

# Iowa City Planning & Zoning Commission

Formal Meeting  
Thursday, August 6, 2015  
7:00 PM

Emma Harvat Hall – City Hall



Department of Neighborhood  
and  
Development Services



CITY OF IOWA CITY  
UNESCO CITY OF LITERATURE

*Staff Reports*

# **PLANNING AND ZONING COMMISSION**

**Thursday, August 6 - 7:00 PM**

**Formal Meeting**

**Emma Harvat Hall**

**Iowa City City Hall**

**410 E. Washington Street**

## **AGENDA:**

### **A. Call to Order**

### **B. Roll Call**

### **C. Public Discussion of Any Item Not on the Agenda**

### **D. Rezoning Items**

1. Discussion of an application submitted by St. Andrew Presbyterian Church for a rezoning from Low Density Single Family Residential (RS-5) to Planned Development Overlay (OPD-5) to allow construction of a church and modification of wetlands, and an amendment to a previous Conditional Zoning Agreement regarding requirements for the construction of Camp Cardinal Road, for 33.37 acres of property located north of Camp Cardinal Boulevard and east of Camp Cardinal Road. (REZ15-00013)
2. Discussion of an application submitted by Kum & Go, LC for a rezoning from Community Commercial (CC-2) zone to Riverfront Crossings – West Riverfront (RFC-WR) zone for approximately 1.45 acres of property located at the northwest corner of W. Benton Street and S. Riverside Drive. (REZ15-00015)
3. Discussion of an application submitted by HD Capital Partners, LC for a rezoning in the Community Commercial (CC-2) zone to amend a previous Conditional Zoning Agreement to allow building placement different from the adopted concept plan for approximately 1.85 acres of property located between Westbury Drive, Eastbury Drive, and Middlebury Road. (REZ15-00016)
4. Discussion of an application submitted by submitted by Ed Cole for a rezoning to amend a Planned Development Overlay Plan (OPD/RS-12) to allow the addition of 38 manufactured housing units to Cole's Community Mobile Home Park located at 2254 South Riverside Drive. (REZ15-00017)

### **E. Annexation / Rezoning Item**

Discussion of an application by CBD, LLC for annexation of 18.6 acres and rezoning from County Multi-Family Residential (RMF) to Low Density Multi-Family (RM-12) for approximately 1.91 acres and Low Density Single Family (RS-5) for approximately 16.75 acres of property located west of Churchill Subdivision, south of Herbert Hoover Highway. (ANN15-00001/REZ15-00014)

### **F. Comprehensive Plan Item**

Consider a motion setting a public hearing for August 20 on for discussion of an amendment to the Comprehensive Plan to add a three block area, bounded by Burlington St, Gilbert St, Iowa Ave and Van Buren St, to the Downtown District section of the Downtown and Riverfront Crossings Master Plan.

### **G. Consideration of Meeting Minutes: July 16, 2015**

### **H. Planning & Zoning Information**

### **I. Adjournment**

**Upcoming Planning & Zoning Commission Meetings**

Formal: August 20 / September 3 / September 17

Informal: Scheduled as needed.

## STAFF REPORT

To: Planning and Zoning Commission

Prepared by: Bob Miklo

Item: REZ15-00013

Date: August 6, 2015

St. Andrew Presbyterian Church

### GENERAL INFORMATION:

Applicant:

St. Andrew Presbyterian Church  
1300 Melrose Avenue  
Iowa City, IA 52241

Contact Person:

Hall & Hall Engineers, Inc.  
Jason Santee, P.E.  
319-362-9548  
Jason@halleng.com

Requested Action:

OPD-5 Sensitive Areas Rezoning and Preliminary Plat approval for a 3 lot subdivision and amendment of previous Conditional Zoning Agreement (REZ14-00012)

Purpose:

To allow the development of a church and two lots for future development

Location:

North of Camp Cardinal Boulevard and east of Camp Cardinal Road

Size:

33.37 acres

Existing Land Use and Zoning:

Vacant, RS-5

Surrounding Land Use and Zoning:

North: Undeveloped, ID-RS  
South: Undeveloped, ID-RS  
East: Residential, OPD-1  
West: Undeveloped, P and IDRP

Comprehensive Plan:

Residential 2 -8 dwelling units per acre

Neighborhood Open Space District:

Clear Creek (NW1)

File Date:

July 16<sup>th</sup>, 2015

45 Day Limitation Period:

August 30<sup>th</sup> 2015

### BACKGROUND INFORMATION:

The applicant, St. Andrew Presbyterian Church, has requested a rezoning of 33.37 acres located north of Camp Cardinal Boulevard and east of Camp Cardinal Road from Low Density Single

Family Residential (RS-5) to Planned Development Overlay (OPD-5). The applicant has also applied for approval of a preliminary plat of St. Andrew Presbyterian Church – Part One, which will be reviewed at the August 20, Planning and Zoning Commission meeting, and a special exception to allow construction of a church and associated parking lots on Lot 1 (24.19 acres). Development is not currently proposed on Lot 2 (4.39 acres) or Lot 3 (3.38 acres).

The purpose of the OPD zone is for a Sensitive Areas Plan to allow the reduction of wetland buffers and mitigation for portions of wetlands proposed to be disturbed by grading for stormwater management facilities. The property also contains regulated slopes, a woodland and stream corridor. Although there will be some disturbance of those features to allow installation of stormwater management facilities and utility lines, the level of disturbance does not reach the threshold requiring Planning and Zoning Commission and City Council review.

This property was rezoned from Interim Development (ID) to RS-5 in October 2014. That rezoning was subject to a conditional zoning agreement requiring:

- a. Camp Cardinal Road will be reconstructed to City collector street standards.
- b. Water and sewer lines will be extended to the north and west property lines in locations acceptable by the City Engineer.
- c. Construction plans for Camp Cardinal Road and water and sewer infrastructure must be approved by the City and under construction prior to issuance of any building permit.
- d. Emergency vehicle access and extension of water lines to the construction site must be complete prior to the issuance of any building permit.
- e. A final certificate of occupancy will not be issued until all infrastructure improvements are complete and accepted by the City.

These conditions were put in place to assure that there will be adequate infrastructure to serve the church and adjacent development. The applicant is requesting a modification of some of these conditions based on the subdivision design which includes a new street, *Elder Drive*, which will provide an alternative to Camp Cardinal Road.

St. Andrew Church indicated that they used the 'Good Neighbor Policy' and held a neighborhood meeting on July 30<sup>th</sup>, 2014 at which the original rezoning from ID-RS to RS-5 and the special exception application were discussed.

#### ANALYSIS:

**Environmentally Sensitive Areas:** The property contains two wetlands which are labeled WL-1 and WL-2 on the Sensitive Areas Development Plan. The applicant is proposing to displace the northern portion of WL-1 and reduce required buffer from 100 feet to 50 feet for approximately the north 1/3 to allow grading to create a stormwater management basin and a portion of a parking lot. The applicant is also proposing to displace the north part of WL-2 and to reduce a portion of the buffer to allow grading to recreate a pond that was previously drained. The recreated pond is being designed to include wetlands to mitigate for the displacement of wetlands on the north side of WL-1 and WL-2.

Depending on the quality of a wetland, the sensitive areas section of the zoning code allows consideration of buffer reductions and compensatory mitigation if wetlands are allowed to be disturbed. A wetland mitigation plan has been submitted by the applicant, demonstrating that the wetland qualifies for a buffer reduction. However the written narrative of the mitigation plan does not sufficiently address all of the requirements of the sensitive areas section of the zoning code. The plan needs to address section 14-5I-6 G.4. including provisions for monitoring and



corrective measures if there are issues with the restoration work. This element is especially important because a contractor with wetland restoration experience is not identified in the plan. The applicant's consulting engineer has indicated that a revised mitigation plan will be submitted prior to the August 6, Planning and Zoning Commission meeting. Staff recommends that approval being subject to a sufficient Wetland Mitigation Plan including a schedule for implementation and monitoring prior to Council consideration of the application.

As noted, in addition to wetlands the property contains woodlands, a stream corridor, and protected slopes. These features are generally located in the southern portion of the property. These areas will need to be disturbed to allow installation of essential utilities including sanitary sewer lines, which is permitted by the ordinance. Otherwise minimal disturbance of these features is proposed.

Grading of steep and critical slopes is proposed to allow construction of the new street, stormwater management facilities, the church building and associated parking lots. Approximately 32.5 % of the area covered by critical slopes is proposed to be graded. This is less than the 35% threshold requiring Planning and Zoning Commission and City Council review. Given the location of the steep and critical slopes on the property, this appears to be a reasonable level of grading to allow development.

**Conditional Zoning Agreement:** With the development of this area, traffic will increase on Camp Cardinal Road, especially during Sunday mornings and events such as weddings and funerals. Given the size of the proposed church, some 2,015 trips are estimated each Sunday (there will be far fewer vehicle trips on weekdays). In addition, further residential development will require street access through Camp Cardinal Road due to steep ravines between Camp Cardinal Boulevard and the developable areas. This volume of traffic necessitates the improvement of Camp Cardinal Road to City collector street standards. For this reason the previous rezoning was conditioned up the improvement of Camp Cardinal Road prior to the occupancy of a building on this property.

In lieu of improving the entire length of Camp Cardinal Road, the applicant is proposing to improve approximately the southern 450 feet. At that point a new street, Elder Drive, would intersect with Camp Cardinal Road. Elder Drive would curve to the north and be located approximately 400 feet parallel east of Camp Cardinal Road. The combination of Camp Cardinal Road and Elder Drive, would provide access to Lot 1, the proposed church site, and lots 2 and 3, which will likely be subdivided in the future for residential development. Elder Drive would also provide access to the Nepola property to the north.

The applicant proposes to change the Conditional Zoning Agreement to remove the requirement that entire length of Camp Cardinal Road be improved prior to the occupancy of the church. In staff's view the proposed partial improvement of Camp Cardinal Road and the construction of Elder Drive, will accomplish the needed street access for the area, and recommends that the Conditional Zoning Agreement be modified to allow this alternative. However it should be noted that the remainder of Camp Cardinal Road should be improved prior to development of Lot 2.

The applicant is also requesting that extension of sanitary sewer lines to the north property line to serve the Nepola property not be required. The applicant's engineer believes that an existing sanitary sewer line in the Cardinal Ridge may be able to serve the Nepola property. The City Engineer has indicated that the eastern and northern portion of the Nepola property can be served by the line in Cardinal Ridge, but the southern and western portions are likely to need sewer service from the south. In order to waive the requirement that the St. Andrew development provide sewer service to the property line, we would need verification that the existing sanitary stub to the north could reasonably serve the entire Nepola property. Without such verification staff does not recommend changing this requirement.

STAFF RECOMMENDATION:

Staff recommends that REZ15-00013, a request by St. Andrew Presbyterian Church for rezoning 33.37 acres located north of Camp Cardinal Boulevard and east of Camp Cardinal Road from Low Density Single Family Residential (RS-5) to Planned Development Overlay/Low Density Single Family Residential (OPD5), be approved subject to a sufficient Wetland Mitigation Plan being approved by staff prior to City Council consideration of the application, and subject to Conditional Zoning Agreement specifying:

- a. The portion of Camp Cardinal Road (430+/- LF) and Elder Drive to the north property line of St Andrew Presbyterian Church shall be constructed to City collector standards. Storm sewer and waterlines to be extended within these same improvement limits.
- b. Water and sewer lines will be extended in locations acceptable by the City Engineer. (Note: currently this would include extending water and sewer lines to the north and west property lines)
- c. Construction plans for Camp Cardinal Road and Elder Drive and water and sewer infrastructure must be approved by the City prior to issuance of foundation permit.
- d. Emergency vehicle access and extension of water lines to the construction site must be complete prior to issuance of foundation permit.
- e. A final certificate of occupancy will not be issued until all infrastructure improvements are complete and accepted by the City.

DEFICIENCIES AND DISCREPANCIES:

1. Wetlands mitigation plan addressing all sections 14-5I-6 including provisions for monitoring and corrective measures if there are issues with the restoration work.
2. The Sensitive Areas Development Plan should include a signature block for the City Clerk.

ATTACHMENTS:

1. Location Map
2. Sensitive Areas Development Plan

Approved by: \_\_\_\_\_

  
 John Yapp, Development Services Coordinator  
 Department of Neighborhood and Development Services



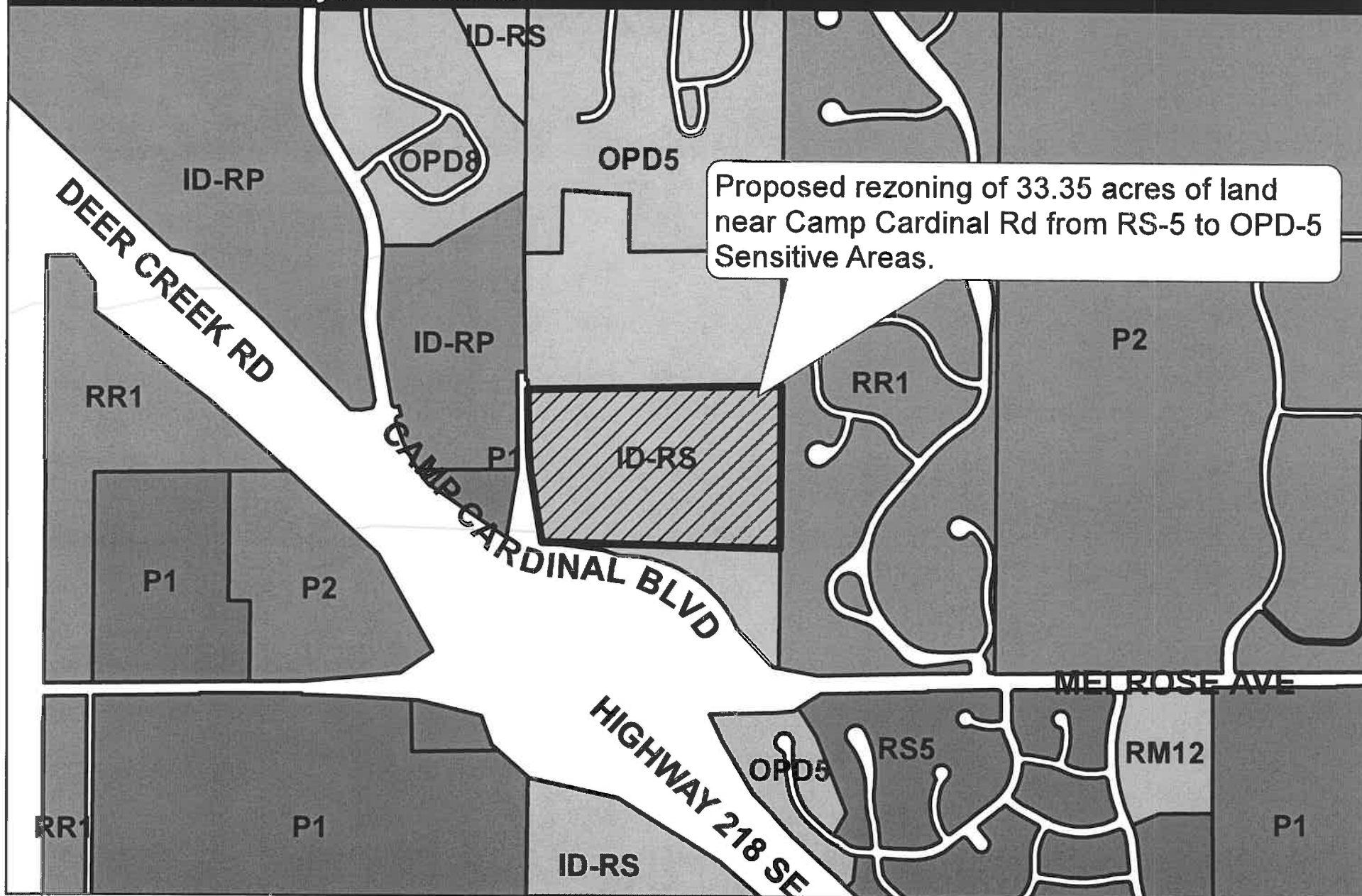
**REZ15-00013**

**St. Andrew's Presbyterian Church**

1,000 2,000 Feet

Prepared by: Katie Gandhi

Date Prepared: July 2015





**REZ15-00013**

**St. Andrew's Presbyterian Church**

0 1,000 2,000 Feet

Prepared by: Katie Gandhi

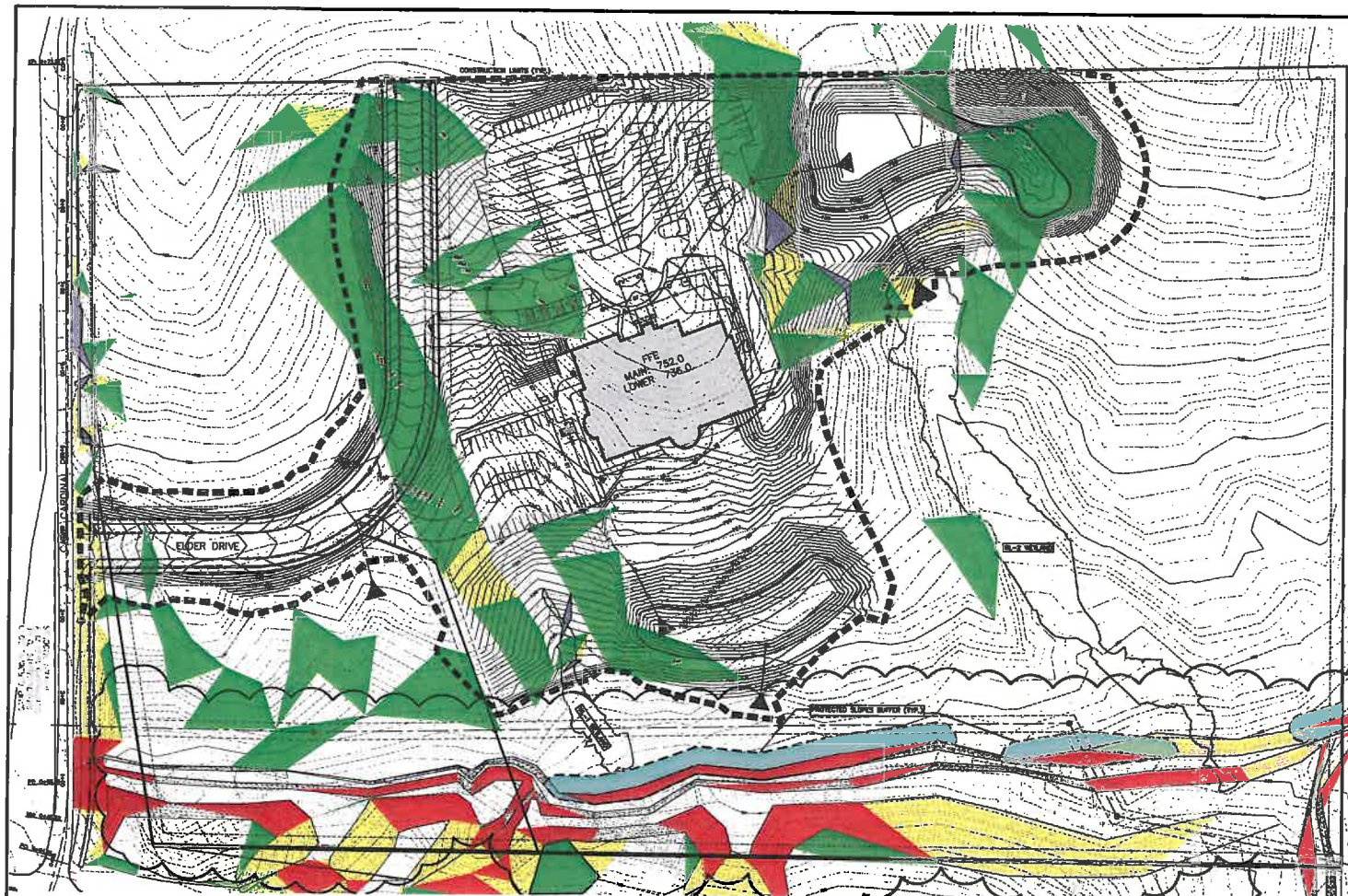
Date Prepared: July 2015











SEE SPECIFIC SENSITIVE CHARACTERISTICS  
PROTECTED SLOPES  
SLOPE 1:1.25  
BUFFER REQUIRED A BUFFER OF 2 FEET 1" OF RISE, PER IOWA  
CITY SENSITIVE LAND AND FEATURES ORDINANCE

PROTECTED SLOPES BUFFER 0.61 AC  
NO DISTURBANCE SOUTH OF STREAM. PROTECTED SLOPE BUFFERS  
SOUTH OF STREAM NOT SHOWN FOR CLARITY.

**SLOPE TABLE**

SLOPES	CLASS	AREA		TOTAL	AREA DISTURBED BY CONSTR. LIMITS	% DISTURBED
		AMT. SLOPE	AMT. SLOPE			
STEEP	30.00%	30.00%	4.54 AC	1.02 AC	30.00%	30.00%
CRITICAL	25.00%	40.00%	5.57 AC	0.88 AC	83.40%	83.40%
PROTECTED	10.00%	100.00%	0.97 AC	0.88 AC	6.00%	6.00%
			6.08 AC	2.8 AC	44.88%	44.88%

ALTERED PROTECTED SLOPES ARE NOT INCLUDED IN  
THE "PROTECTED" SLOPE TABLE ABOVE

**ALTERED PROTECTED SLOPES**

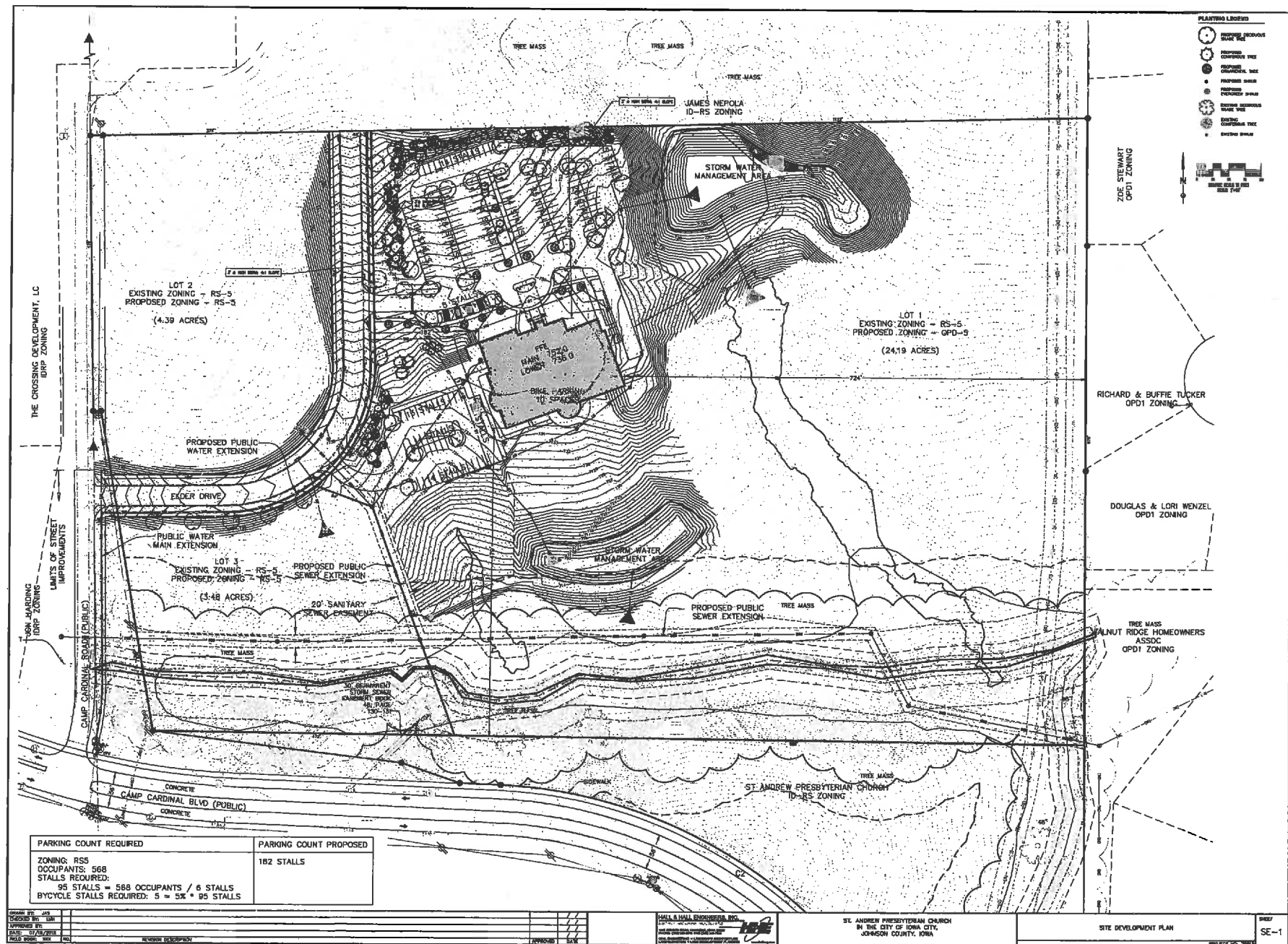
A.P.S. 40.00% 100.00% 0.88 AC

ALTERED PROTECTED SLOPE - TERRAIN CREATED SLOPE FOR FARM  
POND AND ROAD ETC. ALONG CAMP CARROLL ROAD

10% - 10%  
ALTERED PROTECTED SLOPE - TERRAIN CREATED SLOPE FROM  
GEOTECHNICAL ACTIVITIES AS A RESULT OF FARM YIELD MECHANICAL  
POINT

ALTERED PROTECTED SLOPES ARE NOT INCLUDED IN THE  
"PROTECTED" SLOPE TABLE ABOVE

PER 14-5-8-8.6 DEVELOPMENT ACTIVITIES MAY BE ALLOWED  
SEMI-AREAS CONTAINING "ALTERED PROTECTED SLOPES" AS  
DEFINED IN SECTION 14-5-8-8.6. ISOLATED SLOPES



## HALL & HALL ENGINEERS, INC.



July 31, 2015

City of Iowa City Planning and Zoning Commission  
%Bob Miklo  
Planning Department  
410 E Washington Street  
Iowa City IA 52240

Re: St Andrew Church Rezoning Conditions Amendment Request  
Ord No. 14-4597

Dear Planning and Zoning Commission,

On behalf of St Andrew Presbyterian Church we are requesting an amendment to the original Conditional Zoning Agreement language. Since the original rezoning request there has been a change to the development plans to include three lots, two of which are slated for future development and the other as church campus.

Below is the original agreement language along with requested revisions to the language and justification:

Original Agreement Language

- a. *Camp Cardinal Road will be constructed to City collector street standards.*
- b. *Water and sewer lines will be extended to the north and west property lines in location acceptable by the City Engineer*
- c. *Construction plans for Camp Cardinal Road and water and sewer infrastructure must be approved by the City and under construction prior to issuance of any building permit.*
- d. *Emergency vehicle access and extension of water lines to the construction site must be complete prior to the issuance of any building permit.*
- e. *A final certificate of occupancy will not be issued until all infrastructure improvements are complete and accepted by the City*

Requested revised language

- a. The portion of Camp Cardinal Road (430+/- LF) and Elder Drive to the north property line of St Andrew Presbyterian Church shall be constructed to City collector standards. Storm sewer and waterlines to be extended within these same improvement limits.
- b. Sanitary sewer lines shall be extended to the west side of Camp Cardinal Road and to future development lots west of Lot 1, St Andrew Church – Part One
- c. Construction plans for Camp Cardinal Road/Elder Drive and water and sewer infrastructure must be approved by the City prior to issuance of foundation permit.
- d. Emergency vehicle access and extension of water lines to the construction site must be complete prior to issuance of foundation permit.
- e. No change





Justification/Clarification

- a. Street configuration has changed since the original summittal. The design team has worked with City staff to arrive at a reasonable street network for this region of the City. Access is provided to the church and to the parcel located north of the church property, which was the goal of the original condition.
- b. Sanitary sewer main lines are already in place north of the Nepola parcel to serve that property, therefore references made requiring extension to the north property line has been removed.
- c & d. Owner requests to begin grading activities yet this fall and will request an at risk grading permit if weather is favorable. There is a chance that not all approvals will be in place by the time grading will start, therefore we changed any building permit to foundation permit. In addition, we realize the importance to have fire protection and an emergency vehicle access leading to the construction site prior to placement of flammable materials of the structure.

You may contact us at 362-9548, if you have any questions or concerns regarding this project.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Jason Santee', is positioned above the printed name.

Jason Santee, P.E.  
Project Manager

Enclosures

Copy: John Roffman, St Andrew Presbyterian Church

## STAFF REPORT

To: Planning and Zoning Commission

Prepared by: Karen Howard

Item: REZ15-00015  
NW corner of S. Riverside Drive  
and W. Benton Street

Date: August 6, 2015

### GENERAL INFORMATION:

Applicant:

Kum & Go L.C. (Nick Halfhill)  
6400 Westown Parkway  
West Des Moines, Iowa 50266  
(515)226-0128

Contact:

Keith Weggen  
Civil Design Advantage  
3405 SE Crossroads Dr., Suite G  
Grimes, Iowa 50111  
(515)369-4400  
keithw@cda-eng.com

Requested Action:

Rezone from Community Commercial (CC-2)  
Zone to Riverfront Crossings – West Riverfront  
(RFC-WR)

Purpose:

Development of a convenience store and gas station  
in the Riverfront Crossings District

Location:

Northwest corner of S. Riverside Drive and W.  
Benton Street

Size:

1.45 acres

Existing Land Use and Zoning:

restaurant/vacant; Community Commercial (CC-2)

Surrounding Land Use and Zoning:

North: future multi-family development; RFC-WR  
South: Commercial; CC-2  
East: vacant (proposed restaurant); RFC-WR  
West: Residential; RS-8

File Date:

July 15, 2015

45 Day Limitation Period:

August 29, 2015

### BACKGROUND INFORMATION:

The subject property is located in the Community Commercial (CC-2) zone on the Northwest corner of S. Riverside Drive and W. Benton Street. The property also has frontage on Orchard Street. The property contains vacant commercial buildings and one small restaurant (Bruegger's Bagels). Bruegger's is currently working on a plan to build a new store across the street at the NE corner of Riverside Drive and Benton Street.

The subject property is located within the West Riverfront Subdistrict of the Riverfront Crossings District. Therefore, the recently adopted form-based zoning code for Riverfront Crossings will apply if the property is rezoned. The applicant is proposing to redevelop the property with a 6,500 square foot convenience store and gas station (Quick Vehicle Servicing), which is a use allowed by special exception in the West Riverfront Subdistrict.

The applicant has complied with the City's Good Neighbor Program. They held a "good neighbor" meeting on the evening of Monday, July 27. A number of neighborhood residents and a local business owner attended the meeting where the applicant displayed their proposed site and building design, described their project, and answered questions about the proposed redevelopment of the property.

### ANALYSIS:

**Current and proposed zoning:** The current CC-2 zoning is intended for major retail commercial areas that serve a significant segment of the community population. The zone is primarily a commercial zone, but allows upper floor residential uses by special exception. Minimal parking and building setbacks apply, but parking may be placed between buildings and the street. The lack of building and parking location standards in the CC-2 Zone has resulted in an auto-oriented commercial corridor with parking areas located along street frontages and multiple driveways that interrupt the sidewalk along Riverside Drive, making this corridor inhospitable to pedestrians and bicyclists.

The Riverfront Crossings form-based zoning for the West Riverfront subdistrict allows for a broad mix of commercial and residential uses. Unlike the CC-2 Zone, the Riverfront Crossings code allows for a variety of building types: commercial, mixed-use, and residential. Buildings must be oriented toward Riverside Drive and Benton Street with street-facing entries opening onto an improved streetscape designed to provide a more comfortable and attractive environment for pedestrians buffered from vehicular traffic. Parking and vehicular use areas must be located behind or to the side of buildings and screened and buffered from the sidewalk and the street. Building design standards apply and will be administered through the staff design review process. These include requirements for streetscape improvements, landscaping, façade composition and articulation, storefront window requirements for commercial and mixed-use buildings, prominent pedestrian entries, and high quality building materials.

The applicant has developed a preliminary site plan and building elevations for the convenience store and gas station. The form-based zoning code for the Riverfront Crossings – West Riverfront Zone (RFC-WR) requires that buildings be placed to the front and corner of lots with parking and vehicular use areas to the rear or side of buildings. This will require the convenience store to be placed at the corner of Riverside Drive and Benton Street with the parking, gas pumps and canopy located to the side and rear. Since the building will be located at the corner of two streets that are designated as "primary" in Riverfront Crossings, storefront windows and pedestrian entries must be located along these frontages. Gas pumps and canopy will be located north of the building and will be required to be screened from adjacent properties with landscaping and also meet any other conditions imposed by the Board of Adjustment to address particular site conditions. The applicant has included proposed building elevations with their application for rezoning to illustrate their design intent for the building. The convenience store will offer food service, so includes both indoor seating and outdoor patio seating with pedestrian entrances on Riverside Drive and Benton Street.

**Comprehensive Plan:** The Downtown and Riverfront Crossings Master Plan was adopted in January 2013 as an integral part of the City's Comprehensive Plan. The subject property is located in the West Riverfront Subdistrict of Riverfront Crossings. One of the primary goals for

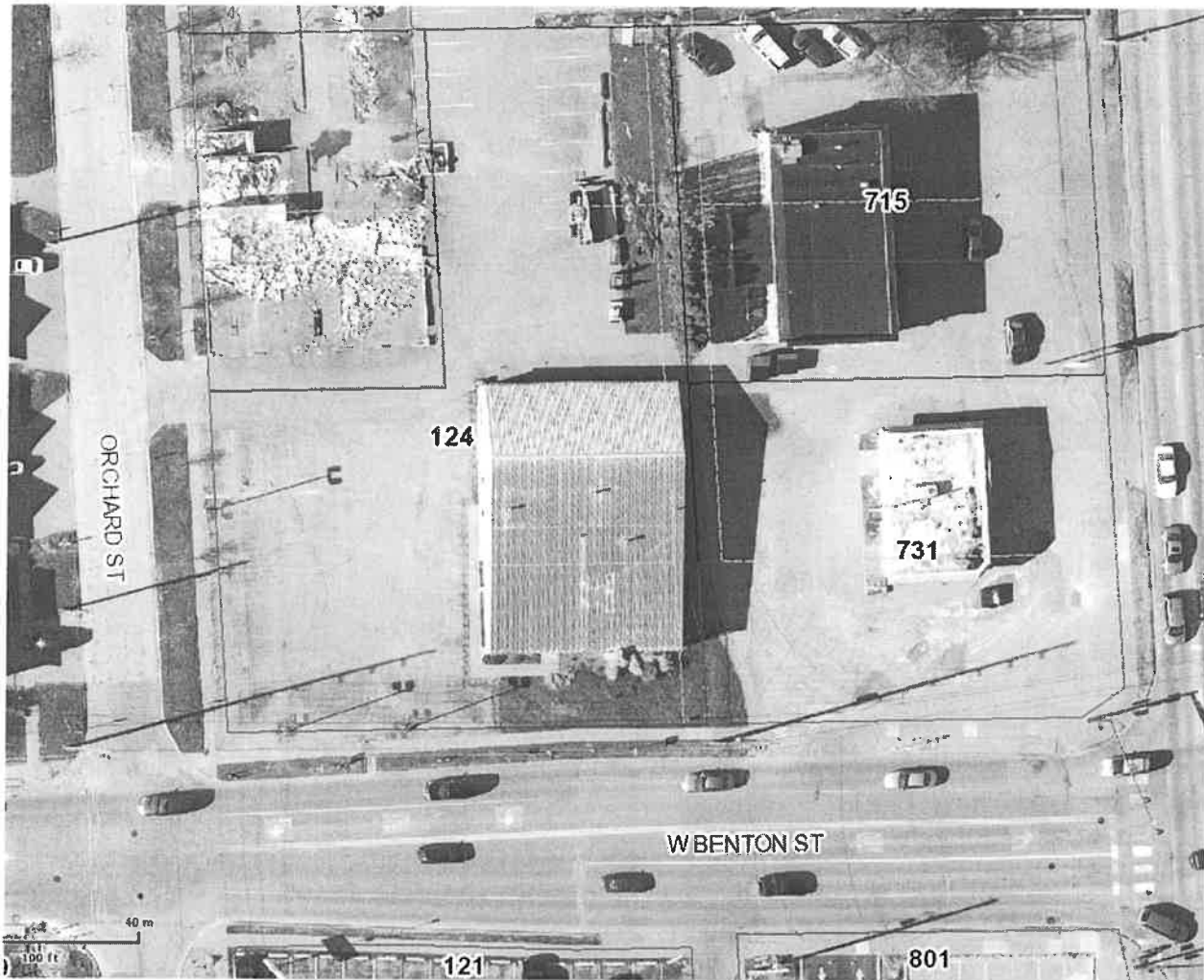
this subdistrict is to encourage redevelopment that will help create a more pedestrian-friendly character along Riverside Drive and Benton Street by enhancing the streetscape and overall aesthetics, tempering auto-dominated frontages by locating buildings closer to the street with parking behind or to the side of buildings, and creating a place where people can live close to the Iowa River and to shopping, restaurants, and other services. Due to the absence of building and parking placement standards and few requirements related to building form and design, the current CC-2 zoning for the property will not ensure that the property will develop in a manner consistent with the Riverfront Crossings Master Plan. On the other hand, the new form-based zoning code for Riverfront Crossings is intended to help implement the vision of the master plan and contains standards for building and parking placement, streetscape improvements, building form and design, and landscaping and open space requirements.

One of the most important goals for the West Riverfront subdistrict, as stated in the master plan, is to improve the environment along Riverside Drive and Benton Street to make these streets safer and more comfortable for pedestrians, bicyclists and motorists. Since the requested rezoning will result in a considerable increase in vehicular traffic to the site, staff recommends that existing driveways along Riverside and Benton be consolidated to improve traffic and pedestrian safety. In addition, since the convenience store with its restaurant component will attract additional pedestrian and bicycle traffic, staff also recommends that the applicant dedicate 10 feet of land along both the Riverside Drive and Benton Street frontages of the property to widen the public right-of-way. The additional land will be used to create a wider landscaped buffer between the traffic lanes on Riverside Drive and the public sidewalk. Consolidation of driveways and a wider landscaped parkway buffer along both street frontages will improve safety for customers whether arriving by car, by foot, or by bicycle. The applicant has indicated willingness to dedicate the necessary land for widening the right-of-way along Riverside Drive and Benton Street and for consolidating driveways and locating them in a manner that will improve traffic circulation and safety. More specific analysis of traffic circulation as it relates to driveway location is covered later in this report.

For all the reasons stated above, staff finds that the requested zoning (RFC-WR) is consistent with the City's Comprehensive Plan and will help to facilitate redevelopment that will comply with the Riverfront Crossings Master Plan, provided that driveways are consolidated and land along Riverside Drive and Benton Street is dedicated to the City to allow for improvements necessary to accommodate the increase in both vehicular and pedestrian traffic to this property upon redevelopment to the Riverfront Crossings- West Riverfront zoning standards.

**Compatibility with neighborhood:** The proposed convenience store and gas station, if designed according to the Riverfront Crossings form-based code, will be an improvement to what is currently an auto-dominated area with traffic circulation that doesn't meet current traffic safety standards and a streetscape that is largely hostile to pedestrians and bicyclists. The proposed site design with the commercial building at the corner with pedestrian-oriented street frontages will provide additional commercial goods and services to local residents as well as to motorists traveling along these arterial street corridors. Transforming the auto-oriented commercial strip development along Riverside Drive to a more pedestrian-friendly environment with a better mix of neighborhood-serving businesses will also benefit the residential neighborhoods located to the west of the Riverfront Crossings District. The form-based zoning standards will help to ensure that new buildings are compatible with the vision of the Riverfront Crossings plan and with surrounding residential neighborhoods. Therefore, staff finds that the proposed rezoning is compatible with the surrounding neighborhood.

**Traffic implications:** There are currently two driveway access points from this property to Riverside Drive, one access drive to Benton Street, and two along Orchard Street. The aerial photograph below illustrates the existing condition of the site with multiple access points.



To improve traffic and pedestrian safety, goals for the West Riverfront subdistrict include reducing the number of curb cuts along area streets and providing a wider sidewalk that is set back from street curbs with a wider landscaped buffer from vehicular traffic. The zoning standards for the RFC-WR zone require parking and service areas to be accessed from alleys or from secondary streets. It also states that limited access to primary streets may be allowed, but inappropriately located curb cuts may be required to be closed to improve traffic circulation upon redevelopment.

The applicant has submitted a site plan (see attached) illustrating that existing drives on Riverside Drive will be closed and a new driveway will be established located further from the intersection. The applicant's current site plan also indicates that the existing driveway on Benton will be closed and a new curb cut further to the west onto Benton is proposed. The plan illustrates that driveways along Orchard Street would be closed upon redevelopment. The zoning code indicates that driveway access should be located on secondary streets, in this case Orchard Street. Due to the nature of this arterial street corridor and the proposed use, it is reasonable to allow access to Riverside Drive in the general location indicated on the applicant's site plan. However, the City's transportation planning staff have determined that driveway access to Benton Street should not be allowed as shown on the submitted site plan because motorists traveling east on Benton Street would have to cross a double yellow line and conflict with traffic in the dedicated left turn lane onto Orchard Street. Establishing a driveway in this location will likely result in traffic accidents and create impediments to traffic flow that may block the intersections of Benton and Orchard Street and Benton and Riverside. However, staff finds that limiting access to just one driveway for a convenience store/gas station would be

problematic for traffic circulation both on and off site. Therefore, staff recommends that a second driveway be located onto Orchard Street in a location that best meets traffic safety and circulation considerations. At the time the packet was mailed, the applicant had not had time to modify the proposed site plan to address these traffic safety concerns.

The applicant has agreed to dedicate the additional right-of-way along Riverside Drive and Benton Street and the proposed site plan illustrates the right-of-way dedication and the new sidewalk location.

STAFF RECOMMENDATION:


Staff recommends approval of REZ15-00015, a proposal to rezone approximately 1.45 acres of property located at the northwest corner of South Riverside Drive and West Benton Street from Community Commercial (CC-2) to Riverfront Crossing-West Riverfront (RFC-WR), subject to the following conditions to address traffic and pedestrian safety issues caused by the subject rezoning:

- Dedication of 10 feet of land along the Riverside Drive and Benton Street frontages of the property to the City in order to widen the public right-of-way along Riverside Drive and Benton Street;
- Closure of the existing curb cut on Benton Street;
- Consolidation of the two drives on Riverside Drive into one access point in a location further from the intersection as determined by the City; and
- Consolidation of the two drives on Orchard Street into one access point in a location that best meets on and off-site traffic safety and circulation needs as determined by the City.

ATTACHMENTS:

1. Location Map
2. Preliminary site plan and building elevations
3. Correspondence

Approved by: \_\_\_\_\_

  
John Yapp, Development Service Coordinator  
Department of Neighborhood and Development Services





**REZ15-00015**

**W. Benton St. & S. Riverside Dr.**

0 200 400 Feet

Prepared by: Katie Gandhi  
Date Prepared: July 2015

Proposed rezoning for 4 parcels located west of S. Riverside Drive and north of W. Benton Street, from Community Commercial (CC2) to the West Riverfront Subdistrict of Riverfront Crossings (RFC-WR).







## KUM & GO #422 IOWA CITY, IOWA

CIVIL DESIGN ADVANTAGE  
JULY 2015



Architectural elevation drawing of a building facade, likely a retail store, with various material and color specifications. The drawing includes a central entrance area with a sign that reads "Kum & Go". To the left of the entrance is a section labeled "Kum & Go" and "Kum & Go". To the right of the entrance is a section labeled "Kum & Go". The drawing includes a list of materials and colors for different sections of the building:

- Clear Anodized Aluminum Column Cover
- 5" Silver Anodized Color Aluminum Soffit and Frieze
- Painted Metal Coping in Match SW "Van Clo" Color
- 24" x 11 1/2" Signage
- 15" x 4" Mobile Floor Concrete Panel - Vintage Wood Color
- Clear Anodized Aluminum Signpost TV
- 6" x 3" x 12" Signage
- Column Wrapped in Brush Red Vinyl
- Polished Aluminum Panel with Coping Color "Red Ice" T21-101
- 12" x 4" Mobile Floor Concrete Panel - Randomized Series - 24" White SW "Eider White"
- Polished Metal Coping in Match SW "Van White"
- Schmitts Cant Stone Panel Color TS-053
- 15" x 4" Mobile Floor Concrete Panel - Randomized Series - 24" White SW "Eider White"

The drawing also includes height markers on the left side:

- 16'-10"
- 9'-6"
- 3'-3"

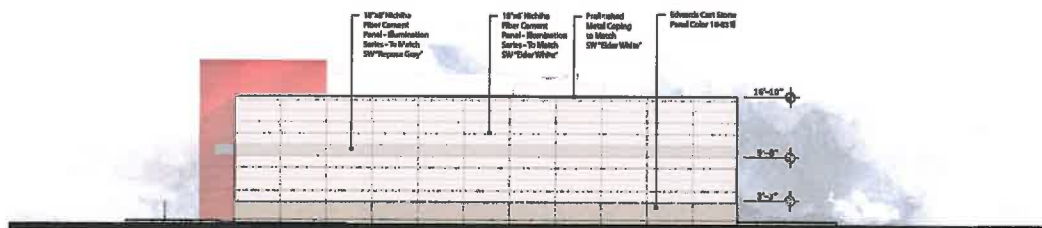
**Now To Scale**



Name: \_\_\_\_\_ Scale: \_\_\_\_\_



**Not To Scale**



**Not To Scale**

B|R|R  
architecture

SEAL



**#0422- IOWA CITY, IOWA**  
**BENTON & RIVERSIDE**  
**EXTERIOR ELEVATIONS**

**KCI PROJECT TEAM:**  
 KCI

**HOW:**

CPAC

[illegible]

DATE \_\_\_\_\_

**SHEET NUMBER:**

1000

**Karen Howard**

---

**To:** Karen Howard  
**Subject:** RE: Rezoning Benton and Riverside - Kum & Go

**From:** Paula Swygard [mailto:pswygard@gmail.com]  
**Sent:** Tuesday, July 28, 2015 3:16 PM  
**To:** PlanningZoningPublic  
**Subject:** Rezoning Benton and Riverside - Kum & Go

City Staff: Please include this email with the packet for this rezoning when it is sent to the Commissioners.

Dear Commissioners,

I am writing to express my support for the rezoning of the corner of Benton and Riverside. I had the opportunity to look at Kum & Go's plans during the neighborhood meeting on 7/27/15, and feel that this will greatly improve and hopefully will help stabilize this corner which has been vacant for too long.

I do have a couple of concerns about the current plans that I hope you will address:

1. My main concern surrounds the proposed curb cut to Kum & Go off of Benton Street. I understand that the traffic department is currently evaluating the placement of this access. At the time of the neighborhood meeting, there was no definitive answer as to whether this curb cut will be as placed on the plans that we saw. Given the large traffic volume on Benton (it would be helpful if you had the numbers from the last traffic study of this area) and the potential for traffic to back up on Benton as cars wait to turn into Kum & Go, I am wondering whether it would be better to direct traffic to/from the Kum & Go along the Benton side through Orchard Street. Ideally, Orchard could be widened to allow a left turning lane onto Benton, however, that may not be feasible. Since Orchard St will also be serving the new 96 unit apartment complex being built to the north of the proposed Kum & Go site, it makes the most sense to also use Orchard St. for traffic leaving Kum & Go rather than having a curb cut and Orchard St. located so closely together on Benton. This also moves traffic further away to the west from the corner of Riverside and Benton, which I think will make for a safer traffic pattern. I did forget to ask about the routing and timing of delivery trucks, and their impact on the surrounding neighborhood properties, and so perhaps this is an area you may want to inquire about.
2. I was assured that the trees in the right of way along Orchard St. would remain intact. As you always do, please check into the screening of headlights for any parking spaces where headlights would face residential, whether that is along Orchard or into the new apartment complex.
3. Lighting - please review spill over lighting from the parking lot and the building interior lights at night, and the canopy heights of the gas pumps for their potential impact on the abutting residential areas.
4. Noise - noise of HVAC, garbage removal, deliveries all have an impact on the residents abutting the store. If any noise reductions opportunities are available, please keep those in mind.

What I like about the project:

1. Riverfront Crossings development in the West Riverside area will be given a huge bolster with the Kum & Go relocation and redesign, turning a long vacant eyesore into a place that will provide much needed neighborhood services.
2. I'm pleased by their stated emphasis on fresh foods and I hope this remains their focus as they will have many clients from the apartment complex, the neighborhood, and Iowa football-goers that will take advantage of the variety they can offer. As I brought up at the neighborhood meeting, I hope that the square footage designated for the sale of alcohol does not consume the store, although I know this is beyond the scope of P & Z, and the neighborhood has no say in this.
3. The building will be LEED certified.
5. The covered outdoor seating along Riverside Dr. will bring a new look and feel to the area, and will hopefully serve as an example for other businesses looking to redevelop there.
5. Several design aspects including the open look with many windows, the change in signage and building appearance, and the fact that this design brings the building out to the street to conform with the Riverfront Crossings plan.

Best wishes as you tackle this rezoning. I'm sure you'll be able to work out any details which will make for a much improved corner on Benton and Riverside.

Paula Swygard  
426 Douglass St.  
Iowa City, IA

## STAFF REPORT

To: Planning and Zoning Commission

Prepared by: John Yapp

Item: REZ15-00016 Amendment to Olde Towne  
Village Concept Plan

Date: August 6, 2015

### GENERAL INFORMATION:

Applicant:	HD Capital Partners 711 S Gilbert St Iowa City, IA 52240 319-354-2233
Contact:	Duane Musser, MMS 1917 S Gilbert St Iowa City, IA 52240 319-351-8282 d.musser@mmsconsultants.net
Requested Action:	Amendment to Conditional Zoning Agreement and associated concept plan for Olde Towne Village
Purpose:	Allow development in compliance with a revised concept plan
Location:	Square block bounded by Westbury Dr, Eastbury Dr, and Middlebury Rd
Size:	1.85 acres
Existing Land Use and Zoning:	CC-2
Surrounding Land Use and Zoning:	North: Vacant and commercial; CC-2 South: Residential; OPD-8 East: Residential; MU West: Commercial; CC-2
File Date:	July 16, 2015
45 Day Limitation Period:	August 30, 2015

### BACKGROUND INFORMATION:

In 2001, as a part of an annexation and rezoning of the Olde Towne Village area, the subject property was zoned to Community Commercial (CC-2). As part of the rezoning, a Conditional Zoning Agreement was approved which required the property develop in general conformance with a concept plan (attached), and be designed to create a "Main Street or Town Square style commercial center" incorporating features such as on-street parking, parking lots behind buildings,

and minimal or no building setback from sidewalks.

The applicant is proposing a concept plan for a medical clinic which does not conform to the Conditional Zoning Agreement concept plan. The proposed concept shows a building on the north side of the property, with a surface parking lot on the southern portion of the property. Staff has determined that the concept plan differs enough from the adopted Olde Towne Village concept such that an amendment to the Conditional Zoning Agreement and concept will be required (see discussion below).

The applicant held a Good Neighbor meeting on July 23. A summary of that meeting is attached.

#### ANALYSIS:

**Current and proposed zoning:** The property is zoned Community Commercial (CC-2). The CC-2 Zone is a general commercial zone which allows retail, restaurants, general and medical office and personal service uses. The applicant is not proposing to change the base CC-2 Zone.

**Comprehensive Plan:** The property is part of the Northeast District Plan. The Northeast District Plan identifies this property as commercial, and states:

*This neighborhood center should be developed in a main street or town square design that ensures its compatibility with the surrounding neighborhood, and provides much-needed goods and services, such as small restaurants, retail shops, offices, a grocery or convenience store, and dental and medical clinics. A pedestrian orientation for the center will incorporate such features as on-street parking, parking lots behind buildings, minimal or no building setback from the sidewalk . . . (page 24, Northeast District Plan)*

The proposed medical clinic building land use is clearly a permitted use in the CC-2 zone and the intent to allow a medical clinic in the commercial center per the Northeast District Plan. Rezoning conditions should be imposed, however, to insure compliance with the goal for main street or town square design. Staff believes that the proposed concept plan is consistent with these goals, provided that the building extends the length of the block and includes entrances on the street-facing facades, particularly given the round-about feature at the northeast corner of this block.

**Traffic implications:** Using data from the Institute of Traffic Engineer's *Trip General Manual*, a medical clinic of this size will generate approximately 630 vehicle trips per day, primarily on weekdays during the day. The street infrastructure serving the Olde Towne Village commercial area will easily be able to accommodate this traffic; vehicle trips associated with medical clinics are spread out throughout the day.

Staff notes that in comparison to other potential uses in the CC-2 Zone (retail, restaurant, bank, etc.) a medical clinic generates fewer vehicle trips than other potential uses. A restaurant or restaurants of similar size would generate upwards of 1,800 trips per day; a hardware store approximately 1,000 trips per day; and a mix of specialty retail uses approximately 900 trips per day, according to trip generation estimates.

**Parking:** Parking spaces will be created/improved on-street and on-site. Parking was a concern at the neighborhood meeting, in that currently due to the popularity of the restaurants in Olde Towne Village and lack of available on-site parking, many customers park on nearby residential streets. Anecdotally, staff has observed customers of the Olde Towne Village restaurants needing to park several blocks away on residential streets in evening hours. The additional on-street parking will be available to the general public visiting Olde Towne Village, and staff from the University of Iowa (who will operate the clinic) has confirmed that the on-site

parking will also be available to the general public in the evening after the clinic has closed.

**Site Design:** The proposed site design features a building along the north property, and a parking lot on the southern approx. 60% of the property. Staff has determined that because a surface parking lot is proposed on the southern portion of the property, and buildings are not proposed to face the street along the Middlebury Rd frontage and portions of the Eastbury Dr and Westbury Dr frontages, the site plan does not conform with the adopted concept plan.

The original CC-2 rezoning incorporating the concept for Olde Towne Village was adopted in 2001. At that time, the vision was for a neighborhood-serving commercial area which would contain a variety of uses including restaurants, offices, grocery, offices, medical, and retail uses. The building proposed for the subject property, with shallow buildings fronting on all four sides of the block and parking to rear of the buildings in the middle of the block, would be suited for small retail and personal service shops. As the applicant has noted in their application, in the past 14 years the property owners have not had success in marketing the property based on the current concept.

Staff acknowledges that the retail market has changed significantly since 2001, both nationally and locally. For example, Sycamore Mall has undergone significant changes since 2001 and the City has entered into two Tax Increment Financing (TIF) agreements in order to maintain Sycamore Mall, and by extension the south First Ave corridor, as a viable retail commercial area. While Olde Towne Village has had success in attracting restaurants, offices, financial and fitness uses, it has not attracted traditional retail uses. The applicant and property owner have both discussed with Staff the difficulty in attracting small retail shops, and in attracting businesses to locate in a building designed as shown in the adopted concept plan.

To meet the intent of the comprehensive plan for a 'Main Street' or 'Town Square' style of development, the applicant has proposed several features on the concept plan to help meet this goal. These features include:

- Constructing the building close to the property line along Westbury Dr. and at the northeast corner of the lot, helping to frame the traffic circle at the Westbury Dr / Eastbury Dr intersection (emphasizing the town square).
- Landscaped berm along the parking lot street frontages
- Short retaining walls (knee walls), benches and seating alcoves around the perimeter of the site to help define the street frontages, and to help make the perimeter inviting to pedestrians
- Accent plantings to add color to the perimeter of the site (see attachment)
- Addition of tree islands to the on-street parking on the north, east and west sides of the site
- Significant setback (25 – 30 feet) of the parking lot from the street frontage

Staff has discussed other options with the applicant such as constructing a narrower building fronting on two sides of the square, and/or shifting the building to face the west or south side of the lot. The applicant maintains that because of requirements for the internal design of the clinic, including areas for private patient exam rooms, circulation of staff, and a waiting area, it is difficult to design a medical clinic building in other than a rectangular format.

To help meet with goal of a 'main street' design for a modern medical clinic, staff has recommended a public entranceway to the clinic be included on the northeast corner of the building near the traffic circle, and another entrance be included near the northwest corner of

the building. The applicant has indicated the entrance at the northwest corner will be a staff entrance. These entrances will accommodate persons parking on-street near the north side of the building. Staff has also recommended that elements of the building be extended to the west property line in order to help define that corner. The applicant has indicated they will submit building elevations showing these changes prior to the Commission's August 6 meeting.

### **Summary**

A medical clinic is a permitted use in the CC-2 Zone, and would be a good addition to the mix of uses in Olde Towne Village. The applicant has redefined the perimeter of the site to meet the spirit and intent of the comprehensive plan making the site an attractive addition to the commercial area through the use of building design, berming, landscaping, seating alcoves, trees and tree islands, etc. These features help define the perimeter of the site, keep on-site parking set back from the street and sidewalk, and provide an attractive streetscape. Staff also acknowledges that the property has remained vacant since the original concept was adopted in 2001, and that the retail market has changed significantly since that time.

### **STAFF RECOMMENDATION:**

Staff recommends approval of REZ15-00016, to conditionally rezone the property to CC-2 subject to the following conditions:

Development shall be in substantial compliance with the July 16, 2015 concept plan, and development shall include a public entrance near the northeast corner of the proposed building, an entrance near the northwest corner of the building, and the extension of building elements to the west property line.

*(\*The applicant intends to provide a concept plan showing these elements prior to P&Z's meeting, in which case, the recommendation would be substantial compliance with that concept plan.)*

### **ATTACHMENTS:**

1. Location Map
2. Aerial Photograph
3. Original Olde Towne Village concept
4. July 16, 2015 concept plan
5. Summary of Good Neighbor meeting

Approved by: \_\_\_\_\_

Doug Boothroy, Director  
Department of Neighborhood and Development Services



REZ15-00016

Old Towne Village Lot 42, 43, 44, 45

Westbury Dr./Eastbury Dr./Middlebury Rd.

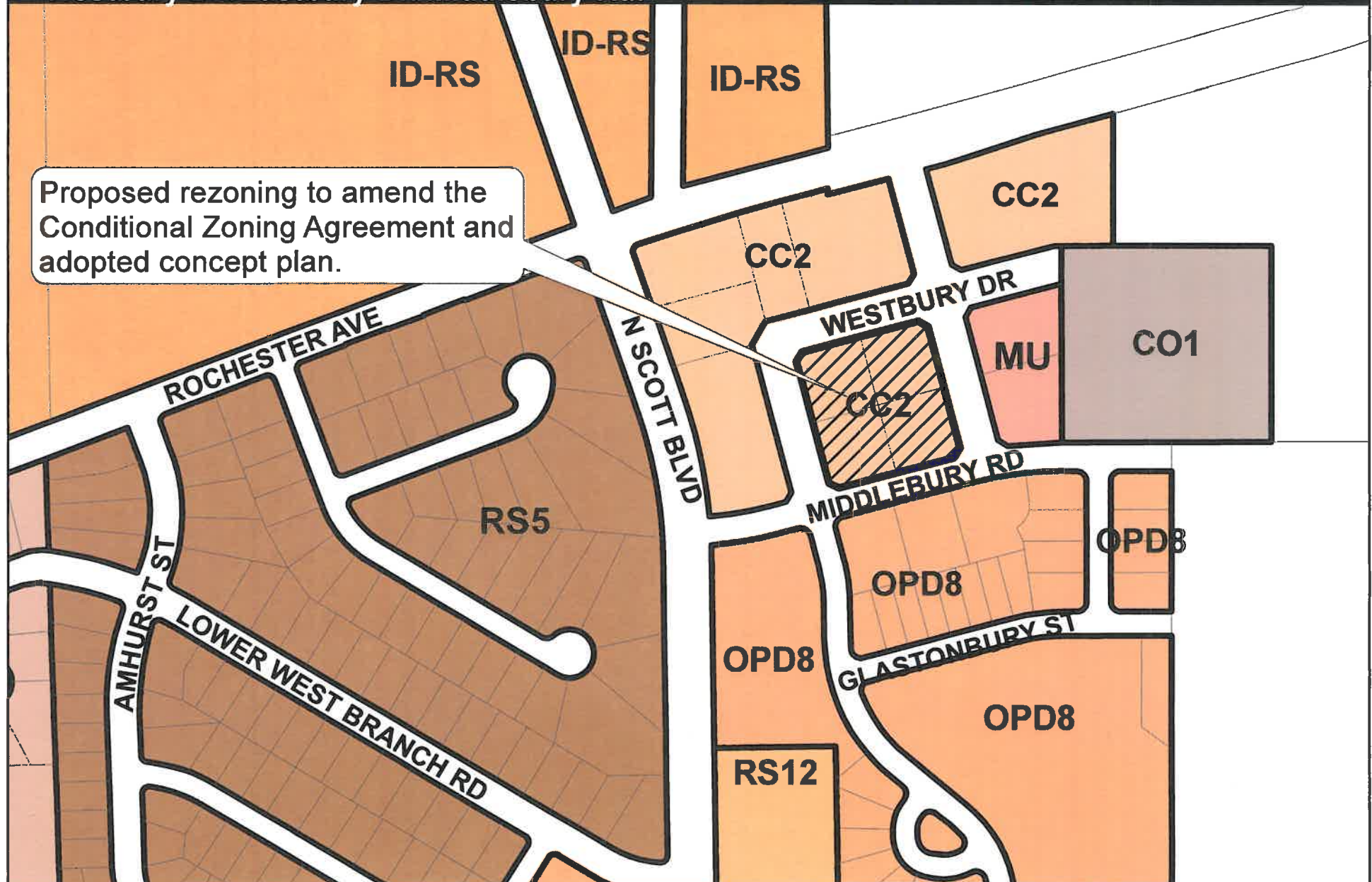


Prepared by: Katie Gandhi  
Date Prepared: July 2015



0 335 670 Feet

Proposed rezoning to amend the  
Conditional Zoning Agreement and  
adopted concept plan.





**REZ15-00016**

**Old Towne Village Lot 42, 43, 44, 45**

**Westbury Dr./Eastbury Dr./Middlebury Rd.**



0 300 600 Feet



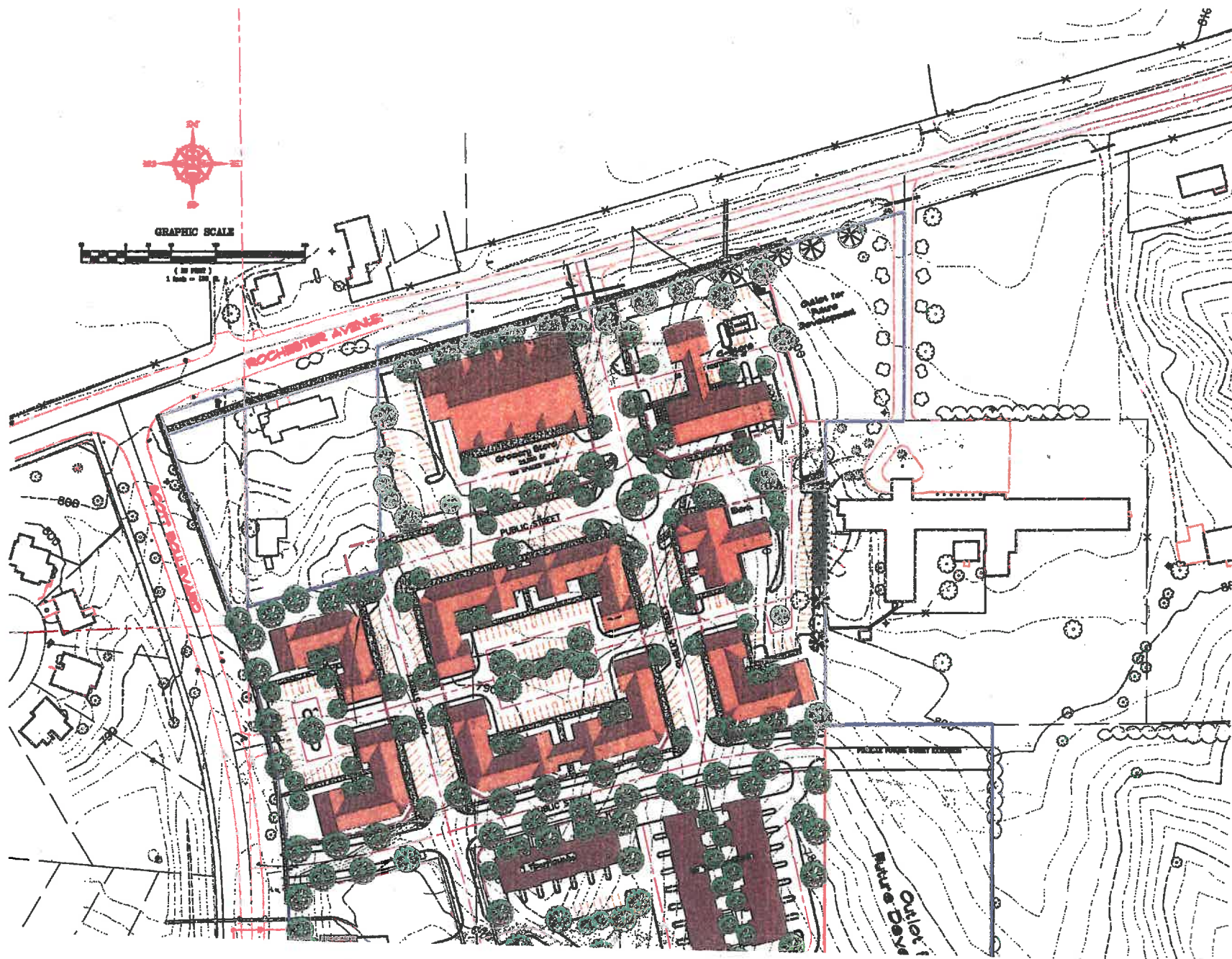
Prepared by: Katie Gandhi

Date Prepared: July 2015

Proposed rezoning to amend the  
Conditional Zoning Agreement and  
adopted concept plan.



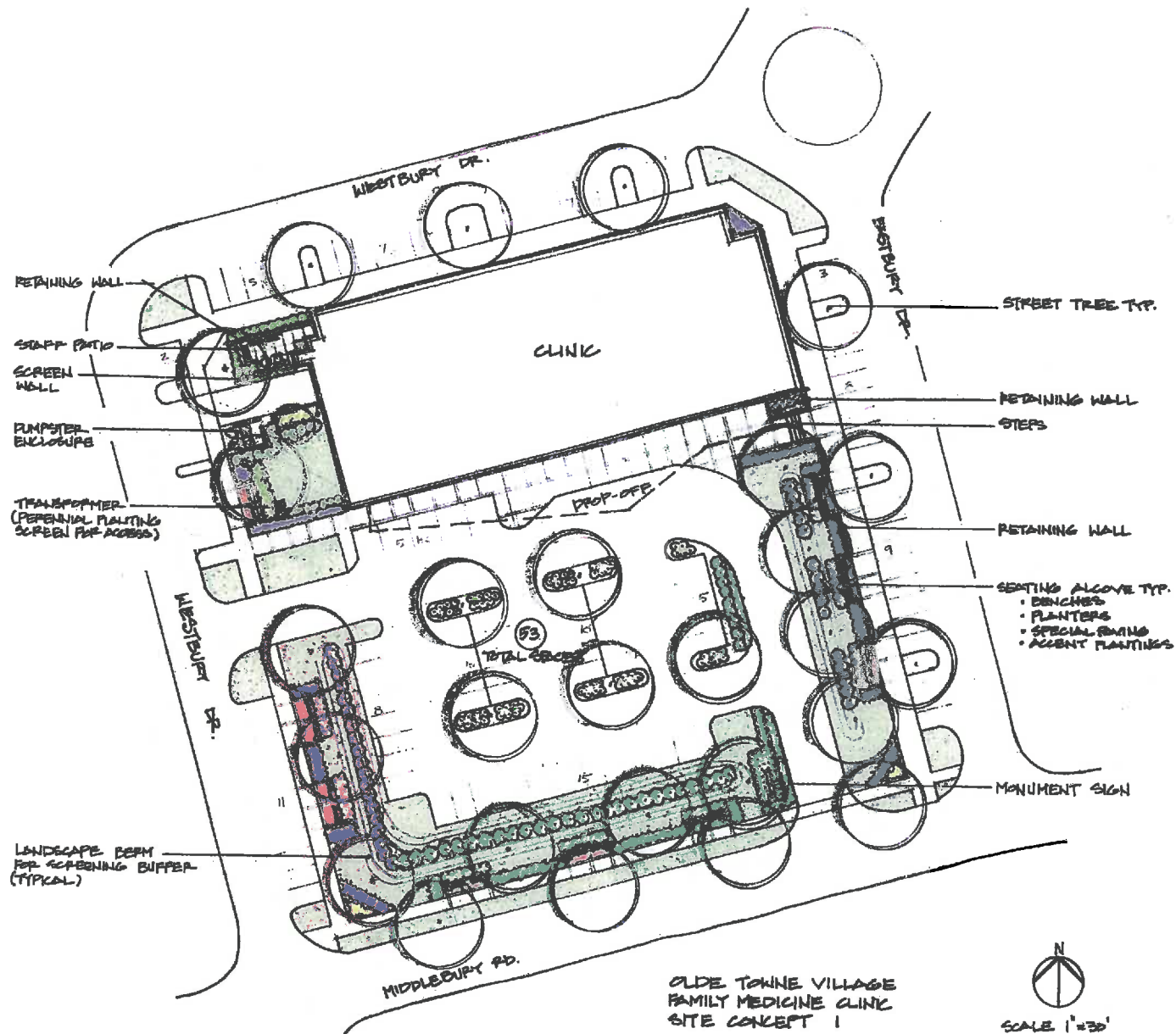




FILED

2015 JUL 16 AM 11:57

DAVE CLARK  
JONAS CITY, IOWA







# Olde Towne Village Family Medicine Clinic

Iowa City, Iowa  
July 2015

# Summary Report for Good Neighbor Meeting



Project Name: Family Medicine Clinic \_\_\_\_\_ Project Location: Lots 42-45 Olde Towne Village

Meeting Date and Time: Thurs., July 23 @ 5:30

Meeting Location: Blackstone Restaurant

Names of Applicant Representatives attending: Duane Musser(MMS), Kevin Digmann(Hodge),  
Mike Hodge(Hodge), David Kieft (UHIC), Jamie Tolbert(UHIC), Justin Bailey(Invision), Ryan  
Anderson(Confluene)

Names of City Staff Rep. attending: John Yapp

Number of Neighbors Attending: 16 Sign-In Attached? Yes X No \_\_\_\_\_

General Comments received regarding project (attach additional sheets if necessary)–

Liked landscaping around perimeter of parking lot. Thought U of I Clinic would be good neighbor and addition to the commercial area. Thought conceptual building elevations looked good. Liked the on street parking, be good for existing uses. Liked landscape additions in on street parking. Questions about types of clinic and clinic hours.

Concerns expressed regarding project (attach additional sheets if necessary) –

1. Site lighting location and height of poles
2. Vehicular patterns for patients entering clinic parking lot
3. Ongoing drainage and detention basin issues

Will there be any changes made to the proposal based on this input? If so, describe:

Light pole heights will be reduced. Storm sewer design will do all possible to reduce runoff and get flows into storm sewer system.

## Staff Representative Comments

*There were also questions about the appearance of the building, and the applicant showed conceptual building elevations.*

*Several people were glad about the potential for more off-street parking.*

*John Yapp*

Good Neighbor Meeting  
July 23, 2015 @ 5:30pm  
Rezoning—lots 42-45 Olde Towne Village  
Blackstone Restaurant

Tom Penmore

Two Rivers Bank, 551 Westbury Dr. IC

Tony Van De Weide

465 Thornbury Ave

Barb Robins

3652 Glastonbury

Annalene Stach

3650 Glastonbury

Justin Evans

Universal & Serenity

610 Eastbury Dr. Sk #2

BRIAN FLYNN

BLACKSTONE, WESTBURY

OTV ASSOCIATION PRESIDENT

Garrik Jones

Jones + Zirkler Family Dentistry

"

"

DARRICK ZIRKER

Ather Madison

1984 Highview Cir. Coralville

Jenny Madara-Marshall Phx., AZ

Paul Waucho

333 Westbury Ct IC 74

Carol Flecken

3714 Lower West Branch Rd IC

Tamera McKinnis

3521 Middlebury

De F. C. Horton Heights

1225 Country Heights W.2.

Kate Glover

3631 Middlebury Rd

Joan Benson

3653 Middlebury Rd, IC



## STAFF REPORT

To: Planning & Zoning Commission

Prepared by: Bob Miklo

Item: REZ15-00017 (New application)  
Cole's Community Mobile Home Park

Date: August 6, 2015

### GENERAL INFORMATION:

Applicant:

Ed Cole  
1450 Laura Drive  
Iowa City, Iowa 52245  
319-321-1002

Contact Person:

Brian Boelk  
509 S. Gilbert Street  
Iowa City, Iowa 52240  
319-338-7557

Requested Action:

Rezoning for a Mobile Home Park (OPD/RS-12)  
Planned Unit Development

Purpose:

A 38-unit expansion of the Cole Community Mobile Home Park

Location:

East of Riverside Drive and North of McCollister Boulevard

Size:

14.36 acres

Existing Land Use and Zoning:

Mobile Home Park and undeveloped land (OPD/RS-12)

Surrounding Land Use and Zoning:

North: Commercial (CI-1)  
South: Public Open Space (P1)  
East: Public Open Space (OPD/RS-12)  
West: Storage Lockers under construction (I1)

Comprehensive Plan:

South Central District Plan: Intensive Commercial

File Date:

July 21, 2015

45 Day Limitation Period:

September 4, 2015

### BACKGROUND INFORMATION:

The applicant, Ed Cole, has submitted a new request for a rezoning to approve a Planned Development Overlay (OPD) plan for the 14.36-acre property's High Density Single Family Residential Planned Development Overlay (OPD/RS-12) zoning designation. At the July 16 meeting the Commission voted against a recommendation to approve the previous OPD plan. Rather than to take that application to City Council, the applicant has submitted a new application

which attempts to address concerns cited by the Commission for not recommending approval of the previous proposal.

The new application no longer includes a request to modify minimum lot size. The new request also includes a sidewalk on the south side of the entry road that will provide a pedestrian connection to the bus stop, mailboxes and other common facilities with the development. The new proposal also includes a new storm shelter.

Much of the analysis from the previous case (REZ15-00007 staff report attached) applies to this application and will not be repeated here. Changes from the previous plan are discussed below.

#### ANALYSIS:

**Planned Development Overlay (OPD) Plan:** The applicant is no longer seeking a modification of the minimum lot size per dwelling unit. Each lot now contains at least 5,000 square feet, which is similar to newer manufactured housing parks and compliant with the requirements of the underlying High Density Single Family Residential (RS-12) zone. As a result of this change there will be more open space per lot and between units.

The applicant is still requesting modifications of the zoning and subdivision regulations including:

- 1) Decreasing the 30-foot perimeter setback required of manufactured housing parks from the property line to the north, due to a manufactured housing park owned by the applicant; from the east, due to permanent open space owned by the City of Iowa City; and from the south where a self-service warehouse facility was recently approved.
- 2) Reduction from 60 feet public street right-of-way to 32 feet private street easement and a reduction in pavement width from 26 feet for a to 22 feet. In doing so, it also requires that sidewalk standards and street tree standards be modified as well with sidewalks directly adjacent to the street and street trees planted on the lease lots themselves.

As discussed in the previous staff report (copy attached), there appears to be a rationale for these waivers based on the OPD approval criteria and staff recommends approval of these modifications.

**Sidewalk:** With the previous proposal the applicant had indicated that there was not sufficient space to place a sidewalk along the full length of the entry road due to the presence of an existing manufactured dwelling unit. A painted pedestrian path within the street was proposed as an alternative. Commissioners expressed concerns about pedestrian safety and lack of access for persons with disabilities.

The applicant has indicated the current resident does not wish to move from the location adjacent to where the sidewalk would be located. The applicant has reviewed the location of the dwelling in relation to the roadway and now believes that there is sufficient room to locate a 5 foot wide sidewalk south of the 22 foot wide street. The unit is located 9 feet south the edge of the existing roadway. It would be located 4 feet from the proposed sidewalk. The applicant would plant landscaping in the 4 feet to help buffer the residence.

The current location of the dwelling in relation to the road is nonconforming (the normal setback from a road is 15 feet). Staff feels it is unreasonable to require moving an occupied dwelling due to the recommended requirement for a sidewalk. Staff will discuss with the applicant the goal of moving the dwelling further from the sidewalk when the current tenant moves out of it.



**Storm shelter:** The applicant is proposing to build a storm shelter west of lots 24 and 25 and north of lot 36. This is a central location in relations to both existing and proposed dwelling units. The shelter would be approximately 30 feet by 45 feet and contain sufficient capacity for 192 dwelling units based on state guidelines for storm shelters. The applicant currently does not have a drawing of the shelter. To assure that the design is appropriate for a residential setting, staff recommends that the final design be approved by staff. From a building code perspective, construction plans for the storm shelter will be reviewed when a building permit is requested.

**Dumpster locations:** Unlike most residential neighborhoods, dumpster locations are proposed to be located in highly visible locations between the street and the dwellings. The applicant has submitted the attached photo illustrating proposed dumpster enclosures. The plan also indicates that the dumpsters will be further screened with evergreen plantings.

**STAFF RECOMMENDATION:**

Staff recommends approval of REZ15-00017, a rezoning to approve a Preliminary Planned Overlay Plan for a 14.36-acre Planned Development Overlay - High Density Single Family Residential (OPD/RS-12) zone located east of Riverside Drive and north of McCollister Boulevard subject to:

1. The two existing properties (former Thatcher and Baculis parks) being combined into one lot.
2. Resurfacing of the entrance road to the point of the new private street including a 5 foot sidewalk on the south side of the street.
3. City Engineer approval of grading and drainage plans at time of final site plan approval.

**ATTACHMENTS:**

1. Location Map
2. OPD Plan
3. Photo of dumpster enclosure

Approved by:   
 John Yapp, Development Services Coordinator,  
 Department of Neighborhood and Development Services

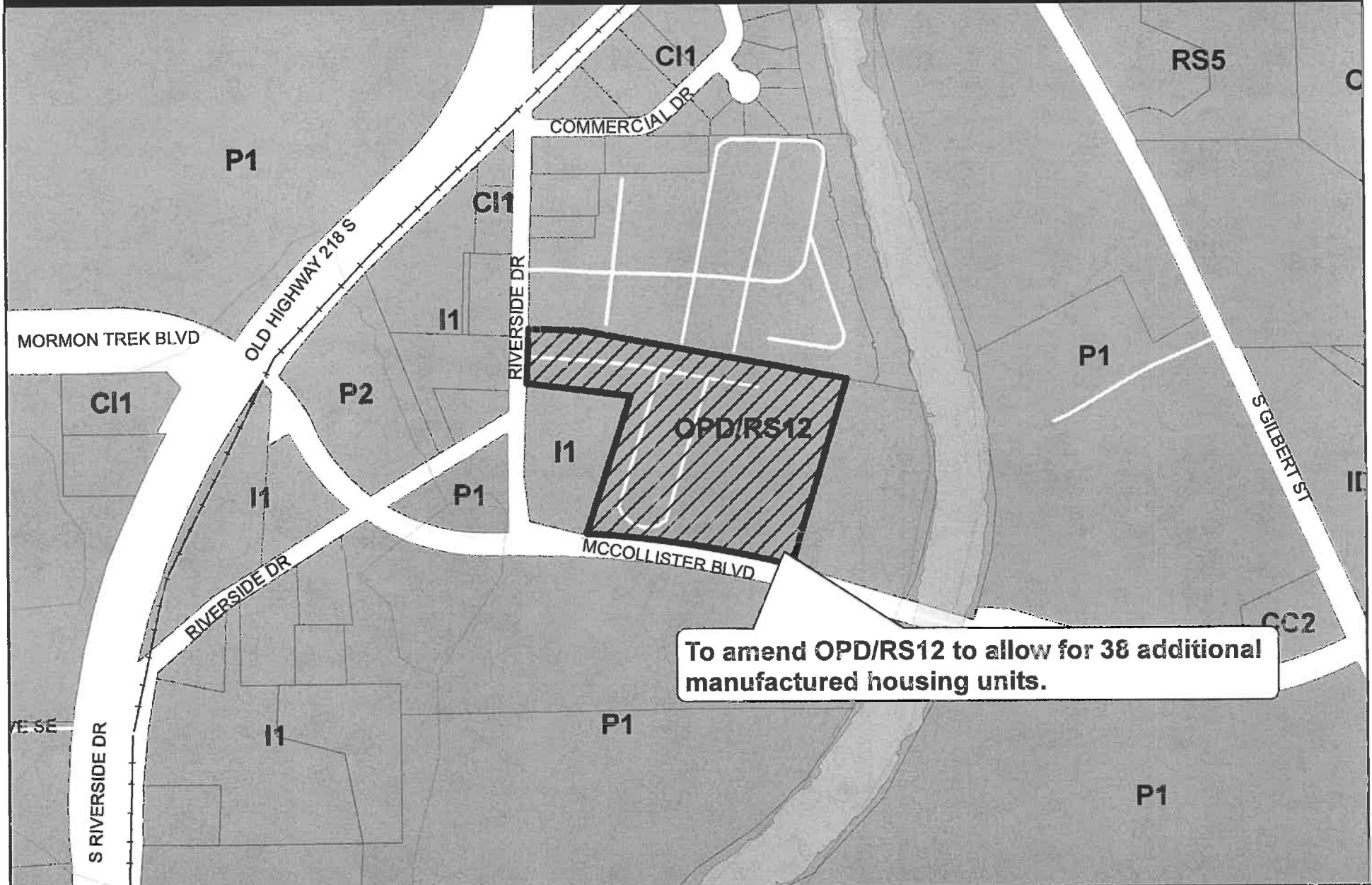
# REZ15-00017 Cole's Community Mobile Home Park



0 500 1,000 Feet



Prepared by: Bailee McClellan  
Date Prepared: May 6, 2015



To amend OPD/RS12 to allow for 38 additional  
manufactured housing units.



OLD HIGHWAY 218 S

GRANDIC RAILROAD

**COMMERCIAL DR**

COMMERCIAL CT

PROPOSED  
PLAYGROUND

COLE'S COMMUNITY  
MOBILE HOME PARK

**PROPOSED  
RECREATION  
AREA**

STORM SHELTER  
ALT LOCATION

STORM SHELTER  
PRIMARY LOCATION

COLE'S COMMUNITY  
MOBILE HOME PARK

RIVERSIDE DR

Pravda Se  
Svetu

MCCOL

Residual Date	
OPDRS12	
Expiring Units	167
Prepared Units	36
TOTAL	226

0 77 80 (5)



**LOCATION MAP - NOT TO SCALE**



**COLE'S COMMUNITY  
MOBILE  
HOME PARK  
REZONING**

# hbk ENGINEERING

BECK ENGINEERING, LLC  
 3094 GILBERT ST.  
 BOWA CITY, IA 52306  
 PHONES (319) 256-2677  
 FAX (319) 256-2677  
  
 STATE OF IOWA  
 DEPARTMENT OF TRANSPORTATION  
 LANSING, IOWA  
 52551-2228

OWNERS/DEVELOPERS:

**COLE SERVICES**  
1450 LAURA DR.  
IOWA CITY, IA  
52245

**ATTORNEY:**

**TIM GRADY**  
222 S. LINN ST.  
IOWA CITY, IA  
52240

**CONTRACTOR:**

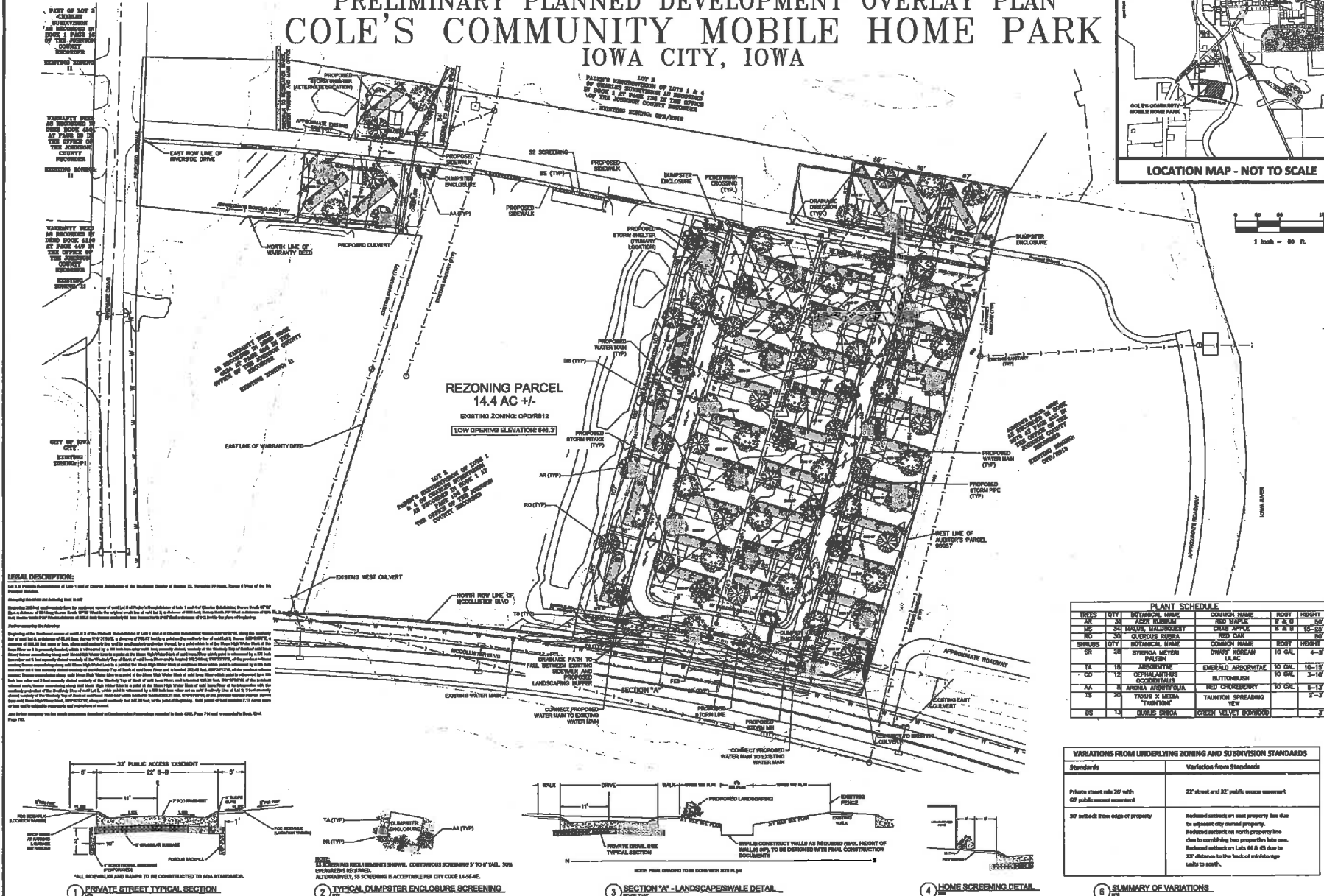
**COLE SERVICES**  
**1450 LAURA DR.**  
**IOWA CITY, IA**  
**52245**

[illegible]**REZONING EXHIBIT**

## REVISIONS

REV	DATE	DESCRIPTION	BY
01	4/9/15	CITY BOYD REVISIONS	MAC
02	5/1/15	SUBMITTAL REVISIONS	JEN
03	5/27/15	SUBMITTAL REVISIONS	JEN
04	6/24/15	SUBMITTAL REVISIONS	JEN
05	6/26/15	SUBMITTAL REVISIONS	JEN
06	6/29/15	SUBMITTAL REVISIONS	JEN
07	7/14/15	SUBMITTAL REVISIONS	NJO
08	7/21/15	SUBMITTAL REVISIONS	LSB
09	7/21/15	SUBMITTAL REVISIONS	LSB
10			
11			
12			

BRANCH:	CHECKED BY:	APPROVED BY:
ESW	BAB	BAB
PRIORITY NUMBER:	14-0738	
FILE NUMBER:	140738	
DATE DRAWN:	7-21-2015	
SCALE:	1"=50'	
<div style="display: flex; justify-content: space-between;"> <span>1</span> <span>OF: 1</span> </div>		





Example of Dumpster Enclosure for Cole's Community Mobile Home Park



**PREVIOUS**  
**STAFF REPORT**

To: Planning & Zoning Commission

Prepared by: Bob Miklo

Item: REZ15-00007

Cole's Community Mobile Home Park

Date: July 2, 2015

**GENERAL INFORMATION:**

Applicant:

Ed Cole  
1450 Laura Drive  
Iowa City, Iowa 52245  
319-321-1002

Contact Person:

Brian Boelk  
509 S. Gilbert Street  
Iowa City, Iowa 52240  
319-338-7557

Requested Action:

Rezoning for a Mobile Home Park (OPD/RS-12)  
Planned Unit Development

Purpose:

A 45-unit expansion of the Cole Community Mobile Home Park

Location:

East of Riverside Drive and North of McCollister Boulevard

Size:

14.36 acres

Existing Land Use and Zoning:

Mobile Home Park and undeveloped land (OPD/RS-12)

Surrounding Land Use and Zoning:

North: Commercial (CI-1)  
South: Public Open Space (P1)  
East: Public Open Space (OPD/RS-12)  
West: Storage Lockers (I1)

Comprehensive Plan:

South Central District Plan: Intensive Commercial

File Date:

June 15, 2015

45 Day Limitation Period:

August 1, 2015

**BACKGROUND INFORMATION:**

The applicant, Ed Cole, is requesting a rezoning to approve a Planned Development Overlay (OPD) plan for the 14.36-acre property's High Density Single Family Residential Planned Development Overlay (OPD/RS-12) zoning designation. The property will maintain the same OPD/RS-12 designation, but the expansion of the mobile home park requires approval of a

Planned Development Plan through the rezoning process. The existing manufactured home park was created in 1974 for 55 units, and the rezoning would allow for the development of an additional 45 mobile homes in the undeveloped area of the parcel. While the proposed development is currently in the 100 year flood plain, a levee was recently constructed along the Iowa River to reduce the risk of flooding.

The subject property is located in the South Central Planning District, east of Riverside Drive and north of McCollister Boulevard. Currently, the property contains Cole's Community Mobile Home Park (formerly known as Thatcher), along with approximately 6.5 acres of undeveloped land where the expansion is proposed. The neighboring property to the north contains another mobile home park (formally known as Baculis' Mobile Home Park), which was recently acquired by the applicant. The applicant has indicated that he intends to combine the existing parks into one development that will share facilities such as storm shelters and playgrounds. Combining the two parks into one will eliminate the requirement for a 30-foot setback for the proposed units on the north side of the development.

The surrounding area includes a permanent open space with a levee to the east, Mesquakie Park (former landfill) across McCollister Boulevard to the south, and an undeveloped general industrial parcel (the Board of Adjustment recently approve a special exception that will allow a self-service warehouse facility) to the west.

The applicant has indicated that they have chosen not to use the "Good Neighbor Policy" and have not had discussions with neighborhood representatives.

#### ANALYSIS:

**Current Zoning:** The current zoning of the property is for a Planned Development Overlay - High Density Single Family Residential (OPD/RS-12). The underlying zone, RS-12, allows single family dwellings on lots with a minimum lot area of 5,000 square feet and 45 foot lot width. Duplexes and attached single family dwellings are permitted with a minimum lot area of 3,000 square feet.

The overlay zone is required in order for a property owner to construct a manufactured housing park, a form of commercial property in which individual owners of mobile homes lease lots for their dwellings from the property owner. Overlay zones also allow increased flexibility for development standards such as setbacks, lot area, and road widths as long as certain specifications are met and it is not contrary to the Comprehensive Plan.

**Proposed Zoning:** The applicant is requesting approval of an OPD/RS-12 rezoning to allow additional lease lots on the property and to allow variances from street standards, setback and minimum lot sizes. The details of the OPD plan are discussed below under the Planned Development Overlay (OPD) Plan heading.

**Compliance with Comprehensive Plan:** The property falls within the South Central District Plan. The future land use map shows this parcel as being an intensive or highway commercial use. At the time the district plan was written the only access to the area was from Riverside Drive, which was surrounded by industrial uses. There was a concern that the residential uses in this area were isolated among industrial uses. The District Plan notes that in the long-term to avoid conflicts with the industrial uses and potential flooding, residential uses should be phased out in this area. The District Plan was written before the McCollister Boulevard and the levee were constructed. The IC2030 Comprehensive Plan also indicates a need for affordable housing, especially in areas with good access to parks and other amenities.

Unless an alternative location or form of affordable housing is provided, the goal of removing manufactured housing from this area may not be realistic at least in the near term. The City may

want to consider studying the area and determine if the land use designation should be changed to reflect the current residential uses and the recent construction of the levee and McCollister Boulevard.

The application does not up-zone the area. That is, it maintains the existing base zone. Because the property is maintaining an existing use, provides a relatively affordable housing alternative, and has good access to the street network, trails and open space, it is staff's opinion a comprehensive plan amendment is not necessary in order to approve the OPD plan. If this was a proposal to change the underlying zoning and establish a new residential use, an amendment to the Comprehensive Plan would be necessary.

**Planned Development Overlay (OPD) Plan:** To develop additional lots in this manufactured housing park, the applicant must produce an OPD plan. As part of this, the applicant is requesting several modifications of the zoning and subdivision regulations including:

- 1) Decreasing the 30-foot perimeter setback required of manufactured housing parks from the property line to the north, a manufactured housing park owned by the applicant, from the east, permanent open space owned by the City of Iowa City and from the south where a self-service warehouse facility was recently approved.
- 2) Reduction from 60 feet public street right-of-way to 32 feet private street easement and a reduction in pavement width from 26 feet for a to 22 feet. In doing so, it also requires that sidewalk standards and street tree standards be modified as well with sidewalks directly adjacent to the street and street trees planted on the lease lots themselves.
- 3) Minimum lot size reduction below the underlying base zone's standard of 5,000 square feet per lease lot for 33 of the 45 proposed lots. The smallest lot is proposed to be 4,268 square feet.

A number of general standards must be met when the applicant requests waivers of underlying zoning and subdivision regulations as discussed below:

1. *The density and design of the Planned Development will be compatible with and/or complementary to adjacent development in terms of land use, building mass and scale, relative amount of open space, traffic circulation and general layout.*

The proposal meets the standard pertaining to density. In OPD zones, density is calculated based on the underlying residential density in the base zone. In the case of RS-12, it allows up to 13 units per acre of net land area. The proposed density of 100 units on 14.36 acres equals approximately 7 units per acre. The mobile home park to the north also has a density of 7.5 units per acre.

In staff's opinion the proposal is also compatible with the neighborhood in terms of land use. Although the South Central District Plan notes that there have been conflicts between the industrial uses in the manufactured housing parks, the proposed units do not directly abut the industrial uses. The neighborhood contains a significant number of mobile homes with good access to recreational amenities. A wide pedestrian sidewalk is located on McCollister Boulevard and provides access to the Iowa River Corridor Trail and the Terry Trueblood Recreation Area and Napoleon Park on the east side of the river.

2. *The development will not overburden existing streets and utilities.*



This property has public street access from Riverside Drive to the west. McCollister Boulevard is located approximately 680 feet to the south. Old Highway 218 is approximately 1000 feet to the north. These arterial streets provide good access from the development to the larger community.

The proposed 45 dwelling units are estimated to generate approximately 300 vehicle trips per day. Although portions of Riverside Drive are not built to current standards, the street is adequate for this additional traffic.

Within the development the current streets are asphalt without curb and gutter or sidewalks. The applicant has indicated that he will improve the entrance road to the development with new asphalt paving. All new lots are proposed to have a sidewalk integrated with the curb. A sidewalk is proposed on the south side of the entrance road that provides access to Riverside Drive, although there is approximately a 300 foot gap between lots 43 and 44 without proposed sidewalks. To assure safe pedestrian access to the bus stop, mailing boxes and storm shelters, staff recommends that sidewalks be provided where possible, and where there is not sufficient room for sidewalks the asphalt be raised or marked to designate the pedestrian route (this would require new asphalt paving in the area between lots 43 and 44).

The plan does include two sidewalks accessing the mobile home park to the north where a playground and recreational field are proposed. A sidewalk on the south side of the development will provide access to McCollister Boulevard, which leads to the Iowa River Corridor Trail and the Terry Trueblood Recreation Center located on the east side of the Iowa River. The applicant also proposes to install a trail on the City owned property to the east. In staff's opinion, subject to the improvement of the entrance road to Riverside Drive and the delineation of a pedestrian walk way along the entrance road, the proposed development will not overburden existing streets.

Municipal water and sanitary sewer services are adequate to serve the proposed development. Construction plans will need to address connections to City system.

The plan indicates that storm water will be directed to an existing drainage way that is located adjacent to McCollister Boulevard. As noted a levee was recently constructed along the Iowa River to reduce the risk of flooding, however the property still remains in the floodplain and special attention must be paid to provide adequate drainage. The City Engineer and Building Inspection require review of a site grading plan to show proposed ground elevations in relation to the floodplain. The grading plan will need to demonstrate that the lowest floor of new dwelling units are located 1 foot above the 0.2% flood elevation and that the private streets are passable during a flood event per section 14-5J-7K-1 of the code: "Any subdivision, planned development, or manufactured housing park intended for residential development must provide all lots with a means of vehicular access that will remain passable during occurrence of the 1% flood event."

The site grading plan is also necessary to review the proposed routing of storm water through the site including piping and culverts, overland flow routes, drainage ways, and channels. The current plan should also include any proposed storm sewer & culvert layout. Staff recommends that the preliminary OPD plan be deferred until the concerns regarding storm water facilities and development within the floodplain are resolved to the satisfaction of the City Engineer.

3. *The development will not adversely affect views, light and air, property values and privacy of neighboring properties any more than would a conventional development.*

In staff's opinion the application meets this standard. The base RS-12 zone on this property allows single family homes to be as tall as 35 feet (although most single family homes are approximately 25 feet in height). The applicant proposes to create additional lots for mobile homes that would be substantially less in height. This will result in no more adverse effect than conventional development.

*4. The combination of land uses and building types and any variation from the underlying zoning requirements or from City street standards will be in the public interest, in harmony with the purposes of this Title, and with other building regulations of the City.*

The applicant is proposing to reduce the required 30-foot perimeter setback to the property lines to the north and east and along a portion of the south property line, a reduction of the street right-of-way and pavement width, minimum lot size for 33 of the 45 units, and modifications to the City's sidewalk and street tree standards.

**Setback Reductions:** The 30-foot perimeter setback has two purposes. It provides open space around manufactured housing parks which are typically more densely developed than other single family neighborhoods and it provides for buffer for the residents of park from streets and other uses such industrial in this case.

The reduction of the 30-foot setback to 5 feet for lots 2, 3 and 4 (the north property line) appears to be justifiable as the adjacent property is another mobile home park under the same ownership. The applicant has indicated that he will join the two properties into one, which will eliminate the need for the setback provided that the adjacent dwellings to the north are at least 20 feet away from the proposed dwellings. Staff recommends that the combining of the two lots into one be a condition of approval.

The reduction of the 30-foot setback to 10 feet along the east side of the development appears to be justifiable, as the land to the east is City-owned open space. The City acquired the land for flood control purposes and it will remain as permanent open space lessening the need for a setback for the residential units.

The applicant is also requesting that the 30 foot setback to 20 feet for lots 43 and 44. The property to the south is zoned General Industrial (I-1), so in this location the setback would typically be warranted for the purposed of providing a buffer for the residents from potential industrial uses. In this location the Board of Adjustment recently approved a special exception to allow a self-serve warehouse facility to be built on the adjacent property. The Board placed conditions on the use of the property (it may be used for self-storage only - no workshops, assembly, or other active uses of the site will be permitted). The special exception also established requirements for landscaping and lighting to help assure that it will be compatible with the existing dwelling units in the area. Given these requirements the 30-setback for the dwellings on lots 43 and 44 may not be necessary to provide a buffer for the residents of these two lots.

**Minimum Lot Area Reduction:** The applicant is requesting that the minimum 5,000 square foot lot area be reduced for 33 of the 45 lots. The smallest lot would be 4,268 square feet or approximately a 15% reduction in the required minimum. The proposed lots are similar to the existing lots within this development and contain sufficient land to accommodate a dwelling and the two required off-street parking space per unit.

**Reduction of Street Standards:** Manufactured housing parks typically are served by private streets controlled and maintained by the owner. In staff's opinion the reduction of the

right-of-way from 60 feet to 32 feet, the reduction of pavement width from 26 feet to 22 feet, and modifications to the City's sidewalks and street tree standards are in line with existing mobile home parks.

**OPD amenities:** Planned developments typically include common amenities and open space to serve the residents of the development. In this case the applicant is proposing to install playground equipment and a recreation area (soccer field) in the existing development to the north, and a trail within the City owned open space. Staff recommends that the plan provide details of the proposed playground equipment.

**Storm shelter:** The applicant is proposing to use the lower level of three existing rental houses for storm shelters for the residence of the Cole's Community Mobile Home Park. Staff does not object to the use of existing buildings provided that they meet the minimum requirements suggested by State Code for storm shelters. Based on State guidelines staff recommends:

1. The shelter(s) include a minimum of seven square feet of space for each manufactured home space in the community; and
2. That if a shelter is located in a building that also serves as a residence or common use, sufficient space be reserved and secured for use of providing shelter; and
3. All units be located within one thousand three hundred twenty feet of a shelter; and
4. That the shelter design and construction specifications should be approved by a licensed professional engineer demonstrating that it is structurally sound; and
5. The shelters meet ADA requirements.

The applicant's consultant has indicated that a storm shelter plan demonstrating compliance with these requirements will be submitted. Staff recommends that approval of a storm shelter plan be condition of approving the OPD plan.

**Neighborhood open space:** The OPD standards typically require a dedication of neighborhood open space or fees in lieu of in order to ensure that adequate usable neighborhood open space is provided for residents of new development. When the property to the east was purchased by the City from the previous owner of Cole's Community Mobile Home Park, the purchase agreement stipulated that the land satisfies future open space requirements upon expansion of the mobile home park. The applicant has agreed to install a trail connection to provide residents of the development with access to the open space

**Infrastructure fees:** A water main extension fee of \$415 per acre applies. There are no additional infrastructure fees in this neighborhood.

**Summary:** Although the South Central District Plan indicates that in the long-term residential development should be phased out of this area, recent public improvements including McCollister Boulevard, a levee along the Iowa River, the Iowa River Corridor Trail and the Terry Trueblood Recreation Center make this area more suitable for residential development compared to when the plan was drafted. Requested modifications to the underlying RS-12 zoning requirements appear to be warranted to allow addition to the existing manufactured housing park. Although the levee has reduced the possibility of flooding, this property remains in the floodplain and careful consideration of flood mitigation and drainage are necessary. Approval should be deferred pending an acceptable storm water management plan.

#### STAFF RECOMMENDATION:

Staff recommends deferral of this application pending resolution of deficiencies noted below.

Upon resolution of these items staff would recommend approval of REZ15-00007, a rezoning to approve a Preliminary Planned Overlay Plan for a 14.36-acre Planned Development Overlay - High Density Single Family Residential (OPD/RS-12) zone located east of Riverside Drive and north of McCollister Boulevard subject to:

1. The two existing properties (former Thatcher and Baculis parks) being combined into one lot.
2. Resurfacing of the entrance road to the point of the new private street and designation of pedestrian route where sidewalks are not possible due to existing development.
3. Submittal and approval of a storm shelter plan demonstrating compliance with guidelines outlined in the staff report.
4. Staff approval of structures to screen dumpster and recycling facilities.
5. A plan for installation of playground equipment

### DEFICIENCIES AND DISCREPANCIES:

#### Rezoning Exhibit

1. *Street Typical Section*
  - Label cross-slope on pcc sidewalk should be shown as 1.5% (2% max)
2. *Exhibit Plan view*
  - Include pedestrian curb ramps at intersections
  - Include a grading plan showing site contours, overland flow paths, drainage ways, channels, etc.
  - Show any proposed storm sewer & culverts (Verification with Final Construction Plans)
  - Will the drainage flow path along the south property line be south of the proposed landscaping? How does the channel and landscaping go together?
  - Show permanent sanitary sewer easement for Willow Creek Interceptor Sewer (78" dia.).
3. *The exhibit should be labeled Preliminary Planned Development Overlay Plan.*

#### Storm Water Management Report

- Will an ACOE permit to place fill within floodplain/floodway be submitted separately?
- Not clear on intent of the first page of exhibit #2. Is this the diagram to denote the drainage areas/sub-areas? Please include a legend and include this closer to the front of the report. The diagram is needed up front understand the areas you are talking about. Why is this behind the summary tables? The culvert conveyance and channels that are discussed in the report need to be shown on the diagram. Would help to include drainage areas and Q for each area on diagram so these can be referenced.
- Culverts should have the capacity to convey the following:
  - a. 10 year storm without the headwater depth exceeding the diameter of the culvert.
  - b. 50 year storm without the headwater depth exceeding 1 foot over the top of the culvert.
  - c. 100 year storms should be conveyed through the culvert without the headwater depth exceeding 1 foot below the low point of the roadway/embankment, unless there are other more restrictive elevations.
- Final Report should indicate flow depth /ponding in streets and should be in accordance to City Design Standards. This information is not apparent in the current report.



ATTACHMENTS:

1. Location Map
2. OPD Plan
3. Applicants statement

Approved by:   
John Yapp, Development Services Coordinator,  
Department of Neighborhood and Development Services

# REZONING EXHIBIT

## COLE'S COMMUNITY MOBILE HOME PARK

### IOWA CITY, IOWA



PROJECT NO: 14-0738

PROJECT: COLE'S COMMUNITY MOBILE HOME PARK REZONING

ENGINEER: hbk

HBK ENGINEERING, LLC  
201 E. HILL ST. S.W.  
IOWA CITY, IA 52242  
PHONE: 319.262.8287  
FAX: 319.262.8287

OWNER/DEVELOPER: COLE SERVICES  
1450 LAURA DR.  
IOWA CITY, IA 52245

ATTORNEY: TIM GRADY  
221 S. LINN ST.  
IOWA CITY, IA 52240

CONTRACTOR: COLE SERVICES  
1450 LAURA DR.  
IOWA CITY, IA 52245

TITLE: REZONING EXHIBIT

REVISIONS		
REV	DATE	DESCRIPTION
01	07/25/15	CITY REQ'D REVISIONS
02	07/31/15	SUBMITTAL NO. 1 REVISIONS
03	08/07/15	PERMITTAL REVISIONS
04	08/13/15	SUBMITTAL NO. 1 REVISIONS
05	08/20/15	SUBMITTAL REVISIONS
06	08/26/15	SUBMITTAL REVISIONS
07	09/01/15	SUBMITTAL REVISIONS



Rezoning Date	
OPDIRS12	
Existing Units:	187
Proposed Units:	45
TOTAL:	232

Legend	
●	Shrub
●	Conifers
●	Deciduous Tree





## **Cole's Community Mobile Home Park Rezoning**

Ed Cole, owner of Cole's Community Mobile Home Park (formerly known as Thatcher Mobile Home Park), requests the rezoning of approximately 14.22 acres. The property is located at 2254 S. Riverside Drive and is currently zoned OPD/RS-12 and the property is remaining OPD/RS-12; however, the mobile home park is expanding which requires a rezoning through the planned development process.

The owner feels comfortable expanding the mobile home park because of the construction of the levee along the river. The current mobile home park has 55 affordable homes and the expansion will allow for 53 additional affordable homes. The new homes will consist of a combination of brand new homes and homes that will be moved from other locations.

The new home sites will be set in a park like setting with a generous amount of deciduous and conifer trees and adjacent to seven acres of City-owned natural open space between the levee and the expanded park. The City-owned land will meet the required open space requirements. (see section 23. C. in the attached purchase offer from the City of Iowa City to Jim Hammes dated July 28, 1998) In addition, the new home sites will have direct access to recreation fields and basketball courts at Cole Mobile Home Park to the north. Cole's Community is located next to McCollister Boulevard which has wide sidewalks that lead in to the 13 mile long Iowa River Corridor Trail. A sidewalk in Cole's Community will connect to the sidewalk along McCollister Boulevard. In addition, the Terry Trueblood Recreation Area is just across the Iowa River from Cole's Community.





# CITY OF IOWA CITY MEMORANDUM

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Date: July 31, 2015

To: Planning and Zoning Commission

From: Bob Miklo, Senior Planner

Re: ANN15-00001 and REZ15-00014 Churchill Meadow Parts 2 and 3

This item was deferred at the July 16 meeting to allow further discussion of staff's recommendation that a sidewalk be required along Herbert Hoover Highway to connect this property with Olde Towne Village.

Staff and the applicant have discussed standards for the sidewalk. Staff agrees that we will allow flexibility from the standards to allow the alignment to avoid existing utilities that are not feasible to move. The flexibility in our standards will not be for the pavement width, thickness, etc. The flexibility in our standards will only be for the alignment, location and elevation of the sidewalk, and the final alignment should be subject to approval by the City Engineer.

Staff recommends approval of ANN15-00001 and REZ15-00014, annexation of approximately 18.66 acres and a rezoning from County Multi-Family Residential (RMF) to 1.91 acres of Low Density Multi-Family Residential (RM-12) and 16.75 acres of Low Density Single Family Residential (RS-5) for the property located south of Herbert Hoover Highway, subject to a Conditional Zoning Agreement stipulating:

1. The owner/developer will be responsible for providing sanitary sewer and water service to this property.
2. Approval of a development plan for the RM-12 zone, including a landscaping plan, exterior building designs, and site plan by the Design Review Committee to ensure Comprehensive Plan policies regarding compatibility with lower density residential properties and appropriate development appearance for an entranceway to the City, will be required prior to approval of a building permit.
3. The payment of fees required for the upgrade of Herbert Hoover Highway.
4. The owner/developer will install a sidewalk along Herbert Hoover Highway to connect to Olde Towne Village, with the location and design of the sidewalk to be approved by the City Engineer.



# CITY OF IOWA CITY MEMORANDUM

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Date: July 30, 2015

To: Planning and Zoning Commission

From: John Yapp, Development Services Coordinator

Re: Consider setting a public hearing for July 16 on a proposed Comprehensive Plan amendment to add three blocks, bounded by Burlington St, Gilbert St, Iowa Ave, and Van Buren St, to the Downtown District of the Downtown and Riverfront Crossings Plan

Staff recommends setting a public hearing for August 20 on a proposed Comprehensive Plan amendment to add the three blocks bounded by Burlington Street, Gilbert Street, Iowa Avenue and Van Buren Street to the Downtown District of the Downtown and Riverfront Crossings Plan. This land is currently governed by the IC2030 Comprehensive Plan, but is not governed by any particular district plan.

At its July 27 Work Session, the City Council directed staff to prepare a Comprehensive Plan amendment for consideration for the three block area Burlington Street, Gilbert Street, Iowa Avenue and Van Buren Street.

The staff report and recommendation is attached. Upon setting a Public Hearing, a media release will be released and the staff report will be placed on the City website, and hard copies made available at City Hall, for public review.



# CITY OF IOWA CITY MEMORANDUM

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**Date:** July 31, 2015

**To:** Planning and Zoning Commission

**From:** John Yapp, Development Services Coordinator

**Re:** Proposed Comprehensive Plan amendment to add three blocks, bounded by Burlington St, Gilbert St, Iowa Ave, and Van Buren St, to the Downtown District of the Downtown and Riverfront Crossings Plan

## **Background**

The Comprehensive Plan identifies the area located generally east of Gilbert St and north of Burlington St, as an area not included in the Downtown Master Plan or the Central District Plan, but rather that further study of the development potential for the area should be done. Several months ago, as part of a larger Comprehensive Plan amendment process, staff had recommended that the three block area be added to the Downtown District of the Downtown and Riverfront Crossings Master Plan. The proposed amendment was supported by a majority of the Council, but it failed to garner the super-majority required as a result of P&Z's denial recommendation. As a result of that vote, these three blocks continue to be guided only by the IC2030 Comprehensive Plan and not any particular sub-district plan.

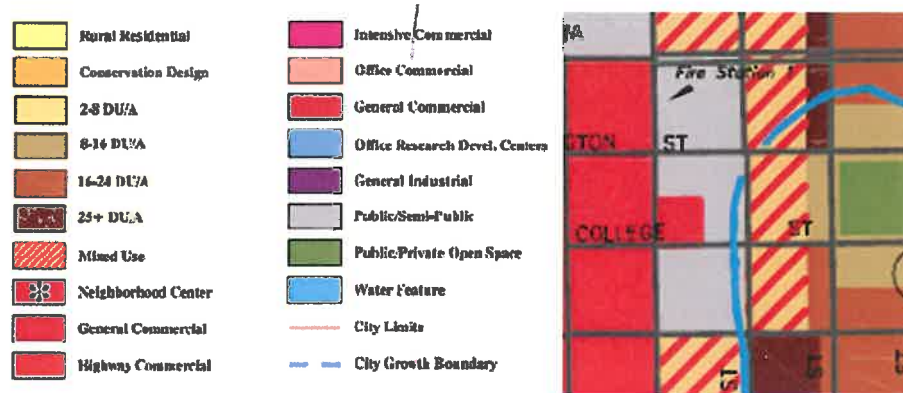
Development inquiries in these three blocks continue to be strong and Council is interested in exploring these opportunities. At its July 27 Work Session, the City Council directed staff to prepare a Comprehensive Plan amendment proposal for the three block area. This direction was in the context of the City Council having heard a conceptual development proposal for the City-owned surface parking lot north of City Hall and east of the Unitarian Church property, and discussion of a development proposal for the surface parking lot east of the Recreation Center. Because the City-owned surface parking lots are identified as 'Public' on the IC2030 Comprehensive Plan Land Use Map, a Comprehensive Plan amendment to identify these properties as available for private or public / private development is the first step toward redevelopment.

## **Introduction**

The IC2030 Comprehensive Plan sets forth a general vision and a broad set of goals to guide future development within the City. It includes a Future Land Use Map with general designations of appropriate land uses and density of development in relation to available infrastructure, City services, environmental conditions, and surrounding land uses. With the exception of the property at the NE corner of College St / Gilbert St, which the Future Land Use Map identifies as appropriate for commercial development, this area is identified on the Map as being appropriate for public/semi-public uses. The parking lots are currently zoned Public.

Development of this area is guided only by the IC2030 Comprehensive Plan. It is not included in any of the more detailed district plans – it is located between the Downtown and Riverfront Crossings Master Plan district to the west and the area governed by the Central District Plan to the east. One of the first steps necessary to be able to consider any private development on

these parcels is a Comprehensive Plan amendment to reflect the appropriateness of non-public uses on these parcels.



There have been several changes since P&Z last considered amending the comprehensive plan for these three blocks:

- The property at the Northeast corner of College St / Gilbert St has been rezoned to Central Business District (CB-10), and the City Council has approved a development agreement for construction of the Chauncey project;
- The properties east of Van Buren St and north of Iowa Ave have been added to the Central District Plan;
- The Unitarian Church congregation has announced they will be relocating to Coralville and selling its property at the southeast corner of Iowa and Gilbert to a private developer. The Church has received a demolition permit. The City Council has been presented with a development concept for the parking lot north of City Hall, which conceptually included preservation of the Unitarian Church if development of the parking lot is included in the project;
- The IC2030 Comprehensive Plan calls for the City to engage in further study of this area. Staff began that process in Fall 2014, and held an open house, designed a webpage to facilitate public input, and received public input in letters and at public Planning and Zoning Commission and City Council meetings. Summaries of written input received are attached. In response to concerns raised by the Commission regarding the interface with existing CB-2 and CB-5 areas, Staff has started preparing amendments to the zoning code to address height, mass and scale concerns for properties in CB-2 and CB-5 zones on the same blocks as residential properties.

## Discussion

**Three Civic Blocks:** The three blocks on the east side of Gilbert St, between Iowa Ave and Burlington St, are currently shown in the Downtown Planning District in the IC2030 Comprehensive Plan, however, they were not included in the Downtown / Riverfront Crossings Master Plan.

These three blocks are currently used for certain civic uses, including several surface parking lots. Surface parking lots in a downtown setting are underutilized properties both financially and



in terms of activity. In terms of vibrancy and activity, surface parking lots are particularly inactive during the overnight hours when they are largely 'dead space.' By their nature, surface parking lots are designed for vehicles, not people. While the surface parking lots provide a valuable function in providing off-street parking, Iowa City's zoning code restricts surface parking lots in the downtown in favor of higher-density mixed-use development and centralized parking structures - this pattern of development is intended to foster pedestrian-oriented, higher-density development which can take full advantage of being in a downtown setting with the transit, pedestrian, and street-life activity that a downtown provides. Encouraging mixed-use development (office, commercial, and residential uses) over surface parking lots is part of what makes for a successful downtown, including Iowa City's. For these reasons, staff believes the opportunity to engage in a public-private partnership to develop surface parking lots for mixed uses is worth exploring.

Having studied the redevelopment potential of this area, Staff is recommending the three blocks (south of Iowa Ave, east of Gilbert St, west of Van Buren St and north of Burlington St) be added to the Downtown District section of the Downtown and Riverfront Crossings Master Plan. The rationale behind this recommendation is that the three blocks are more consistent with a downtown planning context in that:

- The three blocks include a mix of uses that serve the larger community including City Hall, Police and Fire stations, the Robert A Lee Recreation Center, Chauncey Swan parking facility and surface parking areas that serve downtown employees;
- The three blocks are the site of numerous public events including athletic and recreation events, meetings at City Hall and the Recreation Center, and the Farmer's Market, amongst others;
- The three blocks are served by a 5-lane arterial street (Burlington St / Highway 1) and a 4-lane arterial street (Gilbert St), and begin one block from the pedestrian plaza;
- The three blocks are already a part of the Downtown and Riverfront Crossings Parking District, and are served by multiple transit routes;
- Much of the public input received through the study process emphasized a desire for more diverse housing types downtown and opportunities for mixed-use development, which could be offered in portions of these three blocks;
- One of the City's goals since at least 1997 has been to encourage more residential and mixed-use development in the downtown area. These three blocks are an opportunity to provide a location for mixed-use development which can add to the vitality of downtown in a location which is not a part of a residential neighborhood. The 1997 Comprehensive Plan stated:

*The logic of promoting higher density residential development in the Downtown Planning District rests in the concept that people who live in and near downtown will walk to work (or classes in the case of University students), will patronize downtown businesses, will add to after-hours vitality, and create a sense of safety downtown. Higher density development in the downtown also reduces pressure on the less dense older neighborhoods surrounding downtown.*

**Downtown and Riverfront Crossings Master Plan:** The effect of adding these three blocks to the Downtown and Riverfront Crossings Master Plan (see attached map) is that these blocks will be subject to the policies and goals of the Downtown and Riverfront Crossings Master Plan. The Master Plan describes the Downtown District as “the heart of the region. The City’s most dense area is home to businesses, civic venues, condos, apartments and the University of Iowa. Historic buildings can be found next to new buildings, and streets are active throughout the day and into the night.”

In the ‘Strategic Infill’ section of the Downtown District Section, the Plan states:

*In order to reinforce the existing fabric that currently exists in Downtown Iowa City, new development should be mixed-use and pedestrian-oriented in nature. In addition, it should follow a list of very basic rules that are consistent with the existing character of downtown. The following guidelines were developed following a thorough analysis of the patterns and framework that make downtown special. These include:*

- *New development should be located on sites that do not contain historic buildings.*
- *Active uses, such as ground floor retail (and not blank walls) should front onto the street frontages and the City Plaza.*
- *Upper floors should contain office, commercial, and residential uses.*
- *Buildings should be built to the property line.*
- *Corner locations should be reserved for taller buildings, creating a block structure with taller buildings on the corners and lower scale historic buildings between them.*
- *The taller buildings on the corners should have a lower base consistent with [any] adjacent historic buildings to make them ‘feel’ contextual with the rest of downtown, while also limiting the perceived height of towers.*
- *Parking should be located both on-street and behind storefronts in parking structures.*

Much of the public input gathered through the planning process described above emphasized a desire for more diverse housing options than is currently in great supply downtown. Page 18 of the Downtown and Riverfront Crossings Master Plan summarizes the residential market findings: It states that there is a potential market for ‘High Quality High Amenity’ rental units and condominiums, and that demand is likely to come from young professionals, empty nesters, and recent retirees. In staff’s opinion, portions of the three civic blocks are a potential location for mixed-use development and adding them to the Downtown District would be consistent with that goal. The Downtown District chapter starts on page 53 of the Downtown and Riverfront Crossings Master Plan, which is available on-line: <https://icgov.org/project/downtown-and-riverfront-crossings-master-plan>

**Land Use and Building Height:** The Downtown and Riverfront Crossings Master Plan include a Land Use map and Building Heights map, which are meant to be conceptual in nature—to identify visions and ideas for specific areas. The details of future development opportunities in

the Plan may change and evolve as projects are implemented. As such, staff has prepared a proposed Land Use map and Building Heights map for the three block area under consideration.

Regarding land use, staff is proposing that for portions of the three block area anticipated to be in public ownership and in public use for the foreseeable future, the properties be identified as being for 'Government' or 'Parking Structure' use (using the nomenclature of the Downtown and Riverfront Crossings Master Plan). Three areas are proposed for 'Mixed Use' including the area north of City Hall, the surface parking lot east of the Recreation Center, and the Northeast corner of College St / Gilbert St which has been rezoned to CB-10 and is already identified as commercial on the IC2030 Land Use Map.

Regarding building height, some of the public input received emphasized a desire to step down in building height from west to east toward the College Green Park neighborhood. Staff notes that there is CB-2 (Central Business Service) and CB-5 (Central Business Support) zoning on the east side of Van Buren St, and multi-family zones near Johnson St. For the parking lot east of the Recreation Center, staff recommends the building height map reflect 4-6 stories in building height, which would be consistent with the CB-5 zone, though staff notes that additional stories are allowed in CB-5 for certain uses.

For the parking lot north of City Hall, staff notes that it fronts on the Iowa Ave corridor, an important corridor from the perspective that it provides views of the Old Capitol. Staff also notes that the private properties on the north side of Iowa Ave are zoned CB-5. Staff has recommended the building height map reflect 2-4 stories along the Iowa Ave frontage, with 4-6 stories along the Gilbert St frontage and in the interior of the lot, with the potential for additional height allowed in accordance with the zoning code for preservation of historic structure, and other floor-to-area ratio bonuses.

**Historic Preservation Goals:** During the course of the previously-proposed comprehensive plan amendment, the Planning and Zoning Commission sought input from the Historic Preservation Commission, which recommended that the Unitarian Church be identified as a historic preservation-eligible property in the Downtown and Riverfront Crossings Master Plan, which Staff proposes to do with this amendment. This designation in a Comprehensive Plan document does not *require* preservation, but rather would guide P&Z and the Council in considering a subsequent historic designation rezoning application, which is a legislative process outside of the confines of the Comprehensive Plan.

The Downtown & Riverfront Crossings Master Plan already contains policies intended to promote the preservation of historic buildings. The Plan states that development incentives (such as density bonuses) and policy options that encourage preservation should be implemented. The current zoning code allows for a density bonus for the adaptive reuse of historic structures in the CB-5 and CB-2 zones, which allows for additional square footage in buildings developed on the vacant portions of the property. Staff has proposed a note on the Building Height Map that additional height may be allowable on portions of the 400 Block of Iowa Ave in conjunction with preservation of historic property, provision for affordable housing, or other public goals. Given that the City owns the undeveloped Iowa Ave frontage, it can control the scale of development on the City-owned property; this can also be controlled through a rezoning process.

**Ralston Creek Corridor:** We received public input on the need to clean and maintain the creek corridor, provide more pocket parks along the creek and improve the creek greenway, increase seating along the creek, improve the interaction between the creek and nearby parking (Swan

ramp and the Recreation Center lot), and to create event space along the creek. In reviewing the Downtown and Riverfront Crossings Plan, it already emphasizes goals to improve the creek corridor, provide better access to the creek, and make the creek more of an attraction visually and physically.

There is a natural change in topography on each side of Ralston Creek / Van Buren St on the east side of the three municipal blocks; and there is a change in land use with higher-intensity municipal uses, centralized parking and civic functions on the west side of Van Buren St, and lower-intensity mixed-use development on the east side of Van Buren St.

**Downtown and Riverfront Crossings Parking District:** These three blocks are *already* part of the Downtown and Riverfront Crossings Parking District. This parking district allows for a reduction in required on-site parking provided:

- The property is located in the Downtown and Riverfront Crossings Parking District;
- The project must not result in the demolition of a property that is designated as an Iowa City Historic Landmark, registered on the National Register of Historic Places, or individually eligible for the National Register of Historic Places; and

In addition, the project must qualify for bonus height, bonus floor area, or other development assistance or financial incentive from the City for included uses, elements or features that further housing, economic development, or other goals of the Comprehensive Plan including the Downtown and Riverfront Crossings Master Plan.

### **Recommendation**

1. Staff recommends the three blocks bounded by Burlington St, Gilbert St, Iowa Ave, and Van Buren St, be added to the Downtown District of the Downtown and Riverfront Crossings Plan, consistent with the attached maps.
2. Staff recommends the IC2030 Future Land Use Map be amended consistent with these recommendations.
3. Staff recommends the text on pages 2-3 of the IC2030 Comprehensive Plan describing the two areas located east of Gilbert St and north of Burlington St; the other located north of Iowa Ave and west of Dubuque St, and stating that a process be initiated to address how these areas redevelop over time, be deleted now that such process has been completed.

Approved by: \_\_\_\_\_

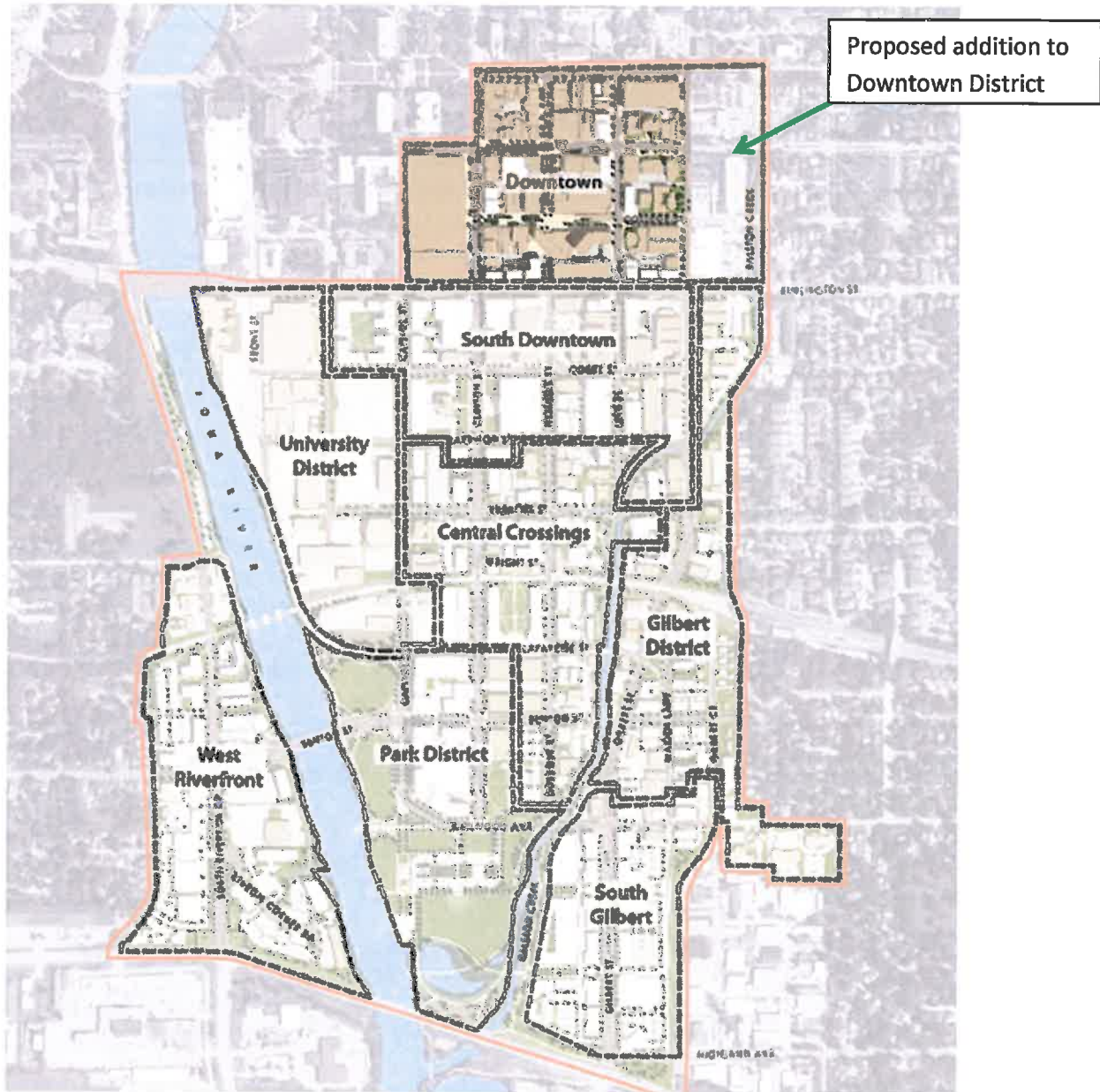
Doug Boothroy, Director  
Department of Neighborhood and Development Services

### **Attachments:**

1. Map of proposed addition to Downtown District
2. Aerial photo of three block proposed addition to Downtown District
3. Map of proposed land use for proposed addition to Downtown District
4. Map of proposed building heights for proposed addition to Downtown District
5. Zoning Exhibit of current zoning of proposed addition to Downtown District and environs



# downtown district







# Three Block Civic Area

0 100 200 Feet

Prepared by E. Ambrosy

Date Prepared: 7/30/2015

Data source: Johnson County, City of Iowa City







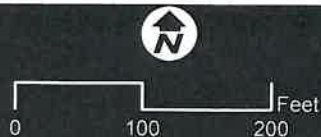
# Proposed Land Use Map

0 100 200 Feet

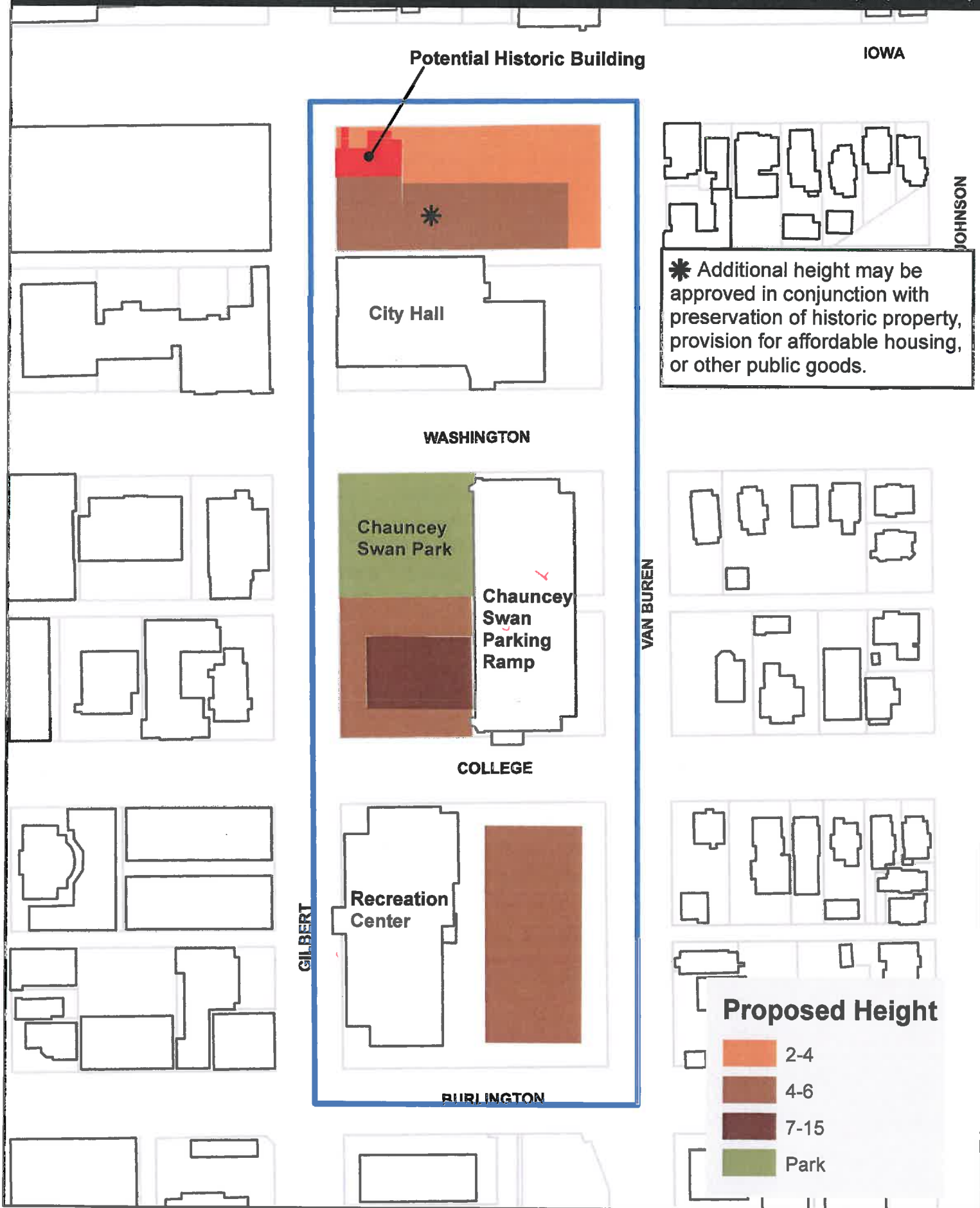
Prepared by: E. Ambrosy  
Date Prepared: July 30, 2015  
Data Source: Johnson County, City of Iowa City



City of Iowa City  
**Downtown District Addition  
 Building Heights**



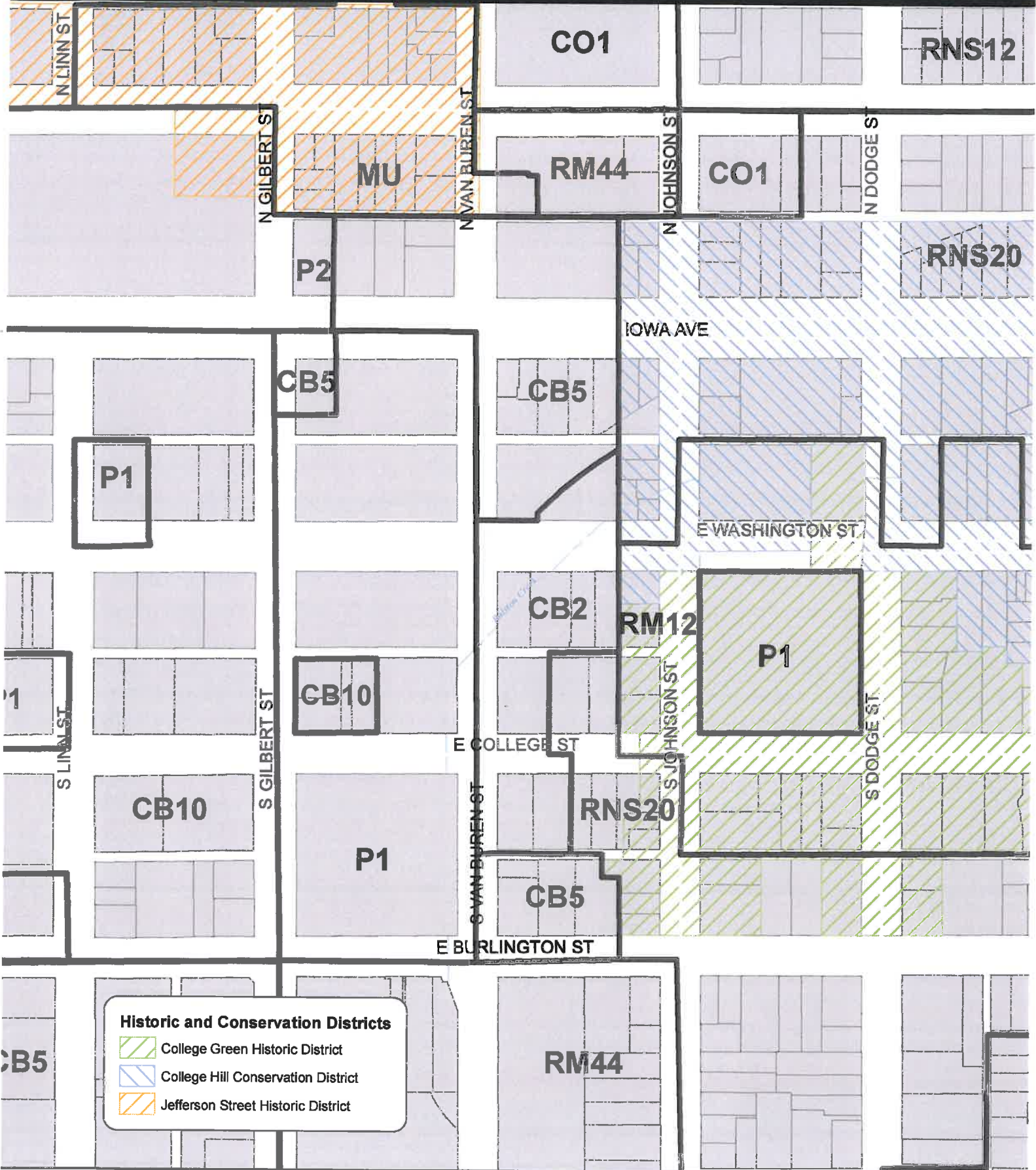
Prepared by: E. Ambrosy  
 Date Prepared: July 30, 2015  
 Data Source: Johnson County, City of Iowa City







0 300 600 Feet



**Historic and Conservation Districts**

- College Green Historic District
- College Hill Conservation District
- Jefferson Street Historic District

## Q1 What are the strengths of these areas?

Answered: 49 Skipped: 6

#	Responses	Date
1	Adjacent to downtown and services important to increase diverse housing stock in the downtown	11/17/2014 10:50 AM
2	Central location of significant city services easily accessible to citizens. Ralston Creek. Entry way to downtown.	11/17/2014 10:49 AM
3	Restaurants nearby? Captive audience Restaurants	11/17/2014 10:42 AM
4	Civic District- Upscale housing being brought in with activities for the entire community. The Chauncy brings life to needed upscale housing and arts/culture and activities North Clinton/Dubuque Street District- Development proposed will enhance building needs. Create a more viable pleasing view for the city	11/17/2014 9:20 AM
5	Good restaurants. Good number of student-related housing.	11/11/2014 1:24 PM
6	Close to downtown, some historic character.	11/3/2014 1:40 PM
7	Walkability. Close to campus and downtown but not as busy. The area off Clinton I think is more a student/university area. East of Gilbert area seems more like a transition to the residential neighborhoods. The farmers market helps makes this area nice, and your close to library, city hall, rec center, etc. So it seems more civic than university oriented. It's a nicer place to bike and walk.	10/31/2014 8:54 AM
8	New PI is very important to this area. Good healthy food, jobs, betty supportive of the community.	10/30/2014 8:23 PM
9	New Pioneer Co-op, the Farmers Market, bike library, the UU, the Senior Center, the Presbyterian church.	10/30/2014 8:19 PM
10	Someone emailed me this survey, but the survey does not describe the boundaries of the study area. How can I comment????	10/30/2014 8:01 PM
11	They are quite nice as they are now. Look nice, work well. Still have the feeling of a smaller town in them. If the planners want a megalopolis feel, they should take jobs elsewhere.	10/30/2014 8:00 PM
12	New Pioneer Coop is very important to downtown Iowa City!	10/30/2014 6:40 PM
13	Location to downtown current activities and upscale development	10/30/2014 5:26 PM
14	Proximity to downtown. Walkability. Seems like there are many buildings or parcels that are ripe for development and rejuvenation.	10/30/2014 4:44 PM
15	Central proximity; active entertainment and social life; shopping and business; cultural life; older buildings and landscapes hold a classical appeal	10/30/2014 1:03 PM
16	The Civic District has increasingly become the center of important public institutions, including buildings that serve government, recreation, senior living, senior activities, and commercial establishments.	10/30/2014 9:19 AM
17	a busy, attractive (for the most part) downtown area.	10/30/2014 3:26 AM
18	These areas currently offer a wide variety of civic and private mixed use, all attractive amenities that will be enhanced by additional populations and ideas, including allowing more density by going vertical. People increasingly want to participate in the city's varied activities, and more and more people are hoping to take up permanent (NOT just rental) residency close to downtown, very close in, to where things are happening, perhaps some cultural venues right in their own resident buildings.	10/29/2014 11:35 AM
19	Civic District - Ralston Creek North Clinton/Dubuque St - could be an amazing gateway into the city	10/29/2014 10:11 AM
20	These areas host some of the City's prominent civic buildings and provide infill opportunities for additional mixed use housing and retail. Ralston Creek is also an asset to the Civic District.	10/29/2014 9:50 AM
21	diverse amenities, great streetscapes, slow traffic, heavy foot traffic, lovely street cafes!	10/28/2014 2:02 PM
22	These areas are all Central City—where the action is; it's the heart of Iowa City. Will love to see more residential and retail in these areas. It creates movement and that is always good I think it's good for the city to build "up" not "out" and these areas are perfect spaces for that concept. The more adults living downtown the better for us all—helps business, makes interactions more enjoyable. The historic fabric of the Central City is also a big plus.	10/28/2014 1:06 PM

23	close in to UI campus and downtown	10/28/2014 8:45 AM
24	Great location. In the heart of the town.	10/27/2014 9:33 PM
25	These are important areas for growth and improvement in the city as a whole	10/27/2014 9:04 PM
26	The Civic Area, in particular, Sets a tone for our city when approaching from the East side neighborhoods and business parks. It's seen by a tremendous amount of people while commuting to/from work. An opportunity exists to bolster the cultural and creative tone of Iowa City. It's also an area highly accessible by walkers, bikers, runners etc.	10/27/2014 8:27 PM
27	proximity to campus, downtown, amenities like grocery, restaurants, unique shopping, lack of dependence on a car	10/27/2014 2:16 PM
28	proximity to central business district... and where the chauncey is going, no historical or beautiful old buildings need to be affected or torn down.	10/27/2014 1:49 PM
29	The proximity to the Ped Mall, but not being on the Ped Mall makes this (as well as the Northside) the perfect place for retail growth in Iowa City. The Ped Mall can be its own worst enemy for retail, and the city would benefit at promoting more on-street options.	10/27/2014 11:01 AM
30	obviously both are very close to downtown area, which we need to expand in order to grow. I'm a big proponent of the two projects that are planned and see the need to proceed with the CB-10 zoning.	10/27/2014 10:35 AM
31	Proximity to downtown, walk ability, location in general.	10/27/2014 9:42 AM
32	walking downtown	10/26/2014 4:55 PM
33	Having mixed retail, office, and residential spaces in the zone would stimulate downtown including those supporting businesses in it, increase the sense of membership with downtown better beyond the University population, and otherwise help to re-energize the downtown area.	10/26/2014 3:28 PM
34	Well situated in the city's downtown, and don't require the destruction of a high use or historic structure.	10/26/2014 3:14 PM
35	North Clinton/Dubuque is a natural fit for high density student housing as the east and west boundaries are already defined with University housing on the west and an arterial road, Dubuque, on the east. The Civic District should be strongly considered for young professionals/non student residents that want to be downtown. The requires building up, not building out. The Downtown District will require a strong permanent resident population to attract and maintain businesses other than bars/restaurants.	10/24/2014 4:37 PM
36	Proximity to traditional downtown district, good parking, parks	10/24/2014 11:35 AM
37	a) college life (responsible)	10/24/2014 3:55 AM
38	The two areas are different in some significant ways, so it would have helped if this question was worded differently. Strength is their limited scale as areas that transition to two very different residential neighborhoods. The north Clinton/Dubuque area feels more connected to the university campus. It also includes some very nice historic buildings that should be preserved. The Civic Complex is more of a meeting between the downtown and adjacent residential areas. It's strength is its openness, lower scale. Iowa Avenue is attractive and Washington Street has the potential to be. College, Washington, and Iowa are all great streets for pedestrians and bikers. The streets feel less congested and traffic seems more residential than commuters zipping about. The Farmers Market, Co-op and smaller local businesses help to make this area pleasant.	10/23/2014 2:55 PM
39	Historic buildings, varied businesses food choices, good examples of building taller to best use our limited space close to the urban core.	10/23/2014 1:29 PM
40	convenient location, accesible parking.	10/23/2014 12:29 PM
41	Since Ralston Creek runs into and through the area, it can be a source for a very attractive park area. Today much of the area is parking ramp and bridges. It can become a very attractive area.	10/23/2014 9:41 AM
42	North Clinton/Dubuque District: This area is very charming and welcoming. Recent upgrades have renewed the area and have improved the area's former reputation as the CBD's "poor cousin." I appreciate the signs that require drivers to stop for pedestrians in the walkways of this district. Civic District: The presence of adequate parking and the Civic and Rec Centers provide anchors to this area not only for existing downtown residents but the community as a whole.	10/22/2014 1:10 PM
43	A variety of uses, decent parking (esp. Chauncey Swan ramp). Nice to have the civic campus located downtown with mix of cultural and commercial, and some residential, right there.	10/22/2014 12:41 PM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

44	The historic character of the area and the community feel...walkability, locally owned businesses, mix of housing (various income and age levels—from families to students and older people). The implementation of historic and conservation districts, better zoning (as in the Neighborhood Conservation zones) and the design review for new structures has significantly enhanced and stabilized these areas over the past couple of decades.	10/21/2014 10:40 AM
45	potential	10/21/2014 9:09 AM
46	Civic District: close to center of downtown. Has the potential to extend and become part of the CBD, improving the block of College street between Gilbert and Linn. Great parking amenity with Swan ramp North Clinton District: close integration with pentacrest and college of business	10/21/2014 8:36 AM
47	proximity to downtown dining, events, etc.	10/21/2014 8:17 AM
48	The south end of the North Clinton/Dubuque district contains some historic buildings that add character, and some churches and similar religious buildings that add a cultural element. The Civic District's anchors are City Hall, the Rec Center, and the State Historic Society along with half of the Credit Union, New Pi and the Farmer's Market. Only the latter is in a building that has any historic interest — it is the last of the buildings in the district that still relates to the former railroad branch. There is lots of parking here, much used to support Downtown.	10/20/2014 3:32 PM
49	1) Like the Blue Bird Cafe, the Motley Cow, the Oasis, etc. (restaurants)	10/20/2014 2:02 PM



## Q2 What are the weaknesses of these areas?

Answered: 46 Skipped: 9

#	Responses	Date
1	Single uses; surface parking - waste of space, unattractive. Ralston Creek - not really being used as an amenity. Reduction of street trees - could be a better entry to downtown of city; surface lots (city lot) - like the parking, but provides development opportunities.	11/17/2014 10:49 AM
2	Panhandling. Not enough fun quirky shops. Parking can be annoying.	11/17/2014 10:42 AM
3	Civic District- Potential creek flooding- what can be done to divert	11/17/2014 9:20 AM
4	Need more housing that's not targeted to or primarily used by students. Need more housing that is likely to attract young professionals and empty-nesters. Need to encourage development of additional retail and entertainment venues/uses that will attract those residents. Also need Class A office space. Tax base smaller based upon UI and charitable ownership/use. Need more pet waterers.	11/11/2014 1:24 PM
5	Lack of historic character on some parcels, underutilized space.	11/3/2014 1:40 PM
6	The Clinton area neighborhood feels pretty crowded and the streets are is not too attractive. The east of Gilbert area is more open, but needs some work. Need to develop the old bus station corner in a way that complements the park and farmers market. That big new building on Washington is the worst. Taking down those houses was really unfortunate.	10/31/2014 8:54 AM
7	I wish there were a place outdoors to swim downtown.	10/30/2014 8:23 PM
8	Too much expensive student housing, too many drunk bros wandering around, all of the Moen monstrosities.	10/30/2014 8:19 PM
9	They are vulnerable to over-planning by the City. This can destroy a lot that we have that is good. Be mindful of the successful businesses in the near North side and don't do anything to disturb or harm them.	10/30/2014 8:00 PM
10	None	10/30/2014 5:26 PM
11	Limited parking. Some areas are flood-prone (in the Civic area). Costs are very high for development and rent. Almost no affordable housing for long-term city residents.	10/30/2014 4:44 PM
12	Parking is generally accessible but not always. THERE IS TOO MUCH STUDENT HOUSING IN THESE AREAS. There can be more student housing, if needed, in areas of the westside near the old Menards.	10/30/2014 1:03 PM
13	At present there are only limited housing, office, and entertainment facilities in this area.	10/30/2014 9:19 AM
14	The streets, sidewalks and ped mall areas are looking run-down and drastically need a makeover. The alleys are disgusting and should be cleaned, services consolidated and the physical alley needs to be vitalized and made to be safe and attractive for vehicular and pedestrian traffic. Lack of ability to use tasteful, protruding signage makes for boring, generic-looking downtown. There is data to show that attractive, appropriate signage is important to the vitality of businesses and a whole downtown.	10/30/2014 3:26 AM
15	There is some dated ugliness in new and old structures alike; good design and a better sense of place will be appreciated for years to come. I believe the city planners are well attuned to this, and sophisticated audiences moving to Iowa City will appreciate quality in the future, even if it includes replacement, re-purposing, or at least renovation of some time-worn structures now as well as over time. In some ways Iowa City is stuck in the past. We are all proud of its history, but it's time to mix more and more modern desirable, livable structures close to the center of activities. I believe old and new structures live well side by side.	10/29/2014 11:35 AM
16	North Clinton Dubuque St - A very ugly gateway to downtown and the whole city really. Civic District - surface parking behind City Hall on Iowa Ave, not	10/29/2014 10:11 AM
17	Lack of signage and way finding. Lack of real connections, despite their adjacencies, to the Downtown area.	10/29/2014 9:50 AM
18	too much low end housing primarily filled with temporary residents, ugly low-cost apartment buildings	10/28/2014 2:02 PM
19	none	10/28/2014 8:45 AM
20	Both have blighted areas and need improvement.	10/27/2014 9:33 PM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

21	None	10/27/2014 8:04 PM
22	Currently the buildings are outdated, not highly populated, and relics of the late 70s and early 80s. This is a far cry from the pedestrian mall area and Dubuque street, which have blended historical and contemporary VERY well.	10/27/2014 8:27 PM
23	a hardware store (I realize there's one on Dodge St) but there needs to be a satellite that carries batteries, lightbulbs, household/apartment items-etc, as we/city infills with residential, commercial and office parking may prove to be a little more challenging	10/27/2014 2:16 PM
24	none	10/27/2014 1:49 PM
25	Right now the area is architecturally weak. There are some open spaces, low buildings. Something about it isn't very walkable or inviting. Moen's project would be a fantastic way to connect this area to the Ped Mall visually and draw people east.	10/27/2014 11:01 AM
26	At this time not very aesthetically pleasing (abandoned building, parking lot.....	10/27/2014 10:35 AM
27	Blighted and run down.	10/27/2014 9:42 AM
28	A thriving downtown is for all ages.	10/26/2014 4:55 PM
29	Current weaknesses are those attributes listed above that it fails to offer. It is now mostly occupied by a parking ramp, a small city park and vacant space. The co op, a wonderful part of life in Iowa City for many decades, has long outgrown its potential and the increased traffic and residents nearby would enhance both the need for more space and the ability to gain return on it.	10/26/2014 3:26 PM
30	This is the edge of downtown and it will always have some clash with adjoining neighbors as downtown continues to expand.	10/26/2014 3:14 PM
31	North Clinton/Dubuque Street have existing properties that may not be easily transformed into high density housing. Also the northern border should be extended all the way to north Clinton for continuity. The Civic District has to cross Burlington.	10/24/2014 4:37 PM
32	We have an abundance of student housing, but little in the way of young professional housing. This is an area we need to remedy to be competitive in a global economy. We have to show a continuum of living options from student, to young professional to family housing.	10/24/2014 11:35 AM
33	a) too secluded, abandoned-like b) too much traffic c) college life (irresponsible)	10/24/2014 3:55 AM
34	Parking in the North Clinton/Dubuque street district is a problem for future development of the area.	10/23/2014 5:09 PM
35	The buildings that went in along Washington Street, east of the Chancy Swan Ramp are a real eyesore and it was a shame to see those old houses go--and the old businesses are largely gone too. This really took away from the charm of the area. It seems now the goal is to have the urban downtown butt right up to the lower scale residential neighborhood. That is unfortunate. I would like to see the scale kept lower in this area and preserve historic buildings where possible. We don't need lots more commercial in these areas. Keep the feel residential.	10/23/2014 2:55 PM
36	Flooding potential, growth potential, surface parking.	10/23/2014 1:29 PM
37	Noise, drunk students on weekends ect.	10/23/2014 12:29 PM
38	Presently the bridges and ramps make the area quite unattractive.	10/23/2014 9:41 AM
39	North Clinton/Dubuque District: Additional retail opportunities in the area would further enhance the sense of place of this district and provide additional tax revenues for further improvements. If visible links to this district from the CBD could be created, I think the connection with the CBD would enhance both districts.	10/22/2014 1:10 PM
40	Parking lots seem like a poor use of space in these downtown areas.	10/22/2014 12:41 PM
41	There is still not as much oversight of the maintenance of rental properties (and their tenants) in these districts as there could be. Absentee landlords are not the best stewards of property and do not contribute very well to the life of neighborhoods and the community that lives in them.	10/21/2014 10:40 AM
42	under-developed--low density.	10/21/2014 9:09 AM
43	Civic District: the existing civic buildings North Clinton District: isolation from CBD	10/21/2014 8:38 AM
44	destinations are more spread out and sparse.	10/21/2014 8:17 AM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

45	<p>The north end of the North Clinton/Dubuque district is dominated by rather characterless apartment buildings, fraternities and and rooming houses, with most of what could be green space paved over for student parking. There are a few older buildings here that have a bit of character, but not much. Aside from the New PI building, the Civic District has managed to almost completely erase its history. The public buildings lack character — they look cheap because that was a key design goal. It is another district dominated by parking, which detracts from the character of the area. And, of course, there is a long legacy of inappropriate floodplain development here, with over a century of fill that puts the banks of Ralston Creek way above their natural elevation — much of that was probably put there by the railroad.</p>	10/20/2014 3:32 PM
46	<p>Its unfortunate that the University and City didn't have the foresight to make the arts campus roll from one side of the river to the other and anchor the downtown area on the north side with a theater and art museum. This could have resulted in a more cohesive arts campus and it would be a better side of the downtown to attract customers to since it would be easier to get in and out of town.</p>	10/20/2014 2:02 PM

### Q3 What should be considered when the City is reviewing development proposals?

Answered: 47 Skipped: 8

#	Responses	Date
1	How development will impact future tax base	11/17/2014 10:50 AM
2	Mixed use; complementary purposes to downtown - synergy with Central Business District.	11/17/2014 10:49 AM
3	Need a quick way to get around town. Keep Market and Jefferson one-way.	11/17/2014 10:42 AM
4	Continue to focus on mixed use- upscale	11/17/2014 9:20 AM
5	Whether the proposals will attract young professionals and empty-nesters and will provide office space and entertainment venues for them to populate/enjoy. Make the areas more dog-friendly.	11/11/2014 1:24 PM
6	Increase residential and commercial density in all non-historic parcels, preserve historic structures where feasible.	11/3/2014 1:40 PM
7	Keep the height down east of Gilbert and create something that does not overwhelm the park or the surrounding uses. Also make the park more of a feature that complements City Hall. Make sure the co-op gets a home out of the flood plain and preserve the Unitarian Church building. Keep the bike library in this area. Affordability, sustainability, scale, and character. Let the high rises stay west of Gilbert and south of Burlington.	10/31/2014 8:54 AM
8	Please help New Pi find a new home!	10/30/2014 8:23 PM
9	The purpose of buildings - do projects serve the whole community or only elite groups?	10/30/2014 8:19 PM
10	That you don't destroy what we have that is good in the attempt to "improve" and "develop".	10/30/2014 8:00 PM
11	The optimal location for New Pioneer Coop! A wonderful employer, supporter of many local farmers, and provider of healthy, local food!	10/30/2014 6:40 PM
12	Overall usage and impact for multi purpose exposure - lifestyle (art/culture), urban living - upscale, activities (beyond the scope of rest/bar). Multi business usage - to enable growth of new business into the Iowa City area.	10/30/2014 5:26 PM
13	Affordable housing is incredibly important. Think in terms of long-term residents who are stable and looking for reasons to stay. They are paying taxes and investing in the local economy and should have their needs considered first—before the fleeting desires of college students. Help New Pioneer Co-op find a new home in the downtown area, escaping the flood risk of Ralston Creek and establishing a new and improved DOWNTOWN retail location for their well-established and well-loved local business—so that the business can continue to grow and people who live/work downtown can still have access to affordable, healthy food without necessarily needing a car.	10/30/2014 4:44 PM
14	Affordable housing for families and employees who want to walk to work or downtown. Increased housing options for vibrant but retired residents. There is too much student housing which destroys the neighborhood sense. I would rather see more affordable family, retiree housing and community-based housing for the disabled that augments an urban sense of diversity, community and cultural richness.	10/30/2014 1:03 PM
15	In reviewing development proposals, the city should consider the range of facilities that developers are proposing, as well as the track record of the principal developers.	10/30/2014 9:19 AM
16	The current overabundance of student housing in and on the periphery of the downtown. There is a stated demand for more workforce housing as well as housing for families who are looking for a walking lifestyle - with a pronounced de-emphasis on the use of cars or the needless consumption of fossil fuels. One particular area of concern to me is the West Bank building recently purchased by the Clarks. We do not need another gross apartment building for students. What a great opportunity the UIMA and the School of Music present for cleaning up our residential act downtown. Wouldn't it be a huge shame to have these beautiful buildings with the incredible beauty of the activities going on both inside and outside of these buildings, denigrated by another Clark-style student ghetto, poorly monitored and poorly maintained?	10/30/2014 3:26 AM



17	Flexibility in changing zoning to meet current needs and challenges and aspirations is in order. Zoning in areas such as these, as opposed to zoning in residential areas further out, needs to be more flexible. Iowa City is truly and international city, and its downtown can reflect this in architecture and excitement, not "stuck in the mud" NIMBYism.	10/29/2014 11:35 AM
18	Planning in these areas should be in the context of the larger downtown and guided by design guidelines and standards that are predictable and friendly to use. Dense infill should be encouraged and prioritized to help support a sustainable approach to protecting neighborhoods to the east of Ralston Creek. Ralston Creek seems to be a natural divide, as does the Chancey Swan parking garage. The City should not deter height - development proposals that demonstrate compact development design principles support a sustainable growth pattern by keeping our densest development within the central core where utilities and public infrastructure are already in place to handle them. Good design is good business. The City should prioritize well designed projects - which means a process should be in place to guide well designed buildings and how they interface with the sidewalk / streets.	10/29/2014 9:50 AM
19	Will it make us proud? Will it create a happy environment for those living and working in the developed area? Does it add to the downtown?	10/28/2014 1:06 PM
20	adjacency to UI and downtown	10/28/2014 8:45 AM
21	Land efficiency, sustainable efforts, (NOT LEED!!!) Land use, high density	10/27/2014 9:33 PM
22	Improving the downtown and increasing housing and economic development	10/27/2014 9:04 PM
23	1. Does it provide some sort of some for everyone (market, gallery, movie theater, restaurant, etc) 2. Provide a majority of single-family housing (town homes, condos, etc). This downtown area is has TOO much housing for the college rental market.	10/27/2014 8:27 PM
24	sensitivity to current historic architecture there are a large number of neighborhoods where the style, size and height have not integrated well with existing streets capes (granted-some of which need updates).	10/27/2014 2:16 PM
25	overall benefit to Iowa city; its citizens and their overall quality of life	10/27/2014 1:49 PM
26	Mix of use (residential, retail, etc) and quality of developer's past projects.	10/27/2014 11:01 AM
27	The mix of retail, housing and architectural design.	10/27/2014 10:35 AM
28	The need for more housing and commercial space. The ability to attract people downtown for a purpose and the positive development to improve the area.	10/27/2014 9:42 AM
29	promoting walkable, mixed-use neighborhood for all ages.	10/26/2014 4:55 PM
30	The track record of those submitting them, viability of them to a wide range of residents including students, and the degree of fit with the City development plan.	10/26/2014 3:26 PM
31	Will It be successful.	10/26/2014 3:14 PM
32	The best interest of the City.	10/24/2014 4:37 PM
33	Less required retail/commercial on ground level. This requirement has resulted in eyesore vacant space (particularly along the west side of Gilbert south of Burlington). There is no convenient parking and without convenient, nearby parking there will never be sustainable commercial/retail in those spaces.	10/24/2014 1:15 PM
34	Innovative proposals that have a WOW factor. We live in an age when people can and will move anywhere. Architecture and innovative spaces are necessary for our community to shine. We have some great historical properties that need to be complimented with the new.	10/24/2014 11:35 AM
35	a) creating more walking storefronts, such as ART GALLERIES (which would include coffee shops and bars), maybe a few dance clubs (both alcohol and juice bars). non-drinkers still like to go out and enjoy themselves.	10/24/2014 3:55 AM
36	Keeping heights down and keeping the busy, urban feel to the west of Gilbert and the south of Jefferson. Let these area be a buffer --no more than 4 to 6 stories. concentrate high rises around Burlington and to the south. Where there is commercial it should be like the northside Market area.	10/23/2014 2:55 PM
37	Most efficient (maximal) use of space, preservation of historic properties as defined by the Secretary of the Interior and Local Ordinance (Preservation Plan and allied documents), allowing for affordable (LMI) housing in addition to more affluent housing options, on site water retention, alternative energy (especially solar and geothermal) /energy efficiency, High sense of architectural design	10/23/2014 1:29 PM

38	The historic architecture of Iowa City is of great culture and importance to the history of our town (UNESCO world heritage ect.), new designs should emphasis this history rather than attempt more post modern skyscrapers in a town that is a historic literature site rather than massive metropolis.	10/23/2014 12:29 PM
39	Build an attractive 5 story building on the corner of College/ Gilbert and maintain Chauncey Park.If the city bought the New PI land a park could be built which would extend the very popular Farmers' Market. Some of the area could be used for city employees parking.	10/23/2014 9:41 AM
40	Civic District - "When you're alone and life is making you lonely you can always go downtown; the lights are much brighter there. You can forget about your troubles, forget all your cares - so go downtown." Petula Clark. I remember when the parking lot on which Plaza Towers now resides used to be a "dead zone." The corner of College and Linn was a barren area that did not encourage pedestrian activity. So much has changed for the better since Plaza Towers and the Public Library have been built in that area. That corner is vital and encourages additional development in the vicinity. The proposal to build an additional mixed-use project on the corner of Gilbert and Linn will enhance not only the immediate area but will add additional stimulus to the central business district. The residents of the downtown help create a 24-hour downtown and a built-in market for downtown retailers and entertainment. They will also provide immediate patrons for the music and art facilities proposed in the area. Downtown housing reduces urban sprawl and minimizes the need for constructing additional and expensive infrastructure. It also improves the city's tax base while displacing very few people. Downtown housing promotes greater "green" living by increasing the density of the population per square foot. Additional residential housing in the Civic District also reinforces a sense of place and reduces the image of danger and risk.	10/22/2014 1:10 PM
41	The chance to minimize environmental impact and maximize the diversity of downtown amenities through encouraging higher density, mixed use development.	10/22/2014 12:41 PM
42	All proposals should be evaluated with the primary criteria of ENHANCING THE COMMUNITY AND CHARACTER OF IOWA CITY. Build with an eye to the long term. Evaluate design with a strong sense of how any given plan will contribute positively to the strengths listed above—the historic character of the area, the feel of a neighborhood that takes pride in its uniqueness and local quality of life.	10/21/2014 10:40 AM
43	Iowa City MUST be different than Coralville and North Liberty. Coralville and NL are "short" suburban towns with very low density and very poor land usage. Iowa City must do better-encouraging tall buildings with mixed use will differentiate Iowa City from surrounding cities and will be more sustainable.	10/21/2014 9:09 AM
44	Adding variety to the business and amenities that are in the city. The quality of building, design, construction type, and residential units.	10/21/2014 8:38 AM
45	connection of downtown public spaces with adjacent residential areas	10/21/2014 8:17 AM
46	Parking should be under, not beside new development, so that we don't see neighborhoods close to downtown as being dominated by hot dead parking lots. We need to preserve what historic structures we have, but these areas have lost most of their history already.	10/20/2014 3:32 PM
47	Keep Market and Jefferson as two way streets. Do not turn Market and Jefferson into one way streets. Ease of Parking Create some large scale office space to attract more companies to locate offices downtown. No public or other subsidized housing. No higher density of housing. No high rises. Some of the so-called "modern" architecture staff seems to prefer will look like hell a few years down the road. Its not fun to walk in a shadow of buildings plus its is colder in the winter. Let the sun shine down on the sidewalks by keeping building heights reasonable. No TIF!!!	10/20/2014 2:02 PM

### Q4 What types of uses (e.g. residential, commercial, cultural, institutional) are appropriate for these areas?

Answered: 50 Skipped: 5

#	Responses	Date
1	residential, commercial and cultural	11/17/2014 10:50 AM
2	Mixed/public, private with public using only what is necessary; divest from other unnecessary property ownership Like the residential/older houses; mixed look: churches	11/17/2014 10:49 AM
3	Restaurants / Movie campus are/theaters/galleries North of downtown. Eg - See Torpedo Factory Art Center in Alexandria, VA.	11/17/2014 10:42 AM
4	Civic District- residential, some commercial, culture North Clinton/Dubuque Street District- business mix	11/17/2014 9:20 AM
5	Mixed-use multiple-family and retail/commercial. High rises should be encouraged to enhance the downtown experience and make efficient and environmentally sensitive use of available space. UI uses should be minimized to the extent possible.	11/11/2014 1:24 PM
6	All.	11/3/2014 1:40 PM
7	Institutional uses—daycare would be nice. A mix of uses would be great. Don't overwhelm the area.	10/31/2014 8:54 AM
8	New home for New Pili Low. Income. Housing. A children's toy and clothing store.	10/30/2014 8:23 PM
9	Commercial (non-chain) restaurants, arts venues, small independent businesses.	10/30/2014 8:19 PM
10	Just please not industrial. And no more condos for rich people.	10/30/2014 8:00 PM
11	Residential, upscale hotel, culture, activity	10/30/2014 5:26 PM
12	All of the above!	10/30/2014 4:44 PM
13	Building the cultural appeal even more.	10/30/2014 1:03 PM
14	Mixed use housing, entertainment, commercial, and cultural facilities would be desirable..	10/30/2014 9:19 AM
15	As I've said, family and work-force residential, cultural and better commercial enterprises are appropriate here. The downtown district is driving a pretty smart and focused bus in terms of vision and taking advantage of the opportunities available for attractive and functional growth. The city's partnering effort with the downtown association is to be commended so far, and I hope this continues. The balance is delicate for this area and the sensitivity of the city is crucial to making the best of the current opportunities that may not again be so rich.	10/30/2014 3:26 AM
16	All kinds of buildings mentioned above. I particularly think dense residential home (condo) ownership should be in the planning on a large scale. Baby boomers and others are maturing and want to be close to things in condos DOWNTOWN. To me, this means the need for vertical construction to provide people with residential "downsizing" locations that appeal. Iowa City is a bit behind the curve, and should be a leader as a University town where excitement, innovation, and forward thinking are or should be the norm. We have great opportunities here presented, as new demographics come into play—big time.	10/29/2014 11:35 AM
17	North Clinton/Dubuque St - residential Civic - Cultural - open space along Ralston Creek. More Commercial	10/29/2014 10:11 AM
18	Mixed uses residential and office seem most appropriate, although the City should not preclude the others if the site and use are deemed appropriate.	10/29/2014 9:50 AM
19	There is still a major lack in a band of mid-range and upper-range housing especially for young professional and empty nesters who do not wish to own property, this band is primarily between \$800-1600 for a single tenant unit. I also believe the market would bare many more higher end housing units (particularly rentals) for professionals and young professionals above that range as well. There is a clear decline in the desire for home ownership amongst this demographic nationally, while a growing desire for downtown urban housing (see Des Moines, Omaha, Kansas City as regional examples).	10/28/2014 2:02 PM

## Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

20	Not sure what "institutional " means, but I certainly believe residential, commercial and cultural are all appropriate, probably in combination. People who live downtown want food, drink and things to do close at hand.	10/28/2014 1:06 PM
21	mix of uses	10/28/2014 8:45 AM
22	We need housing, and property that will bring more variety to downtown as a destination.	10/27/2014 9:33 PM
23	The current plans for development are very important to the future of the downtown.	10/27/2014 9:04 PM
24	Multi unit mixed buildings. Sustainable growth by promoting one structure of both residential and commercial. Also, common green space areas.	10/27/2014 8:27 PM
25	small shops ala urban neighborhoods-cheese, wine, gardening, bike, hardware, galleries, small playground/parks just to sit and read or watch passersby, cafes/bistros/diners, art structures that encourage inter action such as fountains...	10/27/2014 2:16 PM
26	I think the chauncey would be a great addition to our downtown. . please allow the zoning change and allow this great mixed use urban scale project to proceed.	10/27/2014 1:49 PM
27	A mix of residential and retail.	10/27/2014 11:01 AM
28	The mix of retail, housing and architectural design, as stated above. Theaters, galleries, and similar Urban amenities, but we need more space for our great downtown to grow, we need housing, office space and retail space, at this time we don't have enough space for sustained growth.	10/27/2014 10:35 AM
29	All would be good investment. The Chauncy project as proposed has all of these advantages and should move forward.	10/27/2014 9:42 AM
30	1 mile of downtown	10/26/2014 4:55 PM
31	I don't think the greater downtown area can or should try to compete with chain stores. Coralville cannot be outdone in that area. Smaller specialty stores and restaurants that are either smaller chains or unique seems the best way to draw people not only from out-of-town but across town. Iowa City has always thrived on the arts and the City should continue making that a part of their plan for the greater downtown area.	10/26/2014 3:26 PM
32	Retail, entertainment, commercial, cultural, and residential.	10/26/2014 3:14 PM
33	North Clinton/Dubuque is a natural fit for high density student housing as the east and west boundaries are already defined with University housing on the west and an arterial road, Dubuque, on the east. The Civic District should be strongly considered for young professionals/non student residents that want to be downtown. The requires building up, not building out. There should be a healthy amount of commercial and cultural. The Chauncy Project would be a great fit. The Downtown District will require a strong permanent resident population to attract and maintain businesses other than bars/restaurants.	10/24/2014 4:37 PM
34	If any of them require convenient nearby parking, forget it.	10/24/2014 1:15 PM
35	I understand that high end condos make development numbers works best, yet I think there is a market need for some micro units that are affordable to young professionals and any opportunity for the city to help ensure some level of affordable housing for low to middle income helps create diversity.	10/24/2014 11:35 AM
36	since Iowa city is a "bike-friendly town" ( <a href="http://bikeleague.org/content/9-top-10-national-universities-now-bf-us">http://bikeleague.org/content/9-top-10-national-universities-now-bf-us</a> ), we should make more "bike lanes": mini-streets on the street, with actual street lines as one would see on streets (saw them in Campaign-Urbana and found them adorably awesome). which would mean, take away cars and encourage more bikes and pedestrians to be out; this will lead to healthy living, too!	10/24/2014 3:55 AM
37	For the civic district commercial/cultural/institutional seems most appropriate. Residential does not seem like a good use of this area.	10/23/2014 5:08 PM
38	Have a mix of uses--that's great! but keep the scale low. Keep the character eclectic and preserve some of the history. Keep the farmers market and the park and make them more of a feature. Enhance the Washington street intersection with Van Buren and the Washington Street medians. The Civic area should have an open parklike feel and should not be in the shadow (metaphorically speaking) of a 10 story (or higher) building. Encourage senior housing near the City campus since you have the library, and Robert A. Lee, and Mercy Hospital. Encourage student-type uses more toward campus. Get rid of the city parking lot or screen it and have city employees and other permit holders park at the top of the ramp. Save the lower levels of parking for library patrons and folks coming downtown to do business. Also, do something to make the Rec Center lot more attractive--it is really not pleasant. Help get the coop out of the floodplain for heaven's sake!!! and help the bike library find a home in the area.	10/23/2014 2:55 PM



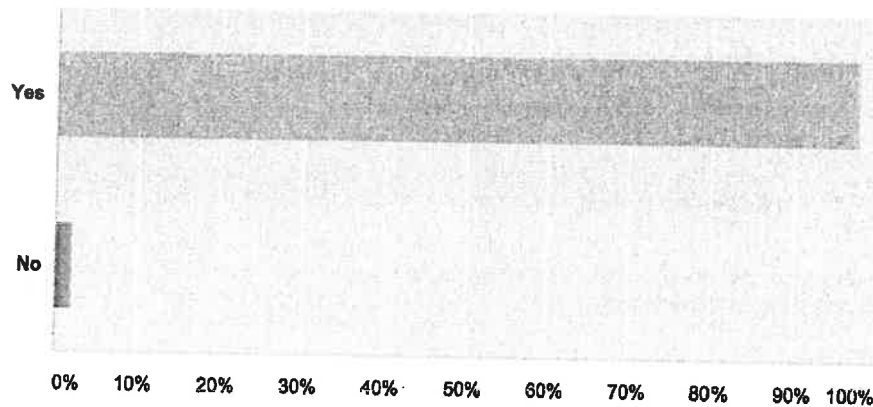
# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

39	Residential, commercial office, commercial retail, neighborhood commercial, commercial restaurant, commercial lodging, cultural, and Institutional are all appropriate in both districts.	10/23/2014 1:29 PM
40	No more bars, things that enhance the community and culture of Iowa city and affordable housing are what we currently need. Maker's center would be an excellent addition as well as entertainment that does not involve alcohol.	10/23/2014 12:29 PM
41	Certainly the College/ Gilbert corner can be used for general mixed housing units (not just \$350-500K condos. Parkland along Ralston Creek would augment the attractiveness of these housing units.	10/23/2014 9:41 AM
42	Residential/commercial	10/23/2014 12:12 AM
43	North Clinton/Dubuque Street: There has always been a tension in the existing North Side neighborhood regarding the presence of multi-family housing that is predominantly occupied by students who may not have the same "investment" in the North Side. Some of this pressure could be reduced by encouraging multi-family housing at more affordable rates. This could be a combination of owner-occupied housing and rental housing. I believe this would produce housing opportunities needed in the community while protecting the integrity of the North Side. Civic District: Land values in this area are expensive given their proximity to the existing CBD and the presence of City buildings. This area is not a site that can likely be developed for more moderately priced housing. At the same time, higher density housing similar to Plaza Towers would provide other housing opportunities for a population that does not want a retirement setting or that prefers the vitality of downtown (where the lights are brighter). The presence of the existing Chauncey parking ramp, the creek and the lower grade relative to land further to the east would reduce the impact on existing residential properties. Additional recreational opportunities in the area would also enhance downtown living.	10/22/2014 1:10 PM
44	All, although I hope residential is part of mixed-use buildings, higher density is appropriate.	10/22/2014 12:41 PM
45	Mixed use is best...include ALL of the types.	10/21/2014 10:40 AM
46	mixed is ONLY thoughtful option. It's time to undo the segregated uses of the 1950s and 1960s. That kind of zoning was disastrous for cities.	10/21/2014 9:09 AM
47	Civic District: cultural and entertainment, residential North Clinton District: Residential	10/21/2014 8:38 AM
48	residential/commercial.	10/21/2014 8:17 AM
49	Students need a place to live, and the north half of the North Clinton/Dubuque district should remain largely student housing, as it is. The cultural and institutional use of the south end is also good. As parking tightens and their buildings age, the religious institutions at the south end (aside from the two chaplaincies) will be tempted to flee to the suburbs. The flight of churches from Downtown Iowa City is not a good thing -- even though each of the churches that has fled have had good reasons to do so.	10/20/2014 3:32 PM
50	Restaurants, theater, art museum. Commercial office space. No higher density of housing. No high rises.	10/20/2014 2:02 PM

### Q5 Is there the opportunity to strengthen streetscape elements?

Answered: 48 Skipped: 7



Answer Choices	Responses	
Yes	97.92%	47
No	2.08%	1
<b>Total</b>		<b>48</b>

#	If yes, what are these opportunities?	Date
1	wider sidewalks - more walkable "freshen up" downtown with new landscape, esp. trees	11/17/2014 10:50 AM
2	There always are. Trees. The Civic District due to surface lots - really lacks in this.	11/17/2014 10:49 AM
3	Powerwash sidewalks Lighting Greenspace	11/17/2014 10:42 AM
4	Expand streetscape views for right of way- include street designs to these areas, signs, etc.	11/17/2014 9:20 AM
5	There are always opportunities. I think distinctive lamps and user friendly benches are nice. Pet waterers are good.	11/11/2014 1:24 PM
6	Make areas an extension of downtown and northside marketplace where possible, including streetscape elements. Consider bike lanes as well.	11/3/2014 1:40 PM
7	Green things up. Separation between sidewalks and street. More bike facilities, better lighting—like northside.	10/31/2014 8:54 AM
8	Better lighting. Mini parks.bike fix stations. Better way for venues to post... digital?	10/30/2014 8:23 PM
9	Preservation of existing buildings when possible, maintaining and expanding green spaces, lowering amount of signage / advertising allowed.	10/30/2014 8:19 PM
10	Use permeable paving around trees that are planted and make the mixture of trees more diverse. Give the trees a chance: more access to water than they get now will enable more kinds to grow downtown.	10/30/2014 8:00 PM
11	Edible landscapes!	10/30/2014 6:40 PM
12	Development of this area will expand the downtown IC areas and could be the next "North IC" development area to grow our city in the directions needed.	10/30/2014 5:26 PM
13	I would like to see some connections with the river areas	10/30/2014 1:03 PM
14	Green areas, set-backs from buildings.	10/30/2014 9:19 AM
15	See the streetscape plan	10/30/2014 3:26 AM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

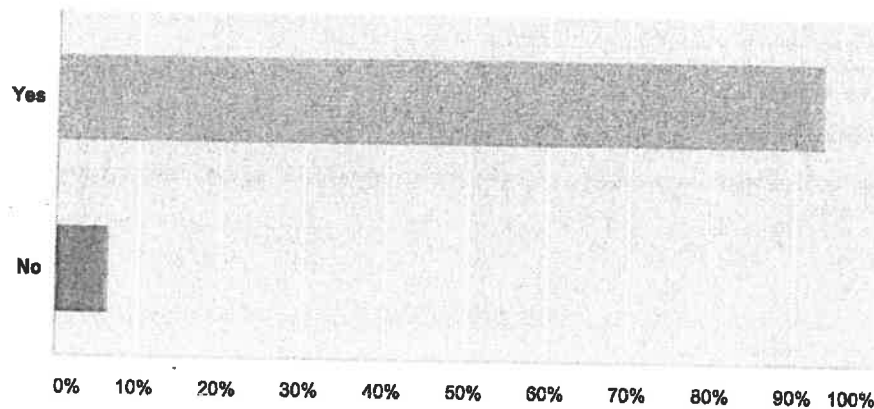
16	Large, even tall buildings are fine. They can have setbacks at street level, and allow for plantings and other features that add to the pleasure of walking in their midst, but low profile buildings close to the center of town are the wrong and old way to be thinking.	10/29/2014 11:35 AM
17	Everywhere - there doesn't seem to be much in either district.	10/29/2014 10:11 AM
18	Yes - way finding, lighting, sidewalks and connections to Ralston Creek - if the Creek were ever treated as an amenity and cleaned up and improved.	10/29/2014 9:50 AM
19	Green, and places for activities are always good, accompanied by public art.	10/28/2014 1:06 PM
20	elements that make the street a more pleasant place for pedestrians	10/28/2014 8:45 AM
21	Update lights, signs.	10/27/2014 9:33 PM
22	Show Iowa City that progress can come without sacrificing the historical. Create contemporary, modern buildings to blend.	10/27/2014 8:27 PM
23	porous pavements on sidewalks to reduce snow/ice hazards, lighting, community gardens, art, maps/wayfinding integrated (vs looking like it doesn't belong).	10/27/2014 2:16 PM
24	look at plan	10/27/2014 1:49 PM
25	"Brighter" architecture is one thing. Glass and metal have really brightened up the Ped Mall so things aren't so brown. Quality retail is the best way to bring people onto the sidewalks.	10/27/2014 11:01 AM
26	The city is in the works of improving our streetscape, which is very impressive, but we just need to expand both to the east and south.	10/27/2014 10:35 AM
27	Lighting and the new building will improve the overall area	10/27/2014 9:42 AM
28	The street art including statues, banners, benches etc. should continue -- though I suggest other yearly statues beyond Herky. I don't know the feasibility of transforming the non-University into useable public space that is much more attractive than currently is. But if able to be accomplished, this has always struck me as an under developed possibility from the power plant and south.	10/26/2014 3:26 PM
29	Modernize it and get rid of vacant locations.	10/26/2014 3:14 PM
30	Should just be consistent with the downtown master plan. Walking / biking being the main elements.	10/24/2014 11:35 AM
31	bike lanes, better sidewalks and more blue light emergency buttons (there's not that many, if you notice ... just a few here and there - I think little ol' eastern Illinois university (small charleston, Illinois) had more than I see here)	10/24/2014 3:55 AM
32	Intersections and medians. Take a look at van buren and washington and Iowa Avenue--this is a great area. Decorative brick, nice lighting, plantings, simple benches, art. Treat this area like the northside shopping area.	10/23/2014 2:55 PM
33	Expand amenities seen in the Central Business District and Northside Marketplace--plantings, street furniture, lighting.	10/23/2014 1:29 PM
34	current space has beautiful mural which has been there for a few years now.	10/23/2014 12:29 PM
35	The civic area is particularly unattractive.	10/23/2014 12:12 AM
36	Additional trees, plantings, flower pots, pedestrian-friendly intersections, and outdoor dining should be included in any proposals for these two districts.	10/22/2014 1:10 PM
37	More ornamental street lighting, cohesive planters and paving (more brick?), aesthetically designed crosswalks/alley entrances. Expanding the "literary walk" area.	10/22/2014 12:41 PM
38	Utilize plantings, sculptures, distinctive signage and lighting. Require all designs to have "human dimensions" such as porches, street side entrances, sidewalks, landscaping, etc. Minimize the prominence of parking by putting it in back of buildings or requiring landscaping that softens the effect of multiple cars (a good example of the latter is the parking lot of Mercy Hospital's Emergency entrance along Gilbert Street...care was taken to create a buffer of plantings, a mini park with benches and planters).	10/21/2014 10:40 AM
39	I'd like to see more covered walkways next to buildings.	10/21/2014 9:09 AM
40	High quality building design and materials,	10/21/2014 8:38 AM
41	It fine as is.	10/21/2014 8:17 AM

42	Parking-lot views aren't attractive. Putting parking under new structures would be very wise. We have already begun this in (or near) both districts, and it works.	10/20/2014 3:32 PM
43	Keep the pavements clean and updated. Keep Jefferson and Market as two-way streets. Lights and holiday decorations encourage people to get in a buying spirit. Flowers in the spring and summer.	10/20/2014 2:02 PM



### Q6 Is there the opportunity to strengthen pedestrian and bicycle amenities?

Answered: 47 Skipped: 8



Answer Choices	Response
Yes	93.62% 44
No	6.38% 3
<b>Total</b>	<b>47</b>

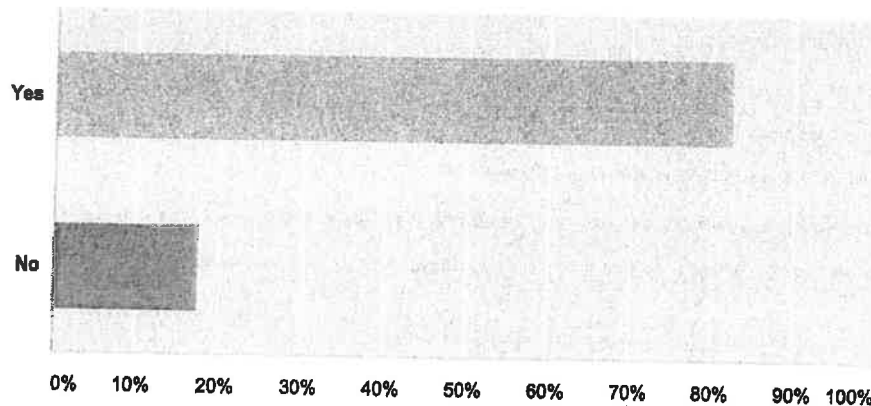
#	If yes, what are these opportunities?	Date
1	More bike parking	11/17/2014 10:50 AM
2	Bicycle parking in Civic District. Easily access to drive on Dubuque Street	11/17/2014 10:49 AM
3	If it doesn't interfere with cars	11/17/2014 10:42 AM
4	Continue streetscape plans to keep continuous look	11/17/2014 9:20 AM
5	More bike racks. More enforcement of ordinances prohibiting bike riding on sidewalks in and around the ped mall (I realize that's not in these districts).	11/11/2014 1:24 PM
6	Widen sidewalks, decorative or brick paving, more bike lanes.	11/3/2014 1:40 PM
7	More bike racks. Covered racks.	10/31/2014 8:54 AM
8	Better / more bike lanes and bicycle parking, a covered bicycle parking area. More clearly marked cross walks.	10/30/2014 8:19 PM
9	More and better racks for bicycles and motor bikes.	10/30/2014 8:00 PM
10	Bike lanes and parking. Bike service stations. Even just having a full-service grocery store in the walkable-bikeable part of town is an important element in empowering bicyclists and pedestrians. Reduce car traffic wherever possible to slow down traffic and make it safer.	10/30/2014 4:44 PM
11	Especially more and better bikeways, close-in bike parking, rapid pedestrian-friendly transportation to the hospital and across the river, perhaps to places like the center of Coralville (maybe using the river as a rapid linkage.) ALSO, A GOOD BIKEWAY EXCLUSIVELY FOR BIKES THAT RUNS FROM EAST OF DOWNTOWN, SHIFTING TO BURLINGTON STREET, ACROSS THE RIVER, THROUGH THE HOSPITAL/SPORTS CAMPUS ON MELROSE (INTO UHEIGHTS AND BEYOND TO C-VILLE).	10/30/2014 1:03 PM
12	Broader sidewalks.	10/30/2014 9:19 AM
13	See streetscape plan	10/30/2014 3:26 AM

14	I think the streetscape mentioned above will help with pedestrians, but I'm not well versed on how to improve bicycling needs.	10/29/2014 11:35 AM
15	This can always be done.	10/29/2014 10:11 AM
16	More bike lanes out of downtown and also would love to see some bike locker opportunities, either on the streetscape or in the parking garage for downtown residents to store bikes downtown long term	10/28/2014 2:02 PM
17	safe and attractive paths and walkways connected to the country are huge	10/28/2014 1:06 PM
18	streetscape elements	10/28/2014 8:45 AM
19	More bike friendly roads.	10/27/2014 9:33 PM
20	Intermodal might decrease cars traffic-widen existing roads and/or sidewalks as has been done north of i80 on dubuque street.	10/27/2014 2:16 PM
21	look at plan	10/27/2014 1:49 PM
22	NA	10/27/2014 11:01 AM
23	bike lanes, boulevards,	10/27/2014 10:35 AM
24	Connect this area to the rest of downtown	10/27/2014 9:42 AM
25	Smart Growth for Iowa City. Make it a place where people want to Live and Work and be proud to say you live in Iowa City.	10/26/2014 4:55 PM
26	Though possibly an odd way of responding, it amazes me that bicycles are not more closely regulated downtown. This is a hazard to those on bikes too. Stop signs are usually not obeys, many go the wrong way on busy streets, and dash from riding on the street to sidewalks. I've been close to hit many times. For bikes and pedestrians and motorists to get along well safety laws should be a priority as the were, I think, until the current police chief.	10/26/2014 3:26 PM
27	Make it bicycle friend with wide sidewalks and a transition on on street paths.	10/26/2014 3:14 PM
28	BIKE LANES! ( <a href="http://www.pedbikeinfo.org/Index.cfm">http://www.pedbikeinfo.org/Index.cfm</a> ) - Iowa should be on this map! sample bike lane: <a href="http://www.nyc.gov/html/dot/images/bicyclists/ppw_crossing.jpg">http://www.nyc.gov/html/dot/images/bicyclists/ppw_crossing.jpg</a> - something more detailed.	10/24/2014 3:55 AM
29	More bike parking (some covered would be nice). How about some place to sit or find cover while you are waiting for the bus.	10/23/2014 2:55 PM
30	A road diet and ample bike parking, a better way to limit bike storage in highly used areas (perhaps by requiring residential bike parking), wide radius "bump outs" at intersections, zebra crossings, etc.	10/23/2014 1:29 PM
31	accessible bike lanes	10/23/2014 12:29 PM
32	People living in these "affordable units" and working downtown could do without automobiles, hence advocating bicycles and pedestrians	10/23/2014 9:41 AM
33	Improve sidewalks and add bike lanes	10/23/2014 12:12 AM
34	It would be great to minimize the need for additional cars in these two districts by including additional pedestrian and bicycle amenities. These amenities would enhance the people-oriented nature of the districts and encourage people to enjoy the areas without concern for increased traffic.	10/22/2014 1:10 PM
35	Designated bike lanes (more than "sharrows") wherever space allows. Prettier crosswalks (again, paving comes to mind - the area at Iowa Ave. and Linn Street is a nice example.	10/22/2014 12:41 PM
36	Create bicycle paths, pull out lanes for buses, and add benches, decorative walkways/sidewalks with planters, etc...see the suggestions for strenthening streetscapes above.	10/21/2014 10:40 AM
37	wider sidewalks, bike racks, seating	10/21/2014 8:38 AM
38	Its fine as is	10/21/2014 8:17 AM
39	These areas are already very walkable and bikeable, but in the Civic District, biking north-south is largely confined to Gilbert, one of the most bicycle unfriendly streets in town (North Clinton serves as a way for cyclists to dodge the heavier traffic on Dubuque, in contrast). It would be nice if there was an easy way, coming north on Gilbert, to dodge east onto Van Buren, perhaps following the creek (on the diagonal). The barriers to this are mostly south of the Civic District.	10/20/2014 3:32 PM

40	Don't use sharrows. They are horrid. I prefer wider sidewalks. Remember, a lot of people will continue to use cars. If you want people to shop and buy lots of stuff, don't discourage the use of cars.	10/20/2014 2:02 PM
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**Q7 In the North Clinton/Dubuque Street District, is there the opportunity to increase residential density (the number of dwelling units in a given area)?**

Answered: 40 Skipped: 15



Answer Choices	Responses
Yes	82.50% 33
No	17.50% 7
Total	40

#	If yes, what are these opportunities?	Date
1	Perhaps be careful of obscuring gateway to downtown. I like the feeling of residential mix now - at least the properties that are kept neatly.	11/17/2014 10:49 AM
2	Encourage development of high-rise apartments/condos.	11/11/2014 1:24 PM
3	Redevelop non-historic buildings into taller, larger apartment/condo buildings.	11/3/2014 1:40 PM
4	Please no more new apartment buildings. Keep the older houses. Offer help for upkeep, or buy out the current owners, remodel and repair if necessary, and then sell them to families.	10/30/2014 8:00 PM
5	Upscale housing is needed for professionals outside of the College attendees. Will increase economy and build a better mix of individuals into Iowa City living.	10/30/2014 5:26 PM
6	BUT NOT FOR MORE STUDENT HOUSING.	10/30/2014 1:03 PM
7	Isn't there enough saturation already?	10/30/2014 3:26 AM
8	Verticality is a must as part of the building mix, and I think flexibility in zoning variances are in order to accommodate more density by going up. The downtown can be an even more exciting landscape with additional "high-rises." For other kinds of historic low profile landscapes and neighborhoods, people need only to journey out from the center of the city to areas where this character will inevitably (and appropriately) be maintained and cherished. (Obviously there are some downtown properties of historical significance that need to be preserved, and I see this happening with the Englert, the MidWestOne building, and likely the Jefferson Hotel.) For the future, verticality is a must. The downtown can be an exciting landscape with additional high-rises. For other kinds of historic low profile landscapes and neighborhoods, people need only to journey out from the center of the city to areas where this character will inevitably (and appropriately) be maintained and cherished.	10/29/2014 11:35 AM



# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

9	This already has high density in it and across from it with the dorms. This isn't going to be single family homes. Students want to live close to campus - add density here, relieves pressure from other neighborhoods where single families live (or could live).	10/29/2014 10:11 AM
10	This area would be well suited for Mixed Use Residential - density is critical to ensuring an efficient use of the City's Infrastructure already in place and to support the larger Downtown commercial base. Housing for both students and young professionals should be considered.	10/29/2014 9:50 AM
11	Yes, but with less college student housing and more units aimed at more permanent residents. Love the UniverCity program, that's a great idea. More of that would be so great!	10/28/2014 2:02 PM
12	I feel it is essential to build up, not out	10/28/2014 1:06 PM
13	taller buildings	10/28/2014 8:45 AM
14	Increase vertical density.	10/27/2014 9:33 PM
15	Through condo buildings AND town home units (5 plex)	10/27/2014 8:27 PM
16	re-zone to accomodate 4-6 story construction with a sensitivity to current aesthetic.	10/27/2014 2:16 PM
17	Building some higher buildings will increase density. This will hopefully add people without adding to parking issues.	10/27/2014 11:01 AM
18	not sure, it seems like that's pretty dense, but I'm not sure of numbers.	10/27/2014 10:35 AM
19	The Chauncy project will provide much needed housing.	10/27/2014 9:42 AM
20	The current development plan for the old bus station parcel and I would say the Hieronymous property on Clinton street but am not sure the University is not planning to develop it.	10/26/2014 3:26 PM
21	High-end housing is needed to attract the people to the downtown so it can thrive.	10/26/2014 3:14 PM
22	Go up.	10/24/2014 4:37 PM
23	If I were king for a day, I would find clusters of old houses that are not in good repair nor have historical value and work to raze and create townhouse projects which could keep ownership costs down but create small niches for families among the college residents to help reshape neighborhoods. Mann is a critical piece of the puzzle, this area needs a school which attracts young families. I support the notion of taking down the old school, building a new learning environment on the city park property and then putting a new park on the old footprint of the Mann school.	10/24/2014 11:35 AM
24	It is already too crowded. the empty spaces, you will need to put storefronts (corner shop groceries like John's, art galleries, coffee shops, bars and dance clubs). If you want more housing, go to the south end: benton and riverside - make highrise apartments! start building UP and create a skyline in Iowa city! :)	10/24/2014 3:55 AM
25	I think the areas close to campus are good for student housing. But preserve historic buildings.	10/23/2014 2:55 PM
26	Find a way to require surface parking be developed to a higher use so that residential units would be built. An ordinance setting the City as the only entity allowed to provide parking for hire. Continue to allow demolition of non-historic buildings through increased density in zoning. Conduct a historic property identification and evaluation inventory survey in the two districts as directed by Certified Local Government requirements.	10/23/2014 1:29 PM
27	If so, only by AFFORDABLE housing, Iowa City lacks affordable housing for young professionals, which is why many entering the job market are forced elsewhere. we have a surplus of 5+ bedroom houses, and single bedroom apartments well over 1000/mo. Where is affordable housing for people who work at the public library, university or other low paying but highly important jobs. Consider how many people live below the poverty level, a student can't work enough hours to afford rent alone.	10/23/2014 12:29 PM
28	More efficient buildings, ie commercial 1st floor residential upper floors	10/23/2014 12:12 AM
29	Please refer to my response to Question No. 4. In addition, increasing residential density in this District would provide more of an 24-hour area that would encourage commercial development; it would also reduce pressure in the North Side to convert homes into multi-family housing or to remove existing structures for multi-family housing.	10/22/2014 1:10 PM
30	Yes! Taller buildings I would think is the most efficient and common-sense way to accomplish this.	10/22/2014 12:41 PM

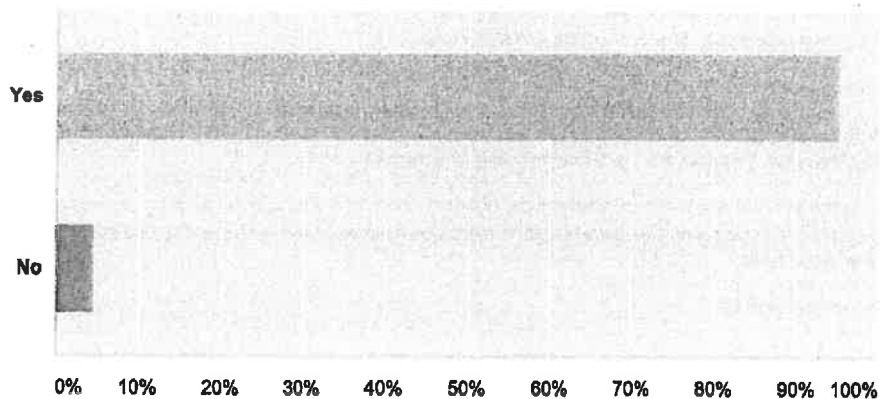
# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

31	I would be very careful about this. This area has a strong mix already of historic houses and apartment buildings. Greater density is not something I would encourage, or at least I would be VERY careful about so as not to disrupt the character of this area as an important transition zone between residential/neighborhood and the downtown/university district.	10/21/2014 10:40 AM
32	Taller, more dense buildings. But you first need to find a land owner who wants to do this and help make it financially possible.	10/21/2014 8:38 AM
33	built up not out.	10/21/2014 8:17 AM
34	Mostly at the north end, replacing old rooming houses and small frats with buildings more akin to the newer building on the southwest corner of Davenport and Dubuque. This fills a quarter block with parking underneath. It's rather characterless, but still, an effective use of space.	10/20/2014 3:32 PM
35	Do NOT increase the density of housing!	10/20/2014 2:02 PM

**Q8 In the Civic District, are there opportunities to increase mixed-use facilities? (Mixed-use development blends a combination of residential, commercial, cultural, institutional, or industrial uses, where those functions are physically and functionally integrated, and that provides pedestrian connections.)**

Answered: 43 Skipped: 12



Answer Choices	Responses	
Yes	95.35%	41
No	4.65%	2
Total		43

#	If yes, what are these opportunities?	Date
1	Surface parking lot south of the parking garage. Mixed use - high density residential.	11/17/2014 10:49 AM
2	Not until all downtown storefronts have businesses (and some look like bad space).	11/17/2014 10:42 AM
3	Get going on The Chauncey. That's the perfect example of how to help the downtown footprint step east across Gilbert Street.	11/11/2014 1:24 PM
4	Redevelop non-historic buildings into taller, larger mixed-use apartment/condo buildings, partially fill in surface parking lots with buildings that have underground parking, leave small amount of surface parking if needed. Make it an extension of downtown proper.	11/3/2014 1:40 PM
5	Co-op.	10/31/2014 8:54 AM
6	Please NO industrial stuff. More housing for middle income elderly people downtown: giving up driving but still being able to easily access the ICPL, restaurants, Credit Union, groceries (Co-op, Bread Garden) and the UIHC and Dental College via bus would be very attractive to a lot of people. And dilute the student and oligarchy population that is there.	10/30/2014 8:00 PM
7	Office space, variety of housing accommodations, entertainment facilities.	10/30/2014 9:19 AM
8	Yes. Innovative and appropriate partnerships are desirable - the Plaza Towers, 201 @ Park, the new UIMA project are excellent examples!	10/30/2014 3:26 AM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

9	I'm in favor of doing this anywhere it becomes possible downtown, especially in these areas of current concern, of course. The focus in mixed use (based on dramatic demographic changes coming) should be on incorporating condominiums for people to buy as they downsize and want to spend their later years close to Iowa City's best offerings. (The same is true of young professionals who want to live close in while building up equity in property, but walking-distance close to the amazing cultural scene that we have here.)	10/29/2014 11:35 AM
10	Yes - see comments above.	10/29/2014 9:50 AM
11	More buildings like plaza tower that are mixed used, appeal to mixed generations, provide additional amenities like hotels, grocery, entertainment, etc give Iowa City a metropolitan feel that is incredibly appealing to the type of urban population that we want more of downtown.	10/28/2014 2:02 PM
12	I think the Chauncey is a perfect opportunity, blending residential, cultural and commercial. And it goes up, not out. It expands the mix downtown and brings a new excitement to the city.	10/28/2014 1:06 PM
13	taller mixed use buildings	10/28/2014 8:45 AM
14	Any development in this area should consider mixed use. Make the living exciting by bring a reason to live and visit these units by interesting other parts of the mixed use areas.	10/27/2014 9:33 PM
15	The current plans for improving this area should be approved.	10/27/2014 9:04 PM
16	The Chauncey. Moen has shown the success of plaza towers and park 201. Those projects and their successes speak for themselves. Plaza towers has become the hub for downtown activity.	10/27/2014 8:27 PM
17	diy shops to enhance the neighborhood connections, miniature versions of shops for bikes, cars, gardening, beer making so that it almost has a maker space feel encouraging the neighborhoods to seek out advice and how to for their own property(s).	10/27/2014 2:16 PM
18	chauncey plan allows of that	10/27/2014 1:49 PM
19	NA	10/27/2014 11:01 AM
20	I was under the assumption that we were moving forward to do that, which is exciting, I don't think those areas are very aesthetically pleasing as the planned developments. It would be a big improvement to have The Chauncey and New PI developments done and help bring more people downtown, both as residents and shoppers.	10/27/2014 10:35 AM
21	The proposed Chauncey has all of this	10/27/2014 9:42 AM
22	As is occurring, buildings with businesses and offices on the ground floor and living spaces above.	10/26/2014 3:26 PM
23	The Chauncey please.	10/24/2014 4:37 PM
24	It seems like this is being done with the new UI led properties.	10/24/2014 11:35 AM
25	with fraternities/sororities, religious groups and the library, there are plenty of volunteers to make things happen!	10/24/2014 3:55 AM
26	Sure, but don't bring the height of downtown across Gilbert St. Clean up the old bus station / Jon Wilson area but don't erect a building that overwhelms the park, the farmers market, and the civic uses. Keep it low. Provide opportunities for seniors and families who are attracted the the library, Robert Lee, and farmers market and coop. Leave the high-rises to River Crossing. No high-rises on Iowa Ave. either. Old Cap should be the focal point, not a glass and steel box.	10/23/2014 2:55 PM
27	Proceed with the Chauncey as designed and approved. Allow air rights to private housing and commercial properties over City owned surface parking. Industrial zoning probably is out of place as is intensive commercial uses.	10/23/2014 1:29 PM
28	cultural-walking paths. residential-affordable housing units.	10/23/2014 9:41 AM
29	More efficient buildings, ie commercial 1st floor residential upper floors	10/23/2014 12:12 AM
30	Absolutely. The Gilbert/College site is exactly where additional housing could be placed to further provide readily available residents to support the CBD and the proposed Clinton/Dubuque District. I suspect the impact that Plaza Towers and the Library had on Linn Street would also enhance the Gilbert Street area.	10/22/2014 1:10 PM
31	Planned developments like the proposals for College/Gilbert corner with bowling/movie theater, gallery, offices, cafe, and residential. Can we get something like that in more locations? Is this being considered for the public parking lot area next to Bluebird Cafe/Riverside Theater?	10/22/2014 12:41 PM



# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

32	Your statement says it well...the combination integrates a variety of uses and provides pedestrian connections. This is vital to the success of a downtown.	10/21/2014 10:40 AM
33	complete the developer agreement for the Chauncey building ASAP and get is started.	10/21/2014 8:38 AM
34	develop more mixed-use buildings at larger scale. less small scale buildings with level one commercial and two levels of student housing.	10/21/2014 8:17 AM
35	This is less clear, but proposals for short towers with apartments above commercial space make sense. The one proposal that has come and gone would have been an eyesore, but the basic idea is sound.	10/20/2014 3:32 PM
36	You could consider art studio/sales space below residences or commercial office space. Only make the space available to those who also sell their work. Encourage companies like Meta Communications to locate downtown.	10/20/2014 2:02 PM

### Q9 In the Civic District, how can the Ralston Creek corridor be enhanced?

Answered: 39 Skipped: 16

#	Responses	Date
1	Would be nice to feel like the natural area was more accessible - very overgrown - riprap is unattractive - could be address	11/17/2014 10:49 AM
2	Clean Creek	11/17/2014 10:42 AM
3	Move faster to develop Chauncy project	11/17/2014 9:20 AM
4	Clean up the creek. Maybe provide more walking/biking paths along the creek.	11/11/2014 1:24 PM
5	Have a small green belt and trails follow the creek, occasional pocket park, perhaps.	11/3/2014 1:40 PM
6	More views of creek. Seating. Native plants.	10/31/2014 8:54 AM
7	New pl!	10/30/2014 8:23 PM
8	More maintenance on creek sides, benches, areas for people to relax. New PI it's such an essential part of downtown, but better / safe pedestrian and vehicle traffic flow needs to be implemented in their lot and alley areas.	10/30/2014 8:19 PM
9	Clean it up every spring.	10/30/2014 8:00 PM
10	Turn it into green space, flood-proof event space, or parking. Move New PI and other businesses away from it and reduce the impact of flooding.	10/30/2014 4:44 PM
11	PRESERVING THE HISTORICAL FEEL RATHER THAN PLOWING IT OVER	10/30/2014 1:03 PM
12	Looks difficult to me--the creek there seems to be under existing structures for the most part. If a new structure sometime is put in place in this area that goes above the creek perhaps the structure can be elevated above the flood area, and then have people-friendly viewing areas of the stream on the creek level.	10/29/2014 11:35 AM
13	Give it room to breath - allow trails along it. Add some greenspace	10/29/2014 10:11 AM
14	It can be opened up to serve as an amenity to the public, allowing for paths alongside for the public and to restore it to it's natural state.	10/29/2014 9:50 AM
15	Would love to see a walking path that runs the length, I creek is kinda hidden.	10/28/2014 2:02 PM
16	Beautify it with plantings, stone walls and footbridges. Keep it clean.	10/28/2014 1:06 PM
17	open it up; bike trail along it	10/28/2014 8:45 AM
18	Clean it up and enhance it. Celebrate the creek!	10/27/2014 9:33 PM
19	I	10/27/2014 9:04 PM
20	Provide more drainage and flood mitigation systems.	10/27/2014 8:27 PM
21	river/creek-bike/walk trails, mini amphitheater/stage where existing new pl is located,	10/27/2014 2:16 PM
22	NA	10/27/2014 11:01 AM
23	Walk ability, lighting, aesthetically pleasing buildings with multiple uses	10/27/2014 9:42 AM
24	I am not sure.	10/26/2014 3:26 PM
25	More development of recreation areas and removal of old structures.	10/26/2014 3:14 PM
26	Cleared with a trail would be great.	10/24/2014 4:37 PM
27	what is "ralston creek"?	10/24/2014 3:55 AM

28	Clean it up. Art, and seating along the area between parking ramp and creek. Also it would be nice to have information about the creek—maybe a map or something. The Robert Lee parking lot needs some help.	10/23/2014 2:55 PM
29	Enhancement would be tricky and would require the cooperation of private land owners. However, an opportunity exists to swap land with the New Pioneer Coop to provide air rights over city-owned parking and to construct downtown park amenities in place of the current store location.	10/23/2014 1:29 PM
30	See above	10/23/2014 9:41 AM
31	Clean up the creek	10/23/2014 12:12 AM
32	Accommodations should be made to enhance the riverbanks, provide picnic facilities and shelters and bike/pedestrian paths.	10/22/2014 1:10 PM
33	Not sure what's needed for the waterway to be protected. The walled area near the Co-op seems less than ideal and has caused flooding concerns in the past. Perhaps a larger culvert under Washington street, with nicely designed bridge aspects? A flood wall with a mural? A mini skate park that doubles as spillway for the creek?	10/22/2014 12:41 PM
34	I haven't thought about this much, but I would strongly encourage thoughtful consideration of this issue. Take care to preserve (or recreate) as much of the natural environment as possible, but also make the creek a community asset...think "a natural park running through town."	10/21/2014 10:40 AM
35	Green space and park space. When the Coop Moves, that space should be a park/green space/flood plain.	10/21/2014 9:09 AM
36	clear out the weed trees	10/21/2014 8:38 AM
37	connect mixed-use with downtown.	10/21/2014 8:17 AM
38	Turning the creek into a greenbelt instead of a ditch would be nice, but this is a pie in the sky idea that would involve pulling development back half a block from the creek and removing a century of fill (some probably toxic) from the land in question. The net result would significantly lower the upstream flash flood risk, and could pay off in the very long run, but in the short run, it would cost money we don't have.	10/20/2014 3:32 PM
39	Clean it up periodically.	10/20/2014 2:02 PM

## Q10 What other factors should the City consider?

Answered: 37 Skipped: 18

#	Responses	Date
1	Get more people living close to downtown - consider mixed use that includes high density residential - build up in civic district	11/17/2014 10:49 AM
2	Families still need vehicles	11/17/2014 10:42 AM
3	Continue improvements- those that don't keep business updated and clean	11/17/2014 9:20 AM
4	1) How can the City protect against erosion of tax base (i.e., keep more property from becoming UI owned). 2) How can the City best attract young professionals and empty-nesters - through housing, office space, and entertainment opportunities.	11/11/2014 1:24 PM
5	Expand downtown. Increase residential density, particularly aimed more toward young workforce, working-aged professional couples in mind. Probably more student apartments as well, but the professional age group is still currently the most underserved. Keep in mind the shockingly low vacancy rate of apartments/condos within a 1 mile radius of the center of downtown and encourage as much building for greater density as possible while protecting historic character where feasible.	11/3/2014 1:40 PM
6	Keep TIF to a minimum. If you have to clean stuff up, fine. But realize if you TIF something in one place you eat into market on other properties. Why do offices need so much money to go downtown? You shouldn't have to pay to finish their space and provide free parking.	10/31/2014 8:54 AM
7	Add sound fixtures to the permanent stage! Thus it's an ongoing expense for artists.	10/30/2014 8:23 PM
8	Not spoiling the atmosphere of the town that we have now. It's not broken, so don't try to fix it.	10/30/2014 8:00 PM
9	I view the Chauncy project as the most comprehensive and inclusive project presented. Moen Mgmt continues to remain forward thinking in ways that create a unique opportunity for the lifestyles of Iowa City residents and guests. Their other building projects brought in high end residents which enabled the retail market to change in downtown IC. Upscale restaurant needs, activity choices are not as focused on college activities. We need to continue to growth of this level of building to build and expand on the college base.	10/30/2014 5:26 PM
10	Obviously the development south of Burlington should be considered over the next thirty years.	10/30/2014 1:03 PM
11	The civic mindedness of the developers' proposals, based on their previous work in the City and their presence in the City.	10/30/2014 9:19 AM
12	I applaud the City Council and City planners for not allowing themselves to be trapped in old zoning boxes in public high-use areas.	10/29/2014 11:35 AM
13	A permanent home that's specific to the Farmer's Market - maybe something that allows for a few year-round farmer's market shops.	10/29/2014 10:11 AM
14	Encouraging energy efficiency within buildings is important. But it isn't as important as encouraging the densest projects (and efficient buildings) in the City center, which in the end, keep population and employment bases centralized to utilize infrastructure already in place, reduce carbon emissions from cars, and encourage a healthy citizen base in walkable communities.	10/29/2014 9:50 AM
15	Lots of emphasis on pedestrians and safe and enjoyable movement of walkers and bikers.	10/28/2014 1:06 PM
16	Don't be afraid of higher density. Give citizens more reasons to live downtown.	10/27/2014 9:33 PM
17	Inter modal, move to electric light rail, bus or large vans	10/27/2014 2:16 PM
18	NA	10/27/2014 11:01 AM
19	I think the City has done a great job of looking forward, gathering great proposals and developing our core to strengthen our whole community.	10/27/2014 10:35 AM
20	Please move the Chauncey forward it is long overdue and will be a great addition to downtown.	10/27/2014 9:42 AM

# Comprehensive Plan Update - Civic and North Clinton/Dubuque Street Districts

SurveyMonkey

21	Do you aspire to help create places people LOVE?	10/26/2014 4:55 PM
22	Congruency between new buildings themselves and the architectural history remaining in the area.	10/26/2014 3:26 PM
23	Madison WI, they did a nice job.	10/26/2014 3:14 PM
24	Increasing the commercial tax base in order to provide some top notch social services and increase the borders of the SSMID.	10/24/2014 4:37 PM
25	Affordable housing, unique housing stock and blending different economic classes together should be the overall goal. The more people live proximate to downtown the more vibrant it can be. People want to get away from the suburban sprawl, car intensive model. If people can afford to live in a manner where they can work, educate, shop and play without a car, this community can really thrive.	10/24/2014 11:35 AM
26	ART GALLERIES! and integrating the college kids with the "townies".	10/24/2014 3:55 AM
27	Keep it funky and local and eclectic. Keep it local. Green it up.	10/23/2014 2:55 PM
28	The City should take into account that it has provided TIFs to competitors to the New Pioneer Coop and chosen against including them in recent development. The complaints of a transition zone, to me, are a moot point as there are lower intensity areas already in place due to current zoning in the blocks separating the College Green neighborhood and the Civic District and the North Clinton/Dubuque Street District and the Northside Neighborhood.	10/23/2014 1:29 PM
29	affordable housing, increasing cultural and non-alcoholic entertainment and value, emphasis on history of Iowa city and fame as literature UNESCO site.	10/23/2014 12:29 PM
30	The skyline tapering from the 12 and 14 story buildings in the heart of downtown to the 2 story houses in the Van Buren-Dodge Street area. The present commitment of the city for a 15-20 story building on the College/ Gilbert site is not acceptable.	10/23/2014 9:41 AM
31	The civic district often feels unsafe.	10/23/2014 12:12 AM
32	Don't be afraid of higher density and diversity of uses. To the extent the City can facilitate for-profit development, mixed use should be the key -- not more apartment buildings.	10/22/2014 12:41 PM
33	Iowa City has made some mistakes in its town planning/urban development, but it is strong when it listens to the residents of a given area. Give everyone a chance for input (as you're doing here--bravolll), use balanced and informed judgement in writing guidelines, making plans, etc. give the residents ample opportunity for review and input, and LISTEN to them, making adjustments as necessary. Put COMMUNITY AND CHARACTER first!	10/21/2014 10:40 AM
34	That small vocal segments of the public really do not know what they are talking about.	10/21/2014 8:38 AM
35	density, cost.	10/21/2014 8:17 AM
36	I've run out of ideas.	10/20/2014 3:32 PM
37	City planners should listen to all points of view, not just those people who agree with the planners' points of view. When the planners solicit input, it too often appears their materials are designed to seek a predetermined response. Some critical self reflection of success and failures by city staff is also important.	10/20/2014 2:02 PM



## Q11 Other comments

Answered: 29 Skipped: 26

#	Responses	Date
1	Really like the Chauncey plans - do more like that in civic district to bring people to urban core	11/17/2014 10:49 AM
2	I think things are generally on the right track. I'm 51 and have been in Iowa City and working downtown about 25 years. The movement of what I'd call 'the downtown' south across Burlington is finally taking shape, and it's going to be awesome. I think if I eat right and make it to the gym a bit more, I'll live long enough to see if the requirement that various residential buildings downtown have retail space on the ground floor makes sense. I will say that many, many of those required storefronts are empty or turn over. A lot. BUT, consistent with requiring property owners now to set those spaces aside for the time when the market demands them, if the City encourages more density in development downtown - high-rises, multi-use facilities, etc. - the effort will complement that prior planning. Thanks for the opportunity.	11/11/2014 1:24 PM
3	More tall buildings because they are the most efficient use of space in addition to being the most environmentally friendly. Building "up" instead of "out" not only adds vibrancy but is also the more environmentally-sustainable practice.	11/3/2014 1:40 PM
4	Keep it green. Open. Don't make it all hardscape. Buildings should be no taller than 5-6 stories.	10/31/2014 8:54 AM
5	Please consider easing busking restrictions. It's sucked the soul out of town. Weird is ok!	10/30/2014 8:23 PM
6	Permeable paving!!	10/30/2014 8:00 PM
7	Please include New Pioneer Coop in the plans! They and the Iowa City Farmers Market have been the brightest shining stars in Iowa City for a long time!	10/30/2014 6:40 PM
8	We are truly a blue zone community and more zoning to create well rounded urban living is essential.	10/30/2014 5:26 PM
9	Please please please make sure that New Pioneer Co-op is included in long range planning for the downtown area! It is essential to the spirit of Iowa City as an independent minded community.	10/30/2014 4:58 PM
10	Iowa City is increasingly a magnet both for retirees and for young professionals anxious to avoid the commuting life. Population movement from the suburbs back into cities is a nationwide phenomenon to which Iowa City should be hospitable. As a university town it is ideally placed to accommodate this demographic shift which, among other benefits, reduces the carbon footprint of the population by reducing the need for automobile transportation.	10/30/2014 9:19 AM
11	A new demographic day is coming, and more and more people (beyond the ever-present burgeoning hoard of UI student renters) will want to take up residence as close to the center of town as possible. At present almost all habitable space other than Plaza Towers and a few other condos are available. Our city continues to be listed as one of the top 10 places in the U.S. in which to retire/reside because of our amenities. But close to the center of the action, where?	10/29/2014 11:35 AM
12	The City should approve the Chauncey and New Pi proposals in the civic district area. They are great projects that add to the commercial core's viability. Thank you for the opportunity to comment.	10/29/2014 9:50 AM
13	If I can provide any more feedback, I'd love to help. Andy Stoll, downtown resident <a href="mailto:andy@stoll.net">andy@stoll.net</a>	10/28/2014 2:02 PM
14	Keep the growth going. There are some exciting developments happening in Iowa City. See them through.	10/27/2014 9:33 PM
15	Keep us moving forward on downtown development!	10/27/2014 9:04 PM
16	small shops and cafes exist throughout europe that encourage strolling, looking at a city view watching people play chess/checkers or botche ball (boule) sip on a glass of wine or a cup of coffee in the afternoon promoting interactive play and conversation(s) among multiple ethnicities, perspectives, culture...idyllic but not accomplished unless tried.	10/27/2014 2:16 PM

17	I have run RAYGUN on the Ped Mall for the last 4 years, and with stores in Des Moines and Kansas City, we've been able to compare those 3 markets. Iowa City is the weakest market, and I think the crux of that is trying to create a downtown that better balances students and residents. Too many students scare off the residents, and the residents usually spend more money. However, Iowa City wouldn't be the city it is without the university. Adding a more "grown up" side of downtown -- taller buildings, on-street-retail, etc -- may be a good way to advance downtown beyond just the Ped Mall.	10/27/2014 11:01 AM
18	The vocal minority that opposes all development does not speak off all of us and slows down the progress the city is making.	10/27/2014 9:42 AM
19	Chop. Chop.Keep this going and get it done.	10/26/2014 3:14 PM
20	again, start building UP and proactively design a skyline for Iowa City's hilly landscape.	10/24/2014 3:55 AM
21	It was a shame that you didn't ask the public for input before the chancey debacle. That was bad planning. Also, it would have been nice to have more notice of the meeting. And you don't even have a link on your home page.	10/23/2014 2:55 PM
22	It is good these areas are being looked at and incorporated into the comprehensive plan.	10/23/2014 1:29 PM
23	Will the City Council actually pay any attention to this new plan?	10/23/2014 9:41 AM
24	Thank you for the chance to weigh in on this area! It was good to look at what's there now and see the potential for really positive improvement for some denser development with diverse offerings, not just bars or multi-family.	10/22/2014 12:41 PM
25	Thanks for the opportunity to offer my thoughts!!! I care deeply about this subject and the areas in question. Many people do...listen to them.	10/21/2014 10:40 AM
26	Development money is scarce and Iowa City must compete with many other towns and cities for that money. It's important that Iowa City captures development dollars and use them rather than let them "leak" to other communities.	10/21/2014 9:09 AM
27	This is a very odd survey. It seems more like an opportunity to write an opinion piece, not a survey.	10/21/2014 8:38 AM
28	ditto	10/20/2014 3:32 PM
29	There are other important areas of Iowa City besides the downtown and surrounding areas. Please keep it convenient for people to travel across town and to commute into Iowa City. If you make traffic too slow, people won't want to cross town much or companies will locate businesses outside of Iowa City where it is easier to get to.	10/20/2014 2:02 PM



October 31, 2014

Mayor and City Council  
City of Iowa City  
410 E. Washington Street  
Iowa City, Iowa 52240

Mayor and City Council Members,

Thank you for inviting the community to comment on the Civic and North Clinton/Dubuque Street Districts and the comprehensive plan vision for these areas. As you know, the Iowa City Downtown District is a non-profit entity with a mission to champion the Downtown District as a progressive, healthy, and culturally vibrant urban center of the region.

The ICDD Board of Directors has discussed the City's Comprehensive Plan review for these areas and proposed development plans within the Civic District. We are unanimous in our support of increased mixed-use density in both the Civic and North Clinton/Dubuque Street Districts. New, dense infill development that brings additional residents, employees and exciting entertainment and cultural uses like bowling, cinema space, and other amenities to our near-in environments is a win for our commercial core. Similar to the newly selected site for the University of Iowa Museum of Art and the Voxman School of Music underway, the Chauncey and New Pi developments will support our existing businesses with an influx of new people that will help keep the Downtown and Northside Neighborhood businesses economically viable.

The ICDD also believes in a "2% Solution" for supporting a vibrant downtown (Bruce Katz, Brookings Institute.) This entails providing opportunities for 2% of our community's population to live in our City core. New developments that include a mix of housing units tailored towards a mix of incomes and household types will help us achieve this goal.

The ICDD is growing in a positive direction and the "natural" boundaries of Downtown are evolving. Community members are already calling areas to the east of our boundary to Ralston Creek and along the Burlington Street Corridor "Downtown." We believe that accommodating equally dense developments in these close-in areas is a sustainable and efficient approach to growth that best utilizes public infrastructure already in place.

Thank you very much for your hard work, patience, and vision for the sustainable growth of Iowa City.

Sincerely,

Nancy Bird

Executive Director  
Iowa City Downtown District

Iowa City Downtown District

14 ½ S. Clinton Street, Iowa City, IA 52240

319-354-0863

FILED  
2014 OCT 31 PM 2:06  
CITY CLERK  
IOWA CITY, IOWA

## John Yapp

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**From:** Geoff Fruin  
**Sent:** Monday, October 27, 2014 8:03 AM  
**To:** Tom Markus; Doug Boothroy; John Yapp  
**Subject:** FW: Comprehensive Plan for Civic District

Fyi.

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**From:** Kieft, David W [mailto:david-kieft@uiowa.edu]  
**Sent:** Monday, October 27, 2014 7:52 AM  
**To:** 'Marc Moen'  
**Cc:** Jeff Davidson; Geoff Fruin  
**Subject:** Comprehensive Plan for Civic District

Marc:

University of Iowa leadership has discussed the City's Comprehensive Plan review for the "civic district" and specifically the two proposed development projects, The Chauncy and New Pi's new location. The University is supportive of both projects. Both will bring additional housing and retail opportunities to downtown and the University area, which is something the University supports; but more importantly, the University is in favor of the programmatic aspects of The Chauncy. The bowling alley and expanded location for Film Scene are both unique venues which will serve UI students, faculty and staff. They also contribute to the marketability of the University and Iowa City. These are the types of spaces other developers have not proposed in the many recent development projects that have come before the City.

I have copied City leadership on this email.

David

David W. Kieft

University Business Manager & Director of Real Estate

University of Iowa

301 University Services Building (USB)

Iowa City, IA 52242-5500

**John Yapp**

---

**From:** mark@shopactiveendeavors.com  
**Sent:** Wednesday, October 29, 2014 11:13 AM  
**Subject:** CB-10 Zoning

Dear Council Member,

We are writing you to express our support of the expansion of the municipal campus area to CB-10 zoning. Iowa City is in dire need of expanding and further developing its downtown area. We believe the Chauncey and New Pi projects are well thought out and essential for further growth. If we are to continue developing a vibrant, energetic, and dynamic urban feel for our downtown we need projects such as these. We have witnessed a terrific rebirth and resurgence of our unique downtown in the past few years and these developments will help us continue to grow and create a place where our citizens can live, work, and play... the place we all want Iowa City to be.

Thank you for your vision and perseverance through this difficult process.

Best regards,

Mark Weaver & Eadie Fawcett Weaver

Mark R Weaver

President  
Active Endeavors-Iowa City  
319-337-9444 office  
319-400-2414 cell

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**MINUTES  
PLANNING AND ZONING COMMISSION  
JULY 16, 2015 – 7:00 PM – FORMAL  
IOWA CITY PUBLIC LIBRARY – MEETING ROOM A**

**PRELIMINARY**

**MEMBERS PRESENT:** Carolyn Dyer, Charlie Eastham, Mike Hensch, Phoebe Martin, Max Parsons, Jodie Theobald

**MEMBERS ABSENT:** Ann Freerks

**STAFF PRESENT:** Geoff Fruin, Sara Hektoen, Karen Howard, Bob Miklo

**OTHERS PRESENT:** Ed Cole, Nick Bettis, Duane Musser, Brian Flynn, Aaron Doubet, Nate Kading, Joe Tiefenthaler

**RECOMMENDATIONS TO CITY COUNCIL:**

1. The Commission voted 6-0 to recommend approval of VAC15-00003, a vacation of the eastern 150-feet of the 80ft-wide Harris Street right-of-way located west of the Linn Street right-of-way and south of lot 4 in block 1, according to the original town plat, subject to the creation of a pedestrian easement, a minimum of 10' in width, for the southern edge of the right-of-way.
2. The Commission voted 6-0 to recommend approval of amendments to Title 14, Zoning to add a definition for "rooftop service areas" and establish standards for such uses.
3. The Commission voted 6-0 to recommend if the County approves County Rezoning Item (CZ15-00002) be conditioned on the following: A. Buchmayer Bend being improved to meet County road performance standards. B. The subdivision being designed to preserve open space and create an appropriate street pattern with Jenn Lane and Jenn Lane Court being connected to provide a loop street. C. an easement being reserved to provide for future road access to the property to the south. D. The subdivision include stormwater management.

**CALL TO ORDER:**

The meeting was called to order at 7:00 PM.

**PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA:**

There were none.

**REZONING ITEM (REZ15-00007):**

Discussion of an application submitted by Ed Cole for a rezoning to amend a Planned Development Overlay (OPD) Plan to allow the addition of 45 manufactured housing units to Cole's Mobile Home

Community located in the Planned Development Overlay- High Density Single Family Residential (OPD-RS12) zone at 2254 South Riverside Drive.

Miklo stated this item was on the agenda at the last meeting and it was deferred at that time so questions regarding drainage, flood control, and storm shelter could be answered. He said the City received revised plans this week, the City Engineer's have completed their review and are satisfied with the preliminary plans for drainage as well as filling the flood plain in this area. The revised plan now shows two potential locations for storm shelters, they would be new storm shelters, the existing buildings would not meet the requirements for storm shelters in the Code nor would they be ADA compliant. Therefore the applicant has agreed to build new storm shelters. Miklo stated that with the revised plan and the commitment to the construction of the new storm shelters Staff is recommending approval of this item subject to the conditions:

1. The two existing properties (former Thatcher and Baculis parks) being combined into one lot.
2. Resurfacing of the entrance road to the point of the new private street and designation of pedestrian route where sidewalks are not possible due to existing development.
3. Approval of a storm shelter plan during the final site plan stage.
4. Staff approval of structures to screen dumpster and recycling facilities.

Dyer asked about the possibility of removing one of the lots in order to allow for the roadway improvements and sidewalks on every street. Miklo showed in the new plan where the sidewalk would end due to a unit in the way, however the sidewalk would be painted on the roadway. Only if that one unit were moved could a sidewalk be continued in that area. Miklo suggested that the applicant address that issue.

Martin asked about this area and how in the Comprehensive Plan it states that this area should have less residents and the City's view on that now. Miklo stated that when the South Central District Plan was written in 1997 there was a concern because the only way to get to the property was from Riverside Drive, and through an industrial area. Therefore at that time there was a long-term goal of removing the manufactured housing from the area. Since that time McCollister Boulevard has been constructed giving another access to the development and a levee has been built to help with flood protection. Additionally there are not many places in Iowa City zoned for this type of housing and therefore. Miklo also noted that this area is already zoned residential, it is not a change from a non-residential zone.

Theobald asked where the new storage facility was being constructed in relation to the mobile home park. Miklo showed on a map the area and where the storage facility was being built.

Martin asked what the zoning was on the other side of McCollister. Miklo said some is public, part of Mesquakie Park, a former landfill not likely to ever be developed because of the nature of the landfill under.

Hensch asked for clarification on another manufactured housing community that was held to the 5000 square foot lot size. Miklo said the most recent development in Iowa City under that zoning was Saddlebrook and most of those lots are 5000 square feet.

Martin asked about the Saddlebrook Development and questioned if the Commission had just re-

done some of the zoning in that area so they are not doing manufactured homes. Miklo confirmed that a part of the Saddlebrook Development is being developed as multi-family and conventional housing.

Miklo showed on a map the where the area was that is being requested to allow for the lot sizes to be less than 5000 square feet, and the difference is about 600 square feet.

Eastham asked about the lack of the sidewalk on the roadway and where the school bus stops as well as the Iowa City Transit bus stops were. Miklo was able to show where the City Bus stop was on Riverside Drive, but was not sure about the school bus stops.

Eastham opened the public hearing.

Ed Cole (1450 Laura Drive) is the owner of the parks. He stated the school bus stop was located on Riverside Drive and said there is a bus shelter there. He also noted that would be close to the construction of the storm shelter which also might be a laundromat for the residents.

Nick Bettis (HBK Engineering) noted that in working with the owner they have made the primary location of the storm shelters right in the center of where the two parks will merge.

Eastham asked if the one shelter would be for the whole park. Miklo said for this rezoning request the City could only require this new shelter be big enough for the subject zoning area. The City's recommendation is the shelter be a minimum of 700 square feet which would be adequate based on state guidelines for the Thatcher portion of the park.

Eastham closed the public hearing.

**Theobald moved to approve REZ15-00007 subject to the conditions recommended by Staff.**

- 1. The two existing properties (former Thatcher and Baculis parks) being combined into one lot.**
- 2. Resurfacing of the entrance road to the point of the new private street and designation of pedestrian route where sidewalks are not possible due to existing development.**
- 3. Approval of a storm shelter plan during the final plat stage.**
- 4. Staff approval of structures to screen dumpster and recycling facilities.**

**Martin seconded the motion.**

Hensch stated he is in favor of this rezoning as it is adding to the housing mix, particularly affordable housing but is concerned about the reduction of the lot size requirement of 5000 square feet. The 5000 square feet could be achieved by removing just one unit in each of the rows.

Hektoen stated that if Hensch could not make that a requirement in the motion because it would require changes to the plans.

Miklo said that in the time between the Commission vote and Council approval the applicant could

adjust the plans and remove that waiver from the application.

Eastham concurred that he was interested in the concept of maintaining the 5000 square foot lot requirement.

Hensch asked if there were any mobile home parks with lots less than 5000 square feet and Miklo said that some of the older parks are.

Dyer asked what the lots sizes were in the existing parks (Thatcher and Bacilus). Miklo said they are in the 4000-45000 square foot range.

Theobald was not inclined to require the 5000 square foot lots. Her concern was more in the overall affordable housing issue and questioned that this development was not sufficient to conquer affordable housing. This is adding affordable housing to an area already saturated, affordable housing needs to be in other areas of the City as well, it needs to be diversified.

Martin agreed and shared the concern that this is an industrial area and is struggling with allowing more residential in an area that was at one point was designated for the non-residential uses.

Theobald noted however that she was impressed with the improvements in the community, the playground that has been added and it does offer more opportunity for housing so she will vote in favor.

Hensch again noted he is in favor of the application, except for the waiver of the lot sizes. All the other waivers listed in the application have rationale except the lot size waiver.

Other commissioners indicated that the lack of a sidewalk connection was more of a concern than the lot sizes.

Eastham agreed, but there does not appear to be a majority of the Commission that would agree to a motion to require a change in lots sizes so it was dropped.

Eastham questioned again the lack of the sidewalk on one of the interior streets and asked about the street lighting requirements for this development. Specifically would there be street lighting on the street side that would not have the sidewalk. Miklo could not say exactly what the requirements are, but believes there are street lights. Miklo showed photos of the area and pointed out the street lights. It showed there would be street lights in the area that would not have the sidewalk.

Eastham said is not in favor of approving a new development that would have pedestrians walking on the roadway to get to bus stops. That would not likely be approved in any other development. Secondly he is very concerned about the potential flood hazard, he knows there is a levee designed to protect the area but is still concerned. Parsons noted he had that concern at the last meeting but conceded to trust the City Engineers report that the levee is sufficient.

Martin asked if Miklo was able to find out about insurance in the flood area. Miklo said the residents of the development would be able to purchase flood insurance. Martin asked if they would specifically be covered if the levee were breached. Miklo stated he believed so.

Eastham asked if there were flooding in this area, would FEMA treat these homes the same as any

other flood damaged home. Miklo was not sure about the FEMA details, but the actual units in the development would be elevated above the flood hazard zone.

**A vote was taken and the motion failed 2-4 (Dyer, Eastham, Hensch and Martin voting no, Freerks absent).**

**ANNEXATION I REZONING ITEM (ANN15-00001/REZ15-00014):**

Discussion of an application by CBD, LLC for annexation of 18.6 acres and rezoning from County Multi-Family Residential (RMF) to Low Density Multi-Family (RM-12) for approximately 1.91 acres and Low Density Single Family (RS-5) for approximately 16.75 acres of property located west of Churchill Subdivision, south of Herbert Hoover Highway.

Miklo reminded the Commission that the City recently annexed the area to the east, called Churchill Subdivision, and that will have the street access from Herbert Hoover Highway for the immediate future. In the long term there may be future development and more access from the south. Because of that the City did place conditions on the previous annexation and rezoning regarding payment for the future upgrade of Herbert Hoover Highway, the requirement that the sanitary sewer and water be provided by the developer. It will be provide with the Churchill Subdivision through an easement through the St. Patrick Church property.

Miklo stated that the zoning pattern requested is similar to the Churchill development in that the frontage along Herbert Hoover Highway is proposed to be RM-12, Low Density Multifamily. The remainder of the site is RS-5 Low Density Single Family. Miklo showed a concept plan of how it might appear when developed. Because some of the single-family lots are sharing the alley with the multifamily zone, they are allowed to be smaller (6,000 square feet and 50 feet wide). Most of the corner lots are large enough to accommodate a duplex. At this point the plan is just conceptual and will have to go through the subdivision process.

Miklo pointed out one of the issues when the City annexed and zoned Churchill was providing pedestrian link back to the City and that will be accomplished through an access easement and sidewalk through the St. Patrick Church property to the south. There was also consideration of a sidewalk along Herbert Hoover Highway but the applicant chose the route to the south. Staff is recommending that a sidewalk to the west be a condition of approval to provide pedestrian access to the commercial area at Olde Towne Village. There are some concerns from the applicant regarding that expense and it may be best to defer this decision until the standards could be decided on width, thickness, etc. There is the possibility of another property to be annexed soon as well, and that property owner would be responsible for that portion of the sidewalk.

Martin asked for clarification on what was being recommended a sidewalk. Miklo said it would be adjacent to Herbert Hoover Highway, across adjoining properties if they were not annexed into the City soon.

Dyer asked if the Churchill property would also be required to have a sidewalk along Herbert Hoover Highway. Miklo said yes, that when that portion of Churchill is built, they will build a sidewalk.

Hektoen said at the time of the Churchill approval the recommendation was for them to connect to the public sidewalk system and they choose to install it to the south through the St. Patrick site.



Dyer stated her concern about the fairness of not making Churchill have to also pay to fill the gap of the sidewalks. Miklo said at the time of Churchill the concern was for some pedestrian access, but it was not specified where and the option of going through St. Patrick was approved. He also noted that the current applicant is also the developer of Churchill.

Parsons asked if there were an easement to the south to allow the sidewalk to go to the new property and Miklo confirmed there was.

Miklo stated that Staff recommends approval of ANN15-00001 and REZ15-00014, annexation of approximately 18.66 acres and a rezoning from County Multi-Family Residential (RMF) to 1.91 acres of Low Density Multi-Family Residential (RM-12) and 16.75 acres of Low Density Single Family Residential (RS-5) for the property located south of Herbert Hoover Highway, subject to a Conditional Zoning Agreement stipulating:

1. The owner/developer will be responsible for providing sanitary sewer and water service to this property.
2. Approval of a development plan for the RM-12 zone, including a landscaping plan, exterior building designs, and site plan by the Design Review Committee to ensure Comprehensive Plan policies regarding compatibility with lower density residential properties and appropriate development appearance for an entranceway to the City, will be required prior to approval of a building permit.
3. The payment of fees required for the upgrade of Herbert Hoover Highway.
4. The owner/developer will install a pedestrian walkway along Herbert Hoover Highway to connect to Olde Towne Village.

Hensch asked for clarification regarding the property in between Olde Towne and the proposed property and if there was a time limit on when that had to be annexed for the sidewalk condition. Miklo said the recommendation is when this current application is developed, there be a sidewalk connection, if the other property comes into annexation soon, before the development of this application, then that property owner would provide the sidewalk on their property.

Dyer asked if this project could connect through the Churchill development and connect to the City sidewalk system on Lower West Branch Road. Miklo said they could, but Staff felt an additional connection needs to be on Herbert Hoover Highway.

Parsons asked when the City will determine that Herbert Hoover Highway needs to be upgraded to City standards. Miklo said it's based on traffic levels and conditions of the road. It will depend on the amount of development, the condition of the existing road, and of course considered with other priorities in the Capital Improvements Plan throughout the city.

Eastham asked if there was a zoning map with this application. Miklo showed a zoning map of the area. The RM-12 would be approximately 2 acres and the RS-5 would be approximately 16 acres.

Parsons asked about lot 46 and if that was in a sensitive area. Miklo felt it was unlikely to be and showed where the stormwater management facility would likely be and that would be looked at during the platting stage.

Eastham opened the public discussion.

Duane Musser (MMS Consultants) represented the applicant. He stated they would like to request a deferral this evening on this application. The applicant would like to find out more details regarding the condition of the sidewalk. He is working with City Staff to get answers and feels they will all be better prepared in two weeks' time.

Eastham asked if the connection of the sidewalk is the only concern. Musser agreed that was the only concern the applicant had. The applicant is developing Churchill Part One, this will be Churchill Part Two, so it is the same group of owners doing both developments. The applicants felt they met the condition of pedestrian access by obtaining the easement from the church property and constructing the sidewalk access through that property. Additionally Musser said the potential annexation of another property between city limits and this parcel would help with costs associated with the sidewalk construction. The applicant also has a concern about constructing a 8 foot wide sidewalk now that could be tore out in 5 or 10 years when Herbert Hoover Highway is redone or could a temporary path system be created to allow pedestrian access for the time being.

Eastham commented that his concern was access for children to get to Lemme School and if there was an advantage of one particular route over the other. Musser noted that traffic on Herbert Hoover Highway was at great speeds than Lower West Branch Road.

Hensch asked what the school designated for this development would be. Musser was not sure, Eastham thought it would be Lemme. Miklo said he would confirm that at the next meeting.

Eastham closed the public hearing.

**Martin moved to defer ANN15-00001 and REZ15-00014, annexation of approximately 18.66 acres and a rezoning from County Multi-Family Residential (RMF) to 1.91 acres of Low Density Multi-Family Residential (RM-12) and 16.75 acres of Low Density Single Family Residential (RS-5) for the property located south of Herbert Hoover Highway.**

**Hensch seconded the motion.**

**A vote was taken and the motion passed (6-0, Freerk absent)**

**VACATION ITEM (VAC15-00003):**

Discussion of an application submitted by City of Iowa City for a vacation of approximately .275 acres (150' by 80') of unimproved Harrison Street located west of the Linn Street right-of-way, south of Lot 4 in Block 1.

Miklo showed a photograph of the area, which is west of Linn Street. The street right-of-way has been there since the original plat but has never been built because of the steepness of the grade. Due to the steepness it is highly unlikely it would ever be built as a street and it is not needed for utilities or other public services. Staff is recommending the area be vacated and it would then be joined with the adjoining property that CA Ventures is acquiring from the City for development that was recently reviewed by the City Council.

Hensch asked if the property was directly south of the old St. Patrick's Parish Hall. Miklo confirmed

it was.

Eastham asked how this parcel was addressed in the Riverfront Crossings Plan. Miklo said the Plan shows this property as being part of the development of the block to the north.

Miklo showed the CA Ventures proposal which showed a parking structure with two towers on it and a walkway that would be retained to allow pedestrian access between the two sections of Harrison Street.

Eastham opened the public hearing.

Seeing no one, Eastham closed the public discussion.

**Hensch moved to approve VAC15-00003, a vacation of the eastern 150-feet of the 80ft-wide Harris Street right-of-way located west of the Linn Street right-of-way and south of lot 4 in block 1, according to the original town plat, subject to the creation of a pedestrian easement, a minimum of 10' in width, for the southern edge of the right-of-way.**

**Parsons seconded the motion.**

**A vote was taken and the motion passed 6-0 (Freerks absent).**

#### **CODE AMENDMENT ITEM:**

Discussion of amendments to Title 14, Zoning to add a definition for "rooftop service areas" and establish standards for such uses.

Fruin began the Staff Report reminding the Commission of the discussion at the May 21 meeting and the concern about noise and how that would be handled. All the other requirements that were mentioned at the May 21 meeting still stand, the ADA requirements, the screening requirements, etc. Given the concerns regarding noise that the Commission raised the Staff has gone back and codified the noise regulations. The first proposal was to just handle noise through the temporary use permit system. In that system everything would be reviewed on case-by-case basis. In the new proposal that is still the case, except they have also greatly restricted who is even eligible to get a temporary use permit. There is a table in the Staff memo that shows each zoning classification and the limitations in each on amplified noise and limits on occupancy and hours of operation. Fruin said amplified noise would only be allowed in the CB-10 district, which is the heart of the downtown and for hotels in the Riverfront Crossings South Downtown District. There are restrictions for no live entertainment using amplified noise, live entertainment would be allowed, but could not be amplified. It also states that under no circumstance would amplified noise be allowed after midnight or before 10 a.m.

Martin asked for clarification on whether amplified sound is allowed for hospitality oriented retail use in the downtown CB-10 zone. Fruin said yes it would be allowed.

Dyer asked what would be amplified if live music is not allowed. Fruin said amplified meant plugged in, so in the areas where no amplified is allowed, not even speakers can have microphones.

Eastham asked for where the provisions are that allow hotels to have amplified sound in their

outdoor service areas. Howard said currently a provision on amplified sound in outdoor service areas. Fruin said this amendment is for rooftop service areas, noting that there have been more and more requests. For example Hotel Vetro has had wedding receptions and gatherings on their rooftop area using amplified noise for over a decade now. The City has not received any noise complaints with that, but would like to have this code amendment in place to officially permit it. Additionally FilmScene has been showing outdoor movies without any complaints. This code amendment will legitimize these situations.

Hensch asked if the no live entertainment exemption was current City policy. He feels that in situations like weddings at Hotel Vetro that would not cause any disruption. Fruin said it was not an intentional prohibition it was just written that way. Howard said one of the issues is the regulations for outdoor areas is included in the part of the City Code regarding alcohol so it is not in the zoning ordinance where typically a lot of things are reviewed.

Eastham wanted to make sure this would not seem to be an amendment to favor one particular business, Hotel Vetro. Howard noted there would be three more hotels coming into the area soon that could also have such outdoor areas. Fruin stated that hotels are typically self-policing when it comes to noise, as they also have a residential component so there was less concern about noise. Additionally he noted that the City's noise ordinances are enforced. Howard said hotels would have to comply with all the noise ordinances but would not need to reapply for the temporary use permit each year as other businesses would.

Eastham opened the public hearing.

Brian Flynn (Joe's Place) and Aaron Doubet (DB Acoustics, Marion Iowa) came forward. Flynn wanted to know if the Commission had questions for them and the concern about amplified noise. He said Doubet does all his sound engineering for all his restaurants and bars. Flynn noted he owns 30 Hop in Coralville which has a rooftop service area. There has a hotel right across the street from 30 Hop but they were able to engineer the sound to be amplified directionally away from the hotel.

Hensch asked if noise baffling was an expensive issue for businesses. Doubet said it all depends on the space and what you are trying to control. In an instance where there is an outdoor patio space one of the controls is the overall volume a system should play at. That is because what happens is the louder the system, the louder the people will talk. He noted that in the downtown Iowa City bar area it is generally loud anyway. Sound baffling, which is using materials to absorb or deflect sound, to reduce the energy and reverberation of it, there are many options and some can be quite expensive. It just depends on the situation. Doubet noted that if a lot of low frequency is not pumped through a system (which goes everywhere and is not directional) and high frequency is used it will run out of energy and not travel as far. Doubet said the spoken word is in a range of 2000 hertz's and anything below 250 hertz is considered low frequency. So he said what they will do, instead of trying to sound proof the space, they will control the frequency of the sound that is played through electronics. It can also be controlled through the direction of the speakers. So that will eliminate any type of rattling of windows or reverberation caused by low frequencies. Additionally Doubet said outside of just absorption panels there are many things that absorb sound. Humans absorb sound so taking the capacity of a space into account helps them design their sound systems. He noted that in the downtown Iowa City space they will have fence covered in vines built opposite of the speakers used to deflect sound.

Dyer questioned that some property owners could just bring out the speakers to their stereo

systems and not employee electronic technology to control it. Fruin said the City would require a sound management plan that Staff reviews prior to giving the temporary use permit.

Nate Kading (business owner Tailgate, Shorts, Pullman) stated on behalf of his business partners and himself they are in support of this amendment and commend City Staff on the work that went into this. He feels this is a great opportunity for the Commission to set a precedent for these types of RSAs moving forward and the details that have gone into plans for rooftop service areas is extensive and well thought out. It is all responsible and taking into consideration neighboring businesses and residents. Kading said he had an opportunity over the past couple months to travel around the United States into Denver, Charlotte, Columbia, Portland, Seattle and saw that these type of spaces. This is something consumers want and Iowa City is lagging behind from a competitive standpoint. Kading highly recommends the Commission approve this amendment.

Joe Tiefenthaler (executive director, FilmScene) noted he was impressed with the time and thought City Staff put into this amendment. He said they have received positive feedback from the use of their rooftop service area and it's been a wonderful addition to the downtown community. He agrees other businesses should have this same opportunity. He added Washington DC and Minneapolis as two other cities that utilize these rooftop areas well. He also said that when discussing noise, when on their rooftop you do not hear much of the sound from the Ped Mall – so noise is not an issue.

Hensch asked if Tiefenthaler has had any difficulty managing sound. Tiefenthaler said they have not, they have received no complaints, and they do have a sound guy and projectionist who works to keep the sound in check. Their rooftop space is very intimate so they don't want it to be very loud.

Hensch asked how late into the evening they use the space. Tiefenthaler said they screened four movies in the space last summer and they start as dusk so it is approximately from 9 p.m. to midnight.

Dyer asked if FilmScene had an elevator. Tiefenthaler said their elevator only goes to the second floor and it is stair access to the rooftop. He explained that they were grandfathered in with the development of the space.

Eastham closed the public hearing.

**Hensch moved to approve the recommendations set forth in the Staff memorandum dated July 10, 2015.**

**Martin seconded the motion.**

Theobald noted that the revisions Staff made to the amendment made her feel better about this. Staff and the community have really addressed all the concerns.

Hensch agreed and said he felt this was a good amendment.

Parsons agreed, noting nothing would be 100% effective and there may be adjustments along the way but at this point is ready to move forward with this amendment. Eastham said he enthusiastically supports parts of this rooftop access, particularly the requirement



of accessible access which has not been done well in the past or in other communities.

**A vote was taken and the motion carried 6-0.**

**COUNTY REZONING ITEM (CZ15-00002):**

Discussion of an application submitted by Michael Furman for a rezoning from County Agriculture (A) to County Residential (R3) for approximately 40 acres of property located at 3051 Buchmayer Bend NE in the Iowa City/Johnson County Fringe Area.

Miklo showed a map of the area. The 40 acre parcel currently has one residence on the parcel and is zoned agricultural in the County. Most of the area is agricultural with some residential lots to the east. Since this area is within two miles of the city limits is it covered by the Fringe Area Agreement where the County and the City jointly review rezoning's and subdivisions. In the County Land Use Plan the area west of Highway 1 is identified as a growth area for residential development. So this item does comply with the County's Land Use Plan. The Plan also has some policies regarding environmental concerns and the need for adequate infrastructure. Miklo stated the development standards in the Fringe Area Agreement encourage cluster development, which preserves large tracts of open space including environmentally sensitive areas and farmland, results in compact development that requires less infrastructure, and is more efficient for provision of services. Staff has reviewed the subdivision concept with County Planning Staff and is concerned that the concept plan does not comply with this policy of the Fringe Area Agreement. The current proposed plan would create a situation in which future subdivision of property for infill development might not be possible. Rather than a cul-de-sac staff recommends that Jenn Lane be connected to the existing Jenn Lane Court and that a road easement be reserved to provide access to the property to the south to allow interconnected development. These recommendations are to avoid long cul-de-sacs that are not easy for navigation of emergency vehicles.

Parsons asked if the County had the same "complete streets" policy that the City has. Miklo was unsure of "complete streets" but that they do have a policy of connecting streets and avoiding cul-de-sacs for the same reasons the City is.

Miklo said they defer to the County on whether this complies with their land use plan, the City believes it does, but if they do approve the rezoning the City would recommend the four conditions

1. Buchmayer Bend being improved to meet County road performance standards.
2. The subdivision being designed to preserve open space and create an appropriate street pattern with Jenn Lane and Jenn Lane Court being connected to provide a loop street.
3. An easement being reserved to provide for future road access to the property to the south.
4. The subdivision include stormwater management.

Parsons asked what County road performance standards are. Miklo was not completely familiar with the County road standards, but it would not be curb based and concrete, but would be chipped sealed and not gravel.

Eastham asked how the requirements of the conditions fit into the City's interests when it's a

development in the County and several decades away from incorporation into the City. Miklo said this area is not in the City's growth area, but it is very close so the City believes it's not in our interest to cut the standards. In terms of stormwater management it will flow into the watershed that comes into Iowa City. Traffic from this development will also come into Iowa City and if it is ever annexed into Iowa City a better road pattern will make it easier for City services.

Eastham opened the public hearing.

Seeing none Eastham closed the public discussion.

**Martin moved that if the County approves this rezoning it be conditioned on the following:**

- 4. Buchmayer Bend being improved to meet County road performance standards.**
- 5. The subdivision being designed to preserve open space and create an appropriate street pattern with Jenn Lane and Jenn Lane Court being connected to provide a loop street.**
- 6. An easement being reserved to provide for future road access to the property to the south.**
- 7. The subdivision include stormwater management.**

**Parsons seconded the motion.**

**A vote was taken and the motion carried 6-0 (Freerks absent).**

#### **COMPREHENSIVE PLAN ITEM**

A public hearing on an amendment to the Comprehensive Plan: The 2015 South District Plan. The plan may be viewed at: [www.icgov.org/southic](http://www.icgov.org/southic).

**Parsons moved to defer a public hearing on an amendment to the Comprehensive Plan: The 2015 South District Plan to August 20, 2015 meeting.**

**Theobald seconded the motion.**

Eastham noted to Staff that he still has questions regarding the inclusion of the crime statistics in the draft plan.

**A vote was taken and motion carried 6-0.**

#### **CONSIDERATION OF MEETING MINUTES, JULY 2, 2015:**

Dyer moved to approve the meeting minutes from the July 2, 2015 meeting.

Theobald seconded the motion.

A vote was taken and the motion carried 6-0.

#### **PLANNING & ZONING INFORMATION:**

Eastham asked about the questions that the Commission raised at the last meeting regarding the landscaping at the new Hy-Vee. Miklo said the inspection division has been working with HyVee to supplement the screening with additional evergreens.

Eastham asked if there was information on why this screening was not installed and how additional screening is being required after can occupancy permit was issued. Miklo said zoning requires S3 screening and there was some confusion because there was a masonry wall on the Prairie Du Chein Road side that was reviewed at the time the Commission and Council reviewed the rezoning. That would have satisfied the S3 requirement. Hy Vee changed their plan and removed a drive-through coffee shop so the masonry wall was no longer required, but the S3 screening still was required.

Theobald asked what level of screening was required on the Dodge Street side. Miklo said that is S2 which is 2 to 4 feet in height because it doesn't face residential.

**ADJOURNMENT:**

Martin moved to adjourn.

Theobald seconded the motion.

A vote was taken and motion carried 6-0.

**PLANNING & ZONING COMMISSION  
ATTENDANCE RECORD  
2014 - 2015**

**FORMAL MEETING**

	8/21	9/2	9/18	10/2	10/16	11/6	11/20	12/18	1/15	2/5	2/19	3/19	4/2	4/16	5/7	5/21	6/4	7/2	7/16
DYER, CAROLYN	X	X	X	X	X	X	O/E	X	X	X	O/E	X	X	X	X	X	X	X	X
EASTHAM, CHARLIE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	O/E	X
FREERKS, ANN	X	X	X	X	X	O/E	X	X	X	X	X	X	X	X	X	X	X	X	O/E
HENSCH, MIKE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	X	X	X	X	X
MARTIN, PHOEBE	X	X	X	X	X	X	X	X	X	O/E	X	X	X	X	X	X	X	X	X
PARSONS, MAX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	X	X	X	X	X
SWYGARD, PAULA	X	X	X	X	X	X	X	X	X	X	X	X	X	O	--	--	--	--	--
THEOBALD, JODIE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
THOMAS, JOHN	X	O/E	X	O/E	X	X	X	X	X	X	X	X	X	X	--	--	--	--	--

**INFORMAL MEETING**

NAME	TERM EXPIRES	2/3	3/15	5/18
DYER, CAROLYN	05/16	X	X	X
EASTHAM, CHARLIE	05/16	X	X	X
FREERKS, ANN	05/18	X	X	X
HENSCH, MIKE	05/19	--	--	X
MARTIN, PHOEBE	05/17	X	X	X
PARSONS, MAX	05/19	--	--	X
SWYGARD, PAULA	05/15	X	X	--
THEOBALD, JODIE	05/18	X	X	X
THOMAS, JOHN	05/15	X	X	--

KEY: X = Present  
O = Absent  
O/E = Absent/Excused  
--- = Not a Member