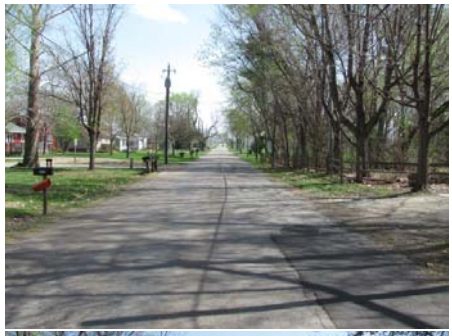
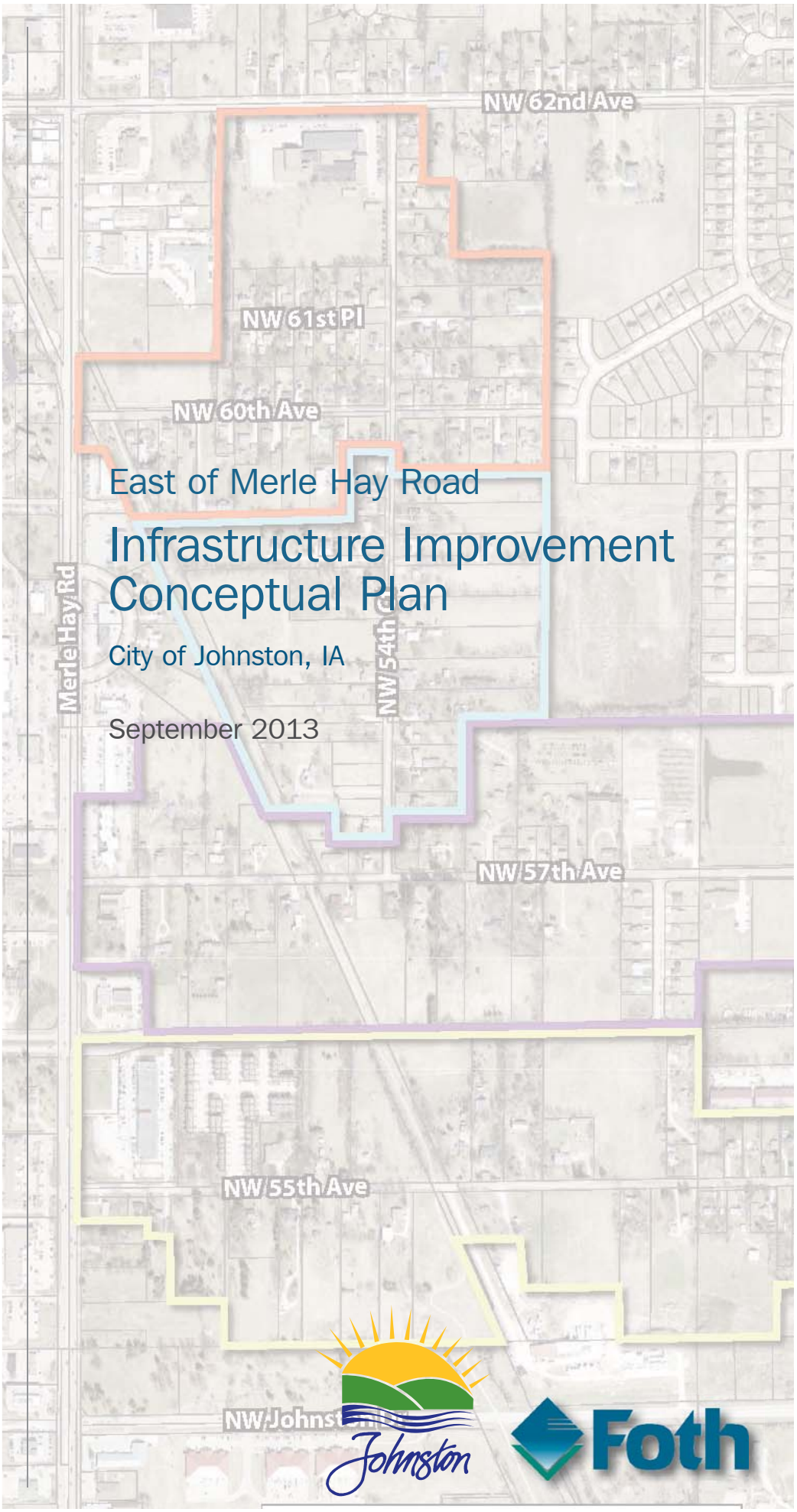




East of Merle Hay Road

Infrastructure Improvement Conceptual Plan

City of Johnston, IA

September 2013

Contents

Introduction 1

Public Input and Conceptual Design Process 2

Summary of Preferred Infrastructure Improvement Options 7

Project Costs and Funding 8

Next Steps 11

Appendix A: Existing Infrastructure

Appendix B: Frequently Asked Questions Document (FAQ)

Appendix C: Neighborhood Subareas

Appendix D: Written Comments and Meeting Attendance

Appendix E: Visual Preference Survey Results

Appendix F: Infrastructure Plan Overlays – Preliminary Conceptual Options

Appendix G: Infrastructure Plan Overlays and Sections – Refined Conceptual Options

Appendix H: Public Workshop Meeting Summaries

Appendix I: Conceptual Field Staking Photos

Appendix J: Before and After Photo Images

Appendix K: Proposed Sanitary Sewer Connection Fee District Map

Introduction

Neighborhood History and Character

The neighborhood known as "East of Merle Hay Road" is the oldest neighborhood in the City of Johnston. It is loosely bounded by Merle Hay Road on the west, NW 62nd Avenue on the north, NW Beaver Drive on the east, and NW Johnston Drive on the south. It was originally settled around a sawmill built by Ezekial Hunt in 1846 near NW 58th Avenue and NW Beaver Drive. The settlement was known by names such as Beaver Creek Settlement, Ridgedale, and Huntsville.

As the settlement expanded in later years it became known as Johnston Station, named after John Johnston, a station agent for the Inter-Urban Railroad developed in 1906. In 1908 Fruitland Drive (55th Avenue) and Brennan Drive (57th Avenue) were constructed. The first neighborhood association was formed in 1915 as the Fruitland Brennan League. More information on neighborhood and City history can be found in the City's Comprehensive Plan.

Because the neighborhood is the City's oldest, the character differs substantially from the newer areas of the City. Roads and rights-of-way are relatively narrow, with a rural cross-section (no curb/gutter) with a wide variety of lot sizes that generally get smaller as you move north. The neighborhood is largely residential, with pockets of commercial and industrial uses on the outskirts near the surrounding arterial roads. Many residents have described it as having rural character within the City.

Project Need and Purpose

Because the neighborhood is the oldest in the City much of the infrastructure is aging or non-existent. In order to address this issue, the City wishes to proactively plan for future infrastructure improvements within the neighborhood. See **Appendix A** for select existing infrastructure maps for the neighborhood. The purpose of planning for infrastructure improvements includes:

- Ensuring resident health and safety.
  - Providing adequate fire protection: the current water mains beneath the roads are aging and undersized at a six inch diameter. There is concern by fire department officials that pipe could collapse during an emergency.
  - Pedestrian safety: There are very few sidewalks in the neighborhood, and these exist only on the periphery near new development. Many students in the neighborhood walk or bike to Lawson Elementary School and must use the relatively narrow roadway.
  - Aging and failing sanitary systems: The vast majority of the neighborhood uses private sanitary septic systems, which are aging with some beginning to fail. Ground and surface water quality is a concern, especially with the proximity of Beaver Creek.
  - Short-term stormwater management issues: Though much of the soil in the neighborhood is sandy, which allows relatively good stormwater infiltration, there are problem areas in the neighborhood after storm events. This is largely due to the fact that most of the roadways within the neighborhood have little to no stormwater conveyance systems nor proper grading. It is also imperative to infiltrate as much stormwater as possible for water quality purposes before it leaves the neighborhood and flows into Beaver Creek.
- Maintaining property values through adequate public infrastructure.
- Effectively planning and budgeting for future infrastructure improvements before major issues arise.
- Meeting City Comprehensive Plan objectives.
  - Maintaining high quality, efficient infrastructure.
  - Making improvements in the East of Merle Hay Road Neighborhood when desired by residents or when needed

Planning Process Framework

The City of Johnston began exploring the process of planning infrastructure improvements in the neighborhood long before it was formalized. It was decided from the start that the planning process would center on comprehensive public involvement – future infrastructure improvements would be based on neighborhood input. Foth Infrastructure & Environment, LLC was contracted in 2012 to assist the City with the public involvement process beginning in January 2013. The process was designed to maximize input and feedback through a series of meetings including:

- City Public Works Committee Meetings
- Neighborhood Project Steering Committee Meetings
- Stakeholder Interviews
- Public Workshops

In addition, a Frequently Asked Questions (FAQ) document was developed early in the process to provide project information, answers to key questions, and contact information. This document was made available at each project meeting and the City's website. A copy of the FAQ can be found in **Appendix B**.

The City's website (under City Projects) was also continually updated throughout the process to include pertinent project information including upcoming meeting dates, work products, and links to project contacts and the project Facebook page.

Public Input and Conceptual Design Process

City Public Works Committee

The infrastructure improvement planning process was overseen by the City Public Works Committee (PWC). The project team met with the PWC prior to, and over the course of the project, to: define the public input process, establish project constraints and parameters, and monitor progress. Members of the PWC included:

- Mayor Paula Dierenfeld
- Councilman Tom Cope
- Councilman David Lindeman
- Jim Sanders, City Administrator
- Dave Cubit, Public Works Director
- Teresa Rotschafer, City Finance Director

Neighborhood Project Steering Committee

A Project Steering Committee (PSC) comprised of residents from the neighborhood was formed following the first public workshop. For the purpose of the project, the neighborhood was subdivided into four smaller subareas. The subareas were organized around different streets/areas with similar lot sizes and character. This provided a cross-section of PSC representatives from varying areas within the neighborhood. Establishment of the subareas was also useful for breaking out into smaller work groups during the public workshops. **Appendix C** includes the neighborhood subarea map.

The purpose of the PSC was to review and provide feedback on concepts and materials prior to each public workshop. Based on PSC input, revisions were made where appropriate prior to dissemination to the general public. In particular, the PSC was instrumental in developing the Frequently Asked Questions (FAQ) document and acting as a sounding board for ideas and concepts.

The PSC met on the following dates:

- March 14, 2013
- April 11, 2013
- May 23, 2013
- July 11, 2013

The PSC included the following resident members:

- Kristin Baer-Harding
- Earl Harper
- Bud Lemke
- Bruce Ostrander
- Patrick Porto
- Dave Schultz
- Anna Smith
- Deanna Walker-King
- Louise Whitlow

And the following City representatives:

- Mayor Paula Dierenfeld
- Councilman David Lindeman
- Dave Cubit, Public Works Director
- Jim Sanders, City Administrator

Stakeholder Interviews

In order to gain a broader perspective outside of the regularly held public meetings, members of the project team met with a variety of individual stakeholders within the neighborhood to discuss the future of infrastructure improvements. The majority of these stakeholders were business owners and information discussed was candid and confidential. In general, stakeholders were asked to give their thoughts about the neighborhood, possible infrastructure improvements, and conceptual drawings developed through the Project Steering Committee/Public Workshop process. Input from interviews has been incorporated into the conceptual design process. Stakeholders/businesses interviewed include:

- Jim Paulson, Miller Nursery
- Rick Hogan, Hogan Construction
- Tyler Thompkins
- Andy Christiansen and Debra Hoffman
- Don Francis, Prairie Engineering
- Ted Greedy

Public Workshops

A series of workshops were held over the course of the project to engage the general public within the neighborhood on potential future infrastructure improvements. In general, these workshops were used to educate the public on the process, possible improvements, and methods to provide input. In addition, specific design concepts and eventually roadway cross-sections were generated and discussed.

Each meeting was noticed in the newspaper, on the City website and via direct mail to each property within the neighborhood that fronted a road within each subarea.

In addition to the opportunity for verbal input, written comment forms were available at each meeting. A sample is included in **Appendix D**. Comments from the forms were reviewed after each meeting and incorporated into a database. Each comment was carefully considered during the development of infrastructure concepts and, where appropriate, the resident was contacted for follow-up. **Appendix D** also contains the attendance list (minus contact information) for each meeting as well as the received written comments.

In general, the common themes from all of the discussion and written comments throughout the process included concern over:

- The cost of infrastructure improvements and how much will be assessed to individual property owners.
- The impact on trees along the road and within front yards due to infrastructure improvements.
- Maintaining the character of the neighborhood in light of infrastructure improvements.

Workshop #1 – February 25, 2013

The initial workshop was largely an introduction of the process and an exploration of general

neighborhood preferences. The topics covered included an overview of:

- The conceptual planning process and ways to get involved.
- The need for infrastructure improvements in the neighborhood.
- The types of infrastructure improvements that were possible: urban vs. rural road, water upgrades, sanitary sewer, stormwater management, sidewalks, trails, landscaping, signage, intersection improvements, etc.
- The neighborhood identity and history.
- The four neighborhood subareas grouped by street, lot size, and character. Shown in **Appendix C.**

Visual Preference Survey

Workshop #3 concluded with a visual preference survey. This was an exercise where the residents were asked to rate a series of images on a scale of -5 to +5 as to their opinion of how well a particular infrastructure improvement would fit in with their neighborhood. The improvements were grouped by category and the results tabulated by neighborhood subarea average and total neighborhood average (Workshop # 2). **Appendix E** includes the survey results. The most positive image in each category is highlighted in yellow, while the most negative image is highlighted in orange. The purpose of the exercise was to begin the process of visualizing potential physical neighborhood improvements and to discuss the merit of various improvement alternatives. The results were not intended to be interpreted as definitive chosen alternatives.

Workshop #2 – March 25, 2013

The second workshop began with a review and discussion of Workshop #1 and the results of the visual preference survey.

Following this, the participants divided into four groups based on the neighborhood subareas: red, blue, purple, and yellow (**see Appendix C**). One member of the Project Team was assigned to each subarea to facilitate discussion and take notes during this and future workshops. Visual preference survey results were further discussed and used as a starting point to begin discussing specific infrastructure improvements in the subareas.

For this purpose, large, color aerial maps at a scale of 1" = 20' were used as a base map of each neighborhood street. Transparent plan overlays showing a variety of road and infrastructure improvement options were provided to each subarea group to facilitate discussion. **Appendix F** includes these initial options. Using these tools, the subarea groups began to explore options and make preliminary decisions on potential infrastructure improvements. Summarized notes from each subarea are included in Appendix H.

Preferred Option Summary

The summarized notes from the meeting contain the details about the preferred infrastructure improvement option for each subarea, but the following represents the basic direction after Workshop #2:

- Red Subarea (NW 54th, NW 61st, NW 60th):
  - NW 54th and NW 60th: Concrete road with curb/gutter; sidewalk on one side of road only; Target stormwater management where there are issues (like 54th/60th intersection); Speeding and cut through traffic on 60th is a major issue: needs traffic calming measures
  - NW 61st: Asphalt rural road similar to existing conditions.
- Blue Subarea (NW 54th): Concrete rural road cross-section without gravel shoulders; sidewalk on one side of road at most; minimal stormwater management; No traffic circles or roundabouts on 54th.
- Purple Subarea (NW 57th): Concrete urban road cross-section (narrowest r/w); Off-road trail (east of old railroad corridor) integrated with City trail system/plans, Sidewalk on one side of road only (west of old railroad corridor).
- Yellow Subarea (NW 55th): Asphalt rural road cross-section without gravel shoulders; On-street bike lane; Minimal stormwater management – targeted where needed;

Speeding and cut-through traffic is a major issue – speed tables preferred traffic calming option.

Road Cross-Sections

Following Workshop #2, the Project Team prepared a series of illustrative road cross-sections based on the direction of the subarea discussions coupled with engineering principles and constraints. The transparent plan overlays used with the large aerials were also updated to match the cross-section. **See Appendix G**.

Workshop #3 – April 29, 2013

The third workshop began with a review of the previous workshop including a summary of the results of the subarea discussion groups. In addition, the purple subarea (NW 57th Ave) met independently between Workshops #1 and 2 to further discuss potential infrastructure improvements. This meeting was facilitated by a member of the Project Team and a summary of results were provided at Workshop #3 as well.

The illustrative road cross-sections prepared after Workshop #2 were shared and discussed with the neighborhood as a starting point for further discussion in the smaller subarea groups. The various road section options were compared with the typical City standard with special consideration paid to the fact that:

- Urban vs. rural cross-sections affected the overall right-of-way width required – urban cross-sections typically require less right-of-way.
- Properly spacing utilities to reduce conflicts requires a certain amount of right-of-way width.
- While sanitary sewer could be buried beneath the road, water improvements would not be buried to provide future access.
- Utilities such as power, phone, and cable are typically located and buried in back yards in new developments, but would remain within the road right-of-way in this neighborhood (whether buried or not).

After discussing the possible cross-sections, the subarea groups narrowed down the potential infrastructure improvements to one or two options. At the end of the workshop, a representative from each subarea presented the refinements to the entire neighborhood. Summarized notes are found in **Appendix H**.

Preferred Option Summary

The summarized notes from the meeting contain the details about the preferred infrastructure improvement option for each subarea, but the following represents the basic direction after Workshop #3:

- Red Subarea (NW 54th, NW 61st, NW 60th):
  - NW 54th and NW 60th: Concrete road with curb/gutter (53' r/w option); sidewalk on one side of road only – crosswalks at 54th/60th intersection; Target stormwater management where there are issues); Traffic calming: bump-outs at east end of 60th, other option for 54th/60th intersection (ruled out bump-outs/traffic circle); Address overflow Lawson School parking
  - NW 61st: Asphalt rural road similar to existing conditions (62' r/w option).
- Blue Subarea (NW 54th): Concrete urban road cross-section (53' r/w option); sidewalk on one side of road at most if necessary; minimal stormwater management – targeted where needed for infiltration; No traffic circles or roundabouts on 54th.
- Purple Subarea (NW 57th): Concrete urban road cross-section (53' r/w option); Off-road trail (east of old railroad corridor) integrated with City trail system/plans, Sidewalk on one side of road only (west of old railroad corridor); targeted stormwater management where needed for infiltration; Traffic calming: possible traffic circle at 54th/57th intersection, stop signs at 52nd/57th.
- Yellow Subarea (NW 55th): Concrete rural road cross-section without gravel shoulders including on-street bike lanes (70' r/w option); Minimal stormwater management –

targeted where needed; Speeding and cut-through traffic is a major issue – speed tables preferred traffic calming option, possible stop sign or other device at railroad corridor bike path.

Conceptual Field Staking

Following Workshop #3, it was suggested at the Project Steering Committee meeting that the most preferred option along each road should be staked so that residents could get a conceptual idea of the potential width of pavement and right-of-way required for the preferred option. The Project Team staked the pavement width with bright pink flags and the right-of-way with bright orange flags. A door hanger was also placed at each property explaining the purpose of the conceptual staking. **Appendix I** contains photos of the staking.

Before and After Photo Images

To further visualize the preferred infrastructure improvement options, "before and after" photo images were also prepared by the Project Team for each road. The "after" images represent the proposed improvements on a very conceptual level including features such as improved roads, new sidewalks or trails, stormwater management examples, and street lighting. These images are located in **Appendix J**.

Workshop #4 – May 29, 2013

The results of the previous workshop including the preferred alternatives were summarized to begin the meeting. The conceptual staking and how it represented the preferred alternative and impacted right-of-way was also discussed.

The neighborhood divided into subarea groups to discuss the before and after images and make further refinements to the preferred infrastructure improvement option(s) as necessary. A number of residents who hadn't previously attended a past workshop or meeting attended Workshop #4 likely due to the presence of the conceptual field staking. This resulted in a great deal of discussion in the subarea groups related to the process thus far and how the preferred infrastructure improvement option was determined. The Project Team clarified that it was still possible to refine the options over the next workshops if there was not consensus in the subarea.

Workshop #5 – July 16, 2013

The focus of the fifth workshop was a presentation of project costs and the methodology of financing those costs. Until this point, the neighborhood was asked to put project costs and potential assessments aside in order to focus on the design of infrastructure improvement. This meeting was the first in depth discussion on costs and financing options with residents and stakeholders, except the preceding Project Steering Committee Meeting.

The section within this document entitled "Project Costs and Funding" includes a summary of pertinent information regarding the subject. In addition, **Appendix K** includes cost estimate and financing details.

Following the presentation, the neighborhood divided into subarea groups for questions and answers regarding preliminary project cost estimates and fees/assessments that would be passed on to the property owner. Preliminary street improvement assessment estimates were also shared with interested property owners during this session. It was made clear that all numbers discussed were preliminary estimates only and were in 2013 dollars.

The Red Subarea also revisited design issues. Residents from NW 61st reached consensus that the street should be paved with concrete (though without curb and gutter), and not asphalt, for a longer lasting solution.

Workshop #6 – July 30, 2013

The sixth public workshop followed the same format as Workshop #6 and provided an additional opportunity for residents and stakeholders to become educated and provide feedback on project costs and funding.

Public Open House – September 27, 2013

A summary overview of the project was presented to the neighborhood followed by group Q&A.

Illustrative boards depicting before and after images and proposed road cross sections were also displayed. Following the presentation, members of the project team discussed the project and answered questions in an informal setting with interested residents.

City Council Approval

On September 26, 2013 (the night before the public open house), a summary overview of the project was presented to the City Council for consideration. Following the presentation, the Council authorized design of Phase 1A (trunk sewer from Johnston Drive to NW 57th Avenue) to move forward.

Summary of Preferred Infrastructure Improvement Options

After the series of public workshops, the following represents the consensus of each subarea. At this point these design options are for conceptual planning and may be refined by public input and engineering through the design phase.

Red Subarea (NW 54th, NW 61st, NW 60th):

- NW 54th and NW 60th:
  - Conceptual design generally follows the road cross-section in **Appendix G**: "Urban Sidewalk One Side (53' R/W)."
  - Concrete road with curb/gutter; sidewalk on one side of road only.
  - Crosswalks at 54th/60th intersection.
  - Stormwater management should be targeted where there are issues.
  - Traffic calming: possible bump-outs at east end of 60th; Possible medians on 60th at 54th/60th intersection (no bump-outs or traffic circle).
  - Address parking overflow at Lawson School.
- NW 61st:
  - Conceptual design generally follows the road cross-section in **Appendix G**: "Rural No Sidewalk Swales (62' R/W.)"
  - Concrete rural road similar to existing conditions.

Blue Subarea (NW 54th):

- Conceptual design generally follows the road cross-section in **Appendix G**: "Urban Sidewalk One Side (53' R/W.)"
- Concrete urban road cross-section; sidewalk on one side of road at most if necessary.
- Minimal stormwater management – should be targeted where needed for infiltration.
- There should be no traffic circles or roundabouts on 54th.

Purple Subarea (NW 57th):

- Conceptual design generally follows the road cross-section in **Appendix G**: "Urban Off-Street Trail One Side (56' R/W)" and "Urban Sidewalk One Side (53' R/W)."
- Concrete urban road cross-section.
- Off-road trail (east of old railroad corridor) integrated with City trail system/plans, Sidewalk on one side of road only (west of old railroad corridor).
- Targeted stormwater management where needed for infiltration.
- Traffic calming: possible traffic circle at 54th/57th intersection, possible stop signs at 52nd/57th.

Yellow Subarea (NW 55th):

- Conceptual design generally follows the road cross-section in **Appendix G**: "Rural On-Street Bike Lanes Swales (70' R/W)."
- Concrete rural road cross-section without gravel shoulders including on-street bike lanes.
- Minimal stormwater management – should be targeted where needed
- Speeding and cut-through traffic is a major issue. Speed tables are the preferred traffic calming option. Possible stop sign or other device at railroad corridor bike path.
- Since the process of meeting with neighborhood subareas has ended, representatives from the Yellow Subarea have expressed the desire to modify the conceptual design. They are planning to meet as a group to further the discussion and will also be heavily involved when design begins for this phase. Direction seems to be moving toward an urban cross-section with sidewalk(s).

Project Costs and Funding

Project costs were estimated after the fourth public workshop in the process, after a strong consensus for the nature of infrastructure improvements on each street was established and a fair and equitable funding methodology was determined.

Cost Overview

Project costs are preliminary estimates in 2013 dollars based on planning concepts only since no detailed engineering has been done for the project. They are "order of magnitude" numbers for the purpose of rough project budgeting.

Estimated Costs (2013 $)

Project	Total Costs
Phase 1A (Trunk)	$780,000.00
NW 55th Ave	$3,560,000.00
NW 57th Ave	$4,020,000.00
NW 60th Ave	$2,430,000.00
NW 61st Pl	$1,350,000.00
NW 54th Ct	$5,100,000.00
TOTAL	$17,240,000.00

The costs are listed by street, but may be phased differently for budgeting and construction purposes. The project costs includes estimates for the following: water, storm water, sanitary sewer, street improvements and grading, design, environmental, lighting, sidewalks/trails, utility impacts, and right-of-way costs.

Methodology of Financing

In addition to project cost estimates, funding methodology has been determined through a series of meetings with City officials. The guiding principles used to establish the funding approach includes:

- Properties realize a special benefit by having an improved roadway and the ability to connect to a public sanitary system.
- Consistency with past property owner payments for public service projects benefiting their property within the City.
- Fair, reasonable, and equitable approach for neighborhood property owners as well as all City property owners.

The following table summarizes the methodology of financing for the project. The items in bold will be directly paid by the benefited property owner.

Financing Methodology Summary

Type of Project Cost	Financing Tools
Water	Water Utility (All City Rate Payers)
Storm Water	Storm Water Utility (All City Rate Payers)
Sanitary Sewer	**Connection Fee**
Street Improvements	**Special Assessment (32%) (Benefited Property Owner)** General Obligation (68%) (All City Property Taxpayers)
Design, Environmental, Lighting, Sidewalk/ Trails, Utility Impacts, Right-of-Way Costs	General Obligation (All City Property Taxpayers)

Sanitary Sewer Connection Fee

Instead of assessing benefited property owners for the construction of sanitary sewer in the neighborhood, a connection fee is proposed. This fee is estimated at $2,731 (2013 dollars) per connection.

This fee was arrived at based on the following calculations. There are currently 142 potential initial user connections. There are also 612 potential future user connections for a total of 754 possible total connections. The number of potential future connections was determined based on the total undeveloped lot area in vacant lots and lots that could be further subdivided divided by the minimum lot area standards according to zoning/future plans.

The following table shows the connection fee for each user in 2013 construction dollars (Total sanitary sewer project cost divided by the total connections).

Sanitary Sewer Connection Fees (2013 $)

Connection Type	# of Connections
Initial Connections (Current Users)	142
Potential Future Connections	612
Total Connections	754
Total Sanitary Sewer Project Cost (2013 $)	$2,059,000.00
Estimated Initial Cost per Connection (2013 $)	**$2,731.00 Each**

The connection fee was chosen by the City instead of a special assessment for the sanitary sewer, because it minimizes upfront costs for property owners and spreads the cost over current users (19% of total) and future users (81% of total).

Property owners are not required to pay the fee or connect to the public sanitary sewer system until they choose or their current private system fails. However, the connection fee will increase in the future to account for financing costs borne by the City for the project. See **Appendix K** for the proposed Sanitary Sewer Connection Fee District Map.

Street Improvement Special Assessment

Though all of the street improvement costs are eligible for special assessment, the City will assess costs only related to the new roadway and grading. The remainder (design costs, environmental, lighting, sidewalks/trails, utility impacts, and right-of-way costs) will be paid through General Obligation – all City taxpayers

Calculation

The assessments are based on a modified Flint Formula recognized as fair and equitable by the State of Iowa. The formula considers:

- Lot frontage
- Lot depth
- Lot shape
- Proximity of lot area to the street

The special assessments for individual properties are also legally minimized where possible as follows:

- The maximum assessment cannot exceed 25% of the property's fair market value.
- Reductions are possible through deficiency.
- Individual large lot adjustments have been included based on lot configuration and zoning setbacks.

In addition, properties used for agricultural purposes may receive an assessment deferment until such time the property is no longer used for agriculture.

The total preliminary estimate in 2013 construction dollars for street construction in the neighborhood is $4,993,000. The portion being assessed, however, includes only the roadway and grading costs totaling $1,597,760 (32% of the total street construction cost).

The following table summarizes the estimated range of special assessments for non-residential lots.

Estimated Special Assessment Range for Non-Residential Lots (2013 $)

Street	Min	Avg	80%	Max
NW 55th	$1,174	$7,519	$9,919	$16,919
NW 57th	$797	$6,486	$9,080	$12,261
NW 60th	$495	$5,470	$7,988	$9,538
NW 61st	$6,390	$7,360	$7,988	$8,387
NW 54th	$806	$7,888	$10,186	$14,623

Assessment Process

Since the project is only in the planning phase at this point, potential assessments are only conceptual. When the City Council actually initiates the improvement project based on a phased schedule, engineering design will take place. The design will be vetted through a series of public meetings and hearings.

Cost estimates will be developed based on the actual design of each phase. Property owners will be notified of the Preliminary Assessment Plat and Schedule. Property owners will also receive notification of the Final Assessment Plat and Schedule which is based on actual construction costs. The Final Assessment Plat cannot exceed the preliminary Assessment Plat for each property.

Payment for special assessments will begin after each street construction phase is complete. The City will provide options for payment including:

- Upfront payment of total assessment.
- Financing over 10 or 15 years payable with tax bill.

Summary of Project Financing

The following project table summarizes the overall project financing:

Project Financing Tools as a Percentage of Total Project Cost

Financing Tool	Percentage
Potential Initial Sanitary Sewer Connection Fees (Paid by Users)	2%
Potential Future Sanitary Sewer Connection Fees (Paid by General Obligation until Connection)	10%
Street Special Assessments (Paid by Benefited Property Owners)	9%
General Obligation (Paid by All City Taxpayers)	79%
Total Project Costs	100% ($17,240,000)

The City will also pursue funds from the Federal Community Development Block Grant Program (CDBG) to offset General Obligation costs associated with the project.

Municipalities with populations less than 15,000 are eligible to receive up to $800,000 per project (each phase would count as a project) depending on the income of neighborhood residents. A low/moderate income survey would need to be completed for the neighborhood. Eligible projects include:

- Sanitary sewer system improvements
- Water system improvements
- Storm sewer projects related to sanitary sewer system improvements

In addition, the City of Johnston administers a program to assist low/moderate income residents to help offset individual costs.

Next Steps

Conceptual Guide

The results of this planning process represent a consensus vision for the East of Merle Hay Neighborhood that serves as a conceptual planning guide for future infrastructure improvements.

This is a critical tool for the City of Johnston as it allows for effective capital improvement planning based on a comprehensive approach to neighborhood involvement and direction.

Process

The City will use this plan as a guide for infrastructure improvements in the neighborhood over the next 5 years approximately. The improvements will be phased in a general south to north direction. As each project phase is authorized by the City Council, engineering and design will begin.

Proposed Phasing Schedule

Phase	Design Year	Const. Year
Phase 1A – Trunk sewer from Johnston Dr to NW 57th Ave	2013	2014
Phase 1B – NW 55th Ave	2014	2015
Phase 2 – NW 57th Ave	2015	2016
Phase 3 – NW 54th Ct: NW 57th Ave to NW 60th Ave	2016	2017
Phase 4 – NW 60th Ave, NW 61st Pl, NW 54th Ct: North of NW 60th Ave	2017	2018

Detailed engineering for the proposed improvements will likely require refinements and revisions of the concepts. Public meetings will be noticed and held for each project phase allowing opportunities for additional input.

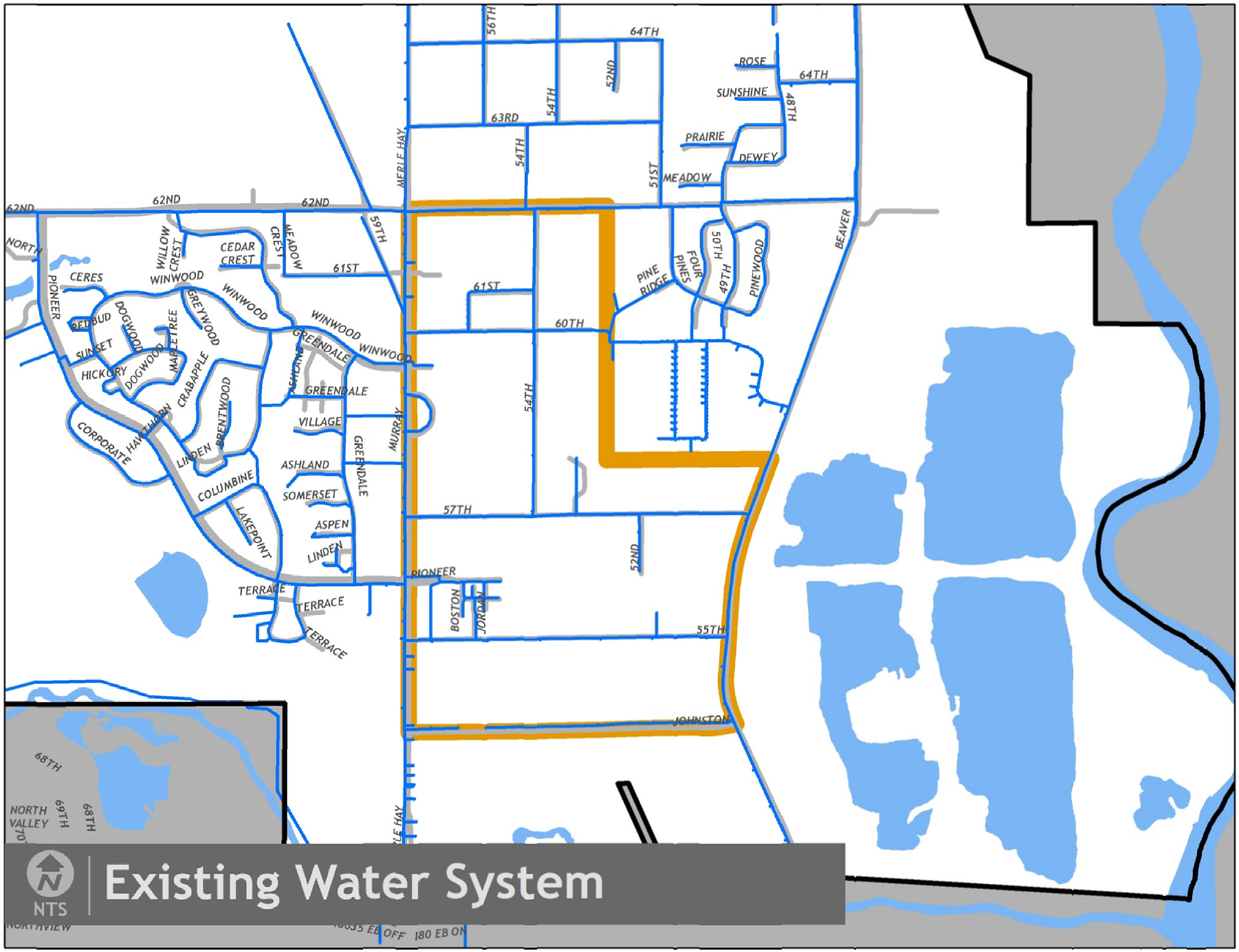
Additional Information

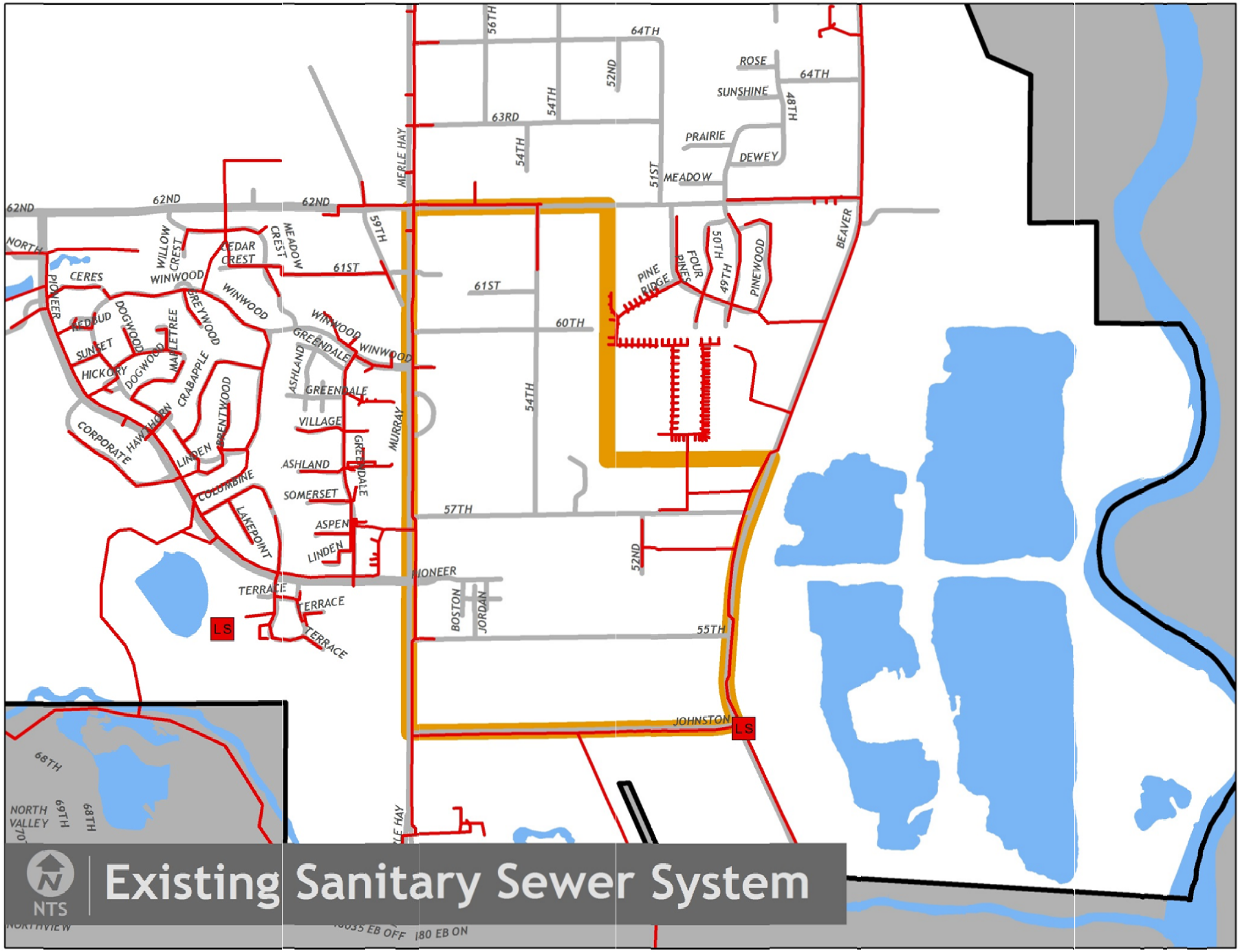
Dave Cubit
City of Johnston Public Works Director
(515) 278-0822

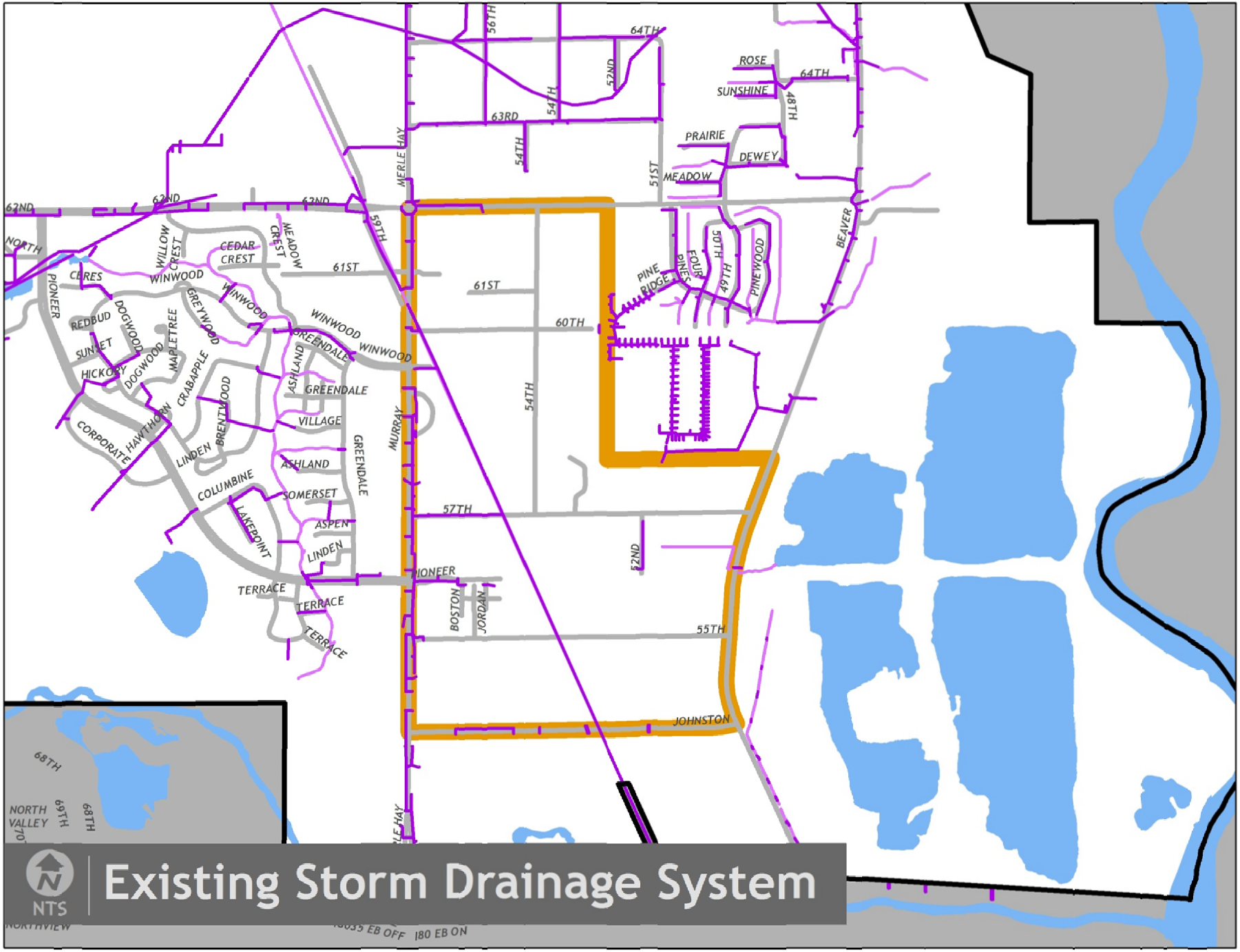
Molly Long
Foth Infrastructure & Environment Project Liaison
(515) 251-2591

Appendix A

Existing Infrastructure


NTS
Existing Water System
62ND
NORTH
PIONEER
CERES
WILLOW CREST
WINWOOD
CEDAR CREST
MEADOW CREST
61ST
REDBUD
DOGWOOD
MAPLETREE
GREYWOOD
SUNSET
HICKORY
CRABAPPLE
BRENTWOOD
CORPORATE
HAWTHORN
LINDEN
COLUMBINE
LAKEPOINT
GREENDALE
VILLAGE
ASHLAND
SOMERSET
ASPEN
TERRACE
MERLE HAY
59TH
MURRAY
56TH
54TH
63RD
64TH
52ND
ROSE
SUNSHINE
48TH
PRAIRIE
DEWEY
MEADOW
51ST
PINE RIDGE
FOUR PINES
50TH
49TH
PINEWOOD
BEAVER
60TH
57TH
PIONEER
BOSTON
JORDAN
55TH
JOHNSTON
68TH
NORTH VALLEY
69TH
NORTHVIEW
I-235 EB OFF
I-80 EB ON


Existing Sanitary Sewer System
NTS
62ND
NORTH
PIONEER
CERES
REDBUD
SUNSET
HICKORY
DOGWOOD
MAPLETREE
CRABAPPLE
HAWTHORN
CORPORATE
LINDEN
BRENTWOOD
COLUMBINE
LAKEPOINT
WILLOW CREST
WINWOOD
CEDAR CREST
MEADOW CREST
BREYWOOD
61ST
59TH
GREENDALE
ASHLAND
VILLAGE
SOMERSET
ASPEN
TERRACE
MERLE HAY
MURRAY
LS
68TH
NORTH VALLEY
69TH
NORTHVIEW
I35 EB OFF
I80 EB ON
56TH
64TH
52ND
54TH
63RD
60TH
57TH
55TH
JOHNSTON
BOSTON
JORDAN
ROSE
SUNSHINE
48TH
PRAIRIE
DEWEY
MEADOW
51ST
PINE RIDGE
FOUR PINES
50TH
49TH
PINEWOOD
BEAVER


Existing Storm Drainage System
NTS
62ND
NORTH
PIONEER
CERES
REDBUD
SUNSET
HICKORY
DOGWOOD
MAPLETREE
CRABAPPLE
CORPORATE
HAWTHORN
LINDEN
BRENTWOOD
COLUMBINE
LAKEPOINT
WILLOW CREST
WINWOOD
CEDAR CREST
MEADOW CREST
GREYWOOD
ASHLAND
GREENDALE
VILLAGE
SOMERSET
ASPEN
TERRACE
61ST
59TH
MERLE HAY
MURRAY
56TH
64TH
63RD
54TH
52ND
ROSE
SUNSHINE
48TH
PRAIRIE
DEWEY
MEADOW
51ST
PINE RIDGE
FOUR PINES
50TH
49TH
PINEWOOD
BEAVER
60TH
57TH
BOSTON
JORDAN
55TH
JOHNSTON
68TH
69TH
NORTH VALLEY
NORTHVIEW
I-35 EB OFF
I-80 EB ON

Appendix B

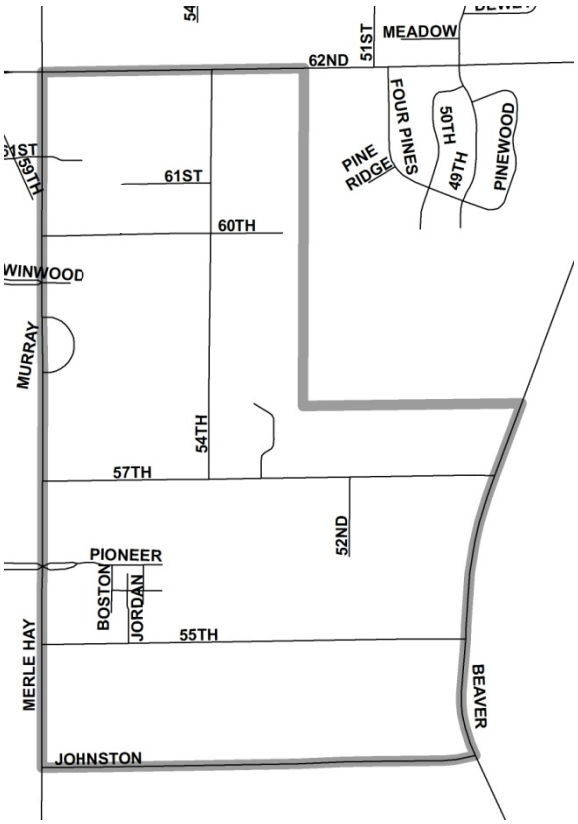
Frequently Asked Questions Document (FAQ)

City of Johnston
East of Merle Hay Road Infrastructure Improvements

FAQ – Frequently Asked Questions

3-18-13

The City of Johnston is currently exploring potential infrastructure improvements within the East of Merle Hay Road Neighborhood (an area generally defined by Merle Hay Road on the west, NW 62nd Avenue on the north, NW Beaver Driver on the east, and NW Johnston Drive on the south).



The City of Johnston has hired Foth Infrastructure & Environment LLC to facilitate a public involvement process to engage residents, stakeholders, and city staff and officials in the decision making process for possible infrastructure improvements within the neighborhood.

The following FAQ is intended to provide an overview of the project context and public involvement process.

Why are infrastructure improvements needed in the neighborhood?
As the oldest neighborhood in the City, the majority was developed in the early 1900s and much of the basic infrastructure is aging or non-existent. Maintaining a basic service level of infrastructure within the neighborhood is critical for a number of reasons including:

- Ensuring the general health and safety of residents including the continued provision of safe drinking water, safe routes for children to school (there are currently no sidewalks), safe roadways, improved fire protection through increased water capacity, and solving short-term stormwater management issues (standing water, mosquitos) through best management practices for infiltration.
- Maintaining property values.
- Protecting the environment through the management of stormwater and ensuring safe, effective sanitary systems.
- Working toward meeting the objectives and policies set forth in the adopted 2030 Comprehensive Plan.
- Effectively planning and budgeting for capital improvements in a pro-active manner rather than reacting to an emergency need or state mandate.

What infrastructure improvements are possible?
The extent of the improvements will be determined through the public involvement process. It is clear that water and many sanitary septic systems within the neighborhood are aging and will require replacement in the near future. Since water (and future sanitary lines) run primarily beneath the roads, it makes financial sense to improve the roads at the same time. Whether the roads maintain a rural cross-section (no curb and gutter) or an urban cross-section (curb and gutter) depends on the outcome of the neighborhood process. The design of roads also considers the management of stormwater runoff. Currently, there is little in the way of stormwater management within the neighborhood, but sandy soils in the area allow for some degree of water infiltration. Integrated into the road design, a variety of options for managing stormwater will be considered including the use of gutters (urban road design), grassed medians, bio-swales, and rain gardens. Again, the use of these options will depend on the outcome of the neighborhood process.

Outside of the basic infrastructure improvements mentioned above, there are other considerations for the neighborhood to discuss. One major consideration is whether sidewalks or paths should be added to improve safety for pedestrians and bicyclists. Also up for discussion is the level of detail of road intersection improvements. These improvements would aim to increase safety and enhance neighborhood identity through the use of traffic calming measures (focused to reduce speeding and cut through traffic), decorative paving/crosswalks, lighting, and landscaping.

Have the infrastructure improvements already been decided by the City?
No. As mentioned above, there are basic issues that need to be addressed in terms of water improvements and introduction of a sanitary sewer system in the neighborhood, but the design of reconstructed roads, associated stormwater management, and additional improvements (if any) will be discussed with the neighborhood.

The outcome of the public involvement process will ultimately determine the extent and type of infrastructure improvements with sensitivity to neighborhood character as well as individual *street* or

subarea character. It is possible that different areas within the neighborhood will have different solutions and design aesthetics.

What is the Public Involvement Process?
The Public Involvement Process is designed to gather meaningful input from the neighborhood on all of the issues that will affect potential infrastructure improvements. The major public involvement objectives include:

- Providing the public with timely notice and reasonable access to information about planned infrastructure improvements and processes.
- Creating opportunities for all segments of the public to become informed about issues and plans under consideration.
- Collaborating with the public to identify concerns, develop alternatives and evaluate policies to address the concerns.
- Listening and responding to suggestions made by the public. Public input will be incorporated into the final plans.
- Providing cost considerations including any direct property owner impacts for improvement options.
- Fostering candid information exchanges and ongoing two-way communication using a variety of social media.

The components of the Public Involvement Process include:

- Facilitation by Foth Infrastructure & Environment, LLC
- Timely postings and updates to the project website and local newspapers
- Ongoing coordination with the City Public Works Committee
- Ongoing meetings with the Neighborhood Steering Committee
- Interviews with neighborhood stakeholders
- A series of public workshops and an open house

Who will pay for any infrastructure improvements?
Once the improvements are identified and it is determined to proceed with construction, the cost for the public improvements will be paid by a variety of sources, including but not limited to utility fees, property taxes, special assessments and grants.

- Water – the area is currently served by water mains that provide for basic water needs but are inadequate for fire protection. Since this is an existing service, upgrading the public mains to provide fire protection will be paid for from the water utility. The service lines from the public main to the structures on the property are owned by the property owner so any improvements/upgrades to service lines are the responsibility of the property owner.

- Sanitary Sewer – the area is currently not served by a public sanitary sewer system. The city has been consistent in using special assessments to pay a portion of the cost to extend sanitary sewer into unsewered areas. Over the past 12 years several hundred residents have been assessed for sanitary sewer. Assessments are based on the cost of constructing the sanitary sewer main along the frontage of the property. The most recent assessments

(2006/07) were $31.50 per linear foot. All properties that benefit from the sanitary sewer being made available will pay a frontage assessment. Flag lots or lots on a cul-de-sac that have limited street frontage are assessed based on the minimum lot size required for the zoning in the area. Corner lots (with two frontages) are assessed for one side only. The cost of the service line from the sanitary sewer main to the structure is the responsibility of the property owner.

The city council will consider not requiring a mandatory connection which means that all residents that benefit from the construction of the sanitary sewer main will pay their share of the special assessment once the sanitary sewer is constructed but they would not be required to connect their property until their septic system fails or they are required to connect. Monthly usage fees do not begin until the property is connected to the system. The city's portion of the cost is paid from the sanitary sewer utility fees.

- Storm sewer – if storm water improvements are constructed funding will come from the storm water utility collected on the monthly utility bill.

- Streets – this is one of the first projects where the city is considering street improvements in a neighborhood with existing streets. The significant growth Johnston has experienced has created many new neighborhoods in the community and all of the streets (including sanitary sewer, storm sewer, water and sidewalks) have been constructed by developers and residents pay for the improvements when they purchase their properties. The city estimates that the cost to construct a new residential street (25 feet wide, seven inches of concrete, 4 foot of sidewalk and 12" of sanitary sewer) is about $115.00 per linear foot of property frontage. Since the project may include the replacement and upgrading of an existing street, the city has discussed a 50% reduction in the assessment or $57.50 per linear foot. The city has made no decisions regarding if street assessments will be a part of the funding package or how much those assessments may be, we hope to get feedback through the planning process. How the city addresses special assessments for these neighborhoods will more than likely set precedence for funding of future public improvement projects in all neighborhoods.

- Sidewalks - in typical projects where four-foot wide sidewalks are constructed on both sides of the street, the cost is included in the street assessment. This project may involve a combination of trails and sidewalks in a non-traditional way so funding sources will need to be identified as planning proceeds.

The City will look for opportunities for grant funding that can be secured to offset a portion of the cost of constructing the public improvements. In addition, the City has a program to aid residents that meet low to moderate income guidelines (80% of the median income for the Des Moines Metropolitan Statistical Area) to place their special assessment as a lien on their property that does not require a payment until the property is sold.

For past special assessments the City has also allowed repayment over a ten year period as an option. State code allows for a 15 year repayment schedule which the City Council will consider if

it is requested by the residents. In the past the City has charged property owners the same interest rate for special assessments as the City pays for borrowed money.

Will the infrastructure improvements affect my property taxes?
No. Your property taxes are based on the assessed value of your property. According to the Polk County Assessor's Office, specific infrastructure improvements (like the addition of sanitary sewer) are not considered when determining the assessed value of an already developed property such as a home. When vacant property is assessed, however, whether major infrastructure is readily available can impact the valuation.

Will additional right-of-way or easements be required?
The public involvement process will gather input from residents, stakeholders, and city staff and officials on issues that will determine the infrastructure improvements. Once the infrastructure improvements have been determined we will know if any additional right-of-way or easements are necessary. Any additional right-of-way refers to a portion of private property that would be purchased and owned by the City if it is warranted based on the outcome of the public process. An easement, on the other hand, allows the property owner to maintain ownership, while allowing the use by the City/public. Easements are typically used for utilities or drainageways. If any additional rights-of-way or easements are required, they will be negotiated with the property owner(s) based on fair market value as determined by an independent real estate appraiser.

Will street trees be impacted?
The City of Johnston has been a Tree City since 1993 and places great value on the trees within the community and neighborhoods. Any designs will be sensitive to nearby trees – especially mature, slow-growing trees. However, depending on which design option is chosen, it may ultimately be necessary to impact some trees.

What is the intended outcome of the process?
The intended outcome of the process is to build consensus for future infrastructure improvements within the neighborhood. The outcome for future improvements (which includes the option of no infrastructure improvements for the near future if that is what is chosen) will be used to determine cost estimates for the City Capital Improvement Plan, and eventually engineering design. At this point, there is no planned date for construction of any improvements, as this will depend on the extent of improvements and costs.

How can I get involved?
Watch for postings at the City's website (www.cityofjohnston.com), City Hall, the local media, and social media for information on upcoming meetings and workshops. You can attend public meetings and provide input on issues that are important to you. Feel free to leave us your email address on the City's website to stay informed of all updates and dates. For more information contact:

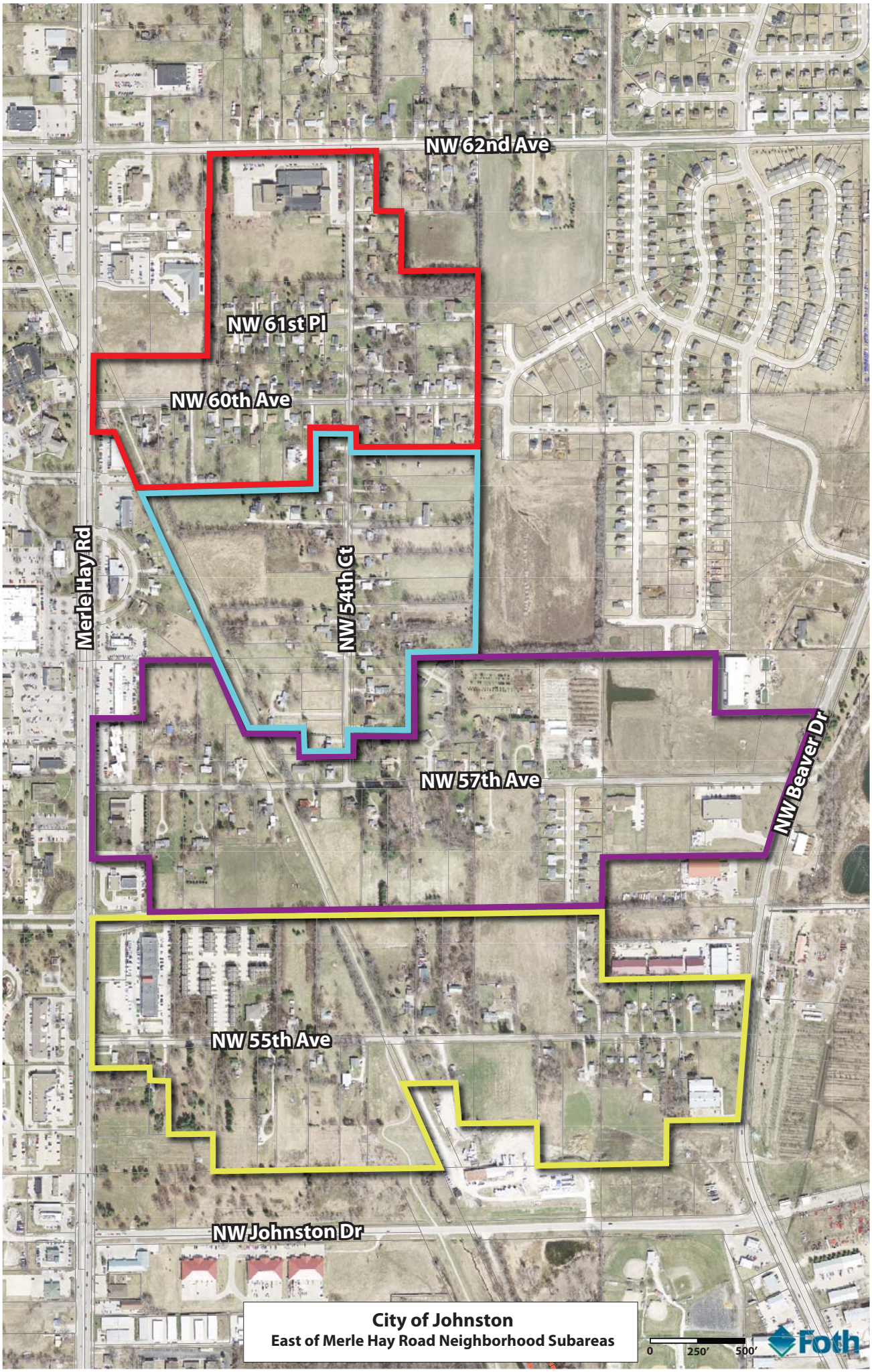
Dave Cubit
City of Johnston Public Works Director
(515) 278-0822

Molly Long
Foth Infrastructure & Environment Project Liaison
(515) 251-2591

Contact us through email for any question or comment:
eastofmerlehay@cityofjohnston.com

Appendix C

Neighborhood Subareas



City of Johnston

East of Merle Hay Road Neighborhood Subareas

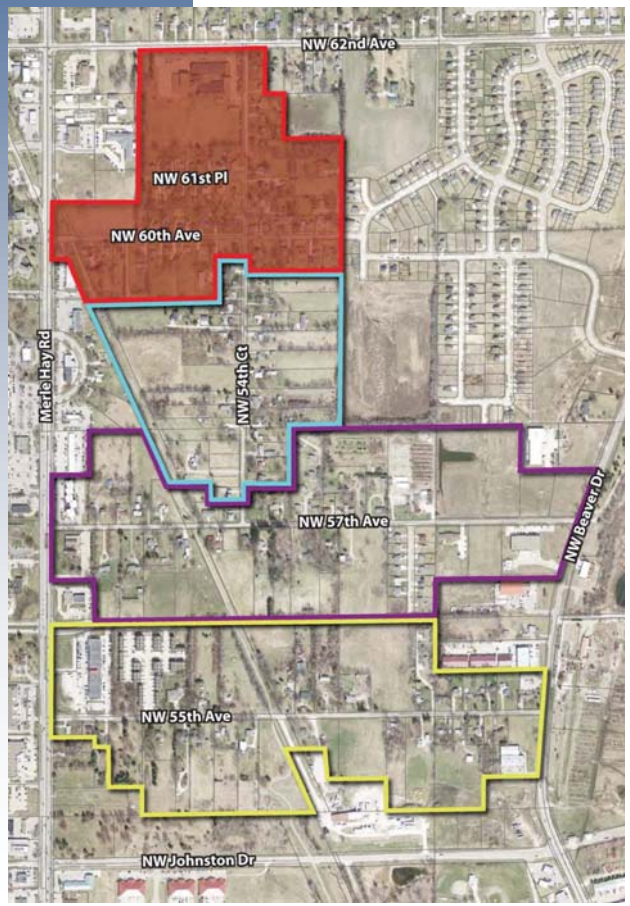
Appendix D

Written Comments and Meeting Attendance

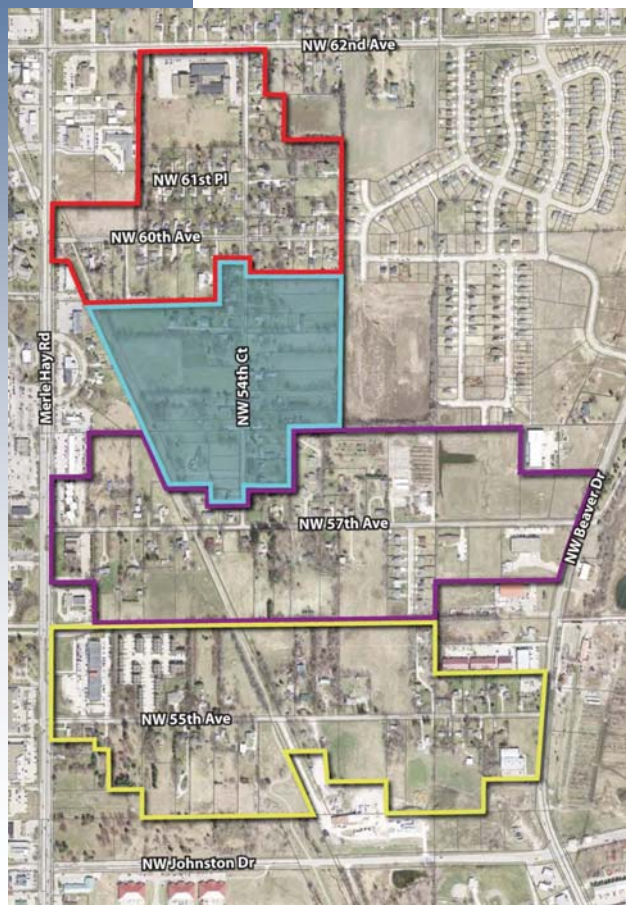
Appendix E

Visual Preference Survey Results

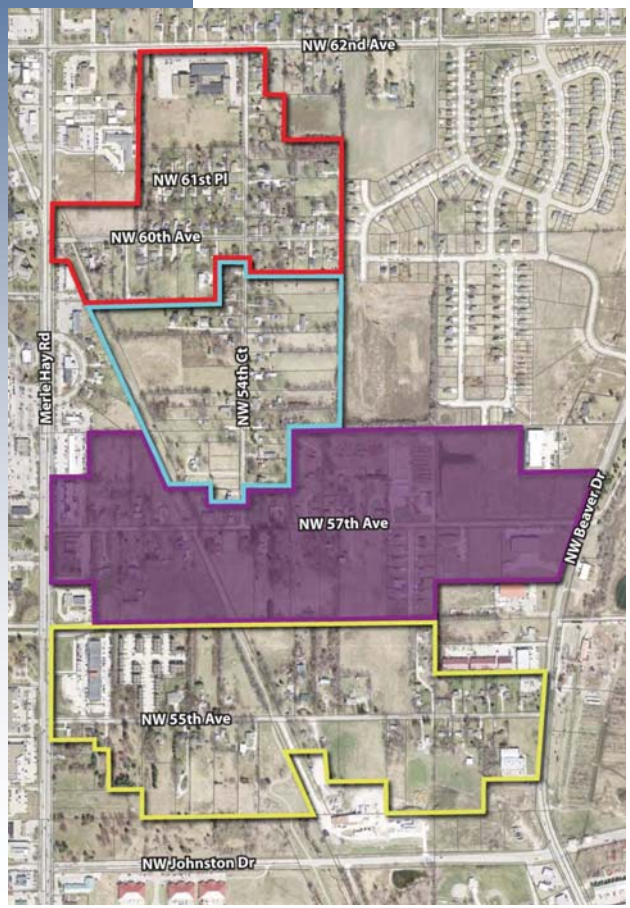
Road Types and Sidewalks



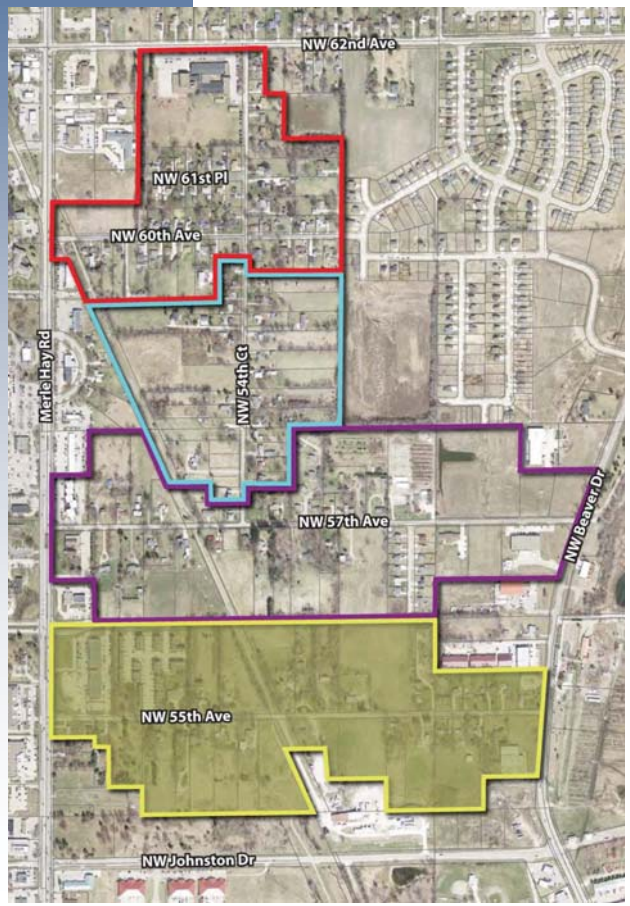
Road Types and Sidewalks



Road Types and Sidewalks



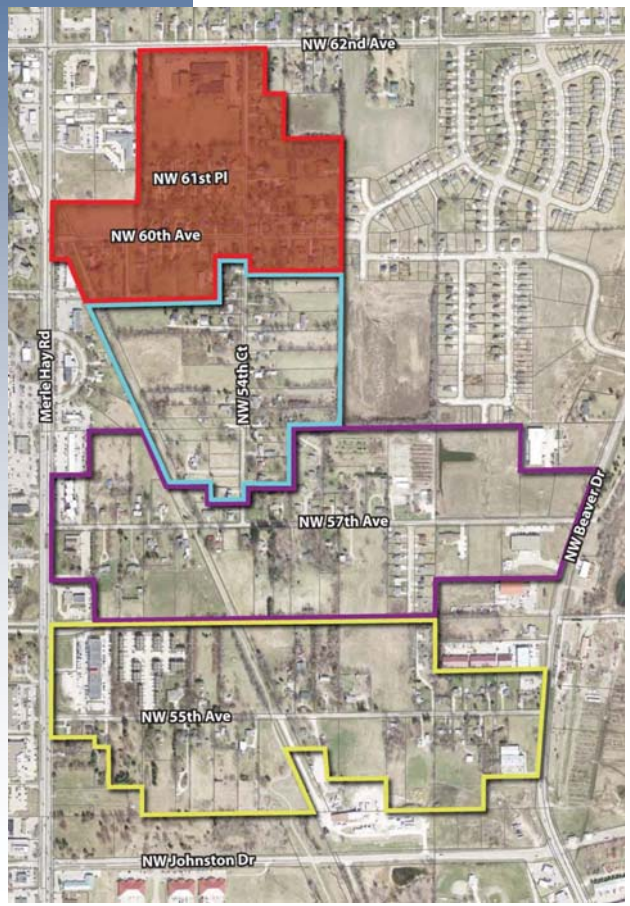
Road Types and Sidewalks

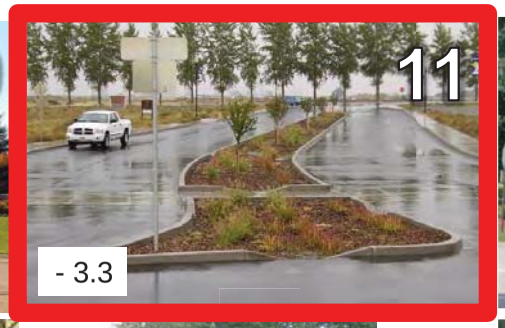


Road Types and Sidewalks

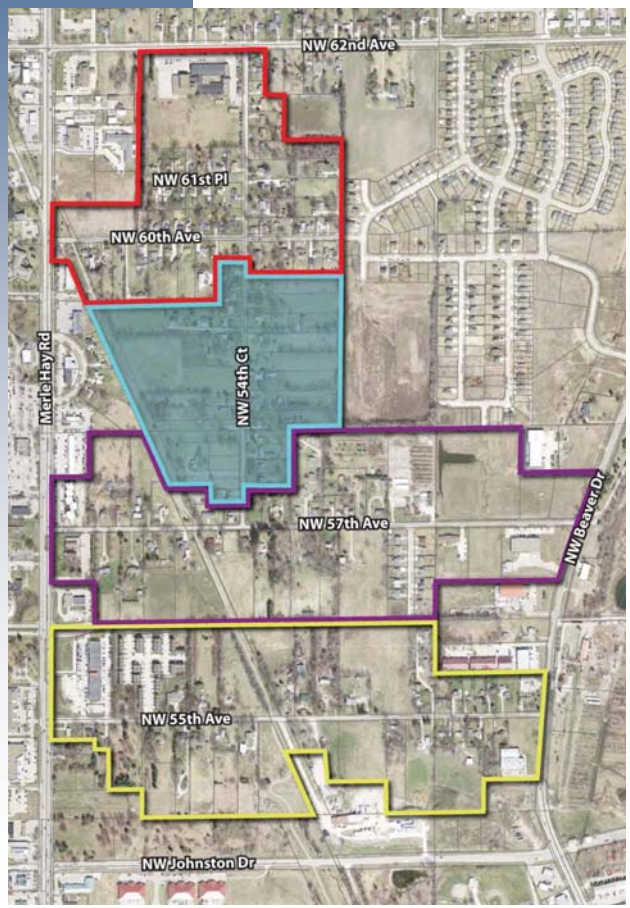
Neighborhood Averages

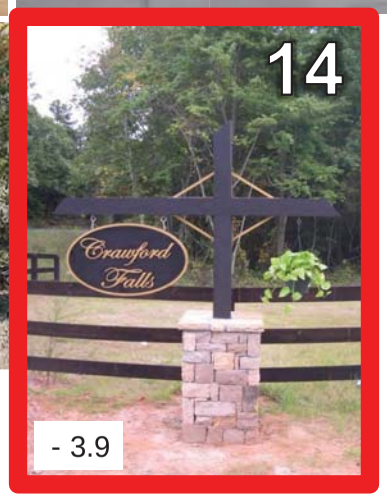
Neighborhood Gateways



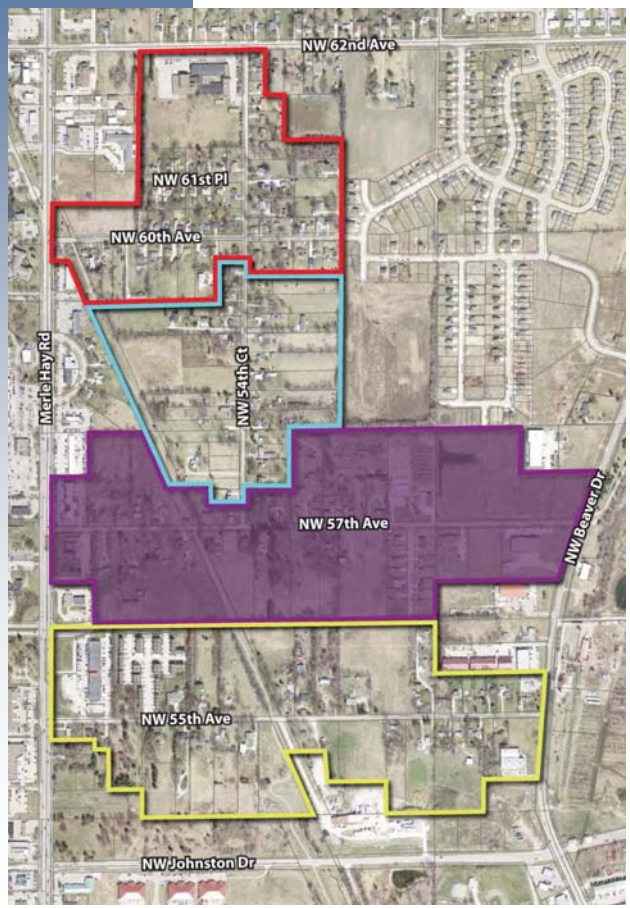


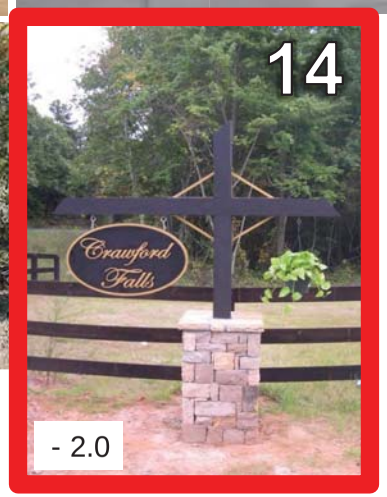
Neighborhood Gateways



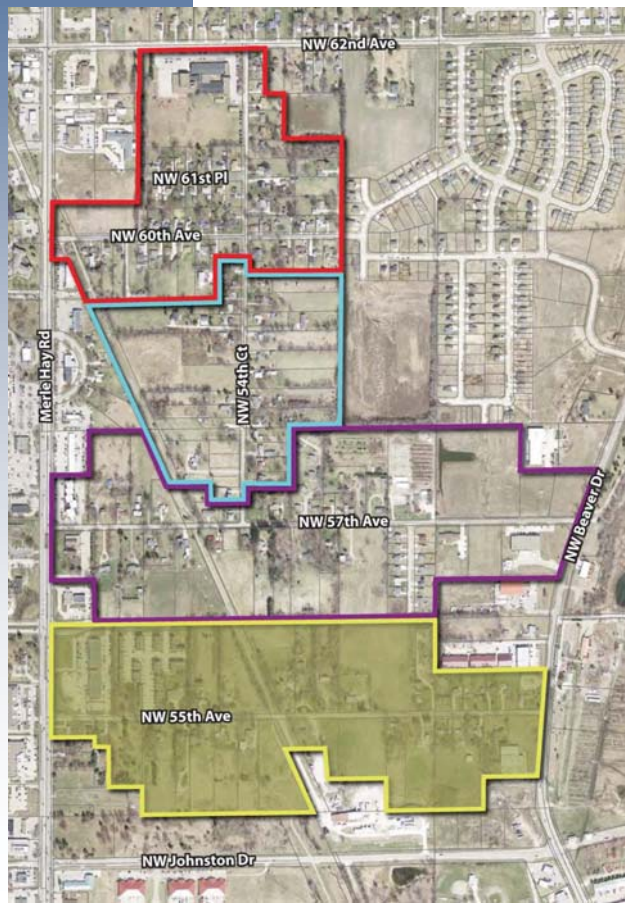


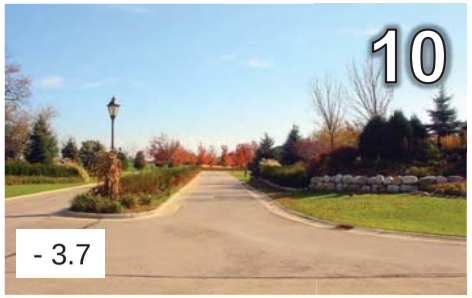
Neighborhood Gateways

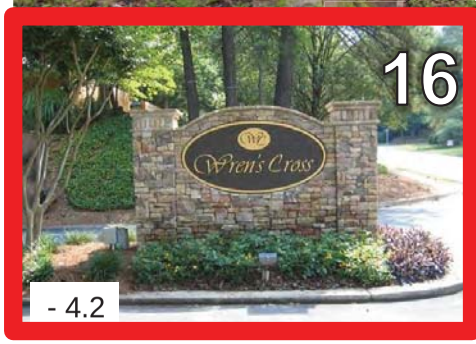




Neighborhood Gateways

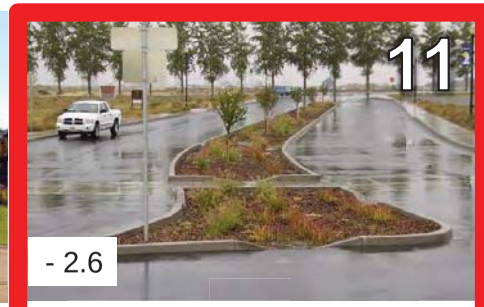


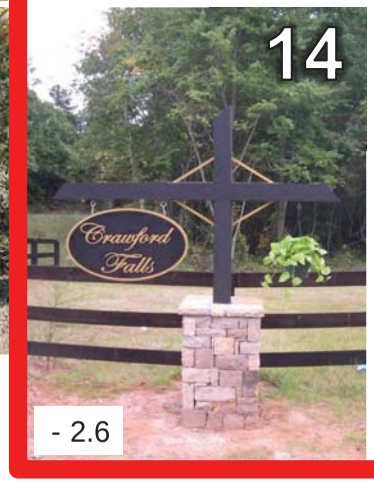




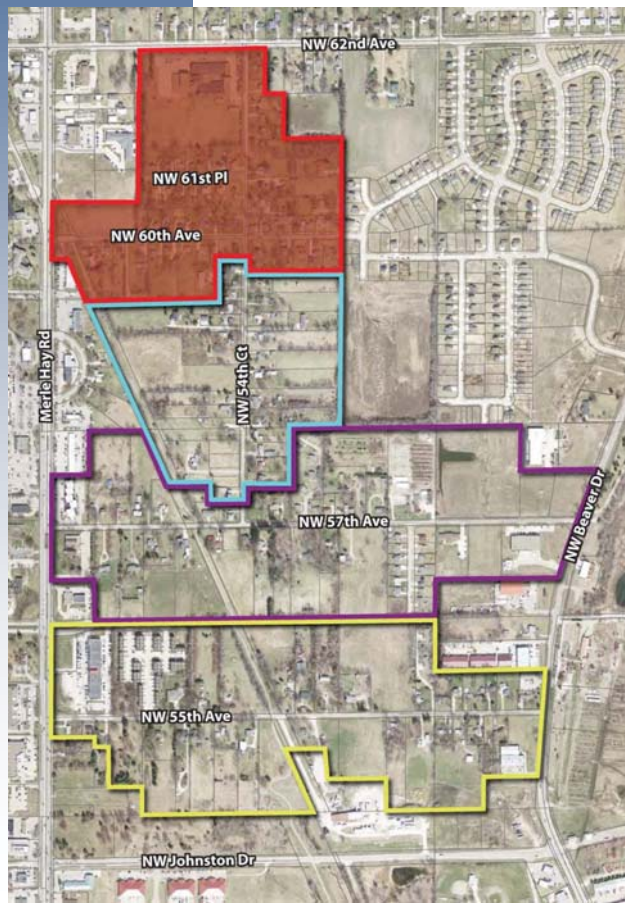
Neighborhood Gateways

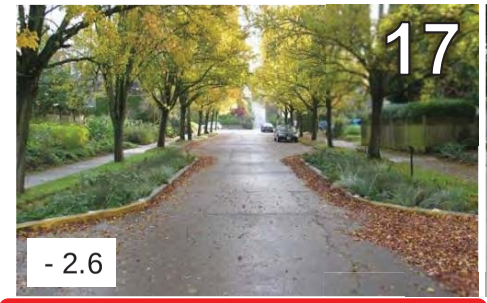
Neighborhood Averages

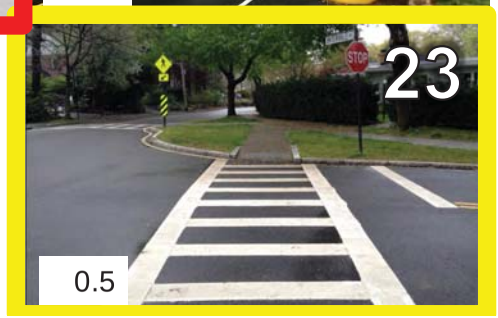




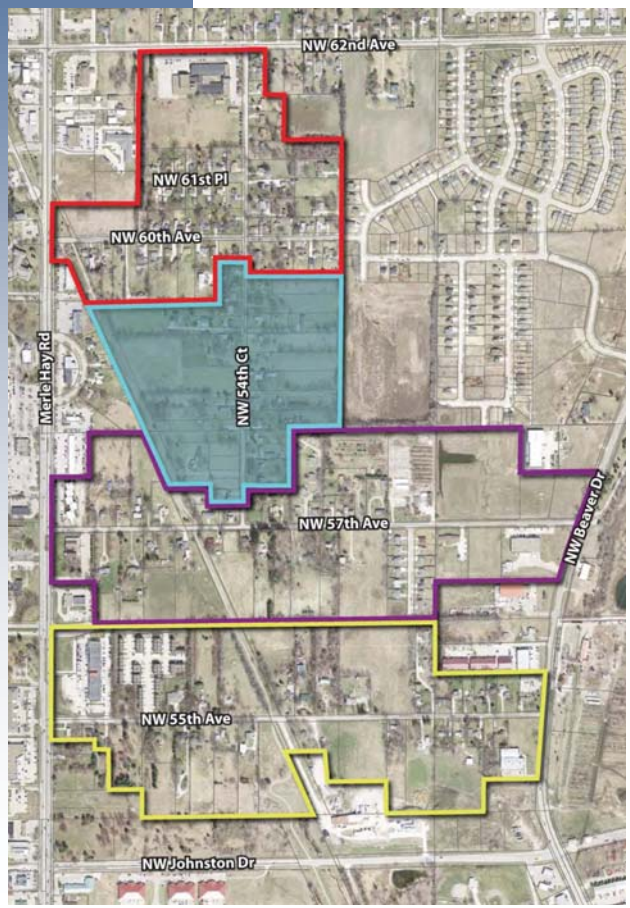
Traffic Calming Features

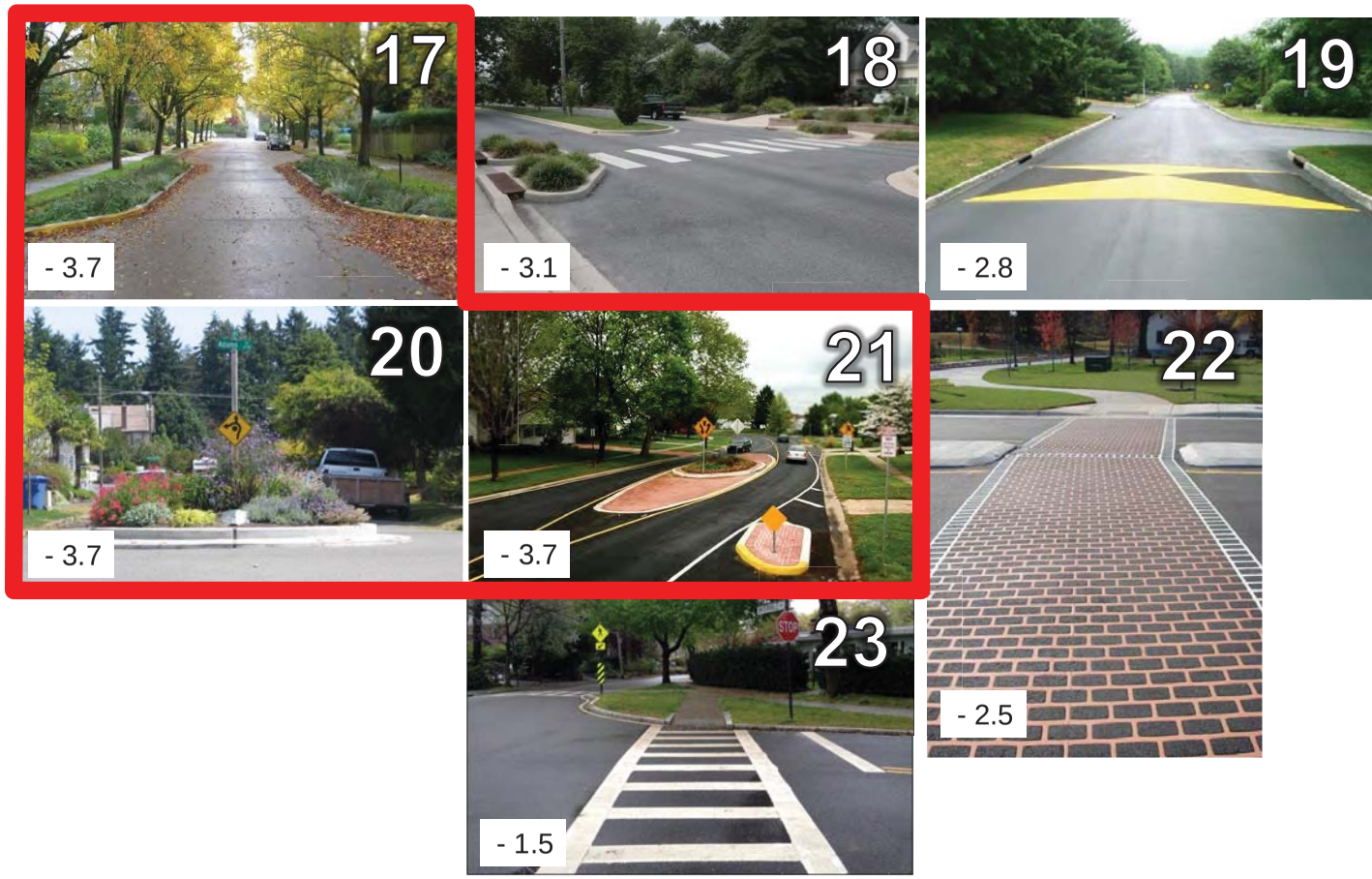




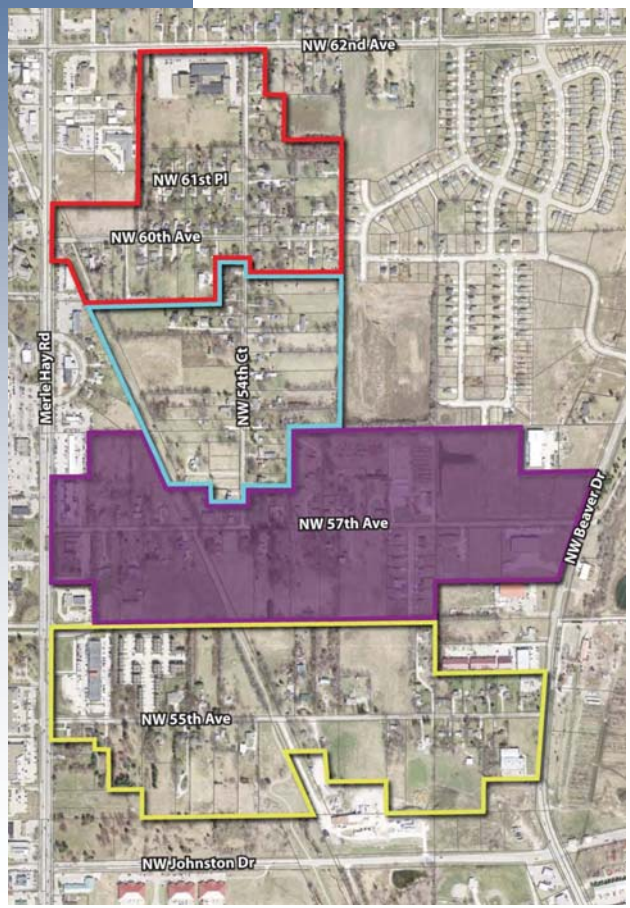


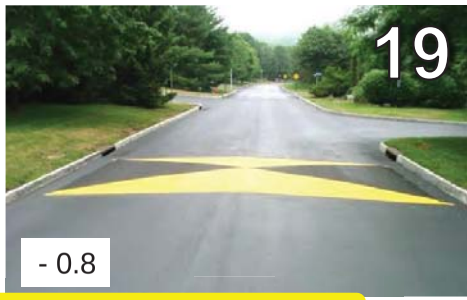
Traffic Calming Features



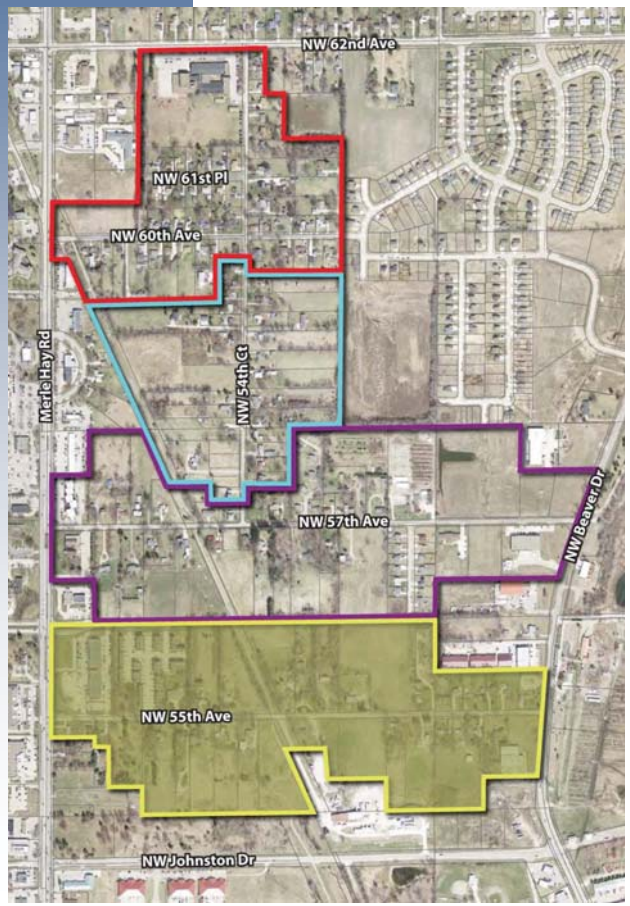


Traffic Calming Features





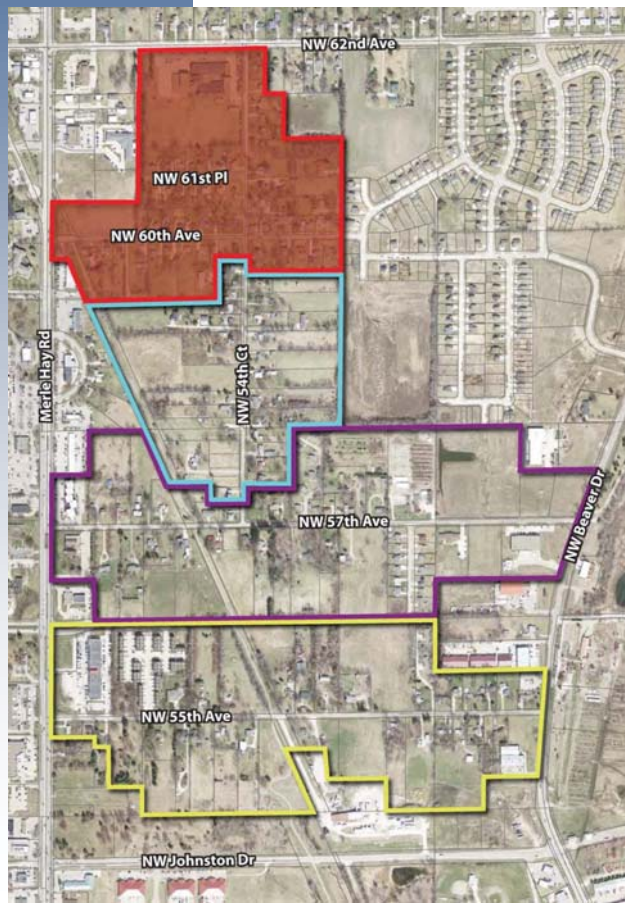
Traffic Calming Features

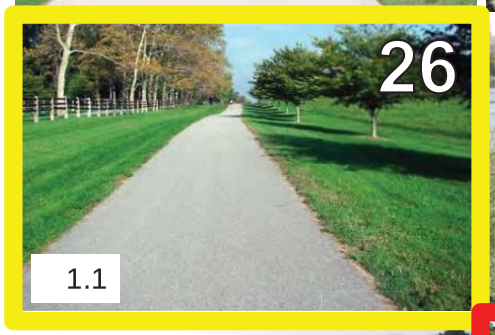


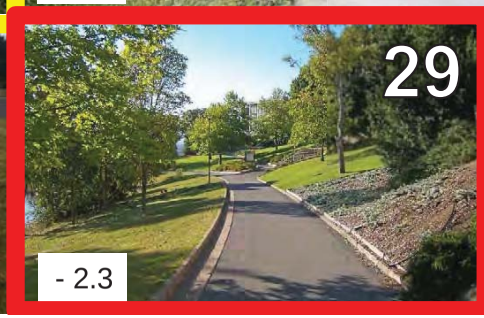
Traffic Calming Features

Neighborhood Averages

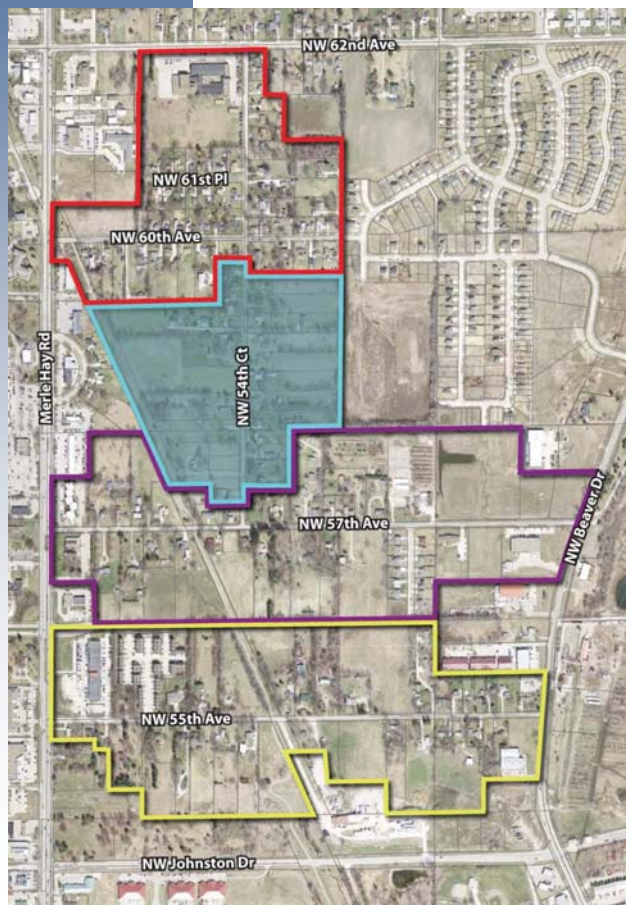
Off-Road Multi-Purpose Paths

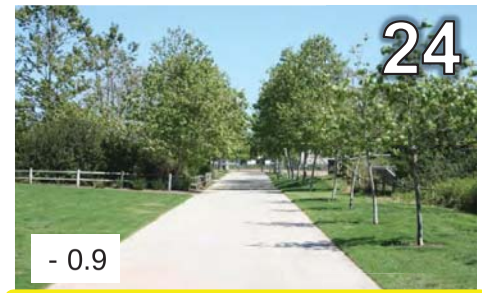


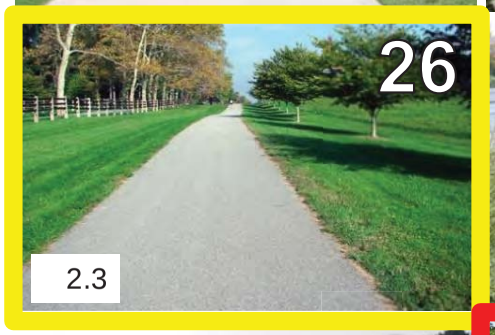


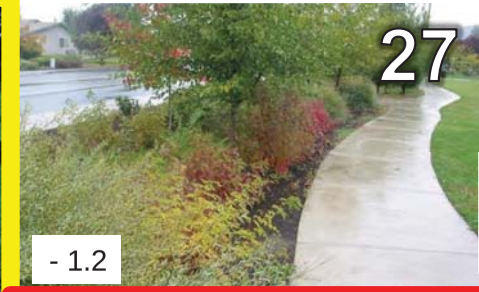


Off-Road Multi-Purpose Paths

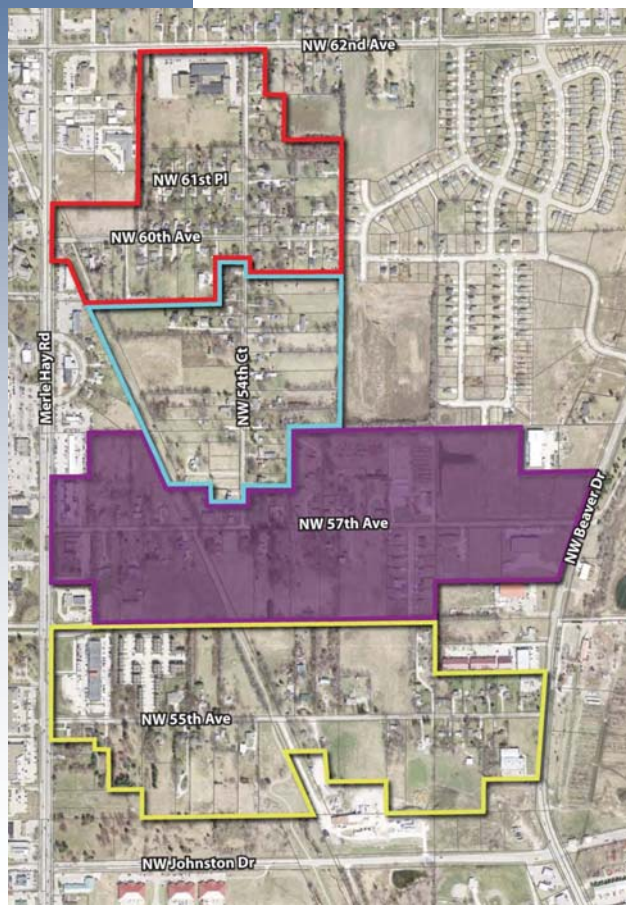


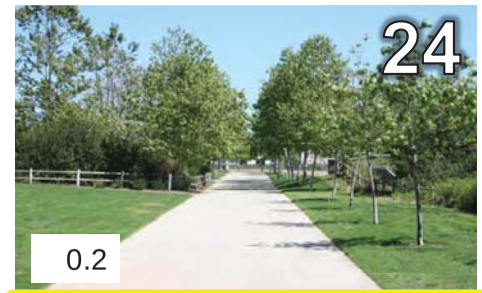


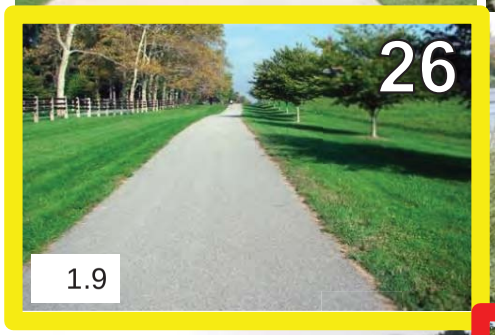




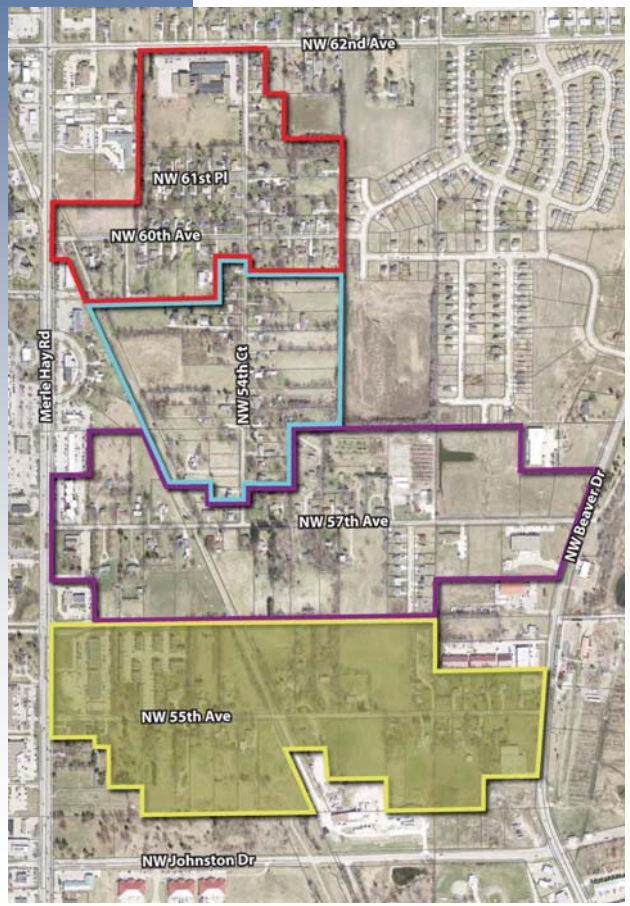
Off-Road Multi-Purpose Paths

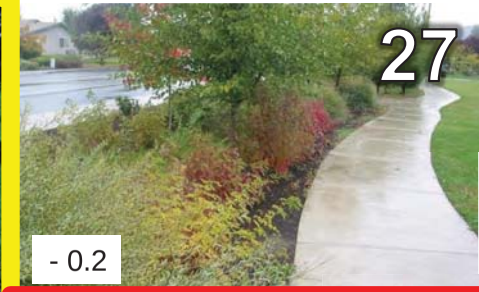


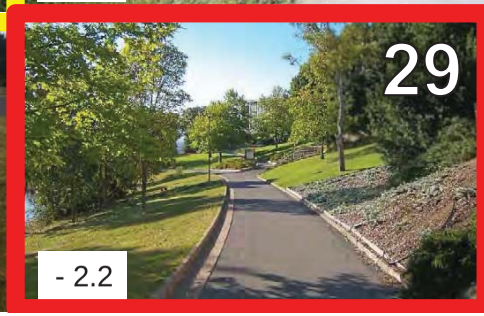




Off-Road Multi-Purpose Paths



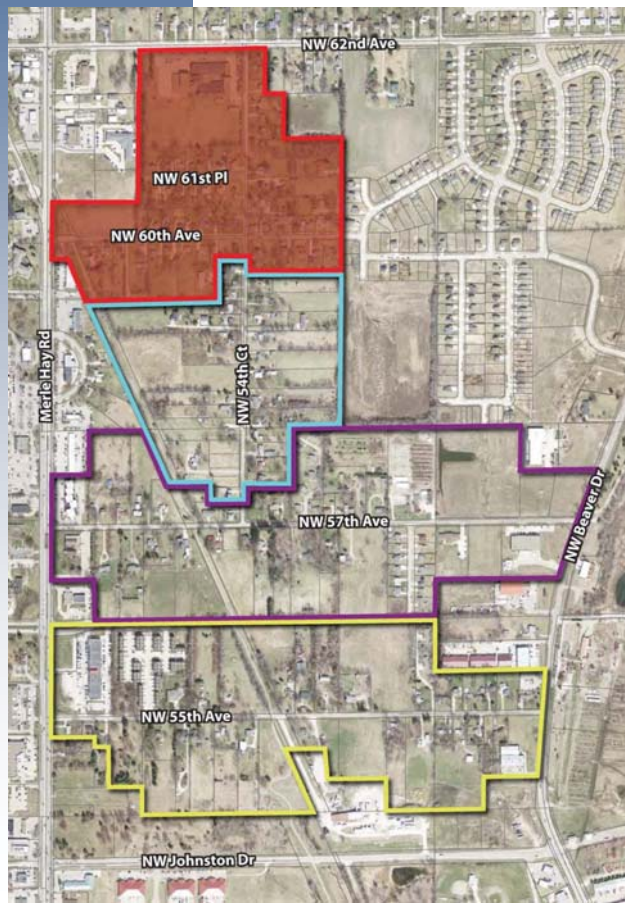




Off-Road Multi-Purpose Paths

Neighborhood Averages

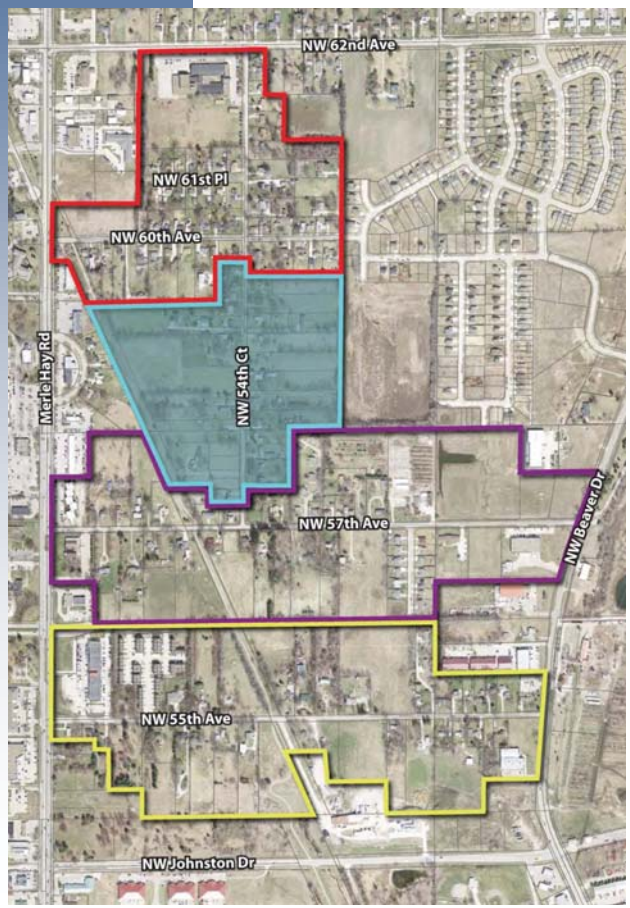
Bike Lanes


NW 62nd Ave
NW 61st Pl
NW 60th Ave
Merle Hay Rd
NW 54th Ct
NW 57th Ave
NW Beaver Dr
NW 55th Ave
NW Johnston Dr

30
- 1.9

31
- 0.5

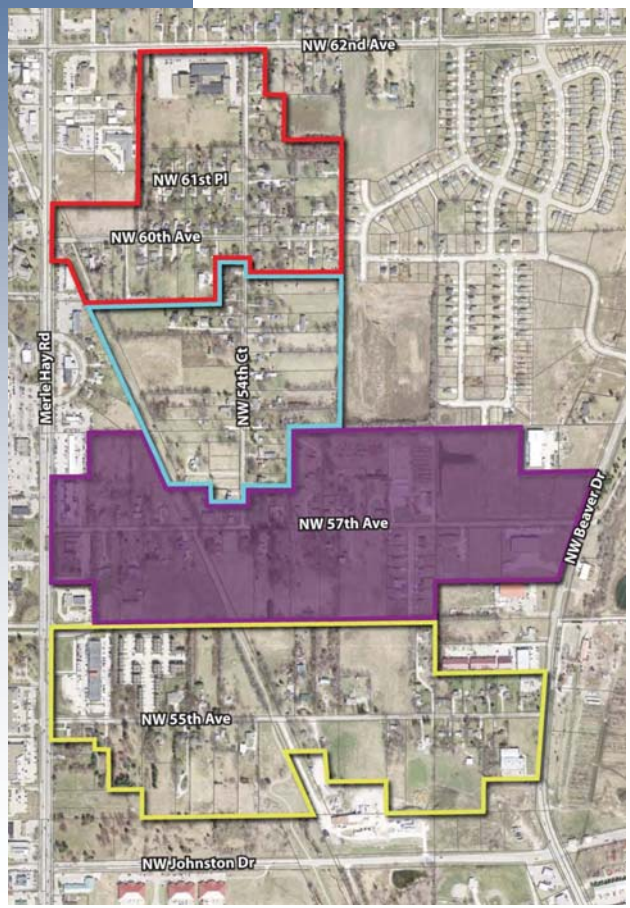
Bike Lanes


NW 62nd Ave
NW 61st Pl
NW 60th Ave
Merle Hay Rd
NW 54th Ct
NW 57th Ave
NW Beaver Dr
NW 55th Ave
NW Johnston Dr

30
- 3.6

31
- 2.9

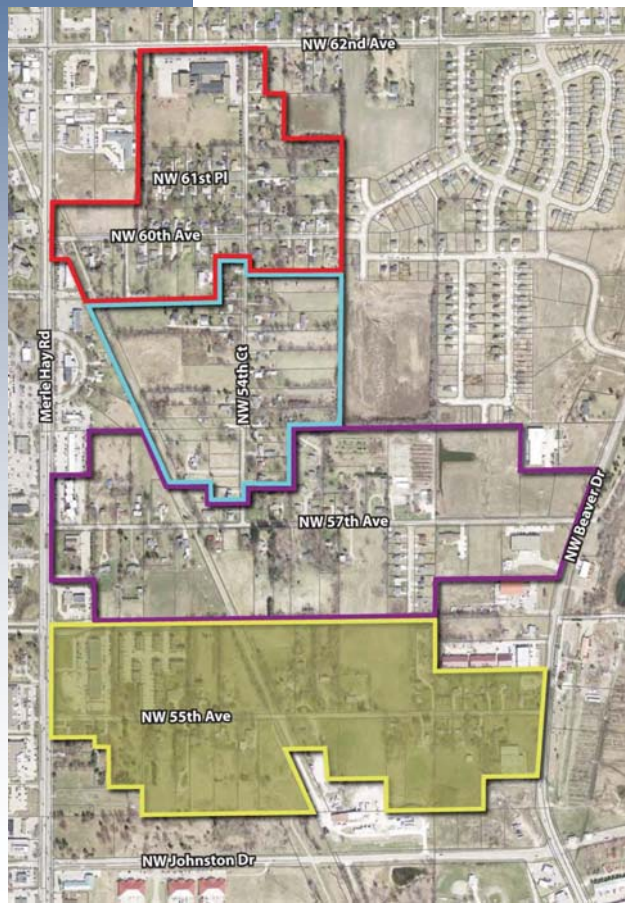
Bike Lanes


NW 62nd Ave
NW 61st Pl
NW 60th Ave
Merle Hay Rd
NW 54th Ct
NW 57th Ave
NW Beaver Dr
NW 55th Ave
NW Johnston Dr

30
- 3.2

31
- 0.8

Bike Lanes


NW 62nd Ave
NW 61st Pl
NW 60th Ave
Merle Hay Rd
NW 54th Ct
NW 57th Ave
NW Beaver Dr
NW 55th Ave
NW Johnston Dr

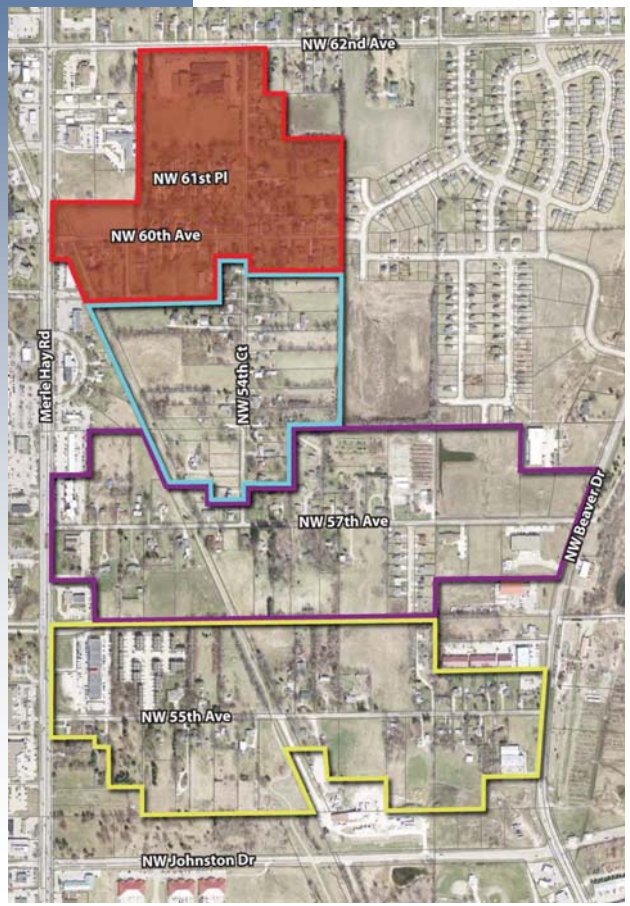
30
- 3.8

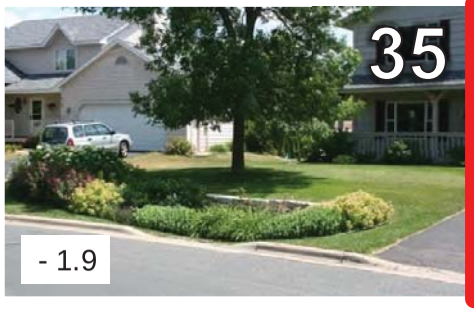
31
- 0.1

Bike Lanes

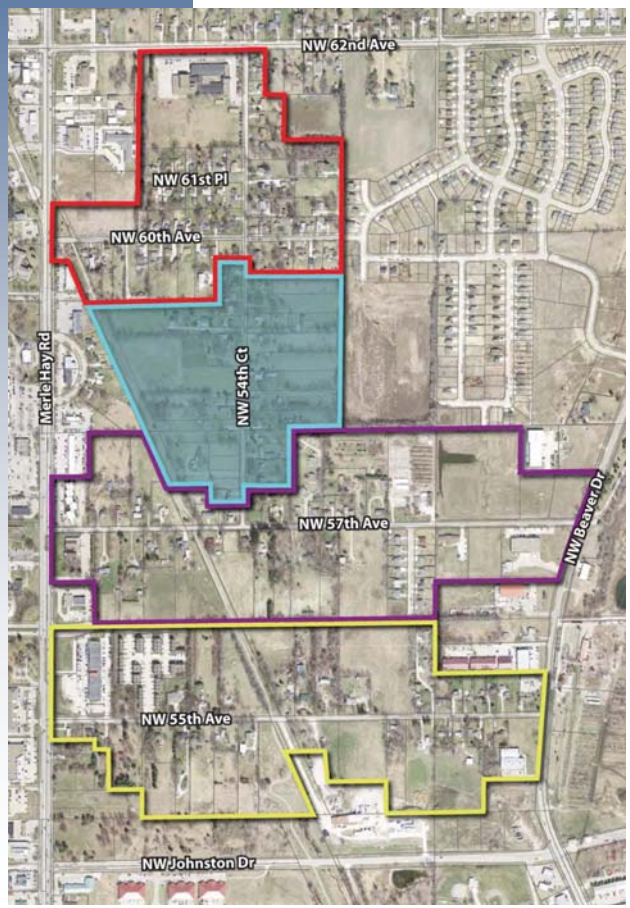
Neighborhood Averages

Stormwater Management

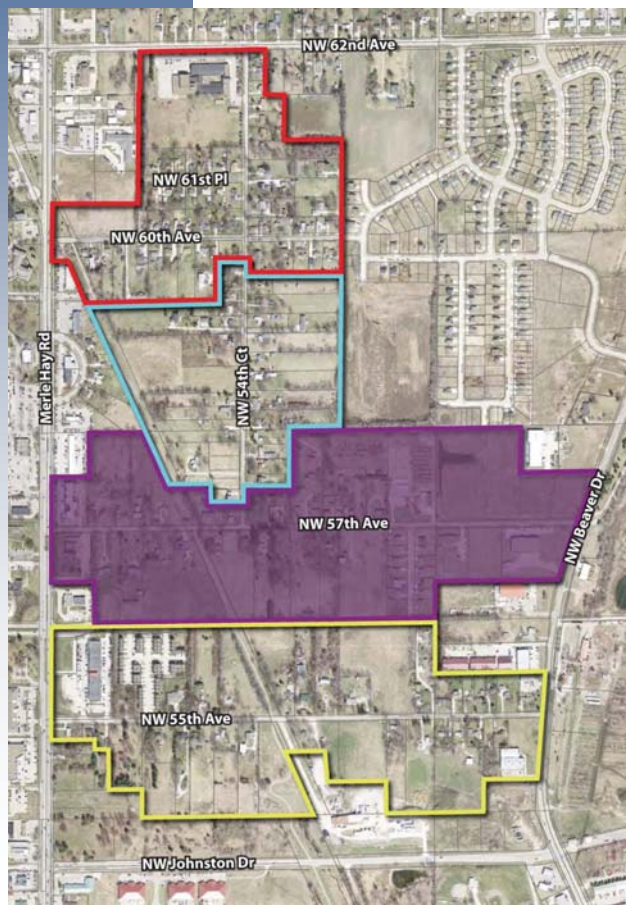




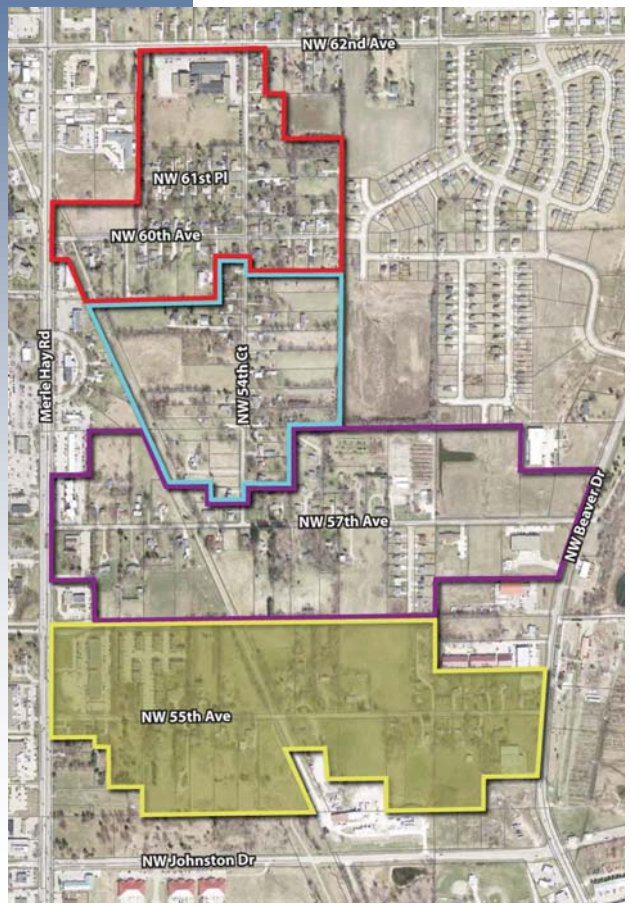
Stormwater Management

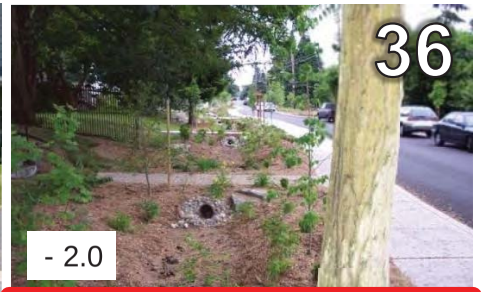


Stormwater Management



Stormwater Management

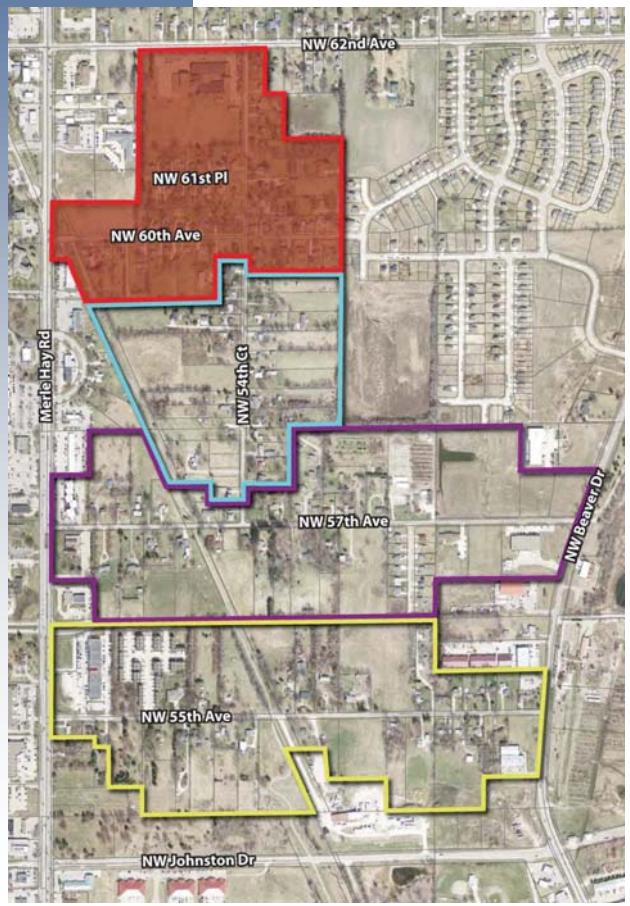




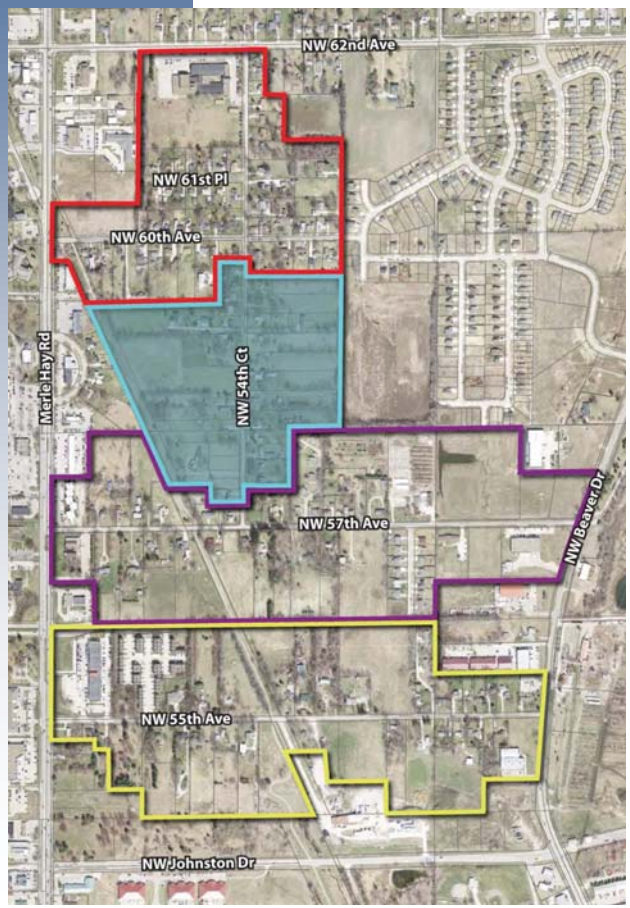
Stormwater Management

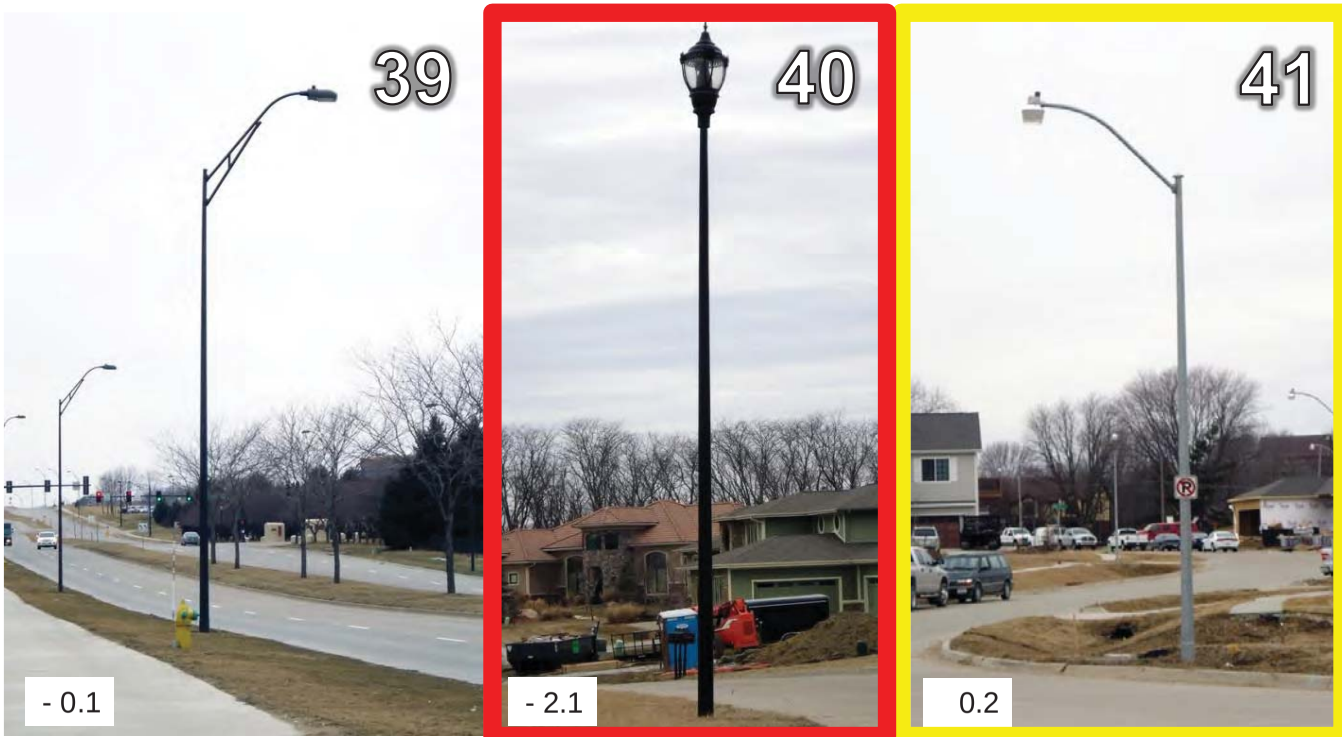
Neighborhood Averages

Street Lighting

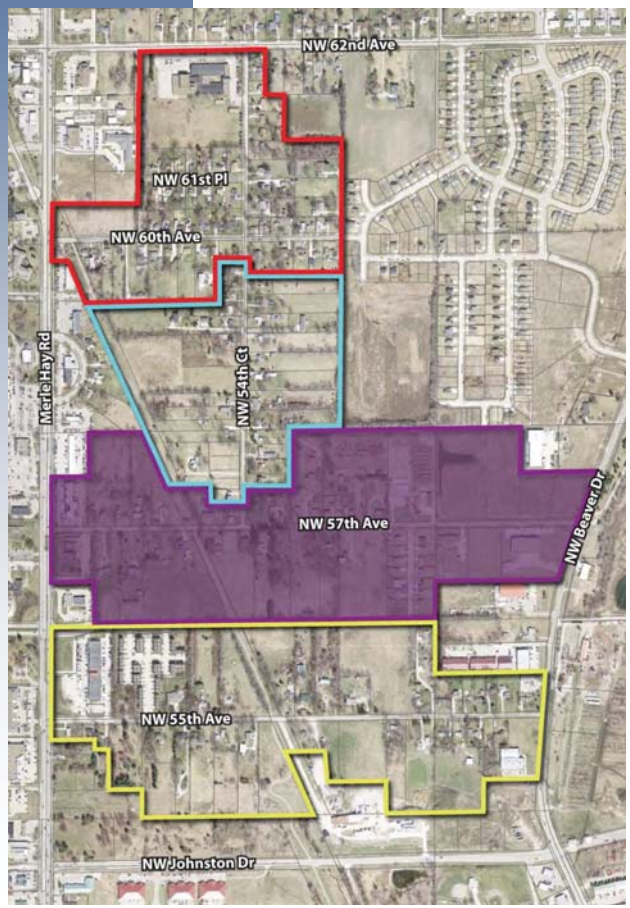


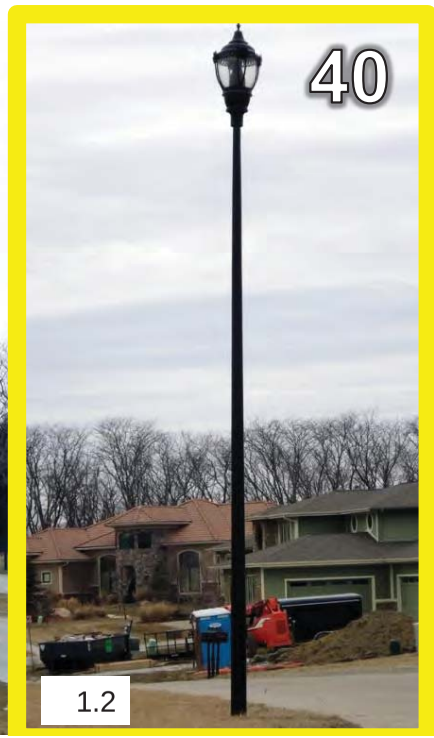
Street Lighting



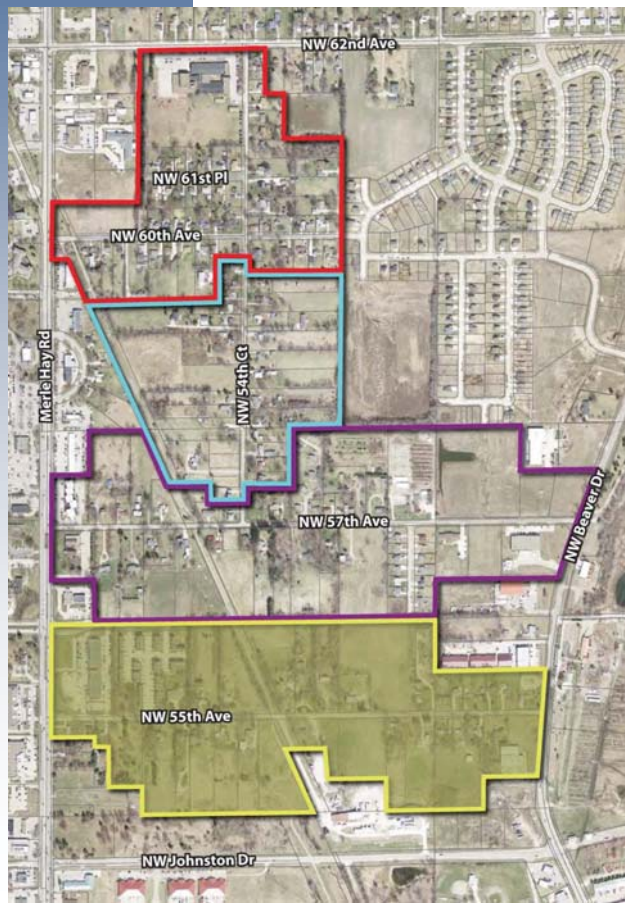


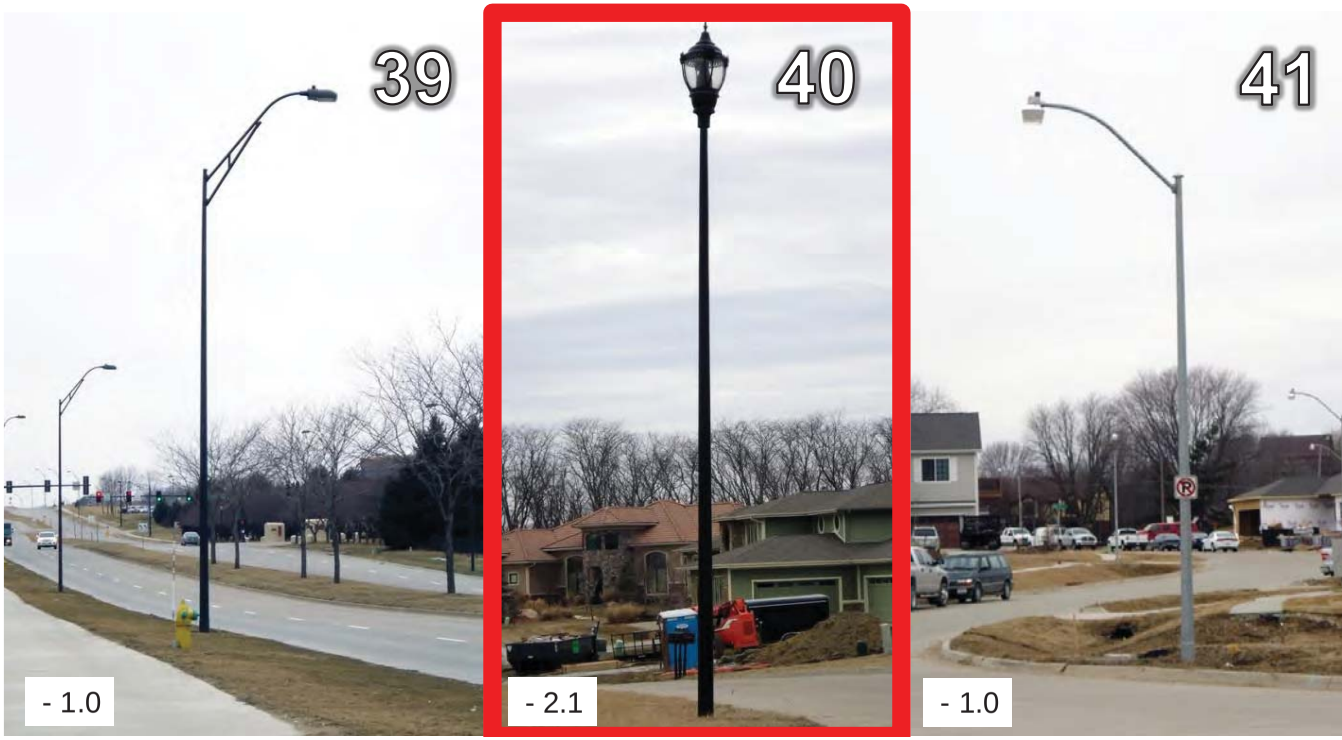
Street Lighting





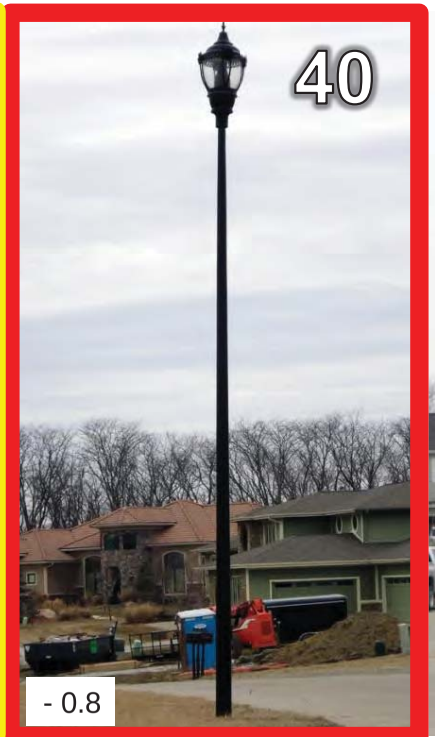
Street Lighting





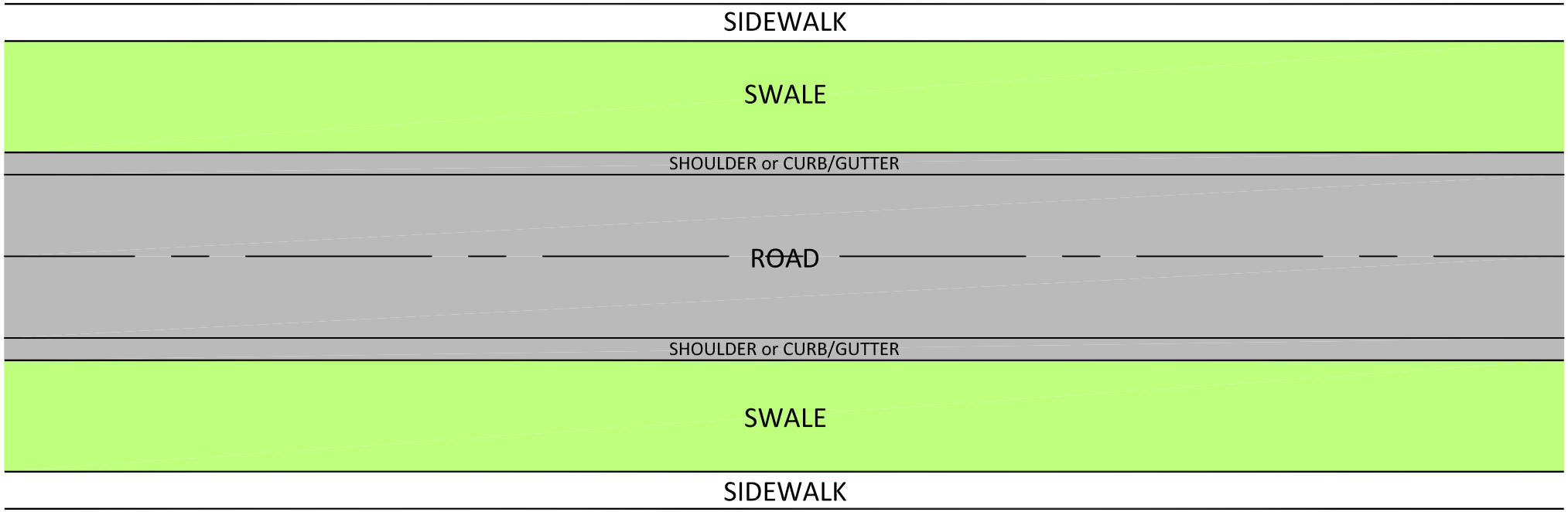
Street Lighting

Neighborhood Averages

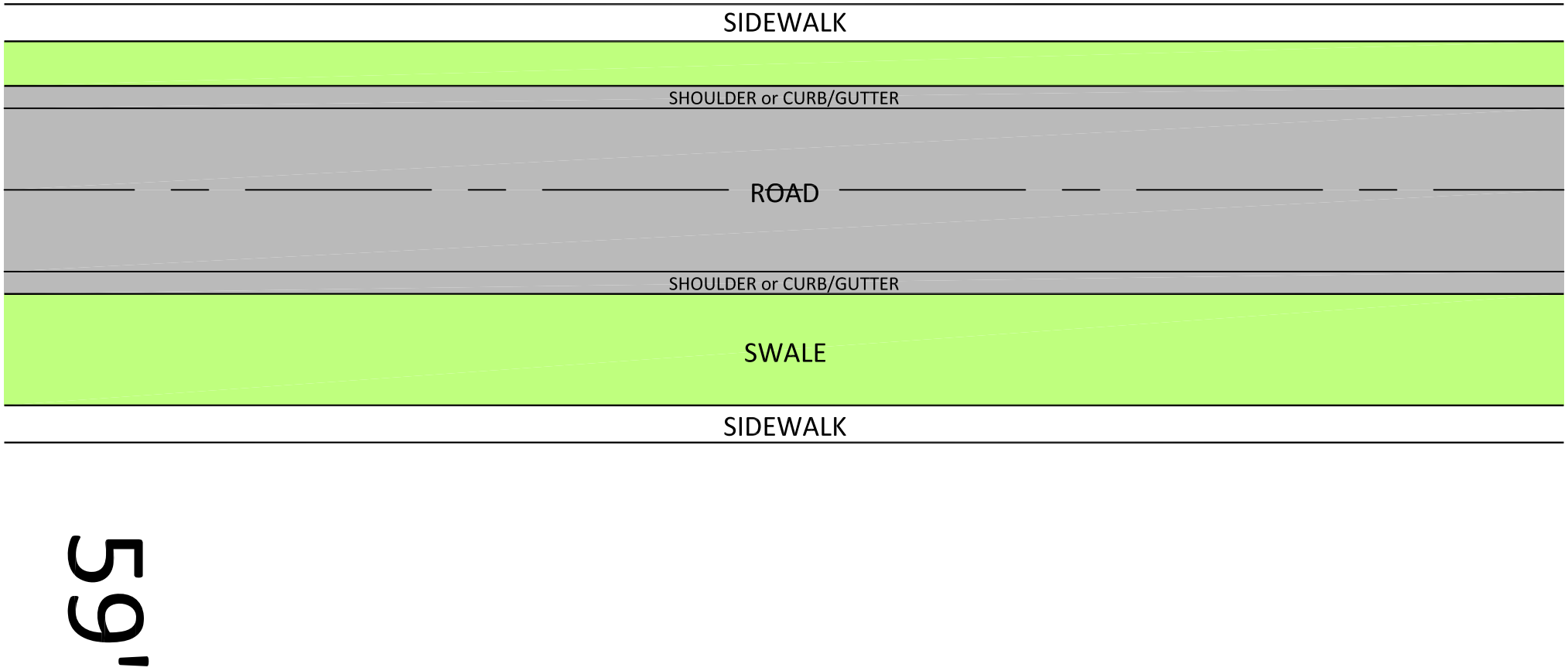


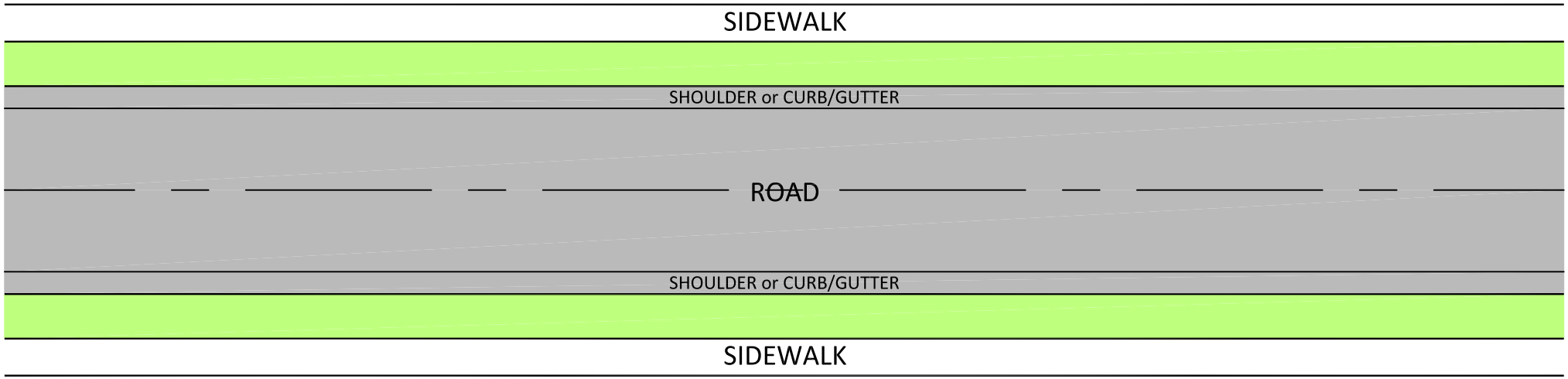
Appendix F

Infrastructure Plan Overlays – Preliminary Conceptual Options

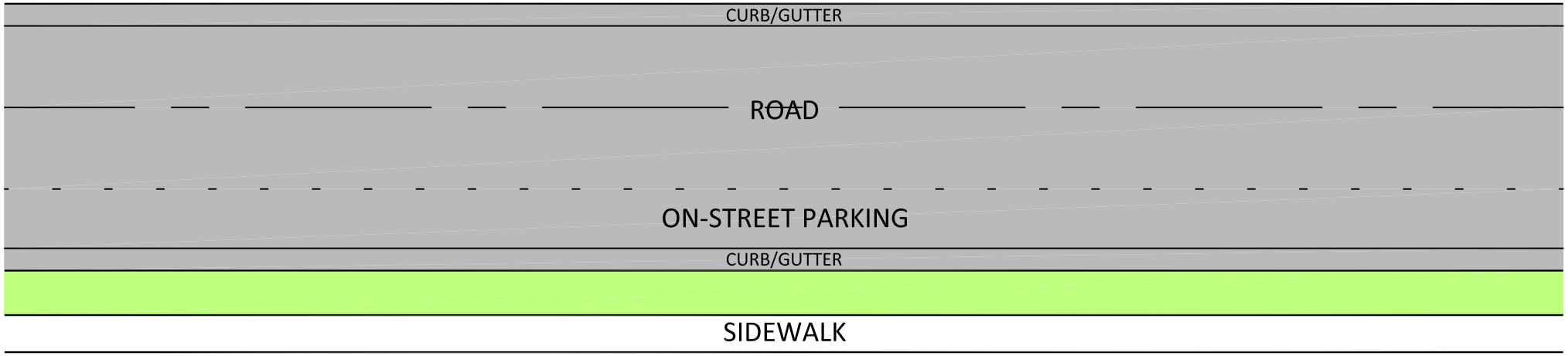

SIDEWALK
SWALE
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SWALE
SIDEWALK

68'

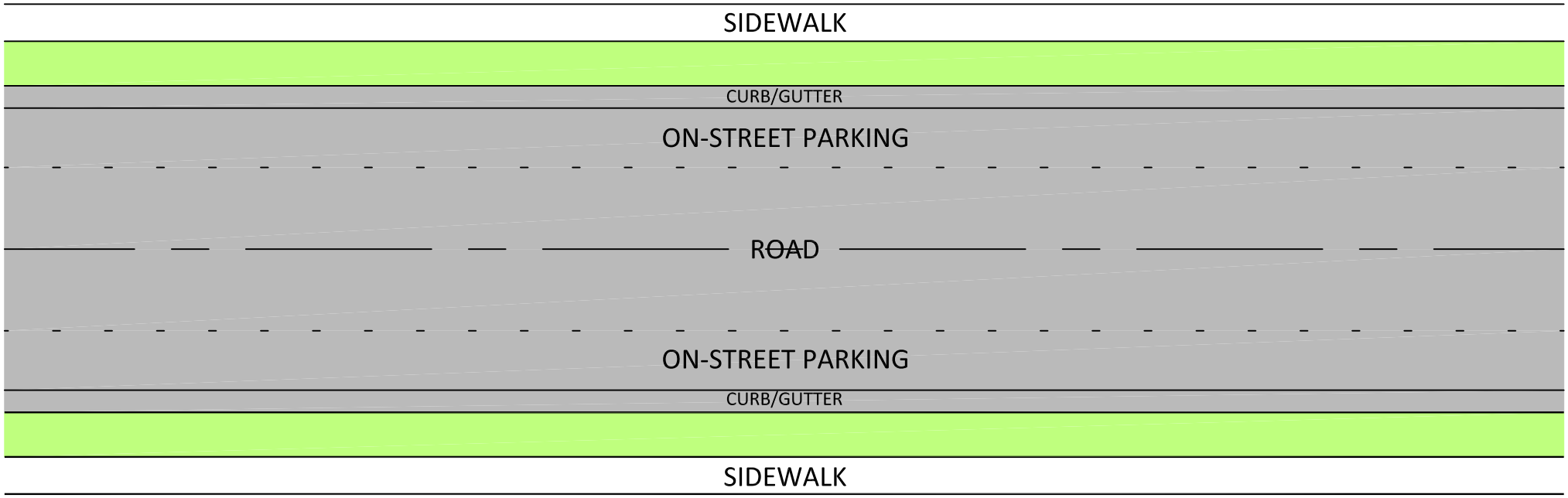

SIDEWALK
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SWALE
SIDEWALK
59'


SIDEWALK
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SIDEWALK

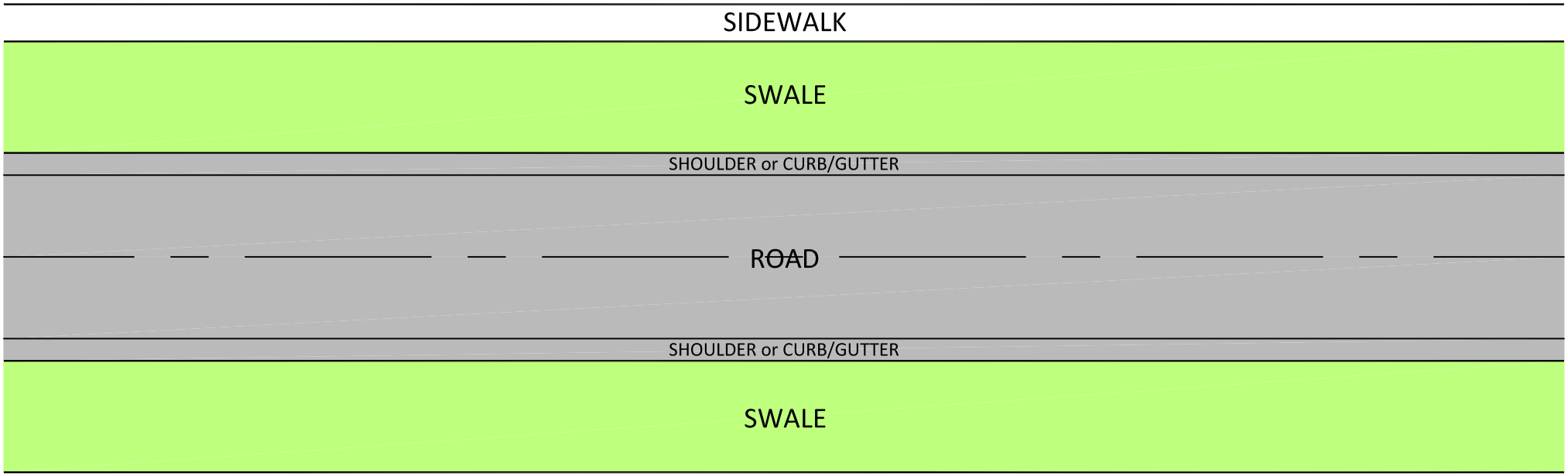
50'



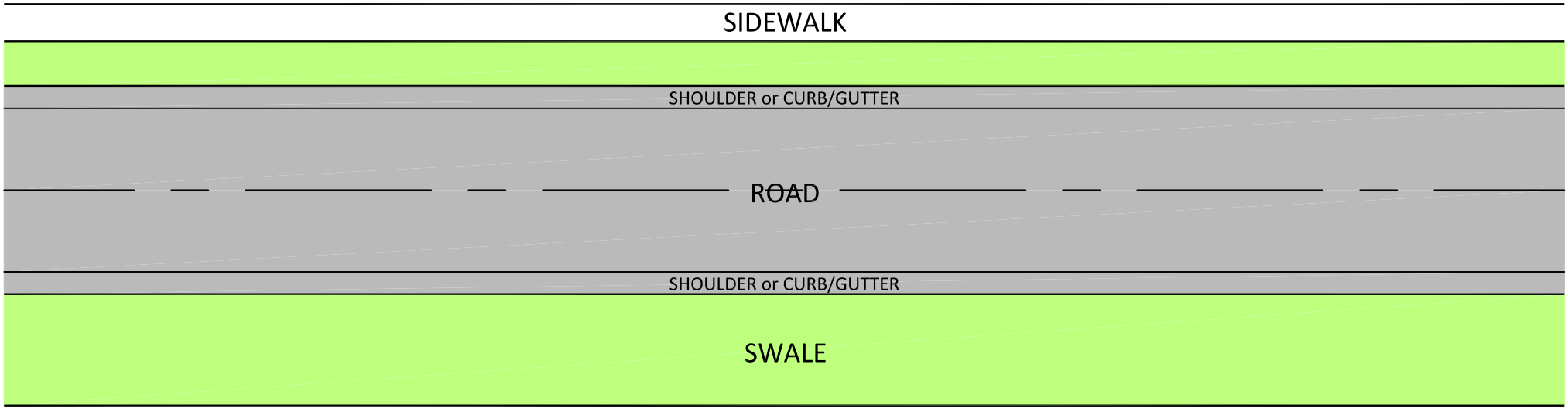
47'


SIDEWALK
CURB/GUTTER
ON-STREET PARKING
ROAD
ON-STREET PARKING
CURB/GUTTER
SIDEWALK

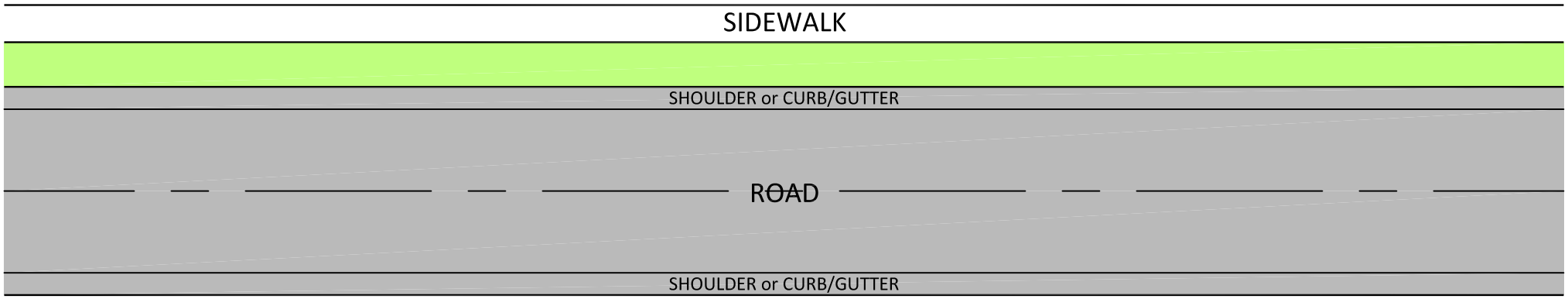
66'


SIDEWALK
SWALE
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SWALE

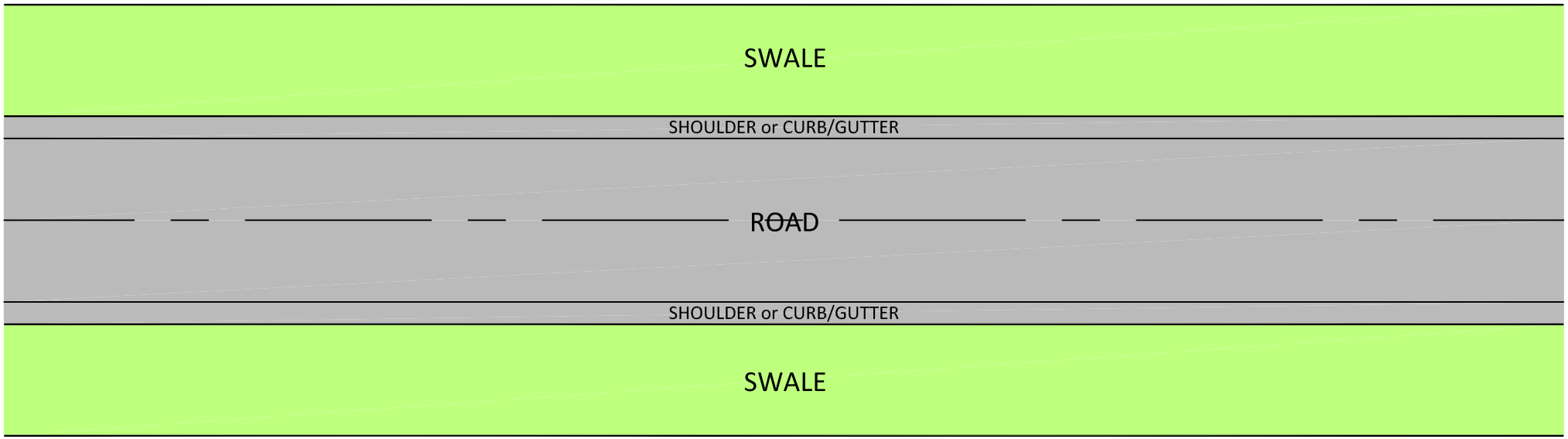
63-


SIDEWALK
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SWALE

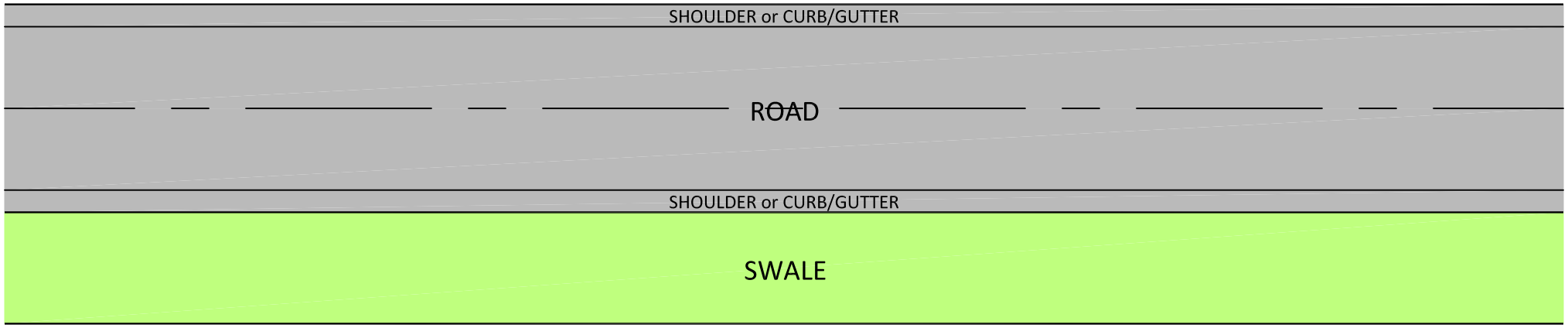
54'


SIDEWALK
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER

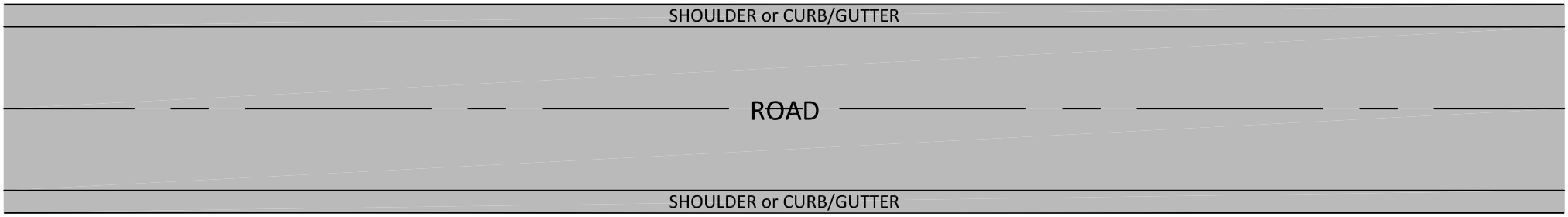
36'


SWALE
SHOULDER or CURB/GUTTER
ROAD
SHOULDER or CURB/GUTTER
SWALE

58



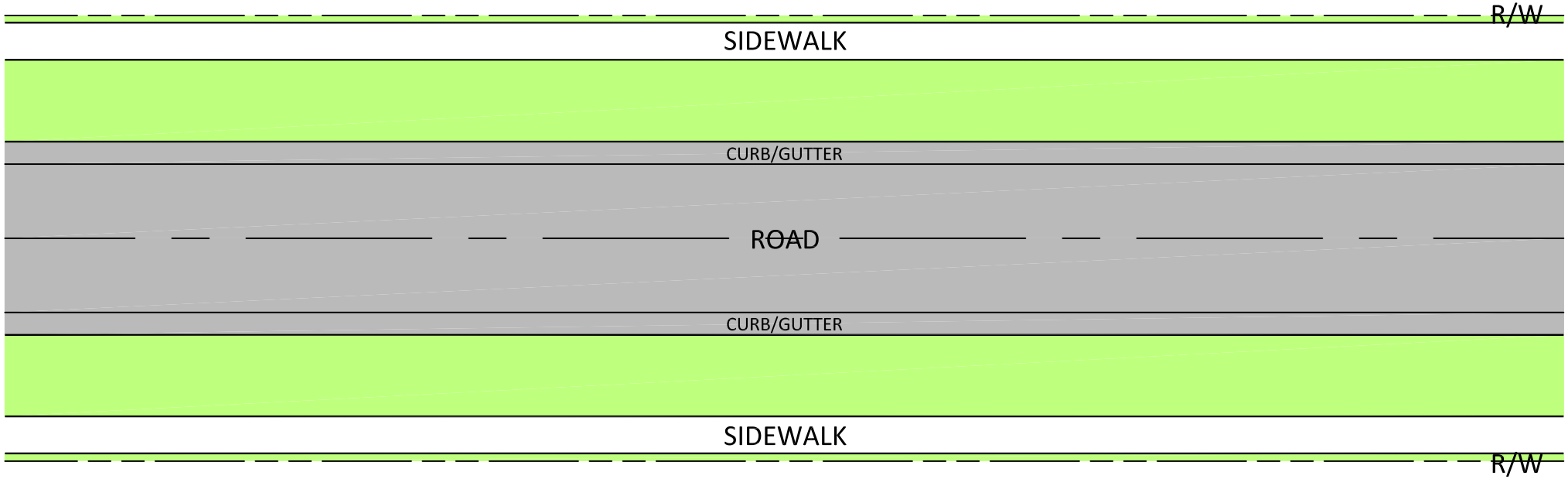
43,



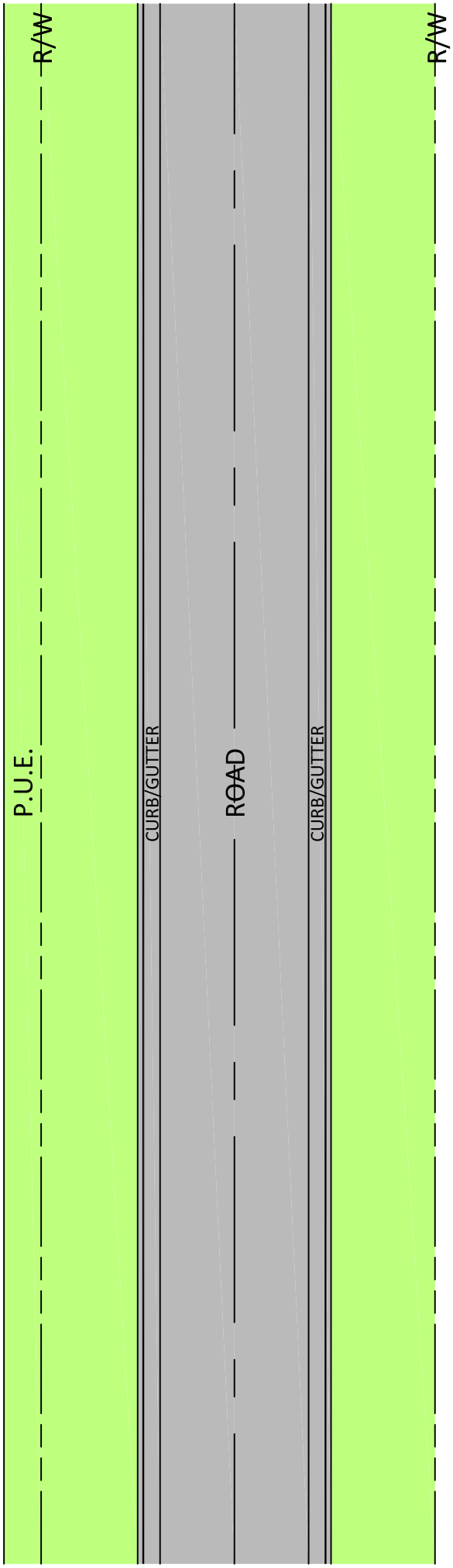
28'

Appendix G

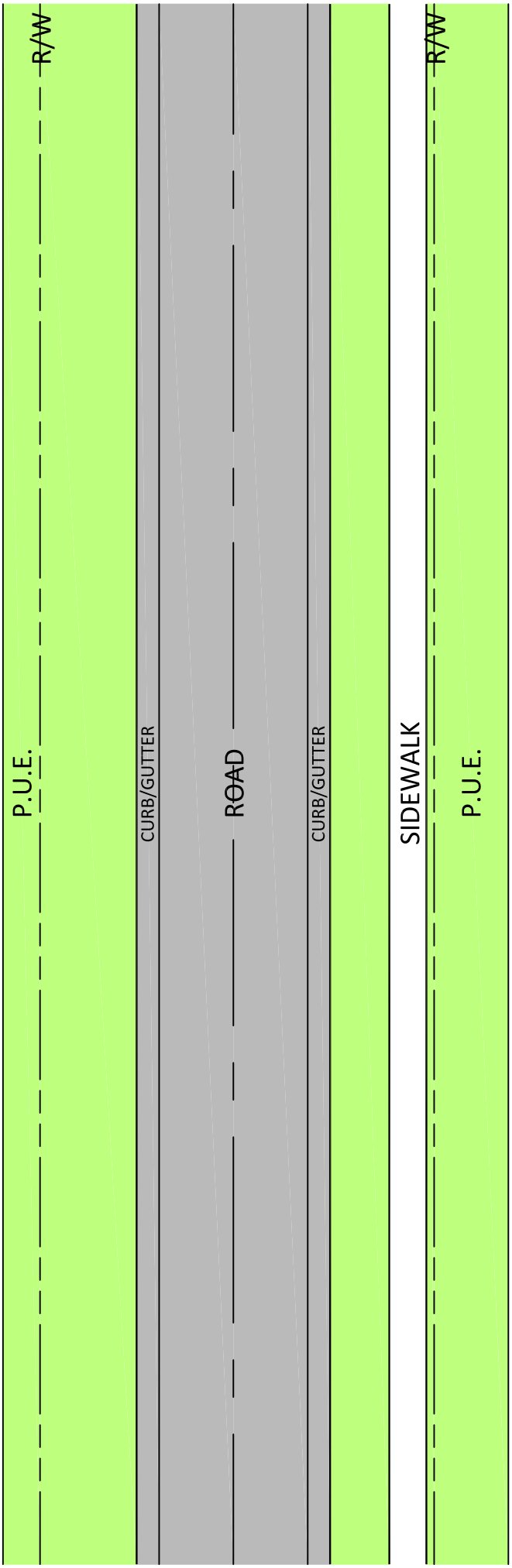
Infrastructure Plan Overlays and Sections – Refined Conceptual Options



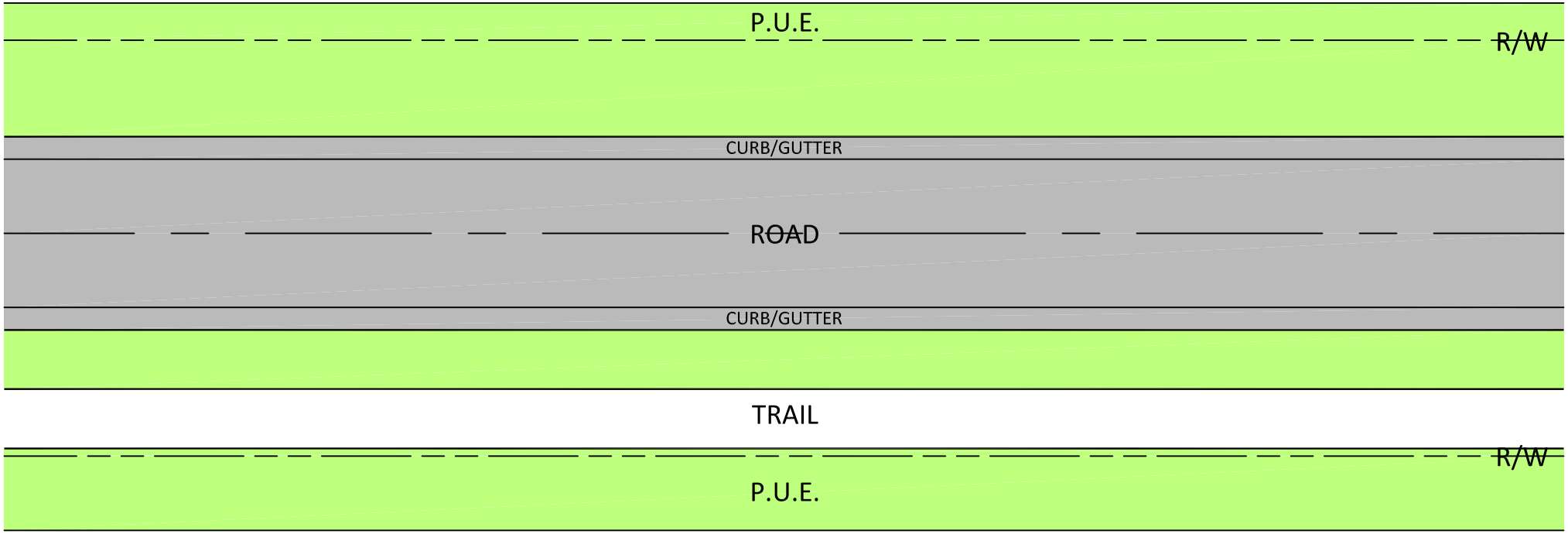
CITY STANDARD
(60' R/W)



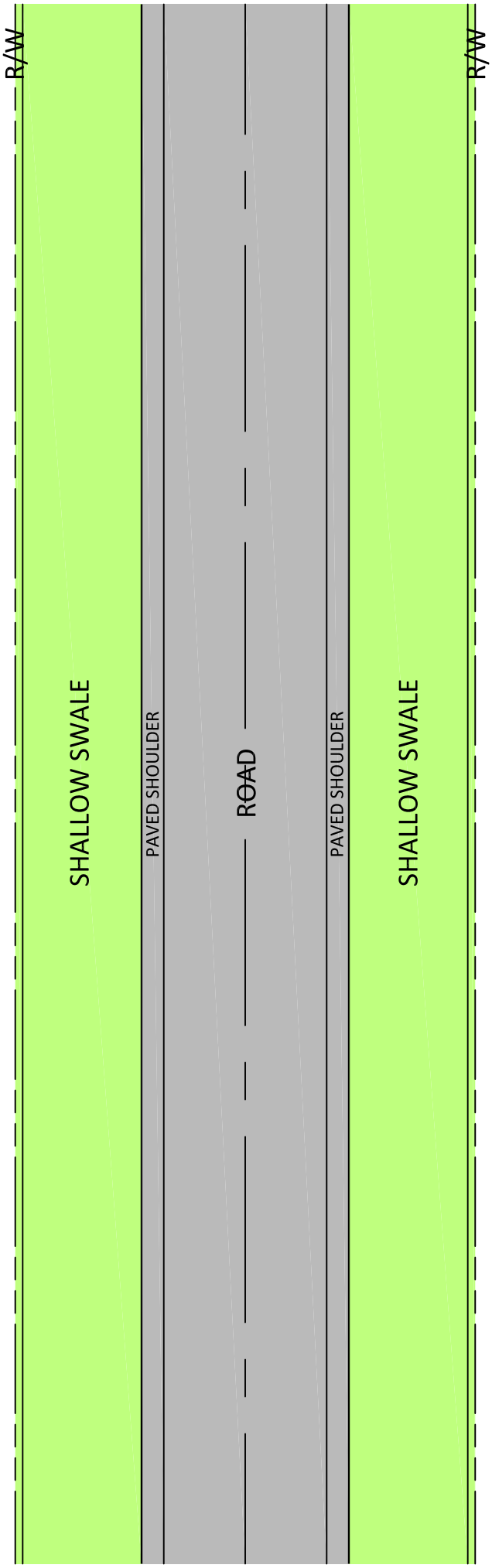
URBAN
NO SIDEWALK
(53' R/W)



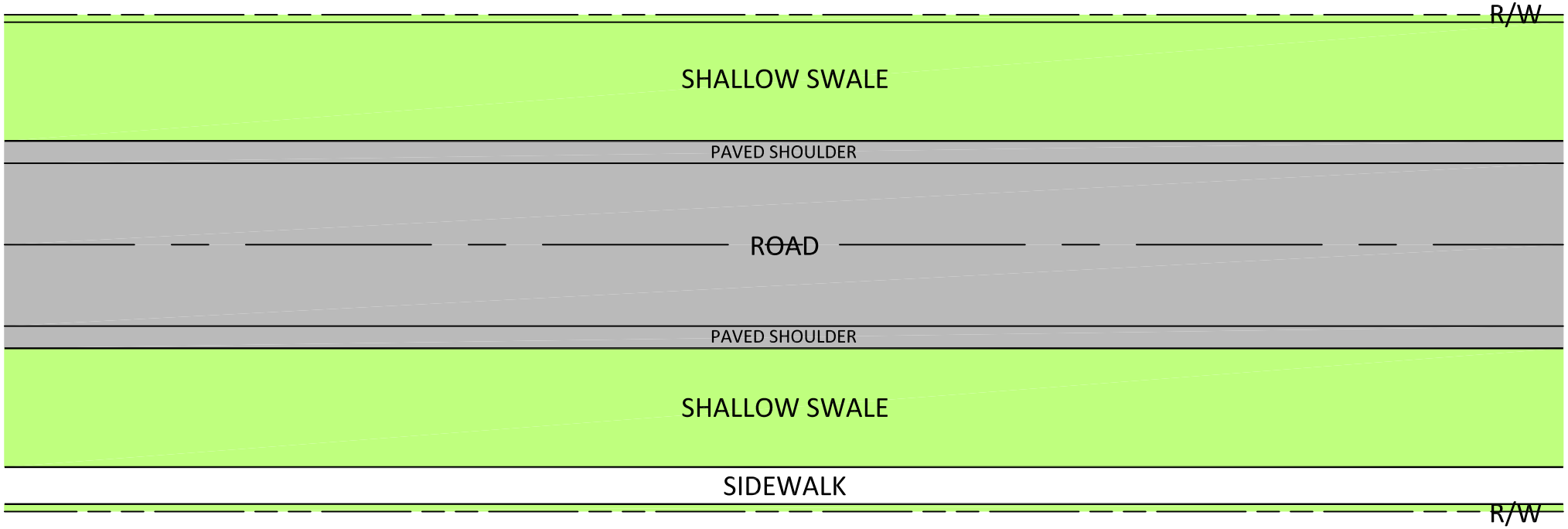
URBAN
SIDEWALK ONE SIDE
(53' R/W)



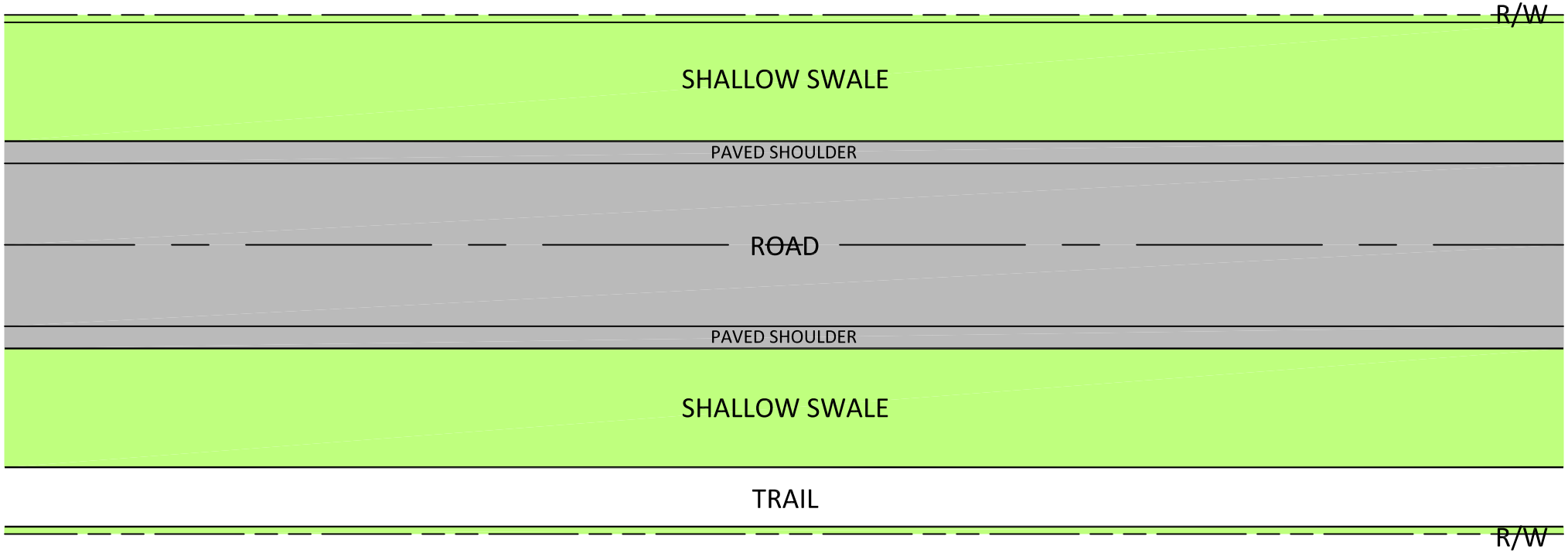
URBAN
OFF-STREET TRAIL ONE SIDE
(56' R/W)



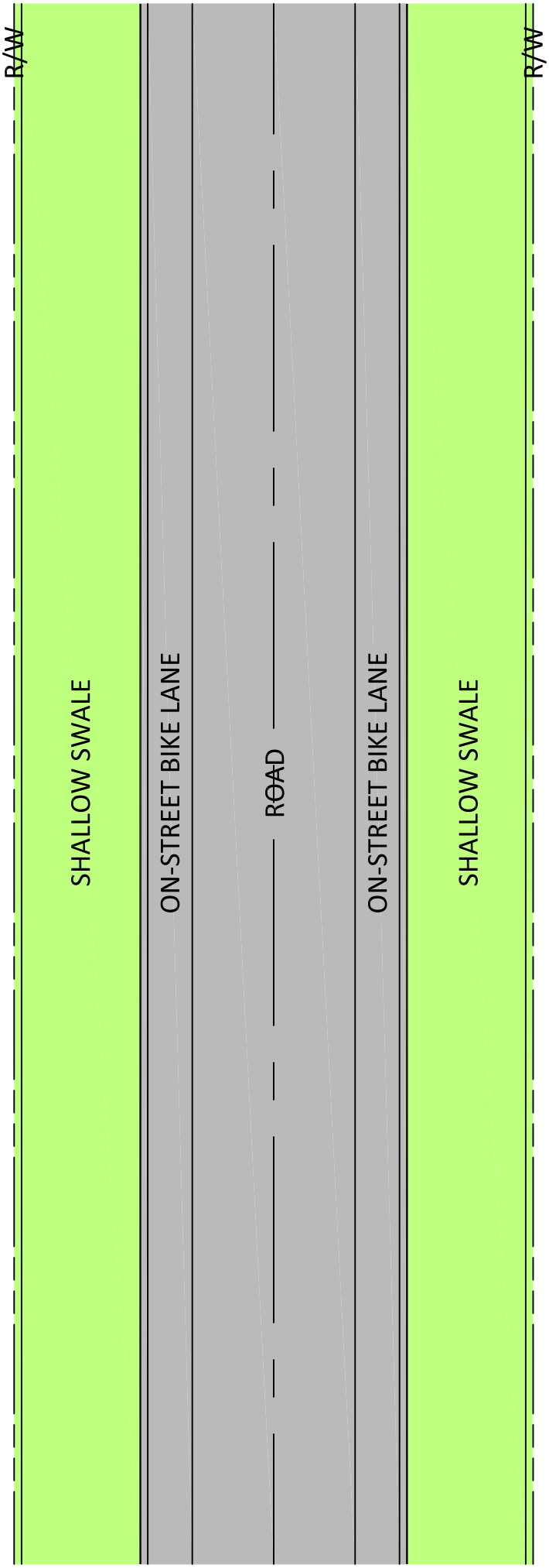
RURAL
NO SIDEWALK
SWALES
(62' R/W)



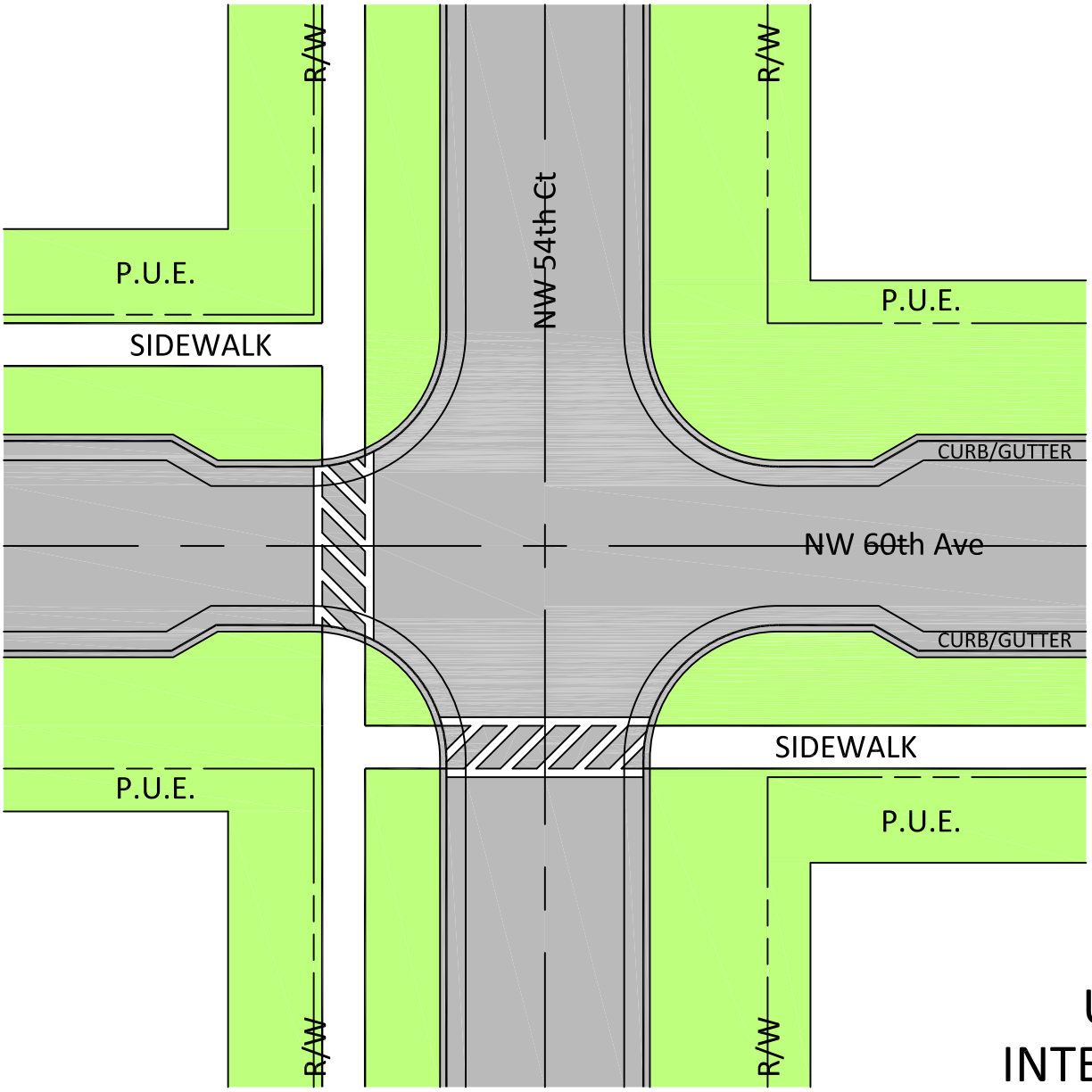
RURAL
SIDEWALK ONE SIDE
SWALES
(67' R/W)



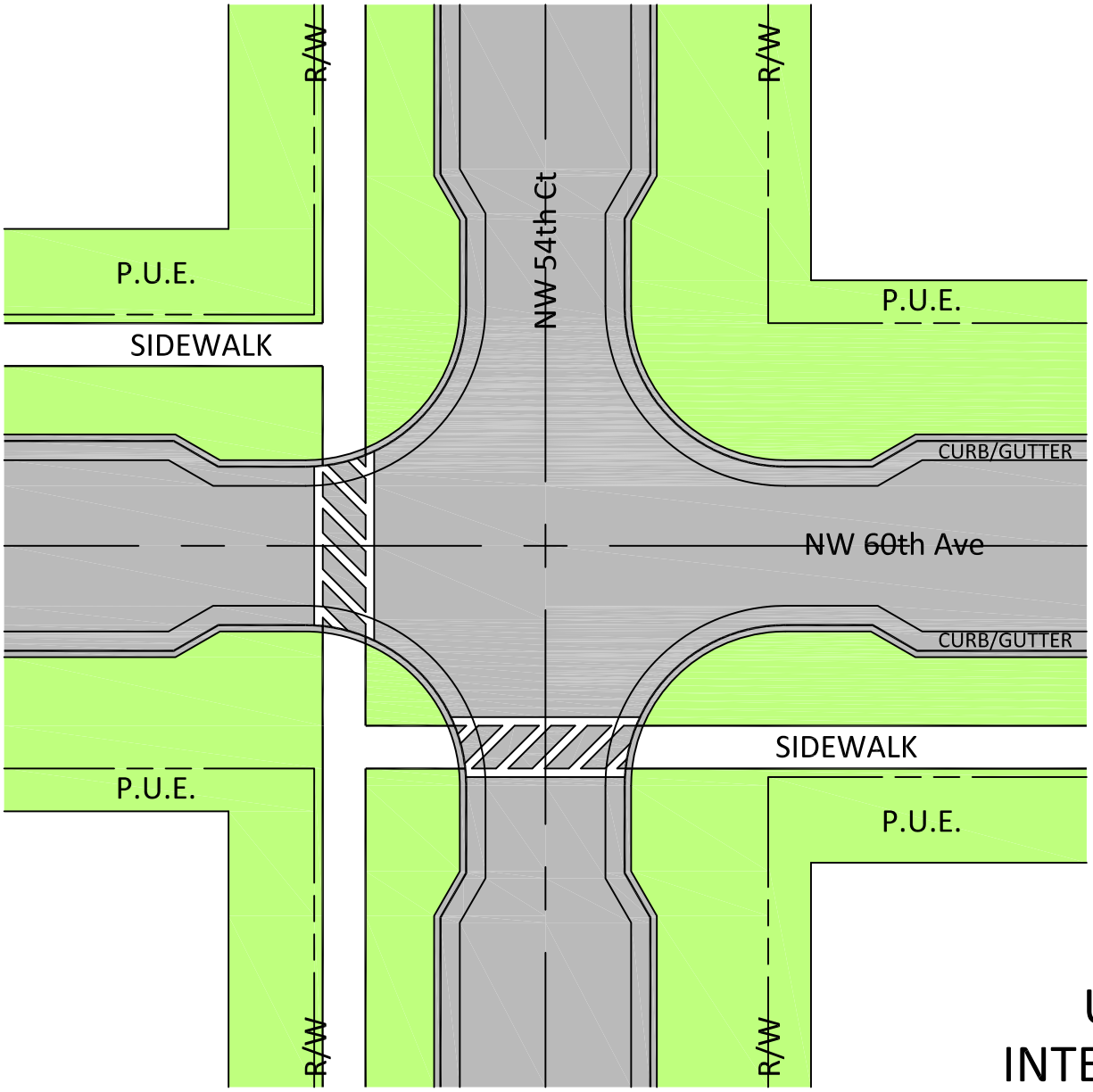
RURAL
OFF-STREET TRAIL ONE SIDE
SWALES
(70' R/W)



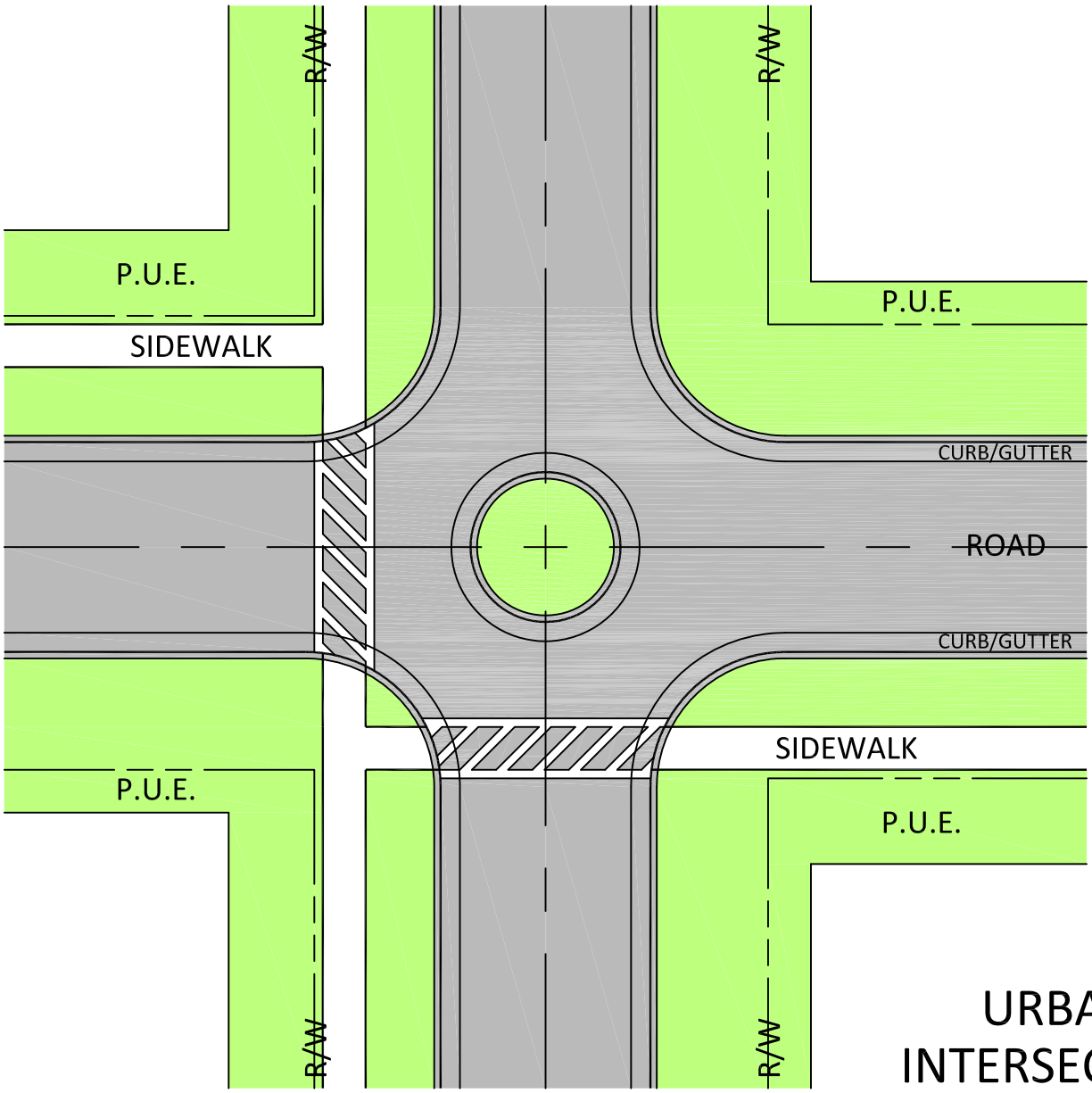
RURAL
ON-STREET BIKE LANES
SWALE
(70' R/W)



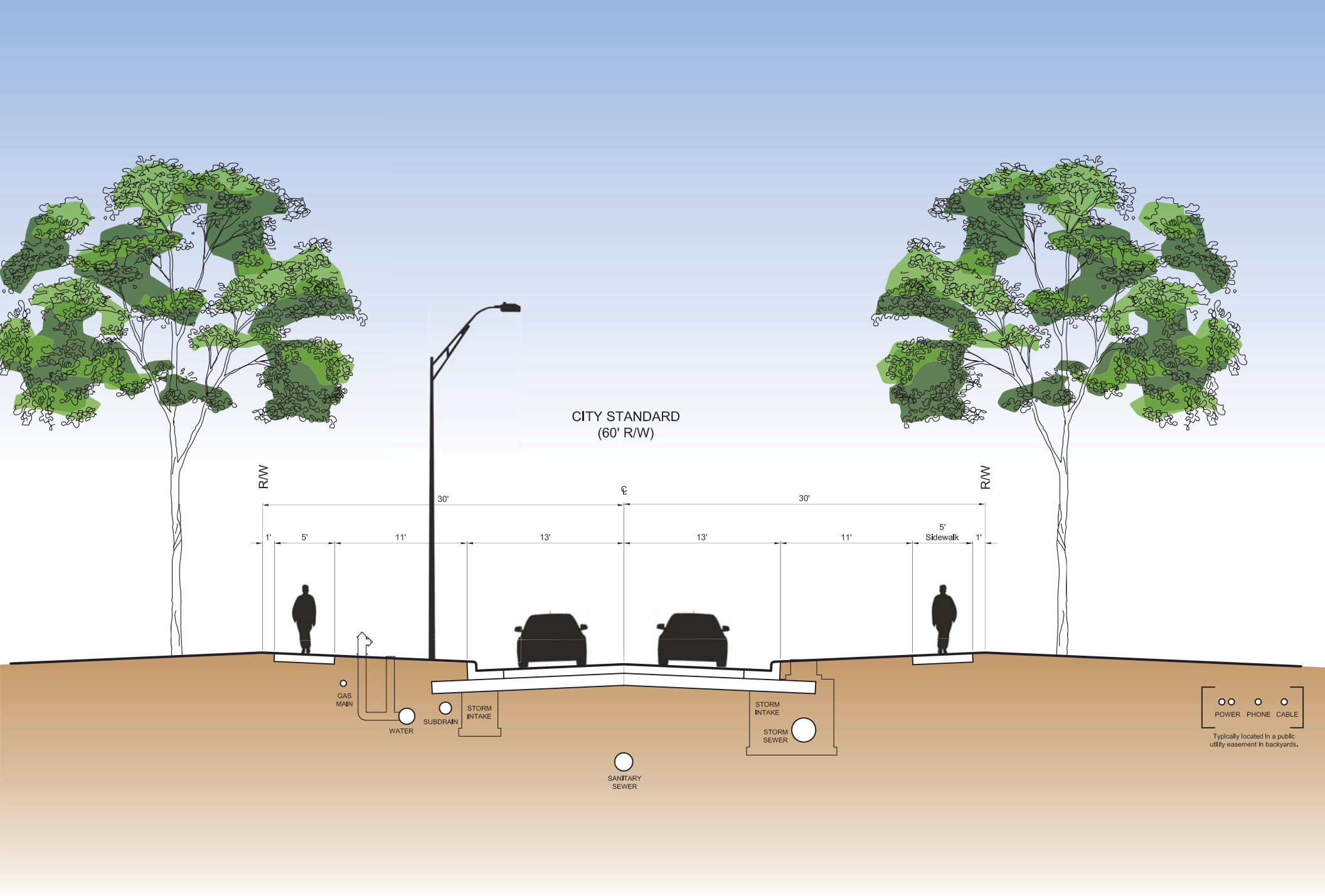
URBAN
INTERSECTION
2 WAY BUMP-OUTS

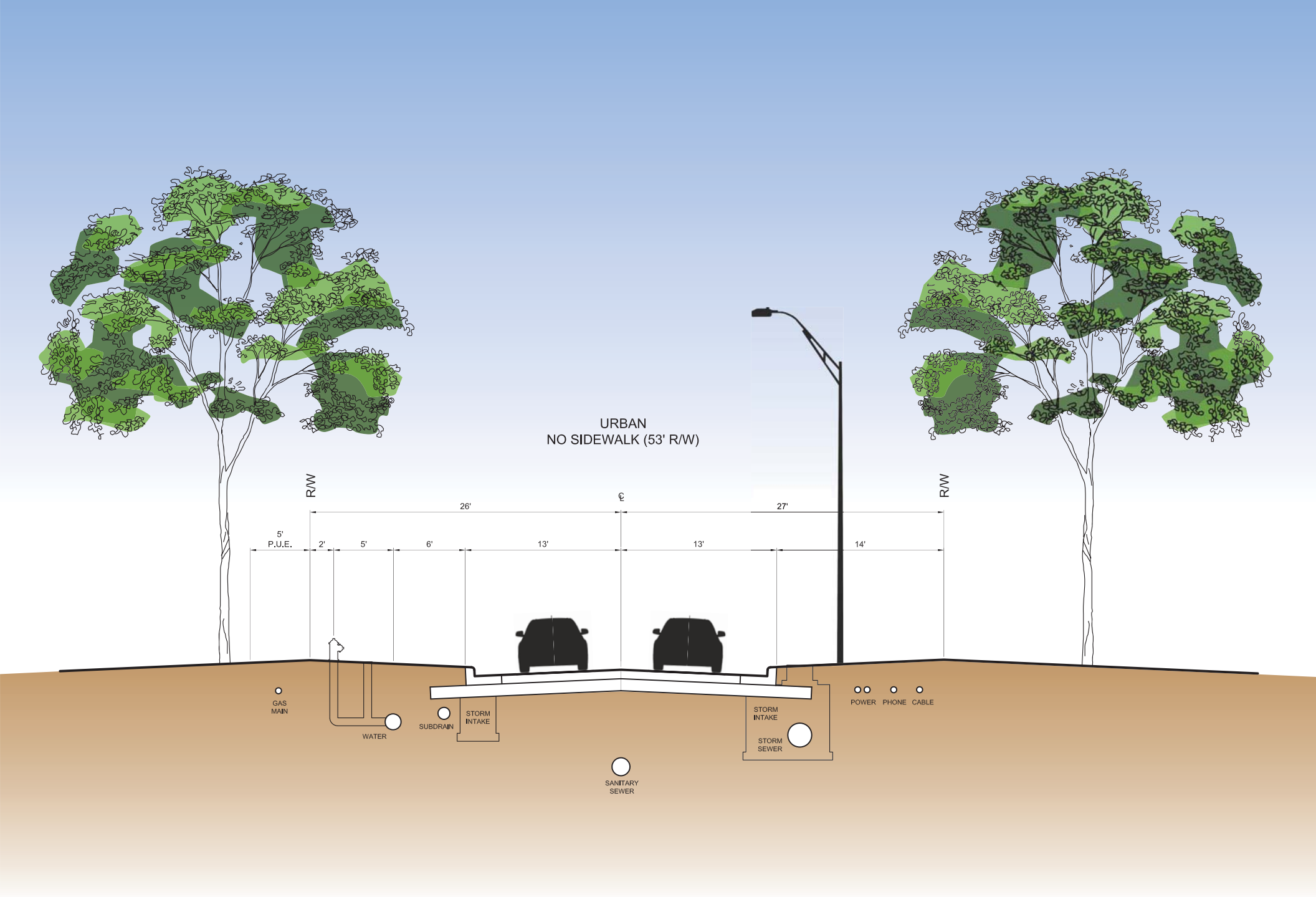


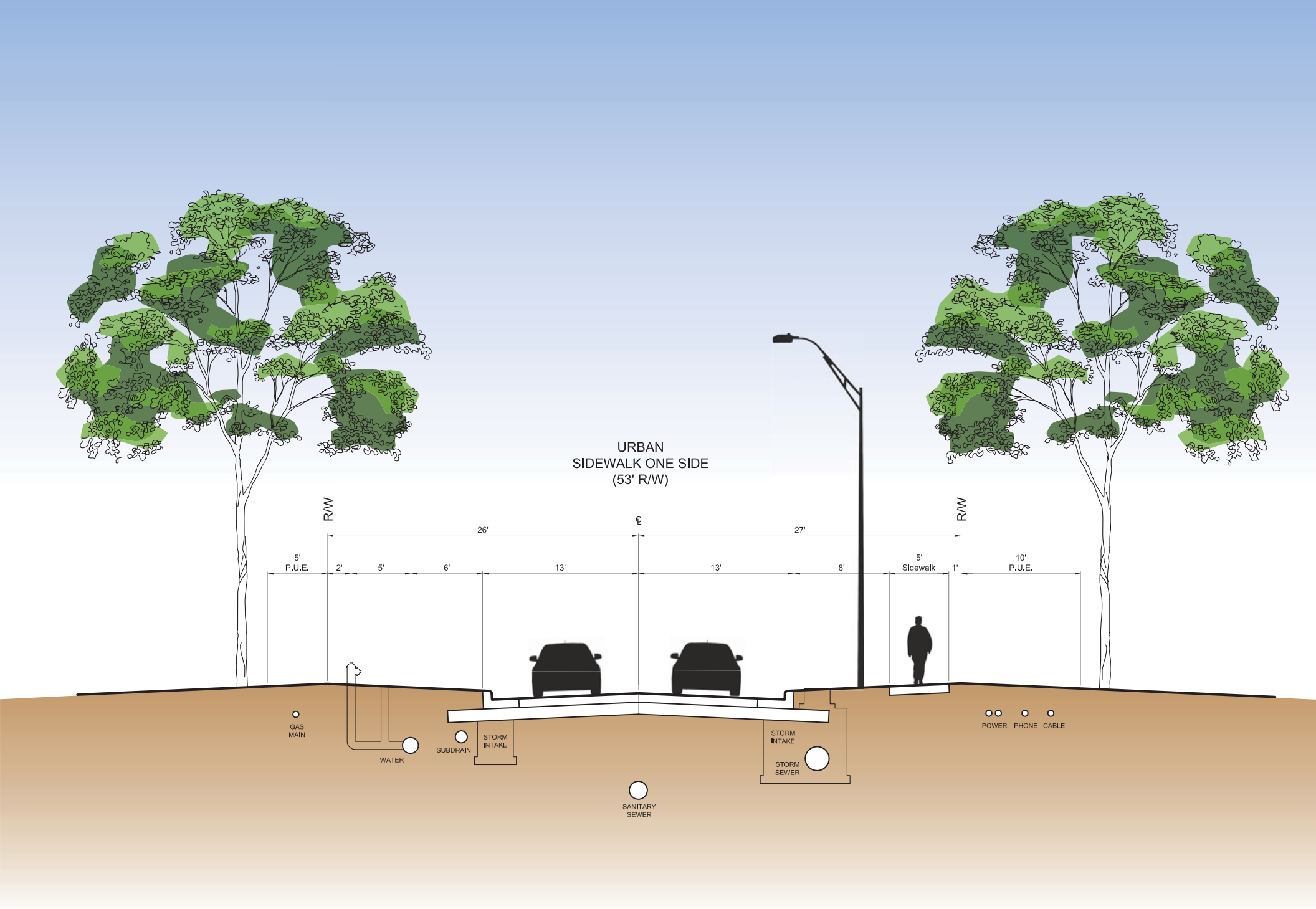
URBAN
INTERSECTION
4 WAY BUMP-OUTS

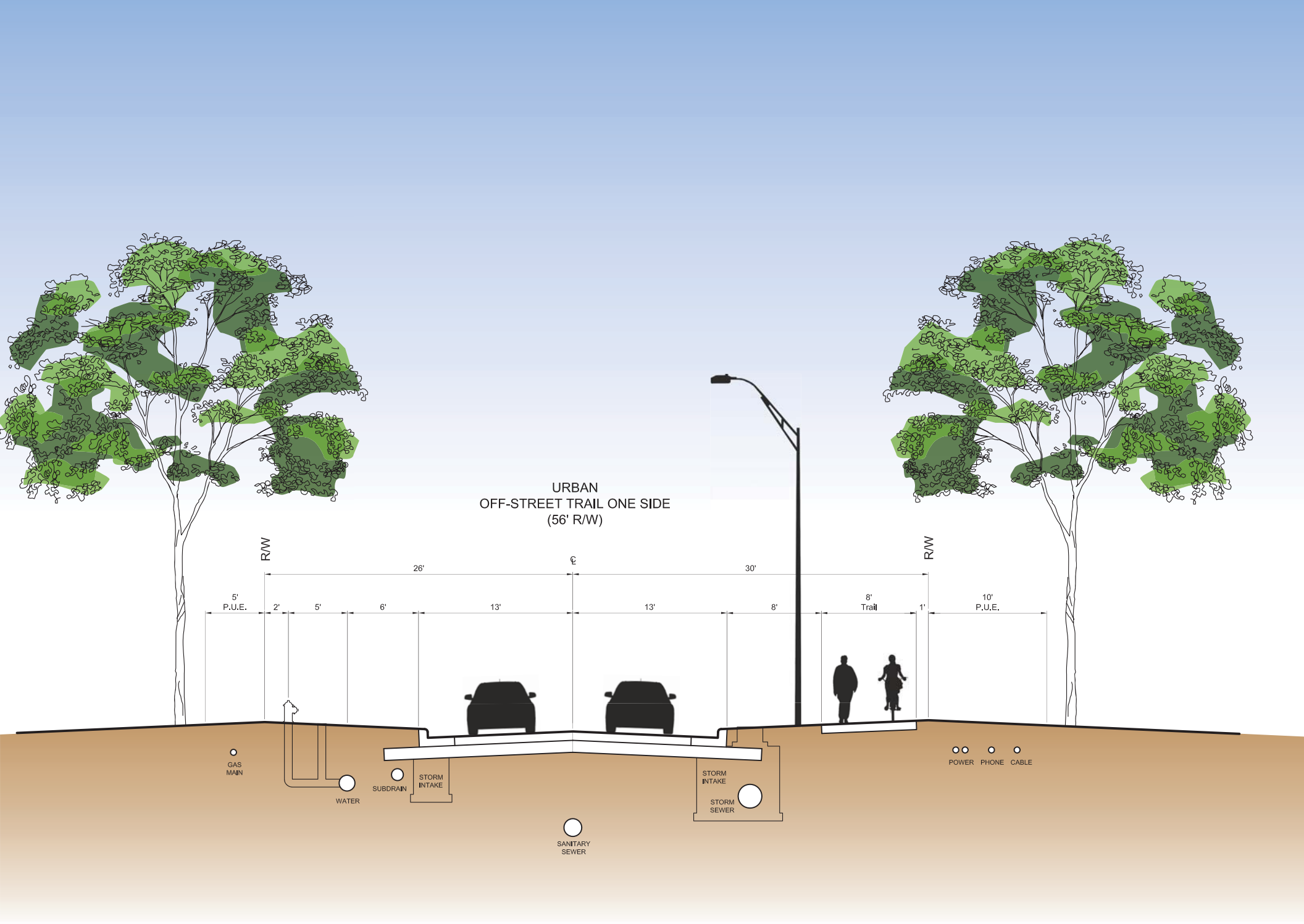


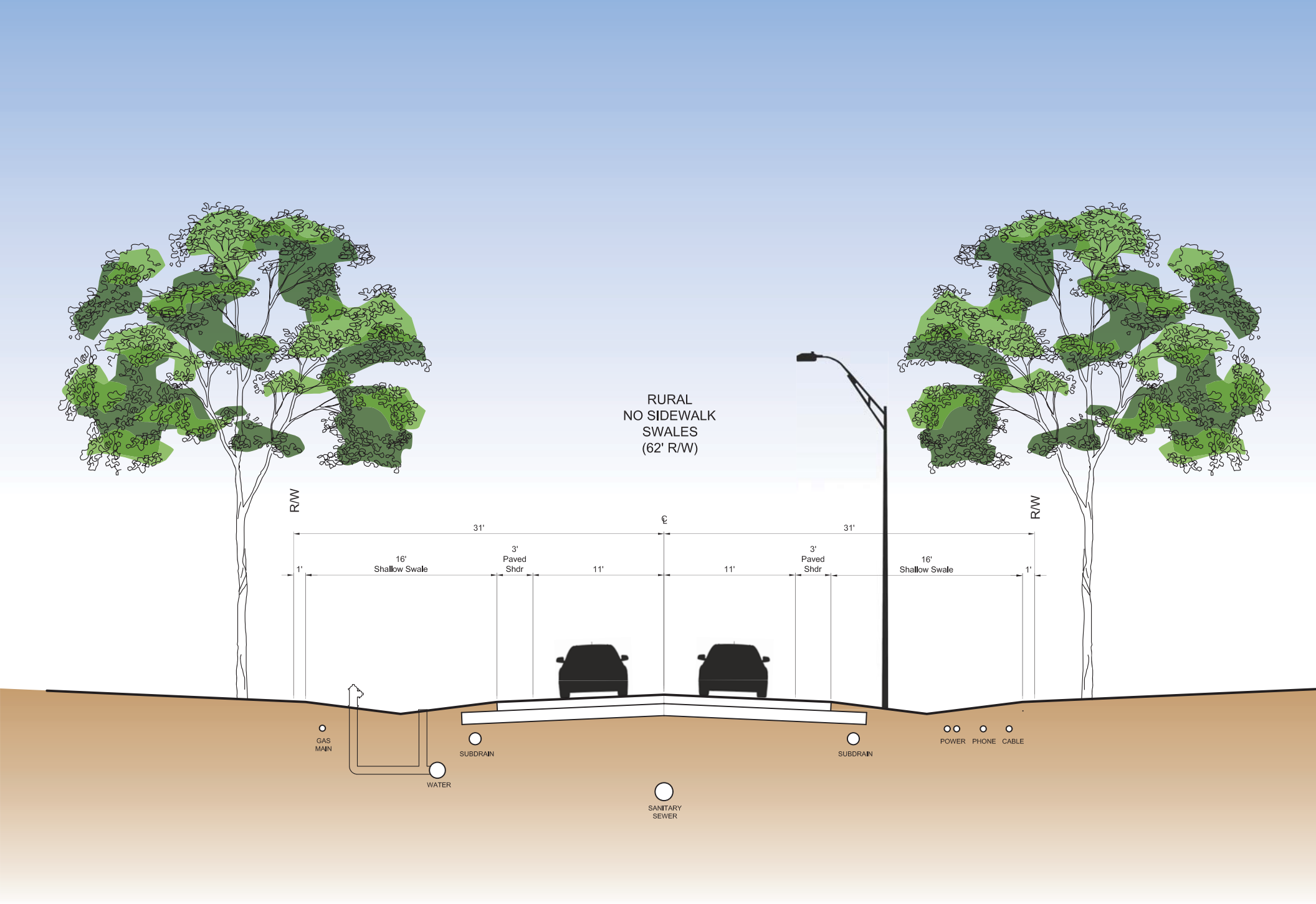
URBAN INTERSECTION TRAFFIC CIRCLE

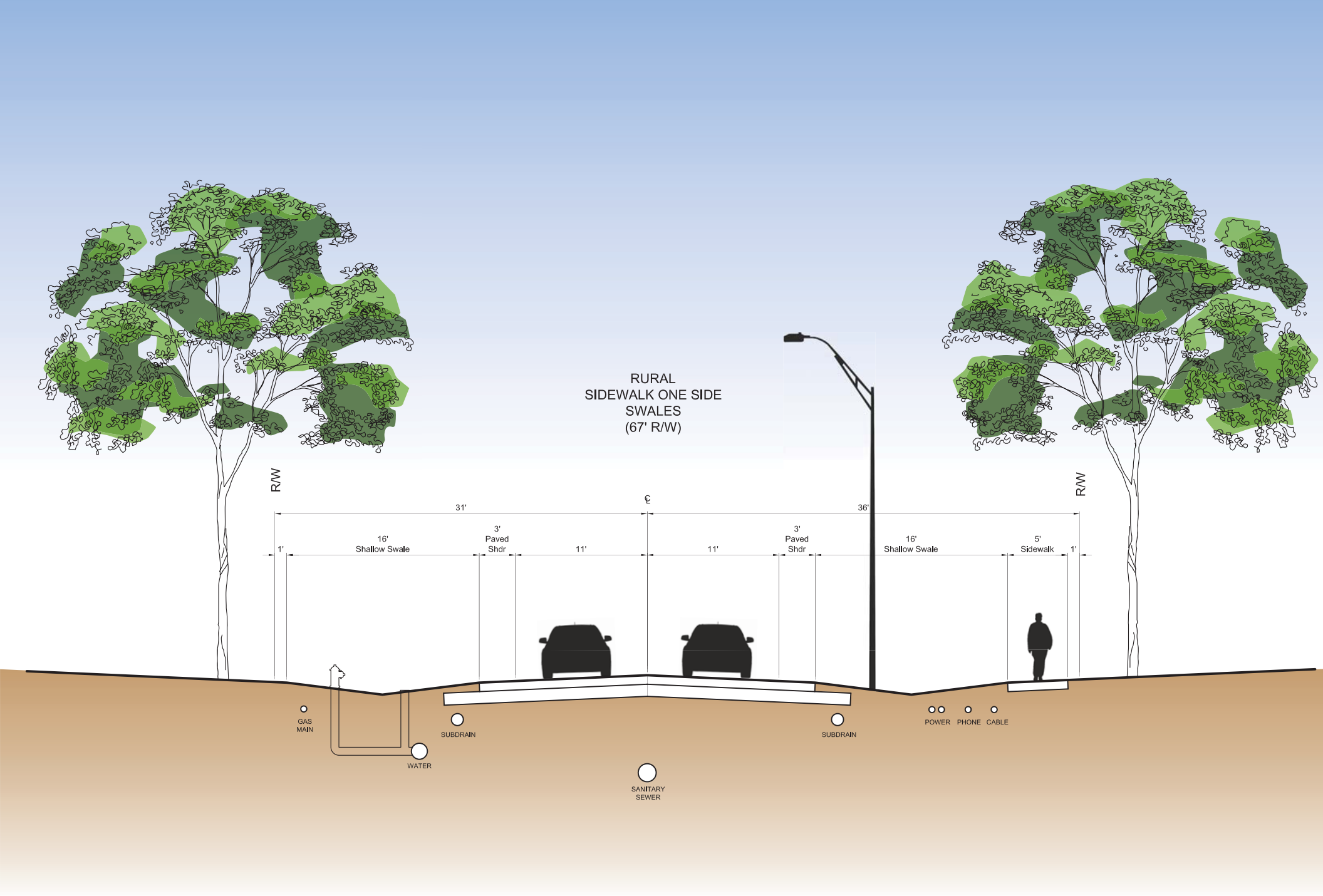

CITY STANDARD
(60' R/W)
R/W
R/W
30'
℄
30'
1'
5'
11'
13'
13'
11'
5'
Sidewalk
1'
GAS
MAIN
WATER
SUBDRAIN
STORM
INTAKE
STORM
INTAKE
STORM
SEWER
SANITARY
SEWER
POWER
PHONE
CABLE
Typically located in a public
utility easement in backyards.

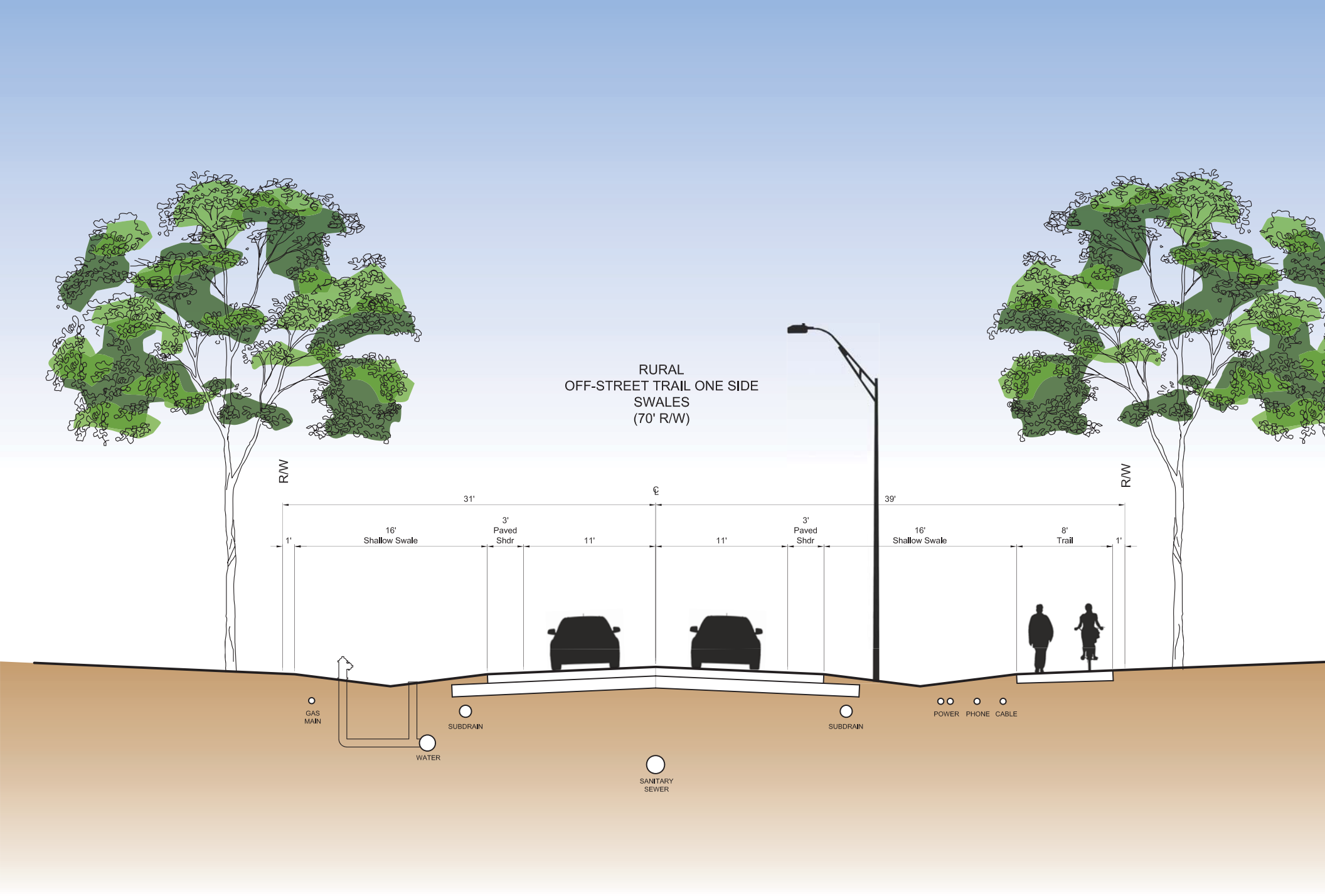

URBAN
NO SIDEWALK (53' R/W)
R/W
℄
R/W
26'
27'
5'
P.U.E.
2'
5'
6'
13'
13'
14'
GAS
MAIN
WATER
SUBDRAIN
STORM
INTAKE
STORM
INTAKE
STORM
SEWER
SANITARY
SEWER
POWER
PHONE
CABLE

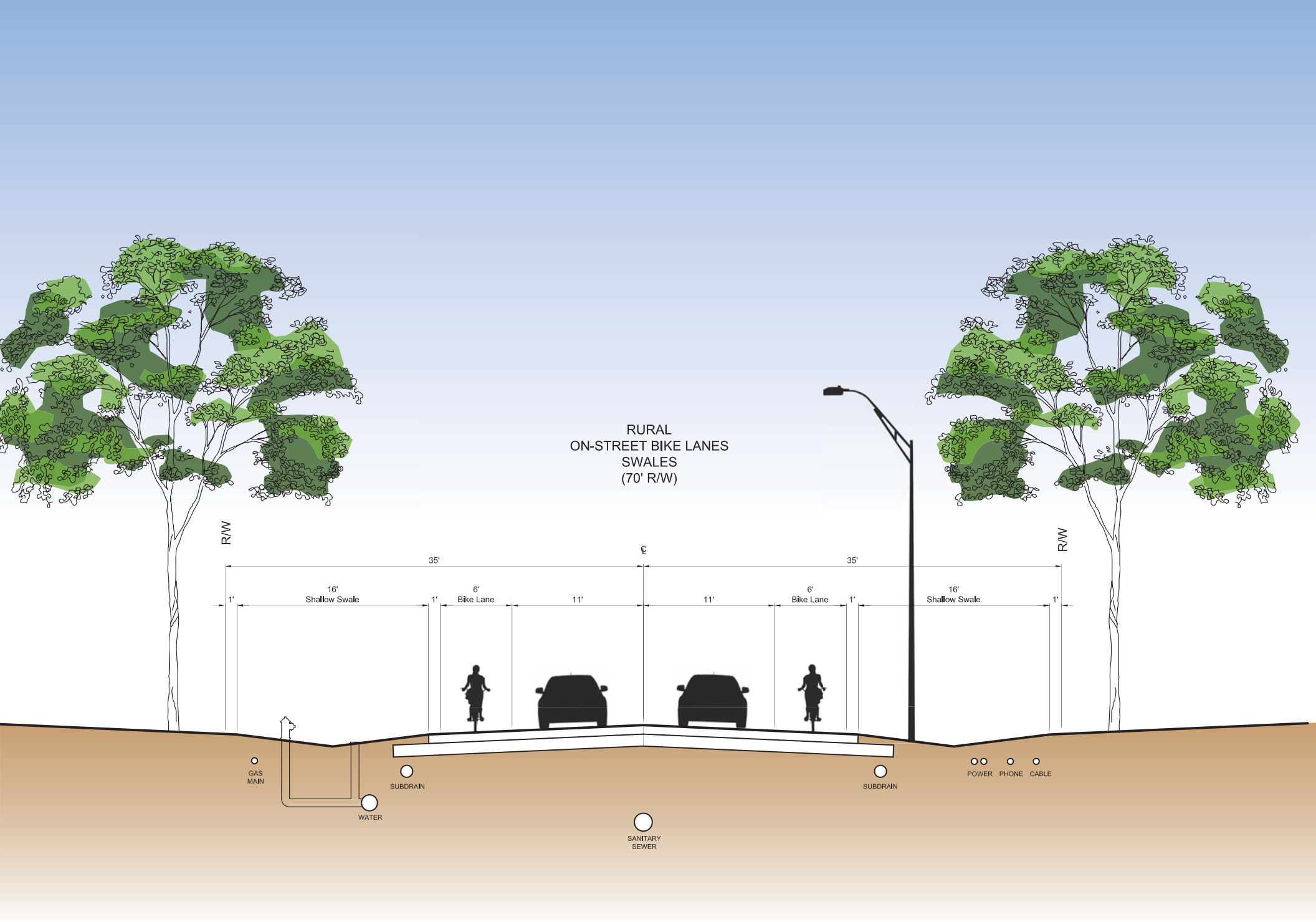

URBAN
SIDEWALK ONE SIDE
(53' R/W)
R/W
℄
R/W
26'
27'
5'
P.U.E.
2'
5'
6'
13'
13'
8'
5'
Sidewalk
1'
10'
P.U.E.
GAS
MAIN
WATER
SUBDRAIN
STORM
INTAKE
STORM
INTAKE
STORM
SEWER
SANITARY
SEWER
POWER
PHONE
CABLE


URBAN
OFF-STREET TRAIL ONE SIDE
(56' R/W)
R/W
R/W
26'
30'
5'
P.U.E.
2'
5'
6'
13'
13'
8'
8'
Trail
1'
10'
P.U.E.
GAS
MAIN
WATER
SUBDRAIN
STORM
INTAKE
SANITARY
SEWER
STORM
INTAKE
STORM
SEWER
POWER
PHONE
CABLE


RURAL
NO SIDEWALK
SWALES
(62' R/W)
R/W
R/W
℄
31'
31'
1'
16'
Shallow Swale
3'
Paved
Shdr
11'
11'
3'
Paved
Shdr
16'
Shallow Swale
1'
GAS
MAIN
WATER
SUBDRAIN
SUBDRAIN
SANITARY
SEWER
POWER
PHONE
CABLE


RURAL
SIDEWALK ONE SIDE
SWALES
(67' R/W)
R/W
R/W
℄
31'
36'
1'
16'
Shallow Swale
3'
Paved
Shdr
11'
11'
3'
Paved
Shdr
16'
Shallow Swale
5'
Sidewalk
1'
GAS
MAIN
SUBDRAIN
WATER
SANITARY
SEWER
SUBDRAIN
POWER
PHONE
CABLE


RURAL
OFF-STREET TRAIL ONE SIDE
SWALES
(70' R/W)
R/W
R/W
31'
39'
1'
16'
Shallow Swale
3'
Paved
Shdr
11'
11'
3'
Paved
Shdr
16'
Shallow Swale
8'
Trail
1'
GAS
MAIN
WATER
SUBDRAIN
SANITARY
SEWER
SUBDRAIN
POWER
PHONE
CABLE


RURAL
ON-STREET BIKE LANES
SWALES
(70' R/W)
R/W
R/W
℄
35'
35'
1'
16'
Shallow Swale
1'
6'
Bike Lane
11'
11'
6'
Bike Lane
1'
16'
Shallow Swale
1'
GAS
MAIN
WATER
SUBDRAIN
SANITARY
SEWER
SUBDRAIN
POWER
PHONE
CABLE

Appendix H

Public Workshop Meeting Summaries

Foth Infrastructure & Environment, LLC

Project Meeting Summary

Meeting Site: Johnston Library Time: 6PM to 8PM

Participants: Neighborhood Residents Representing:

Summary By: Shaun Mularkey Distribution:

Reason for Meeting: Public Workshop Meeting #2

Summary of Discussion:

Purple Subarea: NW 57th Avenue

General Comments:

1. One thing that we may want to do next time is provide a slide on the guiding principles (ground rules) for the breakout session.
   a. Be respectful of others comments/ideas
   b. Give others time to speak without interruptions
   c. No side conversation while at the table
   d. Allow the facilitator to facilitate.....
2. Break outs in separate rooms or set up in corners of large room – hard to hear.
3. Options discussed with group
   a. Do nothing – leave as it is today
   b. Complete sanitary sewer, water main and no upgrade to street or storm water management
   c. Complete sanitary sewer, water main, limited storm water management, no upgrade to street
   d. Sanitary sewer, water main, storm water management, street upgrade
4. Consensus to relocate overhead electric to underground.
5. Mr. Green (representing his mother) would prefer nothing is done period.
6. Individual assessment is of utmost concern (Dave and Jane Duncan)
7. Need list of people that signed in from this area. Jim (NE corner of NW 57th Avenue and NW 54th Court) use to work for United Contractors – a realistic voice in neighborhood.

Street Surface:

1. Permanent PCC pavement is preferred.
2. Definitely not interested in putting back what is existing.
3. No traffic calming devices.

Sidewalks/Trails:

1. Majority (very close) wanted sidewalk on one side. Probably the south side based on the proximity of the house on the NW corner of NW 57th Avenue and NW 54th Court. Could consider transitioning from one side to the other side if it logically makes sense.
2. 100% consensus that sidewalks are not needed on both sides
3. Trails are not desired.

4. Probably would set up other side of street for a future sidewalk – design comment only.

Stormwater Management:
1. Mixed opinions.
2. From railroad bike trail west, open swales
3. Curb and gutter east of railroad bike trail, one individual in this area would like swales
4. If curb and gutters were used, potential for rain gardens/bioswales behind gutter lines for first flush would be idea – Anna
5. Discussed that swales may impact trees more than storm sewer
6. Storm/sanitary sewer and water main may impact root zones on trees and may cause issues.
7. Probably need to do more detailed design to determine specific impacts and may need to show both options in design public meeting – design comment only

Yellow Subarea: NW 55th Avenue

General Comments:
1. The general intention of the subarea is to keep the character of the street very close to what already exists.

Street Surface:
1. Asphalt paving is preferred over PCC.
2. Want a permanent, long-term solution.
3. Prefer lane widths as close to existing as possible.
4. Total improved area should be centered in R.O.W.
5. Do not want gravel shoulders. Condition should go from edge of asphalt pavement to earth/grass

Sidewalks/Trails:
1. Do not want sidewalks – do not want to maintain/shovel
2. Prefer option for a bike/pedestrian path as extension of street as a safe way route. This should connect to future trail on NW Beaver Drive to the east and the west to the trail along the old railroad corridor. It should also continue west to Merle Hay Road.

Stormwater Management:
1. Stormwater management solutions should be minimal and applied where needed. Any stormwater management should not be overbuilt.
2. Would like to explore potential for narrow concrete flume/gutter along edge of asphalt to direct stormwater down street.
3. Otherwise stormwater management should occur only where needed such as at the end of the drive with the multiple duplexes as water collects across NW 55th in this area. Potential for a rain garden on the parcel too narrow for a home on the east end of NW 55th (south side)?
4. The majority of what is needed is a properly constructed roadway that slopes properly into the grasses yards as the soil drains very well.

Lighting:
1. Downward facing street lighting could replace what is already there along the street. This should be spaced appropriately to not be too bright/dark and occur between lots so as to impact homes as little as possible.
2. Lighting should occur on whichever side of the road includes the bike/ped path.

Traffic Calming:

1. This is a major issue for the residents of the street. Speeding/cut through traffic is a big concern for the safety of the children on the street.
2. Speed tables are the preferred option for calming traffic as it is felt that other options will not work. These should be placed at regular intervals along the street.
3. The participants acknowledge and accept the inconvenience of driving over these every day.
4. If a bike path is included on the road, then speed tables will need to extend into the path so that motorists don't use it to get around the tables.

Red Subarea: NW 54th Court; NW 60th Avenue; and NW 61st Place

General Comments:

1. The general intention of the subarea along NW 54th Court and NW 60th Avenue is to construct an urban cross section (curb & gutter) within the existing R.O.W. The intention along NW 61st Place is to keep the character of the street very close to what already exists.

Street Surface:

1. Urban cross-section with curb, gutter, & storm sewer.
2. Total improved area should be centered in R.O.W.

Sidewalks/Trails:

1. Desire sidewalks on one side of street. Sidewalk should be placed on west side of NW 54th Court to line up with sidewalk along school. Sidewalk should be placed on north side of NW 60th Avenue to line up with bike trail.
2. Crosswalks should be installed at the intersection of NW 54th Court and NW 60th Avenue.

Stormwater Management:

1. Stormwater management solutions along 61st Place should be minimal.
2. Drainage issue at the Harding property at the intersection of NW 54th Court and NW 60th Avenue.

Lighting:

1. Street lighting should be installed at the intersection of NW 54th Court and NW 60th Avenue and evenly spaced adjacent to the sidewalk along NW 54th Court and NW 60th Avenue.

Traffic Calming:

1. This is a major issue for the residents along NW 60th Avenue and NW 54th Court. Speeding/cut through traffic is a big concern for the safety of the children on the streets.
2. The subarea is open to speed tables as an option for calming traffic. These should be placed at regular intervals along the street.
3. The subarea would like to see design alternatives for the intersection of NW 54th Court and NW 60th Avenue to stop vehicles from ignoring the posted stop sign – suggestions discussed were constructing a roundabout, traffic circle, or curb bump-outs.
4. The subarea would like to see a traffic calming gateway be placed at the east end of NW 60th Avenue prior to entering the new subdivision. The gateway should cause traffic to slow down before entering the East of Merle Hay Road neighborhood. One individual wanted to dead end NW 60th Avenue prior to entering the new subdivision.

Signage:

1. The subarea would like to see updated signage installed (i.e. street signs, stop signs, posted speed limits, etc.).
2. The subarea would also like to see a school zone enforced along NW 54th Court.

Blue Subarea: NW 54th Court (between NW 57th Ave & NW 60th Ave)

General Comments:

1. The general intention of the subarea along NW 54th Court is to construct a rural cross section within the existing ROW, leaving the look of the new road very close to the existing conditions.
2. Would like to see the overhead utilities go underground.
3. The proposed sanitary and water upgrades were acceptable and understood the idea of doing all improvements at the same time.

Street Surface:

1. Rural cross-section
2. Do not want gravel shoulders. Want to go from edge of pavement to grass.
3. Total improved area should be centered in R.O.W.
4. Concrete was acceptable as long as the rural cross section was retained.

Sidewalks/Trails:

1. The group was split on the need of sidewalks. Some wanted them for the safety of the school children. Some did not want them – liked the area without sidewalks and didn't want to give up additional ROW.
2. If sidewalks were installed, only on one side.
3. Instead of sidewalks, were open to a connection to the trails running behind the properties on both sides of NW 54th Court

Stormwater Management:

1. Stormwater management solutions along NW 54th Court should be minimal. Did not want swales or ditches, but were okay with grading (even on private property) to get the water to drain from the road, natural drainage.
2. There were three spots that have existing drainage issues: water stands after large rains. These spots are indicated on the map from the meeting.
3. One resident stated that the City is paying the storm water portion through the storm water utility fee, why wouldn't they take advantage of it.

Lighting:

1. Street lighting along NW 54th Court is acceptable.

Traffic Calming:

1. Stated there wasn't a speed problem on NW 54th Court.
2. Acknowledged that the stop signs at both ends of NW 54th Court were ineffective. Drivers don't stop, sometimes don't slow down.
3. The development to the east is a heavy traffic generator through the neighborhood.
4. Did not like the idea of traffic circles or roundabouts at the intersections adjacent to NW 54th Court.

Foth Infrastructure & Environment, LLC

Project Meeting Summary

Meeting Site: Johnston Library Time: 6PM to 8PM

Participants: Neighborhood Residents Representing:

Summary By: Shaun Mularkey Distribution:

Reason for Meeting: Public Workshop Meeting #3

Summary of Discussion:

Red Subarea: NW 54th Court; NW 60th Avenue; and NW 61st Place

1. Urban vs. Rural: The consensus is an urban cross-section (53' ROW) for 54th & 60th with sidewalk on one side, and a rural cross-section (62' ROW) for 61st.
    a. The sidewalk should be on the north side of 60th between Merle Hay Road and 54th
    b. The sidewalk should be on the south side of 60th between 54th and the new subdivision
2. The infrastructure improvements are welcome at this time (i.e. road, sewer, water) until the property owners see the assessments
    a. Some property owners do not understand the need for stormwater because not all property have drainage issues
    b. Need to further investigate drainage issues on the Warren (#163) & Hall (#147)properties
3. Power Lines: The cost seemed excessive, ok with overhead utilities
    a. One property owner has power lines in the front and rear of property, how will this be assessed if buried.
4. Lighting
    a. Included lighting at intersection of 54th & 60th
    b. Included lighting along new sidewalk
    c. Change type of light on existing poles on 61st, not very bright
5. Traffic Calming Measures: 54th & 60th did not come to a consensus.
    a. Roundabout, traffic circle, & curb bump-outs were all disqualified by the group
    b. Discussed a four-way stop sign
    c. Discussed a red flashing light over the intersection
    d. Consensus was met regarding a traffic calming measure (curb bump-outs) at the east end of 60th before the new subdivision
        i. Need to incorporate private drive on north side of 60th in traffic calming measure
6. Other improvements:
    a. The shoulder of 54th and 61st are used for over flow parking for school events
    b. Curb & gutter will remove this over flow parking, where will it go
    c. Aerial should reflect school expansion
    d. Sewer exists on the west side of 54th for properties #103-#108
    e. If additional ROW is needed, what is the process and how much will they be paid

Yellow Subarea: NW 55th Ave

1. Road Cross-Section:
    a. Rural – no curb
    b. Bike Lanes on each side of the road
    c. No sidewalk – do not want to maintain or shovel
    d. PCC not asphalt – longer term solution
2. Stormwater:
    a. Shallow swales
    b. Problem areas with standing water should incorporate other solutions which may include small bio-swales or inlets.
3. Traffic Calming:
    a. A couple of speed tables should be used at intervals along the street
    b. Stop sign or other traffic calming measure at bike path
4. Lighting:
    a. Spaced at intervals
    b. Should not impact homes
    c. Low lighting levels
5. Overhead Lines:
    a. Estimates are too high
    b. Any money the City was intending to contribute toward burying utilities should go to offsetting road/sewer costs.
6. Assessment Costs:
    a. Continued concern over what the assessment impacts are

Purple Subarea: NW 57th Avenue

1. Urban Concrete Alternative centered in existing r/w with rain gardens.
    a. Will need additional r/w to accommodate section
2. Water and Sanitary Sewer
    a. Yes
    b. Connect as needed in the future for the sanitary sewer
3. Storm Sewer
    a. Intakes and rain gardens
4. Sidewalk
    a. install trail that connects trail on Greedy's property on east to the trail in the old RR r/w.
    b. Continue with sidewalks on one side outside this location. (Generally speaking water main is installed on the north and east sides, therefore sidewalks could be installed opposite of that)
5. Power lines
    a. above ground
6. Lighting
    a. Basic downward facing fixtures with minimal number.
7. Traffic calming
    a. Traffic circle at 54th and 57th and stops signs at 52nd and 57th.

Blue Subarea: NW 54th Court

1. Road Cross-Section:
    a. Curb & gutter
    b. No sidewalk
    c. PCC not asphalt – longer term solution
2. Water
    a. Put in if doing the road
3. Sanitary
    a. Yes
    b. Don't require connection at the time of installation; allow to connect when septic fails
4. Stormwater:
    a. Intakes
    b. Would like to incorporate some sort of infiltration
    c. Problem areas with standing water should incorporate other solutions which may include small bio-swales or inlets.
5. Traffic Calming:
    a. None.
6. Lighting:
    a. Put back what is there
7. Overhead Lines:
    a. Estimates are too high
    b. Lines should remain overhead.

Appendix I

Conceptual Field Staking Photos

54th Court (North of 60th Avenue) – Conceptual Field Staking

54th Court (South of 60th Avenue) – Conceptual Field Staking

55th Avenue – Conceptual Field Staking

57th Avenue – Conceptual Field Staking

60th Avenue – Conceptual Field Staking

61st Place – Conceptual Field Staking

Appendix J

Before and After Photo Images

NW 54th Ct (North of 60th Ave Looking North) - Before

NW 54th Ct (North of 60th Ave Looking North) - After

NW 61st Pl (Looking East) - Before

NW 61st Pl (Looking East) - After

NW 60th Ave (Looking East) - Before

NW 60th Ave (Looking West) - After (Option 1)

NW 60th Ave (Looking West) - After (Option 2)

NW 60th Ave (Looking West) - Before

NW 60th Ave (Looking West) - After

NW 54th Ct South of 60th Ave (Looking North) - Before

NW 54th Ct South of 60th Ave (Looking North) - After

NW 57th Ave (Looking East) - Before

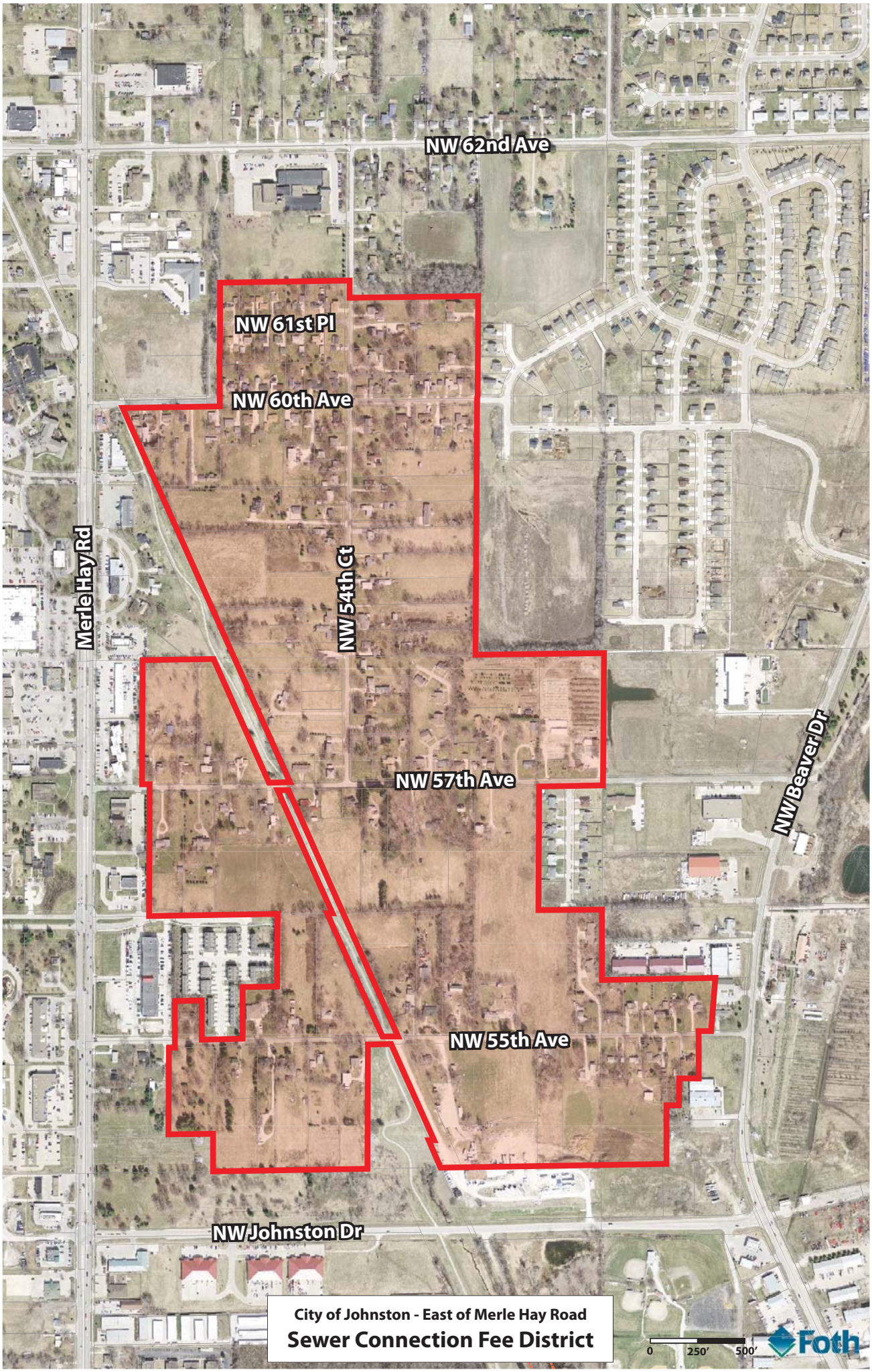
NW 57th Ave (Looking East) - After

NW 55th Ave (Looking East) - Before

NW 55th Ave (Looking East) - After

Appendix K

Proposed Sanitary Sewer Connection Fee District Map



City of Johnston - East of Merle Hay Road

Sewer Connection Fee District