglas to give a citation, but it would be hard to prove. Mr. Diekmann is not sure how parking enforcement would respond to that type of complaint since it is on private property.

Council Member Betcher stated that right now 708 Douglas is gravel, and if approved, it would be a paved lot. Director Diekmann mentioned that the parking lot is buildable whether the Council approves it or not; the question is if the tenants of 700 Douglas may park on 708 Douglas Avenue.

Moved by Betcher, seconded by Beatty-Hansen, to approve Alternative 2, which is to deny the "Remote Parking Agreement" to provide the required six parking stalls at 708 Douglas Avenue for the apartment complex and Guest Lodging use at 700 Douglas Avenue.

Vote on Motion: 3-3. Voting Aye: Beatty-Hansen, Betcher, Martin. Voting Nay: Corrieri, Gartin, Junck. Motion failed.

Moved by Gartin, seconded by Corrieri, to adopt RESOLUTION NO. 20-515 approving the "Remote Parking Agreement" to provide the required six parking stalls at 708 Douglas Avenue for the existing four-unit apartment complex at 700 Douglas Avenue.

Roll Call Vote: 5-1. Voting Aye: Beatty-Hansen, Corrieri, Gartin, Junck, Martin. Voting Nay: Betcher. Resolution declared carried.

ENERGY MANAGEMENT SERVICES: Mayor Haila mentioned that Electric Services Director Don Kom was available if there were any questions.

The Mayor opened public comment. It was closed when there was no one wishing to speak.

Moved by Gartin, seconded by Corrieri, to adopt RESOLUTION NO. 20-516 approving the Asset Management Agreement/Pipeline Services for the Power Plant with Interstate Power & Light, of Madison, Wisconsin, from October 1, 2020, through September 30, 2023, with two additional one-year renewals in an amount not to exceed \$18,000, manage a) pipeline capacity under contract with Northern Natural Gas Company; b) natural gas supply from Macquarie, and c) scheduling/balancing natural gas and authorizing purchase of additional natural gas, plus delivery, as needed, an amount not to exceed \$300,000.

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

Moved by Betcher, seconded by Corrieri, to adopt RESOLUTION NO. 20-517 approving the North American Energy Standards Board Agreement with Interstate Power & Light (parent company).

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

Moved by Betcher, seconded by Martin, to adopt RESOLUTION NO. 20-518 approving North American Energy Standards Board Special Provisions Agreement with Interstate Power & Light.

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

HEARING ON AMENDMENTS TO FISCAL YEAR (FY) 2020/21 ADOPTED BUDGET FOR CARRY-OVERS FROM FY 2019/20: The Mayor opened public comment. There was no one wishing to speak.

Moved by Betcher, seconded by Corrieri, to adopt RESOLUTION NO. 20-519 amending FY 2020/21 Budget for carry-over amounts from FY 2019/20.

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

HEARING ON VACATION OF ALL EASEMENTS OVER OUTLOT P, SUNSET RIDGE SUBDIVISION, 5TH ADDITION (5521 ALLERTON DRIVE): The public hearing was opened by the Mayor. He closed the hearing after no one asked to speak.

Moved by Corrieri, seconded by Betcher, to adopt RESOLUTION NO. 20-520 vacating all easements over Outlot P, Sunset Ridge Subdivision, 5th Addition (5521 Allerton Drive).

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 Betcher, to adopt RESOLUTION NO. 20-521 approving the Final Plat for Sunset Ridge Subdivision, 10th Addition, with conditions.

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

HEARING ON 2018/19 SHARED USE PATH SYSTEM EXPANSION (TRAIL CONNECTION SOUTH OF LINCOLN WAY): The Mayor opened the public hearing and closed it after there was no one wishing to speak.

Moved by Beatty-Hansen, seconded by Corrieri, to adopt RESOLUTION NO. 20-522 approving the final plans and specifications and awarding a contract to Howrey Construction Inc., of Rockwell City, Iowa, in the amount of \$264,834.60, contingent upon receipt of Iowa DOT concurrence. Roll Call Vote: 6-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

ORDINANCE REZONING 2200 OAKWOOD ROAD FROM AGRICULTURAL (A) TO PLANNED RESIDENCE DEVELOPMENT (F-PRD): Moved by Corrieri, seconded by Junck, to pass on second reading an ordinance rezoning 2200 Oakwood Road from Agricultural (A) to Planned Residence Development (F-PRD). Roll Call Vote: 6-0. Motion declared carried unanimously.

DISPOSITION OF COMMUNICATIONS TO COUNCIL: Mayor Haila stated that the first item was a memo from Keith Abraham, Parks and Recreation Director, in response to the Council's request about the possibility of the property located at 400 S. 4th Street being considered for the development of a park.

Council Member Corrieri inquired if anything needed to be done regarding the memo. The Council agreed to take the memo under advisement.

The second item was a letter from Linda Murken, Chair of the Story County Board of Supervisors, regarding the Ames Urban Fringe Plan Amendment and areas of primary importance to Story County, including a request to invite the City of Kelley and Boone County to become members.

City Manager Steve Schainker stated that staff will get to the Ames Urban Fringe Plan once they have finalized the Comprehensive Plan. Planning and Housing Director Kelly Diekmann mentioned that the Council took action to extend the 28E by a year, and at that time, he was told it was not going to be a Council priority to look into the Ames Urban Fringe Plan until 2021. He explained that he has communicated that information to the County. He felt that the Council should take this letter into consideration as to the issues that Story County is going to have. Mr. Schainker explained that the Council just needs to file the letter for a later discussion.

Mayor Haila asked to have Mr. Schainker send a letter responding to Linda Murken letting the County know that the City will not officially look into the Ames Urban Fringe Plan until 2021.

COUNCIL COMMENTS: Council Member Betcher reminded everyone that it was "National Register to Vote" day and she hoped that people would remember to register to vote. The League of Women Voters and the NAACP are working together to get people registered to vote. If anyone is wanting to help to let Council Member Betcher know.

Mayor Haila stated he had had the privilege of touring the Miracle Park on Saturday, and was impressed with the facility. He noted that on Thursday, September 24, 2020, at 5 p.m. would be the park dedication for the Tahira and Labh Hira Park will occur. Public Relations Officer Susan Gwiasda mentioned that the Park dedication has been rescheduled to the Spring. The Mayor also recognized Senator Ernst's office, who had been working with Housing Coordinator Vanessa Baker-Latimer to help get approval to use the CARES fund for citizens with a past due utility account. City Manager Steve Schainker stated that staff did get word today that the City can use the CARES funds to help pay for past-due City utility bills.

ADJOURNMENT: Moved by Corrieri to adjourn the meeting at 9:27 p.m.

Amy L. Colwell, Deputy City Clerk

John A. Haila, Mayor

Diane R. Voss, City Clerk