

**FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACTS
AND
SECTION 4(f) *de Minimis* IMPACT FINDING
FOR
DUBUQUE STREET, PARK ROAD, and PARK ROAD BRIDGE
IMPROVEMENTS
IOWA CITY, JOHNSON COUNTY, IOWA
Project Number HDP-3715(652)—71-52**

The Federal Highway Administration (FHWA) has determined that this project will have no significant impact on the human and natural environment. This Finding of No Significant Impact is based on the attached EA which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

12/18/2013
Date

Michael LaPietra
For FHWA

This FONSI documents compliance with NEPA and all other applicable environmental laws, Executive Orders, and related requirements.

1.0 Description of the Proposed Action

The proposed Dubuque Street, Park Road, and Park Road Bridge improvements, known locally and collectively as the Iowa City Gateway project, are expected to reduce impacts from flood events by maximizing the reliability of the Dubuque Street and Park Road corridors and minimizing flood backwater rises created by flow impedance from the Park Road Bridge. Additionally, the proposed Iowa City Gateway improvements are expected to address roadway deficiencies related to pavement and safety.

The Dubuque Street portion of the project is approximately one mile long, extending from Foster Road south to Church Street. The Park Road portion of the study area includes the three-quarter mile stretch between Dubuque Street on the East and Holt Avenue on the West. **Exhibit 1** displays the project location.

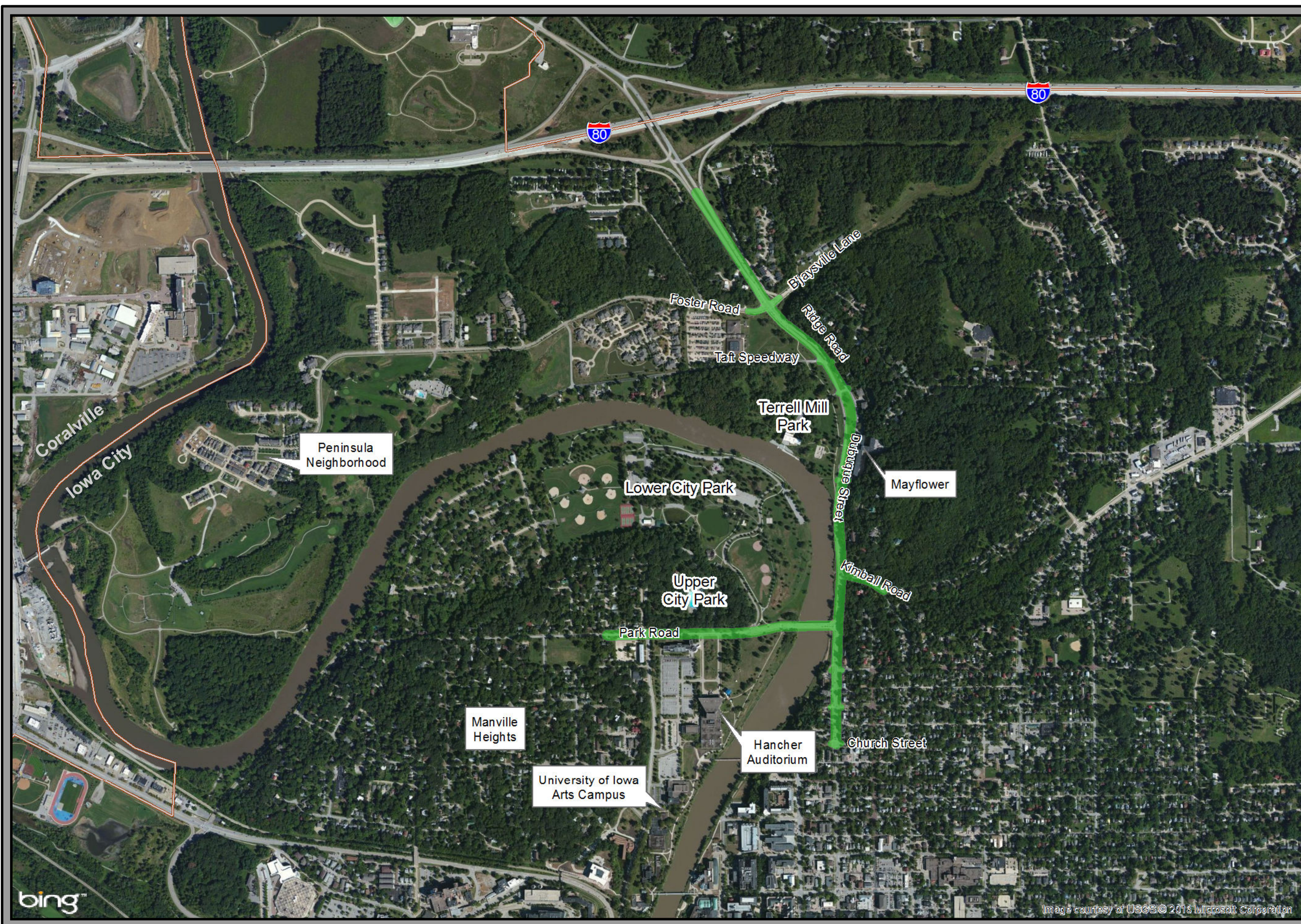
The Preferred Alternative is displayed on **Exhibit 2**. It includes the following design elements:

- Elevating Dubuque Street above the 500-year flood elevation plus 1-foot;
- Using a modified S-curve between Foster Road and Mayflower Residence Hall that reduces property impacts to the east of Dubuque Street;
- Maintaining direct driveway access to Dubuque Street for parking lots and apartment buildings north of Mayflower Residence Hall;
- Relocating, improving, and elevating the Ridge Road intersection with Dubuque Street north of its existing location to line up with the Terrell Mill Park entrance;
- Removing and replacing the existing Park Road Bridge and skewing the new Park Road Bridge approximately 2 degrees southward from the existing bridge; and
- Relocating the Dubuque Street and Park Road intersection approximately 60-feet south of the existing intersection.

The new Park Road Bridge is anticipated to be approximately 450-foot long by approximately 85-foot wide, 3-pier, steel box girder bridge. The bridge will be constructed so that the lowest point of the bridge substructure will provide one-foot of clearance for a 500-year flood to pass under. Once the new bridge is constructed and open to traffic, the existing Park Road Bridge will be removed in its entirety.

In addition to the design elements incorporated from the alternative alignments, the City of Iowa City required the Preferred Alternative to include the following design details:

- Maintain two 12-foot travel lanes in each direction on Dubuque Street;
- Maintain all existing driveways and access points to Dubuque Street and Park Road while matching elevated roadway grades;
- Maintain an open, landscaped median on Dubuque Street wherever possible;
- Relocate the open drainage system adjacent to Dubuque Street and south of Foster Road to a closed drainage system further west to feed existing wetlands south of Taft Speedway;





Finding of No
Significant Impact

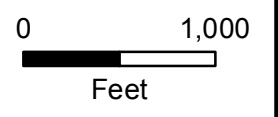
Dubuque Street,
Park Road, and
Park Road Bridge
Improvements

Iowa City,
Johnson County,
Iowa

Project Number
HDP-3715(652)-71-52

Exhibit 1:
Project
Location

- Legend**
-  Project Area
 -  Corporate Limits



bing™

Image courtesy of USGS © 2013 Microsoft Corporation



Finding of No
Significant Impact

Dubuque Street,
Park Road, and
Park Road Bridge
Improvements

Iowa City,
Johnson County,
Iowa

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Exhibit 2:
Preferred Alternative

Legend

- Medians
- Road
- Sidewalks



0 500
Feet

- Construct a right-turn only lane for southbound Dubuque Street to westbound Park Road vehicular movements;
- Use retaining walls to minimize or prevent further encroachment into the Iowa River;
- Construct Park Road Bridge with five 12-foot lanes to accommodate dual left-turn lanes for eastbound Park Road to northbound Dubuque Street vehicular movements;
- Expand Park Road west of the Lower City Park entrance from two travel lanes to two 12-foot travel lanes and one 12-foot center turn lane;
- Maintain a 10-foot shared use path west of Dubuque Street and construct an 8-foot sidewalk on the east side of Dubuque Street from Foster Road to Brown Street;
- Maintain similar drop-off and pick-up access for transit patrons at Mayflower Residence Hall;
- Improve shared-use path access between University of Iowa property south of Park Road and Lower City Park with a grade-separated crossing;
- Improve and consolidate the Park Road, Riverside Drive, and Upper City Park/Templin Road intersection;
- Realign access to Lower City Park and provide access to the future Hancher Auditorium site; and
- Improve transit stops to meet ADA guidelines and provide hard surface connectivity to walks and trails.

Implementation of the Preferred Alternative will have environmental impacts to floodplains, surface waters, wetlands, cultural and historic resources, parks, noise, utilities, and bicycle and pedestrian facilities. Additionally, the Preferred Alternative may potentially impact state threatened aquatic species. However, the magnitude and extent of the impacts of the Preferred Alternative are small and isolated and not at a level that warrants additional analyses in an Environmental Impact Statement (EIS).

Improvements associated with the Preferred Alternative will require the acquisition of 0.5 acres of land from Terrell Mill Park and City Park, which are Section 4(f) resources. An additional 4.5 acres of land from these parks will be temporarily impacted due to grading and contouring construction activities. The acquisition of the property from the two parks is necessary to provide adequate right of way to elevate and shift Dubuque Street slightly west (Terrell Mill Park) and to elevate and widen Park Road slightly north (upper City Park). The property to be acquired is passive open space adjacent to existing roadways and is not actively used by park patrons. Acquisition of this property will not adversely affect the activities, features, and attributes that qualify Terrell Mill Park and City Park for protection under Section 4(f). Therefore, it is a *de minimis* impact to the parks.

2.0 Notice of Availability

On March 13, 2013, the Environmental Assessment (EA) was distributed to federal, state and local agencies for review and copies were made available for public review at City Hall in Iowa City and at the Iowa City Public Library downtown branch. Additionally, the EA document was available for electronic download at www.iowacitygateway.org. A notice of public availability of the EA and public hearing was published in the *Daily Iowan* and *Iowa City Press-Citizen* newspapers on

March 14, 2013. The notice published in the Iowa City Press Citizen is available in in **Appendix A**.

3.0 Review and Comment Period

The EA was made available for review on March 14, 2013. Following publication of the EA, members of the public and federal, state, and local resource and regulatory agencies were invited to submit comments on the proposed action. Resource agency comments received are included in **Appendix B** and summarized in the Agency Comments section. The public was invited to attend a drop-in center from 4:00-6:00 pm and public hearing starting at 6:30 pm on April 4, 2013 at Parkview Church in Iowa City. The public hearing was videotaped and available for viewing on Iowa City Public Channel 4 website. A written record of the public hearing is included as a separate document to this Finding of No Significant Impact (FONSI). Written comments regarding the EA document and their responses submitted via letter or via email can be viewed in **Appendix C**. The review and comment period for agencies and the public closed on April 15, 2013.

Agency Comments

Four Comments were received on the circulated EA. These comments, which are included in **Appendix B**, include two from the Iowa DNR, and one each from the U.S. Environmental Protection Agency (EPA) and U.S. Department of Commerce Economic Development Administration (EDA). The two responses from Iowa DNR reiterated previous comments regarding the need for additional mussel surveys, that the project may require a stormwater discharge permit, and that precautions should be taken to prevent the discharge of fugitive dusts during construction.

Comments from the EPA requested that the City continue to consider impacts to sensitive populations that include children, the elderly, and persons with disabilities. The EPA also urged continued close coordination with the U.S. Army Corps of Engineers (USACE) and the Iowa DNR for Section 401, Section 404, and NPDES permitting requirements and mitigation plans.

The EDA provided comments regarding the following:

- Adding additional sections for mitigation after each resource topic in the EA;
- Provide timelines for obtaining the Joint Aquatic Resource Permit, CWA Section 404 and 401 permits, NPDES permit(s), and Iowa DNR Floodplain construction permit;
- EDA would like to see the Final Wetland Mitigation Plan approved by USACE in the Final EA, including comments from the FAA concerning the creation of wetlands and wildlife impacts to the nearby airport;
- Re-initiate consultation with the U.S. Fish and Wildlife Service (FWS) and provide a summary of their comments in the EA; and
- Please ensure the EDA is involved with any discussions to complete more mussel surveys and any resulting mitigation plan.

A copy of the EDA comments and City of Iowa City response to the comments are available in **Appendix B**.

Drop-In Center and Public Hearing

Approximately 60 people attended the drop-in center and public hearing. Also in attendance were City and consultant staff members who assisted with conducting the meeting. Displays of the Preferred Alternative, environmental constraints and potential impacts were provided at three stations during the drop-in center. Each station was staffed with City and consultant representatives to respond to questions and comments. Opportunities were provided during the drop-in center for those in attendance to record verbal and written comments.

An additional station with displays dedicated to proposed Section 4(f) *de minimis* impacts to park and historic properties was provided and staffed by city and consultant representatives separately. The Section 4(f) *de minimis* station included large maps that displayed proposed impacts to Terrell Mill Park, City Park, and historic properties in the project corridor. Opportunities for the public to comment on the proposed Section 4(f) *de minimis* impacts were provided via oral one-on-one conversations and through written comments. No comments specific to park or historic property impacts were received at the drop-in center.

Seven persons made recorded comments during the formal public hearing. A written transcript of the comments, questions, and responses from City staff during the formal public hearing is available as a separate document to this FONSI. Additionally, multiple written comments not specific to content of the EA were received during the comment period. These comments were forwarded in their entirety along with the public hearing transcript to the Iowa DOT and FHWA for review as a separate document to the FONSI. The comments and public hearing transcript were reviewed by Iowa DOT and FHWA and were included as part of the basis of decision making for approval of the FONSI.

Post-Public Comment Period Coordination

After the close of the public comment period, additional comments were received outlining concerns with potential impacts of the proposed project. A summary of those comments include the following:

- Concerns with property acquisition, drainage, and historical character impacts to the residence located at 1818 N. Dubuque Street; and
- Opposition to the project and concern with property impacts along the bluff below the Bella Vista neighborhood, including specific concerns with preserving historic integrity, visual impacts, noise pollution, proximity of traffic to homes, changes in property values, privacy, the proposed sidewalk east of Dubuque Street, and impacts to trees and undergrowth along the bluff.

In addition, the Iowa DOT Cultural Resources section received a letter from the Bella Vista Neighborhood Association outlining the above listing concerns with the proposed project. As a result of this letter, on June 3, 2013 the City of Iowa City and Iowa Department of Transportation Cultural Resources section requested that the Iowa Highway Archeology Program (HAP) conduct an independent evaluation of the following:

- The proposed conceptual design plans as shown in the EA and at the Public Hearing, and any differences from the original submittal of the plans in 2012 for Section 106 review;
- The concerns of the Bella Vista Neighborhood Association in regards to the finding of effect submitted to the Iowa SHPO;
- Do the conditions still support the finding of a “*Conditional No Adverse Effect.*”

On July 11, 2013, the HAP determined that the conditions continue to support the finding of Conditional No Adverse Effect. A copy of this letter can be viewed in **Appendix B.**

At the request of the residents of the Bella Vista Neighborhood Association, the City of Iowa City Historic Preservation Commission (HPC) was asked to rescind a letter of support for the Iowa City Gateway project previously approved by the commission on August 30, 2012. In response, on July 25, 2013 the HPC approved a motion to amend the previous letter of support. The amended letter stated that the Gateway Project will have no adverse impact on historic structures and that no historic buildings will be impacted. The HPC also strongly recommended that:

- 1) Grading and tree removal on historic properties be minimized by the Engineering Division of the City of Iowa City;
- 2) That drainage issues at 1818 N. Dubuque Street be addressed by the Division; and
- 3) That design methods be adopted that would allow a thinner bridge deck, therefore lowering the proposed grade of the Dubuque Street and Park Road intersection.

A copy of the amended letter is available in **Appendix B.**

In late July 2013, the Advisory Council on Historic Preservation (ACHP) requested to review the project materials for the Section 106 process. The ACHP conducted their review during August, 2013 and recommended that FHWA reopen the Section 106 review process, reengage SHPO, invite concerned property owners to be consulting parties, and develop a memorandum of agreement (MOA) to resolve adverse effects to historic properties.

The City of Iowa City communicated with affected homeowners throughout the NEPA and Section 106 processes and provided multiple opportunities for exchanges of information and opportunities for input on the Iowa City Gateway project. In addition to two public meetings, a drop-in center, and combined public hearing and drop-in center, City of Iowa City representatives met collectively and individually with affected residents and communicated with them via email and phone calls on numerous occasions. After the closing of the NEPA public comment period and Section 106 review process on April 15, 2013, City staff continued to engage with affected residents via email, in-person meetings, and a staff visit to the Bella Vista neighborhood. After the review of the project’s proposed impacts and communication, comments, and engagement with affected residents, it is FHWA’s belief that there is no adverse effect to Section 106 historic and cultural resources.

The City of Iowa City intends to move forward with future design and construction phases of the project while minimizing impacts to all affected resources in the project area.

It is important to note that it is a standard practice of FHWA, Iowa DOT and the City of Iowa City to minimize impacts to all resources. As the proposed project moves into subsequent project development phases and more design detail and refinement is available, opportunities will be explored to further reduce potential impacts to all resources. Minimization of impacts to cultural and historic resources in the project corridor will receive the same level of attention and scrutiny as all other resources extant in the project area.

4.0 New Information or changes that have come up since the Public Hearing or the EA was signed.

In response to comments provided by the EDA, the following text:

“Preferred Alternative mitigation: No mitigation is required other than those measures disclosed in the Preferred Alternative impacts section.”

is inserted into the EA in Sections 5.1.1, 5.1.2, 5.1.3, 5.1.4, 5.1.5, 5.1.6, 5.1.7, 5.1.9, 5.1.10, 5.2.2, 5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.4.2, 5.4.3, and 5.5 following the **Preferred Alternative impacts** section.

Additionally, in response to the EDA’s request for permit procurement timelines, the City of Iowa City intends to procure to all appropriate permits on or before August 1, 2014.

The homeowner at 12 Bella Vista provided a report entitled *The Geology of Klein and Conklin Quarries, Johnson County, Iowa*, published in 2010. This report states that the Sanders Quarry was located at the corner of Kimball Road and Dubuque Street, with a photograph depicting the quarry location on the 12 Bella Vista property. The *Iowa City Gateway – Dubuque Street Elevation and Park Road Bridge Reconstruction: Phase I Archeological Investigation*, 2012, identifies the Euclid Sanders Quarry as located north of Kimball Road to just south of the existing Mayflower Residence Hall. This quarry remnant is recommended as eligible for listing on the National Register of Historic Places (NRHP) under Criterion A due to the quarry’s historical association with Terrell Mill and Dam and the Terrell-Sanders Mansion. The Phase I report does not mention the property at 12 Bella Vista as part of the quarry remnant with historical associations.

The property at 12 Bella Vista is listed on the NRHP as a contributing property to the Brown Street Historic District. Potential impacts to this property include possible grading, vegetation, and drainage impacts. Based on conceptual design for the EA, side slopes from the elevation of Kimball Road would terminate approximately 20 feet north of the existing rock cut on the 12 Bella Vista property and will not directly impact the rock cut.

5.0 Basis for Finding of No Significant Impact

The EA evaluated resources present in the project area for effects as they may occur for the construction of the Iowa City Gateway project. The EA documents the

absence of significant impacts associated with the implementation of the Preferred Alternative.

6.0 Special conditions for location approval

The following permits will be obtained during design and prior to construction of the project:

- A National Pollutant Discharge Elimination System (NPDES) general stormwater discharge permit for construction will be required and must be obtained from the Iowa DNR.
- A Joint Application Form (Protection Iowa's Waters) will be submitted to the Iowa DNR and USACE to obtain Section 401 Water Quality Certification, an Iowa DNR Floodplain construction permit, a Sovereign Lands/Waters construction permit and a CWA Section 404 permit.

Appendix A
EA Notice of Availability

Obituaries

Willie Gadson, 59

Willie Lee “Coach” Gadson, 59, died Sunday, March 10, 2013, at Covenant Medical Center in Waterloo. Services will be at 11 a.m. Monday at East High School, 214 High St., in the Fred J. Miller gymnasium. Visitation will be at 10 a.m. Monday at the high school. The casket will be closed.

Russell Kempf, 94

Russell Kempf, 94, of Williamsburg, formerly of Wellman, died Tuesday, March 12, 2013, in Williamsburg. Services will be at 11:30 a.m. Monday at the Peterseim Funeral Home in Kalona. The body will be cremated after the service. Visitation will be before services from 9:30 to 11:30 a.m.

Carl Selby, 95

A celebration of life memorial for Carl W. Selby, 95, Williamsburg, formerly of Parnell, will be held March 16, at Powell Funeral Home, Williamsburg, with the family present from 10 a.m. to 1 p.m. Carl died Wednesday, Jan. 2, 2013, at Highland Ridge Care Center, Williamsburg.

A general memorial fund has been established and may be sent to Karla Gallo, P.O. Box 367, Grinnell, Iowa 50112.

Messages and tributes may be left at www.powell-funeralhomes.com.

Get a kit to host plan workshops

The city of Coralville is developing a new community plan that will review land use and development, transportation, neighborhoods, parks and open space, the environment and community facilities.

Individuals may provide input by reserving do-it-yourself workshop kits to facilitate their own workshops and discussions at their convenience.

Completed DIY workshop kits will be reviewed and summarized by project consultants and incorporated into the larger planning process. To reserve a kit, call Ellen Haber at 248-1700.

Group to host drone warfare speaker

Just Peace Outreach Group will host Ed Flaherty, army veteran and Veterans for Peace member, as he speaks on “Drone Warfare: A Path to Perpetual Warfare, Everywhere?” at 7 p.m. Sunday at East Union Mennonite Church, 5615 Gable Ave. in Kalona.

Informal discussion and a finger foods potluck begins at 6 p.m. Attendants should bring their own table service. The public is welcome to attend.

For more information, call Roger Farmer at 319-653-2547 or email Jane Yoder-Short at yoder-short@netins.net.

Fas Trac plans annual civil rights tour

The Mayor’s Youth Empowerment Program is seeking sponsors to help send students on the Fas Trac club’s annual civil rights tour this summer.

Fas Trac is partnering with Diversity Focus of Cedar Rapids to take stu-

dents ages 13 to 18 on a trip June 8-16.

The tour will make stops at seven colleges in the South, as well as six cities for guided visits to historic civil rights sites.

For more information, call Fas Trac director Henri Harper at 341-0060, ext. 7004, or email h.harper@myep.us. Donations can be sent to MYEP at 407 Highland Court, Iowa City, IA 52240.

Loebsack named to HJF council

Rep. Dave Loebsack, D-Iowa, has announced that he was chosen by Rep. Adam Smith, ranking member of the House Armed Services Committee, to sit on the Council of Directors of the Henry M. Jackson Foundation for the Advancement of Military Medicine Inc.

HJF is a global organization dedicated to advancing military medical research.

Loebsack has been a member of the HASC since being elected to Congress and has served on the Military Personnel Subcommittee, which has jurisdiction over military health care, since 2009.

Motley Cow to host wine dinner

Motley Cow Café is accepting reservations for its Domaine Rouge Bleu wine dinner at 6 p.m. March 23.

Winemaker and owner Jean-Marc Espinasse will be present. Cost is \$70 plus tax and gratuity. The menu can be viewed at www.motleycowcafe.com.

To make a reservation, call 688-9177.

Supervisors award five nonprofits

The Johnson County Board of Supervisors has awarded \$22,000 in Social

Services Emergency or Innovative Flexible Funding to five nonprofit organizations.

Those awarded funding include:

- » Elder Services: \$7,768 to provide meal delivery service to rural, elderly Johnson County residents.
- » Iowa Valley Habitat for Humanity: \$4,500 to provide support and education services to residents in mobile home courts.
- » Neighborhood Centers of Johnson County: \$5,182 for the purchase of equipment for its youth employment program.
- » Crisis Center: \$4,000 to upgrade the 24-hour Crisis Line and National Suicide Prevention Lifeline phone systems.
- » Local Foods Connection: \$550 to provide local grown food and supplies for programs serving low income residents.

Police

» Morgan Caroline Mchugh, 25, of 2613 Westwinds Drive Apt. 2 in Iowa City was arrested for drunken driving at 9:57 p.m. March 8 at 300 E. Market St. in Iowa City.	Burlington St. No. 17A in Iowa City was arrested for drunken driving at 2:15 a.m. March 9 at Third Avenue and H Street in Iowa City.	City was arrested for drunken driving at 2:14 a.m. March 9 at 1100 N. Dubuque St. in Iowa City.	Broadway St. in Iowa City.
» Chad Neal Lyke, 26, of 505 E.	» Reanna Morgan Obrine-Young, 21, of 167 S. Scott Blvd. in Iowa	» Mercella Dorsey, 64, of 1958 Broadway St. Apt. 5B in Iowa City was arrested for drunken driving at 12:20 a.m. March 9 at 1958	» Devyn Dakota Denny, 21, of 74 Erubi Lane in Iowa City was arrested for drunken driving and driving while barred at 1:55 a.m. March 9 at Burlington and Lucas streets in Iowa City.

Amendment

Continued from Page 3A

ficer,” he said, “and he takes an oath when he is elected into office to uphold the Constitution of the U.S. and not uphold the federal government’s wishes or president’s wishes. We’re just asking these county sheriffs to just do what they’ve already raised their right hand and taken an oath to do already.”

The drive came on the heels of a shooting Sunday in North Liberty, where Holiday Mobile Home Court resident Taleb Salameh shot and injured three police officers following a domestic disturbance call.

Johnson County Sheriff Lonny Pulkrabek said after the incident that he supported citizens’ Second Amendment rights for the purpose of self-defense but questioned whether local gun permit legislation allowed sufficient screening for potential mental instability.

Aaron and Jolyn Heal acknowledged that Sunday’s shooting in North Liberty could lead to renewed local debate on both sides of Second Amendment legislation.

However, they both added the politicization of the event could be needlessly stressful to those Salameh injured.

“The incident in North Liberty was absolutely awful for (Salameh’s) girlfriend and the officers,” she said. “Any time they open the paper or see the news there are

people putting it in the spotlight.”

Eighty-four Johnson County residents had signed the petition before Wednesday’s drive, though Aaron Heal said he had not yet tallied signatures left at other stations or those collected by other volunteers.

Howard White, an Iowa City resident who signed the City Park drive, said his hobbies and past jobs taught him the importance of the Second Amendment for self-defense.

“I do a lot of gold prospecting, which takes me into the backwoods with a lot of wild animals, and I’ve made some enemies as a former Iowa Department of Corrections agent,” he said. “I’ve had people break into my car, try to assault me at the mall. ... You can’t always wait on a police officer to help — though it’s not their fault — you just don’t always have the time.”

Reach Luke Voelz at lvoelz@press-citizen.com or 887-5403.

Task force

Continued from Page 3A

Legislature.

In the wake of the sexual harassment investigation, UI officials disagreed with members of the media over whether Iowa’s Open Records Law allowed them to provide information on the case.

UI President Sally Mason was consistent in her declaration that the law forbade her from providing information, while still others maintained Chapter 22 provides the discretion to do so.

In an interview with reporters after the meeting, Lang said he and task force chairwoman Nicole Carroll decided the group wouldn’t make such legal recommendations to “keep the charge fairly narrow.”

Rather, he said, the board will be responsible for studying best practices on transparency and ensuring they’re consistent across all of Iowa’s public universities.

In other business:

- » The regents voted to approve a two-year contract with the union that represents UI’s graduate student employees that includes a 2 percent wage increase in the contract’s first year and a 2.25 percent increase the following year.
- The 2013-2015 contract with UE Local 896-Campaign to Organize Graduate Students, which represents about 2,500 graduate employees, does not include the union’s primary demands at the outset of negotiation, which included waived student fees, 100 percent tuition coverage in all colleges and 5 percent annual wage increases.
- The contract maintains the existing 100 percent tuition reimbursement at the College of Liberal Arts and Sciences level, which is the university’s least expensive college.
- COGS members argue that students in more expensive colleges can end up paying substan-

TRANSPARENCY TASK FORCE MEMBERS

- » **Board of Regents member/chairwoman:** Nicole Carroll of Carroll.
- » **Governor’s Public Information Board member:** Kathleen Richardson, director of Drake University’s School of Journalism and Mass Communication and executive secretary of the Iowa Freedom of Information Council.
- » **Executive of the Board of Regents or his designee:** Patrice Sayre, chief business officer for the Iowa Board of Regents.
- » **Iowa Senate member:** Sen. Jeff Danielson, D-Cedar Falls.
- » **Iowa House of Representatives member:** Rep. Peter Cownie, R-West Des Moines.
- » **University of Iowa member:** Mark Braun, chief of staff for UI President Sally Mason.
- » **Iowa State University member:** Miles Lackey, ISU’s associate vice president (appointed by ISU President Steven Leath).
- » **University of Northern Iowa member:** John Johnson, history professor (appointed by UNI President).
- » **Community member:** Jack Lashier, director of the Iowa Hall of Pride in Des Moines.
- » **Non-voting member:** Tom Evans or Aimee Clayton, Iowa Board of Regents legal counsel.

tially more for tuition. The union’s current contract, adopted in February 2011, is the first to cover tuition 100 percent at the CLAS level.

COGS’ original proposal also called for 90 percent coverage of health care cost for dependents, who are currently cov-

ered at 70 percent. That’s not part of the final contract, which includes only technical changes to employee health care plans.

» The regents voted to approve new, increased parking rates at UI, which Parking Director Dave Ricketts said Tuesday are necessary to compensate

for the ongoing upheaval of parking spots on campus during a period of significant construction.

Projects such as the demolition of Hospital Ramp 2 to make way for construction of an addition to the UI Children’s Hospital have complicated parking, in many cases replacing a more expensive spot for a less expensive one, he said.

“In the last two years we’ve displaced well over 1,000 people for some period of time,” Ricketts said, “and, in many cases, they went to a different rate setting. So some of our higher revenue assignments, those numbers are really down, at least for now.”

The changes, part of UI’s five-year parking plan, already was approved by UI’s Parking and Transportation Charter Committee, which includes students, faculty and staff. The new rates, which are increased for almost all metered and permitted spots, will take effect on July 1 or Aug. 1, depending on the type of parking. The increases are expected to generate nearly \$900,000 in additional revenue in fiscal year 2014.

Those who pay for hourly parking will see larger increases than those who use parking permits. For example, starting July 1, all public meters will increase by 10 cents per hour to \$1.20 per hour. Annual permits for physicians will increase by \$120 to \$2,340 beginning Aug. 1.

Students who ride motor scooters to class will see a nearly 17 percent increase in the price of an annual permit beginning Aug. 1, from \$81 to \$94.50. The dramatic increase in the number of students obtaining permits to ride scooters or motorcycles — from 94 in 2002 to 920 last fall — has prompted UI to create more parking spaces and take more action around accommodating them, Ricketts said.

Reach Tara Bannow at tbannow@press-citizen.com or 887-5418.

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IOWA CITY GATEWAY

Recommendations for improvements to Dubuque Street and Park Road Bridge are available for public review and comment

The City of Iowa City has been studying potential solutions to minimize flood impacts on Dubuque Street, reduce backwater created by Park Road Bridge and make needed infrastructure improvements to the corridor.

Recommendations for those improvements, as well as potential adverse and beneficial impacts to the community, buildings and the natural environment are detailed in the Iowa City Gateway Environmental Assessment (EA).

Now is your opportunity to review and comment on the findings and recommendations within the EA.

To see the document go to: (1) www.iowacitygateway.org; or (2) City of Iowa City Hall, Engineering Division, 3rd Floor, 410 E. Washington Street; or (3) the Iowa City Library, 123 South Linn.

To ask questions: (1) Join us at our drop in center, being hosted from 4 to 6 p.m. on Thursday, April 4 at Parkview Church, 15 Foster Road; or (2) send an e-mail using the link on the project web site; or (3) call 319-356-5140.

To make a comment: (1) Participate in our public hearing, starting at 6:30 p.m. on Thursday, April 4 at Parkview Church, 15 Foster Road; or (2) send an e-mail using the link posted on the project web site; or (3) send a written comment to: Iowa City Gateway, 410 E. Washington Street, Iowa City, IA 52240.

Comments need to be submitted by April 15, 2013 to be included in the final document.

www.iowacitygateway.org



PC-600018951

Appendix B
Resource Agency Comments



U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
Denver Regional Office
410 17th Street, Suite 250
Denver, Colorado 80202-4454
(303) 844-5360, FAX (303) 844-3968, -6012

April 16, 2013

Mr. Lubin Quinones, P.E.
Iowa Division Administrator
Federal Highway Administration
105 6th Street
Ames, Iowa 50010

Re: Economic Development Administration (EDA) Comments on the *Dubuque Street, Park Road, and Park Road Bridge Improvements From Foster Road to Brown Street Iowa City, Iowa* Project Number HDP-3715(652)---71-52

Dear Mr. Quinones,

EDA provided the funding for early planning, NEPA documentation and preliminary and final design of the proposed Iowa City Gateway project improvements. As part of the Special Award Condition for the City of Iowa City EDA Grant Award, EDA is providing the following comments on the Draft Environmental Assessment dated February 19, 2013:

- **Section 5.0 Environmental Analysis**

After the Preferred Alternative Impacts Section please add an additional section entitled Mitigation Measures after each resource topic ie., 5.1.5 Economics, No-Build Alternative impacts, Preferred Alternative impacts, Mitigation measures. I understand that this may not be a part of the FHA EA template. If this is not acceptable please make sure that any mitigation measures are clearly discussed and easily found in the impacts discussion sections.

- **Section 5.3.1 Wetlands**

Please provide a timeline of when the following permits: Joint Aquatic Resource Permit Application (JARPA), Clean Water Act (CWA) Section 404 and Section 401 will be procured. Also, EDA would like to see the Final Wetland Mitigation Plan approved and signed off on by the U.S. Army Corps of Engineers (USACOE) in the Final Environmental Assessment and if possible all of the permits obtained (or, in the process of being obtained). In the wetland mitigation plan be sure to include comments from the Federal Aviation Administration (FAA) letter dated February 17, 2011 concerning the creation wetlands and wildlife impacts to the nearby airport.

- **Section 5.3.2 Water Resources**

Please provide a timeline of when the following permit will be procured: National Pollution Discharge Elimination System (NPDES).

- **Section 5.3.3 Floodplains**

Please provide a timeline of when the following permit will be procured: Iowa Department of Natural Resources (DNR) Flood Plain Construction Permit.

- **Section 5.3.4 Wildlife, Habitat and threatened and Endangered Species**

Please reinstate consultation with the U.S. Fish and Wildlife Service (USFWS) and provide a summary of their comments in this section. Additionally, the USACOE will not complete consultation with the applicant until consultation is completed with the USFWS per the USACOE letter dated March 17, 2011.

Please make the determination that the Pistolgrip mussel (*Trigonia verrucosa*) and the Yellow Sandshell (*Lampsilis teres*) are state listed species, not federally listed species in this section. Please ensure that the EDA is involved with any discussions to complete more mussel surveys and any resulting mitigation plan. Please clarify in this section that the impacts to mussels are potential at this point and the need for a mitigation plan at this point is unknown, pending results of potential surveys.

Please feel free to contact me if you have any questions at 303.844.5363 or Jbenz@eda.gov.

Sincerely,



Jenny Benz
Denver Regional Environmental Officer



CITY OF IOWA CITY

410 East Washington Street
Iowa City, Iowa 52240-1826
(319) 356-5000
(319) 356-5009 FAX
www.icgov.org

May 1, 2013

Jenny Benz
Denver Regional Environmental Officer
U.S. Department of Commerce
Economic Development Administration
410 17th Street, Suite 250
Denver, Colorado 80202-4454

**RE: EDA Comments on the Dubuque Street, Park Road, and Park Road Bridge
Improvements from Foster Road to Brown Street, Iowa City, Iowa, Project Number
HDP-3715(652)---71-52**

Dear Ms. Benz:

The City of Iowa City (City) has received the EDA's comments dated April 16 related to the Environmental Assessment (EA) for the Dubuque Street, Park Road, and Park Road Bridge improvement project. The following represents the City's responses to the EDA's comments as they relate to the EA and the Iowa Department of Transportation (Iowa DOT) and Federal Highway Administration's (FHWA) processes for satisfying NEPA and project permitting requirements:

- **Section 5.0 Environmental Analysis**

After the Preferred Alternative Impacts Section please add an additional section entitled Mitigation Measures after each resource topic ie., 5.1.5 Economics, No-Build Alternative impacts, Preferred Alternative impacts, Mitigation measures. I understand that this may not be a part of the FHA EA template. If this is not acceptable please make sure that any mitigation measures are clearly discussed and easily found in the impacts discussion sections.

City response: The City will include Mitigation Measure discussions for each resource topic within the FONSI documentation.

- **Section 5.3.1 Wetlands**

Please provide a timeline of when the following permits: Joint Aquatic Resource Permit Application (JARPA), Clean Water Act (CWA) Section 404 and Section 401 will be procured. Also, EDA would like to see the Final Wetland Mitigation Plan approved and signed off on by the U.S. Army Corps of Engineers (USACOE) in the Final Environmental Assessment and if possible all of the permits obtained (or, in the process of being obtained). In the wetland mitigation plan be sure to include comments from the Federal Aviation Administration (FAA) letter dated February 17, 2011 concerning the creation wetlands and wildlife impacts to the nearby airport.

City response: Within the FONSI documentation, the City will provide anticipated timelines for obtaining all required permits. At this point in the FHWA project NEPA process, the City cannot

create a Final Wetland Mitigation Plan as required for the CWA Section 404 permitting process for approval by the USACOE. The City would have to advance design on the Park Road Bridge and Dubuque Street retaining wall beyond the conceptual design stage without an approved FONSI in order to provide this information to the USACOE to obtain the 404 permit prior to finalizing the EA. Advancing design at this stage of the project without an approved FONSI may jeopardize future funding reimbursement from the U.S. Department of Transportation.

After an approved FONSI is obtained for the project, roadway and bridge design will advance and stream and wetland impact quantities will be finalized. The City will follow the CWA Section 404 permitting process for approval by USACOE based on the given timeline. The City of Iowa City will also consider and incorporate the comments from the FAA dated February 17, 2011 into the anticipated wetlands mitigation plan.

- **Section 5.3.2 Water Resources**

Please provide a timeline of when the following permit will be procured: National Pollution Discharge Elimination System (NPDES).

City response: The City will provide a timeline for obtaining the required NPDES permit.

- **Section 5.3.3 Floodplains**

Please provide a timeline of when the following permit will be procured: Iowa Department of Natural Resources (DNR) Flood Plain Construction Permit.

City response: The City will provide a timeline for obtaining the required Iowa DNR Floodplain Construction Permit.

- **Section 5.3.4 Wildlife, Habitat and threatened and Endangered Species**

Please reinitiate consultation with the U.S. Fish and Wildlife Service (USFWS) and provide a summary of their comments in this section. Additionally, the USACOE will not complete consultation with the applicant until consultation is completed with the USFWS per the USACOE letter dated March 17, 2011.

Please make the determination that the Pistolgrip mussel (*Trigonia verrucosa*) and the Yellow Sandshell (*Lampsilis teres*) are state listed species, not federally listed species in this section. Please ensure that the EDA is involved with any discussions to complete more mussel surveys and any resulting mitigation plan. Please clarify in this section that the impacts to mussels are potential at this point and the need for a mitigation plan at this point is unknown, pending results of potential surveys.

City response: The City has provided opportunities for the USFWS to comment on the potential impacts of the project through the following:

- a. Letter sent during the Early Coordination process (January 25, 2011)
- b. Concurrence Point 1, letter and information package (May 5, 2011)
- c. Concurrence Points 2 & 3, letter and information package (Sept. 15, 2011)
- d. Copy of the EA sent to USFWS for review and comment (March 12, 2013)

To date, the USFWS has not provided any comments or input regarding the potential for impacts to the pistolgrip mussel. Prior to the USACOE issuing a permit and, as part of the CWA 404 permit application process, the USFWS will be consulted and their comments satisfied, including completion of the Section 7 consultation process. The City will ensure that the EDA is involved with any discussion to complete additional mussel surveys and any resulting mitigation plan.

In the event the EDA has additional comments, questions, or requires additional clarifications, please do not hesitate to contact me at (319) 356-5413 or by email at melissa-clow@iowa-city.org.

Sincerely,



Melissa Clow, EI, LEED AP.
Special Project Administrator
City of Iowa City
410 East Washington Street
Iowa City, IA 52240

CC: Terisa Thomas, Iowa DOT OLE NEPA Project Manager
Cindy Edwards, P.E., Economic Development Administration
Mike LaPietra, FHWA

From: Poole, Kelly [DNR] [<mailto:Kelly.Poole@dnr.iowa.gov>]

Sent: Thursday, March 21, 2013 3:55 PM

To: Melissa Clow

Cc: Schwake, Christine [DNR]

Subject: EA - Iowa City Gateway

Hi Melissa,

I was forwarded a copy of the EA for the Iowa City Gateway. Comments from the DNR letter of environmental review issued March 8, 2011 are included and we have no additional comments at this time. Please let me know if you need a letter as such for your files. Regards, Kelly

~~~~~

**Kelly Poole**

Iowa Department of Natural Resources  
Land and Waters Bureau  
502 E 9<sup>th</sup> Street | Des Moines, IA 50319  
Ph. 515.281.8967

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**From:** Schwake, Christine [DNR] [<mailto:Christine.Schwake@dnr.iowa.gov>]  
**Sent:** Monday, April 15, 2013 6:50 AM  
**To:** Melissa Clow  
**Subject:** Dubuque Street and Park Road Bridge (Iowa City Gateway EA

Hi Ms. Chow –

Thanks for sending me the EA. I have no additional comments.

Have a great week, Chris

---

**From:** Schwake, Christine [DNR]  
**Sent:** Monday, October 10, 2011 8:04 AM  
**To:** [melissa-clow@iowa-city.org](mailto:melissa-clow@iowa-city.org)  
**Subject:** FW: Dubuque Street and Park Road Bridge (Iowa City Gateway EA Concurrence Point 1

Dear Ms. Clow,

I just wanted to take this opportunity to remind you that a mussel survey may be required for this project. Please contact Daryl Howell (DNR) at 515-281-8524 within one year of the proposed construction.

As you design the project, please avoid impacting waters of the U.S. and where that isn't possible, minimize impacts as much as possible. We will need mitigation for unavoidable impacts to all waters of the U.S.

Thanks for sending information regarding the alternatives you plan to carry forward.

Chris

**From:** Schwake, Christine [DNR]  
**Sent:** Wednesday, June 08, 2011 9:21 AM  
**To:** 'melissa-clow@iowa-city.org'  
**Subject:** Dubuque Street and Park Road Bridge (Iowa City Gateway EA Concurrence Point 1

Dear Ms. Clow,

The Iowa Department of Natural Resources concurs with the project's purpose and need (Concurrence Point 1).

Thanks, Chris



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**From:** Tucker, Amber <Tucker.Amber@epa.gov>  
**Sent:** Monday, April 15, 2013 10:01 PM  
**To:** melissa-clow@iowa-city.org  
**Subject:** EPA Review Comments: Dubuque Street Elevation & Park Road Bridge Reconstruction EA

Dear Ms. Clow:

This letter responds to your correspondence of March 12, 2013, concerning the elevation of Dubuque Street and removal and replacement of Park Road Bridge in Iowa City, Johnson County, Iowa.

We would like to thank you for the opportunity to review the Environmental Assessment for this project, for your thorough consideration of potential environmental effects from this project, and also for the extensive agency coordination.

As mentioned in Section 5.1.4, part of the project area falls within an area that is listed as an Environmental Justice area for poverty populations at greater than 25%. As we stated in our previous correspondence, please still consider any impacts to potentially impacted populations, especially sensitive populations that include children, the elderly and persons with disabilities by taking proactive measures to minimize adverse effects.

With regards to the potential effects to Waters of the US, we commend your planned utilization of Best Management Practices throughout all phases of this project, and urge you to continue close coordination with the US Army Corps of Engineers, Rock Island District, as well as Iowa Department of Natural resources for Section 401, Section 404, and NPDES permitting requirements and mitigation plans. Please also feel free to contact our office with any questions or concerns.

Thank you for involving the Environmental Protection Agency during the consideration of environmental impacts either to or from this project. EPA would like to ask that we please be kept informed of future documents pertaining to this project.

If you have any other questions, you can contact me at 913-551-7565, or via email at [tucker.amber@epa.gov](mailto:tucker.amber@epa.gov).

**Amber Tucker**  
US EPA R7  
ENSV-NEPA Team  
11201 Renner Blvd  
Lenexa, KS 66219  
913-551-7565

"Unless someone like you cares a whole awful lot, nothing is going to get better. It's not." -The Lorax





OFFICE OF THE  
STATE ARCHAEOLOGIST

700 Clinton Street Building  
Iowa City, Iowa 52242  
319-384-0732 Fax 319-384-0768  
osa@uiowa.edu  
www.uiowa.edu/~osa

July 22, 2013

Mr. Matthew J. F. Donovan  
Cultural Resources Project Manager  
Office of Location and Environment  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Re: Iowa City Gateway-Dubuque Street Elevation Project  
HDP-3715(652)--71-52  
City of Iowa City  
Johnson County  
Local Systems  
Cultural Resources Evaluation Report Vol. 36, No. 1

R&C# 120752074

Dear Matt:

This project was previously reviewed by your office. Based upon an architectural survey by Jan Full (2012) and an archaeological survey by Leah Rogers (2012), both of Tallgrass Historians, a recommendation from the Iowa City Historic Preservation Commission, and discussions with the City of Iowa City and its planning consultants, your office determined a finding of Conditional No Adverse Effect for the project on September 19, 2012 (Donovan 2012). SHPO concurred with this finding on October 3, 2012. Subsequently, members of the Bella Vista Neighborhood Association, a group of homeowners in a portion of the Brown Street Historic District adjacent to the project area, expressed their concerns that the potential effects of the proposed project had not been adequately addressed through the 2012 Section 106 review process (Wagner et al. 2013).

The project proposes raising Dubuque Street approximately 10 ft (3.0m) along the north entrance to Iowa City from Interstate 80 from Foster Road south to Brown Street (Figure 1). It will also entail relocating the Park Road Bridge over the Iowa River to the south and raising it approximately 10 ft (3 m) to avoid its closing due to flooding from the Iowa River, which has become increasingly frequent in recent years. It will also allow for the construction of turning lanes at the intersection of Dubuque Street and Park Road to better accommodate projected increased traffic flows in years to come. The project is located in the western halves of Sections 3 and 10, T79N-R6W, Lucas Township, Johnson County (Figure 2).

On July 3, 2013, you (Donovan 2013a), authorized me to review the materials submitted by the City of Iowa City to the Iowa Department of Transportation in 2012 that led to their finding of Conditional No Adverse Effect on historic properties for the above referenced project (with which finding SHPO subsequently concurred). Other materials that you requested that I review included project area maps showing Areas of Potential Effect in 2013, and materials from the Bella Vista Neighborhood Association, a local homeowners group questioning the appropriateness of the Conditional No Adverse Effect determination. The materials that you provided included file folders labeled Design Plans Initial 2012, Project Concept Statement 2012, Consultant Design Plans Forwarded 2013, Tall Grass Architectural



Phase I, SHPO Correspondence, and Public Request. You (Donovan 2013b) requested that I address three questions:

1. “Are the design plans/corridor perimeters different from the original submittal, in regards to impacts noted in the 2012 submittal?”
2. “After reviewing the concerns of the citizens group, are their concerns regarding the project warranted in regards to the finding of effect submitted to the Iowa SHPO?”
3. “Have the conditions set towards the finding of conditional no adverse, put in place, support the finding of no adverse effect?”

After examining the materials provided, these are my conclusions:

**“Are the design plans/corridor perimeters different from the original submittal, in regards to impacts noted in the 2012 submittal?”**

After comparing the planning documents submitted in 2012 upon which the Conditional finding of No Adverse Effect was based with those currently being proposed for the project, I find them to be identical in their Areas of Potential Effect on historic properties.

**“After reviewing the concerns of the citizens group, are their concerns regarding the project warranted in regards to the finding of effect submitted to the Iowa SHPO?”**

In the materials you provided, the Bella Vista homeowners expressed concerns over the potential impact of the project on the bluffs adjacent to Dubuque Street upon which their homes are situated, its potential impact on large numbers of “old growth” trees, the impact of the elevation of Dubuque Street on their view of the Iowa River as well as possible increased traffic noise. After reviewing the current project plans and cross sections, it appears that only filling is proposed within temporary construction easements on footslope positions at the base of the bluffs in their area of the project. The bluffs themselves will remain undamaged. An examination of the aerial photographs that you provided of the project area show the presence of only a few “old growth” trees and a number of small “volunteer” trees within the Area of Potential Effect in their portion of the project area, as the city had declared in its 2012 submittals. Furthermore, the city has agreed to minimize impacts to trees and shrubbery within the Areas of Potential Effect including replacing them in accordance with city code (Donovan 2012). After reviewing the cross-sections you provided, it appears that even after Dubuque Street is raised, the bases of the houses in the Bella Vista neighborhood will still be from 15 to 20 feet above the raised Dubuque Street and 60 to 70 feet away from it, providing an unobstructed view of the river. It is also important to remember that the Areas of Potential Effect being considered at this time represent the maximum area that will be required for the project, and that the final design of the project may affect an even smaller area. While studies and modeling conducted by the city did indicate a slight increase in traffic noise in the Bella Vista neighborhood, it was found to be minimal, and it was concluded that any attempted mitigation measures would prove futile (City of Iowa City 2013:52-56). While I can sympathize with the homeowners being affected by this project, I find that their concerns pertaining to potential project impacts in the area of their properties and to the Brown Street Historic District to be unwarranted based on the documentation provided. It appears that the city has thoroughly studied the potential effects of the proposed project on the Brown Street Historic District, and they have been adequately taken into account and, when appropriate, addressed with appropriate mitigation measures.

**“Have the conditions set towards the finding of conditional no adverse, put in place, support the finding of no adverse effect?”**

In my professional opinion, the conditions set toward the finding of conditional No Adverse Effect, minimizing project impact on historic properties, their landscapes and trees and shrubbery, as well as other mitigation efforts by the city, as described above under question number 2 continue to support the conditional finding of No Adverse Effect.

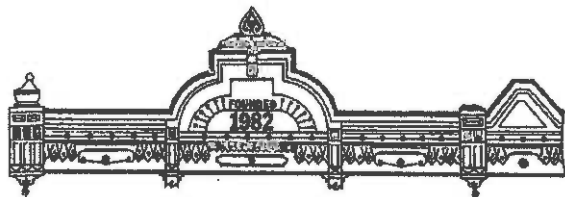
If I may be of any further assistance with this project, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Blane Nansel". The signature is written in a cursive, flowing style.

Blane H. Nansel, RPA  
Cultural Resources Specialist  
Highway Archaeology Program  
(319) 384-0729  
blane-nansel@uiowa.edu

cc: Melissa Clow, Special Projects Administrator, City of Iowa City  
Kent Ellis, District 6, Iowa Department of Transportation



Iowa City  
**Historic Preservation Commission**  
City Hall, 410 E Washington Street, Iowa City, IA. 52240

Matthew Donovan, RPA  
Cultural Resources Project Manager  
Archaeologist / Historian  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

July 26, 2013

Dear Mr. Donovan:

On August 29, 2012, the Iowa City Historic Preservation Commission reviewed the proposed Iowa City Gateway Project to elevate Dubuque Street and reconstruct the Park Road Bridge. The presentation by Engineering Staff included maps, drawings, text and photographs to illustrate the potential effect on historic properties within the project area.

At that meeting, the Commission approved a motion by a vote of 8-0, to send a statement to the Iowa DOT Cultural and Historic Resources Staff and to the State Historic Preservation Office (SHPO) stating that, "The proposed Gateway Project is a needed community improvement. The Commission further found that efforts have been made to avoid and mitigate impacts on historic properties. The Commission found that no historic structures would be directly affected and that the amount of grading on historic properties is acceptable. The Commission is in favor of approval of the project as presented."

In June, 2013, the Commission was asked to rescind that finding. Owners of property adjacent to the project have objected to several aspects of the proposal. On July 11, the Commission received comments from the public and a presentation from Melissa Clow, Special Project Administrator, Iowa City Engineering Division. The Commission deferred action on the issue to a special meeting on July 25.

On July 25, by a vote of 7 for, 1 against and 1 abstention, the Commission voted to forward the following statement: "The Iowa City Historic Preservation Commission finds that the Gateway Project will have no adverse impact on historic structures, and that no historic buildings will be touched. However, the Commission acknowledges that there will be grading effects on the perimeter of historic properties, and that the full extent of the effects will not be known until final plans are drawn. The Commission strongly recommends that:

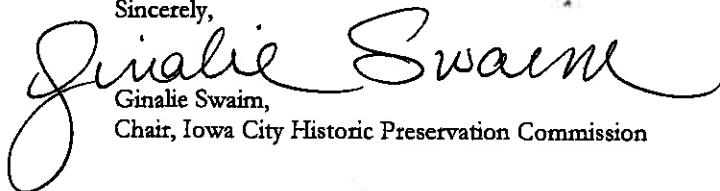
- 1) grading and tree removal on historic properties be minimized by the Engineering Division of the City of Iowa City;
- 2) that drainage issues at 1818 N. Dubuque Street be addressed by the City Engineering Division; and
- 3) that design methods be adopted that would allow a thinner bridge deck, therefore lowering the proposed grade of the Dubuque Street and Park Road intersection.

The Commission recommends that the State Historic Preservation Office be apprised by the City Engineering Division as the design evolves."

The Commission did not choose to rescind its previous letter of August 2012 but to supplement it with the above statement.

If you have any questions regarding the Commission's review please feel free to contact me at [ginalie-swaim@uiowa.edu](mailto:ginalie-swaim@uiowa.edu).

Sincerely,

  
Ginalie Swaim,  
Chair, Iowa City Historic Preservation Commission

Cc: Doug Jones, SHPO  
Dan Higginbottom, SHPO  
Ralph Chirstian, SHPO



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**Appendix C**  
**Public Comments and Responses**

**From:** Keitel, Dennis [<mailto:KeitelDJ@cdmsmith.com>]

**Sent:** Thursday, March 14, 2013 9:39 PM

**To:** Melissa Clow

**Subject:** New Park Road Bridge

I support the City of Iowa City's preferred alternative for these improvements. I especially like the fact that Ridge Road will get a new alignment for connection to Dubuque Street that will keep it out of 500 YR floodplain so we can egress to I-80 during times of high floodwaters.

Dennis J Keitel  
1696 Ridge Road  
Iowa City, IA 52245-1629

**Dennis J Keitel, P.E., BCEE** | Senior Project Manager  
CDM International Inc., a Subsidiary of CDM Smith Inc.  
25 Mai Thi Luu Street, District 1, Ho Chi Minh City, Viet Nam  
Office Phone: +84 (8) 39117066 | Fax: +84 (8) 39117076 | Mobile: +84-90 902-0067  
skype name: dennis.keitel | [keiteldj@cdmsmith.com](mailto:keiteldj@cdmsmith.com) | [www.cdmsmith.com](http://www.cdmsmith.com)

**From:** Hubbard, Peter D [<mailto:peter-hubbard@uiowa.edu>]  
**Sent:** Monday, March 18, 2013 11:34 AM  
**To:** Melissa Clow  
**Subject:** Iowa City Gateway Project

First, let me note that the [www.iowacitygateway.org](http://www.iowacitygateway.org) website had the following statement: “Sign up for potential future email communications by emailing [info@iowacitygateway.org](mailto:info@iowacitygateway.org).” I did so, and I am disappointed that the city has apparently chosen not to communicate (at least with me) using this means.

I fully realize that the realignment of the Park Road-Upper City Park entrance and Templin Road – Park Road Intersections is an afterthought to this project, but as the property owner on the corner of Park Rd and Templin Road, I feel that this project affects my family more directly than most private property owners. The realignment, as displayed in Alternatives B and C, and the hybrid Preferred Alternative, shows an area approximately 40 feet by 60 feet, the width of current Templin Road and the median strip between the street and City Park access road, and ending almost exactly at my driveway, that seems to be no longer attached to City Park. My questions:

- What is the city’s intent for that area?
- What is to become of the current south end of Templin Road? Will it be removed and turned into grassy area?
- Do city or state codes address how street realignments change the relationship between public property and adjacent private property?
- Would the city consider closing or removing the egress point from City Park at the north end of Templin Road? That egress was actually closed for many years in the 1960’s and 70’s, but now people using Templin Road to leave City Park almost always assume that Templin is a one-way street, which it never has been, and people driving on both sides of Templin have been a hazard for cars traveling north on Templin, and especially for children living on the street.

Again, I am the property owner at the corner of Park Rd. and Templin, and I would like to know how the city will regard that area – small in the larger picture, but not small at all in a corner of the world that has been in my family since 1958. Maybe I’m needlessly concerned, but we would not be happy, as I’m sure you can understand, to have additional property added to our lot without our consent and taxed accordingly. Any clarification you can provide will be greatly appreciated.

*Peter D. Hubbard*  
*4 West Park Rd*



**From:** David Sheff [<mailto:DSheff@crmef.org>]  
**Sent:** Wednesday, March 20, 2013 8:28 PM  
**To:** [melissaclow@iowacitygateway.org](mailto:melissaclow@iowacitygateway.org)  
**Subject:** Iowa city gateway

Dear Melissa,

One of the great joys in coming home to Iowa city is the drive into town along Dubuque street. I am pleased to see that the city is aware of this and will not be replacing this drive with a strip mall. That said, alternative B looks to be the best. I am a cyclist and often cycle into town along Dubuque street. I enjoy the current bike path as it draws away from the road. Alternative B would preserve this. It is always possible to put the bike path right up along the traffic, but that is not desirable as traffic is both heavy and fast during the morning and evening rush hours. Alternative B also supports additional paths under and around the park road bridge which would be a great benefit to not only myself but also younger bike riders who currently have to negotiate the rather busy intersection.

David Sheff MD/PhD  
3832 County Down Lane  
North Liberty, IA

**From:** ANTHONY COLBY [<mailto:tonycolby@msn.com>]

**Sent:** Wednesday, March 27, 2013 2:57 PM

**To:** Melissa Clow

**Cc:** Scott McDonough; steve tannen; Jim Harris; [dcummins@practiv.com](mailto:dcummins@practiv.com); [cummins4@gmail.com](mailto:cummins4@gmail.com); Jen Wagner

**Subject:** Dubuque St project

Dear Melissa,

After looking at the side view of the elevations regarding the raising of Dubuque St. I have a few questions.

First. In order for my property to adjoin the sidewalk a large amount of fill will have to be used ON MY PROPERTY, to raise the level my lawn to the sidewalk/street. This 'filling in' would necessarily permanently alter my property—certainly in ways I hadn't anticipated nor would have done. It will certainly alter the character of my property and all of Bella Vista, which has been attractive to its dwellers because of its innate charms and relative seclusion. You once said that the city will not need to purchase or take any of our property for this project. However, by filling in a significant part of the lower hill, the city will have assumed a DE FACTO expropriation of property, one for which, apparently we, the owners, will receive no payment or consideration. I think the nature of this ALTERATION OF OUR PROPERTY assumes legal proportions and needs to be addressed before the project goes forward.

Second. Sound barrier. I saw no indication of any type of sound barrier in the project. Raising the street ten or more feet will certainly bring traffic noise much closer to our houses. I spend a maximum amount of time on my decks during the summer. Any increase in the already exuberant noise level will not be welcomed. I would like to hear if the city will employ any measures for noise abatement.

Third. Privacy. Even with the partially finished sidewalk people enter my property from below, some curious, some lost, some with malicious intent. Last fall a person came through my lower gate, broke down the cedar fence and proceeded next door to the gazebo where furniture was thrown all over and plants destroyed. Worse, as a consequence, I was unaware of the gate being open and my dog, Freddie, ran down to Dubuque St. fortunately to be saved by a homeless man on a bike. Is the city going to erect a fence with gates in it or a similar barrier to prevent people from entering the property? Since the sidewalk will be widened and contiguous with properties to the south and north, there will be a huge increase in pedestrian, bike and presumably motorbike traffic.

There are other issues as well, but these rank high amongst them. In my opinion there are legal issues to be resolved in regard to 1. alteration of existing property, 2. sound invasion and 3. privacy. Perhaps a visit with the city attorney might be advised.

I am cc'ing this to neighbors who well may have other concerns of a similar nature as all of the properties in Bella Vista bordering Dubuque Street will be impacted.

Thanks,

Dr. Tony Colby  
5 Bella Vista Pl  
Iowa City, IA 52245  
319 321 6356

**From:** Feiss, Michael [<mailto:michael-feiss@uiowa.edu>]  
**Sent:** Sunday, March 31, 2013 10:32 AM  
**To:** Melissa Clow  
**Subject:** Park street bridge project.

Dear Reader: I just looked at the map of the planned changes related to the new Park Street Bridge. I live on Brown street and walk across the bridge frequently, so I have a pedestrian's point of view. I really like the plan, and it deals with the major issue for walkers – what to do if you cross Dubuque at the existing light. You either have to walk south on the steep grassy slopes of the frat houses, which has some danger to it, or go north to meet Kimball Road. An alternative to crossing Dubuque Street is to go south on Dubuque until opposite Brown, and then cross 4 lanes without any crosswalk or light. The plan solves that.

I only see one thing missing. If you walk up from central campus on the east side of the river, you get to the Hancher pedestrian bridge, and either have to cross the river or go up the path that leads up to the dorms and the Dey house. I think it would be good for all if the walking path along the river were extended past the fraternities, all the way to park Road. This would not be very disruptive to the two fraternities and would benefit the community, including bikers and walkers.

Sincerely,

Mike Feiss  
603 Brown Street.

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-----Original Message-----

From: Jim [<mailto:jim@prairielights.com>]

Sent: Friday, April 12, 2013 5:01 PM

To: Melissa Clow

Subject: NewDu or the New Raised Dubuque Street

Dear Melissa

I am the owner of 8 Bella Vista Place which fronts Dubuque Street and herein are my questions and concerns:

(1) Noise abatement. Raising the street 10 feet or more will create more noise. Have any studies been made regarding noise levels? Will there be a study?

(2) Will the city erect a wall between the new sidewalk and our hill to the east of the sidewalk? And if so, at what height?

(3) How many trees will be taken out? These trees act as a natural sound barrier.

Yours sincerely

James Harris  
8 Bella Vista Place  
Iowa City

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**From:** Cummins, Daniel P. [mailto:DCummins@pactiv.com]

**Sent:** Friday, April 12, 2013 1:50 PM

**To:** Melissa Clow

**Cc:** George Wagner; Jen Wagner; Jim Harris; Laurie Cummins; "Valérie Rudrauf-Martin"; scott mcdonough; steve tannen; ANTHONY COLBY

**Subject:** Dubuque Street Project - Bella Vista

Melissa

Thank you for replying to Tony's questions and pointing us to the Environmental Assessment (EA) document. There is a lot of information to sort through but it is a useful point of reference.

There are a couple of questions that I hope you can answer:

1. The EA contains significant discussion concerning Dubuque Street but there is very little information concerning Kimball Road. As the owner of 12 Bella Vista, I am concerned about the impact of raising Kimball Rd to meet Dubuque St. Can you provide information on fill, grading, elevations/cross sections, sidewalk access, etc. from the intersection of Kimball/Dubuque and to the east? There is also a creek that comes down the back of Bella Vista and runs under Kimball. What is the environmental impact on that creek?
2. Your note below indicates that there is no fill planned from the new elevated Dubuque St into the properties to the east. In reviewing the cross sectional diagrams for the elevations between 28+50 to 37+50 (Exhibits 4-6.1, 4-6.3) it appears there is a bank from the road down to the adjoining properties. Can you help me understand how this is going to be constructed? Is there a drainage plan in place to insure there is no erosion at the base of the hill and the grade coming off the road?
3. As you know, there are a number of very old trees along Dubuque at the base of the Bella Vista properties. How will these trees be protected during construction and after the road is elevated?
4. We are also concerned about the increase in noise. While the noise modeling in the EA does not predict that noise will exceed the threshold of 67 dBA, Bella Vista is expected to have increases of 6.5% to 12.9% which does seem substantial. While a constructed sound barrier may not be an option there may be alternatives (planting of additional trees, reduction in speed limit, etc) that may help mitigate the noise. Will these be considered in the final design?

Again, thank you for your open approach to working with us to resolve our concerns.

Dan Cummins  
12 Bella Vista Place

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**From:** Karen <sivitzk@mchsi.com>  
**Sent:** Sunday, April 14, 2013 5:20 PM  
**To:** Melissa-Clow@iowa-city.org  
**Subject:** Realignment of Templin Road with Park Road

Hi Melissa,

Here are the reasons we are opposed to the plans to realign the intersection of Templin Road and Park Road:

1. Right now we have cars that drive **by our house**. The realignment has cars negotiating a curve and **heading for our house**.
2. It will be **harder for Templin Residents to exit** onto Park Road. Presently we can get out fairly easily. With the new arrangement we will be right there with four lanes of traffic to contend with (Park Road traffic going west, Park Road turning lane traffic, Park Road traffic going east and Riverside drive traffic).
3. Right now we are separated from the traffic in Upper City Park. This realignment will cause us to be **delayed in entering our street** when a big event is held in the park. Traffic will back up in the park and we will be forced to wait to then enter Templin Road.
4. Many drivers, coming from the park's north entrance to Templin, navigate Templin Road as if it **one way**. Will this new arrangement cause them to have a head-on collision with incoming traffic to both the park and Templin?
5. Right now we have a nice grassy median separating Templin residents from the park. The large **evergreen tree and the deciduous tree** will have to be removed to cut into the median. That evergreen has been there for over 25 years. Save the trees.

Thank you,  
Karen and Bill Sivitz  
517 Templin Road



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**From:** Hubbard, Mary <mary-hubbard@uiowa.edu>  
**Sent:** Sunday, April 14, 2013 10:00 PM  
**To:** melissaclow@iowacitygateway.org  
**Subject:** Southwest fork of the Iowa City Gateway Project

Dear Ms. Clow,

As the property owner at the head of Park Road where the Gateway Project comes to an end, I would like to express concern about the logistics of this whole formulation. Primarily, eastbound and westbound traffic speeds through here now. How are park users (including summer campers) arriving by City Transit supposed to get across the street to the swimming pool without traffic coming to a halt for the 10 to 15 children to cross safely? Pedestrians play roulette to cross Park Rd. at Riverside Dr. as it is. I suggest a sensor traffic/pedestrian light at that intersection even now, before the project.

Problem 2 is the grade of the current Park Rd from the base of City Park hill to the top. If we get snow or ice, 1 in every 5 cars can not make that hill. I know firsthand because I have take many a sled full of sand down Park Road over the years. If you are going to change the lanes, then you need to change to grade.

Every one of the property owners on Templin Street agree that the new plan will cause a choke on traffic turning into the park for major festivities. I don't think the planners properly addressed entry to and egress from City Park's north entry point.

In summation, the Gateway Project at its southwestern terminus is a speedway without consideration of the traffic/pedestrian/recreational nuances of those who frequent the intersection of Park Rd. and Riverside Drive.

Thank you,

Mary Hubbard  
4 W Park Rd  
Iowa City IA 52246

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**From:** Wendy Henrichs <whenrichs5@yahoo.com>  
**Sent:** Sunday, April 14, 2013 10:24 PM  
**To:** melissaclow@iowacitygateway.org  
**Subject:** Templin Road resident

Hello Melissa,

We oppose the realignment of the intersection of Templin Road and Park Road for these reasons:

1. It will be **harder for Templin Residents to exit** onto Park Road. Presently we can get out fairly easily. With the new arrangement we will be right there with four lanes of traffic to contend with (Park Road traffic going west, Park Road turning lane traffic, Park Road traffic going east and Riverside drive traffic).
2. Right now we are separated from the traffic in Upper City Park. This realignment will cause us to be **delayed in entering our street** when a big event is held in the park. Traffic will back up in the park and we will be forced to wait to then enter Templin Road.
3. Many drivers, coming from the park's north entrance to Templin, navigate Templin Road as if it **one way**. Will this new arrangement cause them to have a head-on collision with incoming traffic to both the park and Templin?
4. Right now we have a nice grassy median separating Templin residents from the park. The large **evergreen tree and the deciduous tree** will have to be removed to cut into the median. That evergreen has been there for over 25 years. Save the trees.

Thank you for taking our comments,

Mark and Wendy Henrichs

601 Templin Road

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**From:** Coulter, Joe D [<mailto:joe-coulter@uiowa.edu>]  
**Sent:** Monday, April 15, 2013 12:56 PM  
**To:** Melissa Clow  
**Cc:** Ron Knoche; Rick Fosse  
**Subject:** Jacobsen-Coulter House and property, 1818 N. Dubuque St.

Ms. Clow:

Thank you for the visit last Friday to the Jacobsen-Coulter house and for providing further descriptions of the Iowa City Gateway project raising of North Dubuque Street.

As I have previously communicated to you at the recent Public Hearing, and this past Friday on your visit, I have the following concerns about this project:

The project in the present form "Preferred Alternative" as depicted and described currently on the Iowa City Gateway website <http://icgpreferredalternative.businesscatalyst.com/index.html> is unacceptable for the following reasons/concerns.

The raising/elevation of N. Dubuque Street by 10-15 ft. above the present roadway along and in front of my property at 1818 N. Dubuque Street would:

1. Significantly detract from the aesthetic, historical, and property value of the house, garages, stairway and landscaping of the property;
2. Increase the vehicular and pedestrian traffic and consequent noise, trash and other ecological damage to the house, garden/lawns and other areas of the property, and adjacent properties of the Ball Heights neighborhood;
3. Create a safety hazard to both vehicular and pedestrian traffic, especially in proximity to the garage area in front of the house which would fall sharply to 10-15 ft. below the level of the planned roadway and sidewalk;
4. Result in substantial flooding potential along the front of the property facing N. Dubuque St., and the Foster Road/Bjaysville Lane, especially in the area of the garages, as no provision for storm water drainage from the property, the Foster Road/Bjaysville Lane, the Ridge Road street, and Ball Heights areas are part of the "Preferred Plan";
5. Restrict owner and guest access to the garages, and parking, for the property, and stairway access to the front of the house;
6. Result in dividing the property, with a redirection of Ridge Road, into a northern section with the house and garages, and a small southern section, further increasing vehicular and pedestrian traffic and consequent noise, trash and ecological damage to the area, including Ball Heights;
7. Fails to provide any plan for continued access to City/public services including USPS mail/package delivery, refuse/garbage pick-up/removal, fire protection (hydrant access), gas, water and sewage services.
8. Cause or result in additional concerns as further details of the "Preferred Plan" emerge.

Thank you for hearing some of the issues I presently have with the Iowa City Gateway project raising of N. Dubuque Street.

Joe D. Coulter, Ph.D.

Professor

Community and Behavioral Health

College of Public Health

105 River Street, N414 CPHB

The University of Iowa Phone (319) 384-1478

Iowa City, Iowa 52242 FAX (319) 384-4106

[Joe Dan Coulter](#)

-----Original Message-----

From: steve tannen [<mailto:steve@stevetannen.com>]

Sent: Monday, April 15, 2013 2:14 PM

To: Melissa Clow

Cc: Cummins, Daniel P.; scott mcdonough; ANTHONY COLBY; George Wagner; Jen Wagner; Jim Harris; Laurie Cummins

Subject: Public Comment - Iowa City Gateway Project

Dear Melissa,

Regarding the Iowa City Gateway Project, here are the public comments of some of the residents of Bella Vista Place, Iowa City, IA 52245.

As proposed, this project will have a significant impact on our neighborhood. We live on a secluded bluff over the river. If the level of the street is raised sufficiently, our entire neighborhood ceases to become a bluff, and becomes instead a bunch of rowside houses on one of the busiest streets in the city.

Our quality of life would certainly change due to noise pollution and traffic. With the traffic flow closer and higher, we can't imagine how any sound engineer would have concluded there would be no impact. There will be. There are porches, decks and gazebos on that land – it is part of our life. The kids play on that land above the river. As proposed, our land would in some instances be almost streetside.

Obviously our property values would drop significantly if this were the case. That's not good for us, or for Iowa City, or for anybody.

The bluff of Bella Vista is beautiful. It adds to the value of Iowa City.

We urge you not to demolish this gem in a short sighted attempt to "beautify" or accommodate anything. The road you are proposing should stay off our bluff – it doesn't need to come up at that point.

We also don't want a manicured walkway where there is now old growth forest. Why not make the walkway on the other side of the river?

Wouldn't that be more pleasant for the pedestrians, safer with heavy traffic, and also not take away a major feature of beauty in Iowa City?

The several properties that abut Dubuque have many trees that will be at risk if you fill in, raise, or otherwise encroach, including several protected trees. If you alter this area, we don't believe you can say with candor there will be "no significant impact." Some of the trees will die, and you can't say which ones. It is a hundred years or more of growth. You won't be able to replace it ever again.

The character of Iowa City is at stake with Bella Vista. We believe you can find a way around this small area that is an essential element of the beauty of our city.

Sincerely,

Steve Tannen and Deb Talan (6 Bella Vista Place, Iowa City, 310-913-5061) Dr. Tony Colby (5 Bella Vista Place, Iowa City, 319-321-6356) Dan and Laurie Cummins (12 Bella Vista Place, Iowa City 847-533-8202) Scott and Lisa McDonough (10 Bella Vista Place, Iowa City 319-631-0405) James Harris (8 Bella Vista Place, Iowa City 319-594-0016)



-----Original Message-----

From: Bruce P. Ayati [<mailto:bruce.ayati@gmail.com>]

Sent: Thursday, April 04, 2013 5:29 PM

To: melissaclow@iowacitygateway.org

Subject: Gateway project input

Dear Melissa,

I have two questions/concerns about the Gateway Project.

1) Can you clarify what sorts of road noise mitigation efforts, if any, are planned to help reduce the impact of the project for those of us who live along the affected routes?

2) The Park Ave. bridge over the Iowa River is the centerpiece of the Gateway Project, so much so that it is incorporated into the logo for the project. The new bridge will sit near architecturally important University of Iowa buildings on the west bank, and historically important homes and buildings on the east bank (including my own home).

Yet the current design of the bridge does not differ aesthetically from a highway overpass. Is any thought being given to having the "gateway"

to our beautiful city truly indicate that one is entering the heart of the city and the UI campus?

Thanks,

Bruce P. Ayati, Homeowner

821 N. Linn St.

Iowa City, IA 52245

**DOCUMENT NAME: IC Gateway Environmental Assessment**

**DOCUMENT DATE: Comments Received from Public during Comment Period, March 13 through April 15, 2013**

**DOCUMENT VERSION: Environmental Assessment for Public Review**

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | METHOD | DATE      | COMMENTS      | RESPONSE                                                                                                                                                                                                |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   | Support of the Preferred Alternative.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Email  | 3/14/2013 | Dennis Keitel | Comment noted.                                                                                                                                                                                          |
|   | Templin Road realignment:<br><ol style="list-style-type: none"><li>1. What is the city's intent for that area to be vacated by the City?</li><li>2. What is to become of the current south end of Templin Road? Will it be removed and turned into grassy area?</li><li>3. Do city or state codes address how street realignments change the relationship between public property and adjacent private property?</li><li>4. Would the city consider closing or removing the egress point from City Park at the north end of Templin Road? That egress was actually closed for many years in the 1960's and 70's, but now people using Templin Road to leave City Park almost always assume that Templin is a one-way street, which it never has been, and people driving on both sides of Templin have been a hazard for cars traveling north on Templin, and especially for children living on the street.</li><li>5. We would not be happy to have additional property added to our lot without our consent and taxed accordingly.</li></ol> | Email  | 3/18/2013 | Peter Hubbard | As design progresses with this project, the City will be in direct contact with the homeowner to discuss the disposition of the current Templin Road ROW and City Park property proposed to be vacated. |
|   | Support for Alternative B and preservation of bike path into Terrell Mill Park and away from Dubuque Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Email  | 3/20/2013 | David Sheff   | Comment noted.                                                                                                                                                                                          |

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|  | <ol style="list-style-type: none"> <li>1. In order for my property to adjoin the sidewalk a large amount of fill would permanently alter the character of my property and the entire Bella Vista neighborhood. By filling in a significant part of the lower hill, the city will have assumed a DE FACTO expropriation of property, for which the owners, will receive no payment or consideration. The nature of this alteration assumes legal proportions and needs to be addressed before the project goes forward.</li> <li>2. I saw no indication of any type of sound barrier in the project. Raising the street ten or more feet will certainly bring traffic noise much closer to our houses. I would like to hear if the city will employ any measures for noise abatement.</li> <li>3. The addition of a sidewalk on the east side of Dubuque Street will give people greater access to my property. Is the city going to erect a fence with gates in it or a similar barrier to prevent people from entering the property?</li> <li>4. In my opinion there are legal issues to be resolved in regard to 1. alteration of existing property, 2. sound invasion and 3. privacy. Perhaps a visit with the city attorney might be advised.</li> </ol> | Email | 3/27/2013 | Anthony Colby | <ol style="list-style-type: none"> <li>1. The City will have to place fill on properties to raise the grade of Dubuque Street. It is not anticipated that additional right-of-way will need to be purchased, but temporary construction easements will be paid for and we will work with the City Attorney's office to come to an agreement during the final design process. We are currently working with the consultant to develop some renderings so that you can see what the project will look like when it is complete.</li> <li>2. According to the noise analysis completed for the project, the property at 5 Bella Vista Place will experience a noise level approaching the NAC for hourly weighted sound level decibels. According to Iowa DOT noise policy, the potential increase in noise levels at this property does not constitute a "substantial increase" from existing noise levels. Additionally, due to the topography, line-of-sight, and length requirements, it is not possible to design feasible and reasonable permanent noise mitigation walls or barriers at this location.</li> <li>3. The City will not be erecting a fence or gates to prevent people from entering your property. The decision to erect a fence on your property with a gate will be your responsibility if you find it to be necessary. The addition of this sidewalk will create a safer way for students at Mayflower to get to/from campus using a signalized intersection and provides a much needed pedestrian connection to City Park for neighborhoods on the east side of Dubuque Street.</li> </ol> |
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|  | <p>I really like the plan, and it deals with the major issue for walkers. I only see one thing missing. If you walk up from central campus on the east side of the river, you get to the Hancher pedestrian bridge, and either have to cross the river or go up the path that leads up to the dorms and the Dey house. I think it would be good for all if the walking path along the river were extended past the fraternities, all the way to park Road. This would not be very disruptive to the two fraternities and would benefit the community, including bikers and walkers.</p>                                                                                                                                                                                                                                                               | Email | 3/31/2013  | Michael Feiss | <p>Thank you for your comment. The extension of the Iowa River Corridor Trail on the east bank of the Iowa River from the Hancher Pedestrian Bridge to the Park Road Bridge is not part of this project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|  | <ol style="list-style-type: none"> <li>1. Can you clarify what sorts of road noise mitigation efforts, if any, are planned to help reduce the impact of the project for those of us who live along the affected routes?</li> <li>2. The Park Ave. bridge over the Iowa River is the centerpiece of the Gateway Project, so much so that it is incorporated into the logo for the project. The new bridge will sit near architecturally important University of Iowa buildings on the west bank, and historically important homes and buildings on the east bank (including my own home). Yet the current design of the bridge does not differ aesthetically from a highway overpass. Is any thought being given to having the "gateway" to our beautiful city truly indicate that one is entering the heart of the city and the UI campus?</li> </ol> | Email | 04/04/2013 | Bruce Ayati   | <ol style="list-style-type: none"> <li>1. Due to existing line-of-sight and topography, it is not possible to design feasible and reasonable permanent noise mitigation walls nor, would it be something that the residents would want. We will be addressing noise issues in our design with landscaping and pavement studies (i.e. asphalt is typically more quiet than concrete). During construction, we will provide notice when louder activities will be taking place, identify sensitive areas where construction noise should be limited and limit working hours to daytime as much as possible. Maintaining good coordination between the contractor, City staff &amp; the property owners will need to take place as well.</li> <li>2. Although we are proceeding with a girder design bridge, there are many aesthetic features that will be added to make it a true gateway to the City. We anticipate using pedestrian bump-outs, special lighting and more to make it so. The City has been working closely with the University to create a complimentary design with the new Hancher Auditorium and is currently working on rendering that depict the new bridge with the new Hancher and surrounding properties.</li> </ol> |



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|  | <p>1. The EA contains significant discussion concerning Dubuque Street but there is very little information concerning Kimball Road. Can you provide information on fill, grading, elevations/cross sections, sidewalk access, etc. from the intersection of Kimball/Dubuque and to the east? There is also a creek that comes down the back of Bella Vista and runs under Kimball. What is the environmental impact on that creek?</p> <p>2. Your note below indicates that there is no fill planned from the new elevated Dubuque St into the properties to the east. In reviewing the cross sectional diagrams for the elevations between 28+50 to 37+50 (Exhibits 4-6.1, 4-6.3) it appears there is a bank from the road down to the adjoining properties. Can you help me understand how this is going to be constructed? Is there a drainage plan in place to insure there is no erosion at the base of the hill and the grade coming off the road?</p> <p>3. As you know, there are a number of very old trees along Dubuque at the base of the Bella Vista properties. How will these trees be protected during construction and after the road is elevated?</p> <p>4. We are also concerned about the increase in noise. While the noise modeling in the EA does not predict that noise will exceed the threshold of 67 dBA, Bella Vista is expected to have increases of 6.5% to 12.9% which does seem substantial. While a constructed sound barrier may not be an option there may be alternatives (planting of additional trees, reduction in speed limit, etc) that may help mitigate the noise. Will these be considered in the final design?</p> | Email | 04/12/2013 | Dan Cummins | <p>1. Kimball Road will be elevated meet the elevation of Dubuque Street to maintain access during high water events. We do not have specific elevations or cross-sections at this time. We will be maintaining sidewalk access as it is now along Kimball. Improvements will extend east to Gilbert in order to improve the existing culvert at that intersection and poor drainage conditions. It is not known yet if we will maintain the open drainage or if the design will lend itself to constructing a culvert to Dubuque Street.</p> <p>2. The City anticipates having to place fill on the properties, but this does not mean that we will have to purchase property to do so. These construction activities are typically addressed with a temporary construction easement. Once the impact is known, we will work with the City Attorney's Office for appraisals and agreements. Our design will analyze the two options of grading down to meet adjoining grade as quickly as possible (this would likely require a retaining wall) or grading out to maintain a steady grade to drain rainfall runoff to Dubuque Street as it does now. A drainage plan will be central to our final design.</p> <p>3. The City is working in coordination with Project GREEN as well as the consultant landscape architecture staff. Project GREEN has worked in the Dubuque Street corridor previously and all parties are well aware of our priority to maintain the unique, natural look &amp; feel of the corridor as it appears today. We have completed a tree inventory and are aware of the quality trees that exist in your neighborhood. As we move through final design, we will take these trees into consideration.</p> <p>4. Noise mitigation efforts will be explored during final design. We have discussed using asphalt instead of concrete because it creates a smoother, quieter roadway. We will look into some new "quiet" concrete technologies as well.</p> |
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|  | <p>(1) Noise abatement. Raising the street 10 feet or more will create more noise. Have any studies been made regarding noise levels? Will there be a study?</p> <p>(2) Will the city erect a wall between the new sidewalk and our hill to the east of the sidewalk?</p> <p>And if so, at what height?</p> <p>(3) How many trees will be taken out? These trees act as a natural sound barrier.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Email | 04/12/2013 | Jim Harris          | <p>1. A noise study has been done. You can find the results in Section 5.4.1 of the Environmental Assessment, pages 52-55. <a href="http://icgpreferredalternative.businesscatalyst.com/ea-document.html">http://icgpreferredalternative.businesscatalyst.com/ea-document.html</a></p> <p>2. The City will not be erecting a wall between the new sidewalk and your property.</p> <p>3. We will know more about the number of trees being removed as we get into final design. We will also be proceeding with a new landscape design and will share all of this information with you once it is available.</p> |
|  | <p>We oppose the realignment of Templin Road and Park Road intersection for the following reasons:</p> <ol style="list-style-type: none"> <li>1. It will be harder for Templin Residents to exit onto Park Road.</li> <li>2. Right now we are separated from the traffic in Upper City Park. This realignment will cause us to be delayed in entering our street when a big event is held in the park.</li> <li>3. Many drivers, coming from the park's north entrance to Templin, navigate Templin Road as if it one way. Will this new arrangement cause them to have a head-on collision with incoming traffic to both the park and Templin?</li> <li>4. Right now we have nice grassy median separating Templin residents from the park. The large evergreen tree and the deciduous tree will have to be removed to cut into the median. That evergreen has been there for over 25 years. Save the trees.</li> </ol> | Email | 4/14/2013  | Mark/Wendy Henrichs | <p>As design progresses, the City of Iowa City will coordinate directly with Templin Road residents regarding the proposed realignment of Templin Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|  | <p>Raising Dubuque Street creates the following concerns about the project:</p> <ol style="list-style-type: none"> <li>1. Significantly detract from the aesthetic, historical, and property value of the house, garages, stairway and landscaping of my property;</li> <li>2. Increase the vehicular and pedestrian traffic and consequent noise, trash and other ecological damage to the house, garden/lawns and other areas of the property, and adjacent properties of the Ball Heights neighborhood;</li> <li>3. Create a safety hazard to both vehicular and pedestrian traffic , especially in proximity to the garage area in front of the house which would fall sharply to 10-15 ft. below the level of the planned roadway and sidewalk;</li> <li>4. Result in substantial flooding potential along the front of the property facing N. Dubuque St., and the Foster Road/Bjaysville Lane, especially in the area of the garages, as no provision for storm water drainage from the property, the Foster Road/Bjaysville Lane, the Ridge Road street, and Ball Heights areas are part of the "Preferred Plan";</li> <li>5. Restrict owner and guest access to the garages, and parking, for the property, and stairway access to the front of the house;</li> <li>6. Result in dividing the property, with a redirection of Ridge Road, into a northern section with the house and garages, and a small southern section, further increasing vehicular and pedestrian traffic and consequent noise, trash and ecological damage to the area, including Ball Heights;</li> <li>7. Fails to provide any plan for continued access to City/public services including USPS mail/package delivery, refuse/garbage pick-up/removal, fire protection (hydrant access), gas, water and sewage services.</li> <li>8.Cause or result in additional concerns as further details of the "Preferred Plan" emerge.</li> </ol> | Email | 4/15/2013 | Joe Coulter | <ol style="list-style-type: none"> <li>1. The City of Iowa City has consulted with the Iowa City Historic Preservation Commission and the State Historic Preservation Office on potential impacts to the property at 1818 N. Dubuque Street. Both entities concurred with the proposed impact minimization measures. The City will continue to work with the property owner as design progresses to address further concerns.</li> <li>2. 2 -8 As design progresses, the City will coordinate and work with the property owner to minimize or reduce property impacts, especially as it relates to storm water drainage, vehicular and pedestrian safety, property access property acquisition/easement and public/utility services.</li> </ol> |
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|  | <p>Regarding Templin Road:<br/>Existing traffic on Park Road speeds through this area now. How are park users (including summer campers) arriving by City Transit supposed to get across the street to the swimming pool without traffic coming to a halt for the 10 to 15 children to cross safely? Pedestrians play roulette to cross Park Rd. at Riverside Dr. as it is. I suggest a sensor traffic/pedestrian light at that intersection even now, before the project.</p> <p>Problem 2 is the grade of the current Park Rd from the base of City Park hill to the top. If we get snow or ice, 1 in every 5 cars cannot make that hill. I know firsthand because I have taken many a sled full of sand down Park Road over the years. If you are going to change the lanes, then you need to change to grade.</p> <p>Every one of the property owners on Templin Street agree that the new plan will cause a choke on traffic turning into the park for major festivities. I don't think the planners properly addressed entry to and egress from City Park's north entry point.</p> | Email | 4/14/2013 | Mary Hubbard | <p>At this time, the Riverside Drive/Park Road intersection is proposed to be a 4-way stop controlled intersection. Pedestrian accommodations will be included at this intersection, including a crosswalk. The City will work with Templin Road residents to incorporate additional pedestrian and traffic accommodations as design progresses.</p> <p>The grade on Park Road adjacent to Lower City Park will be elevated to accommodate an elevated Park Road Bridge.</p> |
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| <p>We oppose plans to realign the Templin Road and Park Road intersections for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Right now we have cars that drive by our house. The realignment has cars negotiating a curve and heading for our house.</li> <li>2. It will be harder for Templin Residents to exit onto Park Road. Presently we can get out fairly easily. With the new arrangement we will be right there with four lanes of traffic to contend with (Park Road traffic going west, Park Road turning lane traffic, Park Road traffic going east and Riverside drive traffic).</li> <li>3. Right now we are separated from the traffic in Upper City Park. This realignment will cause us to be delayed in entering our street when a big event is held in the park. Traffic will back up in the park and we will be forced to wait to then enter Templin Road.</li> <li>4. Many drivers, coming from the park's north entrance to Templin, navigate Templin Road as if it one way. Will this new arrangement cause them to have a head-on collision with incoming traffic to both the park and Templin?</li> <li>5. Right now we have nice grassy median separating Templin residents from the park. The large evergreen tree and the deciduous tree will have to be removed to cut into the median. That evergreen has been there for over 25 years. Save the trees.</li> </ol> | Email | 4/14/2013 | Karen and Bill Sivitz | The City will coordinate with Templin Road residents to incorporate pedestrian and traffic accommodations as design progresses. |
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| <p>As proposed, this project will have a significant impact on our neighborhood. We live on a secluded bluff over the river. If the level of the street is raised sufficiently, our entire neighborhood ceases to become a bluff, and becomes instead a bunch of rowside houses on one of the busiest streets in the city. Our quality of life would certainly change due to noise pollution and traffic. With the traffic flow closer and higher, we can't imagine how any sound engineer would have concluded there would be no impact. There will be. There are porches, decks and gazebos on that land – it is part of our life. The kids play on that land above the river.</p> <p>As proposed, our land would in some instances be almost streetside. Obviously our property values would drop significantly if this were the case. That's not good for us, or for Iowa City, or for anybody.</p> <p>We urge you not to demolish this gem in a short sighted attempt to "beautify" or accommodate anything. The road you are proposing should stay off our bluff – it doesn't need to come up at that point.</p> <p>We also don't want a manicured walkway where there is now old growth forest. Why not make the walkway on the other side of the river? Wouldn't that be more pleasant for the pedestrians, safer with heavy traffic, and also not take away a major feature of beauty in Iowa City? The several properties that abut Dubuque have many trees that will be at risk if you fill in, raise, or otherwise encroach, including several protected trees. If you alter this area, we don't believe you can say with candor there will be "no significant impact." Some of the trees will die, and you can't say which ones. It is a hundred years or more of growth. You won't be able to replace it ever again.</p> | Email | 4/15/2013 | Bella Vista neighborhood residents via Steve Tannen | <p>Your concern is understood and as we move into final design, we will do so with the intent of mitigating impact to the adjacent properties as much as possible. I assure you that one of the City's highest priorities is maintaining the unique and natural appeal that is the Dubuque Street corridor. It is not our intention to create a "manicured" look along the roadway. We will be consulting with the City Forestry Department, Project GREEN and the landscape architects on staff with our consultant to determine how to best design around and protect high quality, mature trees.</p> <p>According to Johnson County contour elevation data, homes in the Bella Vista neighborhood sit approximately 40 feet to over 50 feet above the Dubuque Street pavement. The proposed project will elevate Dubuque Street in the vicinity of the Park Road Bridge approximately 9 to 10 feet above its current elevation. As a result, the surface of Dubuque Street will lie approximately 30 to 40 feet below the homes in the Bella Vista neighborhood.</p> <p>Once final design has begun, it will be possible to discuss the specifics of how your properties are impacted. We will be exploring numerous design options in order to minimize these impacts (noise aesthetics, grading, etc.) during construction as well as after the project is complete. You are all welcome to contact me at any time with additional comments and questions.</p> |
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**DOCUMENT NAME: IC Gateway Environmental Assessment**

**DOCUMENT DATE: Comments Received from Public After the Close of the EA Comment Period (after April 15, 2013)**

**DOCUMENT VERSION: Environmental Assessment for Public Review**

| # | COMMENT SUMMARY                                                                                                                                                                                            | METHOD                                                     | DATE         | COMMENTS                             | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|   | 1. In other words - somewhere between 10 and 15 feet of bluffs and huge numbers of old-growth trees and (and their amazingly beautiful tall canopies) have a very good chance of being entirely destroyed. | Email to Matt Donovan, Iowa DOT Cultural Resources Section | May 30, 2013 | Bella Vista Neighborhood Association | 1. The proposed elevation of Dubuque Street and associated potential impacts along the Bella Vista bluff are based on conceptual design that represents a maximum footprint for impacts plus a 10-foot temporary easement for construction activities. Potential impacts cannot fall outside of this footprint and will potentially fall within a smaller footprint based on refinements as greater design detail becomes available. It is likely that some trees and undergrowth on the Bella Vista bluff will be impacted. The City of Iowa City recognizes the unique qualities of the Dubuque Street corridor. The City will seek to minimize grading and impacts to mature, high-quality trees to the extent possible. Any removed trees will be replaced as required by the City of Iowa City Code's Landscape and Tree Standards. |

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | METHOD                                                     | DATE         | COMMENTER                            | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|   | <p>2. The new height of the road means the homes now essentially will look like row-houses sitting alongside an elevated Dubuque Street. And the view from Bella Vista looking west? There is a 100% chance that we will all have a prime view of the new and improved road - and that the river view will be taken away.</p> <p>3. Move the elevation up an additional 3 feet ABOVE the street sign and Number 12 is now simply an incredibly beautiful historic home that used to sit on a bluff but now sits at the intersection of two busy roads.</p> | Email to Matt Donovan, Iowa DOT Cultural Resources Section | May 30, 2013 | Bella Vista Neighborhood Association | <p>2. According to analyses based on conceptual design, the homes on Bella Vista will sit a minimum 30 to 50 above an elevated Dubuque Street. The homes will also continue to be setback from the roadway 135 to 230 feet. The homes will continue to be buffered from Dubuque with existing trees, undergrowth and the bluff. The river viewshed will remain viewable and generally unchanged from the properties on the bluff.</p> <p>3. Kimball Road will likely be elevated 8-10 feet at the Dubuque Street intersection, with elevations decreasing traveling east on Kimball. The home at 12 Bella Vista will remain approximately 30-plus feet above the intersection and set back more than 100 feet from Kimball Road. The home will continue to be buffered from the intersection with existing trees, undergrowth, and the bluff.</p> |



| # | COMMENT SUMMARY                                                                                                                     | METHOD                                                                    | DATE                | COMMENTS                                    | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|   | <p>4. To make this patently clear: the first time we met as a group with the engineers involved with the project was LAST WEEK.</p> | <p>Email to Matt Donovan, Iowa DOT Cultural Resources Section (cont.)</p> | <p>May 30, 2013</p> | <p>Bella Vista Neighborhood Association</p> | <p>4. A synopsis of direct meetings with the members of the Bella Vista Neighborhood Association includes the following:</p> <p>Feb. 23, 2011 – Melissa Clow (City of Iowa City) met with Tony Colby at his home at 5 Bella Vista to discuss the project and see the property.</p> <p>April 6, 2011 – A Bella Vista Neighborhood meeting was held at 10 and 12 Bella Vista. The owners of those homes, representing the Bella Vista Neighborhood Association attended, along with City and Consultant representatives. Potential impacts to the properties were not known at that time as a preferred alternative had not been selected.</p> <p>May 23, 2013 – In response to this letter, The City Manager, City Planner, and City Engineer and Special Projects Administrator met with Bella Vista residents to discuss the project. Seven Bella Vista residents attended.</p> <p>Additionally, The City has held two public meetings, a drop-in center, and public hearing, all of which was advertised in the community. Project information has been available on the project website. City staff have been available for questions and the opportunity to provide comments has been ongoing throughout the process.</p> |

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | METHOD                                                             | DATE          | COMMENTS    | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|   | <ol style="list-style-type: none"> <li>1. Raising Dubuque Street by 10 to 15 feet directly in front of the stone garage at 1818 N. Dubuque Street will obstruct the view of the property from Dubuque Street, as well as access to, and use of, the garages and the stairway leading to the front of the house.</li> <li>2. The Preferred Alternative plans also propose to close the Ridge Road intersection with Dubuque Street in front of the Englert-Ball-Pownall House.</li> </ol> | Letter to City of Iowa City Historic Preservation Commission (HPC) | June 10, 2013 | Joe Coulter | <ol style="list-style-type: none"> <li>1. The City is proposing to elevate Dubuque Street in front of the property at 1818 Dubuque Street approximately 7-10 feet while the roadway will be moved westward, an additional 15-20 feet further away from the stone garages. Access will be provided via a new driveway south of the existing driveway. Use of the stone garages as well as the modern garage on the property will not be impacted. Similarly, the stairway leading to the house will not be impacted by the proposed project. Views of the home and garage from the roadway will be altered due to the new elevation of the roadway. However, both house and garage will be still be visible from the roadway.</li> <li>2. The City is proposing to relocate, not close, the Ridge Road intersection to the north to better align the roadway elevations on both Ridge Road and Dubuque Street. The Englert-Ball-Pownall house will have access maintained by converting the existing Ridge Road alignment to a private driveway that connects to the relocated intersection. The relocated intersection will require the acquisition of less than 0.1 acres of property from 1818 N. Dubuque Street.</li> </ol> |

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                               | METHOD                                                                     | DATE          | COMMENTER                                                          | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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|   | 3. All of the Project GREEN plantings and landscaping along North Dubuque Street will either be buried or destroyed by the elevation of Dubuque Street.                                                                                                                                                                                                                                       | Letter to City of Iowa City Historic Preservation Commission (HPC) (cont.) | June 10, 2013 | Joe Coulter                                                        | 3. Any Project GREEN plantings impacted by the proposed project will be replaced with similar plantings. The City of Iowa City has engaged Project Green representatives from the outset of the project in order to maintain the existing natural look and feel of the Dubuque Street Corridor.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|   | 1. Therefore, we as members of the historic Northside neighborhood and Dubuque Street properties formally and respectfully request that the Commission immediately rescind their earlier approval of this project with both a letter to the City Council of Iowa City and to Matt Donovan, historian and archaeologist with the State DOT, to whom the Commission sent their initial approval | Letter to Chairwoman Ginalie Swaim and the Iowa City Historic Commission   | July 2, 2013  | Jennifer Seter Wagner, Dan Cummins and other Bella Vista residents | 1. At a special meeting of the Commission on Thursday, July 25, 2013, the following motion was approved by a vote of 7 for, 1 against, and 1 abstention:<br>"The Iowa City Historic Preservation Commission finds that the Gateway Project will have no adverse impact on historic structures, and that no historic buildings will be touched. However, the Commission acknowledges that there will be grading effects on the perimeter of historic properties, and that the full extent of the effects will not be known until final plans are drawn. The Commission strongly recommends that:<br>1) grading and tree removal on historic properties be minimized by the Engineering Division of the City of Iowa City;<br>2) that drainage issues at 1818 N. Dubuque Street be addressed by the Division; and<br>3) that design methods be adopted that would allow a thinner bridge deck, therefore lowering the proposed grade of the Dubuque Street and Park Road intersection.<br>The Commission recommends that the State Historic Preservation Office be apprised by the Division as the design evolves." |

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | METHOD                           | DATE           | COMMENTS                                          | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|   | <ol style="list-style-type: none"> <li>1. Can you provide information on fill, grading, elevations/cross sections, sidewalk access, etc. from the intersection of Kimball/Dubuque and to the east?</li> <li>2. There is also a creek that comes down the back of Bella Vista and runs under Kimball. What is the environmental impact on that creek?</li> <li>3. Is there a drainage plan in place to ensure there is no erosion at the base of the hill and grade coming off the road?</li> <li>4. Will additional alternatives that may help mitigate noise be considered in final design?</li> </ol> | Email to City of Iowa City Staff | April 12, 2013 | Dan Cummins                                       | <ol style="list-style-type: none"> <li>1. Detailed design on the proposed project will not begin until after the project has received a FONSI from the FHWA. Conceptual design information has been provided in the Environmental Assessment.</li> <li>2. The unnamed creek along Kimball Road will likely experience temporary fill impacts related to culvert reconstruction where the creek passes under Dubuque Street.</li> <li>3. Detailed drainage design plans will be available as the project progresses into final design.</li> <li>4. The City will investigate alternative pavement types that may reduce noise.</li> </ol> |
|   | <ol style="list-style-type: none"> <li>1. Is there a summary of all the comments received via email and also in the public meeting?</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Email to City of Iowa City Staff | April 28, 2013 | Dan Cummins                                       | <ol style="list-style-type: none"> <li>1. Yes, all comments received via email and in writing are available for viewing at <a href="http://www.iowacitygateway.org">www.iowacitygateway.org</a>.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                              |
|   | <ol style="list-style-type: none"> <li>1. Who is in charge of approving or rejecting the plans at this point?</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Email to City of Iowa City Staff | May 3, 2013    | Steve Tannen                                      | <ol style="list-style-type: none"> <li>1. The Iowa Department of Transportation and Federal Highway Administration are the signatories of the FONSI.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|   | <ol style="list-style-type: none"> <li>1. We are not saying that anyone deliberately misled us, but we are saying we weren't allowed an opportunity to contribute to civic dialogue.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                         | Email to City of Iowa City Staff | May 13, 2013   | James Harris/Bella Vista Neighborhood Association | <ol style="list-style-type: none"> <li>1. Multiple opportunities have been provided for citizens to provide input regarding the proposed project. The City has hosted two public meetings, a drop-in center, and public hearing. Project information has been available on the project website. City staff have been available for questions and the opportunity to provide oral and written comments have been provided throughout the process</li> </ol>                                                                                                                                                                               |

| # | COMMENT SUMMARY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | METHOD                                             | DATE          | COMMENTS    | RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|   | <ol style="list-style-type: none"> <li>1. Can you clarify the distance Dubuque Street will be shifted to the west between Brown and Kimball?</li> <li>2. Can you clarify the Kimball Street elevations from Dubuque Street to Gilbert? Also please specify the sidewalk and grading options for Kimball now that you have walked the property with Tony Colby.</li> <li>3. Concerning the noise levels and the measurements included in the EA. Did those measures consider the potential impact of having less tree cover than currently exists?</li> <li>4. Have you considered in your design the potential of a multi-elevation Dubuque Street with a high elevation closer to the river (west) then a green space and then a lower elevation on the east...while not ideal it would minimize the impact to the bluffs on the east?</li> </ol> | Email to City of Iowa City Staff                   | May 29, 2013  | Dan Cummins | <ol style="list-style-type: none"> <li>1. Conceptual plans move Dubuque Street approximately 3 feet west of its current location between Brown and Kimball.</li> <li>2. Kimball Road will likely be elevated 8-10 feet at the Dubuque Street intersection, with elevations decreasing as the roadway moves east. Kimball Road will be rejoin its existing elevation prior to reaching the Gilbert Street intersection.</li> <li>3. Yes. The completed noise analysis modeled the Bella Vista hillside as a grass hill with no trees to provide a worst-case noise scenario. Those results are presented in the EA</li> <li>4. A multi-elevation Dubuque was considered and dismissed as a conceptual alternative due to pedestrian and bicycle access issues across Dubuque Street, constructability issues, and maintenance/snow clearance issues.</li> </ol> |
|   | <ol style="list-style-type: none"> <li>1. The above reference is potential significant factual inaccuracy. The Sanders Quarry is located at the intersection of Dubuque Street and Kimball Road.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Email to Matt Donovan, Iowa DOT Cultural Resources | July 22, 2013 | Dan Cummins | <ol style="list-style-type: none"> <li>1. The Euclid Sanders Quarry, as described in the archeological investigation prepared for this project, is located approximately 200 north of the Dubuque Street and Kimball Road intersection and extends northward to the vicinity of Mayflower Residence Hall. The Euclid Sanders Quarry historic period site, as described in the archeological report, does not include the property at 12 Bella Vista or any other Bella Vista property.</li> </ol>                                                                                                                                                                                                                                                                                                                                                              |