The Hiawatha City Council met in a Work Session on July 15, 2019. Mayor Bennett called the meeting to order at 5:30 P.M. Council members present: Rob Archibald, Dennis Norton, Aime Wichtendahl, and Dick Olson. Absent: Steve Dodson. Staff present: City Administrator Kim Downs, City Engineer John Bender, Community Development Director Pat Parsley, and Finance Director Cindy Kudrna.

Norton moved the approval of the agenda, seconded by Archibald. Motion carried.

Robins Road Corridor Study

Community Development Director Pat Parsley introduced the Robins Road Corridor Study and Rose Brown, Adrian Holmes, and Trey from Bolton & Menk who were presenting the results of the study.

Brown presented the Robins Road Corridor Study. She began by reviewing the origins of the study and discussing how they started with guidance of City Staff and land owners. She reviewed the four key principals as outlined in the study, discussed the goals of the study, and emphasized the public input received. She then explained the project was broken into three pieces or "zones" and reviewed each zone.

Brown discussed the walkability of the Corridor and how we're going for a similar feel here. It will focus on pedestrians and biking areas where they make sense and fit, it will be astatically pleasing, and it may have a possibility for on street parking if we would like that as an option.

Brown explained how the City would need to incorporate the study and overlay into the current Comprehensive Plan 2036. She said Bolton & Menk looked at increasing density and its increase to land value. Brown noted that they only received one negative comment about the redevelopment. This was from an individual who already lives in a zone with very restricted use and he didn't want his use to be more restricted. She believes the plan will give him more flexibility. She explained they have designated zones to in the overlay and the next step would involve getting those zones in our code.

Brown and the council discussed land use and redevelopment. Olson commented that land is a "critical piece." Council agreed we may need to play a part in this. Brown suggested the possibility of finding people to hold the properties until the area is more ripe for development.

Brown explained an overlay doesn't replace current zoning, it lays over top and allows us to leave the underlying zoning as is but still put building restrictions in place, such as building materials allowed to be used or building placement. She noted an overlay is not subjective, it's an ordinance and allows everyone to see the standard. The Zoning Board of Adjustment process is already in place and this will be administered the same as we're already doing.

Brown indicated the next step with the overlay is to try to break it and find loop holes so we can prepare and then add the zones to the zoning map. Once we have the overlay in place, depending on how it is adopted, the City can choose to add other corridors. The vision doesn't have to be only Robins Road Overlay District; it can apply to other areas.

Olson asked if we have other design guidelines from before this would be replacing? Parsley indicated the plan is to introduce this as a policy going forward and look at other design guidelines and see if we can make them more enforceable. Olson felt, in the past, design guidelines were intentionally left as loose guidelines. Parsley said with this overlay we want to be very clear with the restrictions and be able to say when something isn't an option here. Olson commented we want to have some continuity so down the road we don't have a disconnect. He added, "This is extremely proactive, I'm very impressed."

Brown concluded this plan takes what Hiawatha already has and the infrastructure work that already needs to be done and achieves something much more inviting. To a company looking to move to the area, it could really be impressive and say we're ready, bring us your business.

Olson asked about having on-street parking vs. not having on-street parking and what they found with the committee. Brown indicated they found the only place to make it work would be in the northern section. Downs added in order to do the infrastructure improvements the City would need to use some of the right-of-way. Olson added he feels this is an

opportunity to have a neat, clean corridor and that should be the long term vision. Parsley said people wanted the traffic slowed down. Olson brought up developers adding parking pods within their developments. Downs agreed and also added the desire to have shared parking.

Olson noted the plan seems to make the Northwood and Robbins intersection a focal point. Brown responded they envision a signature intersection there and other ideas to set the stage. Downs added "It shows the City's reinvestment in that area."

Downs asked if the $8.1 million is todays cost or if they were projecting. City Engineer John Bender said there is a 20% contingency and a lot is going in to that number other than street cost.

Olson expressed his excitement and commended them for a great presentation.

The presentation concluded with a summary of several action items, including: resolutions from Planning & Zoning for policy so we can put the overlay in place, implementing it as an actual overlay, keeping our eyes on the vision for what we want to see in the area, construction of road and public works infrastructure, and collaboration at the end with private land owners.

Archibald noted one priority out of this would be getting the connection between Northwood and Parsons roads into the Capital Improvement Plan.

Willman/North Center Point Road Intersection Project Cost Options

City Engineer Bender reminded council of the high bids received for the Willman Intersection project. He shared the following information: they received a lot of complaints the intersection was free flowing, a survey showed over 200 pedestrians crossing in a week, traffic signals were by far the most expensive part of the project, they looked at some plans and where we could save costs. At the time, the plan was to go back out for bid with some minor changes.

Bender then discussed the condition of the street and the last overlay being done in 2003. One comment he heard from bidders was the project wasn't large enough. He proposed doing the intersection first and then coming in and doing the asphalt as one project. This would involve combining the plans over the next month, bidding in September, awarding in September, and completion in July 2020. He added that Shive Hattery was already doing both projects and there were dollars to cover this from LOST and other street projects coming in under budget.

Bender commented this would create a large detour for the asphalt to be completed, but it should only last a few days.

Edgewood Road Sewer Project Joint Project with Mitchell Drive Forcemain Update and Recommendations

City Engineer Bender gave an update on the sewer repair on Mitchell Drive. He said what was done in December has worked great but reminded council of the issues they had with solid rock being found between where the borings were taken. They have looked at re-routing due to the rock, working with the Water Department, and open cutting rather than boring.

Village Center-Oak Brook and/Emmons Street/NCPR Properties Next Steps

Downs informed the council the default notice with Side-by-Side is finished and she asked council how they would like staff to proceed. She reminded them Ahmann Design was the next developer in line and they indicated they were still interested in the project. Downs asked council if they would like to go with Ahmann next or go out for RFP again?

Archibald commented he would like to see this move forward with Ahmann. He recalled them being the safe option when they reviewed all three options prior to selecting Side-by-Side.

Olson agreed there was no reason to go out for RFP again. He suggested discussing with Chad what we want to see and stressing that we don't want a "cookie-cutter" design.

Downs said the next step would be forming an ED group and sitting down to hash out what we want to see. Olson commented we're still looking for the wow factor. Wichtendahl added, "Sometimes you just have to take a chance."

Downs commented the project certainly got people's attention. Midtown shows up on a Google search for mixed use development.

Norton asked what the next steps would be to move forward with Ahmann. Downs replied we would put together an ED and bring Joe and Chad in. She added Ahmann said they could get the shovel in the ground in the spring which will still fit our timeline.

Investment Interest Update and Finance Review Committee

Finance Director Kudrna informed the council she has been in touch with Farmers State Bank, Bank Iowa, and IPAIT for some interest rates.

Dick Olson and Steve Dodson have requested to be on the Finance Review Committee.

Olson commented the Feds are going to cut the rates, we missed the upturn in 2018. He asked what experience the banks we spoke to have? Kudrna replied that all of them work with government entities.

Downs commented the main thing is to keep in mind our goals for growth and access.

Olson added that the first step should be a cash flow analysis.

Kudrna said having staggering items 6-9 months would be best, fall to spring when we don't have as much going on. Olson agreed, "We should stagger CDs based on when we have the funds."

There being no further discussion, Wichtendahl moved to adjourn at 7:08 P.M., seconded by Norton. Motion carried.

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Bill Bennett, Mayor

ATTEST:

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Amy Scheer, Deputy City Clerk