PLANNING AND ZONING COMMISSION

Thursday, February 18, 2021
Electronic Formal Meeting – 7:00 PM
Zoom Meeting Platform

Electronic Meeting
(Pursuant to Iowa Code section 21.8)

An electronic meeting is being held because a meeting in person is impossible or impractical due to concerns for the health and safety of Commission members, staff and the public presented by COVID-19.

You can participate in the meeting and can comment on an agenda item by going to: https://zoom.us/meeting/register/tJYvcOyhqTwjGtCqO1QzNumjQLM7KKB8Nm60 to visit the Zoom meeting's registration page and submitting the required information. Once approved, you will receive an email message with a link to join the meeting. If you are asked for a meeting or webinar ID, enter the ID number found in the email. If you have no computer or smartphone, or a computer without a microphone, you can call in by phone by dialing (312) 626-6799 and entering the meeting ID 922 7597 7904 when prompted. Providing comment in person is not an option.

Agenda:

1. Call to Order

2. Roll Call

3. Public Discussion of Any Item Not on the Agenda

Development Items

4. **Case Nos. ANN20-0002 and REZ20-0012**
   Applicant: MMS Consultants on behalf of the University of Iowa
   Location: 1360 Melrose Avenue

   An application submitted for an annexation of 3.61 acres of land currently in the City of University Heights and a rezoning of 6.12 acres of land from University Heights Commercial (C) and Institutional Public (P-2) to Institutional Public (P-2) and Medium Density Multi-Family Residential (RM-20) with a Planned Development Overlay (OPD/RM-20/P-2).

5. **Case No. REZ20-0016**
   Applicant: Axiom Consultants
   Location: South of Scott Blvd and West of 1st Avenue, Adjacent to Hickory Hill Park

   An application for a rezoning of approximately 48.75 acres of land from Interim Development Single-Family (ID-RS) to Low Density Single-Family with a Planned Development Overlay (OPD/RS-5).

6. Consideration of Meeting Minutes: January 21, 2021

7. Planning & Zoning Information

8. Adjournment

If you will need disability-related accommodations to participate in this meeting, please contact Anne Russett, Urban Planning, at 319-356-5251 or anne-russett@iowa-city.org. Early requests are strongly encouraged to allow sufficient time to meet your access needs.

Upcoming Planning & Zoning Commission Meetings
Formal: March 4 / March 18 / April 1
Informal: Scheduled as needed.

STAFF REPORT

To: Planning & Zoning Commission

Prepared by: Ray Heitner, Associate Planner & Anne Russett, Senior Planner

Item: ANN20-0002 & REZ20-0012

Date: February 18, 2021

GENERAL INFORMATION:

Applicant:

MMS Consultants
1917 S. Gilbert St.
Iowa City, IA 52240
319-351-8282
l.sexton@mmsconsultants.net

Contact Person:

Ben Logsdon
Focus Development Co
319-512-5110
benl@focusdevco.com

Property Owner:

Board of Regents State of Iowa for the Use & Benefit of the University of Iowa

Requested Action:

Annexation and Rezoning

Purpose:

Annexation of 3.61 acres of land currently in University Heights and a rezoning of 6.12 acres from Institutional Public (P-2) and University Heights Commercial (C) to Institutional Public (P-2), Medium Density Multi-Family Residential (RM-20) with a Planned Development Overlay (OPD/RM-20/P-2)

Location:

1360 Melrose Ave.

Location Map:

Size:

Annexation: 3.61 acres

	Rezoning: 6.12 acres
Existing Land Use and Zoning:	Commercial, University Heights Commercial (C)
Surrounding Land Use and Zoning:	North: Iowa City – Institutional Public (P2) South: University Heights – R-1 East: University Heights – PUD/R-1 University Heights – CM/R-1 West: Iowa City – Institutional Public (P2)
Comprehensive Plan:	Iowa City
District Plan:	Northwest District Plan – Not adopted
Neighborhood Open Space District:	SW2
File Date:	December 3, 2020
45 Day Limitation Period:	N/A since associated with an annexation

BACKGROUND INFORMATION:

The proposed annexation and rezoning are associated with the University of Iowa's property at 1360 Melrose Avenue. The University is proposing to maintain ownership of this land, but enter into a long-term lease with a senior housing developer to redevelop the property at 1360 Melrose Avenue. Typically, the City does not review University projects because it is a State governmental entity and not subject to City zoning regulations; however, the City does have jurisdiction with this redevelopment. Specifically, 14-2F-6C of the zoning code states "Before a leasehold interest in any land zoned public is conveyed to anyone for a use other than those allowed in the public zone and to anyone other than the government of the United States, the state or a political subdivision thereof, the land must be rezoned to an appropriate zone in which the use is allowed. The use shall be subject to all requirements of the new zone. Further, the zone shall be established as an overlay zone with the underlying zone retaining its original public zone designation."

A portion of this property is located within the City of University Heights. Therefore, concurrent with the annexation and rezoning being reviewed by the City, the applicant has submitted a severance application to the City of University Heights. In short, the proposal is to shift the boundary lines of the two cities to avoid a development that crosses jurisdictional boundaries. City staff has been coordinating with the City of University Heights throughout this process.

The applicant has proposed a 4-story senior housing complex that will include 116 dwelling units. The project includes 263 parking spaces, which are located both underneath the building and on a surface lot behind the building. The main access to the development is from Melrose Avenue.

The applicant held a virtual good neighbor meeting in September 2020. A summary of the meeting provided by the applicant is attached.

ANALYSIS:

Annexation
The Comprehensive Plan has established a growth policy to guide decisions regarding annexations. The annexation policy states that annexations are to occur primarily through voluntary petitions filed by the property owners. Further, voluntary annexation requests are to be

reviewed under the following three criteria. The Comprehensive Plan states that voluntary annexation requests should be viewed positively when the following conditions exist.

1. *The area under consideration falls within the adopted long-range planning boundary.*
A general growth area limit is illustrated in the Comprehensive Plan and on the City's Zoning Map. The City's growth area is located at the fringes of the community within unincorporated Johnson County. The proposed annexation is not located at the City's outskirts, but rather close to the core of the community. Specifically, the proposal requests transferring a portion of land currently within the corporate limits of University Heights to the City of Iowa City.

2. *Development in the area proposed for annexation will fulfill an identified need without imposing an undue burden on the City.*
The Comprehensive Plan encourages growth that is contiguous and connected to existing neighborhoods to reduce the costs of providing infrastructure and City services. The subject property is bordered by the city limits and contiguous to current development and meets the goal of contiguous growth. Public sanitary sewer and water is available to the site and do not need to be upgraded for the project. The site is already served by public transit. Melrose Avenue does have traffic congestion during peak hours of the day; however, most of the congestion will be contained on-site for the proposed use. More details related to the traffic study and proposed improvements are discussed in the rezoning section of this report.

The City's affordable housing annexation policy (Resolution 18-211) requires that annexations resulting in 10 or more residential dwelling units provide affordable units equal to 10% of the total units in the annexed area, with an assurance of long-term affordability. The policy was created to apply to greenfield annexations of property in the County at the fringe of the City, and in recognition of the City's considerable discretion in determining whether to annex property. Neither of these conditions are present here. In this case we are just shifting the boundary between two already existing urbanized areas for the purpose of avoiding the unworkable circumstance of a development that straddles two cities. The way that boundary shift is accomplished is through a severance by one city and an annexation by another. Iowa City's annexation of this property is dependent on the severance of the property by University Heights which will be contingent on a 28E agreement specifying the rezoning being requested by the University and sharing of future tax revenue. Therefore, staff has found that the annexation policy does not apply to this annexation.

3. *Control of the development is in the City's best interest.*
The property is adjacent to the City's corporate limits on the north, west, and southwest. The City already provides public services in this area, including transit, Fire, water, and sanitary sewer service.

For the reasons stated above, staff finds that the proposed annexation complies with the growth policy.

Rezoning
Current Zoning:
The subject property is currently zoned University Heights Commercial (C) & Institutional Public (P-2). The P-2 zone is reserved for public uses of land owned or land controlled by the State or Federal government, such as university campuses, regional medical facilities, post offices and other State and Federally owned facilities.

Proposed Zoning:
The applicant is requesting rezoning the subject property to Medium Density Multi-Family (RM-20) with a Planned Development Overlay. Since the University will maintain ownership of the land the P-2 designation will remain. Therefore, the proposed rezoning request is to OPD/RM-20/P-2. The

proposed zone allows for a density of 24 dwelling units per net acre of land. The 6.12-acre site could accommodate 146 dwelling units. The proposal is well under that at 116 dwelling units. As the proposed rezoning will result in a parcel of land with two different zoning designations, staff is recommending a condition that prior to issuance of a building permit the area be re-platted to create lots that conform with the proposed zoning boundaries.

General Planned Development Approval Criteria:
Applications for Planned Development Rezonings are reviewed for compliance with the following standards according to Article 14-3A of the Iowa City Zoning Ordinance.

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

Density, Land Uses, Mass & Scale – The proposed development includes 116 dwelling units at a density of 18 dwelling units per acre. The development is intended for seniors, but it is staff understanding that it will not be exclusively for seniors. The proposed block-scale building is over 700-feet in length and four stories in height. To the immediate east of the site is an existing single-family and duplex development off of Birkdale Court. The development includes 6 units on 1.62 net acres (3.7 dwelling units per acre). These existing units are 1 to 1.5 stories in height. As part of the OPD rezoning, the applicant is requesting a waiver from the 35' height maximum in the RM-20 zone to build a 63-foot building. The proposal attempts to address the difference in scale and density by providing a landscaped buffer between the new building and the existing homes and locating the new building approximately 111 feet away from the adjacent lot line. Existing single-family homes are located to the south of the proposed development and are separated from it by Melrose Avenue. Southwest of the proposed development, located in the City, are existing larger scale multi-family buildings and multi-family zoning.

General Layout– Attachments 7 & 8 show the Preliminary OPD and Sensitive Areas Development Plan and the building elevations. The OPD plan shows the general layout of the project site, which includes a multi-family building that fronts both Finkbine Commuter Drive (a private street) and Melrose Avenue. Surface parking is proposed on the eastern portion of the site off of Melrose Avenue. 211 parking spaces are required and the plans shows 228 parking spaces and up to 263 through a potential phase 2 component of the site. This is between 17 and 52 more than is required. The proposed building will be required to conform to the City's Multi-Family Site Development Standards, which regulate the design of parking, landscaping, and screening. This will be reviewed as part of the Site Plan Review process.

The Multi-Family Site Development Standards require that parking be located behind the building or screened from public rights-of-way. The applicant has requested a waiver from this standard through the City's minor modification process to allow up to seven parking stalls to be located on the west side of the building. This is an administrative review that staff is currently evaluating. The administrative hearing was held on Friday, February 12.

Open Space – The project incorporates an on-site open space area that will contain site amenities such as patio space, seating and gathering areas. The required open space for the site is 2,590 square feet and the area depicted on the plan equals 7,300 square feet.

Traffic Circulation – The development will be accessed from Melrose Avenue through a drive leading directly to the surface parking lot behind the building. Limited guest parking is provided off of Finkbine Commuter Drive. Deliveries will also be able to access the site from Finkbine Commuter Drive.

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

The subject property can be serviced by both sanitary sewer and water. The site is also on the City's Melrose Express bus route.

As part of the rezoning, staff requested that the applicant complete a traffic study. The executive summary is included in Attachment 9. Here is a summary of the findings of that report:

- Current southbound movements at Finkbine Commuter Drive and Melrose Avenue are a Level-of-Service (LOS) F (i.e. failing) during the AM peak hour. This includes traffic traveling south onto Emerald Street and west or east onto Melrose Avenue.
- Current eastbound left-turn movements at Finkbine Commuter Drive and Melrose Avenue are a LOS F during the AM peak hour.
- A signal is currently warranted at Finkbine Commuter Drive and Melrose Avenue.
- While the proposed development does not add much traffic to Finkbine Commuter Drive (e.g. deliveries and guest parking), it will not improve the current situation.
- Future southbound movements, at the proposed access to Melrose Avenue, are anticipated to operate at a LOS F on opening day during the AM peak. Vehicle queues would be contained to private property.
- An eastbound left-turn lane on Melrose Avenue, at the proposed access, is warranted on opening day.

Any additional development along Finkbine Commuter Drive in the future, beyond what is currently proposed, cannot occur without additional improvements at the Finkbine Commuter Drive and Melrose Avenue intersection. At this time, staff is not recommending signalization of this intersection, but will likely require it as part of any future rezonings. For this rezoning, staff is recommending a condition requiring installation of an eastbound left-turn lane on Melrose Avenue at the proposed access to the site.

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

The proposed development is larger in scale than surrounding properties; however, light and air are maintained through buffering and distance separation between the existing single-family and duplex residences to the east and the new building. Furthermore, typical University development does not require review by the City. But for the proposed long-term lease with a private senior development group, the University could develop this site without compliance with City zoning.

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

The applicant has requested a waiver from the 35-foot height maximum in the RM-20 zone and proposes a building not to exceed 63-feet in height. Per 14-3A-4K Modifications to Zoning Requirements, the maximum building height may be modified or waived, provided that the design of the development results in sufficient light and air circulation for each building and adequate, accessible open space for all residents of the development. The proposed elevations, show an s-shaped building design that incorporates private balconies and shared open space.

Compliance with the Comprehensive Plan:
There is no adopted district plan for the Northwest District, where this property is located. However, the future land use map of the IC 2030 Comprehensive Plan indicates that this area of Iowa City should consist of primarily of public/semi-public space because it is owned by the University of Iowa.

The proposed rezoning aligns with several goals of the comprehensive plan:

- Land Use Element: Encourage compact, efficient development that is contiguous and connected to existing neighborhoods to reduce the cost of extending infrastructure and services and to preserve farmland and open space at the edge of the city.
- Housing Element: Encourage a diversity of housing options in all neighborhoods:
    - Identify and support infill development and redevelopment in areas where services and infrastructure are already in place.
- Transportation Element: Maximize the safety and efficiency of the transportation network.
- Environment, Energy, and Resources Element: Recognize the essential role out land use policies play in preserving natural resources and reducing energy consumption.
    - Encourage compact, efficient development that reduces the cost of extending and maintaining infrastructure and services.
    - Discourage sprawl by promoting small-lot and infill development

Neighborhood Open Space: Open space dedication or fees in lieu will be addressed at the time of subdivision. Based on the 6.31 acres of RM-20 zoning, the developer would be required to dedicate 0.65 acres of land or pay fees in-lieu. The site is located across the street from a public golf course and Villa Park is located two blocks away on Westgate Street. Therefore, fees in lieu would be appropriate.

Sensitive Areas Review:
The applicant has submitted a Sensitive Areas Development Plan due to the presence of a grove of trees and slopes on the site. The purpose of the Sensitive Areas Ordinance is to permit and define the reasonable use of properties that contain sensitive environmental features and natural resources and allowing reasonable development while protecting these resources from damage. The following paragraphs describe the impact this development will have on the sensitive features of this site.

Grove of Trees – The site contains a grove of trees totaling 52,426 square feet (1.2 acres). The SADP identifies the removal of 71.5% (37,508 square feet) of those trees. Since this area of trees is less than 2 acres in size it is not considered a woodland; and therefore, not subject to the woodland retention requirements of the Sensitive Areas Ordinance.

Steep, Critical, and Protected Slopes – In terms of slopes, the site contains steep, critical and protected slopes. The Sensitive Areas Ordinance requires a 2 ft. buffer for each foot of vertical rise of the protected slope, up to a maximum buffer of fifty feet (50') (14-5I-8D-1). No development activity, including removal of trees and other vegetation, will be allowed within the buffer. The SADP contains 465 square feet of protected slopes, but no disturbance to protected slopes.

The SADP identifies the disturbance of 11,626 square feet or 62% of the 18,702 square feet of critical slopes that exists on the site. The Sensitive Areas Ordinance allows a disturbance of critical slopes up to 35%. Since the proposed SADP impacts critical slopes beyond 35% it requires a Level II review (14-5I-3B), which requires a recommendation from the Planning and Zoning Commission and approval by the City Council.

NEXT STEPS:

After recommendation from the Planning and Zoning Commission the following will occur:

- City Council will need to set a public hearing for both the annexation and rezoning.
- Prior to the public hearing, utility companies and non-consenting parties will be sent the annexation application via certified mail.
- City Council will hold the public hearing on the annexation and rezoning.

- City Council must pass a resolution approving the 28E agreement with the City of University Heights prior to passing a resolution approving the annexation.
- Additionally, the City of University Heights must pass a resolution approving the 28E agreement and a resolution approving the severance.
- After approval of the annexation, severance, and 28E agreement by both jurisdictions, the applications for annexation, severance, and the 28E agreement will be sent to the State Development Board for consideration and approval.
- Upon approval by the State Development Review Board, the City Council can adopt the rezoning ordinance.

STAFF RECOMMENDATION:

Staff recommends approval of ANN20-0002 and REZ20-0012, a voluntary annexation of approximately 3.61 acres of property located at 1360 Melrose Avenue in University Heights and rezoning of approximately 6.12 acres from University Heights commercial (C) & institutional public (P2) to medium density multi-family residential with a planned development overlay (OPD/RM-20/P-2) subject to the following conditions:

1. No building permit shall be issued for any of the subject property until the City Council approves a final plat subdividing the subject property to conform to the zoning boundaries established by the zoning ordinance.
2. Prior to issuance of a certificate of occupancy, installation of an eastbound left turn lane on Melrose Avenue at the proposed access subject to review and approval of specifications by the City Engineer.

ATTACHMENTS:

1. Location Map
2. Zoning Map
3. Applicant's Statement
4. Annexation Exhibit
5. Rezoning Exhibit
6. Summary of Good Neighbor Meeting
7. Preliminary OPD and Sensitive Areas Development Plan
8. Elevations
9. Traffic Study, Executive Summary Only

Approved by: D. Sitzman

Danielle Sitzman, AICP
Department of Neighborhood and Development Services

REZ20-0012
1360 Melrose Ave

0 0.0275 0.055 0.11 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: February 2020

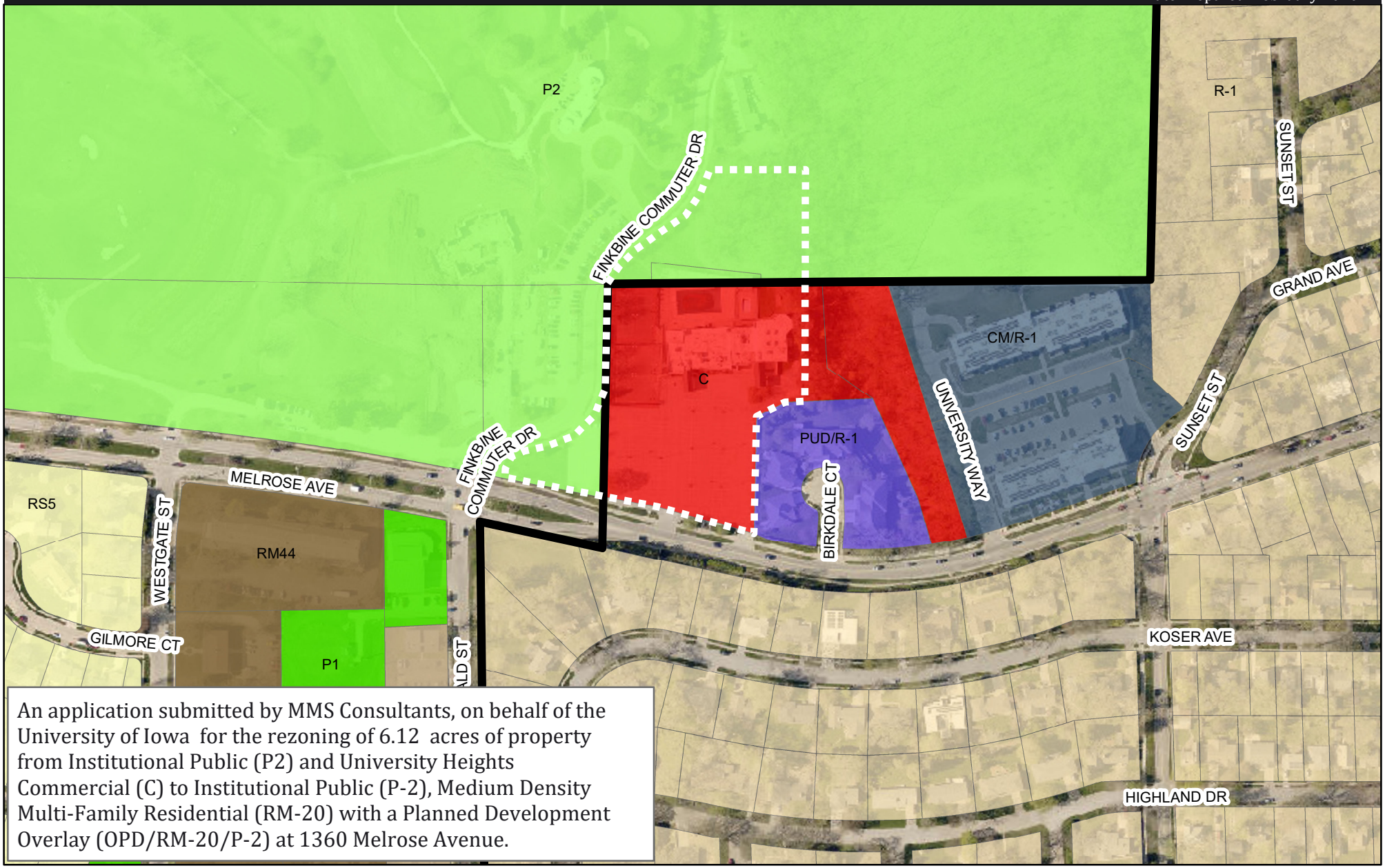
An application submitted by MMS Consultants, on behalf of the University of Iowa for the rezoning of 6.12 acres of property from Institutional Public (P2) and University Heights Commercial (C) to Institutional Public (P-2), Medium Density Multi-Family Residential (RM-20) with a Planned Development Overlay (OPD/ RM-20/P-2) at 1360 Melrose Avenue.

REZ20-0012
1360 Melrose Ave

0 0.0275 0.055 0.11 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: February 2020



An application submitted by MMS Consultants, on behalf of the University of Iowa for the rezoning of 6.12 acres of property from Institutional Public (P2) and University Heights Commercial (C) to Institutional Public (P-2), Medium Density Multi-Family Residential (RM-20) with a Planned Development Overlay (OPD/RM-20/P-2) at 1360 Melrose Avenue.

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Land Surveyors
Civil Engineers

November 24th, 2020

The Board of Regents, State of Iowa, the University of Iowa, Build to Suit, and Newbury Living are jointly submitting a request for: 1) voluntary severance/annexation from the City of University Heights to the City of Iowa City; and 2) a rezoning from Public to an Overlay Planned Development Overlay with underlying RM-20 and P-2 zoning. This is a unique development on vacant land owned by the University of Iowa that does not currently generate any tax revenue for the community. The site, which currently includes property within the jurisdictional boundaries of both the City of Iowa City and the City of University Heights, is an important gateway to the University, including the University of Iowa Hospitals & Clinics. The University will be granting the developers a long-term ground lease to the site, but the University will continue to own the land. The buildings and improvements developed on the site will be assessed and create new tax base for the community. The development plans, site plans, and architectural renderings have all been extensively vetted and approved by University leadership, including the University's planning department and the University Architect.

The annexation and severance from University Heights allows the city boundary to shift to the east placing the entire parcel and development into the City of Iowa City. The voluntary severance and annexation has been contemplated in a series of work sessions over the past last 18 months with University Heights Council; subject to a 28E Agreement for the sharing of property taxes and other items between the City of Iowa City, the City of University Heights, and the University of Iowa.

The applicants propose a rezoning from Public to a Multifamily OPD-RM-20/P-2 zoning to allow for the construction of an active adult multi-family project. The use is generally consistent with the comprehensive plan for the area, and is compatible with the mix of multi-family and medium to high density residential uses in the surrounding neighborhood, complementary to the University of Iowa's Finkbine Golf Course & Clubhouse, and consistent with other recently completed re-development projects. There is substantial existing public infrastructure and utilities in place to support the requested change in zoning. Finally, the Developer has made a couple of informal preliminary submittals to the City of Iowa City. Staff comments from those submittals have been considered and plans have been adjusted where the design and development team deemed appropriate. The final submittal illustrates a building which is four stories and has one area of underground parking that is within the 15' setback recommended by the code. These variations warrant the request for a rezoning to an Overlay Planned Development. These are the only remaining deviations from the zoning code. Attached Exhibit A documents the deviations from the code sections along with justifications for approval of the plan as submitted. At the request of Staff, the final site submittals will be used to complete a traffic study as directed by Kent Ralston at

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City of Iowa City. The plans for this site have resulted in a reduced the number of parking stalls than were associated with the previous University Athletic Club located on this same site. Traffic flows/movements from the new development will be an improvement to the Melrose corridor when compared to the Athletic Club.

Finally, as recommended by staff, the applicants held a neighborhood meeting with the surrounding community to introduce the project and solicit feedback/discussion. The design team and University leadership presented the project and discussed the plans for the development. Feedback and discussion at the meeting were overwhelmingly positive. In addition to the meeting, members of the development team have met several of the neighbors on-site. The comments from the on-site meetings were also overwhelmingly positive. We believe this neighborhood support is further evidence that we should be approved as submitted. Meeting notes from those discussions were previously sent to City of Iowa City staff.

Exhibit A: Code Variation Items for The James on Melrose

14-5A-5:F1b: Title 14 Zoning Code, Chapter 5 – Site Development Standards, Article 5: Construction and Design Standards, Section F. Standards for Structured Parking in Multi-family, Subsection 1. Parking within Building, item b:

> In Multi-Family Zones, structured parking is not permitted on the ground level floor of the building for the first fifteen feet (15') of building depth as measured from the street-facing building wall. On lots with more than one street frontage this parking setback must be met along each street frontage, unless reduced or waived by minor modification. When considering a minor modification request, the City will consider factors such as street classification, building orientation, location of primary entrance(s) to the building, and unique site constraints such as locations where the residential building space must be elevated above the floodplain.
>
> *The project requests a minor modification at the main entrance of the building, located at the west elevation along Finkbine Commuter Drive, where grade would drop down lower than the 3' from ceiling height to be classified as underground parking (subsection d) to accommodate the at grade entry. All other areas of parking would meet the criteria of subsection d as it pertains to below-grade parking and not being located within the first 15 feet of the ground floor.*

14-2B-4:C1e: Title 14 Zoning Code, Chapter 2 – Base Zones, Article B: Multi-family Residential Zones, Section 4: Dimensional Requirements, Subsection C: Building Bulk Standards, item 1e:

> Adjustment of Height Standards:

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(1) The maximum height for a principal building may be increased; provided, that for each foot of height increase above the height standard, the front, side, and rear setbacks are each increased by an additional two feet (2'); and provided, that an increase in height does not conflict with the provisions of chapter 6, "Airport Zoning", of this title.
(2) A minor modification may also be requested to adjust the maximum height for a particular building or property according to the procedures and approval criteria for minor modifications contained in chapter 4, article B of this title.

The project requests a minor modification to increase the overall height of the building. The project does not conflict with the provisions of Chapter 6: Airport Zoning. The requested height increase would be a height of 65'-0". The project is setback from neighboring properties where such height would not impede access to sunlight. There are precedents for similar structures and height increases located along Melrose. Grade level is raised on the south end of the building to place parking below grade and lower the height. The north end of the building is lowered a full story to work with existing grade and lower the overall height as well.

14-2B-6:C1e: Title 14 Zoning Code, Chapter 2 – Base Zones, Article B: Multi-family Residential Zones, Section 6: Site Development Standards, Subsection C: Location and Design Standards for Surface Parking and Detached Garages, item 1:

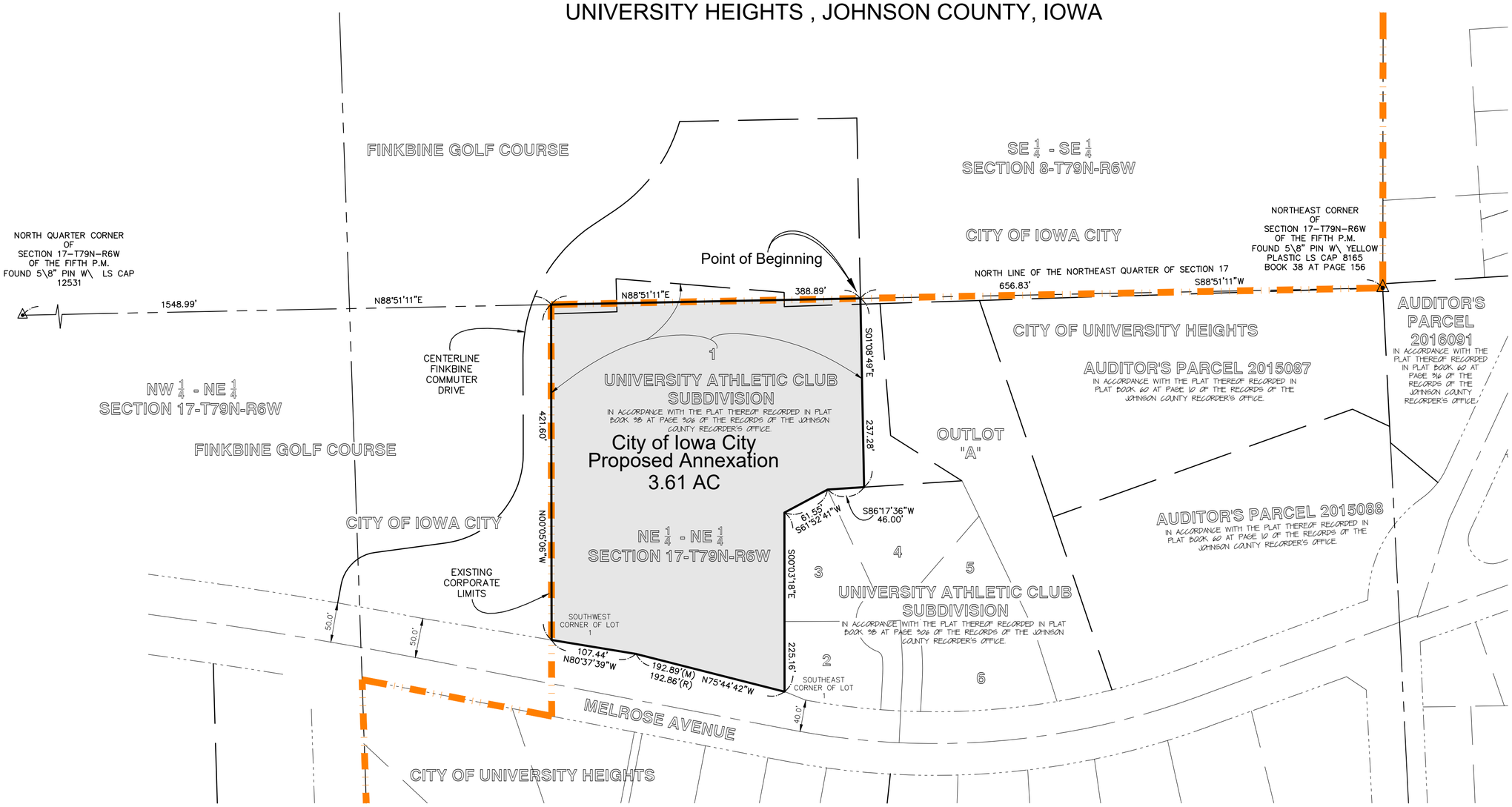
Location: Surface parking, parking within accessory structures, and loading areas must be located behind principal building(s) and concealed from view of fronting streets. Parking and loading areas may not be located directly between a principal building and the street or within the required side setback area. Any portion of a parking or loading area that is not completely concealed from view of a fronting street must be screened to the S2 standard. (See figures 2B.4 and 2B.5 below.) (Ord. 05-4186, 12-15-2005)

The project requests a minor modification to allow for a small amount of parking on the west side of the building, located between the principle building and the street frontage along Finkbine Commuter Drive. This parking will serve as accessible parking and guest parking for visitors to the building. A precedent is established at the Finkbine Clubhouse, located across the street from this project where parking is located in the frontage.

ANNEXATION EXHIBIT

A PORTION OF LOT 1 OF UNIVERSITY ATHLETIC CLUB SUBDIVISION, A PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, OF TOWNSHIP 79 NORTH, RANGE 6 WEST OF THE FIFTH PRINCIPAL MERIDIAN

UNIVERSITY HEIGHTS , JOHNSON COUNTY, IOWA



N

0 10 25 50 75 100

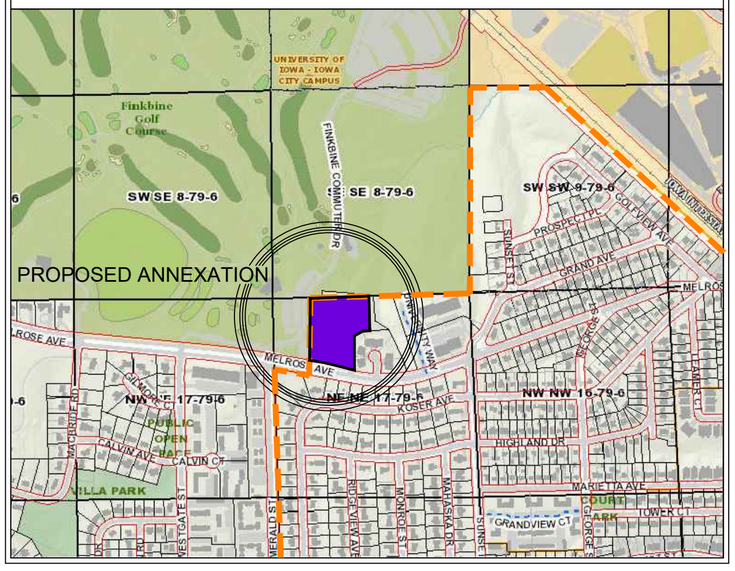
GRAPHIC SCALE IN FEET
1"=100'

LEGEND AND NOTES

- CONGRESSIONAL CORNER, FOUND
- CONGRESSIONAL CORNER, REESTABLISHED
- CONGRESSIONAL CORNER, RECORDED LOCATION
- PROPERTY CORNER(S), FOUND (as noted)
- PROPERTY CORNERS SET (5/8" Iron Pin w/ yellow, plastic LS Cap embossed with "MMS")
- CUT "X"
- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CITY LIMITS
- LOT LINES, PLATTED OR BY DEED
- EASEMENT LINES, WIDTH & PURPOSE NOTED
- EXISTING EASEMENT LINES, PURPOSE NOTED
- (R) RECORDED DIMENSIONS
- (M) MEASURED DIMENSIONS
- C22-1 CURVE SEGMENT NUMBER

UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN FEET AND HUNDREDTHS

LOCATION MAP - N.T.S.



DESCRIPTION - PROPOSED ANNEXATION

A PORTION OF LOT 1 OF UNIVERSITY ATHLETIC CLUB SUBDIVISION, AND A PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, OF TOWNSHIP 79 NORTH, RANGE 6 WEST OF THE FIFTH PRINCIPAL MERIDIAN, JOHNSON COUNTY, IOWA, DESCRIBED AS FOLLOWS:

Commencing at the Northeast Corner of Section 17, Township 79 North, Range 6 West, of the Fifth Principal Meridian, Johnson County, Iowa; Thence S88°51'11"W, along the North Line of the Northeast Quarter of said Section 17, a distance of 656.83 feet, to the Point of Beginning; Thence S01°08'49"E, 237.28 feet, to a Point on the East Line of Lot 1 of University Athletic Club Subdivision, in accordance with the Plat thereof Recorded in Plat Book 38 at Page 306 of the Records of the Johnson County Recorder's Office; Thence S86°17'36"W, along said East Line, 46.00 feet; Thence S61°52'41"W, along said East Line, 61.55 feet; Thence S00°03'18"E, along said East Line, 225.16 feet, to the Southeast Corner thereof; Thence N75°44'24"W, along the South Line of said Lot 1, and the Northerly Right-of-Way Line of Melrose Avenue, 192.89 feet; Thence N80°37'39"W, along said South Line and Northerly Right-of-Way Line, 107.44 feet, to the Southwest Corner of said Lot 1; Thence N00°05'06"W, along the West Line of said Lot 1, and the Northerly Projection thereof 421.60 feet, to its intersection with the North Line of the Northeast Quarter of said Section 17; Thence N88°51'11"E, along said North Line, 388.89 feet, to the Point of Beginning. Said Annexation Tract contains 3.61 Acres, and is subject to easements and restrictions of record.

3.61 AC

CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-8282
www.mmsconsultants.net

Date	Revision

ANNEXATION EXHIBIT

A PORTION OF LOT 1 OF UNIVERSITY ATHLETIC CLUB SUBDIVISION, A PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, OF TOWNSHIP 79 NORTH, RANGE 6 WEST OF THE FIFTH PRINCIPAL MERIDIAN

UNIVERSITY HEIGHTS
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11-10-2020
Designed by: KJB	Field Book No:
Drawn by: RLW	Scale: 1"=100'
Checked by: DMW	Sheet No: 1
Project No: IOWA CITY 7331-050	of: 1

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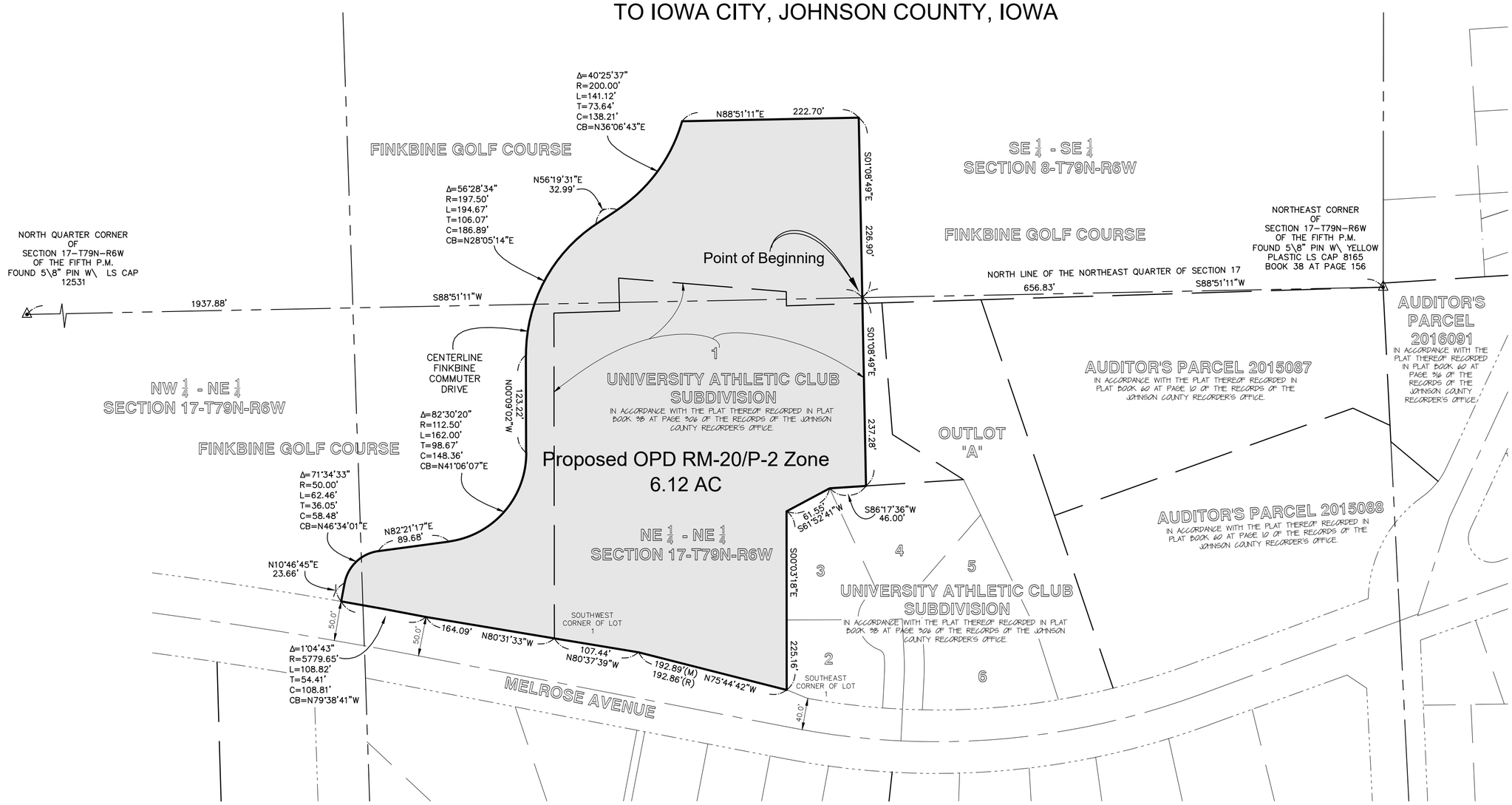
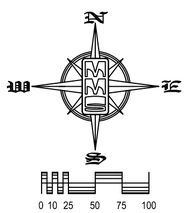
REZONING EXHIBIT

A PORTION OF LOT 1 OF UNIVERSITY ATHLETIC CLUB SUBDIVISION, A PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, AND A PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 17, AND A PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 8, ALL OF TOWNSHIP 79 NORTH, RANGE 6 WEST OF THE FIFTH PRINCIPAL MERIDIAN

TO IOWA CITY, JOHNSON COUNTY, IOWA





LEGEND AND NOTES

- ⊕ – CONGRESSIONAL CORNER, FOUND
- △ – CONGRESSIONAL CORNER, REESTABLISHED
- △ – CONGRESSIONAL CORNER, RECORDED LOCATION
- ● – PROPERTY CORNER(S), FOUND (as noted)
- ○ – PROPERTY CORNERS SET (5/8" Iron Pin w/ yellow, plastic LS Cap embossed with "MMS")
- ⊗ – CUT "X"
- ——— – PROPERTY &/or BOUNDARY LINES
- – – –

ASK STUDIO ARCHITECTS SCHIPPER KASTNER

MEETING MINUTES

ARCHITECTURE | INTERIORS | PLANNING

PROJECT NAME:	Finkbine Active Adult
PROJECT NUMBER:	19015
DATE:	09.17.2020 – 6:00pm – Good Neighbor Meeting, via Zoom
PRESENT:	Frank Levy, Newbury; Ben Logsdon, Focus; Nate Kaeding, BTS; Brent Schipper, Kurtis Wolgast, ASK; Anne Russett, City of Iowa City; David Kieft, Adele Vanarsdale, U of I, (+ 13 others);

Discussion Topics:

1. Meeting to discuss the project with the surrounding neighborhood and community.
    a. DK: discussed how the project came to fruition, City process, property taxes, P3, City jurisdiction and boundaries
    b. BL: discussed existing site characteristics and context
    c. BS: discussed proposed site plan, general discussion on site.
    d. Site Design:
        i. Breaking up façade with serpentine layout; other factors
    e. Building Images:
        i. Model shots of The James at Melrose shown
            1. Made note of landscaping plan not fully developed – will consider vegetative screening to neighboring developments
            2. Visual screen along Melrose
            3. Shortest point from Birkdale property line to our building is 130'.
        ii. Reference to 4000 Ingersoll – north façade image shown
            1. Emphasis on fenestration
            2. Collection of materials
    f. Next Steps
        i. AR: discussed P&Z, City Council meeting – public meetings where people can continue to voice their opinion.
        ii. BL: anticipate rezoning application will be submitted mid-October.
            1. Approvals over winter, with anticipated start of Spring 2021.
            2. Opening 2022.
        iii. DK: Board of Regents meeting required for long term agreement – seen as a formality at this point, and not concerned.
        iv. DK: Annexation / severance documents of land between Iowa City and University Heights.
            1. Gifting tract of land to University Heights as part of agreement
2. Questions from Attendees:

a. What is the price point?
   FL: Around $2 / SF range.
b. What are the sizes of units?
   FL: Size will range from 750sf – 1,200sf – 2,000sf unit sizes. Possible for a few micro units
c. Are units able to be sublet?
   FL: Units will not be able to be sublet.
d. Will there be a restaurant?
   FL: no food service or restaurant planned. There will be a lounge area where food could be catered, or tenants could reserve to host parties.
   DK: The Finkbine clubhouse has restaurant and bar that is open to the public. Several local shops and restaurants in the area that will benefit from a new influx of people to this area.
e. What is the setback along Melrose?
   KW: 40' front yard setback. – confirmed by AR. Melrose will not be altered.
f. How far is the driveway to the Birkdale property line?
   KW: 75'
g. What is the demographic?
   FL: mid-upper incomes; people in the latter stages of careers, near retirement.
h. Hope you will minimize light pollution (comment noted from chat).

PRELIMINARY OPD AND SENSITIVE AREAS PLAN

FINKBINE - THE JAMES ON MELROSE

IOWA CITY, IOWA

LEGAL DESCRIPTION

Commencing at the Northeast Corner of Section 17, Township 79 North, Range 6 West, of the Fifth Principal Meridian, Johnson County, Iowa; Thence S88°51'11"W, along the North Line of the Northeast Quarter of said Section 17, a distance of 656.83 feet, to the Point of Beginning; Thence S01°08'49"E, 237.28 feet, to a Point on the East Line of Lot 1 of University Athletic Club Subdivision, in accordance with the Plat thereof Recorded in Plat Book 38 at Page 306 of the Records of the Johnson County Recorder's Office; Thence S86°17'36"W, along said East Line, 46.00 feet; Thence S61°52'41"W, along said East Line, 61.55 feet; Thence S00°03'18"E, along said East Line, 225.16 feet, to the Southeast Corner thereof; Thence N75°44'24"W, along the South Line of said Lot 1, and the Northerly Right-of-Way Line of Melrose Avenue, 192.89 feet; Thence N80°37'39"W, along said South Line and Northerly Right-of-Way Line, 107.44 feet, to the Southeast Corner of said Lot 1; Thence N80°31'33"W, along said Northerly Right-of-Way Line, 164.09 feet; Thence Northwesterly, 108.82 feet, along said Northerly Right-of-Way Line on a 5779.65 foot radius curve, concave Southwesterly, whose 108.81 foot chord bears N79°36'41"W, to its intersection with the Centerline of the Finkbine Commuter Drive; Thence N10°46'45"E, along said Centerline, 23.66 feet; Thence Northeasterly, 62.46 feet, along said Centerline on a 50.00 foot radius curve, concave Southeasterly, whose 58.48 foot chord bears N46°34'01"E; Thence N82°21'17"E, along said Centerline, 89.68 feet; Thence Northeasterly, 162.00 feet, along said Centerline on a 112.50 foot radius curve, concave Northwesterly, whose 148.36 foot chord bears N41°06'07"E; ThenceN00°09'02"W, along said Centerline, 123.22 feet; Thence Northeasterly, 194.67 feet, along said Centerline on a 197.50 foot radius curve, concave Southeasterly, whose 186.89 foot chord bears N28°05'14"E; Thence N56°19'31"E, along said Centerline, 32.99 feet; Thence Northeasterly, 141.12 feet, along said Centerline on a 200.00 foot radius curve, concave Northwesterly, whose 138.21 foot chord bears N36°06'43"E; Thence N88°51'11"E, 22.70 feet; Thence S01°08'49"E, 226.90 feet, to the Point of Beginning. Said Tract of Land contains 6.12 Acres, and is subject to easements and restrictions of record.

PROPOSAL

APPLICANT PLANS TO CONSTRUCT A MULTI-FAMILY BUILDING ON 6.12 ACRES.

DEVELOPMENT SCHEDULE

APPLICANT PLANS TO BEGIN CONSTRUCTION IN SPRING 2021, LASTING THRU SUMMER 2022. PHASE TWO PARKING LOT CONSTRUCTION, (IF NEEDED), IS ANTICIPATED TO BE COMPLETE BY SUMMER 2022.

DEVELOPMENT CHARACTERISTICS

PROPOSED ZONING: OPD-RM-20/P-2 (MULTI-FAMILY)

SETBACK REQUIREMENTS

BUILDING SETBACKS:	REQUIRED
FRONT YARD	40 FEET (MELROSE AVE)
FRONT YARD	20 FEET (EXISTING WALK ALONG FINKBINE COMMUTER DRIVE)
SIDE YARD	10 FEET
REAR YARD	20 FEET

LOT CHARACTERISTICS

LOT AREA	266,611 SF (100%)(6.12 AC)
BUILDING AREA	48,708 SF (18.3%)
PAVING AREA (INCLUDES PHASE 2)	76,750 SF (28.8%)
GREEN SPACE AREA	141,153 SF (52.9%)

THE ON-SITE SHARED OPEN SPACE AREA WILL CONTAIN SITE AMENITIES SUCH AS PATIO SPACE, SEATING AND GATHERING AREAS. THE REQUIRED OPEN SPACE FOR THE SITE IS 2,590 SQUARE FEET, (259 BEDROOMS x 10 SF). THE AREA DEPICTED ON THIS PLAN ENCOMPASSES 7,300 SQUARE FEET.

TOTAL IMPERVIOUS AREA OF SITE HAS BEEN REDUCED BY 32,500 SF WITH THIS SITE PLAN VERSUS THE PREVIOUS SITE PLAN

BUILDING CHARACTERISTICS

	1ST	2ND	3RD	4TH	5TH	TOTAL
1 BEDROOM UNIT	2	4	7	5	3	21
2 BEDROOM UNIT	6	12	12	13	4	47
3 BEDROOM UNIT	6	11	11	9	6	43
3L BEDROOM UNIT	0	1	1	2	1	5
TOTAL UNITS						116 UNITS

PARKING REQUIREMENTS

1 STALL PER 1 BR UNIT = 21 PARKING STALLS

2 STALLS PER 2 BR UNIT = 94 PARKING STALLS

2 STALLS PER 3 BR UNIT = 96 PARKING STALLS

TOTAL PARKING STALLS REQUIRED = 211 PARKING STALLS

TOTAL PARKING STALLS PROVIDED

115 PARKING STALL IN LOWER LEVEL GARAGES (INCLUDING 5 ADA STALLS)

104 EXTERIOR PARKING STALLS (INCLUDING 5 ADA STALLS), PHASE 1

35 EXTERIOR PARKING STALLS, PHASE 2

TOTAL PARKING STALLS PROVIDED = 219 PARKING STALLS (INCLUDING 10 ADA STALLS), PHASE 1

TOTAL PARKING STALLS PROVIDED = 254 PARKING STALLS (INCLUDING 10 ADA STALLS), PHASE 2

BICYCLE PARKING IS PROVIDED WITH HANGING RACKS AT EACH GARAGE PARKING STALL. BICYCLE PARKING WILL BE REVIEWED WITH THE SITE PLAN APPLICATION.

THE COMPLETE SITE UTILITY DESIGN, INCLUDING ELEVATIONS, AND ALL REQUIRED NOTES AND DETAILS, WILL BE PROVIDED WITH THE SITE PLAN APPLICATION.

NOTE: NO DEVELOPMENT ACTIVITY OR REMOVAL OF TREES MAY TAKE PLACE WITHIN PROTECTED SLOPE BUFFER AREAS

THE APPLICANT REQUESTS A WAIVER FOR THE MAXIMUM HEIGHT REQUIREMENT FOR THIS ZONE. THE MAXIMUM HEIGHT PROPOSED IS 63 FEET.

GRAPHIC SCALE IN FEET
1"=40'

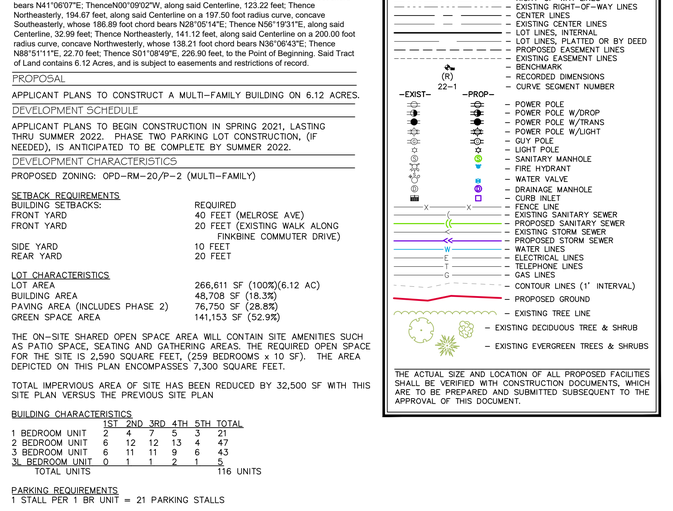
CONSTRUCTION LIMITS

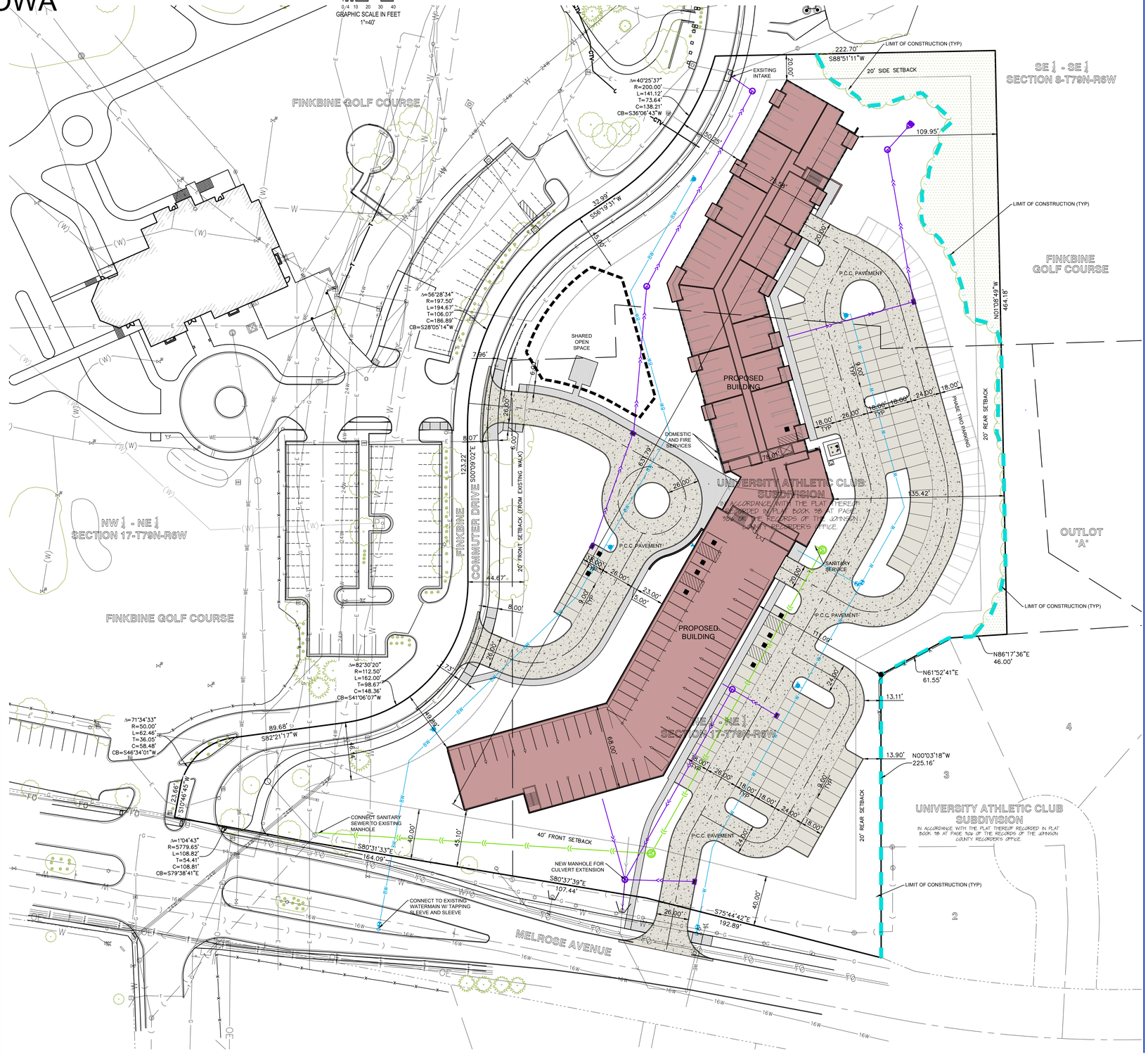
STANDARD LEGEND AND NOTES

- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- EXISTING RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES, PLATTED OR BY DEED
- PROPOSED EASEMENT LINES
- EXISTING EASEMENT LINES
- BENCHMARK
- (R) RECORDED DIMENSIONS
- 22-1 CURVE SEGMENT NUMBER

-EXIST-	-PROP-	
		POWER POLE
		POWER POLE W/DROP
		POWER POLE W/TRANS
		POWER POLE W/LIGHT
		GUY POLE
		LIGHT POLE
		SANITARY MANHOLE
		FIRE HYDRANT
		WATER VALVE
		DRAINAGE MANHOLE
		CURB INLET
X	X	FENCE LINE
		EXISTING SANITARY SEWER
		PROPOSED SANITARY SEWER
		EXISTING STORM SEWER
		PROPOSED STORM SEWER
		WATER LINES
		ELECTRICAL LINES
		TELEPHONE LINES
		GAS LINES
		CONTOUR LINES (1' INTERVAL)
		PROPOSED GROUND
		EXISTING TREE LINE
		EXISTING DECIDUOUS TREE & SHRUB
		EXISTING EVERGREEN TREES & SHRUBS

THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.





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ENVIRONMENTAL SPECIALISTS

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(319) 351-8282
www.mmsconsultants.net

Date	Revision
01-12-21	Per city comments - kjb
02-05-21	Per city comments - bah

PRELIMINARY OPD AND SENSITIVE AREAS PLAN (SITE LAYOUT PLAN)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11/12/2020
Designed by: KJB	Field Book No:
Drawn by: NPB	Scale: 1"=40'
Checked by: JDM	Sheet No: 1
Project No: 7331-050	of: 5

6.12 AC

PRELIMINARY OPD AND SENSITIVE AREAS PLAN
FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA

GRAPHIC SCALE IN FEET
1"=40'

EROSION CONTROL LEGEND

- SILT FENCE/FILTER SOCK
- PERIMETER SILT FENCE
- TEMPORARY ROCK CONSTRUCTION ENTRANCE/EXIT
- TEMPORARY SOIL STOCKPILE AREA
- TEMPORARY PARKING AND STORAGE
- DIRECTION OF OVERLAND FLOW
- CW — CONCRETE TRUCK/EQUIPMENT WASHOUT
- D — DUMPSTER FOR CONSTRUCTION WASTE
- PR — PORTABLE RESTROOM
- RIP RAP OUTLET PROTECTION
- DL — DOCUMENT LOCATION (PERMITS, SWPPP, INSPECTION FORMS, ETC.)
- 01 — OTHER MEASURE: _____
- FILTER SOCK INLET PROTECTION
- 02 — OTHER MEASURE: _____
- FILTER SOCK BEHIND CURB AT CURB RAMP
- 03 — OTHER MEASURE: _____

THE ABOVE LISTED ITEMS ARE SHOWN IN THEIR RECOMMENDED LOCATIONS. IF A CONTROL MEASURE IS ADDED OR MOVED TO A MORE SUITABLE LOCATION, INDICATE THE REVISION ON THIS SHEET. THE BLANKS LEFT FOR OTHER MEASURES SHOULD BE USED IF AN ITEM NOT SHOWN ABOVE IS IMPLEMENTED ON SITE. ADDITIONAL PRACTICES FOR EROSION PREVENTION AND SEDIMENT CONTROL CAN BE FOUND IN APPENDIX D OF THE SWPPP.

STANDARD LEGEND AND NOTES

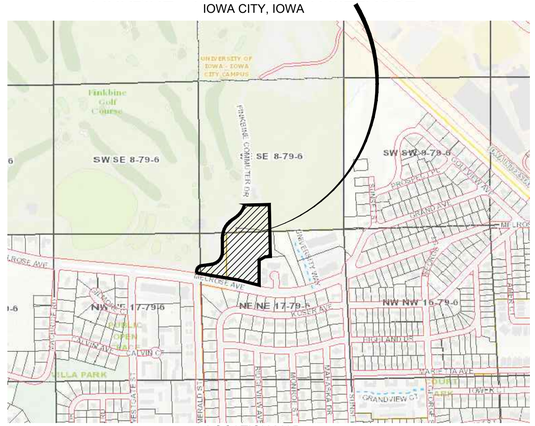
- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- EXISTING RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES, PLATTED OR BY DEED
- PROPOSED EASEMENT LINES
- EXISTING EASEMENT LINES
- BENCHMARK
- (R) — RECORDED DIMENSIONS
- 22-1 — CURVE SEGMENT NUMBER

-EXIST-	-PROP-	
		POWER POLE
		POWER POLE W/DROP
		POWER POLE W/TRANS
		POWER POLE W/LIGHT
		GUY POLE
		LIGHT POLE
		SANITARY MANHOLE
		FIRE HYDRANT
		WATER VALVE
		DRAINAGE MANHOLE
		CURB INLET
X	X	FENCE LINE
S	S	EXISTING SANITARY SEWER
S	S	PROPOSED SANITARY SEWER
S	S	EXISTING STORM SEWER
S	S	PROPOSED STORM SEWER
W	W	WATER LINES
E	E	ELECTRICAL LINES
T	T	TELEPHONE LINES
G	G	GAS LINES

- CONTOUR LINES (1' INTERVAL)
- PROPOSED GROUND
- EXISTING TREE LINE
- EXISTING DECIDUOUS TREE & SHRUB
- EXISTING EVERGREEN TREES & SHRUBS

THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.

FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA



LOCATION MAP
NOT TO SCALE

CIVIL ENGINEERS
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LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

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www.mmsconsultants.net

Date	Revision
01-12-21	Per city comments - kjb
02-05-21	Per city comments - bah

PRELIMINARY OPD AND SENSITIVE AREAS PLAN
(GRADING AND EROSION CONTROL)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11/12/2020
Designed by: KJB	Field Book No.:
Drawn by: NPB	Scale: 1"=40'
Checked by: JDM	Sheet No.: 2
Project No.: 7331-050	of: 5

6.12 AC

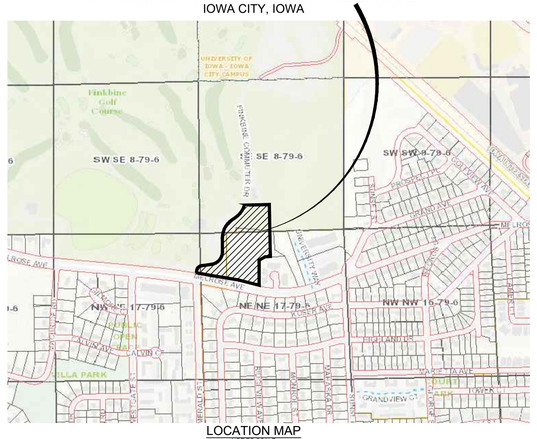
PRELIMINARY OPD AND SENSITIVE AREAS PLAN
FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA

GRAPHIC SCALE IN FEET
0 4 10 20 30 40
1"=40'

SENSITIVE AREAS LEGEND

- CONSTRUCTION LIMITS
- STEEP SLOPE (11,420 SF - 100%)
- STEEP SLOPE (DISTURBED) (9,080 SF - 79.5%)
- CRITICAL SLOPE (18,702 SF - 100%)
- CRITICAL SLOPE (DISTURBED) (11,626 SF - 62.2%)
- PROTECTED SLOPE (465 SF)
- PROTECTED SLOPE BUFFER
- MAN MADE PROTECTED SLOPE (1,142 SF - 100%)
- MAN MADE PROTECTED SLOPE (DISTURBED) (1,142 SF - 100%)
- GROVE OF TREES (52,426 SF - 100%)
- GROVE OF TREES (TO BE REMOVED) (37,508 SF - 71.5%)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA



LOCATION MAP
NOT TO SCALE

6.12 AC

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ENVIRONMENTAL SPECIALISTS

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Date	Revision
01-12-21	Per city comments - kjb
02-05-21	Per city comments - bah

PRELIMINARY OPD AND SENSITIVE AREAS PLAN (SENSITIVE AREAS MAP)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11/12/2020
Designed by: KJB	Field Book No.:
Drawn by: NPB	Scale: 1"=40'
Checked by: JDM	Sheet No.: 3
Project No.: 7331-050	of: 5

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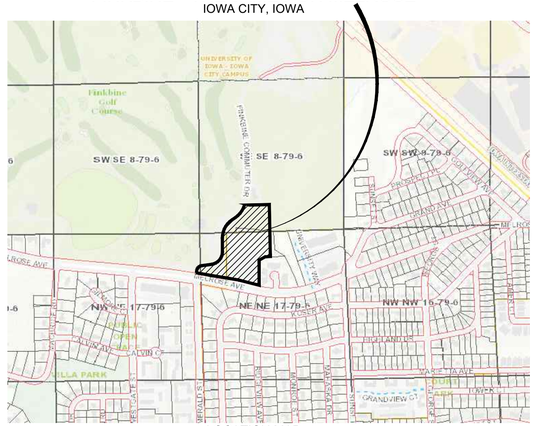
PRELIMINARY OPD AND SENSITIVE AREAS PLAN
FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA

GRAPHIC SCALE IN FEET
0 4 10 20 30 40
1"=40'

SENSITIVE AREAS LEGEND

- CONSTRUCTION LIMITS
- STEEP SLOPE (11,420 SF - 100%)
- STEEP SLOPE (DISTURBED) (9,080 SF - 79.5%)
- CRITICAL SLOPE (18,702 SF - 100%)
- CRITICAL SLOPE (DISTURBED) (11,626 SF - 62.2%)
- PROTECTED SLOPE (465 SF)
- PROTECTED SLOPE BUFFER
- MAN MADE PROTECTED SLOPE (1,142 SF - 100%)
- MAN MADE PROTECTED SLOPE (DISTURBED) (91 SF - 8.0%)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA



LOCATION MAP
NOT TO SCALE

6.12 AC

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Date	Revision
01-12-21	Per city comments - kjb
02-05-21	Per city comments - bah

PRELIMINARY OPD AND SENSITIVE AREAS PLAN
SLOPES

FINKBINE - THE JAMES ON MELROSE
IOWA CITY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11/12/2020
Designed by: KJB	Field Book No.:
Drawn by: NPB	Scale: 1"=40'
Checked by: JDM	Sheet No.: 4
Project No.: 7331-050	of: 5

PRELIMINARY OPD AND SENSITIVE AREAS PLAN

FINKBINE - THE JAMES ON MELROSE

IOWA CITY, IOWA

GRAPHIC SCALE IN FEET
0 4 10 20 30 40
1"=40'

LANDSCAPE LEGEND:

- PROPOSED SHADE TREE
- PROPOSED SHRUBS
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED STREET TREE
- EXISTING SHADE TREE
- EXISTING SHRUB
- EXISTING ORNAMENTAL TREE
- EXISTING EVERGREEN TREE
- CONSTRUCTION LIMITS

LANDSCAPE REQUIREMENTS:

PARKING AREA TREES
1 SMALL TREE WITHIN 40' OR 1 LARGE TREE WITHIN 60' OF EVERY PARKING SPACE OR PORTION THEREOF.
- PROVIDED

STREET TREES
1 LARGE TREE FOR EVERY 40 LINEAL FEET OF FRONTAGE.
- MELROSE AVE: 573.24 / 40 = 15 REQUIRED
10 PROPOSED
5 EXISTING

RESIDENTIAL USE TREES
1 TREE FOR EVERY 550 SF OF TOTAL BUILDING COVERAGE.
- 48,779 / 550 = 89 REQUIRED
17 PARKING AREA TREES
10 STREET TREES
64 RESIDENTIAL USE TREES
93 PROPOSED TREES
+11 EXISTING TREES
TOTAL = 102 PROVIDED

PARKING AREA SCREENING
ALL PARKING AREAS MUST BE SCREENED FROM VIEW OF A FRONTING STREET TO THE S2 STANDARD.
PROVIDED

PLANT LIST – EVERGREEN, ORNAMENTAL & SHADE TREES

QTY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	COMMENT	MATURE H. X W.
4	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	1 1/2" CAL.	B & B	25' X 20'
4	AESCULUS GLABRA	OHIO BUCKEYE	2" CAL.	B & B	40' X 30'
4	BETULA NIGRA	RIVER BIRCH	2" CAL.	B & B	90' X 25'
4	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2" CAL.	B & B	30' X 30'
4	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2" CAL.	B & B	70' X 50'
4	CERCIS CANADENSIS	EASTERN REDBUD	1 1/2" CAL.	B & B	25' X 25'
2	CORNUS KOUSA	KOUSA DOGWOOD	1 1/2" CAL.	B & B	30' X 30'
4	FAGUS GRANDIFOLIA	AMERICAN BEECH	2" CAL.	B & B	80' X 60'
4	GLEDITSIA TRIACANTHOS var. INERMIS 'HARVE'	NORTHERN ACCLAIM THORNLESS HONEYLOCUST	2" CAL.	B & B	50' X 30'
2	GLEDITSIA TRIACANTHOS 'SKYCOLE'	SKYLINE THORNLESS HONEYLOCUST	2" CAL.	B & B	45' X 35'
4	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	2" CAL.	B & B	80' X 55'
4	LIRIODENDRON TULIPIFERA	TULIPTREE	2" CAL.	B & B	80' X 50'
4	MALUS 'PRAIRIE FIRE'	PRAIRIE FIRE CRABAPPLE	1 1/2" CAL.	B & B	15' X 15'
4	NYSSA SYLVATICA	BLACK TUPELO	2" CAL.	B & B	50' X 30'
4	OSTRYA VIRGINIANA	AMERICAN HOP HORNBEAM	2" CAL.	B & B	30' X 20'
4	PICEA GLAUCA 'DENSATA'	BLACK HILLS SPRUCE	6' HT.	B & B	40' X 15'
4	PINUS STROBUS	WHITE PINE	6' HT.	B & B	70' X 30'
4	QUERCUS PALUSTRIS	PIN OAK	2" CAL.	B & B	60' X 40'
4	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	1 1/2" CAL.	B & B	25' X 20'
3	TAXODIUM DISTICHUM	BALD CYPRESS	6' HT.	B & B	70' X 45'
4	TILIA TOMENTOSA	SILVER LINDEN	2" CAL.	B & B	50' X 30'
4	ULMUS 'MORTON GLOSSY'	TRIUMPH ELM	2" CAL.	B & B	60' X 40'

PLANT LIST – STREET TREES

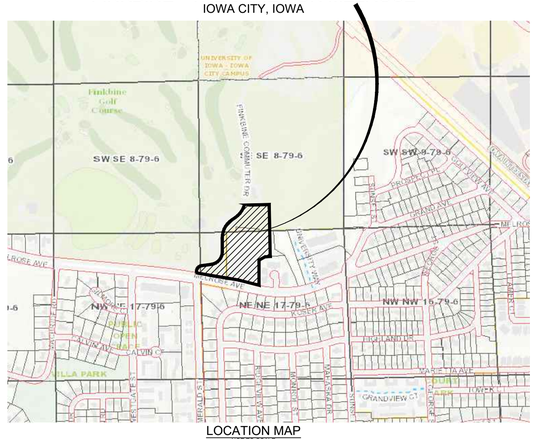
QTY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	COMMENT	MATURE SIZE
2	GLEDITSIA TRIACANTHOS INTERMIS 'SKYLINE'	SKYLINE THORNLESS HONEYLOCUST	2" CAL.	B & B	60' X 30'
4	QUERCUS RUBRA	RED OAK	2" CAL.	B & B	70' X 50'
4	ULMUS AMERICANA 'NEW HARMONY'	NEW HARMONY ELM	2" CAL.	B & B	70' X 50'

PLANT LIST – SHRUBS, ORNAMENTAL GRASSES & PERENNIALS

QTY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	COMMENT	MATURE SIZE
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	12" HT.	CONT.	4' X 2.5'
	HAMAMELIS VERNALIS	VERNAL WITCHHAZEL	15" HT.	CONT.	9' X 13'
	HEMEROCALLIS 'STELLA D'ORO'	STELLA D'ORO DAYLILIES	12" HT.	CONT.	1' X 2'
	HYDRANGEA QUERCIFOLIA	OAKLEAF HYDRANGEA	15" HT.	CONT.	7' X 7'
	PANICUM VIRGATUM 'PRAIRIE FIRE'	PRAIRIE FIRE RED SWITCH GRASS	12" HT.	CONT.	4' X 3'
	RIBES ALPINUM 'GREEN MOUND'	GREEN MOUND ALPINE CURRENT	12" HT.	CONT.	4' X 4'
	TAXUS X MEDIA 'DENSIFORMIS'	DENSE YEW	15" HT.	CONT.	5' X 5'
	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	15" HT.	CONT.	8' X 8'
	VIBURNUM TRILOBUM 'COMPACTA'	COMPACT AMERICAN CRANBERRY BUSH VIBURNUM	24" HT.	CONT.	9' X 9'

- NOTE: ALL PLANT SPECIES SHALL BE ASSIGNED FROM, BUT NOT LIMITED TO THE ABOVE LISTED PLANT SCHEDULE, SUBJECT TO CITY FORESTER APPROVAL

FINKBINE - THE JAMES ON MELROSE
IOWA CITY, IOWA



LOCATION MAP
NOT TO SCALE

FINKBINE GOLF COURSE
SE¼ - SE¼ SECTION 8-T79N-R6W
NW¼ - NE¼ SECTION 17-T79N-R6W
SE¼ - NE¼ SECTION 17-T79N-R6W
FINKBINE COMMUTER DRIVE
MELROSE AVENUE
UNIVERSITY ATHLETIC CLUB SUBDIVISION
IN ACCORDANCE WITH THE PLAT THEREOF RECORDED IN PLAT BOOK 36 AT PAGE 704 OF THE RECORDS OF THE JOHNSON COUNTY RECORDER'S OFFICE.
OUTLOT 'A'

6.12 AC

MMS
CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-8282
www.mmsconsultants.net

Date	Revision
01-12-21	Per city comments - kjb
02-05-21	Per city comments - bah

PRELIMINARY OPD AND SENSITIVE AREAS PLAN (LANDSCAPE PLAN)

FINKBINE - THE JAMES ON MELROSE
IOWA CITY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	11/12/2020
Designed by: KJB	Field Book No:
Drawn by: NPB	Scale: 1"=40'
Checked by: JDM	Sheet No: 5
Project No: 7331-050	of: 5

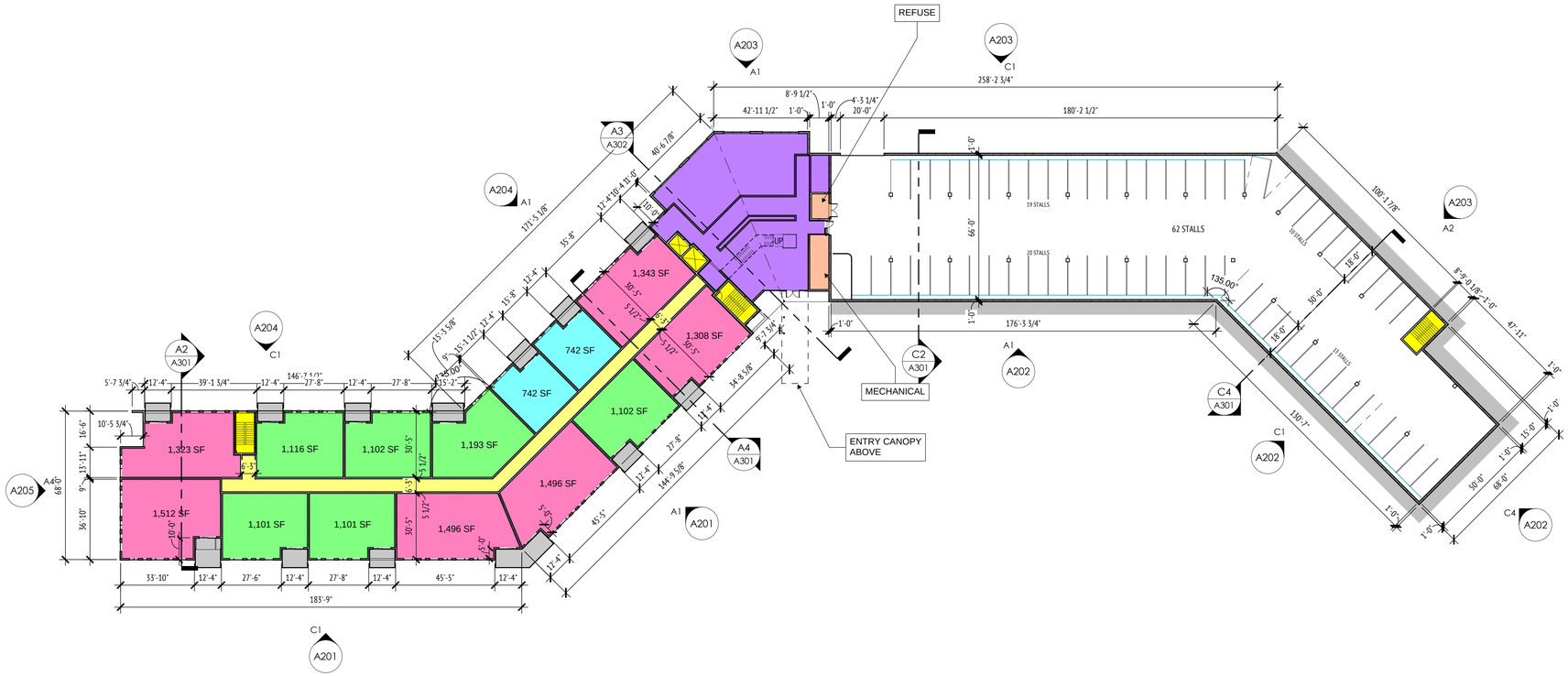
UNIT COUNTS:

SIZE	0	1	2	3	4	5	TOTAL
1-BED	0	2	4	7	5	3	21
2-BED	0	6	12	12	13	4	47
3-BED	0	6	11	11	9	6	43
3L-BED	0	0	1	1	2	1	5
TOTAL	0	14	28	31	29	14	116

FIRST FLOOR: 47,353 GSF

DWELLING UNITS:	16,677 SF
CIRCULATION:	2,227 SF
SERVICE:	311 SF
COMMON / AMENITY:	4,208 SF
PARKING:	21,087 SF
WALLS / STRUCTURE:	2,843 SF
UNIT BALCONIES:	1,479 SF**

**UNIT BALCONIES, NOT INCLUDED IN GSF / UNIT SF

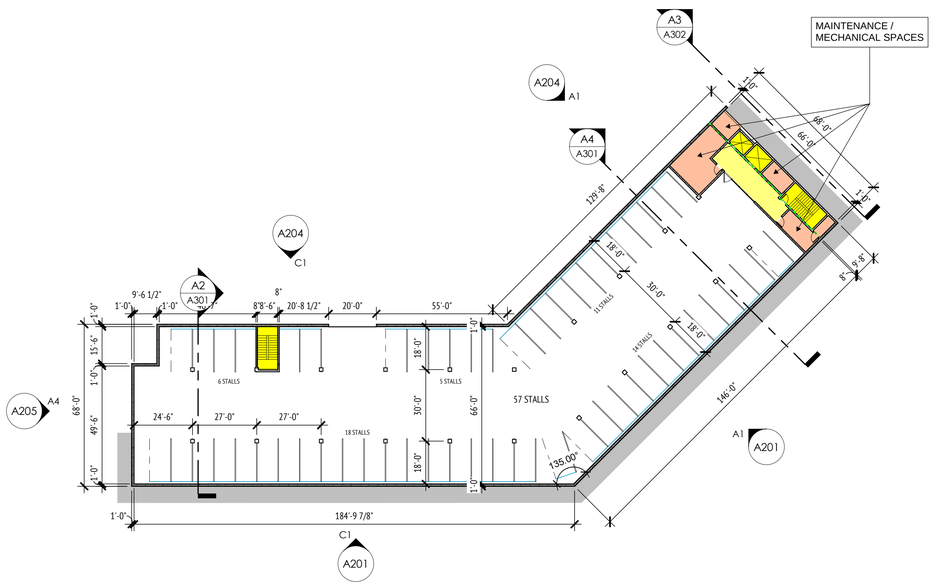


C1 01 - FIRST FLOOR

SCALE: 1" = 30'-0"

LOWER FLOOR: 21,461 GSF

DWELLING UNITS:	0 SF
CIRCULATION:	794 SF
SERVICE:	676 SF
COMMON / AMENITY:	0 SF
PARKING:	18,741 SF
WALLS / STRUCTURE:	1,250 SF



A2 00 - LOWER LEVEL

SCALE: 1" = 30'-0"

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FINKBINE - THE JAMES ON MELROSE
NEWBURY LIVING

IOWA CITY, IOWA

ISSUE DATE:
11.12.2020
REVISIONS:

FLOOR PLANS

A101

PROJECT 19015

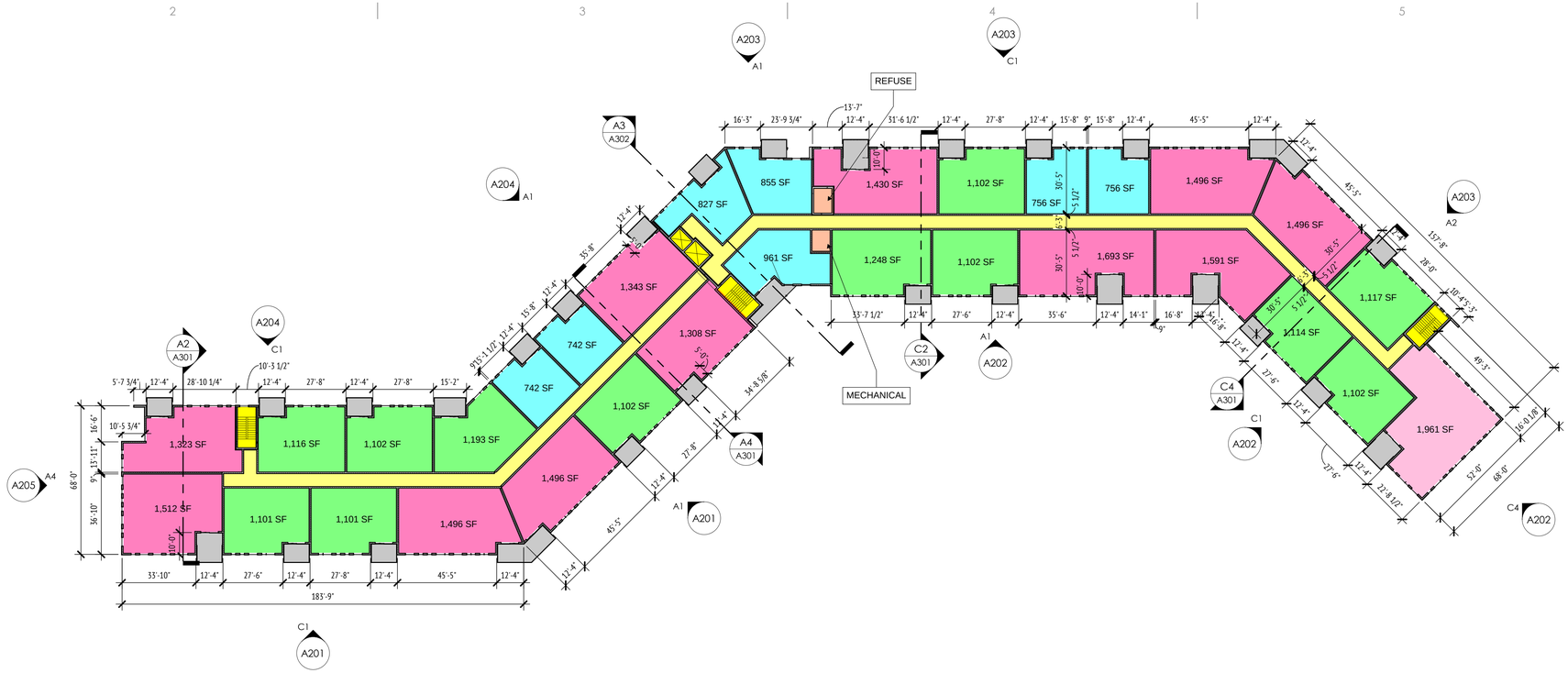
UNIT COUNTS:

SIZE	0	1	2	3	4	5	TOTAL
1-BED	0	2	4	7	5	3	21
2-BED	0	6	12	12	13	4	47
3-BED	0	6	11	11	9	6	43
3L-BED	0	0	1	1	2	1	5
TOTAL	**0**	**14**	**28**	**31**	**29**	**14**	**116**

THIRD FLOOR: 45,290 GSF

DWELLING UNITS:	37,422 SF
CIRCULATION:	4,548 SF
SERVICE:	176 SF
COMMON / AMENITY:	0 SF
WALLS / STRUCTURE:	3,144 SF
UNIT BALCONIES:	3,472 SF**

** +3,273 SF OF UNIT BALCONY, NOT INCLUDED IN GSF / UNIT SF



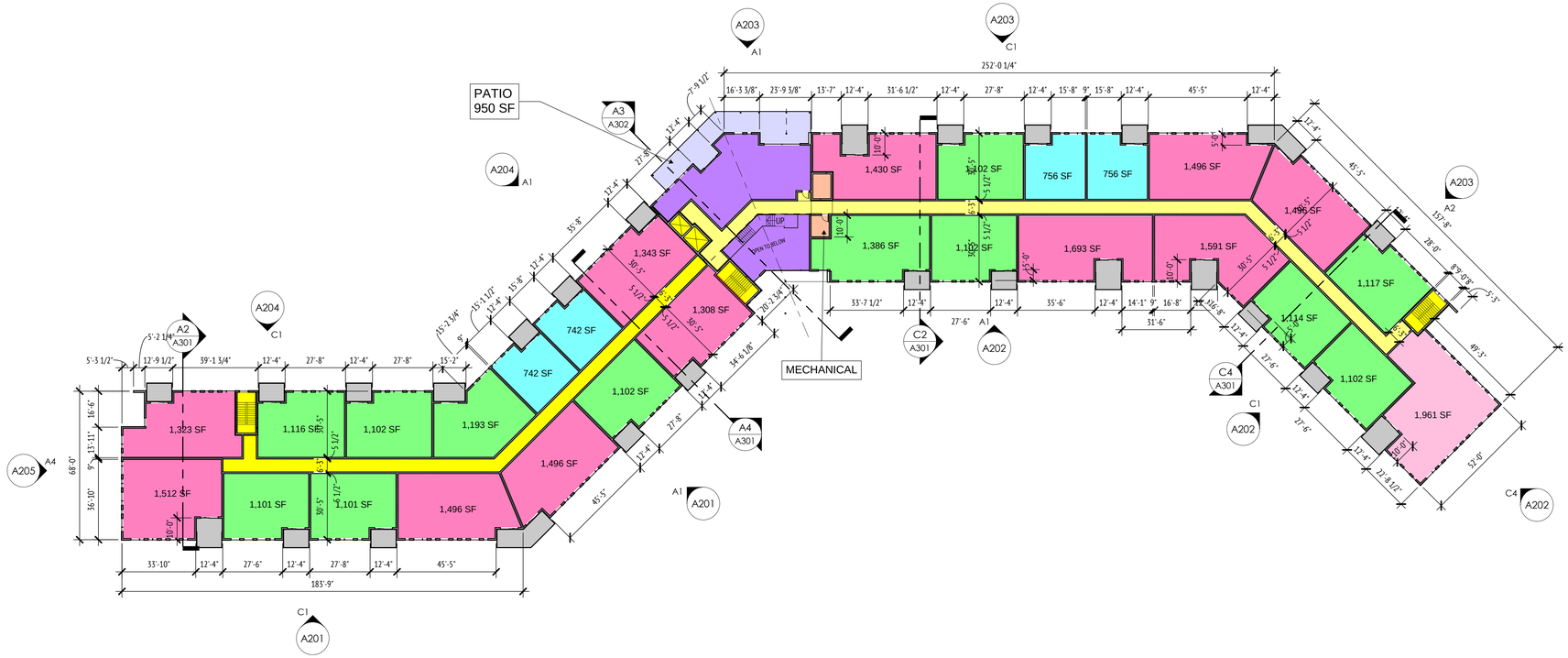
C2 03 - THIRD FLOOR

SCALE: 1" = 30'-0"

SECOND FLOOR: 45,303 GSF

DWELLING UNITS:	34,779 SF
CIRCULATION:	4,569 SF
SERVICE:	176 SF
COMMON / AMENITY:	2,549 SF
WALLS / STRUCTURE:	3,230 SF
UNIT BALCONIES:	3,110 SF**
COMMON PATIO:	950 SF*

*COMMON PATIO, NOT INCLUDED IN GSF
**UNIT BALCONIES, NOT INCLUDED IN GSF / UNIT SF



A2 02 - SECOND FLOOR

SCALE: 1" = 30'-0"

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FLOOR PLANS

A102

PROJECT 19015

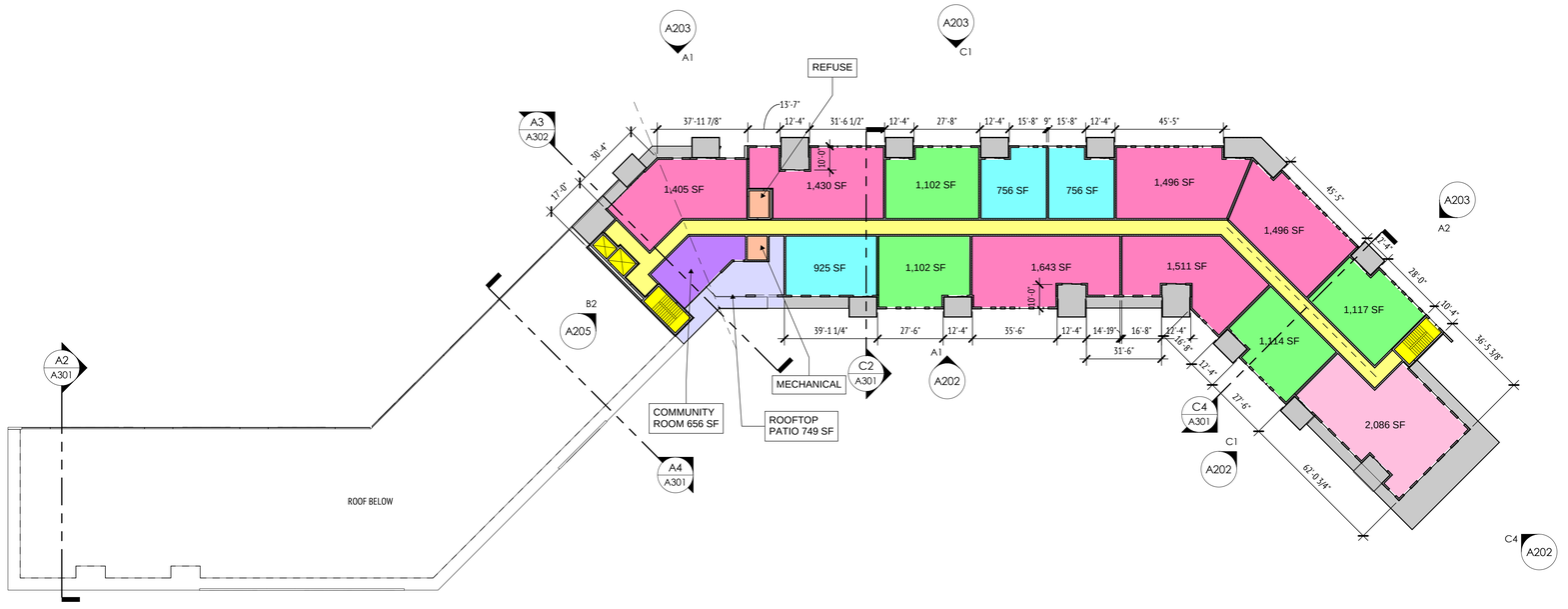
UNIT COUNTS:

SIZE	0	1	2	3	4	5	TOTAL
1-BED	0	2	4	7	5	3	21
2-BED	0	6	12	12	13	4	47
3-BED	0	6	11	11	9	6	43
3L-BED	0	0	1	1	2	1	5
TOTAL	0	14	28	31	29	14	116

FIFTH FLOOR: 23,357 GSF

DWELLING UNITS:	17,939 SF
CIRCULATION:	2,773 SF
SERVICE:	176 SF
COMMON / AMENITY:	656 SF
WALLS / STRUCTURE:	1,813 SF
UNIT BALCONIES:	3,343 SF**
COMMON BALCONY:	749 SF*

*COMMON BALCONY, NOT INCLUDED IN GSF
**UNIT BALCONY, NOT INCLUDED IN GSF / UNIT SF

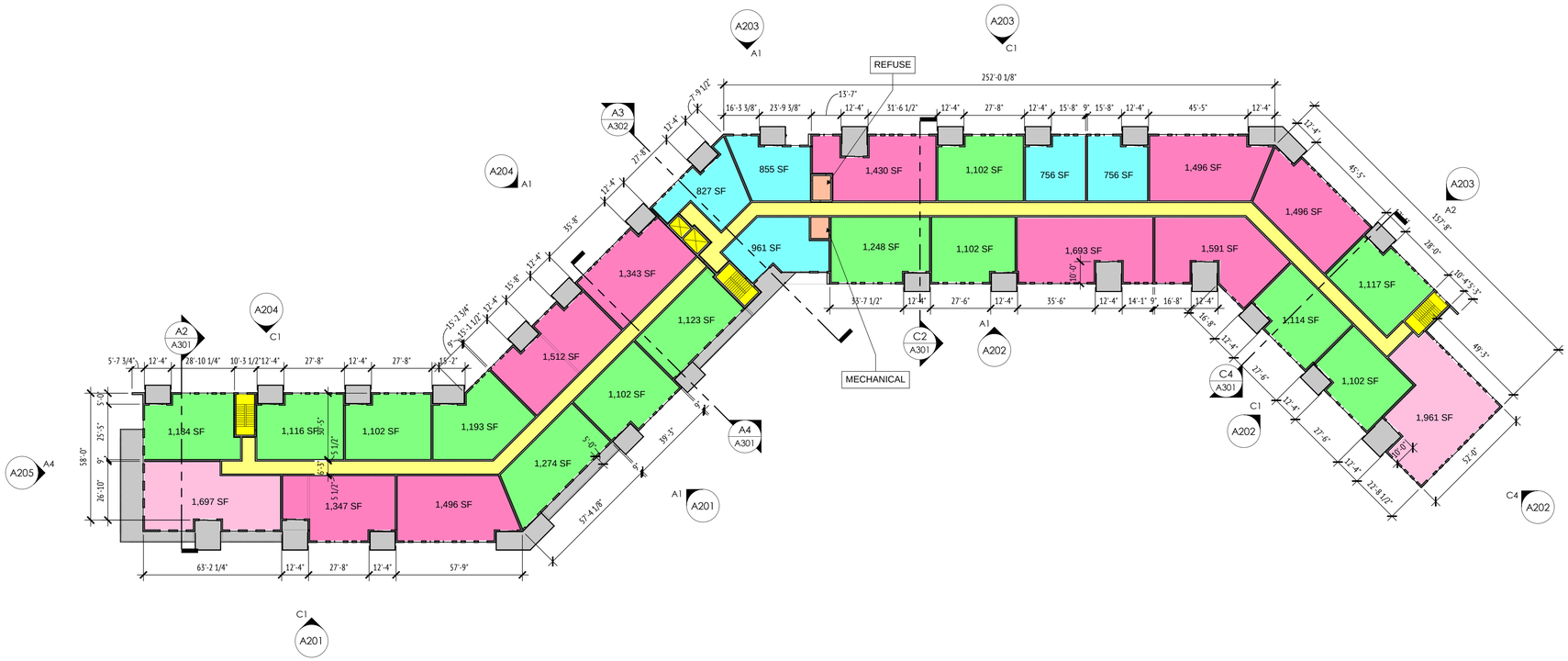


C2 05 - FIFTH FLOOR
SCALE: 1" = 30'-0"

FOURTH FLOOR: 44,010 GSF

DWELLING UNITS:	36,154 SF
CIRCULATION:	4,548 SF
SERVICE:	176 SF
COMMON / AMENITY:	0 SF
WALLS / STRUCTURE:	3,132 SF
UNIT BALCONIES:	4,695 SF**

**UNIT BALCONY, NOT INCLUDED IN GSF / UNIT SF



A2 04 - FOURTH FLOOR
SCALE: 1" = 30'-0"

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A103
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C1 WEST ELEVATION - NORTH 1

SCALE: 1/8" = 1'-0"

A1 WEST ELEVATION - NORTH 2

SCALE: 1/8" = 1'-0"

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EXTERIOR ELEVATIONS

A201

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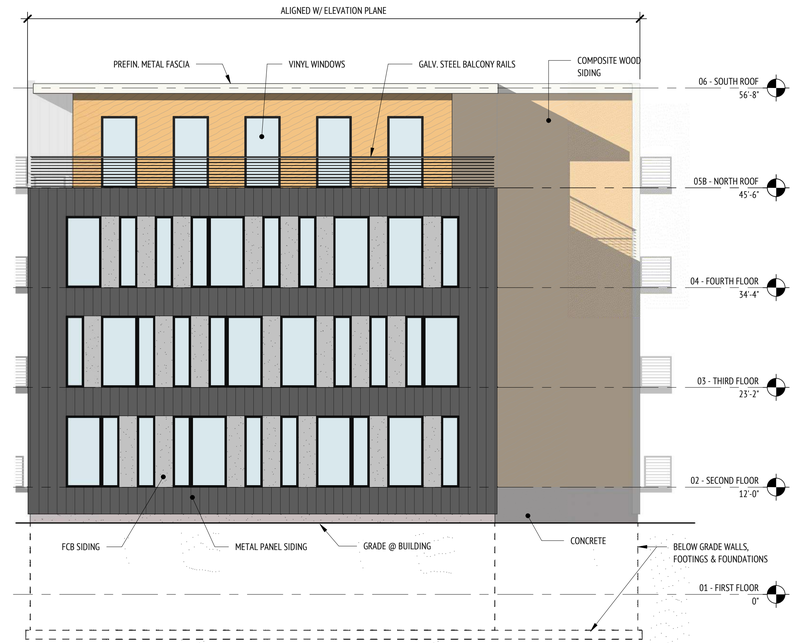
C1 WEST ELEVATION - SOUTH 2

SCALE: 1/8" = 1'-0"



C4 SOUTHWEST ELEVATION

SCALE: 1/8" = 1'-0"

A1 WEST ELEVATION - SOUTH 1

SCALE: 1/8" = 1'-0"

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A202

PROJECT 19015

C1 EAST ELEVATION - SOUTH 1

SCALE: 1/8" = 1'-0"

A1 EAST ELEVATION - CENTER 1

SCALE: 1/8" = 1'-0"

A2 EAST ELEVATION - SOUTH 2

SCALE: 1/8" = 1'-0"

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EXTERIOR ELEVATIONS

A203

PROJECT 19015

C1 EAST ELEVATION - NORTH 1

SCALE: 1/8" = 1'-0"

A1 EAST ELEVATION - NORTH 2

SCALE: 1/8" = 1'-0"

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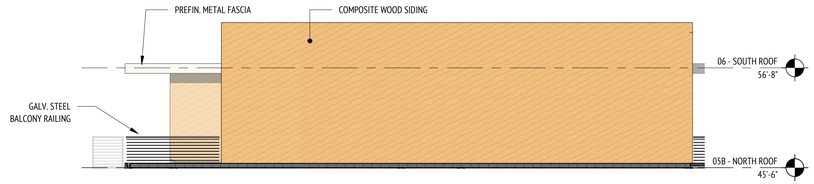
ELEVATIONS

A204

PROJECT 19015



B2 NORTH ELEVATION @ ELEVATOR

SCALE: 1/8" = 1'-0"

A4 NORTH ELEVATION

SCALE: 1/8" = 1'-0"

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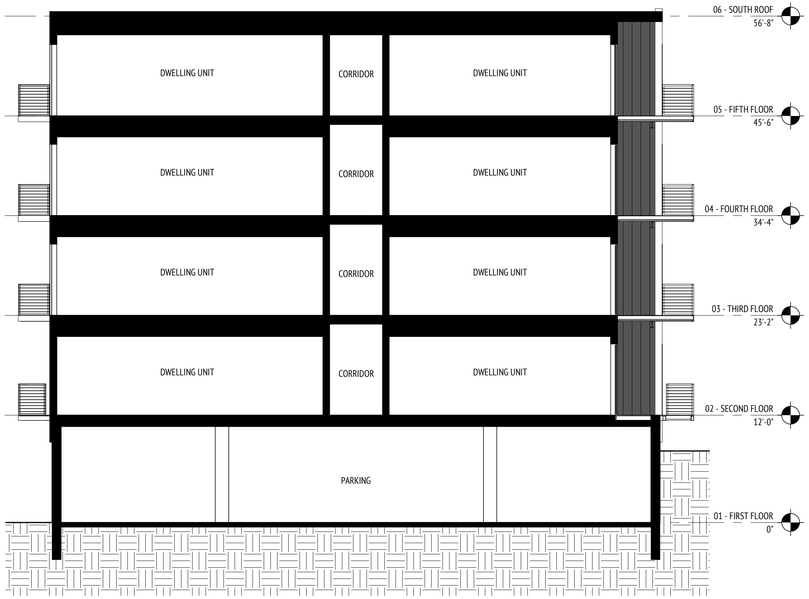
EXTERIOR ELEVATIONS

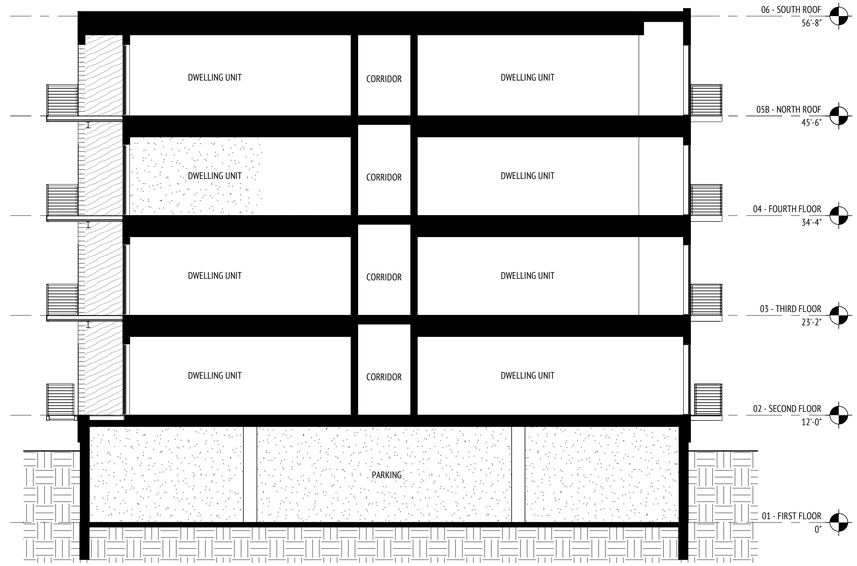
A205

PROJECT 19015



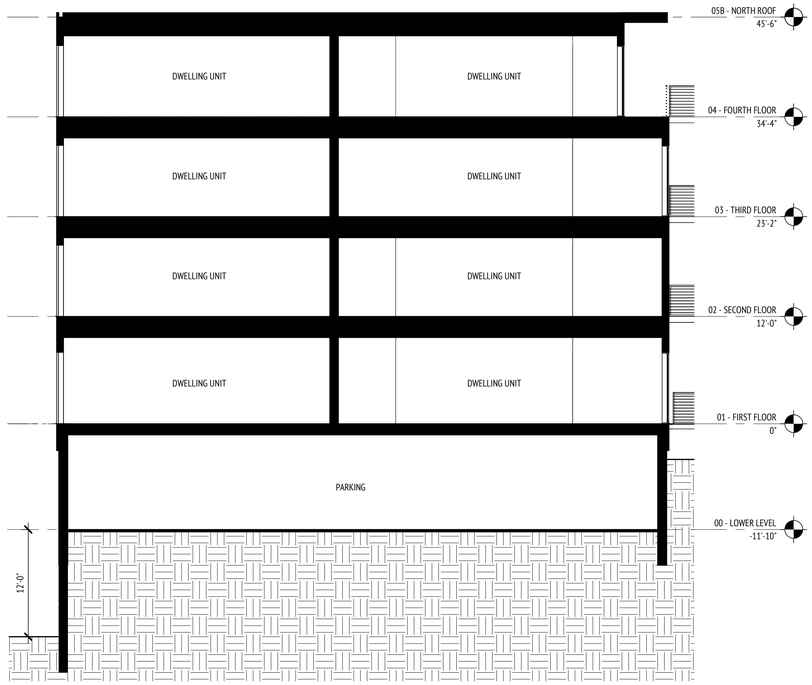
C2 SOUTH END SECTION 1

SCALE: 1/8" = 1'-0"



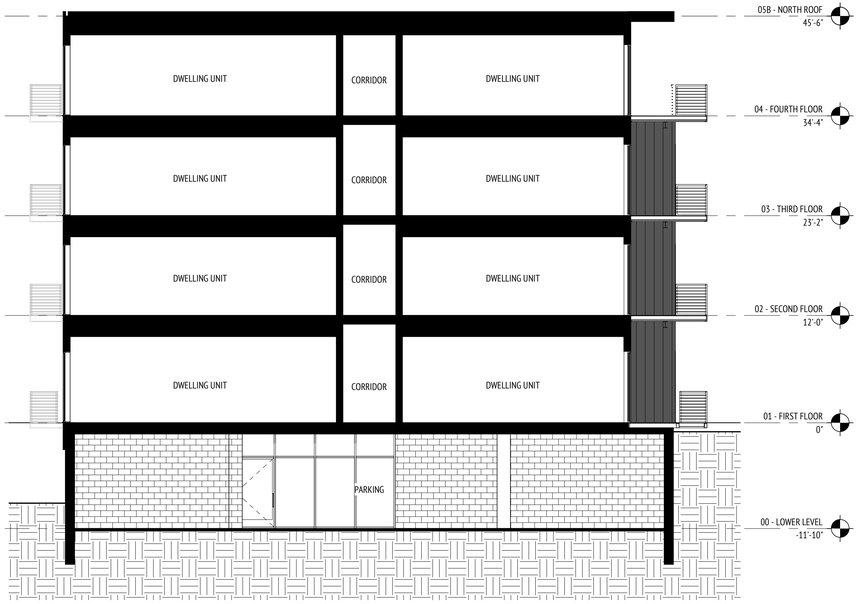
C4 SOUTH END SECTION 2

SCALE: 1/8" = 1'-0"



A2 NORTH END SECTION 1

SCALE: 1/8" = 1'-0"



A4 NORTH END SECTION 2

SCALE: 1/8" = 1'-0"

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FINKBINE - THE JAMES ON MELROSE
NEWBURY LIVING

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ISSUE DATE:
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BUILDING SECTIONS

A301

PROJECT 19015

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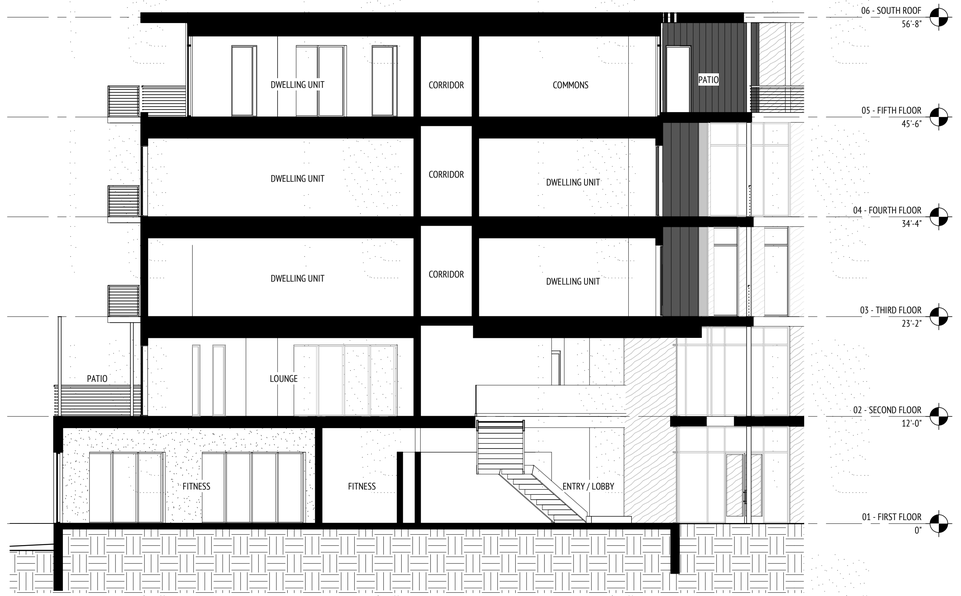
C1 AERIAL FROM SOUTHWEST
SCALE:

C2 AERIAL FROM EAST
SCALE:

C4 FITNESS / LOUNGE AERIAL
SCALE:

A1 ENTRANCE AERIAL 1
SCALE:

A2 ENTRANCE @ GRADE
SCALE:



A3 BUILDING SECTION @ ENTRY
SCALE: 1/8" = 1'-0"

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BUILDING SECTIONS & MODEL IMAGES

A302
PROJECT 19015

ARCHITECTS SCHIPPER KASTNER

VIEW AT MAIN ENTRANCE

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PROJECT 19015

VIEW FROM SOUTWEST CORNER

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EXTERIOR RENDERINGS

A305

PROJECT 19015

Melrose Avenue
Traffic Impact Study
Iowa City & University Heights, Iowa

January, 2021

Prepared by: IIW, P.C.

For: FOCUS DEVELOPMENT

IIW, P.C. ◆ ENGINEERS. ARCHITECTS. SURVEYORS.

I hereby certify that this document was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Iowa.

Jeri Vondera 1/6/2021

Jeri Vondera, P.E.
Iowa License No. P24462
My License Renewal Date is December 31, 2021
Parts covered by the seal: All

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EXECUTIVE SUMMARY

IIW, P.C. has prepared this report for a proposed Active Adult development to be located at the northeast quadrant of the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). This study evaluated the effect the development will have on traffic flow and intersection functionality along Melrose Avenue and at the Melrose Avenue/Finkbine Commuter Drive(N)/Emerald Street(S) intersection.

A turning movement count was performed at the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S) on November 19, 2020 during peak AM and PM hours. The peak hour in the AM was determined to be 7:30 AM – 8:30 AM. The peak hour in the PM was determined to be 4:00 PM – 5:00 PM.

The sight distance at the existing intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S) and at the proposed intersection of Melrose Avenue & proposed development entrance was reviewed and found to exceed AASHTO's recommendations. Crash data was reviewed and the crash rate in the study area was less than the statewide crash rate average for minor arterials.

A model was setup using Synchro traffic analysis software to analyze the existing flow of traffic at the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). Since the traffic counts in November 2020 were taken during the COVID-19 pandemic, all traffic volumes collected in November 2020 were increased by 14% in the AM and 6% in the PM, per direction from the Metropolitan Planning Organization of Johnson County (MPOJC). Because the golf course was closed during the traffic counts, trip generation was used to determine the volume of traffic that may be generated by the golf course. A growth rate of 0.73% on Melrose Avenue east of Finkbine Commuter Drive, and 1.03% west of Finkbine Commuter Drive was used to estimate future traffic.

The proposed development will consist of 116 units which will have access to Melrose Avenue at an existing driveway approximately 400 feet east of Finkbine Commuter Drive. There will also be a driveway from Finkbine Commuter Drive for deliveries and visitors. Using the ITE Trip Generation Manual, 10th Edition, trip generation rates were developed for the proposed development using ITE Land Use code 252, Senior Adult Housing – Attached. The direction of traffic was distributed entering and exiting the proposed development using the same percentages as existing traffic on Melrose Ave.

Intersection Capacity Utilization (ICU) is a function of the volume to capacity ratio of the whole intersection. A value of 100% means that the intersection is at capacity. A volume to capacity ratio of less than or equal to 55% is an A, greater than 55% to 64% is a B, and so on. The model indicated that the existing intersection of Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S) with the COVID factor and golf course traffic is a level of service of E in the peak AM, and a level of service of A in the peak PM. In the year 2042, without the proposed development, the intersection will be a level of service of F in the AM and a level of service of A in the PM.

Traffic expected to be generated by the proposed development was added to the model to determine what effect the development had on traffic flow. The table on the next page summarizes the capacity and level of service of the intersection with and without the proposed development. As shown, there is very little change in the capacity of the intersection with the development traffic added.

Summary of Intersection Capacity with and without Development
Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Intersection Capacity Utilization %, LOS
No Development, AM 2022	84.7, E
Development, AM 2022	85.0, E
No Development, PM 2022	46.0, A
Development, PM 2022	46.1, A
No Development, AM 2027	86.9, E
Development, AM 2027	87.2, E
No Development, PM 2027	46.6, A
Development, PM 2027	46.9, A
No Development, AM 2042	94.3, F
Development, AM 2042	94.6, F
No Development, PM 2042	49.9, A
Development, PM 2042	50.1, A

The intersection of Melrose Avenue with the new development driveway was also reviewed. In opening year, in the peak AM and PM hours the level of service is expected to be a C & A, respectively. In the Year 2042, the level of service in the AM and PM hours for the intersection will be D and A, respectively. Although the delay for vehicles exiting the new development is high in the Peak AM, this is a function of the heavy existing traffic on Melrose Avenue.

A traffic signal warrant analysis was completed for the proposed intersection of Melrose Avenue and the new development, and for the existing intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). The proposed development is not expected to generate enough traffic to warrant a traffic signal at the entrance on Melrose Avenue. At the existing intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S), without any proposed development traffic, the peak hour traffic signal warrant is satisfied assuming a one-lane approach on Finkbine Commuter Drive. (Only one lane is marked, however, the approach is wide enough for two lanes and vehicles were observed using it as two lanes at the approach.) The proposed development as shown in Appendix 15 will add very little, if any traffic to Finkbine Commuter Drive, and will add approximately 11 vehicles to Melrose Avenue; therefore, the proposed development traffic does not impact the traffic signal warrant analysis.

With a traffic signal installed at the intersection of Melrose Avenue and Finkbine Commuter Drive, using 2042 traffic volumes, the model indicates that the intersection will operate much more efficiently than it currently operates. A fully actuated intersection with left turn lanes on Melrose Avenue in both directions may operate at a level of service of C in the AM, and a B in the PM.

The need for turn lanes at the proposed development driveway was analyzed. A westbound right turn lane into the proposed development is not warranted. An eastbound left turn lane on Melrose Avenue at the proposed development driveway is warranted. A proposed left turn lane of 120 feet will be adequate for storage and deceleration.

A new 140-room Marriott hotel is being built approximately ½ mile away from this study area. While there may be a few trips generated by the hotel which will pass by the Active Adult development, it is not expected to have an impact on the traffic in the study area. The developer of the Active Adult building is also considering an additional development

of approximately 41 townhomes on the west side of Finkbine Commuter Drive. These units may have access to Melrose Avenue at Westgate Street and MacBride Road, west of this study area. This additional development is expected to have very little impact on the traffic in the study area.

INTRODUCTION

IIW, P.C. has prepared this report for a proposed Active Adult development to be located at the northeast quadrant of the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). See Appendices 1 and 2 for project location. This study evaluated the effect the development will have on traffic flow and intersection functionality along Melrose Avenue and at the Melrose Avenue/Finkbine Commuter Drive(N)/Emerald Street(S) intersection.

ANALYSIS OF EXISTING CONDITIONS

Study Area

Melrose Avenue is a minor arterial that runs east-west through the cities of Iowa City and University Heights. It is a curbed four lane divided roadway with a curbed grass median west of Finkbine Commuter Drive and becomes a two-lane undivided roadway approximately 300 feet east of Finkbine Commuter Drive. Sidewalks are present on both sides of the street. The speed limit is 25 mph where undivided, and 35 mph on the divided section. Driveways are present along the roadway near the study area for an apartment complex (west of Finkbine Commuter Drive) and a storage shed (east of Finkbine Commuter Drive) with a fully curbed entrance. In addition, two driveways exist at the project site, serving a vacant property.

Finkbine Commuter Drive(N)/Emerald Street(S) runs roughly north-south from W. Benton Street to Hawkins Drive. It is a curbed two-lane undivided roadway, except for a grassed median extending approximately 100 feet north of the intersection with Melrose Avenue. Finkbine Commuter Drive appears to be a private street and is posted at 15 mph. Finkbine Commuter Drive provides access to the Finkbine Golf Course, an 18-hole golf course with a golf shop and a restaurant, and hundreds of parking spaces at Finkbine Commuter Lot and faculty and staff parking for the University of Iowa Hospital. There are gates at the south end of the commuter parking lot which were open at the time of an on-site visit, and vehicles were observed traveling from Melrose Avenue, north to the commuter lot and further north to the University of Iowa Hospital parking.

Erin Shane, Associate Director for University of Iowa Parking & Transportation, indicated that usage of the commuter lot in November 2020, was down 24% to 30% from usage in November 2019. In early November 2020, the Hawkeye Commuter lot was closed and parking for many UIHC employees was temporarily relocated to the Finkbine Commuter lot. Even with this change, utilization of the Finkbine Commuter lot was down from last year. The gates at the south end of the commuter lot were left open so that they did not have to re-program all the affected access cards during the temporary relocation. See Appendix 38.

There is a small parking lot in the northwest quadrant of the intersection of Melrose Avenue and Finkbine Commuter Drive. The parking lot connects Finkbine Commuter Drive with Melrose Avenue at Westgate Street. Vehicles were observed using the parking lot to bypass traffic on Melrose Avenue at the intersection of Finkbine Commuter Drive. Emerald Street is a two-lane undivided roadway which provides access to a fire station and several apartment complexes. The speed limit is 25 mph and on-street parking is only allowed on the west side of the street. A sidewalk is present on the west side of Emerald Street.

The intersection of Melrose Avenue and Finkbine Commuter Drive is two-way stop-controlled, with stop signs placed at Finkbine Commuter Drive(N) and Emerald Street(S). Both roadways have street lighting at the intersection and within the study area. An existing bus stop is present at the southeast quadrant of the intersection and was assumed to have a negligible effect on traffic flow. As motorists proceed eastbound on Melrose Avenue approaching Finkbine,

there are warning signs that indicates the right lane ends. However, in the morning peak hour, it was observed that much of the through traffic stayed in the right lane to travel through the intersection so as not to get delayed behind a left turning vehicle. During non-peak hours, most of the traffic traveled through the intersection in the left lane since the right lane ended approximately 300 feet east of the intersection.

Traffic Data

The Iowa DOT has an AADT traffic count from 2018 on Melrose Avenue east of Finkbine Commuter Drive of 13,400 vehicles per day (vpd). Since no other traffic data was available, a turning movement count was performed at the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S) on November 19, 2020 during peak AM and PM hours. See Appendices 3 & 4. At the time of the traffic count, it appears that the public schools were open with 50% of the students attending classes in person, University of Iowa classes were in session although it is unknown how many of these classes may be virtual, the golf course was closed for the season, the golf shop was open, and the restaurant was open for carry-out only. The peak hour in the AM was determined to be 7:30 AM – 8:30 AM. 64% of the traffic in the intersection was going east on Melrose Avenue and 34% was going west. The peak hour in the PM was determined to be 4:00 PM – 5:00 PM. 30% of the traffic in the intersection was going east on Melrose Avenue, 51% was going west, and 17% was going south on Finkbine Commuter Drive.

Heavy vehicles, pedestrians and bicycles were also counted. The volume of heavy vehicles was almost entirely from buses and was determined to be 1% of the traffic. In the AM peak hour, there were 28 pedestrians within the intersection and 9 bicyclists. In the PM peak hour, there were 52 pedestrians and 9 bicyclists.

Emily Bothell, Transportation Engineering Planner with Metropolitan Planning Organization of Johnson County (MPOJC), indicated that traffic volumes in the Iowa City area were down compared to previous years by 14% in the AM and 6% in the PM. Erin Shane, Associate Director for University of Iowa Parking & Transportation, indicated that usage of the commuter lot in November 2020, was down 24% to 30% from usage in November 2019. In order to better represent typical traffic volumes, all traffic volumes collected in November 2020 were increased by 14% in the AM and 6% in the PM, this includes traffic on Finkbine Commuter Drive and Emerald Street. Even though usage of the commuter lot was down by 24% to 30%, it is assumed that if the lot was at a normal usage level, some of the traffic would have accessed the lot from Hawkins Drive; therefore, not all of the 24% to 30% should be added to the Melrose Avenue/Finkbine Commuter Drive intersection. See Appendices 3A and 4A for the existing traffic volumes with a COVID factor applied to better represent typical traffic volumes.

Sight Distance

The sight distance at the existing intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S) and at the proposed intersection of Melrose Avenue & proposed development entrance was reviewed. LiDAR was used to determine the existing grades. Since no field topographic data was taken, and due to the accuracy of LiDAR data, the measured intersection sight distances are approximate. AASHTO's criteria for passenger cars was used. Since the speed limit changes near this location, a design speed of 35 mph was used when looking west, and a design speed of 25 mph was used when looking east.

At the existing intersection, vehicles exiting Finkbine Commuter Drive turning left will cross 2-lanes and a 30-foot median. The required sight distance is calculated to be 476 feet. The measured sight distance is over 600 feet. For vehicles turning right, the required sight distance is 240 feet, and the measured sight distance is over 600 feet.

Vehicles exiting Emerald street turning left will cross 2-lanes and a 30-foot median. The design speed is assumed to be 25 mph. The required sight distance is calculated to be 340 feet. The measured sight distance is over 600 feet. For vehicles turning right, the required sight distance is 390 feet, and the measured sight distance is over 600 feet.

For vehicles exiting the new development driveway and turning left onto Melrose Avenue, the required sight distance is 390 feet. The measured sight distance is approximately 490 feet. If there is a vehicle in the left lane on Melrose Avenue stopped to turn left onto Finkbine Commuter Drive, the measured sight distance is reduced to approximately 420 feet.

For vehicles exiting the new development driveway and turning right onto Melrose Avenue, the required sight distance is 280 feet, and the measured sight distance is approximately 450 feet.

Crash Data

Crash data was collected from the Iowa DOT website https://icat.iowadot.gov on Melrose Avenue in the study area. In the last 5 years, there have been 9 crashes. Crashes are summarized in the following table, and the crash report is attached as Appendix 5. For an AADT of 13,400, and a study area of 0.20 miles, the crash rate is 184 per hundred million vehicles miles (HMVMT). The statewide 5-year crash rate average is 202 for minor arterials.

Table 1 – Crash Summary

Date	Type	Severity	Major Cause
01/01/2016	Angle	PDO	Failure to yield making a left turn
06/10/2016	Rear-end	PDO	Improper lane change
02/24/2017	Rear-end	PDO	Followed too close
02/28/2017	Rear-end	PDO	Followed too close
10/26/2017	Rear-end	PDO	Followed too close
04/10/2018	Rear-end	PDO	Vision obstructed
06/29/2018	Sideswipe	PDO	Unknown
10/03/2018	Sideswipe	PDO	Improper lane change
07/15/2019	Sideswipe	PDO	Improper lane change

Existing Level of Service

A model was setup using Synchro traffic analysis software to analyze the existing flow of traffic at the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). Synchro uses the Highway Capacity Manual's (HCM) methods for analyzing traffic. The HCM uses a Level of Service (LOS) to represent the delay experienced by motorists. LOS A is the best operating conditions and LOS F is the worst. For un-signalized intersections, the delay for the thru traffic is essentially zero; therefore, the HCM can be used to compute the level of service for the minor movements, but not the intersection as a whole. Synchro reports for all scenarios are in Appendix 40. For Existing Conditions, the recorded traffic volumes taken in November 2020 were increased by 14% in the AM and 6% in the PM, and these volumes are shown in appendices 3A & 4A. The following table summarizes the Delay in seconds and the LOS on the northbound and southbound approaches, and the eastbound and westbound left turn approaches, which are the legs of the intersections where conflicts exist.

Intersection Capacity Utilization (ICU) is a function of the volume to capacity ratio of the whole intersection. A value of 100% means that the intersection is at capacity. It is an accepted technique for transportation planning studies, future

roadway design considerations and congestion management/mitigation programs. A volume to capacity ratio of less than or equal to 55% is an A, greater than 55% to 64% is a B, and so on. The ICU and LOS for the existing intersection is summarized in the following table.

Table 2 – Delays (in seconds) and LOS for Existing Conditions, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	14.8, B	67.4, F	12.7, B	79.6, D
PM PEAK	17.6, C	31.3, D	9.1, A	8.4, A	43.9, A

* Delay exceeds 300 seconds

Since the golf course was closed during the traffic counts, trip generation was used to determine the volume of traffic that may be generated by the golf course. From ITE Trip Generation manual, the Land Use is 430 - Golf Course. The ITE Trip Generation Manual indicates that the trip generation rates include some sites that contained a driving range, club house, pro shop, restaurant, lounge, and banquet facilities. The Manual shows Average Vehicle Trip Ends vs. Acres and Holes. The ITE trip generation manual states that due to the small sample size, trips generated by number of acres should be used with caution. Therefore, for this study, trips generated by number of holes will be used. A phone call to the golf shop indicated the golf course has 18 holes. Rates for Peak Hour of Adjacent Street Traffic were used since the peak hour of the golf course does not typically correspond to the peak hour of the adjacent street. It is assumed that all golf course trips use the Melrose Avenue intersection with Finkbine Commuter Drive since users are not likely to have a parking pass to access the Finkbine Commuter Lot.

Table 3 – Trips Generated by Land Use Golf Course

Time Period	Acres / Holes	Average Rate	Trips Generated (vph)	% Entering	% Exiting	Trips Generated Entering (vph)	Trip Generated Exiting (vph)
Pk Hr AM	18 Holes	1.76	32	79	21	25	7
Pk Hr PM	18 Holes	2.91	52	53	47	27	25

These trips generated by the golf course are added to the Existing Conditions volumes shown in appendices 3A & 4A to account for the golf course being closed during the traffic counts. These volumes are shown in Appendices 6 & 7. Delays and LOS are shown in the following table.

Table 4 - Delays (in seconds) and LOS for Existing Conditions w/Golf Course, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	14.8, B	81.6, F	12.7, B	84.2, E
PM PEAK	16.7, C	23.0, C	9.2, A	8.4, A	45.9, A

* Delay exceeds 300 seconds

Growth Rate

The growth rate data was provided by the Metropolitan Planning Organization of Johnson County (MPOJC). Their model estimates an annual growth rate of 0.73% on Melrose Avenue east of Finkbine Commuter Drive, and 1.03% west of Finkbine Commuter Drive. See Appendix 8.

In order to determine the level of service for Melrose Avenue without the proposed development, the through volumes on Melrose Avenue shown in Appendix 6 & 7 will be increased by these growth rates by 1 year for Year 2022 Without Development, by 6 years for Year 2027 Without Development, and by 21 years for Year 2042 Without Development. The growth rates will not be applied to the golf course volumes since it is assumed the golf course will not expand, and they will not be applied to traffic on Finkbine Commuter Drive since it is assumed that the commuter lot will not expand. These volumes are shown in Appendices 9 - 14 and the delays and levels of service are summarized in the following tables.

Table 5 - Delays (in seconds) and LOS for Year 2022 without Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	14.8, B	85.2, F	12.8, B	84.7, E
PM PEAK	16.8, C	23.3, C	9.3, A	8.4, A	46.0, A

* Delay exceeds 300 seconds

Table 6 - Delays (in seconds) and LOS for Year 2027 without Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	15.2, C	104.8, F	13.2, B	86.9, E
PM PEAK	17.5, C	24.5, C	9.4, A	8.4, A	46.6, A

* Delay exceeds 300 seconds

Table 7 - Delays (in seconds) and LOS for Year 2042 without Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	16.7, C	191.0, F	14.5, B	94.3, F
PM PEAK	20.1, C	30.0, D	9.9, A	8.6, A	49.9, A

* Delay exceeds 300 seconds

PROPOSED CONDITIONS

Trip Generation

The proposed development will consist of 116 units which will have access to Melrose Avenue at an existing driveway approximately 400 feet east of Finkbine Commuter Drive. There will also be driveways from Finkbine Commuter Drive for deliveries and visitors. These driveways will be located across from existing driveways to the golf course. See Appendix 15. For the purposes of this report, it will be assumed that all trips generated in the peak hours will use the driveway on Melrose Avenue.

Using the ITE Trip Generation Manual, 10th Edition, trip generation rates were developed for the proposed development. The developer indicated that the target market is Active Adults, 55+ and that 116 units will be constructed. Therefore, the ITE Land Use Code 252, Senior Adult Housing – Attached was used. ITE's description of this Land Use is "*Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and onsite medical facilities. Residents in these communities live independently, are typically active and may or may not be retired…. the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 AM and 12:45 PM and 12:00 PM and 1:00 PM respectively*." See Appendix 16. Since the peak hour of the generator does not coincide with the peak hour of adjacent streets, Weekday Peak Hour of Adjacent Street Traffic was used. The trips generated by this development are summarized in the following table.

Table 8 – Trips Generated by Land Use Senior Adult Housing - Attached

			Average Rates*		AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Use Code	Dwelling Units	AM Peak (vph)	PM Peak (vph)	Entering (vph)	Exiting (vph)	Entering (vph)	Exiting (vph)
Senior Adult Housing – Attached	252	116	0.20	0.26				
Directional Distribution					35%	65%	55%	45%
Trip Generation			24	31	8	16	17	14

*Average rate on weekday for AM & PM Peak Hour of Adjacent Street Traffic, 10th Edition Trip Generation Manual

Trip Distribution

Currently, in the Peak AM hour with the COVID factor, there are approximately 1,880 vehicles on Melrose Avenue that pass by the proposed entrance to the development, 44% are traveling west, and 56% are traveling east. In the Peak PM hour with the COVID factor, there are approximately 1,050 vehicles on Melrose Avenue that pass by the proposed entrance to the new development, 64% are traveling west, and 36% are traveling east. The trips generated by the new development will be distributed based on these same percentages. See Appendices 17 - 20.

For simplicity and the purposes of this report, it will be assumed that opening year will be in year 2022 and the development will be at full capacity. The trips generated by the new development and shown on Appendices 17 – 20 are added to the trips from Year 2022 Without Development, which are shown on Appendices 9 & 10, to create the turning movements at the new entrance in opening year, Year 2022 With Development, shown in appendices 21 & 22, and turning movements at the existing intersection of Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S) shown in appendices 23 & 24. These trips were then increased by the growth rate to generate turning movements for Year 2027 with Development (Opening Year + 5) and for Year 2042 with Development (Opening Year + 20). See appendices 25 – 32. Delays and levels of service are summarized in the following tables.

Table 9 - Delays (in seconds) and LOS for Year 2022 with Development, Melrose Avenue at Proposed Development

Time Period	Southbound Approach Delay, LOS	Eastbound Left Delay, LOS	ICU %, LOS
AM PEAK	53.1, F	9.8, A	69.4, C
PM PEAK	17.7, C	9.3, A	47.5, A

* Delay exceeds 300 seconds

Table 10 - Delays (in seconds) and LOS for Year 2022 with Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	14.9, B	87.7, F	12.8, B	85.0, E
PM PEAK	17.0, C	23.6, C	9.3, A	8.4, A	46.1, A

* Delay exceeds 300 seconds

Table 11 - Delays (in seconds) and LOS for Year 2027 with Development, Melrose Avenue at Proposed Development

Time Period	Southbound Approach Delay, LOS	Eastbound Left Delay, LOS	ICU %, LOS
AM PEAK	60.8, F	10.0, A	71.4, C
PM PEAK	18.3, C	9.4, A	49.4, A

* Delay exceeds 300 seconds

Table 12 - Delays (in seconds) and LOS for Year 2027 with Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	15.3, C	108.5, F	13.2, B	87.2, E
PM PEAK	17.7, C	24.9, C	9.5, A	8.4, A	46.9, A

* Delay exceeds 300 seconds

Table 13 - Delays (in seconds) and LOS for Year 2042 with Development, Melrose Avenue at Proposed Development

Time Period	Southbound Approach Delay, LOS	Eastbound Left Delay, LOS	ICU %, LOS
AM PEAK	99.4, F	10.7, B	78.1, D
PM PEAK	20.1, C	9.7, A	53.1, A

* Delay exceeds 300 seconds

Table 14 - Delays (in seconds) and LOS for Year 2042 with Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Approach Delay, LOS	Northbound Approach Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
AM PEAK	*, F	16.7, C	195.8, F	14.6, B	94.6, F
PM PEAK	20.3, C	30.6, D	10.0, A	8.6, A	50.1, A

* Delay exceeds 300 seconds

ANALYSIS

The following table summarizes the effect of the development on the intersection of Melrose Avenue and Finkbine Commuter Drive(N)/Emerald Street(S). As shown in the table, the delay is essentially the same with or without the development. At the intersection of Melrose Avenue and Finkbine Commuter Drive, in the peak hour AM, southbound

traffic on Finkbine Commuter Drive trying to make a left or go straight to Emerald Street currently experience long delays. During the traffic counts, 4 vehicles were observed making this maneuver.

Table 15 – Comparing Delays (in seconds) and LOS With and Without Development, Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S)

Time Period	Southbound Delay, LOS	Northbound Delay, LOS	Eastbound Left Delay, LOS	Westbound Left Delay, LOS	ICU %, LOS
No Development, AM 2022	*, F	14.8, B	85.2, F	12.8, B	84.7, E
Development, AM 2022	*, F	14.9, B	87.7, F	12.8, B	85.0, E
No Development, PM 2022	16.8, C	23.3, C	9.3, A	8.4, A	46.0, A
Development, PM 2022	17.0, C	23.6, C	9.3, A	8.4, A	46.1, A
No Development, AM 2027	*, F	15.2, C	104.8, F	13.2, B	86.9, E
Development, AM 2027	*, F	15.3, C	108.5, F	13.2, B	87.2, E
No Development, PM 2027	17.5, C	24.5, C	9.4, A	8.4, A	46.6, A
Development, PM 2027	17.7, C	24.9, C	9.5, A	8.4, A	46.9, A
No Development, AM 2042	*, F	16.7, C	191.0, F	14.5, B	94.3, F
Development, AM 2042	*, F	16.7, C	195.8, F	14.6, B	94.6, F
No Development, PM 2042	20.1, C	30.0, D	9.9, A	8.6, A	49.9, A
Development, PM 2042	20.3, C	30.6, D	10.0, A	8.6, A	50.1, A

* Delay exceeds 300 seconds

Traffic Signal Warrant Analysis

Criteria in the Manual on Uniform Traffic Control Devices (MUTCD) was used to determine if a traffic signal may be warranted in conjunction with the proposed development, now or in the future. Although eight hours of traffic volume data was not collected, the peak hour volumes were used to determine if additional data should be collected. With the development, the highest traffic volume exiting the proposed development during peak hours is 16 vehicles in the Peak AM. This is less than what would be required to warrant a traffic signal. ITE land use Senior Housing – Attached, generates the highest vehicle volumes between 11:45 AM and 1:00 PM. However, even at these peak hours of 11:45 AM to 12:45 PM or 12:00 PM to 1:00 PM, 116 units is estimated to generate 38 trips which is less than would be required for a traffic signal.

The existing intersection of Melrose Avenue at Finkbine Commuter Drive(N)/Emerald Street(S) was also reviewed for a traffic signal. Traffic counts were taken from 7:00 AM to 9:00 AM, and 3:00 PM to 6:00 PM. These volumes were increased by the COVID factor, the estimated golf course traffic was added to the volumes, and a growth rate was applied to obtain estimated traffic volumes in the year 2022. Without any proposed development traffic, in the peak PM, traffic exiting Finkbine Commuter Drive in 2022 is estimated to be 250 vehicles, with 83% of that traffic turning right. Through traffic on Melrose Avenue is estimated to be 1,107. This does meet the peak hour warrant assuming there is only 1 lane on Finkbine Commuter Drive. (Only 1 lane is marked, however, the approach is wide enough for two lanes and vehicles were observed using it as two lanes at the approach.)

None of the other traffic signal warrants were satisfied. Of the five hours of counts, two of the required eight hours of Warrant 1 was satisfied. With the COVID factor, a growth factor for volumes in 2022, and estimated golf course traffic, the three hours counted in the afternoon satisfied three of the required four hours of Warrant 2. It is possible that if additional traffic counts were taken from 2:00 PM to 3:00 PM or from 6:00 PM to 7:00 PM, all four hours of Warrant 2

may be satisfied. See Appendix 39. The proposed development as shown in Appendix 15 will add very little, if any traffic to Finkbine Commuter Drive, and will add approximately 11 vehicles to Melrose Avenue; therefore, the proposed development traffic does not impact the traffic signal warrant analysis.

With a traffic signal installed at the intersection of Melrose Avenue and Finkbine Commuter Drive, using 2042 traffic volumes, the model indicates that the intersection will operate much more efficiently than it currently operates. A fully actuated intersection with left turn lanes on Melrose Avenue in both directions may operate at a level of service of C in the AM, and a B in the PM.

Turn Lane Warrants

The need for turn lanes at the proposed development was analyzed using National Cooperative Highway Research Program (NCHRP) Report 457. This is the method approved by the Iowa DOT in urban settings. The criteria for a westbound right turn was determined by using figure 2-6 from the NCHRP Report 457. For the AM peak hour, using a major road speed of 25 mph, the major-road volume estimated in year 2042 in one direction is 1,027 vph, and the right turn volume is 4 vph. Using this method, a right turn lane is not warranted. See Appendix 33. For the PM peak hour, the major road volume estimated in year 2042 in one direction is 864 vph, and the right turn volume is 11 vph. A right turn lane is not warranted. See Appendix 34.

An eastbound left turn was also analyzed using figure 2-5 from the NCHRP Report 457. For the AM peak hour in year 2042, using a major road speed of 35 mph, opposing volume is 1,027 vph, advancing volume is 1,237 vph, and percentage of left turn is 1%, a left turn lane is warranted. A cursory review of the volumes indicated that the eastbound left turn lane is also warranted in year 2022. Figure 2-7 from the NCHRP Report 457 was used to determine the required length of the left turn lane. A proposed left turn lane of 120 feet will be adequate for storage and deceleration in the AM and PM. See Appendices 35, 36 & 37.

Future Development Considerations

A new 140-room Marriott hotel is being built approximately ½ mile away from this study area. See Appendix 1 for hotel location. Peter Harman, one of the owners, indicated that the hotel intends to provide services for patients, families, and visitors to the hospital and wants to build a relationship with the University athletic department. It is then assumed that much of the traffic generated by the hotel will be centered around Melrose Avenue and Hawkins Drive. While there may be a few trips generated by the hotel which will pass by the Active Adult development, it is not expected to have an impact on the traffic in the study area.

The developer of the Active Adult building is also considering an additional development of townhomes on the west side of Finkbine Commuter Drive. Phase 1 may have up to 18 units, and phase 2 may have approximately 23 units. These units may have access to Melrose Avenue at Westgate Street and MacBride Road, west of this study area. Phase 1 & Phase 2 combined is estimated to generate 25 trips in the AM, and 28 trips in the PM, equivalent to approximately 1 vehicle every 2 minutes. Also, only a portion of these trips would travel through the study area by exiting to the east or arriving from the east. Therefore, unless this development will have access onto Finkbine Commuter Drive, this additional development is not expected to have an impact on the traffic in the study area.

Summary

116 units of Land Use Senior Housing – Attached generates approximately 24 trips in the AM and 31 trips in the PM. Analysis shows that the intersection on Melrose Avenue with the new development driveway in the peak AM and PM

hours will be a level of service C & A, respectively, in opening year. See Table 9. In the Year 2042, the level of service in the AM and PM hours for the intersection will be D and A, respectively. See Table 13. These levels of service were determined without the warranted eastbound left turn lane into the new development. Although the delay for vehicles exiting the new development is high in the Peak AM, this is a function of the heavy existing traffic on Melrose Avenue.

Crashes at this location are less than the statewide average for minor arterials. The sight distance at this location is greater than recommended by AASHTO, and traffic signal warrants are not expected to be met. Also, the proposed development will have very little effect on traffic flow and intersection functionality along Melrose Avenue and at the Melrose Avenue/Finkbine Commuter Drive(N)/Emerald Street(S) intersection.

STAFF REPORT - UPDATED

To: Planning and Zoning Commission

Prepared by: Ray Heitner, Associate Planner

Item: REZ20-0016

Date: February 18, 2021
Originally Published: February 12, 2021
Republished: February 16, 2021

GENERAL INFORMATION:

Applicant:

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Des Moines, IA 50309
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Property Owner:

ACT, Inc.
ATTN: Jason Happel
500 ACT Drive
Iowa City, IA 52243-0168
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Requested Action:

Rezoning from Interim Development – Single Family (ID-RS) to Low Density Single-Family with a Planned Development Overlay (OPD/RS-5).

Purpose:

Development of single-family housing and a senior living facility.

Location:

South of N. Scott Blvd, West of N. 1st Ave.

Location Map:

Size:	48.75 Acres
Existing Land Use and Zoning:	Open Space, Interim Development – Single Family (ID-RS)
Surrounding Land Use and Zoning:	North: RM-12, Low density Multi-family Residential RDP, Research Development Park ODP, Office Development Park South: P-1, Neighborhood Public East: RS-8, Medium Density Single Family Residential ID-RS, Interim Development – Single Family Residential ID-RP, Interim Development – Research Park West: P-1, Neighborhood Public RS-5, Low Density Single Family Residential
Comprehensive Plan:	2-8 units / acres
District Plan:	Northeast District
Neighborhood Open Space District:	C8
Public Meeting Notification:	Property owners and expanded area residents received notification of the Planning and Zoning Commission public meeting. This included residents to both the west in the Hickory Heights development and owners east of 1st Avenue. Rezoning signs were posted on the site at both Scott Boulevard and 1st Avenue. Staff has also worked with Friends of Hickory Hill Park to keep those involved informed of the application's progress and meeting notification. Additional signage was placed at kiosk locations at Park entrances (as requested by FHH).
File Date:	January 22, 2021
45 Day Limitation Period:	March 8, 2021

BACKGROUND INFORMATION:

The applicant, Axiom Consultants, applying on behalf of Joseph Clark and Nelson Development 1, LLC., has requested a rezoning from Interim Development – Single Family (ID-RS) zone to Low Density Single Family with a Planned Development Overlay (OPD/RS-5) zone for 48.75 acres of land located south of N. Scott Boulevard and west of N. 1st Avenue. The applicant intends to develop the property with a combination of approximately 43 detached single-family residential homes and 10 detached single-family condominium dwelling units over 39.37 acres. The remaining 9.38 acres would be developed with a senior living facility, which will contain approximately 135 bedrooms for its residents.

The development proposes to extend Hickory Trail between 1st Avenue to the east, and Scott

Boulevard to the north to accommodate the detached single-family housing units and senior living facility. A smaller curved private street, Hickory Commons, is proposed to house the detached condominium dwelling units. The Hickory Trail extension would provide connectivity for pedestrians, linking existing sidewalks along Scott Boulevard and 1st Avenue with trails within Hickory Hill Park.

The applicant also intends to grant the entirety of Outlot A from the OPD Plan (approximately 10.86 acres) to the City as neighborhood open space. This would exceed the required open space contribution of 1.1 acres and would increase Hickory Hill Park's size by about 5.5%.

Because the proposed development proposes removal of portions of a woodland in excess of the woodland retention requirements contained in section 14-5I-9, "Wooded Areas", a Level II Sensitive Areas Review is required. A Level II Sensitive Areas Review requires submission of a sensitive areas development plan (SADP). Furthermore, a Level II sensitive areas review is considered a type of planned development and as such, must comply with the applicable approval criteria set forth in chapter 3, article A, "Planned Development Overlay Zone (OPD)".

The applicant conducted a virtual Good Neighbor meeting on December 21, 2020. Staff has received several additional emails concerning the proposed rezoning, which are attached.

ANALYSIS:

Current Zoning: The subject property is currently zoned Interim Development – Single Family Residential (ID-RS). In ID-RS zones, only plant related agriculture is allowed by right. This zoning designation effectively pauses development for a property until a time that the preferred use can be developed, and the property can be rezoned.

Proposed Zoning: The applicant is requesting to rezone the entire property (48.75 acres) to Low Density Single-Family with a Planned Development Overlay (OPD/RS-5). The RS-5 zone is intended to provide housing opportunities for individual households. The zone generally provides a collection of homes with larger lot sizes and setbacks creating neighborhoods with a limited density. While the proposed development does contain some single-family detached condominium housing and group living in the senior living facility, the OPD process allows for a mixture of uses, provided that additional criteria in section 14-3A-4C of the City Code are met.

General Planned Development Approval Criteria:
Applications for Planned Development Rezonings are reviewed for compliance with the following standards according to Article 14-3A of the Iowa City Zoning Ordinance.

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

Density – Table 3A-1 from the City Code outlines the maximum allowable density for planned development zones. The applicant is requesting a rezoning to an OPD/RS-5 zone, which allows for a density of (5) dwelling units per net acre of land area (total land minus public and private streets right-of-way). The proposed development would include 53 detached single-family dwelling units.

The senior living facility is considered a group living use, as the proposed facility most closely resembles the following criteria for a group living use from section 14-4A-3B-1 of the City Code: "Rooming units contain private space for living and sleeping, but not for cooking. Bathroom facilities may be private or shared. There may also be shared kitchen and dining facilities and shared common rooms and amenities for all residents. The rooming units are furnished with locks through which one member of the group may prevent other members of the group from entering his/her

private rooming unit. The residents may or may not receive any combination of care, training, or treatment, but those receiving such services must reside at the site." The senior living facility is estimated to have 135 bedrooms. These bedrooms are not included in the site's density calculation. The site has a net land area of 44.52 acres and 53 detached single-family dwelling units. Therefore, the site's proposed density is approximately 1.2 dwelling units per acre. This level of density is allowed within an OPD/RS-5 zone.

Land Uses Proposed – The applicant is proposing two different land uses under the requested OPD/RS-5 zoning designation. The predominant land use will be in the form of detached single-family residential housing, which is allocated for development of 43 lots along the extension of Hickory Trail. An additional 10 single-family condominium-style dwelling units can be found on Lot 45 of the OPD Plan.

Single-family residential land use within an RS-5 zone can be found in various locations around the subject property. The Hickory Heights subdivision, another OPD/RS-5 zoned subdivision, can be found to the west of the subject property. Several other RS-5 subdivisions can be found east of 1st Avenue and south of Hickory Hill Park. The Hickory Pointe Condominiums building, located just east of the subject property, contains an OPD/RS-8 zoning designation.

A group living land use (shown more closely in Attachment #6), which is intended to accommodate a senior living facility, is proposed in the southeast portion of the subject property. There are currently two different multi-family developments adjacent to the subject property. The first of which, Oaknoll East, can be found north of the subject property, along Scott Boulevard. The second of which, the Hickory Pointe Condominiums, can be found directly east of the proposed senior living facility. The addition of the senior living facility will help to satisfy an ongoing need for elder housing within the City, while increasing the diversity of housing that is offered in the Northeast District. The proposed senior living facility will be reviewed against the Multi-Family Site Development Standards during Design Review.

Mass, Scale and General Layout– The applicant intends to develop 43 detached single-family residential homes. A waiver has not been requested for these homes through the OPD process, therefore, the homes will be required to conform to the dimensional requirements for detached single-family homes, as detailed in section 14-2A-4 of the City Code. All 43 detached single-family homes will be situated within the western portion of the subject property, all on the proposed extension of Hickory Trail to the west and north. Staff encourages connectivity within this neighborhood and supports the idea of having a continuous street extension in this area instead of two separate cul-de-sacs. The City's subdivision code allows cul-de-sacs when it can be demonstrated that a street cannot be continued. The applicant has demonstrated that this street can continue and connect with Scott Blvd.

The applicant also intends to develop 10 detached condominium dwelling units, shown in Attachment #7 as Lot 45. These homes would be developed on a new private street, Hickory Commons. Staff requested the applicant to show imaginary lot lines on the OPD plan for comparison to the RS-5 zoning standards as required per 14-3A-4K. The proposal meets the standards of the RS-5 zone and the applicant is not requesting any waivers from development standards.

Lastly, the senior living facility will be reviewed against the Multi-Family Site Development Standards during the project's Design Review phase. At a ground-floor area of 69,060 square feet, the footprint of the senior living facility will be considerably larger than that of the Hickory Pointe Condominiums building, which has a footprint of only 1,499 square feet. The applicant has requested a waiver for the maximum height requirement of 35', requesting an allowable height of 40'. The senior living facility would be a 3-story structure, compared to the Hickory Pointe Condominiums building, which is only 2 stories.

Open Space – The proposed development will need to comply with private open space standards, outlined in section 14-2A-4 of the City Code. The senior living facility will be required to accommodate 10 square feet of private open space per bedroom, for a total of 1,350 square feet of private open space. All single-family dwelling units will be required to accommodate 500 square feet of rear yard private open space. The open space proposed for the single-family uses on Lot 45 include a shared open space area along the private street.

A neighborhood open space requirement of approximately 1.1 acres accompanies the proposed OPD rezoning. The applicant intends to eventually dedicate the entirety of Outlot A for future Hickory Hill Park, which is approximately 10.86 acres.

City Code requires that at least 90% of the land required to be dedicated be located outside of floodways, lakes or other water bodies, areas with slopes greater than 15%, wetlands subject to federal or state regulatory jurisdiction and other areas the city reasonably deems unsuitable for neighborhood open space due to topography, flooding or other appropriate considerations. However, the Code allows land in addition to the required dedication amount to include lakes, ponds, creeks, other water bodies, wetlands falling under the jurisdiction of state or federal agencies and other sensitive areas including woodland areas. City Staff views the proposed 10.86 acres of dedication from Outlot A as sufficient abutting land that would be usable and extend the existing Hickory Hill Park. This addition would increase the Park's acreage by approximately 5.5% and result in Hickory Hill Park having street frontage along N. Scott Blvd.

Prior to the City acquiring the land in Outlot A for Hickory Hill Park, Staff recommends that the applicant submit a Woodland Management Plan that shall consist of a plan to remove any invasive species within the Outlot A area, as well as removal of any hazardous trees or limbs. The plan shall be prepared by a woodland specialist and approved by the City Forrester. Invasive species removal will be the responsibility of the owner and must be completed prior to transfer of Outlot A to the City.

In addition to the dedication of land from Outlot A, Staff recommends that the applicant provide the trail connections that are shown on the OPD Plan (Attachment #5).

Traffic Circulation – The proposed development will be situated along an extension of Hickory Trail, from the existing stub at the western limits of the Hickory Pointe Condominiums site, west and north to Scott Boulevard. As this extension will result in a street with a block length longer than desired, Staff recommends that the applicant incorporate traffic calming devices to help reduce speeds and break up the long block length. Specifically, the OPD plan shows raised crosswalks at two locations that provide trail connection and access to the park. One location is between lots 40 and 41 and the other is near the senior living facility next to Lot 26. Staff also recommends that the applicant install trees within the right-of-way, as shown on the landscape plan (Attachment #5). The applicant's OPD Plan, shows a traffic circle on Hickory Trail, between Lot 8 to the east and Lot 45 to the west. During the final plat process, all traffic calming devices must be in locations approved by and designed to the satisfaction of the City Engineer.

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

The subject property can be serviced by both sanitary sewer and water. Public Works has indicated that both sanitary sewer and water mains have sufficient capacity to accommodate the proposed development.

Transportation Planning Staff requested that the applicant submit a traffic study which examined how the proposed development would impact traffic at the intersection of 1st Avenue and Hickory Trail. The traffic study (Attachment #8) submitted by Axiom Consultants (performed by Gibson Traffic Consultants, Inc.) indicates that the total average daily trips generated by the proposed development is 808 (404 entering / 404 exiting) split between the accesses to Scott Boulevard and

1st Avenue at full build-out. During peak hours this breaks down to a total of 58 AM peak hour trips and 74 PM peak hour trips split between the two accesses – or less than one additional car per minute, on average, utilizing each access. The study shows that all movements at the 1st Avenue / Hickory Trail access currently operate at a Level-of-Service D (or better) and remain at a LOS D (or better) with the proposed development. The study further shows the same is true at the proposed access at Scott Boulevard. As none of the individual movements at either intersection are anticipated to reach a failing Level-of-Service, Staff is not recommending any off-site improvements at this time as a result of the proposed development.

Furthermore, 2018 Iowa DOT Average Daily Traffic (ADT) counts show an ADT of 7,500 on 1st Avenue near Hickory Trail and 13,100 on Scott Boulevard near the proposed access. Given that the theoretical capacity of a two-lane arterial street is conservatively more than 14,000-16,000 trips per day at a LOS E, the additional traffic generated by the development alone will not over-burden Scott Boulevard or 1st Avenue as currently constructed. Iowa DOT collision data indicates there have only been (3) total collisions from 2015-2020 ((1) involving an animal) at the 1st Avenue / Hickory Trail intersection, which indicates there is not a concerning collision trend associated with the current traffic volumes or roadway geometry.

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

The subject property is bordered by two existing residential developments. The Hickory Heights Lane subdivision borders the northwestern portion of the property, while the Hickory Pointe Condominiums border the southeast portion of the property. The applicant's SADP plan is showing a minimum separation distance of 263' between the rear property line of the condominium dwelling unit lot (Lot 45) and the rear property line of the eastern Hickory Heights Lane properties. Furthermore, the condominium dwelling units will be down slope from the properties on Hickory Heights Lane, which should help to lessen their visual effect.

Attachment #6 shows the proposed elevations for the senior living facility. The facility will be roughly four stories in height, which is about twice as tall as the Hickory Pointe Condominiums building to the east, but similar in height to the Oaknoll East buildings off Scott Boulevard. Additionally, the OPD plan is showing a separation distance of approximately 185' between the senior living facility and the Hickory Point Condominiums property. A combination of shade and evergreen trees are proposed to soften this transition to the east.

The majority of the property borders Hickory Hill Park to the west and south. The applicant's OPD plan is showing a range of separation distances between the rear yards of the homes along the western and southern sides of the proposed Hickory Trail extension, and the current eastern boundary of Hickory Hill Park. The closest distance between the proposed home and the existing park boundary is approximately 35'. Each lot would have a 20' rear yard setback, which would put a minimum buffer distance of 55' between any house structure and the existing park boundary. The parcels within the southwest portion of the subject property would also be situated anywhere from 10' to 24' above the elevations within the Park's east side area. Staff understands that the proposed proximity to the Park will allow for some of the proposed homes to be viewable from within the existing Park limits. However, Staff does not believe that the placement of these homes will adversely affect light and air, property values or privacy of neighboring properties any more than would a conventional development. Staff acknowledges that the homes along the west side of Hickory Trail will likely be viewable from the eastern portions of the Park. The City Forrester has discussed putting in additional landscaping with a mixture of evergreen and shade trees along the rear yards of the western properties to provide additional screening from the west.

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

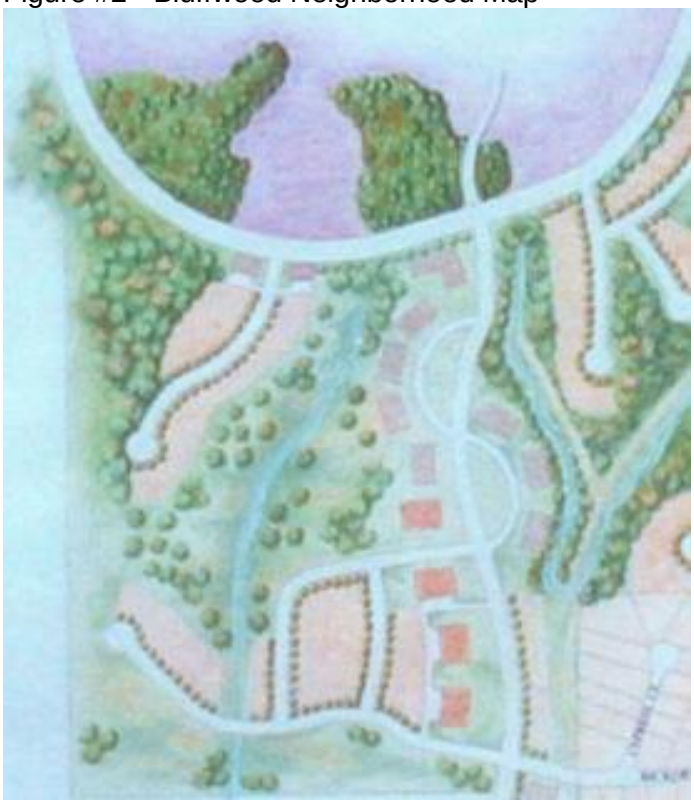
Staff finds that the combination of land uses and building types meets the public interest. Staff finds the requested height waiver of 40' versus the allowable 35' in an RS-5 zone to be reasonable. Lastly, Staff recommends that no building permit shall be issued for any of the subject property until the City Council approves a final plat subdividing the subject property to confirm to the zoning boundaries established by the zoning ordinance.

Compliance with the Comprehensive Plan:
With respect to compliance with the City's Comprehensive Plan, Staff looks to the IC2030 Comprehensive Plan and the Northeast District Plan for direction. The Northeast District Plan features several areas of focus for the subject property's neighborhood (the Bluffwood Neighborhood) that are discussed in more detail below.

Preserve Natural Features – The Plan emphasizes the use of cul-de-sac streets and single loaded streets (i.e. homes only on one side), where appropriate, to preserve sensitive areas. The Plan's intent is to preserve areas with ravines and potential wetland areas as a buffer along the eastern and northern edges of Hickory Hill Park. Additionally, the City's comprehensive plan encourages the development of single-loaded street along parks.

The Bluffwood Neighborhood map (Figure #2 below) shows two cul-de-sac streets within the subject property. One cul-de-sac is stemming southward from Scott Boulevard, while the other is a westward continuation of an extension to Hickory Trail. Housing is shown mostly on both sides of the street on the northern cul-de-sac, with an exception for the southwestern portion of the cul-de-sac. The southern cul-de-sac shows housing only on one side of the street. A woodland buffer is shown on the map, but dimensions for how wide the buffer are not provided.

Figure #2 - Bluffwood Neighborhood Map



Rather than constructing two separate cul-de-sacs, as is shown in the Plan, the applicant is intending to build one continuous through street between 1st Avenue and Scott Boulevard. However, section 15-3-2A-4 of the City Code states the following "Use of cul-de-sacs and other roadways with a single point of access should be avoided. Cul-de-sacs will be considered where it can be clearly demonstrated that environmental constraints, existing development, access limitations along arterial streets, or other unusual features prevent the extension of the street to the property line or to interconnect with other streets within or abutting the subdivision." In this instance, the applicant has demonstrated that a through street can be provided in this location without impacting the protected slopes to the east of the proposed street extension, or the wetlands that exist on the property.

The preliminary OPD shows housing on both sides of Hickory Trail, which departs from the Bluffwood Neighborhood Map. The applicant is proposing at least 35' of separation distance between the rear yards of the western properties along Hickory Trail, and the existing eastern park boundary.

Additionally, pending completion of a woodland mitigation plan, the applicant intends to grant the entire 10.86 acres of Outlot A to the City as neighborhood open space. This will technically remove the buffer distance on paper, but in practice, will keep a woodland buffer in this area, as it is absorbed into Hickory Hill Park.

Provide Pedestrian/Bicyclist Connections – The Plan calls for an interconnected sidewalk system that is augmented by a trail system that will provide opportunities for people to walk, bike, or jog to various destinations. The applicant is showing 5' wide sidewalks along both sides of the Hickory Trail extension, which will connect with existing sidewalks along Scott Boulevard and 1St Avenue. The OPD Plan also shows connections to the trail network in Hickory Hill Park at two different locations. One connection will be made about halfway through the street extension, between Lots 40 and 41 on the OPD Plan. The other connection will be made toward the southern end of the development, between the senior living facility and Lot 26 of the OPD Plan. Both trail connections will feature raised crosswalks to help slow down vehicular traffic on Hickory Trail and provide a more apparent connection from the crosswalk area to the Park's internal trail network.

Build Streets that Enhance Neighborhood Quality – With respect to the subject property, this section of the Northeast District Plan focuses on providing traffic calming for local streets within the Bluffwood Neighborhood. As was stated earlier in the report, the applicant will be required to work with City Engineering Staff on providing the appropriate amount of traffic calming for this development as it moves to platting.

Encourage a Reasonable Level of Housing Diversity – The Plan acknowledges that detached single-family residential housing will be the predominant land use in the Bluffwood Neighborhood. This matches what the applicant is proposing, as the majority of the Hickory Trail extension would be occupied by single-family housing. This section of the Plan reemphasizes the need for cul-de-sac street design and single-loaded streets, where appropriate. The design of a through street will provide the connectivity that is emphasized within the City's subdivision code, while providing limited impact to the property's existing sensitive areas. The City's Comprehensive Plan also encourages the development of interconnected streets as a means of reducing vehicle miles traveled each day within a neighborhood, providing more direct walking and biking routes to neighborhood destinations, and reducing the cost of providing City services.

The Plan also calls for townhouses or small apartment houses at the edges of neighborhoods, where the increased density can take advantage of the being located near major arterial streets. In-lieu of small apartment buildings, the applicant is proposing condominium-style single-family

residential dwelling units, as shown in Attachment #7. The 10-unit condo unit along with the proposed senior living facility, help to increase the types of housing available in this area.

Create and Enhance Neighborhood Parks within the District (Natural Open Space/Buffer Areas)
The Plan does call for buffering between Hickory Hill Park and the subject property, in an attempt to minimize the visibility of residential development from the Park. The Plan directs to accomplish this by shifting density away from the Park to the north, where small apartments and townhouses can take advantage of slightly higher prescribed densities. Buffer distance dimensions are not provided in the Plan. The applicant is showing a range of buffer distances between the rear yards of the OPD Plan and the existing eastern Park boundary. Still, it is the applicant's intent to grant the "buffer area" of Outlot A to the City for future use as an enlarged Hickory Hill Park. The Plan also calls for only trail linkages from the subject area to the Park, which the applicant intends to provide.

Summary
Staff recognizes that the proposed development does not perfectly match with the conceptual vision presented in the Northeast District Plan, particularly related to the single-loaded streets (i.e. streets with housing only one side). The plan shows housing on both side of the street near N. Scott Blvd and the remainder of the area with housing only on one side. The preliminary OPD plan also shows housing on both sides of the street near N. Scott Blvd and a single-loaded street east of the stream corridor. The proposed lots that do not perfectly match with the vision are the 15 lots between the two proposed trail connections on the east and south side of the Hickory Trail extension. The plan also encourages a buffer between any new development and the Park. The applicant has attempted to incorporate a buffer by showing a separation between the existing park boundary and the new lots. This buffer ranges between 202' and 35'. At the narrowest sections, the applicant has incorporated landscaping that includes deciduous trees.

In summary, although the proposal does not perfectly match with the land use vision for this area, it does meet other comprehensive plan goals. It provides an interconnected street system, incorporates a variety of housing types, limits impact to sensitive areas, and provides an additional 10 acres of land to Hickory Hill Park.

Sensitive Areas Review:
The applicant has applied for approval of a Sensitive Areas Development, a type of planned development. The purpose of the Sensitive Areas Ordinance is to permit and define the reasonable use of properties that contain sensitive environmental features and natural resources and allowing reasonable development while protecting these resources from damage.

Outlots A and B contain the vast majority of the site's sensitive features. Outlot A will be protected through the dedication to the City as an extension of Hickory Hill Park. Outlot B will be protected by a conservation easement. The single-family lots along the east side of Hickory Trail include a portion of the Outlot B conservation easement area. Staff has recommended that the lot boundaries conform with the conservation easement boundary, to avoid having a conservation easement area on a private lot.

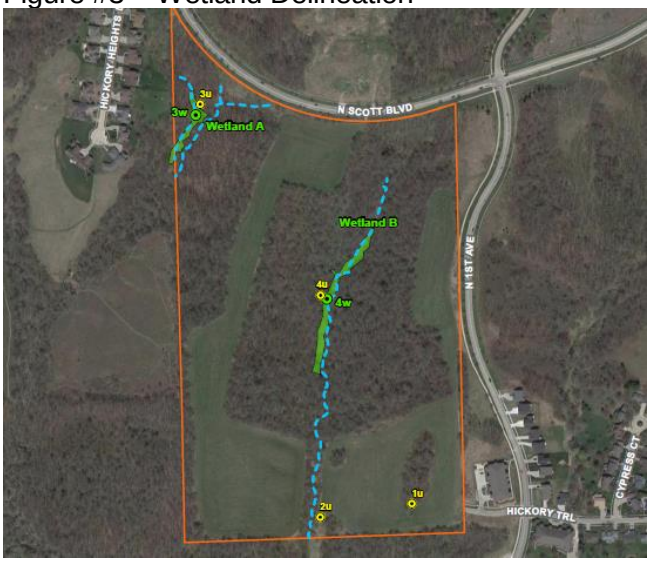
The following paragraphs describe the impact this development will have on the sensitive features of this site.

Jurisdictional Wetlands- The purpose of regulating development in and around wetlands is to:
1. Preserve the unique and valuable attributes of wetlands as areas where storm water is naturally retained, thereby controlling the rate of runoff, improving water quality, recharging ground water resources, providing erosion control and lessening the effects of flooding;
2. Promote the preservation of habitat for plants, fish, reptiles, amphibians or other wildlife;
3. Minimize the impact of development activity on wetland areas;

4. Provide a greater degree of protection for many wetland areas above and beyond that provided by the federal and state government; and
5. Minimize the long-term environmental impact associated with the loss of wetlands.

For this application, the subject property contains two wetlands, which are shown below in Figure #3. The City's Sensitive Areas Ordinance requires a 100 ft. buffer to be maintained between a regulated wetland and any development activity (14-5I-6E-1). The Ordinance does allow for buffer averaging to be permitted where an increased buffer is deemed necessary or desirable to provide additional protection to one area of a wetland for aesthetic or environmental reasons. The applicant has not chosen to request buffer averaging for either wetland, as each wetland and wetland buffer will remain unimpacted.

Figure #3 – Wetland Delineation



Stream Corridors - The purpose of regulating development in and around stream corridors is to:

1. Preserve the value of stream corridors in providing floodwater conveyance and storage;
2. Promote filtration of storm water runoff;
3. Reduce stream bank erosion; and
4. Protect and enhance wildlife habitat.

The City's Sensitive Areas Ordinance requires the delineation of any stream corridor and its required natural buffer (14-5I-7). The subject property contains two drainageways, neither of which have a delineated floodway, thereby requiring a 15' natural buffer between the stream corridor limits and any development activity. Both stream corridors are situated far enough away from the proposed construction limits that neither corridor will be impacted. Additionally, section 14-5I-2D-2 of the City Code allows for Stream crossings, such as bridges, roads and culverts, or stream bank stabilization measures, provided they are designed to minimize any reduction of the flood carrying capacity of the stream caused by such structures and are in compliance with all federal and state regulations.

Steep, Critical, and Protected Slopes – The purpose of regulating development on and near steep slopes is to:

1. Promote safety in the design and construction of developments;
2. Minimize flooding, landslides and mudslides;
3. Minimize soil instability, erosion and downstream siltation; and
4. Preserve the scenic character of hillside areas, particularly wooded hillsides.

The City's Sensitive Areas Ordinance requires a 2 ft. buffer for each foot of vertical rise of the

protected slope, up to a maximum buffer of fifty feet (50') (14-5I-8D-1). The buffer area is to be measured from the top, toe and sides of the protected slope. No development activity, including removal of trees and other vegetation, will be allowed within the buffer. The SADP contains 321,719 square feet of protected slopes, but no disturbance to protected slopes. Approximately 19%, or roughly 62,125 square feet of critical slopes will be impacted by the development. Table 1 below breaks out the proposed impact to critical slopes. The City Code defines critical slopes as having a slope greater than 25% but less than 40%. Section 14-5I-8E-4 states that a Level II sensitive areas review is required if more than 35% of critical slopes are disturbed. The applicant is proposing to only to disturb 19% of critical slopes, which is within the allowable threshold.

Table #1 – Critical Slope Summary

Existing Critical Slopes	Impacted Slopes	Non-Impacted Slopes
321,719 sq ft	61,279 sq ft (19%)	216,414 sq ft (67%)

Woodlands – The purpose of regulating development in and around wooded areas is to:

1. Reduce damage to wooded areas, particularly wetlands, steep slopes and stream corridors;
2. Reduce erosion and siltation;
3. Minimize destruction of wildlife habitat; and
4. Encourage subdivision and site plan design which incorporate groves and woodlands as amenities within a development.

The subject property has approximately 30.4 acres of woodlands. The SADP plan (Attachment #5) shows that the development will preserve approximately 48% of woodlands. Table 5I-1 from the City Code shows that the woodland retention requirement for an RS-5 zone is 50%. To offset the woodland retention requirement deficiency, the applicant must plant replacement trees at a rate of 1 tree per 200 square feet of disturbed woodland. This results in a tree replacement requirement of 132 trees. The preliminary SADP currently only shows 115 replacements trees. Staff has requested that the plan be updated to reflect the correct amount needed.

Archaeological Sites – Attachment #9 shows an archaeological report that the applicant obtained from the Office of the State Archaeologist. The report shows that no previously recorded archaeological sites were recorded, and no newly recorded archaeological sites were identified. The report recommends no further archaeological work within the subject property.

NEXT STEPS:

Upon recommendation from the Planning and Zoning Commission, a public hearing will be scheduled for consideration by the City Council. Staff plans to have this application on the March 16, 2021 City Council agenda, with public hearings set at the Council's March 2, 2021 meeting.

STAFF RECOMMENDATION:

Staff recommends approval of REZ20-0016, a proposal to rezone approximately 48.75 acres of land located south of N. Scott Blvd. and west of N. 1st Ave. from Interim Development – Single Family Residential (ID-RS) zone to Low Density Single Family with a Planned Development Overlay (OPD/RS-5) zone subject to the following conditions:

1. In accordance with the subdivider's agreement at final platting, approval of a Woodland Management Plan that shall consist of a plan to remove any invasive species within the Outlot A area, as well as removal of any hazardous trees or limbs. The plan shall be prepared by a woodland specialist and approved by the City Forrester. Invasive species

removal will be the responsibility of the owner and must be completed prior to transfer of Outlot A to the City.

2. Provision of trail connections, as shown on the concept plan dated 01/18/2021. The trail connections should be provided in the same location as shown on the concept plan and must be constructed before public improvements to the corresponding subdivision are approved.

3. The final plat shall incorporate traffic calming devices, including but not limited to raised crosswalks at park entrances, in locations approved by and designed to the satisfaction of the City Engineer.

4. Where trees are shown on the landscaping plan, installation of right-of-way trees, to be planted by Owner or its successor, along the proposed Hickory Trial right-of-way. Said trees shall be planted prior to issuance of a certificate of occupancy for each lot, or, if said certificate of occupancy is issued during a poor planting season, by May 31 following issuance of the certificate of occupancy. Right-of-way trees shall be consistent with the approved landscaping plan that has been reviewed by the City Forrester. Trees shall be planted generally 30' apart, though the City recognizes that exact locations may vary depending on driveway locations, signage, and other utility conflicts. Final location and species of the trees shall be approved on a lot-by-lot basis prior to issuance of a building permit for each lot.

5. No building permit shall be issued for any of the subject property until the City Council approves a final plat subdividing the subject property to confirm to the zoning boundaries established by the zoning ordinance.

ATTACHMENTS:

1. Location Map
2. Zoning Map
3. Rezoning Exhibit
4. Applicant Statement
5. Preliminary OPD and Sensitive Areas Development Plan and Landscape Plan
6. Senior Living Facility Elevations
7. Lot 45 OPD Plan and Elevations
8. Traffic Study
9. Archaeological Study
10. Public Correspondence

Approved by:

Danielle Sitzman, AICP, Development Services Coordinator
Department of Neighborhood and Development Services

REZ20-0016
Hickory Trail Estates

0 0.05 0.1 0.2 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: February 2021

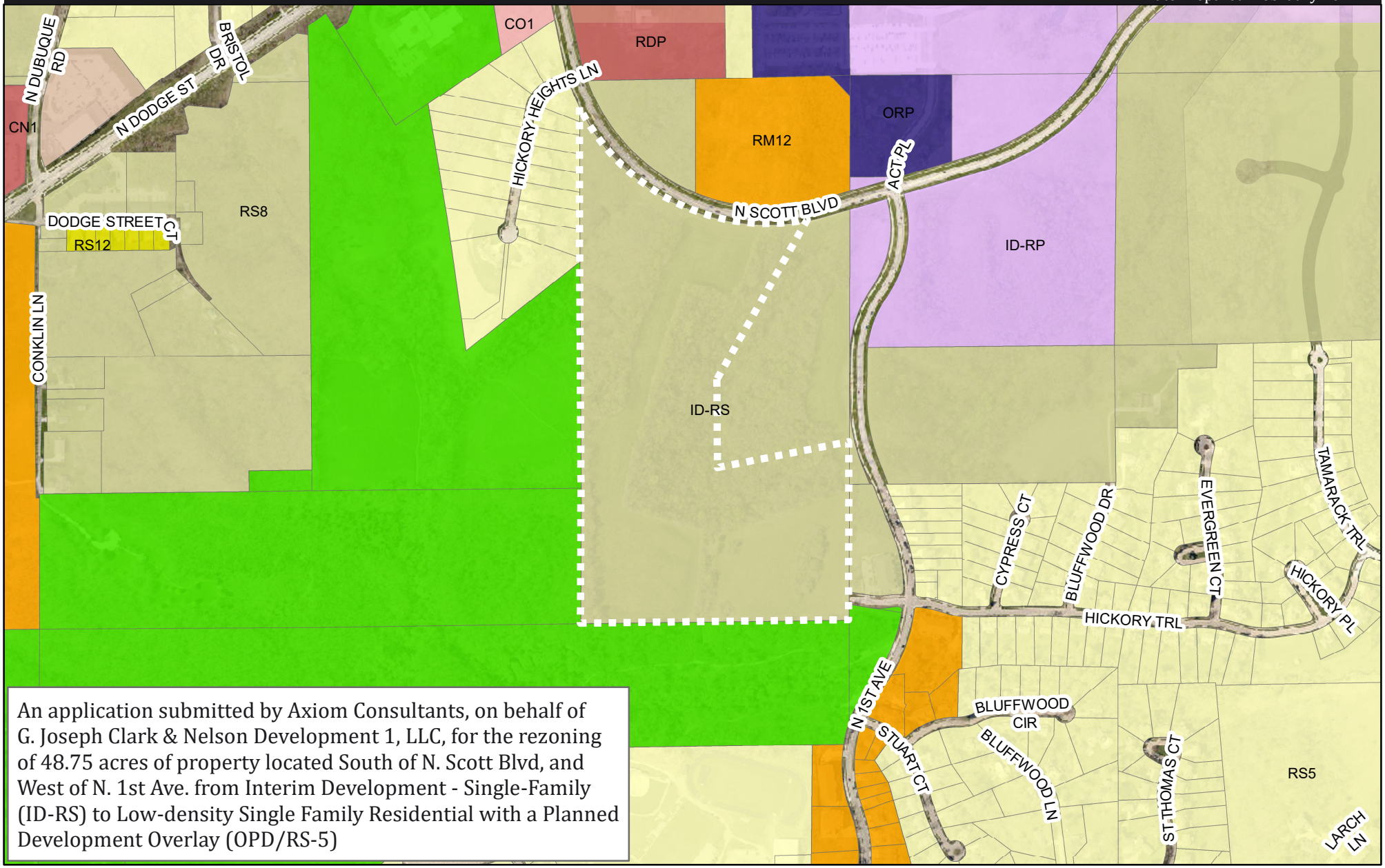
An application submitted by Axiom Consultants, on behalf of G. Joseph Clark & Nelson Development 1, LLC, for the rezoning of 48.75 acres of property located South of N. Scott Blvd, and West of N. 1st Ave. from Interim Development - Single-Family (ID-RS) to Low-density Single Family Residential with a Planned Development Overlay (OPD/RS-5)

REZ20-0016
Hickory Trail Estates

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: February 2021

0 0.05 0.1 0.2 Miles



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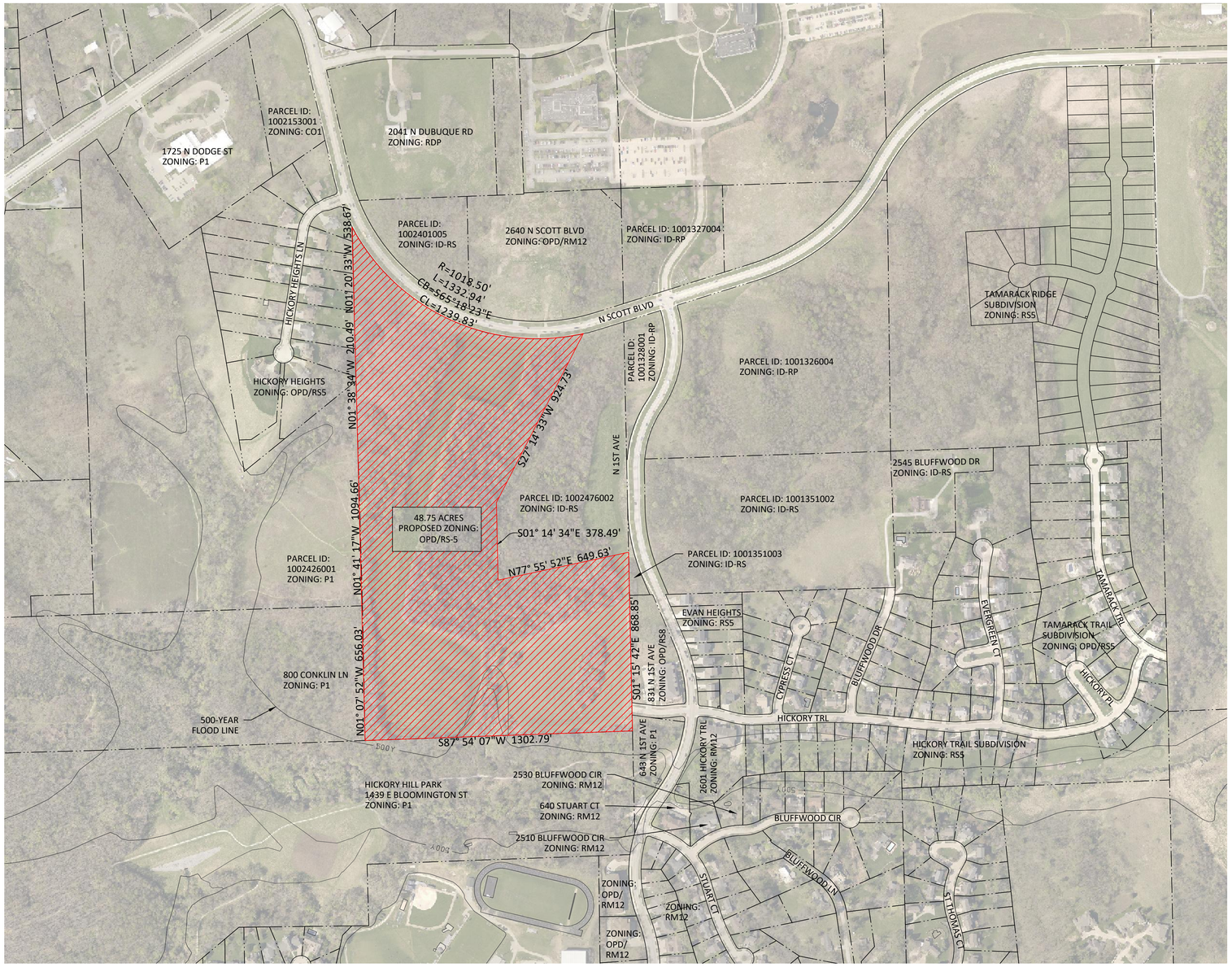
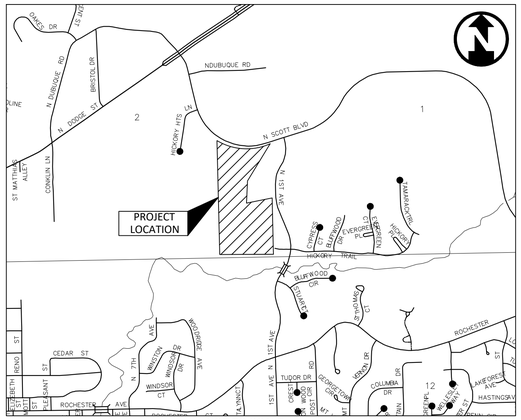
REZONING EXHIBIT

HICKORY TRAIL

IOWA CITY, IOWA



PROJECT VICINITY MAP



NOT TO SCALE

APPLICANT INFORMATION:

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IOWA CITY, IOWA 52240

APPLICANT 2:
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ATTN: JACOB WOLFGANG
218 6TH AVE., STE. 200
DES MOINES, IOWA 50309
JACOB@NELSONCONSTRUCT.COM

PREPARED BY:
AXIOM CONSULTANTS, LLC
C/O MICHAEL WELCH
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319-519-6220
MWELCH@AXIOM-CON.COM

APPLICANT 1'S ATTORNEY:
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JOHN BEASLEY
321 E. MARKET ST
IOWA CITY, IA 52245

APPLICANT 2'S ATTORNEY:
KIRTON MCCONKIE
ATTN: BRYCE K. DALTON
50 E. SOUTH TEMPLE, SUITE 400
SALT LAKE CITY, UTAH 84111
BDALTON@KMCLAW.COM

LEGAL DESCRIPTION:

BEING PART OF AMENDED AUDITOR'S PARCEL #2005110 AS RECORDED IN BOOK 52, PAGE 143 OF THE JOHNSON COUNTY RECORDER'S OFFICE, IN THE SOUTHEAST QUARTER OF SECTION 2, TOWNSHIP 79 NORTH, RANGE 6 WEST OF THE 5TH P.M., IN IOWA CITY, JOHNSON COUNTY, IOWA DESCRIBED AS;

COMMENCING AT THE SOUTHWEST CORNER OF SAID AUDITOR'S PARCEL, THENCE N01°07'52"W, 656.03 FEET; THENCE N01°41'17"W, 1094.66 FEET; THENCE N01°38'34"W, 210.49 FEET; THENCE N01°20'33"W, 538.67 FEET; THENCE TO THE NW CORNER OF SAID AUDITOR'S PARCEL; THENCE 1332.94 FEET ALONG THE SOUTH RIGHT OF WAY LINE OF SCOTT BOULEVARD ON A 1018.50 FOOT RADIUS CURVE CONCAVE NORTHERLY (CHORD BEARING S65°18'23"E, 1239.83 FEET); THENCE S27°14'33"W, 924.73 FEET; THENCE S01°14'34"E, 378.49 FEET; THENCE N77°55'52"E, 649.63 FEET; THENCE S01°15'42"E, 868.85 FEET TO THE SOUTH LINE OF SAID AUDITOR'S PARCEL; THENCE ALONG SAID SOUTH LINE S87°54'07"W, 1302.79 FEET TO THE POINT OF BEGINNING.

DESCRIBED AREA CONTAINS 48.75 ACRES AND IS SUBJECT TO EASEMENTS AND OTHER RESTRICTIONS OF RECORD.

ZONING INFORMATION:

CURRENT ZONING:	ID-RS
PROPOSED ZONING:	OPD/RS-5

ENGINEER:
AXIOM CONSULTANTS
WWW.AXIOM-CON.COM | (319) 519-6220

0 150 300

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020

PROJECT NAME: HICKORY TRAIL ESTATES IOWA CITY, IOWA, 52245

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: REZONING EXHIBIT

PROJECT NO.: 20-0194

DESIGN PROFESSIONAL: WELCH

SHEET NUMBER: 1 OF 1

December 17, 2020

APPLICANT'S STATEMENT FOR REZONING

The proposed development area consists of a portion of Parcel 1002476002. The area being rezoned is approximately 48 acres of private property located west of N. 1st Avenue and south of N. Scott Boulevard. It is bounded on the south and west by Hickory Hill Park. The current zoning classification is ID-RS – Interim Development Single-Family Residential. The Applicant is seeking to rezone 36.60 acres of the property to RS-5 – Low Density Single-Family Residential and 12.21 acres of the property to RM-20 – Medium-Density Multi-Family Residential. The total area being re-zoned is 48.81 acres with 1,332.95 feet of frontage on North Scott Boulevard. There are approximately 14 acres between the proposed development and N. Scott Boulevard and N. 1st Avenue that are not included in this development and are not included in the rezoning application. Refer to the Rezoning Exhibit included with the Rezoning Application for additional information, including the legal description.

Comprehensive Plan & District Plan

The Future Land Use Map within the Comprehensive Plan shows this area as Conservation Design. The Conservation Design designation indicates the presence of sensitive features on the property. These features include wetlands, a waterway, steep slopes, and woodlands. The Northeast District Plan includes the property within the "Bluffwood Neighborhood" (Figure 1). The Bluffwood concept plan shows single-family housing and two cul de sacs on the south and west portion of the property. There is Neighborhood Commercial depicted on the southeast portion of the property (four red buildings on Figure 1) and Small Apartment Buildings shown on the northeast portion (five pink buildings on Figure 1). The plan shows wooded areas remaining along the waterway at the center of the property. Hickory Hill Park can be seen along the west and south of the property. The cul de sacs allow for a connection from Hickory Hill Park to the drainageway at the center of the property.

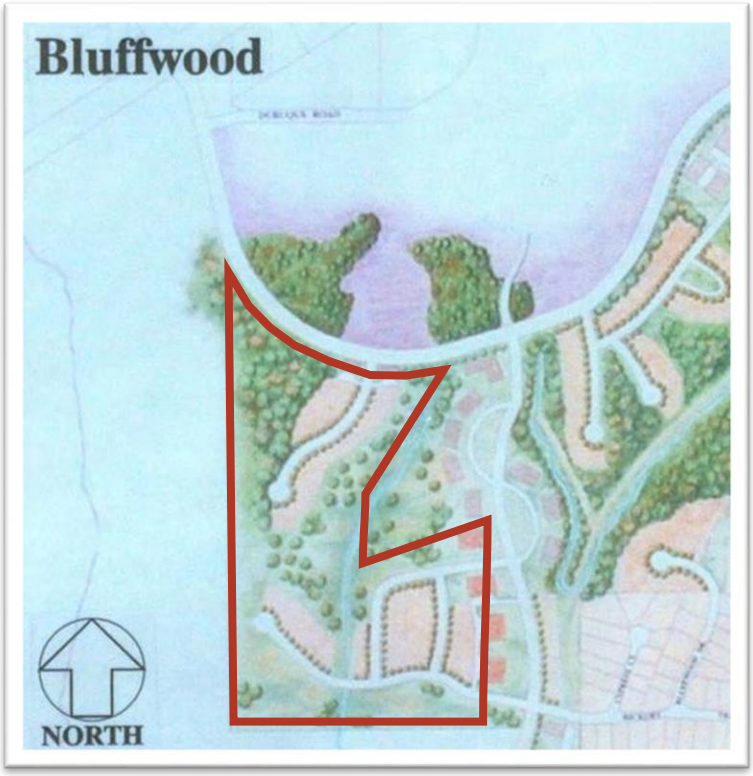


Figure 1: Bluffwood Neighborhood from Northeast District Plan with Approximate Project Boundary

Previous Projects

A previous rezoning application for the property located at 831 N. 1st Avenue (immediately east of this project) was approved as a Planned Development Overlay Medium-Density Single-Family (OPD RS-8) and a twelve-unit, 3-story building was constructed (Figure 2) in place of the Neighborhood Commercial shown on the Bluffwood plan.

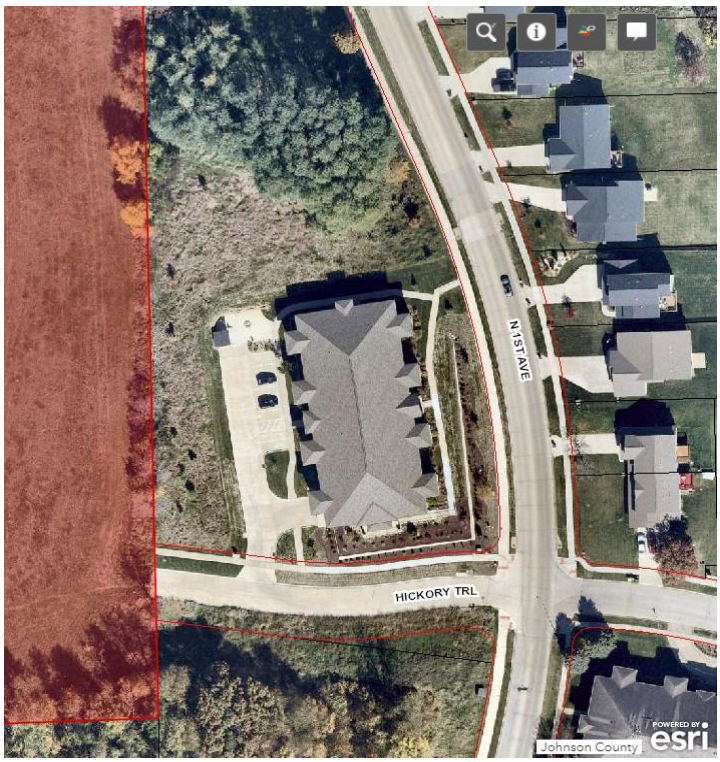


Figure 2: 831 N. 1st Avenue
Proposed Project Area Shown in Red

Project Overview

The Applicant proposes to develop low-density single-family residential lots west of the waterway and a Senior Living Facility with Assisted Living and Memory Care east of the waterway. The south end of the Senior Facility building will be a single-story structure memory care, the center of the building will be a two-story structure containing the main entry, dining, common areas, and administrative areas, and the north end of the north end of the building will consist of three stories of assisted living apartments. Refer to Figure 3 for a rendering). Hickory Trail, which currently dead ends at the east property line, is being extended to the west and turn north to connect to N. Scott Boulevard.

Figure 3:Conceptual Rendering of the Proposed Senior Facility (looking northeast)

Low-Density Single-Family Residential (RS-5)

The Low-Density Single Family Residential (RS-5) zoning proposed is consistent with the Bluffwood plan. The applicant is not seeking adjustments to minimum area regulations or setbacks. Instead, the applicant will enforce a larger front yard setback of twenty-five feet within the Restrictive Covenants of the subdivision. The proposed single-family development will avoid protected slopes, provide the required 50% woodland preservation, and meets other regulations of the Sensitive Areas Ordinance as required by City Code. Conservation Easements will be utilized to set aside and protect sensitive areas. A buffer will be provided between the rear of the single-family lots that are adjacent to Hickory Hill Park.

Medium-Density Multi-Family Residential (RM-20)

The Applicant is seeking Medium-Density Multi-Family Residential zoning at the southeast corner of the development to support a Senior Living Facility. The project incorporates specific features to ensure it is compatible with the surrounding area and the vision for this portion of Iowa City.

The proposed building and site have been designed to take advantage of the existing topography to prevent the building from dominating the view. The existing topography rises from the southwest to the north east corner of the RM-20 portion of the site. The building has a single-story on the south and three-stories on the north (refer to Figure 3). This prevents the mass of the building from dominating views from the park. The building is set into the existing site with a first-floor elevation of 735 and the eave on the tallest portion of the building is at an elevation of approximately 768. The elevation of the northeast corner of the property 768 and N. 1st Avenue is at an elevation of 760 in this area. This allows the natural grade along N. 1st Avenue to block the building from view as pedestrians and vehicles travel along N. 1st Avenue. Refer to the Site Plan included in the rezoning submittal.

The proposed building and site achieve the density desired by the Applicant without a large footprint or excessive amounts of impervious area. The zoning suggested on the District Plan would allow for a Floor Area Ratio (FAR) of up to 1.0. The proposed site has a FAR of 0.3. Another measure of building density on a property is the amount of impervious surfaces (pavement, sidewalks, roof top). Impervious areas averaging eighty-five percent are common in commercial areas. This building and site combine for an impervious area of 40%. This relatively low amount of imperviousness is by design. The building features an interior courtyard within the memory care wing and a community garden space east of the dining and kitchen facility. Parking is located along the loop road, where possible, to minimize the pavement associated drive aisles in traditional parking lots. There is ample green space along the west and east sides of the loop road to help provide buffers to adjacent properties. Each of these features combine to reduce the imperviousness of the site.

The Applicant is committed to planting replacement trees to achieve the 20% woodland retention requirement of this zoning designation. These trees will be planted along the west, east, and south portions of the Senior Living facility. These plantings will enhance the view from inside the building, provide unique spaces on the property for outdoor activities, and protect the views from those looking at the property from either the park or the single-family portion of the development.

City Utilities

There is city water along the north side of N. Scott Boulevard and water at the end of Hickory Trail. These will be connected to create a loop. There is sanitary sewer at the dead-end of Hickory Trail and along the waterway south of the project. These have been designed to be extended to serve this property. Private utilities such as gas, electric, and communications are also available. Storm water management is provided by an existing basin downstream of the project.

Sensitive Areas

Detailed Analyses have been undertaken and, in addition to the woodlands and the waterway, have documented the presence of wetlands and protected slopes. The Office of the State Archaeologist has completed a field investigation and determined that no further archaeologic investigation is required. A Preliminary Sensitive Areas Development Plan accompanies this application. The development has been designed to avoid the sensitive features and minimize impacts. Protected slopes have been avoided completely and less than 20% of critical slopes are impacted.

Hickory Hill Park

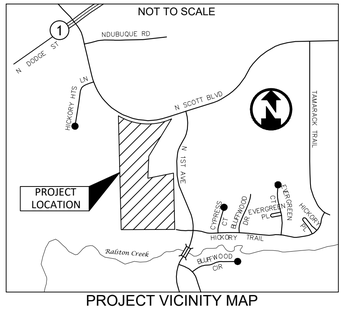
The development team has met with the Friends of Hickory Hills Park (FHHP) to gain their insight to the development. The two groups are seeking areas where the goals of the development and FHHP align and are discussing how each can benefit from this relationship. The Applicant will also be utilizing the Good Neighbor Meeting process to seek additional community input.

Sincerely,

Michael J. Welch, PE
Project Engineer

PRELIMINARY OPD AND SENSITIVE AREAS DEVELOPMENT PLAN HICKORY TRAIL

IOWA CITY, IOWA



PROJECT VICINITY MAP

APPROVED BY THE CITY OF IOWA CITY, IOWA

CITY CLERK DATE

APPLICANT 1:	APPLICANT 1'S ATTORNEY:
G. JOSEPH CLARK 221 E. BURLINGTON ST IOWA CITY, IOWA 52240	PHELAN TUCKER LAW JOHN BEASLEY 321 E. MARKET ST IOWA CITY, IA 52245
APPLICANT 2:	**APPLICANT 2'S ATTORNEY:**
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SHEET INDEX	
C1.00	OVERALL SENSITIVE FEATURES
C1.10	PRELIMINARY SENSITIVE AREAS-SENSITIVE SLOPES
C1.20	PRELIMINARY SENSITIVE AREAS-WOODLAND AREAS
C1.30	PRELIMINARY SENSITIVE AREAS-WETLAND AND BLUE LINE STREAM CORRIDOR

NOTES:

1. NO ARCHAEOLOGICAL SITES ARE PRESENT.

KEY NOTES:

Ⓐ CONSERVATION EASEMENT
HATCHED AREA REPRESENTS AREA INCLUDED IN WOODLAND RETENTION CALCULATION

Ⓑ 10' LANDSCAPE EASEMENT

OUTLOTS:

OUTLOT	SF	ACRES	INTENDED USE
A	473,268	10.86	DEDICATED TO CITY FOR PARK SPACE
B	180,396	4.14	CONSERVATION EASEMENT
ROW	184,197	4.23	RIGHT OF WAY DEDICATED TO CITY FOR HICKORY TRAIL EXTENSION

LEGEND:

SITE	EXISTING	PROPOSED
CONTOUR - INDEX	100	100
CONTOUR - INTERMEDIATE	101	100
FENCE: BARB WIRE		
STREAM CENTERLINE		
SIGN		
CONSTRUCTION AREA LIMITS		
TREE REMOVAL LIMITS AT EDGE OF CONSERVATION EASEMENT		

SENSITIVE AREAS	AREA	BUFFER
STEEP SLOPE (18-25%)		
IMPACTED STEEP SLOPE (18-25%)		
CRITICAL SLOPE (25-40%)		
IMPACTED CRITICAL SLOPE (25-40%)		
PROTECTED SLOPE (> 40%)		
WOODLAND PRESERVATION		
IMPACTED WOODLAND		
WETLAND PRESERVATION		
BLUE LINE STREAM CORRIDOR		
PROPOSED TREE REFER TO LANDSCAPE PLAN		

ENGINEER:
AXIOM CONSULTANTS
WWW.AXIOM-CON.COM | (319) 519-6220

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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: OVERALL SENSITIVE FEATURES

DESIGN PROFESSIONAL: WELCH

PROJECT NO.: 20-0194

SHEET NUMBER: C1.00

PRELIMINARY OPD AND SENSITIVE AREAS DEVELOPMENT PLAN
HICKORY TRAIL
IOWA CITY, IOWA

NOTES:

1. THERE ARE PROTECTED SLOPES WITHIN THE BOUNDARY OF THE DEVELOPMENT. A BUFFER EQUAL TO 2 TIMES THE HEIGHT OF THE SLOPE IS PROVIDED. NO PROTECTED SLOPES OR BUFFERS ARE IMPACTED WITH THIS PROJECT.
2. THE TOTAL PERCENTAGE IMPACTED CRITICAL SLOPE IS LESS THAN 35% OF THE TOTAL.

CRITICAL SLOPE CALCULATION	AREA (SF)	PERCENTAGE
IMPACTED SLOPES	61,279	19%
NON-IMPACTED SLOPES	216,414	67%
NON-IMPACTED SLOPES IN PROTECTED SLOPE BUFFER	44,026	14%
CRITICAL SLOPES (PRIOR TO DEVELOPMENT)	321,719	100%

3.

STEEP SLOPE CALCULATION	AREA (SF)	PERCENTAGE
IMPACTED SLOPES	145,153	44%
NON-IMPACTED SLOPES	180,810	56%
STEEP SLOPES (PRIOR TO DEVELOPMENT)	325,963	100%

IMPACTED QUANTITIES:

CRITICAL SLOPES LOCATION	AREA (SF)
1	6,175
2	4,186
3	6,268
4	5,464
5	7,131
6	4,559
7	2,526
8	917
9	1,774
10	280
11	40
12	1,260
13	6,713
14	2,488
15	4,143
16	1,933
17	5,422
TOTAL	61,279

STEEP SLOPES LOCATION	AREA (SF)
18	5,036
19	1,418
20	1,885
21	972
22	2,940
23	6,318
24	17,472
25	40,906
26	1,058
27	6,948
28	2,125
29	359
30	5,737
31	1,820
32	3,904
33	6,351
34	5,063
35	3,910
36	11,426
37	8,183
38	8,252
39	3,070
TOTAL	145,153

APPLICANT 1:	APPLICANT 1'S ATTORNEY:
G. JOSEPH CLARK 221 E. BURLINGTON ST IOWA CITY, IOWA 52240	PHELAN TUCKER LAW JOHN BEASLEY 321 E. MARKET ST IOWA CITY, IA 52245
APPLICANT 2:	**APPLICANT 2'S ATTORNEY:**
NELSON DEVELOPMENT 1, LLC ATTN:JACOB WOLFGANG 218 6TH AVE., STE. 200 DES MOINES, IOWA 50309 JACOB@NELSONCONSTRUCT.COM	KIRTON MCCONKIE ATTN:BRYCE K. DALTON 50 E. SOUTH TEMPLE, SUITE 400 SALT LAKE CITY, UTAH 84111 BDALTON@KMCLAW.COM

LEGEND:

SITE	EXISTING	PROPOSED
CONTOUR - INDEX	100	100
CONTOUR - INTERMEDIATE	101	100
FENCE: BARB WIRE	x—x—x	x—x—x
STREAM CENTERLINE		
SIGN		
CONSTRUCTION AREA LIMITS		
TREE REMOVAL LIMITS AT EDGE OF CONSERVATION EASEMENT		

SENSITIVE AREAS	AREA	BUFFER
STEEP SLOPE (18-25%)		
IMPACTED STEEP SLOPE (18-25%)		
CRITICAL SLOPE (25-40%)		
IMPACTED CRITICAL SLOPE (25-40%)		
PROTECTED SLOPE (> 40%)		

ENGINEER:
AXIOM CONSULTANTS
WWW.AXIOM-CON.COM | (319) 519-6220

0 50 100

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: PRELIMINARY SENSITIVE AREAS SENSITIVE SLOPES

PROJECT NO.: 20-0194

DESIGN PROFESSIONAL: WELCH

SHEET NUMBER: C1.10

PRELIMINARY OPD AND SENSITIVE AREAS DEVELOPMENT PLAN
HICKORY TRAIL
IOWA CITY, IOWA

APPLICANT 1:	APPLICANT 1'S ATTORNEY:
G. JOSEPH CLARK 221 E. BURLINGTON ST IOWA CITY, IOWA 52240	PHELAN TUCKER LAW JOHN BEASLEY 321 E. MARKET ST IOWA CITY, IA 52245
APPLICANT 2:	**APPLICANT 2'S ATTORNEY:**
NELSON DEVELOPMENT 1, LLC ATTN:JACOB WOLFGANG 218 6TH AVE., STE. 200 DES MOINES, IOWA 50309 JACOB@NELSONCONSTRUCT.COM	KIRTON MCCONKIE ATTN:BRYCE K. DALTON 50 E. SOUTH TEMPLE, SUITE 400 SALT LAKE CITY, UTAH 84111 BDALTON@KMCLAW.COM

ENGINEER:
AXIOM CONSULTANTS
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IMPACTED QUANTITIES:

WOODLANDS

LOCATION	AREA (SF)
A	130,177
B	125,227
C	36,847
D	2,135
E	40,474
F	5,892
G	147,025
H	9,276
TOTAL	497,053

NOTES:

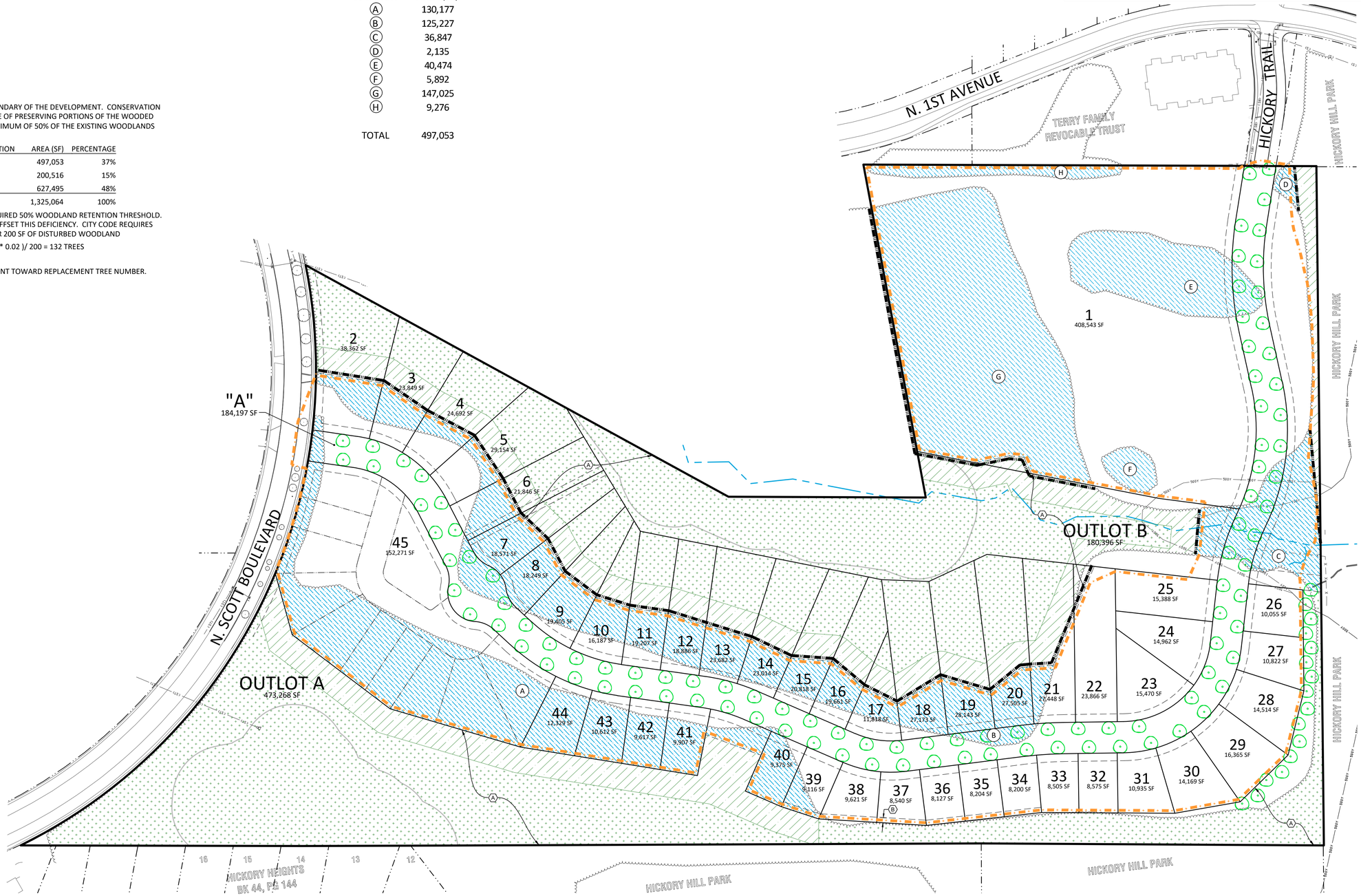
1. THERE ARE WOODED AREAS WITHIN THE BOUNDARY OF THE DEVELOPMENT. CONSERVATION EASEMENTS ARE PROPOSED FOR THE PURPOSE OF PRESERVING PORTIONS OF THE WOODED AREAS. PER IOWA CITY CODE FOR RS-5, A MINIMUM OF 50% OF THE EXISTING WOODLANDS MUST BE PRESERVED.

RS-5 WOODLAND PRESERVATION CALCULATION	AREA (SF)	PERCENTAGE
DISTURBED WOODLAND	497,053	37%
BUFFER (50' WIDE)	200,516	15%
PRESERVED WOODLAND	627,495	48%
WOODLAND (PRIOR TO DEVELOPMENT)	1,325,064	100%

2. THE DEVELOPMENT IS 2% SHORT OF THE REQUIRED 50% WOODLAND RETENTION THRESHOLD. REPLACEMENT TREES WILL BE PROVIDED TO OFFSET THIS DEFICIENCY. CITY CODE REQUIRES REPLACEMENT TREES AT A RATE OF 1 TREE PER 200 SF OF DISTURBED WOODLAND

   REQUIRED REPLACEMENT TREES = (1,325,064 * 0.02)/ 200 = 132 TREES

3. STREET TREES AND OTHER TREES SHOWN COUNT TOWARD REPLACEMENT TREE NUMBER.



LEGEND:

SITE	EXISTING	PROPOSED
CONTOUR - INDEX	100	100
CONTOUR - INTERMEDIATE	101	100
FENCE: BARB WIRE	x—x—x	x—x—x
STREAM CENTERLINE		
SIGN		
CONSTRUCTION AREA LIMITS		
TREE REMOVAL LIMITS AT EDGE OF CONSERVATION EASEMENT		

SENSITIVE AREAS	AREA	BUFFER
WOODLAND PRESERVATION		
IMPACTED WOODLAND		
PROPOSED TREE REFER TO LANDSCAPE PLAN		

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: PRELIMINARY SENSITIVE AREAS WOODLAND AREAS

DESIGN PROFESSIONAL: WELCH

PROJECT NO.: 20-0194

SHEET NUMBER: C1.20

PRELIMINARY

Feb 11, 2021 - 4:52pm S:\PROJECTS\2020\200194\05 Design\Civil-Survey\Plats\200194-PP.dwg

PRELIMINARY OPD AND SENSITIVE AREAS DEVELOPMENT PLAN
HICKORY TRAIL
IOWA CITY, IOWA

APPLICANT 1:	APPLICANT 1'S ATTORNEY:
G. JOSEPH CLARK 221 E. BURLINGTON ST IOWA CITY, IOWA 52240	PHELAN TUCKER LAW JOHN BEASLEY 321 E. MARKET ST IOWA CITY, IA 52245
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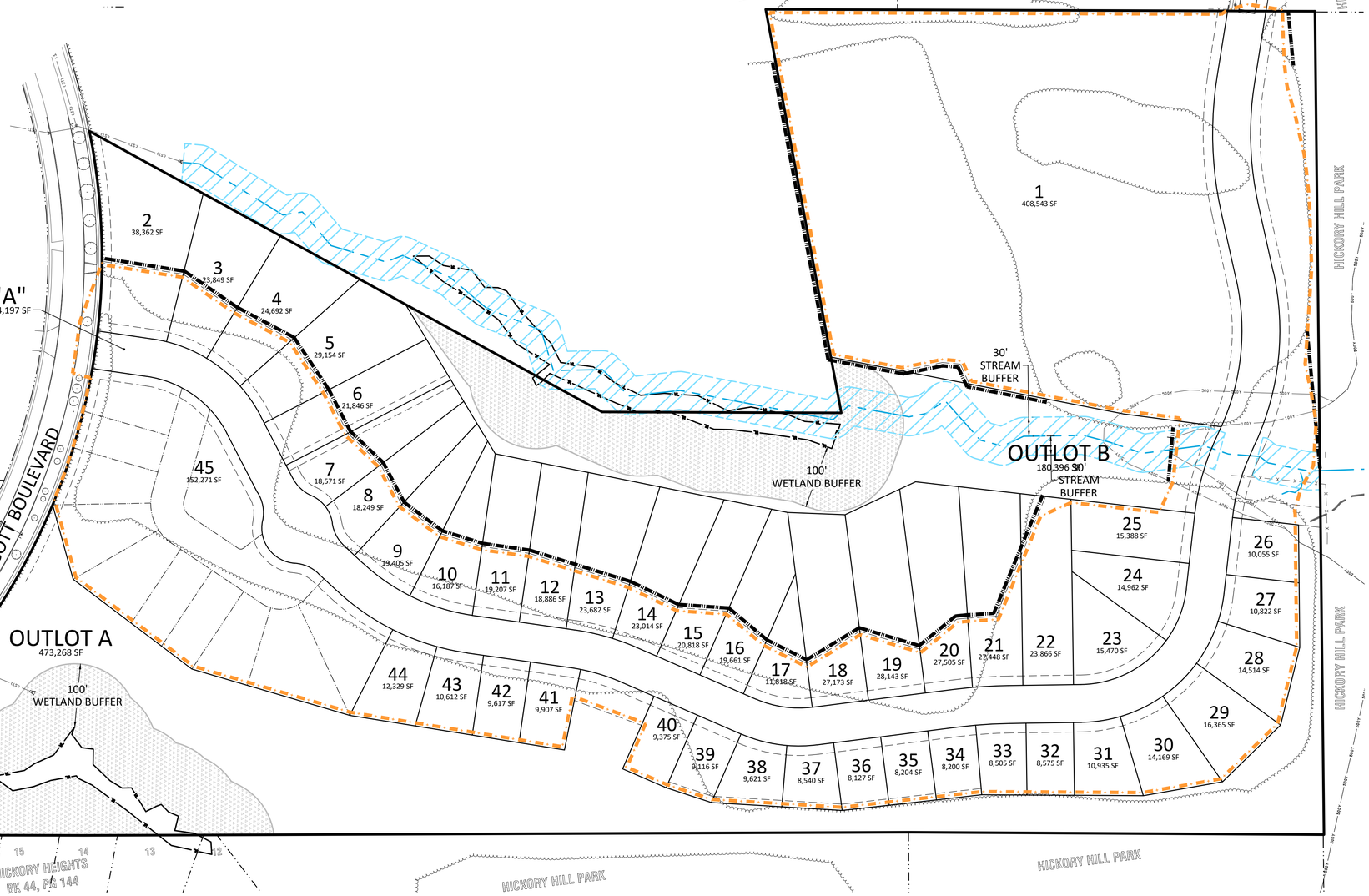

LEGEND:

SITE	EXISTING	PROPOSED
CONTOUR - INDEX	100	100
CONTOUR - INTERMEDIATE	101	100
FENCE: BARB WIRE	x—x—x	x—x—x
STREAM CENTERLINE		
SIGN		
CONSTRUCTION AREA LIMITS		
TREE REMOVAL LIMITS AT EDGE OF CONSERVATION EASEMENT		

SENSITIVE AREAS	AREA	BUFFER
WETLAND PRESERVATION		
BLUE LINE STREAM CORRIDOR		

ENGINEER:
AXIOM CONSULTANTS
WWW.AXIOM-CON.COM | (319) 519-6220

0 50 100

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME:
HICKORY TRAIL ESTATES
PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
PRELIMINARY SENSITIVE AREAS WETLANDS AND BLUE LINE STREAM CORRIDOR

PROJECT NO.:
20-0194

DESIGN PROFESSIONAL:
WELCH

SHEET NUMBER:
C1.30

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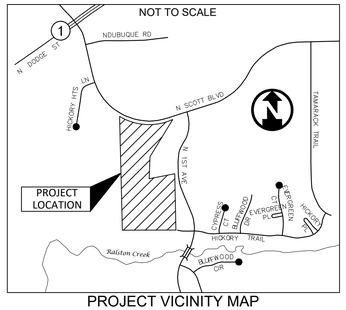
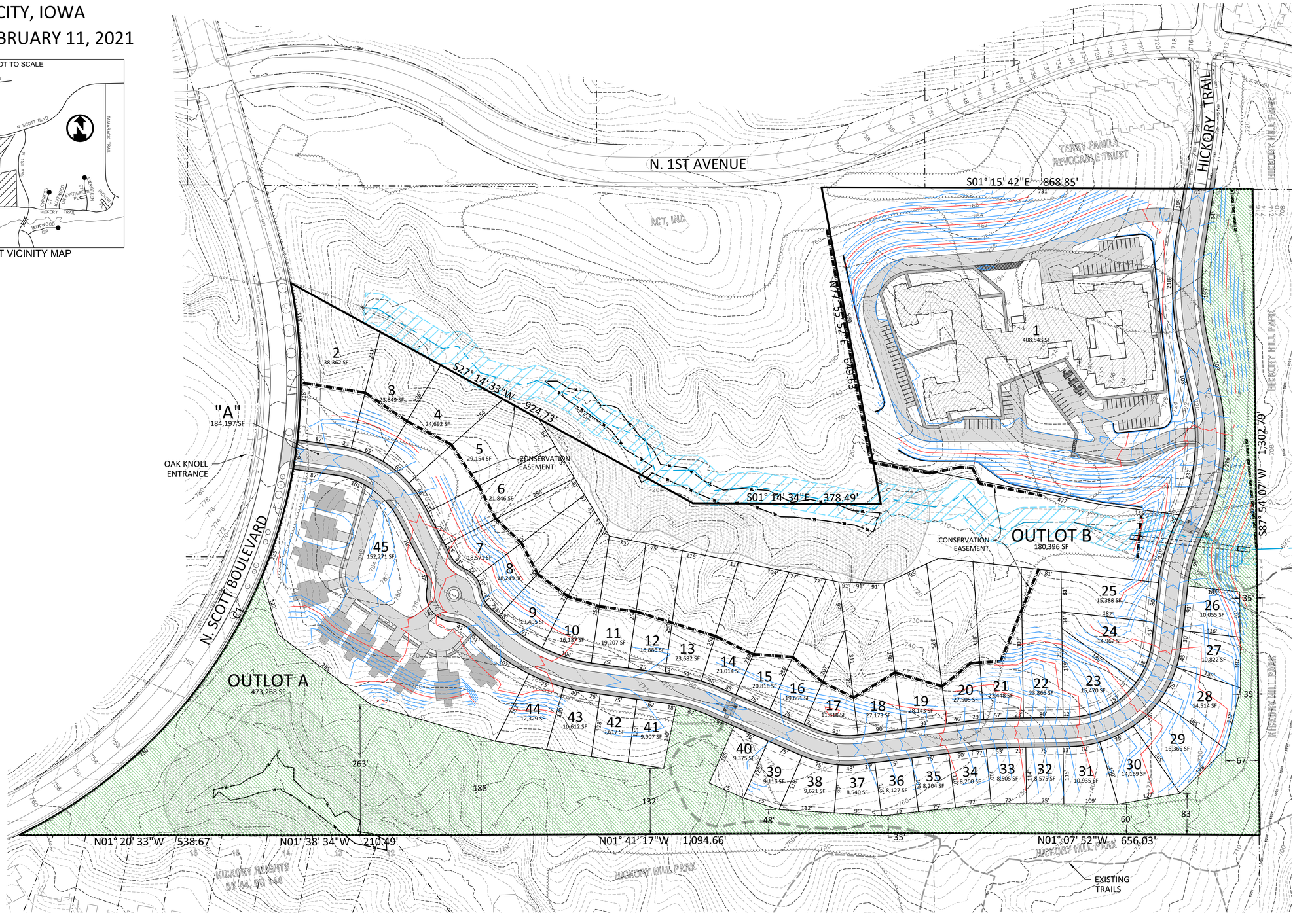
CONCEPT PLAN
HICKORY TRAIL ESTATES

IOWA CITY, IOWA

UPDATED FEBRUARY 11, 2021



PROJECT VICINITY MAP



PROJECT DATA:

TOTAL DEVELOPMENT AREA	48.75	ACRES
PARK DEDICATION AREA	10.86	ACRES

LEGEND:

PARK DEDICATION

CONSERVATION EASEMENT

PRELIMINARY

ENGINEER:
AXIOM CONSULTANTS
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0 50 100

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

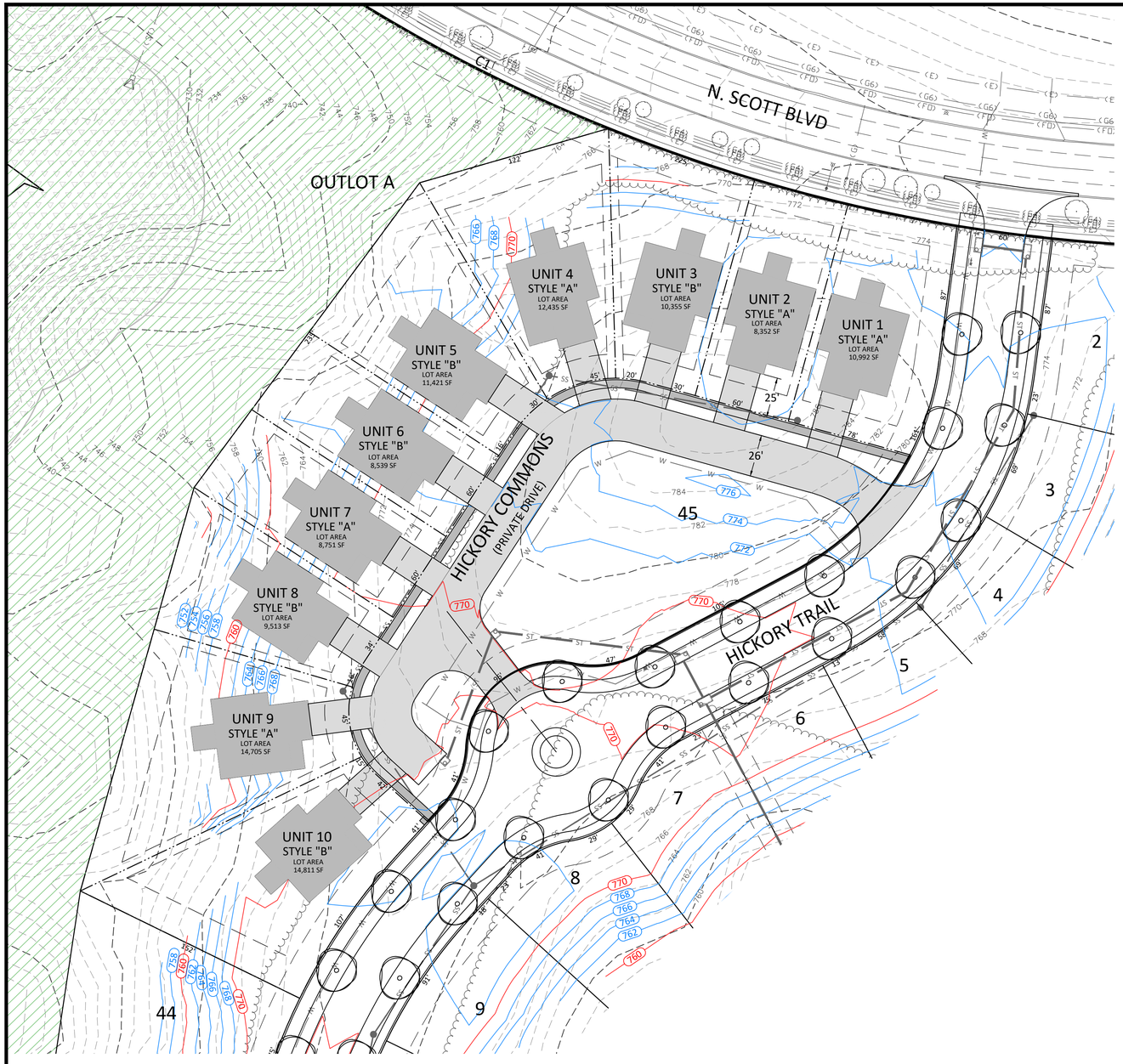
CLIENT NAME: G. JOSEPH CLARK

DESIGN PROFESSIONAL: WELCH

PROJECT NO.: 20-0194

SHEET NAME: CONCEPT PLAN

SHEET NUMBER: C2.00



SITE INFORMATION

LEGAL DESCRIPTION:

LOT 45 HICKORY TRAIL ESTATES (PLAT PENDING APPROVAL)

TOTAL LOT AREA: 152,271 SF (3.50 AC)

PURPOSE OF DEVELOPMENT
DETACHED, SINGLE-FAMILY CONDOMINIUM
10 UNITS - 2,863 SF FOOTPRINT (EACH)

ZONING INFORMATION
PLANNED DEVELOPMENT OVERLAY ZONE - LOW-DENSITY RESIDENTIAL (OPD/RS-5)

SETBACKS AND YARDS

FRONT YARD	15	FEET
SIDE YARD	5	FEET
REAR YARD	20	FEET
N. SCOTT BLVD	40	FEET

MINIMUM LOT AREA AND LOT WIDTH REQUIREMENTS

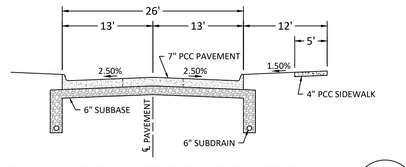
MIN. LOT AREA	8,000	SF
MIN. LOT WIDTH	60	FEET
MIN. LOT FRONTAGE	40	FEET
MAX. LOT COVERAGE	45	%

FLOOD ELEVATION
N/A

BUILDING INFORMATION

EXTERIOR FINISHES:

ROOFING:	CERTAINTEED LANDMARK WEATHERED WOOD SINGLES	
MASONRY:	ELDORADO STONE - MONTICETO CLIFFSTON	
WINDOWS:	ANDERSON 200-SERIES	
SIDING:	DIAMOND KOTE LP SMART SIDE	
COLOR OPTION 1		
	SIDING	FRENCH GRAY (LP SMART SIDE)
	SOFFIT & FASCIA	WHITE (ROLEX)
	TRIM	WHITE (DIAMOND KOTE)
	GARAGE DOORS	WHITE
	FRONT DOOR	SW ROYCROFT COPPER RED (SW#2839)
COLOR OPTION 2		
	SIDING	FRENCH GRAY (LP SMART SIDE)
	SOFFIT & FASCIA	CLAY (ROLEX)
	TRIM	CLAY (DIAMOND KOTE)
	GARAGE DOORS	SANDSTONE
	FRONT DOOR	SW ROYCROFT BRONZE GREEN (SW#2846)
COLOR OPTION 3		
	SIDING	CLAY (LP SMART SIDE)
	SOFFIT & FASCIA	WHITE (ROLEX)
	TRIM	CLAY (DIAMOND KOTE)
	GARAGE DOORS	SANDSTONE
	FRONT DOOR	SW ROYCROFT PEWTER (SW#2848)



TYPICAL 26' PRIVATE DRIVE SECTION
NOT TO SCALE

1

PRELIMINARY

ENGINEER:
AXIOM CONSULTANTS
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0 20 40

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: LOT 45 CONDOMINIUM: CONCEPT PLAN

PROJECT NO.: 20-0194

DESIGN PROFESSIONAL: WELCH

SHEET NUMBER: C2.10

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SITE INFORMATION

LEGAL DESCRIPTION:

LOT 1 HICKORY TRAIL ESTATES (PLAT PENDING APPROVAL)

TOTAL LOT AREA: 408,543 SF (9.38 AC)

PURPOSE OF DEVELOPMENT

SENIOR LIVING FACILITY

ASSISTED LIVING

1 GUEST SUITE	1	BED
74 ONE BEDROOM	74	BEDS
14 TWO BEDROOMS	28	BEDS
TOTAL	135	BEDS
MEMORY CARE	32	BEDS

GROSS BUILDING FOOTPRINT 69,060 SF

ZONING INFORMATION

PLANNED DEVELOPMENT OVERLAY ZONE - LOW-DENSITY RESIDENTIAL (OPD/RS-5)

SETBACKS AND YARDS (MULTI-FAMILY)

FRONT YARD	20	FEET	
SIDE YARD	10	FEET	
REAR YARD	20	FEET	
HEIGHT	40	FEET	REQUESTING VARIANCE FOR HEIGHT GREATER THAN 35'

MINIMUM LOT AREA AND LOT WIDTH REQUIREMENTS

MIN. LOT AREA	8,000	SF
MIN. LOT WIDTH	60	FEET
MIN. LOT FRONTAGE	40	FEET
MAX LOT COVERAGE	45	%
MAX. SETBACK COVERAGE	50	%

BUILDING WIDTH ALONG FRONTAGE	212.33	FEET
LOT FRONTAGE WIDTH	668	FEET
SETBACK COVERAGE	32	%

LOT COVERAGE 69,060 / 408,543 = 17 %

FLOOD ELEVATION

N/A

PARKING CALCULATIONS:

USE	REQUIREMENT		# OF STALLS
MEMORY CARE	1 STALL PER 3 BEDS	32 BEDS	11
ASSISTED LIVING	1 STALL PER 3 BEDS	103 BEDS	34
STAFF	1 STALL PER EMPLOYEE	40 EMPLOYEES*	40
TOTAL REQUIRED		=	85
PARKING PROVIDED		=	86
ACCESSIBLE PARKING PROVIDED		=	4
TOTAL PROVIDED		=	90

* NUMBER OF PERSONS EMPLOYED AT THE FACILITY

KEYNOTES:

(A) RETAINING WALL

PRELIMINARY

ENGINEER:
AXIOM CONSULTANTS
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0 20 40

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE
A	REZONING APPLICATION	12-17-2020
B	RESPOND TO CITY REVIEW COMMENTS	02-11-2021

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: LOT 1 SENIOR LIVING: CONCEPT PLAN

DESIGN PROFESSIONAL: WELCH

PROJECT NO.: 20-0194

SHEET NUMBER: C2.20

LANDSCAPE LEGEND

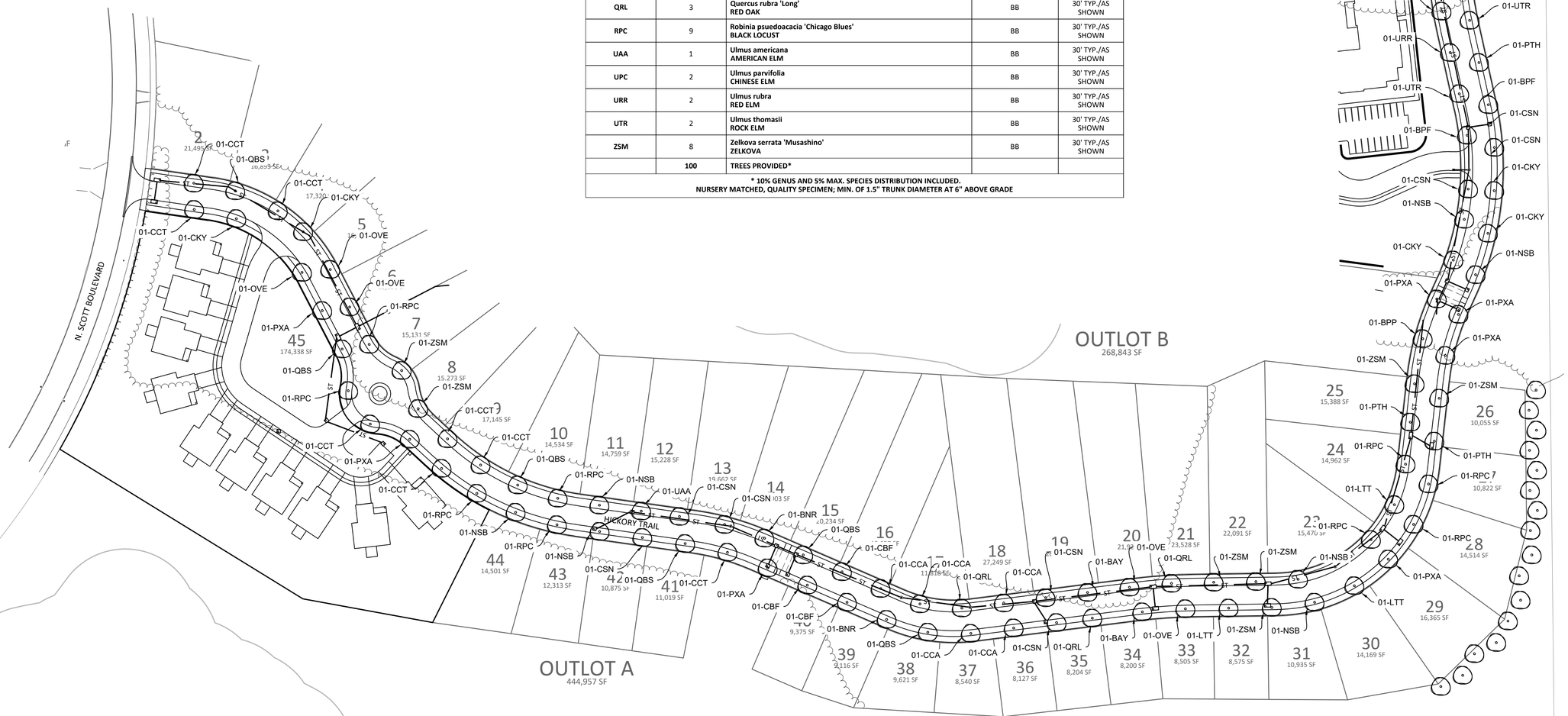
PLANTS:

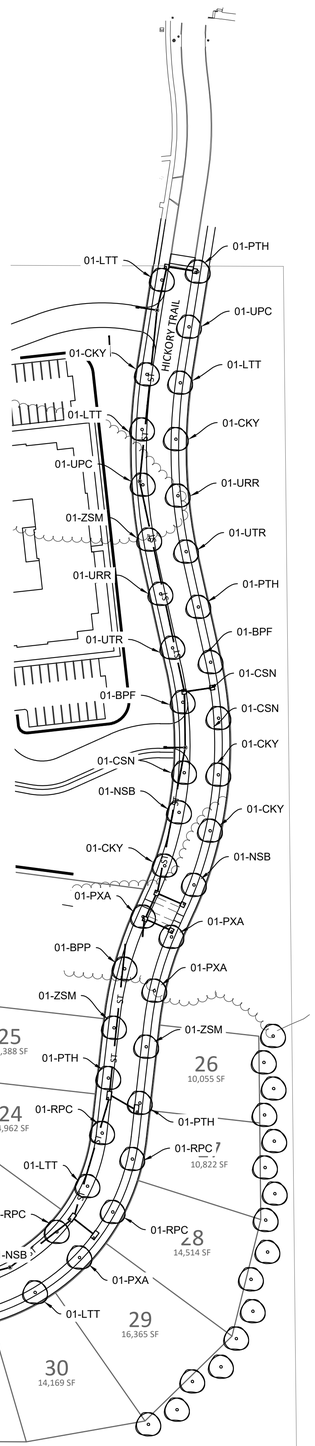
PROPOSED DECIDUOUS STREET TREE
-SPECIES AS LABELED; PLANTING LOCATION TO BE DETERMINED BY DRIVES AND SIGHT TRIANGLES

LANDSCAPE PLANTING SCHEDULE

ID	QTY.	BOTANICAL/COMMON NAME	ROOT	SPACING
BAY	2	Betula alleghaniensis YELLOW BIRCH	BB	30' TYP./AS SHOWN
BNR	2	Betula nigra RIVER BIRCH	BB	30' TYP./AS SHOWN
BPF	2	Betula platyphylla 'Fargo' DAKOTA PINNACLE DAKOTA PINNACLE BIRCH	BB	30' TYP./AS SHOWN
BPP	1	Betula papyrifera PAPER BIRCH	BB	30' TYP./AS SHOWN
CBF	3	Carpinus betulus 'Fastigiata' COMMON HORNBEAM	BB	30' TYP./AS SHOWN
CCA	5	Carpinus caroliniana AMERICAN HORNBEAM	BB	30' TYP./AS SHOWN
CCT	8	Corylus colurna TURKISH FILBERT	BB	30' TYP./AS SHOWN
CKY	7	Cladrastis kentuckea YELLOW WOOD	BB	30' TYP./AS SHOWN
CSN	8	Catalpa speciosa NORTHERN CATALPA	BB	30' TYP./AS SHOWN
LTT	6	Liriodendron tulipifera TULIP TREE	BB	30' TYP./AS SHOWN
NSB	7	Nyssa sylvatica BLACK GUM	BB	30' TYP./AS SHOWN
OVE	5	Ostrya virginiana EASTERN HOP HORNBEAM	BB	30' TYP./AS SHOWN
PTH	4	Ptelea trifoliata HOP TREE	BB	30' TYP./AS SHOWN
PXA	7	Platanus x acerifolia LONDON PLANE TREE	BB	30' TYP./AS SHOWN
QBS	6	Quercus bicolor SWAMP WHITE OAK	BB	30' TYP./AS SHOWN
QRL	3	Quercus rubra 'Long' RED OAK	BB	30' TYP./AS SHOWN
RPC	9	Robinia psuedoacacia 'Chicago Blues' BLACK LOCUST	BB	30' TYP./AS SHOWN
UAA	1	Ulmus americana AMERICAN ELM	BB	30' TYP./AS SHOWN
UPC	2	Ulmus parvifolia CHINESE ELM	BB	30' TYP./AS SHOWN
URR	2	Ulmus rubra RED ELM	BB	30' TYP./AS SHOWN
UTR	2	Ulmus thomasii ROCK ELM	BB	30' TYP./AS SHOWN
ZSM	8	Zelkova serrata 'Musashino' ZELKOVA	BB	30' TYP./AS SHOWN
	100	TREES PROVIDED*		

* 10% GENUS AND 5% MAX. SPECIES DISTRIBUTION INCLUDED.
NURSERY MATCHED, QUALITY SPECIMEN; MIN. OF 1.5" TRUNK DIAMETER AT 6" ABOVE GRADE





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ENGINEER:
AXIOM CONSULTANTS
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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME: HICKORY TRAIL ESTATES PRELIMINARY OPD & SENSITIVE AREAS PLAN

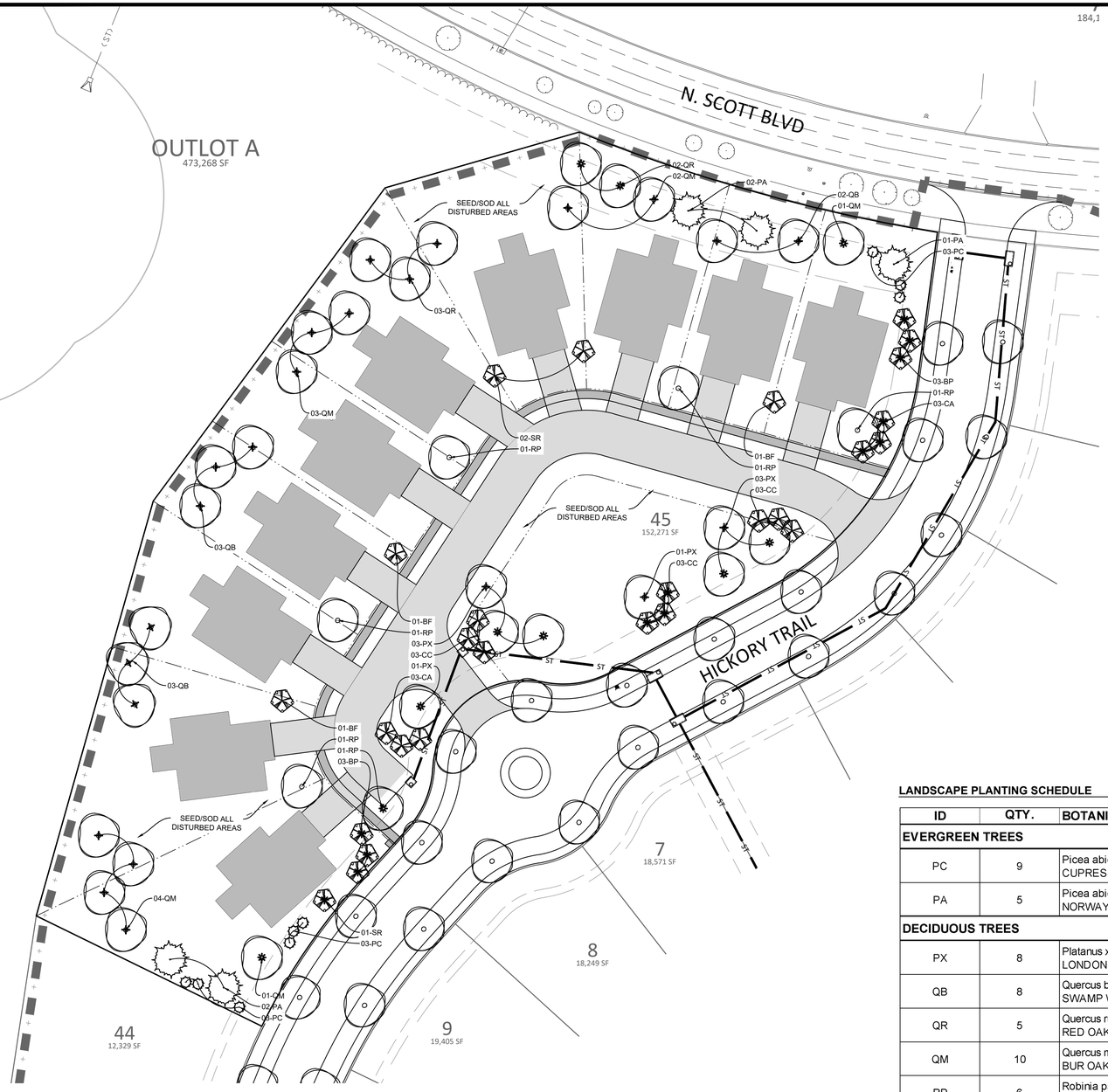
CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: LANDSCAPE PLAN

PROJECT NO.: 20-0194

DESIGN PROFESSIONAL: WELCH

SHEET NUMBER: L1.00



LANDSCAPE LEGEND

PLANTS:

PROPOSED DECIDUOUS LARGE TREE

PROPOSED DECIDUOUS SMALL TREE

PROPOSED EVERGREEN TREE

DECIDUOUS SHRUB

EVERGREEN SHRUB

* ORNAMENTAL GRASSES/FLOWERS

GROUND COVER:

SOD/SEED TURF IN ALL DISTURBED AREAS

LANDSCAPE PLANTING REQUIREMENTS

STREET TREES:

1 TREE / 60 LF (DOUBLE FRONTAGE)
941 LF FRONTAGE / 60 = 15.68
23 LARGE AND SMALL TREES PROVIDED

RESIDENTIAL LANDSCAPE REQUIREMENTS:

01 TREE PER UNIT PROVIDED

LANDSCAPE PLANTING SCHEDULE

ID	QTY.	BOTANICAL/COMMON NAME	MIN. SIZE	ROOT	SPACING	NOTES
EVERGREEN TREES						
PC	9	Picea abies 'Cupressina' CUPRESSINA NORWAY SPRUCE	3' HEIGHT	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
PA	5	Picea abies NORWAY SPRUCE	3' HEIGHT	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
DECIDUOUS TREES						
PX	8	Platanus x acerifolia LONDON PLANE TREE	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QB	8	Quercus bicolor SWAMP WHITE OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QR	5	Quercus rubra 'Clemons' RED OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QM	10	Quercus macrocarpa BUR OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
RP	6	Robinia psuedoacacia 'Chicago Blues' BLACK LOCUST	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
BF	3	Betula platyphylla 'Fargo' DAKOTA PINNACLE DAKOTA PINNACLE BIRCH	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
CA	6	Cercis canadensis 'NC2016-2' PPAF FLAME THROWER REDBUD	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
CC	9	Cercis canadensis 'Forest Pansy' FOREST PANSY REDBUD	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
SR	3	Syringa reticulata JAPANESE TREE LILAC	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
BP	6	Betula papyrifera PAPER BIRCH	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN

" + " Notation on plan indicates tree required for woodland removal offset. 23 of 66 trees utilized in Lot 45.
" * " Notation on plan indicates street tree requirement.

PRELIMINARY

ENGINEER:
AXIOM CONSULTANTS
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0 20 40

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME:
HICKORY TRAIL ESTATES
PRELIMINARY OPD & SENSITIVE AREAS PLAN

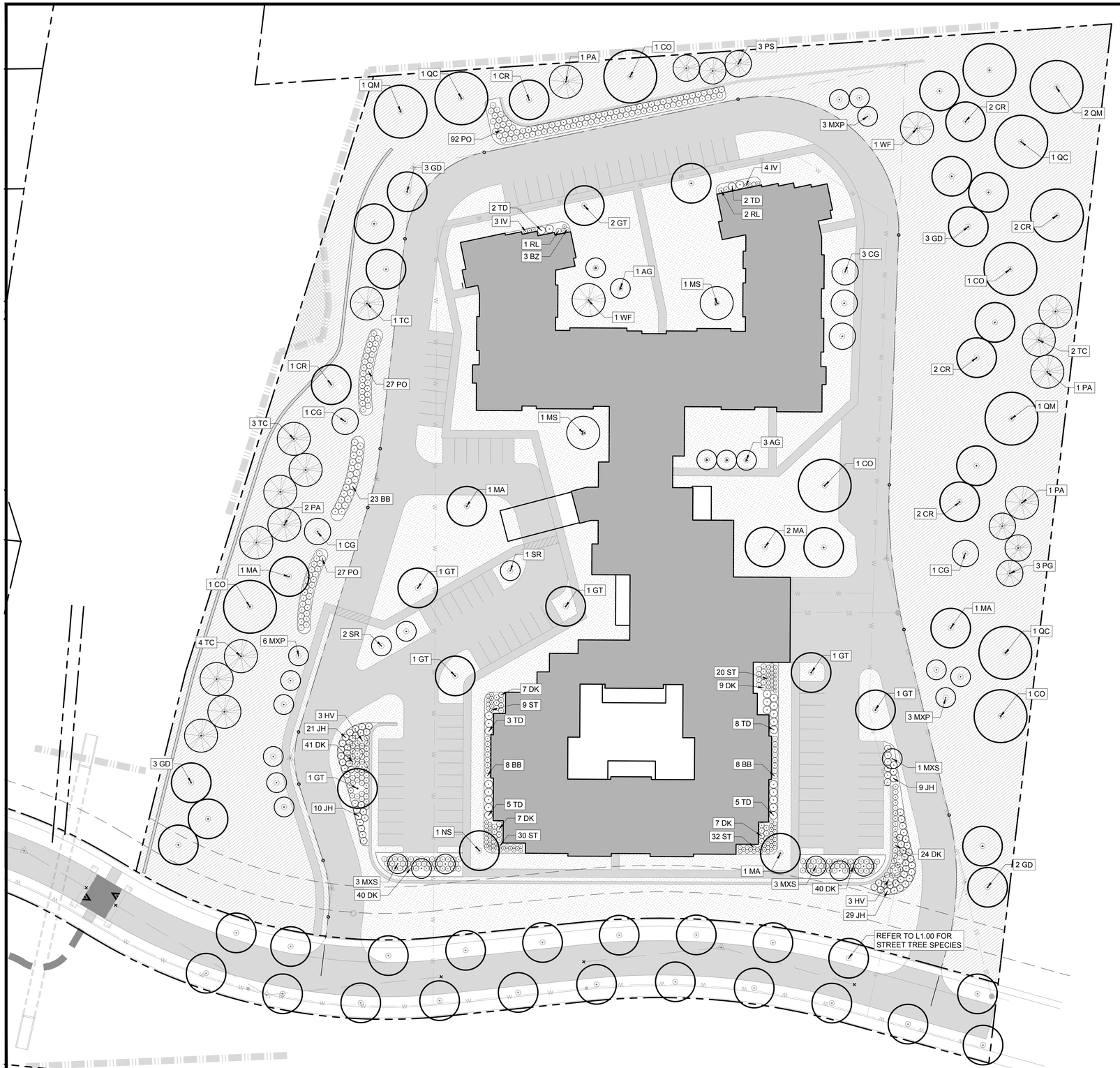
CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
LOT 45 CONDOMINIUM: LANDSCAPE PLAN

PROJECT NO.:
20-0194

DESIGN PROFESSIONAL:
WELCH

SHEET NUMBER:
L2.00



LEGEND

- PROPERTY LINE
- PROPERTY SETBACK
- WATER
- TELECOM
- GAS
- ELECTRIC
- SANITARY SEWER
- STORM SEWER
- EXISTING EASEMENT
- TREE PROTECTION FENCING
- EXISTING CONTOUR (995)
- TREE REMOVAL LIMITS AT EDGE OF CONSERVATION EASEMENT

- SHADE TREE
- EVERGREEN TREE
- SHRUB / PERENNIAL
- ORNAMENTAL TREE
- TURFGRASS
- TALL FESCUE/ SHORT GRASS PRAIRIE MIX

0 20 40

PRELIMINARY

gēnus
[landscape architects]

325 EAST 5TH STREET
DES MOINES, IA 50309

T 515 284 1010
WWW.GENUS-LA.COM

ENGINEER:
AXIOM CONSULTANTS
WWW.AXIOM-CON.COM | (319) 519-6220

DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME:
HICKORY TRAIL ESTATES
PRELIMINARY OPD &
SENSITIVE AREAS PLAN

CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
LOT 1
SENIOR LIVING
LANDSCAPE PLAN

DESIGN PROFESSIONAL:
WELCH

PROJECT NO.:
20-0194

SHEET NUMBER:
L3.00

PLANTING NOTES

1. CONTRACTOR SHALL LOCATE AND VERIFY ALL EXISTING UTILITY LINES PRIOR TO PLANTING AND SHALL REPORT ANY CONFLICTS TO THE LANDSCAPE ARCHITECT.
2. CONTRACTOR SHALL COORDINATE LOCATION OF ALL UTILITIES (LINES, DUCTS, CONDUITS, SLEEVES, FOOTINGS, ETC.) WITH LOCATIONS OF PROPOSED LANDSCAPE ELEMENTS (FENCE, FOOTINGS, TREE ROOTBALLS, ETC.). CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO ENGINEER PRIOR TO CONTINUING WORK.
3. ALL WORK SHALL BE COORDINATED WITH THE WORK OF OTHER TRADES.
4. IF DISCREPANCIES EXIST BETWEEN THE NUMBER OF PLANTS DRAWN ON THE PLANTING PLAN AND THE NUMBER OF PLANTS IN THE SCHEDULE, THE NUMBER OF PLANTS ON PLAN SHALL GOVERN.
5. ALL PLANT MATERIALS MUST CONFORM TO AMERICAN STANDARDS FOR NURSERY STOCK ANSI Z 60.1, OR LATEST EDITION PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, WASHINGTON D.C. LARGER SIZED PLANT MATERIALS OF THE SPECIES LISTED MAY BE USED IF THE STOCK CONFORMS TO THE A.S.N.S.
6. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE, AND ONLY AFTER WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
7. OWNER RESERVES THE RIGHT TO SUBSTITUTE PLANT MATERIAL TYPE, SIZE, AND/OR QUANTITY.
8. STAKE LOCATION OF ALL PROPOSED PLANTING FOR APPROVAL BY THE LANDSCAPE ARCHITECT A MINIMUM OF 48 HOURS PRIOR TO THE COMMENCEMENT OF PLANTING.
9. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE DUE TO OPERATIONS INSIDE AND OUTSIDE OF THE CONSTRUCTION LIMITS PER PLAN. ANY AREAS OUTSIDE THE LIMIT OF WORK THAT ARE DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
10. THE LANDSCAPE CONTRACTOR SHALL REMOVE ALL CONSTRUCTION DEBRIS AND MATERIALS INJURIOUS TO PLANT GROWTH FROM PLANTING PITS AND BEDS PRIOR TO BACKFILLING WITH PLANTING SOIL.
11. UNLESS NOTED OTHERWISE, TREES TO BE CENTERED IN PLANTING AREAS.
12. TO AVOID DISRUPTION TO EXISTING TREES, HAND DIGGING REQUIRED WITHIN DRIP LINE OF TREES. NO TREE ROOTS OVER 1" IN DIAMETER ARE TO BE CUT.
13. PROVIDE SHREDDED HARDWOOD BARK MULCH, NATURAL COLOR, IN ALL PLANT SAUCERS AND PLANTING BEDS TO A 3-INCH MAXIMUM DEPTH. APPLY PRE-EMERGENT TO ALL PLANTING BEDS PRIOR TO MULCHING.
14. NEW TREES LOCATED OUTSIDE OF PLANT BEDS, SHALL BE PLANTED A MINIMUM OF SIX FEET AWAY FROM PLANT BED.
15. NO TREES OR SHRUBS SHALL BE PLANTED CLOSER THAN 5' FROM ANY UTILITY SERVICE VALVE, BASED ON ANTICIPATED TRUNK SIZE.

OVERSTORY TREES

QTY	KEY	BOTANICAL	COMMON	SIZE	ROOT	NOTES
2	WF	ABIES CONCOLOR	WHITE FIR	6'-8' HT	B&B	
6	CR	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2" CAL.	B&B	
6	CO	CERCIS OCCIDENTALIS	COMMON HACKBERRY	2" CAL.	B&B	
8	GT	GLIDETSIA TRICANTHOS 'SKYLINE'	SKYLINE HONEY LOCUST	2" CAL.	B&B	
11	GD	GYMNOCLADUS DIOCUS 'ESPRESSO'	ESPRESSO KENTUCKY COFFEE TREE	2" CAL.	B&B	
8	MA	MACCKIA AMURENSIS	AMUR MAAKIA	2" CAL.	B&B	
1	NS	NYSSA SYLVANTICA	BLACK TUPELO	2" CAL.	B&B	
5	PA	PICEA ABIES	NORWAY SPRUCE	6'-8' HT	B&B	
3	PG	PICEA CLAUCA 'DENSATA'	BLACK HILLS SPRICE	6'-8' HT	B&B	
3	PS	PINUS STROBUS	WHITE PINE	6'-8' HT	B&B	
3	QC	QUERCUS COCCINEA	SCARLET OAK	2" CAL.	B&B	
4	QM	QUERCUS MACROCARPA	BUR OAK	2" CAL.	B&B	
10	TC	TSUGA CANADENSIS	EASTERN HEMLOCK	6'-8' HT	B&B	

ORNAMENTAL TREES

QTY	KEY	BOTANICAL	COMMON	SIZE	ROOT	NOTES
5	AG	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	8' HT	B&B	MULTI-STEM
6	CG	CRATEGUS CRUS-GALLI VAR. INERMIS	THORNLESS COCKSPIR HAWTHRON	2" CAL.	B&B	
2	MS	MAGNOLIA X SOULANGEANA	SAUCER MAGNOLIA	8' HT	B&B	MULTI-STEM
12	MXP	MALUS 'PRAIRIE FIRE'	PRAIRIE FIRE CRABAPPLE	1.5" CAL.	B&B	
7	MXS	MALUS 'SPRING SNOW'	SPRING SNOW CRABAPPLE	1.5" CAL.	B&B	
3	SR	SYRINGA RETICULATA SSP. RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	2" CAL.	B&B	

SHRUBS

QTY	KEY	BOTANICAL	COMMON	SIZE	ROOT	MATURE SIZE (HT. X WIDTH)
23	BB	CEPHALANTHUS OCCIDENTALIS	BUTTONBUSH	#1	CONT.	6' X 5'
175	DK	DIERVILLA 'KODIAK ORANGE'	KODIAK ORANGE DIERVILLA	18" HT	CONT.	4' X 4'
6	HV	HAMAMELIS VIRGINIANA	WITCH HAZEL	6' HT	CONT	10' X 8'
16	BB	HYDRANGEA PANICULATA 'ILVOBO' PP#22,782	BOBO HARDY HYDRANGEA	#3	CONT.	3' X 4'
7	IV	ITEA VIRGINICA	LITTLE HENRY SWEETSPIRE	#3	CONT.	3' X 3'
69	JH	JUNIPERUS HORIZONTALIS 'HUGHES'	HUGHES JUNIPER	#3	CONT.	1' X 6'
146	PO	PHYSOCARPUS OPULIFOLIUS	NINEBARK	#1	CONT	5' X 4.5'
3	RL	RHODODENDRON X 'LANDMARK'	LANDMARK RHODODENDRON	#3	CONT.	4' X 4'
90	ST	SPIRAEA BETULIFOLIA 'TOR'	TOR SPIREA	#3	CONT.	3' X 3'
3	BZ	SPIRAEA MEDIA	DOUBLE PLAY BLUE KAZOO SPIREA	#3	CONT.	2' X 3'
25	TD	TAXUS X MEDIA 'DENSIFORMIS'	DENSE SPREADING YEW	48" HT	CONT.	4' X 6'

gēnus
[landscape architects]

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PRELIMINARY

ENGINEER:
AXIOM CONSULTANTS
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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME: HICKORY TRAIL ESTATES
PRELIMINARY OPD & SENSITIVE AREAS PLAN

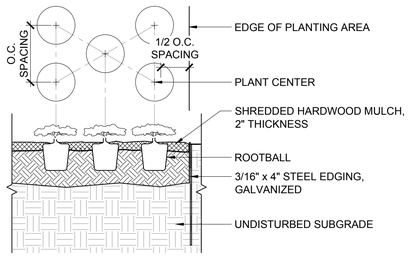
CLIENT NAME: G. JOSEPH CLARK

SHEET NAME: LOT 1 SENIOR LIVING LANDSCAPE NOTES & SCHEDULE

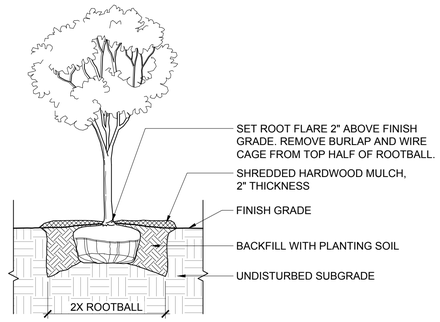
PROJECT NO.: 20-0194

DESIGN PROFESSIONAL: WELCH

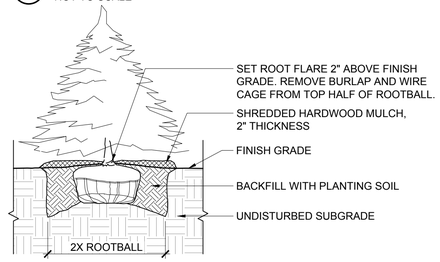
SHEET NUMBER: L3.01



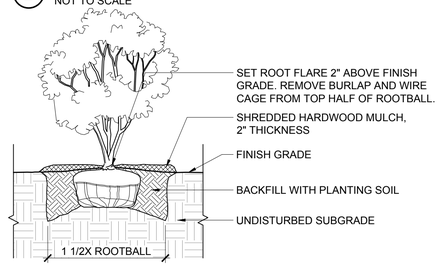
5 PERENNIAL PLANTING
NOT TO SCALE



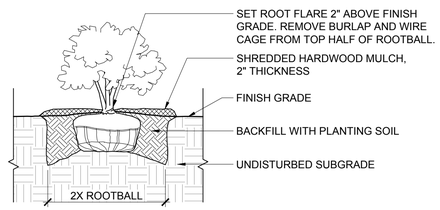
1 OVERSTORY TREE PLANTING
NOT TO SCALE



2 EVERGREEN TREE PLANTING
NOT TO SCALE



3 ORNAMENTAL TREE PLANTING
NOT TO SCALE



4 SHRUB PLANTING
NOT TO SCALE

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PRELIMINARY

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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME:
HICKORY TRAIL ESTATES
PRELIMINARY OPD &
SENSITIVE AREAS PLAN

CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
LOT 1
SENIOR LIVING
LANDSCAPE DETAILS

DESIGN PROFESSIONAL:
WELCH

PROJECT NO.:
20-0194

SHEET NUMBER:
L3.02

EXTERIOR ELEVATION GENERAL NOTES

1. PROVIDE CONCRETE SPLASH BLOCKS AT ALL DOWNSPOUTS WHICH SPILL ONTO GRADE OR ROOFS.
2. ALL CONDUIT, METERS, VENTS, ETC. TO BE PAINTED TO MATCH ADJACENT SURFACE.
3. GUTTERS AND DOWNSPOUTS ARE PREFINISHED ALUMINUM.

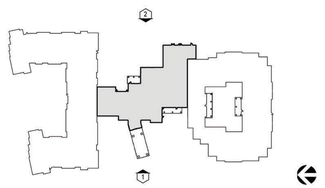
EXTERIOR ELEVATION KEY NOTES:

MR	STANDING SEAM METAL ROOF
F1	FIBER CEMENT SIDING - COLOR A
F2	FIBER CEMENT SIDING - COLOR B
FP1	VERTICAL FIBER CEMENT PANEL BATTENS AT 16" O.C. - COLOR A
A	THREE DIMENSIONAL ASPHALT SHINGLES
MS	MANUFACTURED STONE
W	WOOD LOOK CLADDING

2 A500.1 COMMONS BACK

1 A500.1 COMMONS FRONT

15 DEC 2020



Hickory Trails Estates

1/8" EXTERIOR ELEVATIONS

Iowa City, Iowa

Architecture

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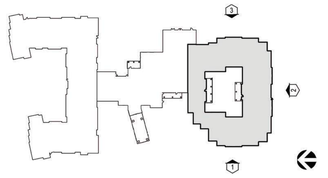
3 A501.1 MEMORY CARE 3

2 A501.1 MEMORY CARE 2

1 A501.1 MEMORY CARE 1



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W	WOOD LOOK CLADDING

15 DEC 2020

Hickory Trails Estates

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3 A5021 ASSISTED LIVING 3

2 A5021 ASSISTED LIVING 2

1 A5021 ASSISTED LIVING 1

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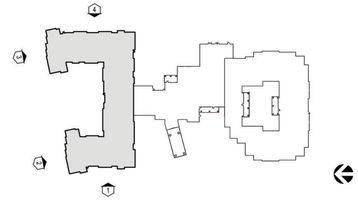

15 DEC 2020

Hickory Trails Estates

1/8" EXTERIOR ELEVATIONS

Iowa City, Iowa

Architecture

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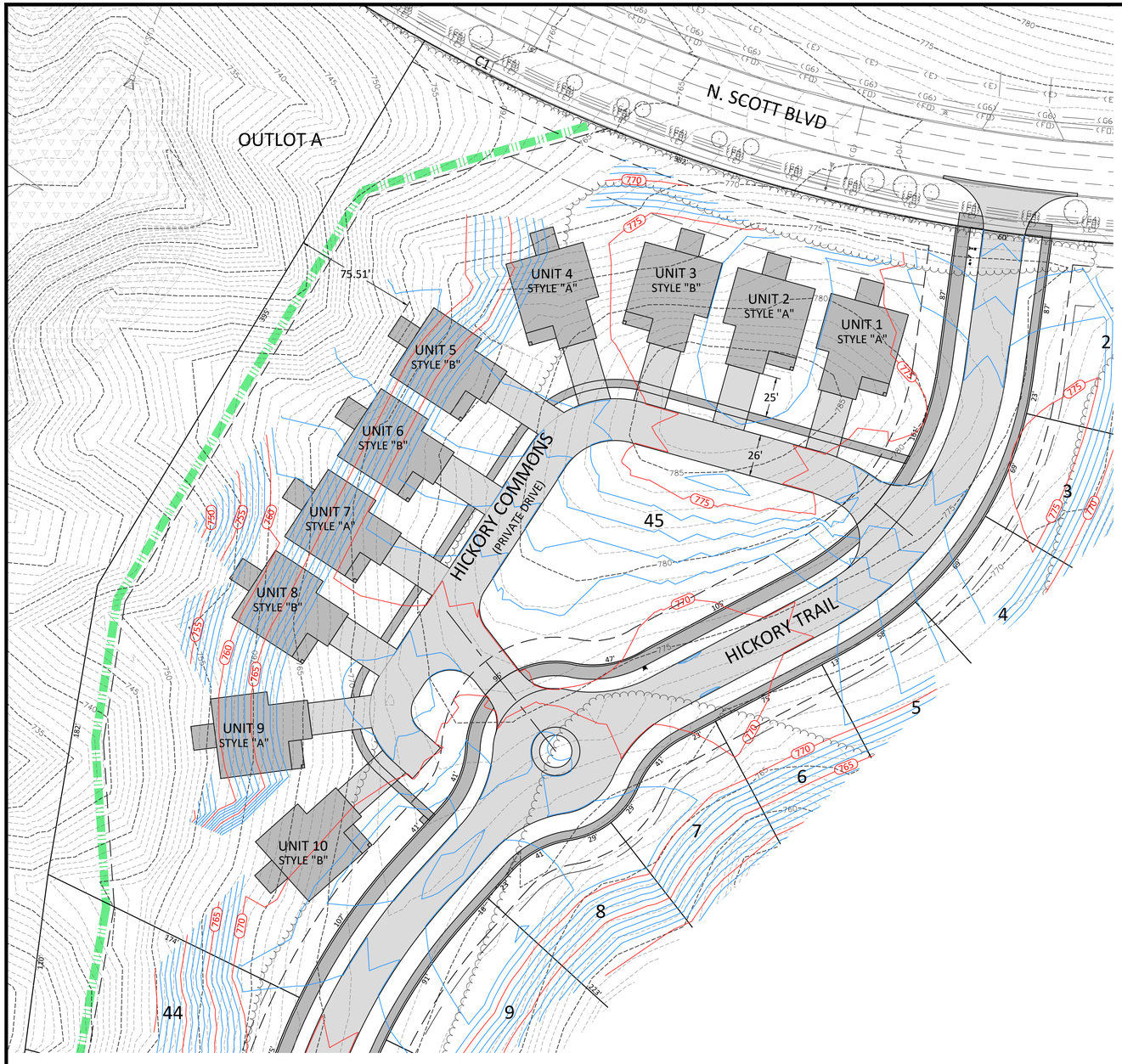


SITE INFORMATION

LEGAL DESCRIPTION:

LOT 45 HICKORY TRAIL ESTATES (PLAT PENDING APPROVAL)

TOTAL LOT AREA: 174,338 SF (4.00 AC)

PURPOSE OF DEVELOPMENT
DETACHED, SINGLE-FAMILY CONDOMINIUM
10 UNITS

ZONING INFORMATION
PLANNED DEVELOPMENT OVERLAY ZONE - LOW-DENSITY RESIDENTIAL (OPD/RS-5)

SETBACKS AND YARDS

FRONT YARD	15	FEET
SIDE YARD	5	FEET
REAR YARD	20	FEET
N. SCOTT BLVD	40	FEET

MINIMUM LOT AREA AND LOT WIDTH REQUIREMENTS

MIN. LOT AREA	8,000	SF
MIN. LOT WIDTH	60	FEET
MIN. LOT FRONTAGE	40	FEET

FLOOD ELEVATION
N/A

BUILDING INFORMATION

EXTERIOR FINISHES:

ROOFING:	CERTAINTEED LANDMARK WEATHERED WOOD SINGLES
MASONRY:	ELDORADO STONE - MONTICETO CLIFFSTON
WINDOWS:	ANDERSON 200-SERIES
SIDING:	DIAMOND KOTE LP SMART SIDE

COLOR OPTION 1

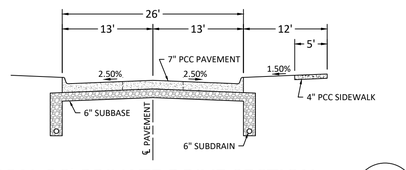
SIDING	FRENCH GRAY (LP SMART SIDE)
SOFFIT & FASCIA	WHITE (ROLEX)
TRIM	WHITE (DIAMOND KOTE)
GARAGE DOORS	WHITE
FRONT DOOR	SW ROYCROFT COPPER RED (SW#2839)

COLOR OPTION 2

SIDING	FRENCH GRAY (LP SMART SIDE)
SOFFIT & FASCIA	CLAY (ROLEX)
TRIM	CLAY (DIAMOND KOTE)
GARAGE DOORS	SANDSTONE
FRONT DOOR	SW ROYCROFT BRONZE GREEN (SW#2846)

COLOR OPTION 3

SIDING	CLAY (LP SMART SIDE)
SOFFIT & FASCIA	WHITE (ROLEX)
TRIM	CLAY (DIAMOND KOTE)
GARAGE DOORS	SANDSTONE
FRONT DOOR	SW ROYCROFT PEWTER (SW#2848)



TYPICAL 26' PRIVATE DRIVE SECTION
NOT TO SCALE

1

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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME:
HICKORY TRAIL COMMONS
LOT 45 - HICKORY TRAIL ESTATES

CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
SITE PLAN

DESIGN PROFESSIONAL:
WELCH

PROJECT NO.:
20-0194

SHEET NUMBER:
C2.00

LANDSCAPE LEGEND

PLANTS:

PROPOSED DECIDUOUS LARGE TREE

PROPOSED DECIDUOUS SMALL TREE

PROPOSED EVERGREEN TREE

DECIDUOUS SHRUB

EVERGREEN SHRUB

* ORNAMENTAL GRASSES/FLOWERS

GROUND COVER:

SOD/SEED TURF IN ALL DISTURBED AREAS

LANDSCAPE PLANTING REQUIREMENTS

STREET TREES:

1 TREE / 60 LF (DOUBLE FRONTAGE)
941 LF FRONTAGE / 60 = 15.68
23 LARGE AND SMALL TREES PROVIDED

RESIDENTIAL LANDSCAPE REQUIREMENTS:

01 TREE PER UNIT PROVIDED

LANDSCAPE PLANTING SCHEDULE

ID	QTY.	BOTANICAL/COMMON NAME	MIN. SIZE	ROOT	SPACING	NOTES
EVERGREEN TREES						
PC	9	Picea abies 'Cupressina' CUPRESSINA NORWAY SPRUCE	3' HEIGHT	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
PA	5	Picea abies NORWAY SPRUCE	3' HEIGHT	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
DECIDUOUS TREES						
PX	8	Platanus x acerifolia LONDON PLANE TREE	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QB	8	Quercus bicolor SWAMP WHITE OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QR	5	Quercus rubra 'Clemons' RED OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
QM	10	Quercus macrocarpa BUR OAK	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
RP	6	Robinia psuedoacacia 'Chicago Blues' BLACK LOCUST	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
BF	3	Betula platyphylla 'Fargo' DAKOTA PINNACLE DAKOTA PINNACLE BIRCH	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
CA	6	Cercis canadensis 'NC2016-2' PPAF FLAME THROWER REDBUD	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
CC	9	Cercis canadensis 'Forest Pansy' FOREST PANSY REDBUD	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
SR	3	Syringa reticulata JAPANESE TREE LILAC	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN
BP	6	Betula papyrifera PAPER BIRCH	2 1/2" DBH	BB	SEE PLAN	NURSERY MATCHED, QUALITY SPECIMEN

" + " Notation on plan indicates tree required for woodland removal offset. 23 of 66 trees utilized in Lot 45.
" * " Notation on plan indicates street tree requirement.

NOT FOR CONSTRUCTION

ENGINEER:
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DRAWING LOG

REV	DESCRIPTION OF CHANGES	DATE

PROJECT NAME:
HICKORY TRAIL ESTATES
IOWA CITY, IOWA 52245

CLIENT NAME:
G. JOSEPH CLARK

SHEET NAME:
LOT 45
LANDSCAPING PLAN

DESIGN PROFESSIONAL:
WELCH

PROJECT NO.:
20-0194

SHEET NUMBER:
L2.00

MATERIALS NOTES:

1. IT IS THE OWNER OR CONTRACTOR'S RESPONSIBILITY TO TAKE THE NECESSARY PRECAUTIONS TO PREVENT AGAINST THE BUILD-UP OF MOISTURE OR MOLD.
2. CONSTRUCTION MATERIALS REFERENCED HEREIN ARE FOR SCHEMATIC PURPOSES ONLY AND MAY NOT COMPLY WITH YOUR LOCAL ZONING OR SAFETY REGULATIONS. OWNER OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL CHOICE AND SELECTION OF ALL CONSTRUCTION MATERIALS.

FLASHING TO BE INSTALLED:

1. AT WALL AND ROOF INTERSECTIONS
2. WHEREVER THERE'S A CHANGE IN ROOF SLOPE OR DIRECTION.
3. AROUND ROOF OPENINGS

ICE PROTECTION:

1. 2 LAYERS OF UNDERLAYMENT CEMENTED TOGETHER OR OF A SELF-ADHERING POLYMER MODIFIED BITUMEN SHEET EXTENDED FROM THE EAVE'S EDGE TO A POINT AT LEAST 24" INSIDE THE EXTERIOR WALL LINE OF THE BUILDING.

ROOF DRAINAGE:

1. COLLECT AND DISCHARGE ALL ROOF DRAINAGE TO THE GROUND SURFACE AT LEAST 5 FEET FROM FOUNDATION WALLS OR TO AN APPROVED DRAINAGE SYSTEM.

ROOF DESIGN:

1. VERIFY HEEL HGTS. ON TRUSSES. ALL HEEL HGTS. MAY NOT BE THE SAME.
2. WALL HGTS. @ RAFTERED AREAS MAY NEED TO BE ADJUSTED UP OR DOWN TO MATCH HEELS @ TRUSSED AREAS SO FASCIA LINES MATCH UP. VERIFY HGTS. W/ TRUSS MFR.

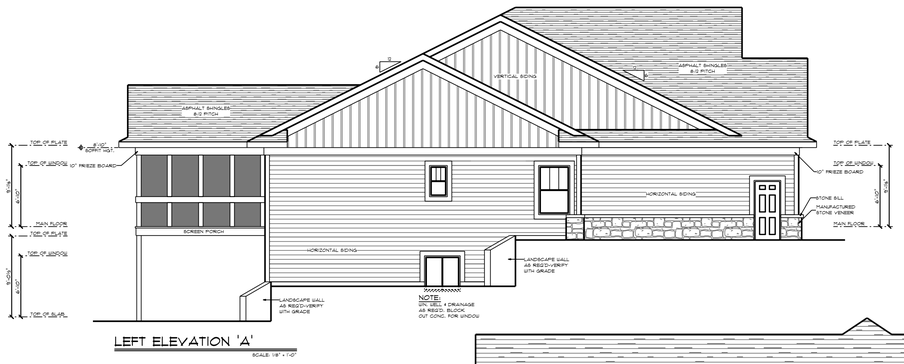
ROOF VENTILATION:

1. PROVIDE RIDGE VENTS AND SOFFIT VENTS AS REQ'D BY CODE.

ACCORDING TO IRC WINDOW FALL PROTECTION REQUIREMENTS, SOME WINDOWS MAY NEED TO BE ADJUSTED, OR BE REQUIRED TO BE PROVIDED W/ A WINDOW FALL PREVENTION DEVICE. VERIFY W/ LOCAL BUILDING DEPARTMENT.

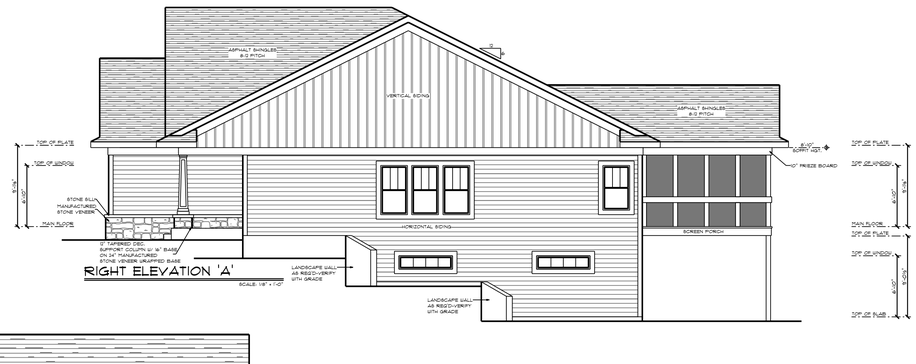
FRONT ELEVATION 'A'

SCALE: 1/4" = 1'-0"



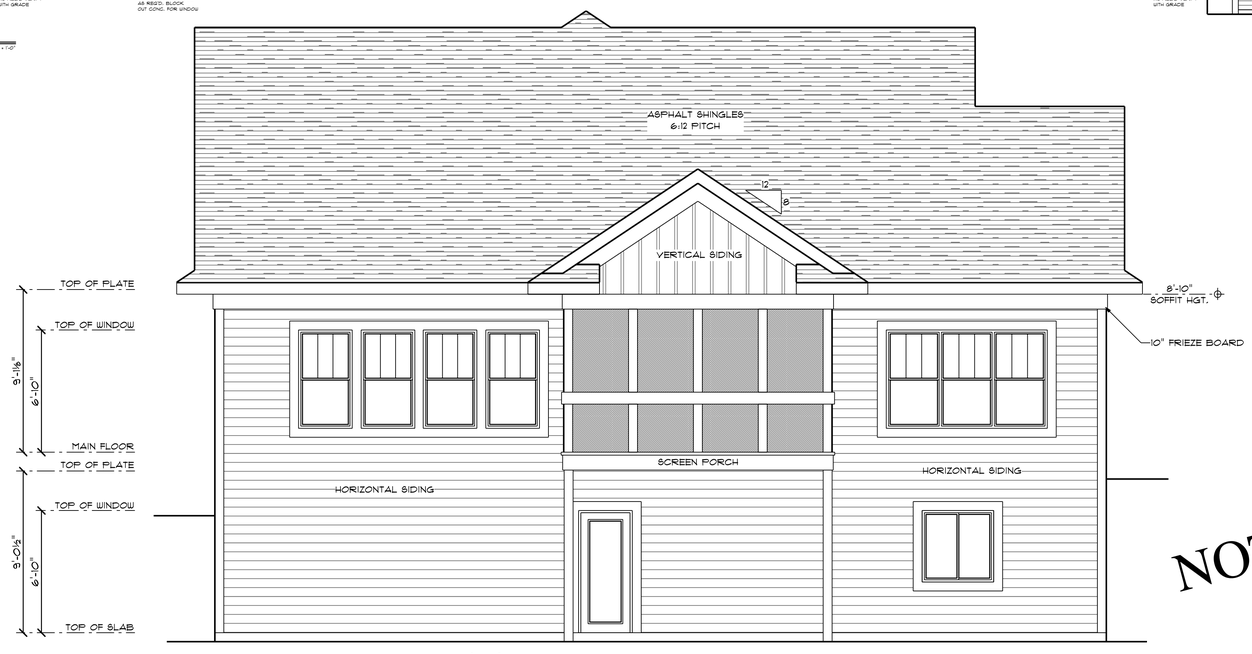
LEFT ELEVATION 'A'

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION 'A'

SCALE: 1/8" = 1'-0"



REAR ELEVATION 'A'

SCALE: 1/4" = 1'-0"

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TRADITIONS & TRENDS

AD 6718 REVISED FOR ROB PHIPPS CONSTRUCTION

PHIPPS CONDOS

DRAWN BY: MF

CHECKED BY:

FINAL RELEASE:

REVISIONS:

JOB NO. 21-01700

2

MATERIALS NOTES:
1. IT IS THE OWNER OR CONTRACTOR'S RESPONSIBILITY TO TAKE THE NECESSARY PRECAUTIONS TO PREVENT AGAINST THE BUILD-UP OF MOISTURE OR MOLD.
2. CONSTRUCTION MATERIALS REFERENCED HEREIN ARE FOR SCHEMATIC PURPOSES ONLY AND MAY NOT COMPLY WITH YOUR LOCAL ZONING OR SAFETY REGULATIONS. OWNER OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL CHOICE AND SELECTION OF ALL CONSTRUCTION MATERIALS.

FLASHING TO BE INSTALLED:
1. AT WALL AND ROOF INTERSECTIONS
2. WHEREVER THERE'S A CHANGE IN ROOF SLOPE OR DIRECTION.
3. AROUND ROOF OPENINGS

ICE PROTECTION:
1. 2 LAYERS OF UNDERLAYMENT CEMENTED TOGETHER OR OF A SELF-ADHERING POLYMER MODIFIED BITUMEN SHEET EXTENDED FROM THE EAVE'S EDGE TO A POINT AT LEAST 24" INSIDE THE EXTERIOR WALL LINE OF THE BUILDING.

ROOF DRAINAGE:
1. COLLECT AND DISCHARGE ALL ROOF DRAINAGE TO THE GROUND SURFACE AT LEAST 5 FEET FROM FOUNDATION WALLS OR TO AN APPROVED DRAINAGE SYSTEM.

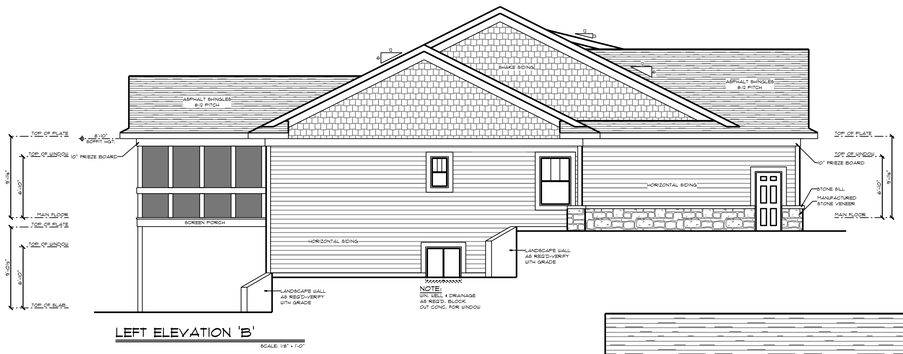
ROOF DESIGN:
1. VERIFY HEEL HGTS. ON TRUSSES. ALL HEEL HGTS. MAY NOT BE THE SAME.
2. WALL HGTS. @ RAFTERED AREAS MAY NEED TO BE ADJUSTED UP OR DOWN TO MATCH HEELS @ TRUSSED AREAS SO FASCIA LINES MATCH UP. VERIFY HGTS. W/ TRUSS MFR.

ROOF VENTILATION:
1. PROVIDE RIDGE VENTS AND SOFFIT VENTS AS REQ'D BY CODE.

ACCORDING TO IRC WINDOW FALL PROTECTION REQUIREMENTS, SOME WINDOWS MAY NEED TO BE ADJUSTED, OR BE REQUIRED TO BE PROVIDED W/ A WINDOW FALL PREVENTION DEVICE. VERIFY W/ LOCAL BUILDING DEPARTMENT.

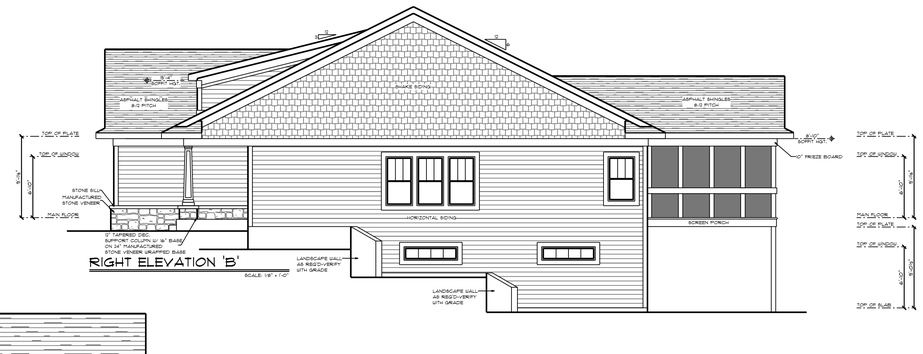
FRONT ELEVATION 'B'

SCALE: 1/4"= 1'-0"



LEFT ELEVATION 'B'

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION 'B'

SCALE: 1/8" = 1'-0"

REAR ELEVATION 'B'

SCALE: 1/4" = 1'-0"

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TRADITIONS & TRENDS

AD 6218 REVISED FOR ROB PHIPPS CONDOS

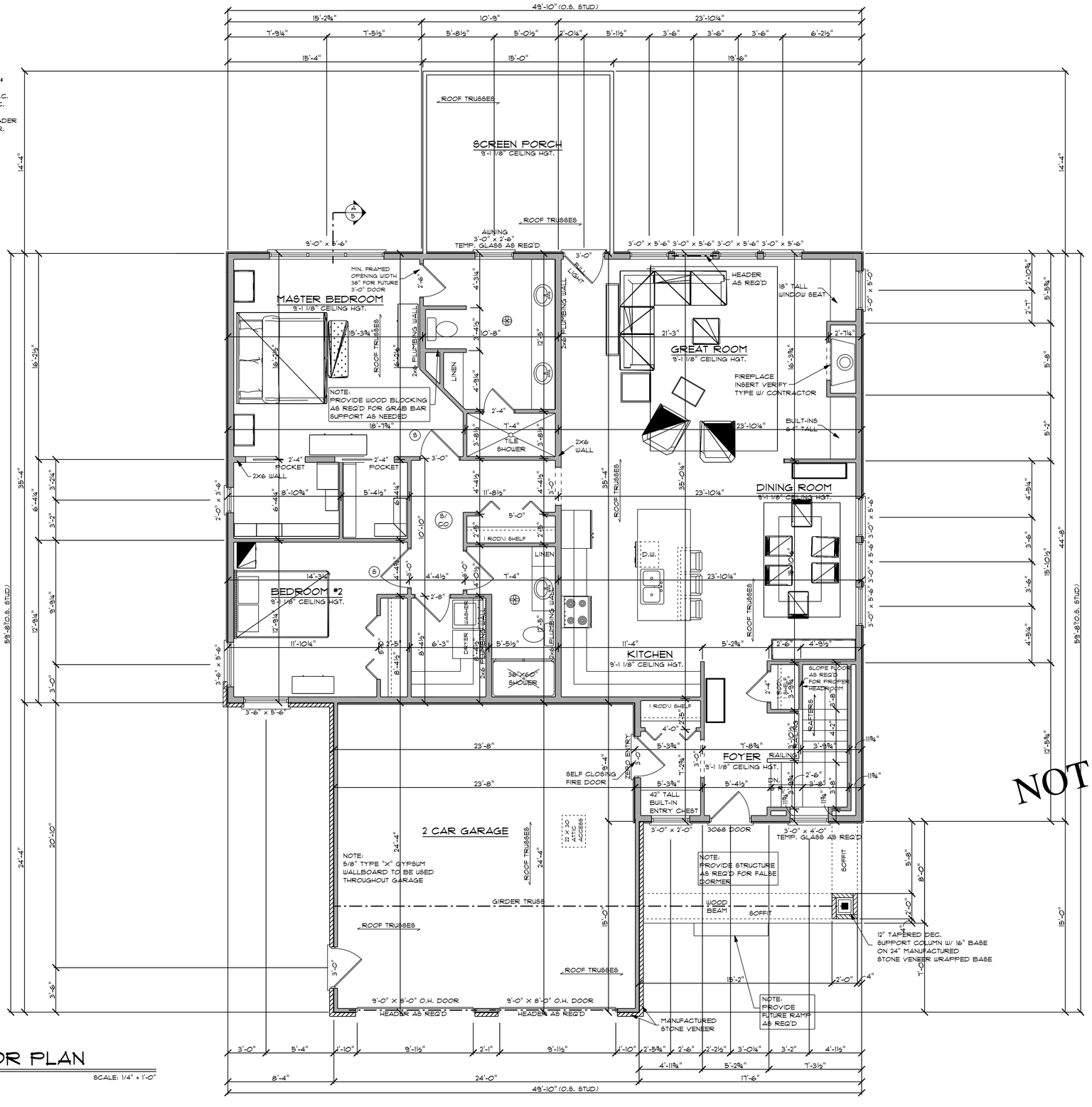
PHIPPS CONDOS

DRAWN BY: MF
CHECKED BY:
FINAL RELEASE:
REVISIONS:
JOB NO. 21-01700

2B

FRAMING NOTES:

1. 9'-1 1/8" WALL HEIGHT/UNLESS NOTED
2. WINDOW R.O. DO NOT INCLUDE TRANSOMS OR ARCH TOPS.
3. ROOF TRUSSES TO BE DESIGNED & CERTIFIED BY AN ENGINEER, LICENSED IN THE STATE OR REGION OF CONSTRUCTION, FOR ALL DEAD & LIVE LOADS.
4. ALL EXTERIOR WALLS 2X6's @ 16" O.C. ALL INTERIOR WALLS 2X4's @ 16" O.C. GARAGE WALLS 2X4's @ 16" O.C.
5. "MICRO.LAM" BEAM & EXTERIOR HEADER SIZES TO BE VERIFIED BY SUPPLIER.
6. 2X6 PLUMBING WALLS AS REQ.

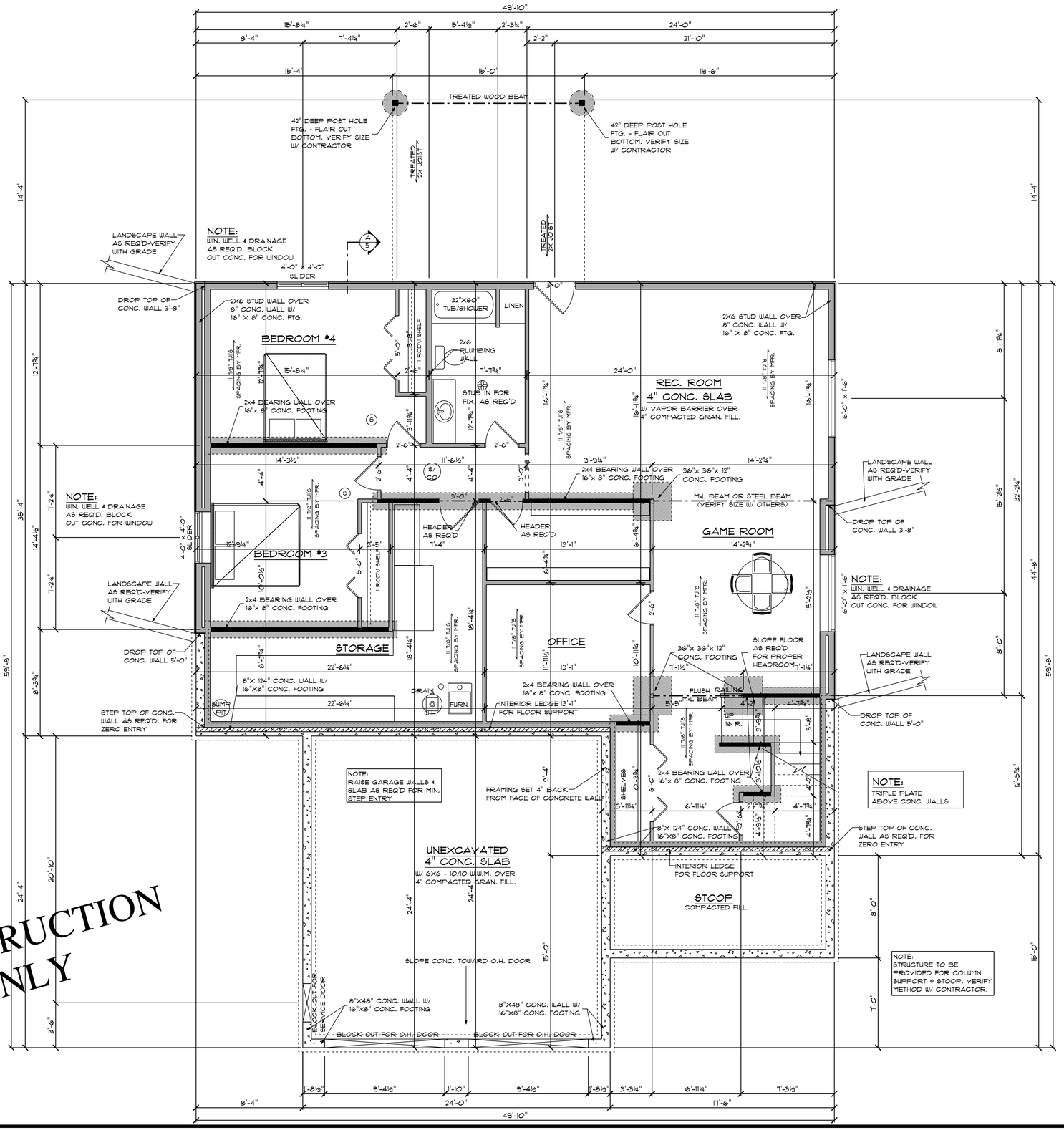

49'-10" (O.S. STUD)
SCREEN PORCH
9'-1 1/8" CEILING HGT.
ROOF TRUSSES
ALUMINUM 3'-0" x 2'-6" TEMP. GLASS AS REQ'D
MASTER BEDROOM
9'-1 1/8" CEILING HGT.
MIN. FRAMED OPENING WIDTH 36" FOR FUTURE 3'-0" DOOR
NOTE: PROVIDE WOOD BLOCKING AS REQ'D FOR GRAB BAR SUPPORT AS NEEDED
2X6 PLUMBING WALL
LINEN
7'-4" TILE SHOWER
2X6 WALL
2'-4" POCKET
2'-4" POCKET
2X6 WALL
BEDROOM #2
9'-1 1/8" CEILING HGT.
1 ROD\ SHELF
LINEN
WASHER
DRYER
5'-0" x 2'-6" TILE SHOWER
KITCHEN
9'-1 1/8" CEILING HGT.
D.W.
RANGE
REF.
1 ROD\ SHELF
GREAT ROOM
9'-1 1/8" CEILING HGT.
HEADER AS REQ'D
18" TALL WINDOW SEAT
FIREPLACE INSERT VERIFY TYPE W/ CONTRACTOR
BUILT-INS 6'-7" TALL
DINING ROOM
9'-1 1/8" CEILING HGT.
SLOPE FLOOR AS REQ'D FOR PROPER HEADROOM
RAFTERS
FOYER
9'-1 1/8" CEILING HGT.
RAILING
ZERO ENTRY
SELF CLOSING FIRE DOOR
42" TALL BUILT-IN ENTRY CHEST
3068 DOOR
3'-0" x 4'-0" TEMP. GLASS AS REQ'D
2 CAR GARAGE
NOTE: 5/8" TYPE "X" GYPSUM WALLBOARD TO BE USED THROUGHOUT GARAGE
22" X 30" ATTIC ACCESS
NOTE: PROVIDE STRUCTURE AS REQ'D FOR FALSE DORMER
SOFFIT
WOOD BEAM
GIRDER TRUSS
ROOF TRUSSES
12" TAPERED DEC. SUPPORT COLUMN W/ 16" BASE ON 24" MANUFACTURED STONE VENEER WRAPPED BASE
NOTE: PROVIDE FUTURE RAMP AS REQ'D
9'-0" x 8'-0" O.H. DOOR
HEADER AS REQ'D
9'-0" x 8'-0" O.H. DOOR
HEADER AS REQ'D
MANUFACTURED STONE VENEER
3'-0" x 5'-6"
3'-0" x 5'-6" 3'-0" x 5'-6" 3'-0" x 5'-6" 3'-0" x 5'-6"
3'-0" x 5'-6"
3'-0" x 5'-6"
9'-0" x 5'-6"
14'-4"
16'-2½"
35'-4"
6'-1¼"
3'-2"
3'-2¼"
2'-0" x 3'-6"
3'-6"
3'-0"
9'-9¼"
12'-9¼"
59'-8"(O.S. STUD)
20'-10"
24'-4"
2'-1"
2'-10¾"
5'-5¾"
5'-8"
5'-2"
4'-5¾"
3'-6"
15'-10½"
44'-8"
12'-5¾"
15'-0"
15'-15/16"
15'-15/16"
15'-15/16

FOUNDATION NOTES:

1. 2,000 P.S.F. SOIL BEARING PRESSURE ASSUMED FOR FOOTING DESIGN. IF DIFFERENT CONDITIONS ARE ENCOUNTERED NOTIFY DESIGNER.
2. DO NOT BACKFILL BASEMENT WALLS UNTIL FIRST FLOOR IS IN PLACE.
3. 3,000 P.S.I. CONCRETE (TYPICAL)
4. DO NOT PLACE ANY FOOTINGS ON DISTURBED OR UNSTABLE SOIL - OVER EXCAVATE AND EXTEND FOOTING DEPTH.
5. CONCRETE WALL, FOOTING & PAD SIZES TO BE VERIFIED BY CONTRACTOR. REINFORCING SIZE & SPACING - BY OTHERS.
6. VERIFY DEPTH OF FROST FOOTINGS W/ LOCAL CODES, REGION AND SOIL BEARING.
7. PROVIDE TERMITE PROTECTION AS REQUIRED PER LOCAL CODE.
8. ACTUAL FLOOR JOIST LAYOUT & SPACING BY MFG.

FRAMING NOTES:

1. ALL INTERIOR WALLS 2X4's @ 16" O.C. UNLESS NOTED OTHERWISE
2. "MICRO.LAM" BEAM & EXTERIOR HEADER SIZES TO BE VERIFIED BY SUPPLIER.



LOWER LEVEL FINISH:
1505 SQ. FT.
(NOT INCLUDING STORAGE)

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FOUNDATION PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES:

1. 9'-0 1/2" CEILING HGT.
2. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSURE THAT ALL PRODUCTS ARE INSTALLED PER MFR. RECOMMENDATIONS.
3. IT IS THE OWNER OR CONTRACTOR'S RESPONSIBILITY TO TAKE THE NECESSARY PRECAUTIONS TO PREVENT AGAINST THE BUILD-UP OF MOISTURE OR MOLD.
4. IT IS THE RESPONSIBILITY OF THE PLUMBING, ELECTRICAL AND HVAC SUB-CONTRACTORS TO DESIGN/ BUILD THEIR SYSTEMS AND TO INSURE THAT THESE SYSTEMS ARE INSTALLED AND OPERATING PROPERLY.
5. CONSTRUCTION MATERIALS REFERENCED HEREIN ARE FOR SCHEMATIC PURPOSES ONLY AND MAY NOT COMPLY WITH YOUR LOCAL ZONING OR SAFETY REGULATIONS. OWNER OR CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL CHOICE AND SELECTION OF ALL CONSTRUCTION MATERIALS.
6. SMOKE DETECTOR (S)
7. VENT FAN (F)
8. SMOKE/CARBON MONOXIDE DETECTOR (S/CO)
9. INTERIOR DIMENSIONS ARE TO CENTER OF STUDS.
10. BASEMENT SASH WINDOWS AS REQ'D BY LOCAL CODE- VERIFY SIZE & LOCATION W/ CONTRACTOR.
11. FURR OUT AND INSULATE BASEMENT WALLS AS REQ'D BY LOCAL CODES.
12. 7'-0" MIN. CEILING HGT. / 6'-8" MIN. TO UNDERSIDE OF BEAMS, DUCTS, ETC.

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Introduction

The Hickory Trail Estates development will consist of 120 continuing care retirement community (CCRC) units and 55 single-family residences. The development is located south of Scott Boulevard and west of N 1st Avenue. The development will construct a connection through the development that will connect Scott Boulevard to N 1st Avenue through Hickory Trail. The development will be constructed and fully occupied by 2025.

Methodology

The trip generation for the Hickory Trail Estates and the Oaknoll East Retirement Community is calculated using the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition (2017)*. The average trip generation rates for the ITE Land Use Code (LUC) 255, continuing care retirement community (CCRC) and LUC 210, single-family detached residential, have been used.

The intersection of N 1st Avenue at Scott Boulevard is not being analyzed as part of this report as it is planned to be upgraded with a City project to a roundabout. The following intersections are being analyzed as part of this report:

1. N 1st Avenue at Hickory Trail – Two-way Stop Controlled
2. Oaknoll East/Site Access at Scott Blvd – Two-way Stop Controlled

The development is expected to be fully built out and occupied by the year 2025; therefore, the year 2025 was used for future analysis. The analysis has been performed for the existing conditions, 2025 baseline conditions, and 2025 future with development conditions during the AM and PM peak-hours. Existing counts were collected by AXIOM, on Thursday, January 7, 2021 for the AM and Tuesday, January 12, 2021 for the PM at the intersection of N 1st Avenue at Hickory Trail.

Traffic volumes are impacted by the COVID-19 pandemic, the traffic volumes have been increased by a 35% during the AM peak-hour and 30% during the PM peak-hour. This was determined based on non-COVID-19 counts at the intersection of N 1st Avenue at Scott Boulevard and comparing link volumes between the intersections. The 2025 baseline turning movements were calculated by applying an annually compounding growth rate of 1% to the normalized existing turning volumes. The 1% growth rate is based on conversations with Iowa City staff. The 2025 future with development turning movements have been calculated by adding the development's trips to the 2025 baseline turning movements.

The peak-hour level of service (LOS) analysis calculations were completed using the *Synchro 10* software. This software applies the operational analysis methodology of the current *Highway Capacity Manual (HCM)*. Traffic congestion is generally measured in terms of level of service. In accordance with the HCM 6th Edition, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service criteria is summarized in Table 1. The level of service at two-way stop-controlled intersections is based on the average delay of the worst approach. The level of service at signalized and all-way stop-controlled intersections is based on the average delay for all approaches. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values.

Table 1: Level of Service Criteria for Intersections

Level of [1] Service	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	**Signalized** Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays[2]	>50	>80

The acceptable level of service for intersections within Iowa City is LOS C/D and the significance of impacts on intersections operating at LOS E or LOS F is taken on a case-by-case basis.

[1] **Source:** *Highway Capacity Manual, 6th Edition*.
LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
LOS B: Generally stable traffic flow conditions.
LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

TRIP GENERATION AND DISTRIBUTION

Trip generation calculations for the Hickory Trail Estates are based on national statistics contained in the Institute of Transportation Engineers' (ITE) *Trip Generation, 10th Edition (2017)*. The average trip generation rates for the ITE Land Use Code (LUC) 255, continuing care retirement community (CCRC) and LUC 210, single-family detached residential, have been used. There are total of 120 CCRC units and 55 single-family residences.

The Hickory Trail Estates is anticipated to generate 808 new daily trips, 58 new AM peak-hour trips and 74 new PM peak-hour trips. The trip generation is summarized in Table 2.

Table 2: Trip Generation Summary

Land Uses		Average Daily Trips			AM Peak-Hour Trips			PM Peak-Hour Trips		
		Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
LUC 255, CCRC 120 Units	Generation Rate	2.40 Trips per Unit			0.14 Trips per Unit			0.16 Trips per Unit		
	Splits	50%	50%	100%	65%	35%	100%	39%	61%	100 %
	Trips	144	144	288	11	6	17	7	12	19
LUC 210, Single Family Dwelling, 55 Units	Generation Rate	9.44 Trips per Unit			0.75 Trips per Unit			0.99 Trips per Unit		
	Splits	50%	50%	100%	25%	75%	100%	63%	37%	100 %
	Trips	260	260	520	10	31	41	35	20	55
TOTAL		**404**	**404**	**808**	**21**	**37**	**58**	**42**	**32**	**74**

The trip generation calculations are included in the attachments.

The Oaknoll East development on the north side of Scott Boulevard is not occupied so the trip generation was estimated for the access opposite the proposed site access by using LUC 255 for 56 units. This generated 8 AM peak-hour trips (5 Inbound/3 Outbound) and 9 PM peak-hour trips (4 Inbound/5 Outbound). These trips were distributed on Scott Boulevard based on the roadway traffic split of 55% to/from the west and 45% to/from the east.

Trip distribution and traffic assignments for the development are based on the existing turning movement counts and the splits between Scott Boulevard and N 1st Avenue. It is anticipated that 45% of the development traffic would travel to and from the west on Scott Boulevard and 15% to and from the east of N 1st Avenue on Scott Boulevard. The remaining 40% would travel to and from the south on N 1st Avenue from Hickory Trail. The development trips are included in the turning movement sheets for the AM and PM peak-hours.

Level of Service Analysis

The existing channelization at the study intersections as well as the existing peak-hour factors were utilized in determining the level of service analysis. The turning movements are included in the attachments. The level of service analysis for the normalized existing, 2025 baseline, and 2025 future with development conditions is summarized in Table 3.

Table 3: Intersection Level of Service Summary

Intersection	Time Period	Normalized Existing Conditions		2025 Baseline Conditions		2025 Future with Development Conditions	
		LOS	Delay	LOS	Delay	LOS	Delay
1. N 1st Avenue at Hickory Trail	AM	D	25.4 sec	D	26.4 sec	D	29.3 sec
	PM	C	18.5 sec	C	19.5 sec	C	21.3 sec
1. Oaknoll East/Site Access at Scott Boulevard	AM	C	18.6 sec	C	20.3 sec	D	33.9 sec
	PM	C	20.1 sec	C	22.0 sec	D	34.1 sec

The study intersection is expected to operate at an acceptable LOS D or better in the normalized existing, 2025 baseline and 2025 future with development conditions during both the AM and PM peak-hours.

Collision Data

Collision Data was compiled for the years 2018 through 2020 from the Iowa DOT Iowa Crash Analysis Tool for the intersection of N 1st Avenue at Hickory Trail and along Scott Boulevard in the vicinity of the Site access. There were two collisions (one rear-end and one sideswipe) at the intersection of N 1st Avenue and Hickory Trail. The collisions resulted in property damage and possible injury. In the approximate location of the access to Scott Boulevard there was one rear-end collision that resulted in a suspected minor injury. At both locations there was no collision trend or significant collision history associated with the geometry of the road network. The detailed crash reports are included in the attachments.

Channelization Warrant

Channelization analysis was performed determine if left-turn channelization is warranted on Scott Boulevard. The left-turn channelization requirements at the intersection have been evaluated using the WSDOT *Design Manual*. The left-turn channelization has been evaluated using Exhibit 1310-7a *Left-Turn Storage Guidelines: Two-Lane Unsignalized*. The analysis shows that the small number of left-turns does not reach the percentage threshold for requiring a dedicated pocket. It should be noted that there is sufficient roadway width to restripe the roadway to provide a left-turn pocket if it becomes warranted in the future.

Attachments

Trip Generation	A-1 to A-10
Counts	B-1 to B-3
Turning Movements	C-1 to C-6
Level of Service Calculations	D-1 to D-12
Collision Data	E-1 to E-2
Channelization Warrant	F-1

Hickory Trail Estates
GTC #21-005

Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	120 units	255	2.40	50%	50%	288.00	0%	0	288.00	0%	0.00	0%	0	288.00	0	0	0	0	144	144
Single-Family (removed)	55 units	210	9.44	50%	50%	519.20	0%	0	519.20	0%	0.00	0%	0	519.20	0	0	0	0	260	260
Totals						807.20		0	807.20		0.00		0	807.20	0	0	0	0	404	404

Hickory Trail Estates
GTC #21-005

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM**
(a.k.a.): **Weekday AM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	120 units	255	0.14	65%	35%	17	0%	0	17	0%	0	0%	0	16.80	0	0	0	0	10.92	5.88
Single-Family (removed)	55 units	210	0.74	25%	75%	41	0%	0	41	0%	0	0%	0	40.70	0	0	0	0	10.18	30.52
Totals						58		0	58		0		0	57.50	0	0	0	0	21.10	36.40

Hickory Trail Estates
GTC #21-005

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM**
(a.k.a.): **Weekday PM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	120 units	255	0.16	39%	61%	19	0%	0	19	0%	0	0%	0	19.20	0	0	0	0	7.49	11.71
Single-Family (removed)	55 units	210	0.99	63%	37%	54	0%	0	54	0%	0	0%	0	54.45	0	0	0	0	34.30	20.15
Totals						74		0	74		0		0	73.65	0	0	0	0	41.79	31.86

Hickory Trail Estates
GTC #21-005

AM Peak-Hour

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	807.20	21.10	36.40	57.50
1%	8.07	0.21	0.36	0.58
2%	16.14	0.42	0.73	1.15
3%	24.22	0.63	1.09	1.73
4%	32.29	0.84	1.46	2.30
5%	**40.36**	**1.06**	**1.82**	**2.88**
6%	48.43	1.27	2.18	3.45
7%	56.50	1.48	2.55	4.03
8%	64.58	1.69	2.91	4.60
9%	72.65	1.90	3.28	5.18
10%	**80.72**	**2.11**	**3.64**	**5.75**
11%	88.79	2.32	4.00	6.33
12%	96.86	2.53	4.37	6.90
13%	104.94	2.74	4.73	7.48
14%	113.01	2.95	5.10	8.05
15%	**121.08**	**3.17**	**5.46**	**8.63**
16%	129.15	3.38	5.82	9.20
17%	137.22	3.59	6.19	9.78
18%	145.30	3.80	6.55	10.35
19%	153.37	4.01	6.92	10.93
20%	**161.44**	**4.22**	**7.28**	**11.50**
21%	169.51	4.43	7.64	12.08
22%	177.58	4.64	8.01	12.65
23%	185.66	4.85	8.37	13.23
24%	193.73	5.06	8.74	13.80
25%	**201.80**	**5.28**	**9.10**	**14.38**
26%	209.87	5.49	9.46	14.95
27%	217.94	5.70	9.83	15.53
28%	226.02	5.91	10.19	16.10
29%	234.09	6.12	10.56	16.68
30%	**242.16**	**6.33**	**10.92**	**17.25**
31%	250.23	6.54	11.28	17.83
32%	258.30	6.75	11.65	18.40
33%	266.38	6.96	12.01	18.98
34%	274.45	7.17	12.38	19.55
35%	**282.52**	**7.39**	**12.74**	**20.13**
36%	290.59	7.60	13.10	20.70
37%	298.66	7.81	13.47	21.28
38%	306.74	8.02	13.83	21.85
39%	314.81	8.23	14.20	22.43
40%	**322.88**	**8.44**	**14.56**	**23.00**
41%	330.95	8.65	14.92	23.58
42%	339.02	8.86	15.29	24.15
43%	347.10	9.07	15.65	24.73
44%	355.17	9.28	16.02	25.30
45%	**363.24**	**9.50**	**16.38**	**25.88**
46%	371.31	9.71	16.74	26.45
47%	379.38	9.92	17.11	27.03
48%	387.46	10.13	17.47	27.60
49%	395.53	10.34	17.84	28.18
50%	**403.60**	**10.55**	**18.20**	**28.75**

%	New ADT	New AM Peak Hour Trips		
		In	Out	Total
100%	807.20	21.10	36.40	57.50
51%	411.67	10.76	18.56	29.33
52%	419.74	10.97	18.93	29.90
53%	427.82	11.18	19.29	30.48
54%	435.89	11.39	19.66	31.05
55%	**443.96**	**11.61**	**20.02**	**31.63**
56%	452.03	11.82	20.38	32.20
57%	460.10	12.03	20.75	32.78
58%	468.18	12.24	21.11	33.35
59%	476.25	12.45	21.48	33.93
60%	**484.32**	**12.66**	**21.84**	**34.50**
61%	492.39	12.87	22.20	35.08
62%	500.46	13.08	22.57	35.65
63%	508.54	13.29	22.93	36.23
64%	516.61	13.50	23.30	36.80
65%	**524.68**	**13.72**	**23.66**	**37.38**
66%	532.75	13.93	24.02	37.95
67%	540.82	14.14	24.39	38.53
68%	548.90	14.35	24.75	39.10
69%	556.97	14.56	25.12	39.68
70%	**565.04**	**14.77**	**25.48**	**40.25**
71%	573.11	14.98	25.84	40.83
72%	581.18	15.19	26.21	41.40
73%	589.26	15.40	26.57	41.98
74%	597.33	15.61	26.94	42.55
75%	**605.40**	**15.83**	**27.30**	**43.13**
76%	613.47	16.04	27.66	43.70
77%	621.54	16.25	28.03	44.28
78%	629.62	16.46	28.39	44.85
79%	637.69	16.67	28.76	45.43
80%	**645.76**	**16.88**	**29.12**	**46.00**
81%	653.83	17.09	29.48	46.58
82%	661.90	17.30	29.85	47.15
83%	669.98	17.51	30.21	47.73
84%	678.05	17.72	30.58	48.30
85%	**686.12**	**17.94**	**30.94**	**48.88**
86%	694.19	18.15	31.30	49.45
87%	702.26	18.36	31.67	50.03
88%	710.34	18.57	32.03	50.60
89%	718.41	18.78	32.40	51.18
90%	**726.48**	**18.99**	**32.76**	**51.75**
91%	734.55	19.20	33.12	52.33
92%	742.62	19.41	33.49	52.90
93%	750.70	19.62	33.85	53.48
94%	758.77	19.83	34.22	54.05
95%	**766.84**	**20.05**	**34.58**	**54.63**
96%	774.91	20.26	34.94	55.20
97%	782.98	20.47	35.31	55.78
98%	791.06	20.68	35.67	56.35
99%	799.13	20.89	36.04	56.93
100%	**807.20**	**21.10**	**36.40**	**57.50**

Hickory Trail Estates
GTC #21-005

PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	807.20	41.79	31.86	73.65
1%	8.07	0.42	0.32	0.74
2%	16.14	0.84	0.64	1.47
3%	24.22	1.25	0.96	2.21
4%	32.29	1.67	1.27	2.95
5%	**40.36**	**2.09**	**1.59**	**3.68**
6%	48.43	2.51	1.91	4.42
7%	56.50	2.93	2.23	5.16
8%	64.58	3.34	2.55	5.89
9%	72.65	3.76	2.87	6.63
10%	**80.72**	**4.18**	**3.19**	**7.37**
11%	88.79	4.60	3.50	8.10
12%	96.86	5.01	3.82	8.84
13%	104.94	5.43	4.14	9.57
14%	113.01	5.85	4.46	10.31
15%	**121.08**	**6.27**	**4.78**	**11.05**
16%	129.15	6.69	5.10	11.78
17%	137.22	7.10	5.42	12.52
18%	145.30	7.52	5.73	13.26
19%	153.37	7.94	6.05	13.99
20%	**161.44**	**8.36**	**6.37**	**14.73**
21%	169.51	8.78	6.69	15.47
22%	177.58	9.19	7.01	16.20
23%	185.66	9.61	7.33	16.94
24%	193.73	10.03	7.65	17.68
25%	**201.80**	**10.45**	**7.97**	**18.41**
26%	209.87	10.87	8.28	19.15
27%	217.94	11.28	8.60	19.89
28%	226.02	11.70	8.92	20.62
29%	234.09	12.12	9.24	21.36
30%	**242.16**	**12.54**	**9.56**	**22.10**
31%	250.23	12.95	9.88	22.83
32%	258.30	13.37	10.20	23.57
33%	266.38	13.79	10.51	24.30
34%	274.45	14.21	10.83	25.04
35%	**282.52**	**14.63**	**11.15**	**25.78**
36%	290.59	15.04	11.47	26.51
37%	298.66	15.46	11.79	27.25
38%	306.74	15.88	12.11	27.99
39%	314.81	16.30	12.43	28.72
40%	**322.88**	**16.72**	**12.74**	**29.46**
41%	330.95	17.13	13.06	30.20
42%	339.02	17.55	13.38	30.93
43%	347.10	17.97	13.70	31.67
44%	355.17	18.39	14.02	32.41
45%	**363.24**	**18.81**	**14.34**	**33.14**
46%	371.31	19.22	14.66	33.88
47%	379.38	19.64	14.97	34.62
48%	387.46	20.06	15.29	35.35
49%	395.53	20.48	15.61	36.09
50%	**403.60**	**20.90**	**15.93**	**36.83**

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	807.20	41.79	31.86	73.65
51%	411.67	21.31	16.25	37.56
52%	419.74	21.73	16.57	38.30
53%	427.82	22.15	16.89	39.03
54%	435.89	22.57	17.20	39.77
55%	**443.96**	**22.98**	**17.52**	**40.51**
56%	452.03	23.40	17.84	41.24
57%	460.10	23.82	18.16	41.98
58%	468.18	24.24	18.48	42.72
59%	476.25	24.66	18.80	43.45
60%	**484.32**	**25.07**	**19.12**	**44.19**
61%	492.39	25.49	19.43	44.93
62%	500.46	25.91	19.75	45.66
63%	508.54	26.33	20.07	46.40
64%	516.61	26.75	20.39	47.14
65%	**524.68**	**27.16**	**20.71**	**47.87**
66%	532.75	27.58	21.03	48.61
67%	540.82	28.00	21.35	49.35
68%	548.90	28.42	21.66	50.08
69%	556.97	28.84	21.98	50.82
70%	**565.04**	**29.25**	**22.30**	**51.56**
71%	573.11	29.67	22.62	52.29
72%	581.18	30.09	22.94	53.03
73%	589.26	30.51	23.26	53.76
74%	597.33	30.92	23.58	54.50
75%	**605.40**	**31.34**	**23.90**	**55.24**
76%	613.47	31.76	24.21	55.97
77%	621.54	32.18	24.53	56.71
78%	629.62	32.60	24.85	57.45
79%	637.69	33.01	25.17	58.18
80%	**645.76**	**33.43**	**25.49**	**58.92**
81%	653.83	33.85	25.81	59.66
82%	661.90	34.27	26.13	60.39
83%	669.98	34.69	26.44	61.13
84%	678.05	35.10	26.76	61.87
85%	**686.12**	**35.52**	**27.08**	**62.60**
86%	694.19	35.94	27.40	63.34
87%	702.26	36.36	27.72	64.08
88%	710.34	36.78	28.04	64.81
89%	718.41	37.19	28.36	65.55
90%	**726.48**	**37.61**	**28.67**	**66.29**
91%	734.55	38.03	28.99	67.02
92%	742.62	38.45	29.31	67.76
93%	750.70	38.86	29.63	68.49
94%	758.77	39.28	29.95	69.23
95%	**766.84**	**39.70**	**30.27**	**69.97**
96%	774.91	40.12	30.59	70.70
97%	782.98	40.54	30.90	71.44
98%	791.06	40.95	31.22	72.18
99%	799.13	41.37	31.54	72.91
100%	**807.20**	**41.79**	**31.86**	**73.65**

Hickory Trail Estates
GTC #21-005

Oaknoll East/Hampstead Woods

Trip Generation for: Weekday
(a.k.a.): Average Weekday Daily Trips (AWDT)

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	56 units	255	2.40	50%	50%	134.40	0%	0	134.40	0%	0.00	0%	0	134.40	0	0	0	0	67	67
Totals						134.40		0	134.40		0.00		0	134.40	0	0	0	0	67	67

Hickory Trail Estates
GTC #21-005

Oaknoll East/Hampstead Woods

Trip Generation for: **Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 7 and 9 AM**
(a.k.a.): **Weekday AM Peak Hour**

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS						DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	56 units	255	0.14	65%	35%	8	0%	0	8	0%	0	0%	0	7.84	0	0	0	0	5.10	2.74
Totals						8		0	8		0		0	7.84	0	0	0	0	5.10	2.74

Hickory Trail Estates
GTC #21-005

Oaknoll East/Hampstead Woods

Trip Generation for: Weekday, Peak Hour of Adjacent Street Traffic, One Hour between 4 and 6 PM
(a.k.a.): Weekday PM Peak Hour

									NET EXTERNAL TRIPS BY TYPE											
									IN BOTH DIRECTIONS					DIRECTIONAL ASSIGNMENTS					
			Gross Trips				Internal Crossover		TOTAL	PASS-BY		DIVERTED LINK		NEW	PASS-BY		DIVERTED LINK		NEW	
LAND USES	VARIABLE	ITE LU code	Trip Rate	% IN	% OUT	In+Out (Total)	% of Gross Trips	Trips In+Out (Total)	In+Out (Total)	% of Ext. Trips	In+Out (Total)	% of Ext. Trips	In+Out (Total)	In+Out (Total)	In	Out	In	Out	In	Out
Continuing Care Retirement	56 units	255	0.16	39%	61%	9	0%	0	9	0%	0	0%	0	8.96	0	0	0	0	3.49	5.47
Totals						9		0	9		0		0	8.96	0	0	0	0	3.49	5.47

Hickory Trail Estates
GTC #21-005

Oaknoll East/Hampstead Woods

AM Peak-Hour

%	New ADT	New AM Peak Hour Trips			%	New ADT	New AM Peak Hour Trips		
		In	Out	Total			In	Out	Total
100%	134.40	5.10	2.74	7.84	100%	134.40	5.10	2.74	7.84
1%	1.34	0.05	0.03	0.08	51%	68.54	2.60	1.40	4.00
2%	2.69	0.10	0.05	0.16	52%	69.89	2.65	1.42	4.08
3%	4.03	0.15	0.08	0.24	53%	71.23	2.70	1.45	4.16
4%	5.38	0.20	0.11	0.31	54%	72.58	2.75	1.48	4.23
5%	**6.72**	**0.26**	**0.14**	**0.39**	**55%**	**73.92**	**2.81**	**1.51**	**4.31**
6%	8.06	0.31	0.16	0.47	56%	75.26	2.86	1.53	4.39
7%	9.41	0.36	0.19	0.55	57%	76.61	2.91	1.56	4.47
8%	10.75	0.41	0.22	0.63	58%	77.95	2.96	1.59	4.55
9%	12.10	0.46	0.25	0.71	59%	79.30	3.01	1.62	4.63
10%	**13.44**	**0.51**	**0.27**	**0.78**	**60%**	**80.64**	**3.06**	**1.64**	**4.70**
11%	14.78	0.56	0.30	0.86	61%	81.98	3.11	1.67	4.78
12%	16.13	0.61	0.33	0.94	62%	83.33	3.16	1.70	4.86
13%	17.47	0.66	0.36	1.02	63%	84.67	3.21	1.73	4.94
14%	18.82	0.71	0.38	1.10	64%	86.02	3.26	1.75	5.02
15%	**20.16**	**0.77**	**0.41**	**1.18**	**65%**	**87.36**	**3.32**	**1.78**	**5.10**
16%	21.50	0.82	0.44	1.25	66%	88.70	3.37	1.81	5.17
17%	22.85	0.87	0.47	1.33	67%	90.05	3.42	1.84	5.25
18%	24.19	0.92	0.49	1.41	68%	91.39	3.47	1.86	5.33
19%	25.54	0.97	0.52	1.49	69%	92.74	3.52	1.89	5.41
20%	**26.88**	**1.02**	**0.55**	**1.57**	**70%**	**94.08**	**3.57**	**1.92**	**5.49**
21%	28.22	1.07	0.58	1.65	71%	95.42	3.62	1.95	5.57
22%	29.57	1.12	0.60	1.72	72%	96.77	3.67	1.97	5.64
23%	30.91	1.17	0.63	1.80	73%	98.11	3.72	2.00	5.72
24%	32.26	1.22	0.66	1.88	74%	99.46	3.77	2.03	5.80
25%	**33.60**	**1.28**	**0.69**	**1.96**	**75%**	**100.80**	**3.83**	**2.06**	**5.88**
26%	34.94	1.33	0.71	2.04	76%	102.14	3.88	2.08	5.96
27%	36.29	1.38	0.74	2.12	77%	103.49	3.93	2.11	6.04
28%	37.63	1.43	0.77	2.20	78%	104.83	3.98	2.14	6.12
29%	38.98	1.48	0.79	2.27	79%	106.18	4.03	2.16	6.19
30%	**40.32**	**1.53**	**0.82**	**2.35**	**80%**	**107.52**	**4.08**	**2.19**	**6.27**
31%	41.66	1.58	0.85	2.43	81%	108.86	4.13	2.22	6.35
32%	43.01	1.63	0.88	2.51	82%	110.21	4.18	2.25	6.43
33%	44.35	1.68	0.90	2.59	83%	111.55	4.23	2.27	6.51
34%	45.70	1.73	0.93	2.67	84%	112.90	4.28	2.30	6.59
35%	**47.04**	**1.79**	**0.96**	**2.74**	**85%**	**114.24**	**4.34**	**2.33**	**6.66**
36%	48.38	1.84	0.99	2.82	86%	115.58	4.39	2.36	6.74
37%	49.73	1.89	1.01	2.90	87%	116.93	4.44	2.38	6.82
38%	51.07	1.94	1.04	2.98	88%	118.27	4.49	2.41	6.90
39%	52.42	1.99	1.07	3.06	89%	119.62	4.54	2.44	6.98
40%	**53.76**	**2.04**	**1.10**	**3.14**	**90%**	**120.96**	**4.59**	**2.47**	**7.06**
41%	55.10	2.09	1.12	3.21	91%	122.30	4.64	2.49	7.13
42%	56.45	2.14	1.15	3.29	92%	123.65	4.69	2.52	7.21
43%	57.79	2.19	1.18	3.37	93%	124.99	4.74	2.55	7.29
44%	59.14	2.24	1.21	3.45	94%	126.34	4.79	2.58	7.37
45%	**60.48**	**2.30**	**1.23**	**3.53**	**95%**	**127.68**	**4.85**	**2.60**	**7.45**
46%	61.82	2.35	1.26	3.61	96%	129.02	4.90	2.63	7.53
47%	63.17	2.40	1.29	3.68	97%	130.37	4.95	2.66	7.60
48%	64.51	2.45	1.32	3.76	98%	131.71	5.00	2.69	7.68
49%	65.86	2.50	1.34	3.84	99%	133.06	5.05	2.71	7.76
50%	**67.20**	**2.55**	**1.37**	**3.92**	**100%**	**134.40**	**5.10**	**2.74**	**7.84**

Hickory Trail Estates
GTC #21-005

Oaknoll East/Hampstead Woods

PM Peak-Hour

%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	134.40	3.49	5.47	8.96
1%	1.34	0.03	0.05	0.09
2%	2.69	0.07	0.11	0.18
3%	4.03	0.10	0.16	0.27
4%	5.38	0.14	0.22	0.36
5%	**6.72**	**0.17**	**0.27**	**0.45**
6%	8.06	0.21	0.33	0.54
7%	9.41	0.24	0.38	0.63
8%	10.75	0.28	0.44	0.72
9%	12.10	0.31	0.49	0.81
10%	**13.44**	**0.35**	**0.55**	**0.90**
11%	14.78	0.38	0.60	0.99
12%	16.13	0.42	0.66	1.08
13%	17.47	0.45	0.71	1.16
14%	18.82	0.49	0.77	1.25
15%	**20.16**	**0.52**	**0.82**	**1.34**
16%	21.50	0.56	0.88	1.43
17%	22.85	0.59	0.93	1.52
18%	24.19	0.63	0.98	1.61
19%	25.54	0.66	1.04	1.70
20%	**26.88**	**0.70**	**1.09**	**1.79**
21%	28.22	0.73	1.15	1.88
22%	29.57	0.77	1.20	1.97
23%	30.91	0.80	1.26	2.06
24%	32.26	0.84	1.31	2.15
25%	**33.60**	**0.87**	**1.37**	**2.24**
26%	34.94	0.91	1.42	2.33
27%	36.29	0.94	1.48	2.42
28%	37.63	0.98	1.53	2.51
29%	38.98	1.01	1.59	2.60
30%	**40.32**	**1.05**	**1.64**	**2.69**
31%	41.66	1.08	1.70	2.78
32%	43.01	1.12	1.75	2.87
33%	44.35	1.15	1.81	2.96
34%	45.70	1.19	1.86	3.05
35%	**47.04**	**1.22**	**1.91**	**3.14**
36%	48.38	1.26	1.97	3.23
37%	49.73	1.29	2.02	3.32
38%	51.07	1.33	2.08	3.40
39%	52.42	1.36	2.13	3.49
40%	**53.76**	**1.40**	**2.19**	**3.58**
41%	55.10	1.43	2.24	3.67
42%	56.45	1.47	2.30	3.76
43%	57.79	1.50	2.35	3.85
44%	59.14	1.54	2.41	3.94
45%	**60.48**	**1.57**	**2.46**	**4.03**
46%	61.82	1.61	2.52	4.12
47%	63.17	1.64	2.57	4.21
48%	64.51	1.68	2.63	4.30
49%	65.86	1.71	2.68	4.39
50%	**67.20**	**1.75**	**2.74**	**4.48**

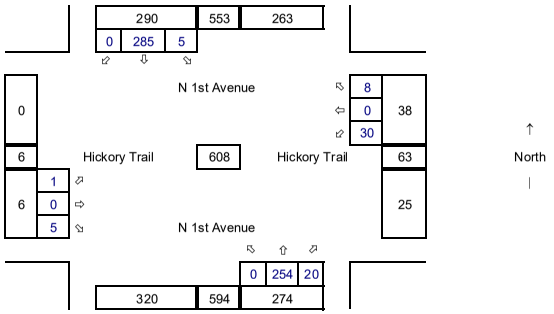
%	New ADT	New PM Peak Hour Trips		
		In	Out	Total
100%	134.40	3.49	5.47	8.96
51%	68.54	1.78	2.79	4.57
52%	69.89	1.81	2.84	4.66
53%	71.23	1.85	2.90	4.75
54%	72.58	1.88	2.95	4.84
55%	**73.92**	**1.92**	**3.01**	**4.93**
56%	75.26	1.95	3.06	5.02
57%	76.61	1.99	3.12	5.11
58%	77.95	2.02	3.17	5.20
59%	79.30	2.06	3.23	5.29
60%	**80.64**	**2.09**	**3.28**	**5.38**
61%	81.98	2.13	3.34	5.47
62%	83.33	2.16	3.39	5.56
63%	84.67	2.20	3.45	5.64
64%	86.02	2.23	3.50	5.73
65%	**87.36**	**2.27**	**3.56**	**5.82**
66%	88.70	2.30	3.61	5.91
67%	90.05	2.34	3.66	6.00
68%	91.39	2.37	3.72	6.09
69%	92.74	2.41	3.77	6.18
70%	**94.08**	**2.44**	**3.83**	**6.27**
71%	95.42	2.48	3.88	6.36
72%	96.77	2.51	3.94	6.45
73%	98.11	2.55	3.99	6.54
74%	99.46	2.58	4.05	6.63
75%	**100.80**	**2.62**	**4.10**	**6.72**
76%	102.14	2.65	4.16	6.81
77%	103.49	2.69	4.21	6.90
78%	104.83	2.72	4.27	6.99
79%	106.18	2.76	4.32	7.08
80%	**107.52**	**2.79**	**4.38**	**7.17**
81%	108.86	2.83	4.43	7.26
82%	110.21	2.86	4.49	7.35
83%	111.55	2.90	4.54	7.44
84%	112.90	2.93	4.59	7.53
85%	**114.24**	**2.97**	**4.65**	**7.62**
86%	115.58	3.00	4.70	7.71
87%	116.93	3.04	4.76	7.80
88%	118.27	3.07	4.81	7.88
89%	119.62	3.11	4.87	7.97
90%	**120.96**	**3.14**	**4.92**	**8.06**
91%	122.30	3.18	4.98	8.15
92%	123.65	3.21	5.03	8.24
93%	124.99	3.25	5.09	8.33
94%	126.34	3.28	5.14	8.42
95%	**127.68**	**3.32**	**5.20**	**8.51**
96%	129.02	3.35	5.25	8.60
97%	130.37	3.39	5.31	8.69
98%	131.71	3.42	5.36	8.78
99%	133.06	3.46	5.42	8.87
100%	**134.40**	**3.49**	**5.47**	**8.96**

Counted by AXIOM on Thursday, January 7, 2021.

Start Time	N. 1st Avenue From North			Hickory Trail From East			N. 1st Avenue From South			Hickory Trail From West				Peak Hour
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
07:00 AM	0	25	0	1	0	3	1	35	0	0	0	0	65	446
07:15 AM	0	45	0	2	0	6	1	47	0	1	0	0	102	580
07:30 AM	0	52	2	2	0	8	2	51	0	1	0	1	119	608
07:45 AM	0	79	1	1	0	5	10	62	0	2	0	0	160	585
08:00 AM	0	100	1	4	0	9	6	78	0	1	0	0	199	538
08:15 AM	0	54	1	1	0	8	2	63	0	1	0	0	130	
08:30 AM	0	43	2	2	0	6	4	38	0	1	0	0	96	
08:45 AM	0	46	0	4	0	4	4	55	0	0	0	0	113	
PH Sum	0	285	5	8	0	30	20	254	0	5	0	1	608	

Int PHF 0.76

AM Peak-Hour

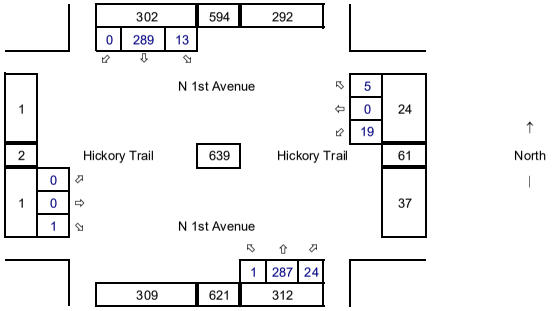


Counted by AXIOM on Tuesday, January 12, 2021.

Start Time	N. 1st Avenue From North			Hickory Trail From East			N. 1st Avenue From South			Hickory Trail From West				Peak Hour
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Peak	
03:00 PM	0	61	0	3	0	7	8	60	1	0	0	0	140	567
03:15 PM	1	43	5	4	0	5	4	98	1	0	0	1	162	581
03:30 PM	0	52	0	0	0	7	6	78	0	1	0	0	144	569
03:45 PM	1	58	0	2	0	2	5	53	0	0	0	0	121	587
04:00 PM	0	67	2	2	0	4	11	68	0	0	0	0	154	617
04:15 PM	0	61	5	3	0	5	7	69	0	0	0	0	150	639
04:30 PM	0	60	2	1	0	4	7	88	0	0	0	0	162	634
04:45 PM	0	80	3	1	0	6	4	57	0	0	0	0	151	623
05:00 PM	0	88	3	0	0	4	6	73	1	1	0	0	176	557
05:15 PM	0	66	3	4	0	3	12	56	1	0	0	0	145	
05:30 PM	1	68	6	3	0	6	5	62	0	0	0	0	151	
05:45 PM	0	47	3	0	0	3	4	27	0	1	0	0	85	
PH Sum	0	289	13	5	0	19	24	287	1	1	0	0	639	

Int PHF 0.91

PM Peak-Hour



File Name: S:\JCCOG\TRANS\Traffic Counts\Peak Hr\Iowa City\N 1st Ave & N Scott Blvd - AM - Aug18.ppd
Start Date: 8/29/2018
Start Time: 7:15:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	N 1ST AVENUE From North				N SCOTT BOULEVARD From East				N 1ST AVENUE From South				N SCOTT BOULEVARD From West					
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	*Totals*	*Peak Hr?*
07:15 AM	1	1	0	0	6	64	0	0	0	9	76	0	64	29	1	1	251	1226
07:30 AM	0	1	0	0	9	58	0	0	0	5	96	0	86	40	0	0	295	1226
07:45 AM	0	0	1	0	16	78	0	1	1	12	104	0	84	49	0	0	345	1153
08:00 AM	0	0	3	0	11	64	1	0	1	10	88	1	107	45	5	0	335	
08:15 AM	1	4	1	0	22	43	1	0	0	18	71	0	65	23	2	0	251	
08:30 AM	0	0	3	0	9	32	2	0	0	12	80	0	63	21	0	0	222	
Pk hr total	1	5	5	0	58	243	2	1	2	45	359	1	342	157	7	0	1226	
% of mvmt	9%	45%	45%		19%	80%	1%		0%	11%	88%		68%	31%	1%			
% of ttl traffic	0%	0%	0%		5%	20%	0%		0%	4%	29%		28%	13%	1%			
movement %		1%				25%				33%				41%				

15 min Vehicle Approach Totals

LEG 1	LEG 2	LEG 3	LEG 4	INTERSECT
2	70	85	94	251
1	67	101	126	295
1	94	117	133	345
3	76	99	157	335
6	66	89	90	251
3	43	92	84	222

PHF

By Movem	#DIV/0!	#DIV/0!	1.25	0.91	0.78	#DIV/0!	0.50	0.94	0.86	1.02	0.80	#DIV/0!
Approach	2.75			0.81			0.87			0.95		
Intersectio	0.89											

Trucks

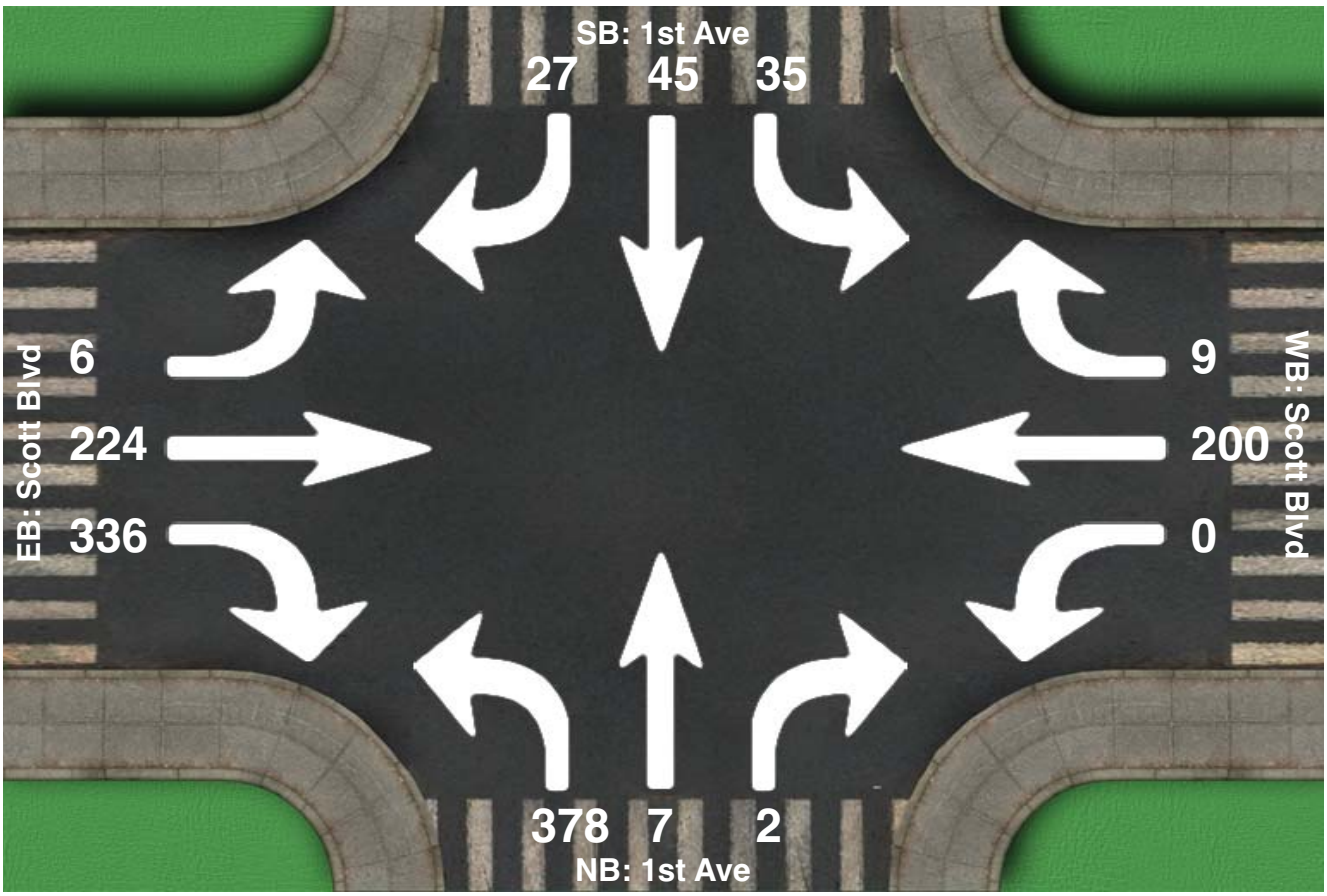
	N 1ST AVENUE			N SCOTT BOULEVARD			N 1ST AVENUE			N SCOTT BOULEVARD		
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0
# All vehic	1	5	5	58	243	2	2	45	359	342	157	7
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Bikes

	N 1ST AVENUE			N SCOTT BOULEVARD			N 1ST AVENUE			N SCOTT BOULEVARD		
# Bikes	0	0	0	0	0	0	0	0	0	0	0	0
# All vehic	1	5	5	58	243	2	2	45	359	342	157	7
% Bikes	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Intersection Peak Hour

Location: 1st Ave at Scott Blvd ,
GPS Coordinates:
Date: 2018-09-06
Day of week: Thursday
Weather:
Analyst: NB



Intersection Peak Hour

16:15 - 17:15

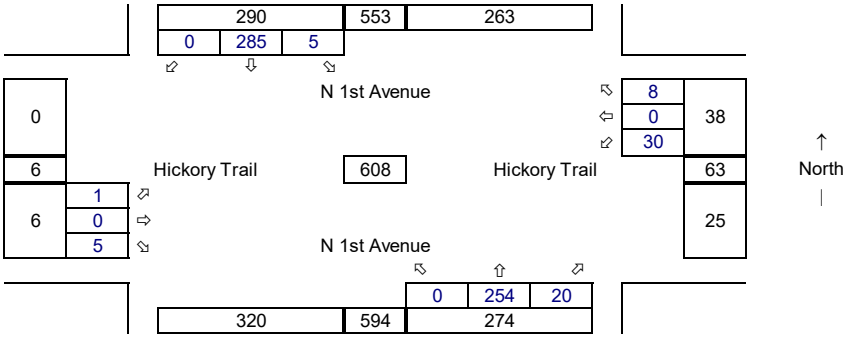
	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	35	45	27	0	200	9	378	7	2	6	224	336	1269
Factor	0.51	0.62	0.48	0.00	0.93	0.56	0.92	0.88	0.50	0.50	0.85	0.92	0.97
Approach Factor	0.55			0.92			0.93			0.91			

Synchro ID: 1

Existing
Average Weekday
AM Peak Hour

Year: **1/7/21**

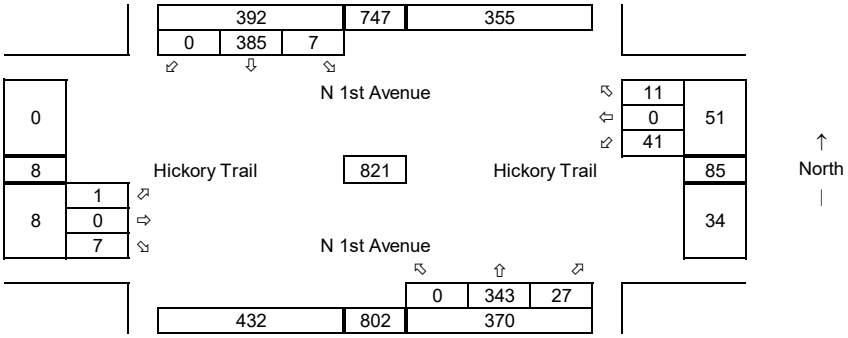
Data Source: AXIOM



Normalized Existing (COVID-19 Factor)
Average Weekday
AM Peak Hour

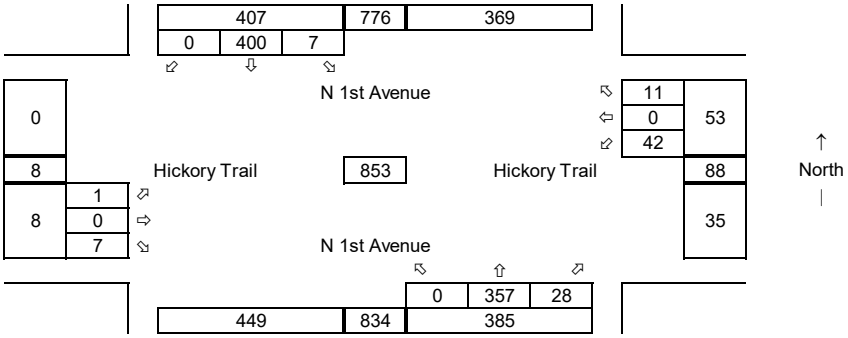
Percent Change: 35.0%

Based on balancing volumes from the intersection of N 1st Avenue at Scott Blvd.

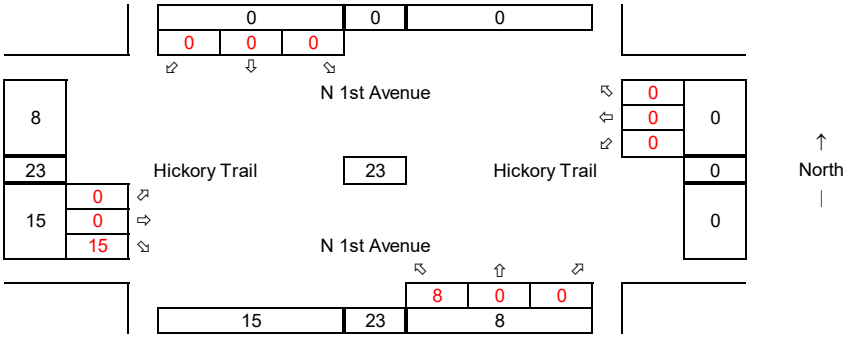


Future without Project
Average Weekday
AM Peak Hour

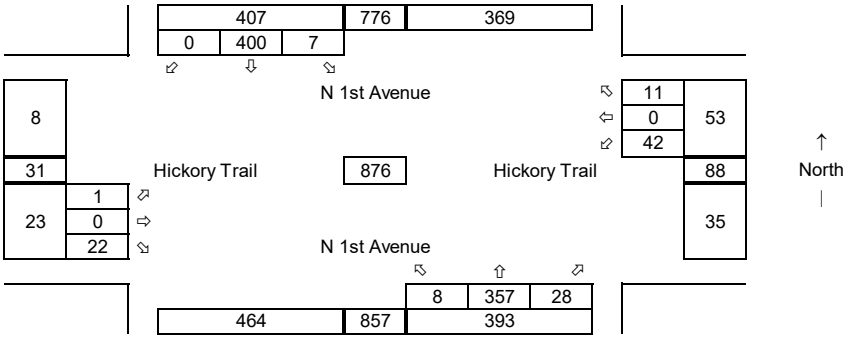
Year: 2025
Growth Rate = 1.0%
Years of Growth = 4
Total Growth = 1.0406



Total Project Trips
Average Weekday
AM Peak Hour



Future with Project
Average Weekday
AM Peak Hour

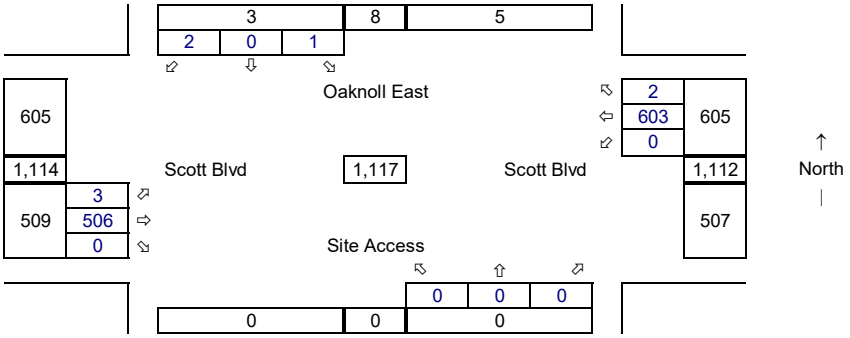


Synchro ID: 2

Existing
Average Weekday
AM Peak Hour

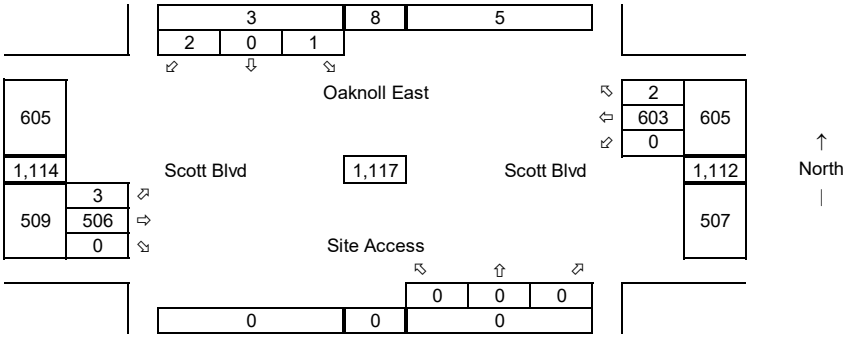
Year: **8/29/18**

Data Source: Iowa City



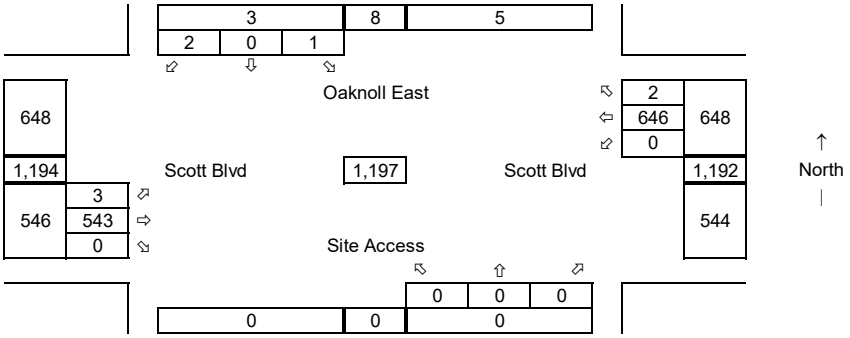
Normalized Existing (COVID-19 Factor)
Average Weekday
AM Peak Hour

Percent Change: 0.0%

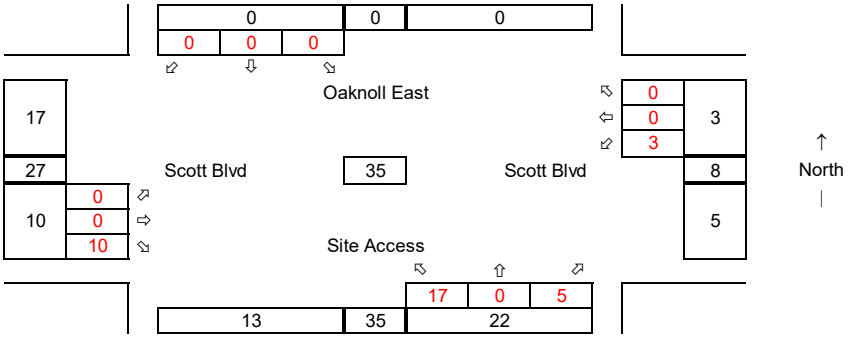


Future without Project
Average Weekday
AM Peak Hour

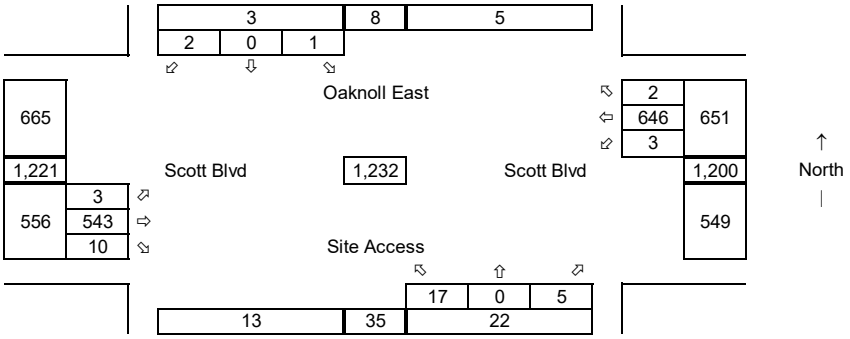
Year: 2025
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Project Trips
Average Weekday
AM Peak Hour



Future with Project
Average Weekday
AM Peak Hour

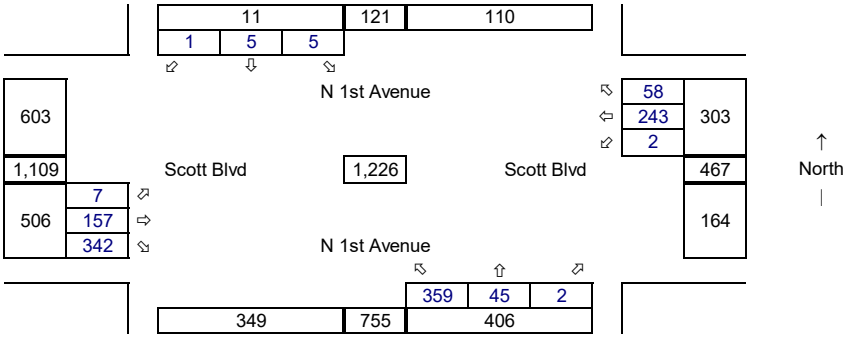


Synchro ID: 3

Existing
Average Weekday
AM Peak Hour

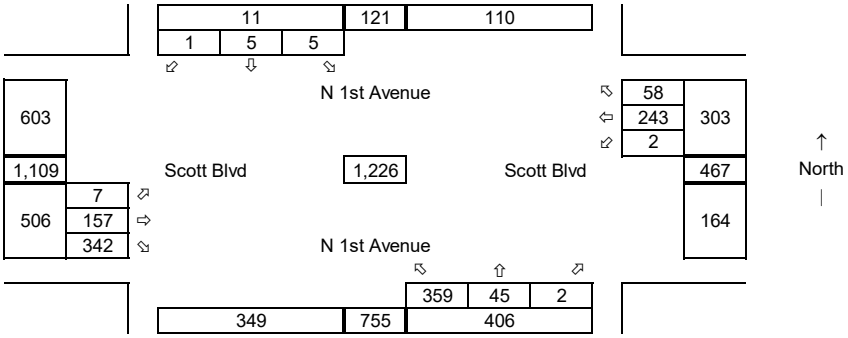
Year: **8/29/18**

Data Source: Iowa City



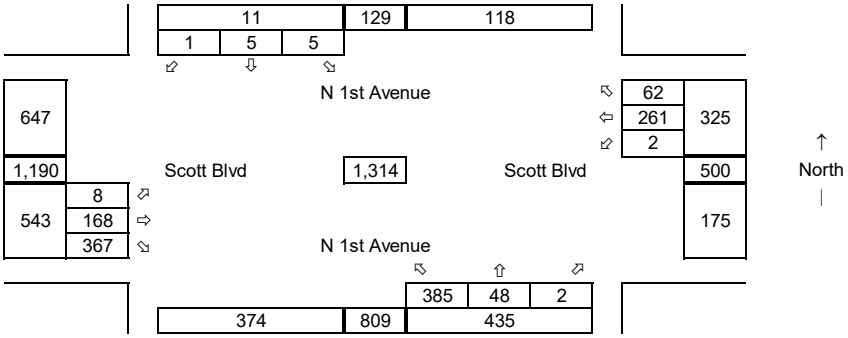
Normalized Existing (COVID-19 Factor)
Average Weekday
AM Peak Hour

Percent Change: 0.0%

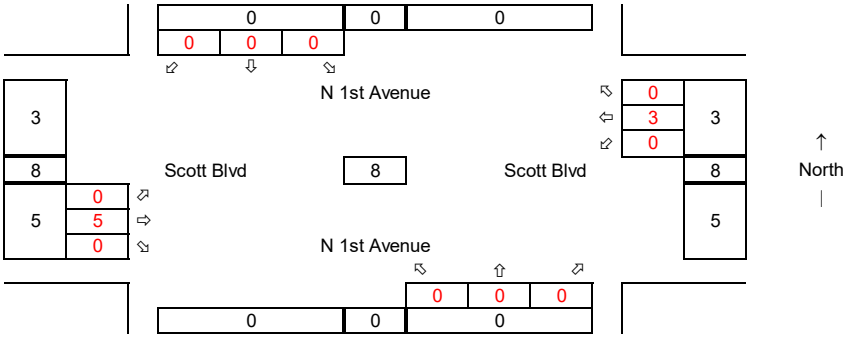


Future without Project
Average Weekday
AM Peak Hour

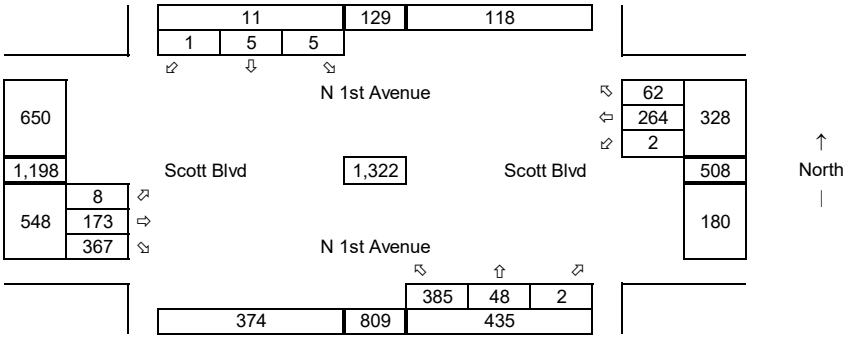
Year: 2025
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Project Trips
Average Weekday
AM Peak Hour



Future with Project
Average Weekday
AM Peak Hour

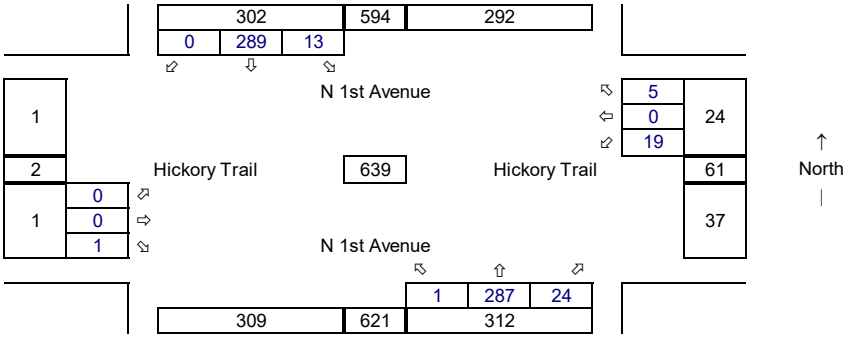


Synchro ID: 1

Existing
Average Weekday
PM Peak Hour

Year: **1/12/21**

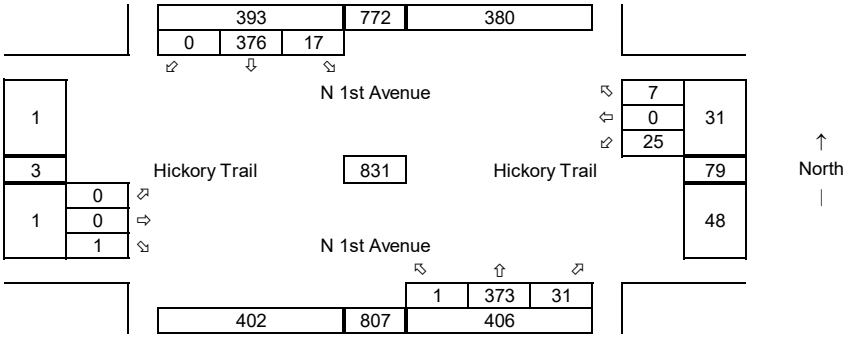
Data Source: AXIOM



Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

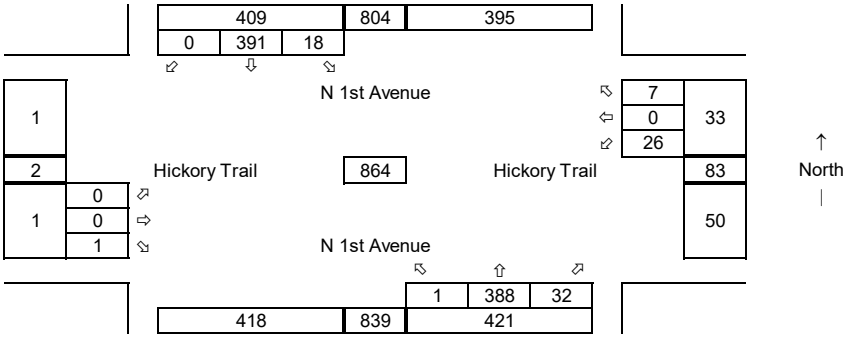
Percent Change: 30.0%

Based on balancing volumes from the intersection of N 1st Avenue at Scott Blvd.

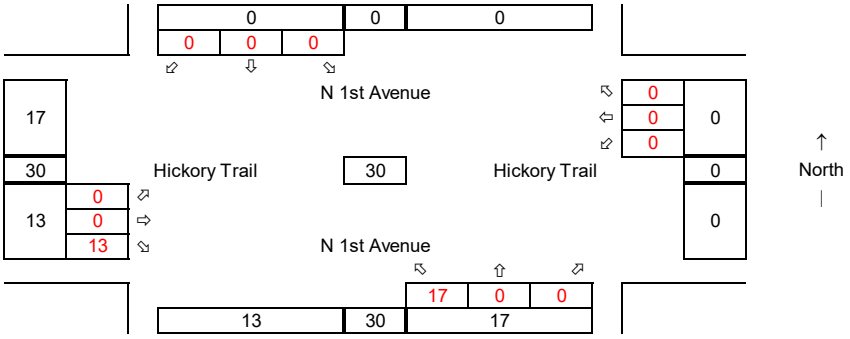


Future without Project
Average Weekday
PM Peak Hour

Year: 2025
Growth Rate = 1.0%
Years of Growth = 4
Total Growth = 1.0406



Total Project Trips
Average Weekday
PM Peak Hour



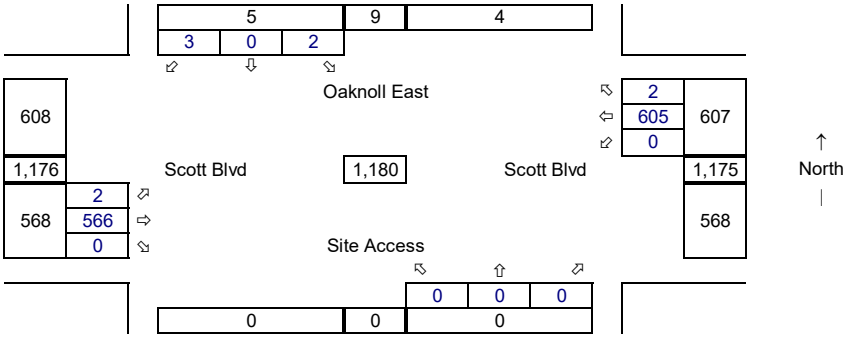
Future with Project
Average Weekday
PM Peak Hour

Synchro ID: 2

Existing
Average Weekday
PM Peak Hour

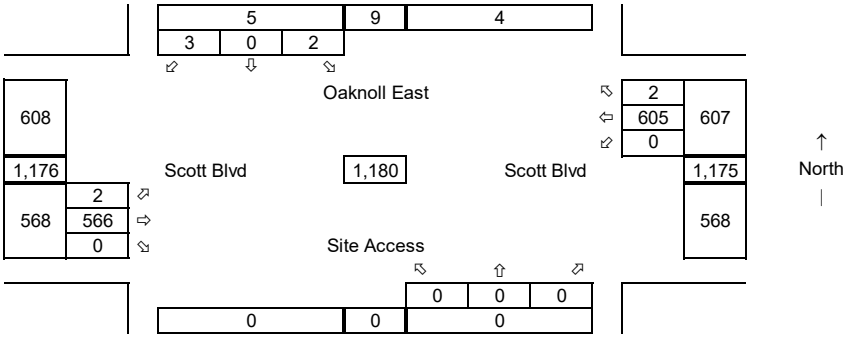
Year: **9/6/18**

Data Source: Iowa City



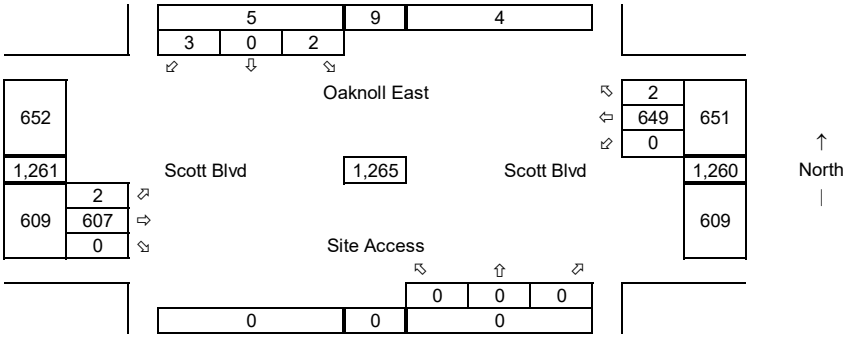
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 0.0%

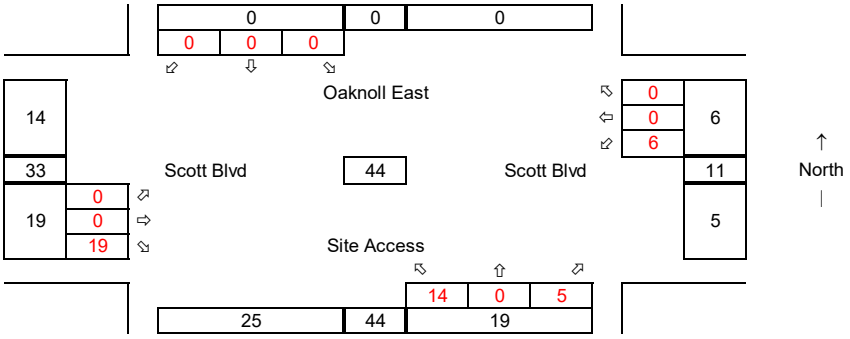


Future without Project
Average Weekday
PM Peak Hour

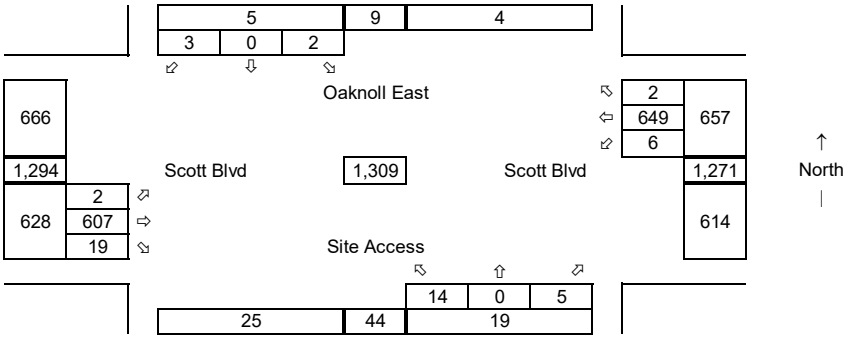
Year: 2025
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour

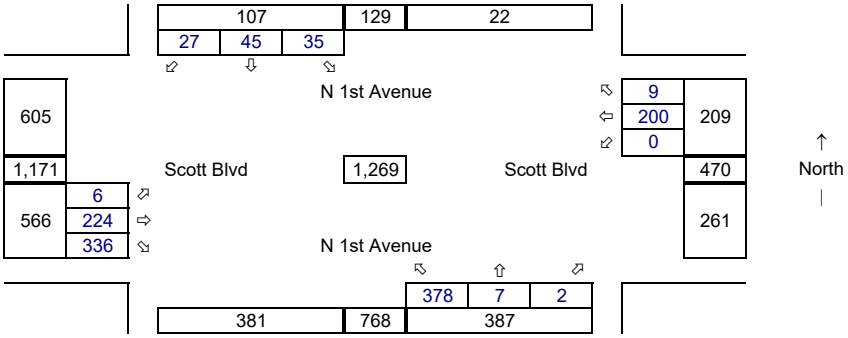


Synchro ID: 3

Existing
Average Weekday
PM Peak Hour

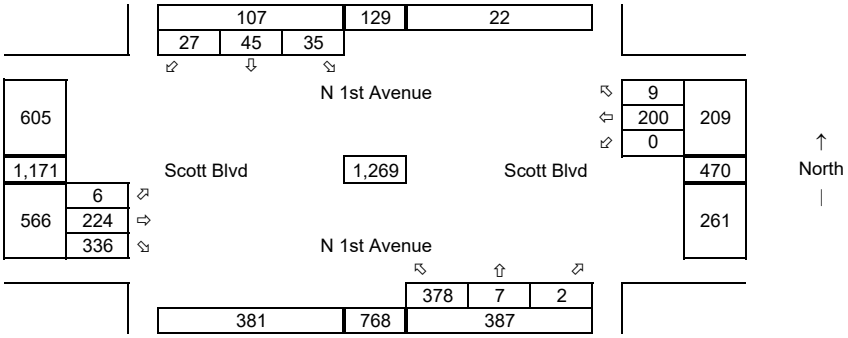
Year: **9/6/18**

Data Source: Iowa City



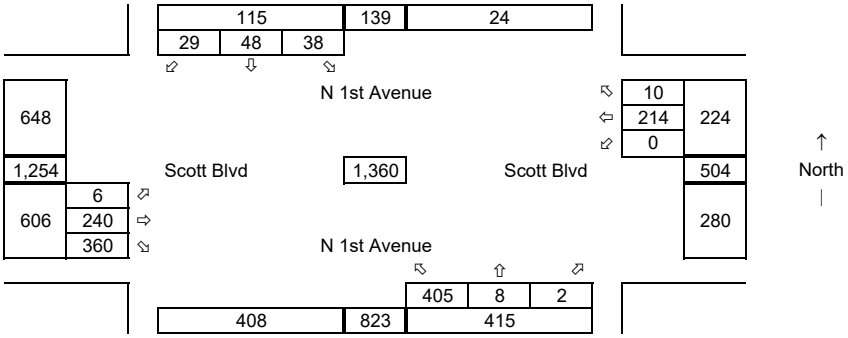
Normalized Existing (COVID-19 Factor)
Average Weekday
PM Peak Hour

Percent Change: 0.0%

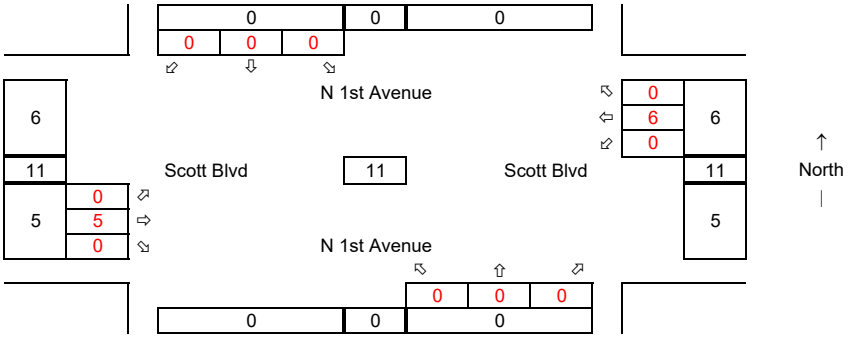


Future without Project
Average Weekday
PM Peak Hour

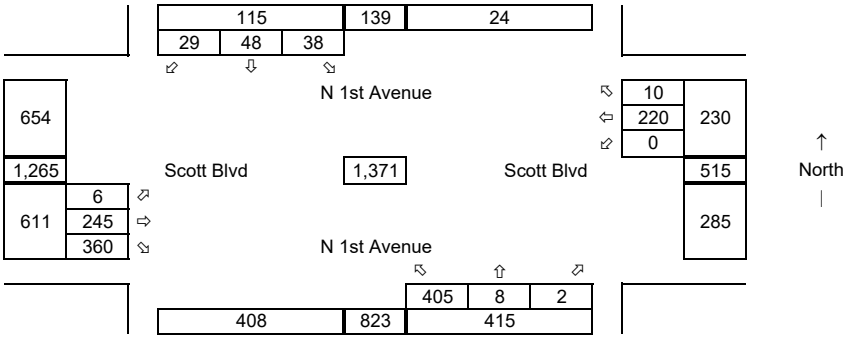
Year: 2025
Growth Rate = 1.0%
Years of Growth = 7
Total Growth = 1.0721



Total Project Trips
Average Weekday
PM Peak Hour



Future with Project
Average Weekday
PM Peak Hour



Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	7	41	0	7	0	343	27	7	385	0
Future Vol, veh/h	1	0	7	41	0	7	0	343	27	7	385	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	9	54	0	9	0	451	36	9	507	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	999	1012	507	999	994	469	507	0	0	487	0	0
Stage 1	525	525	-	469	469	-	-	-	-	-	-	-
Stage 2	474	487	-	530	525	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	223	240	568	223	246	596	1063	-	-	1081	-	-
Stage 1	538	531	-	577	562	-	-	-	-	-	-	-
Stage 2	573	552	-	534	531	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	237	568	217	243	596	1063	-	-	1081	-	-
Mov Cap-2 Maneuver	218	237	-	217	243	-	-	-	-	-	-	-
Stage 1	538	525	-	577	562	-	-	-	-	-	-	-
Stage 2	564	552	-	519	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	25.4	0	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1063	-	-	473	239	1081	-	-
HCM Lane V/C Ratio	-	-	-	0.022	0.264	0.009	-	-
HCM Control Delay (s)	0	-	-	12.8	25.4	8.4	0	-
HCM Lane LOS	A	-	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	506	0	0	603	2	0	0	0	1	0	2
Future Vol, veh/h	3	506	0	0	603	2	0	0	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	569	0	0	678	2	0	0	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	569	0	0	1255	1255	569	1254	1254	679
Stage 1	-	-	-	-	-	-	575	575	-	679	679	-
Stage 2	-	-	-	-	-	-	680	680	-	575	575	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	912	-	-	1003	-	-	148	172	522	149	172	452
Stage 1	-	-	-	-	-	-	503	503	-	441	451	-
Stage 2	-	-	-	-	-	-	441	451	-	503	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	912	-	-	1003	-	-	147	171	522	148	171	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	171	-	148	171	-
Stage 1	-	-	-	-	-	-	500	500	-	439	451	-
Stage 2	-	-	-	-	-	-	439	451	-	500	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	18.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	912	-	-	1003	-	-	268
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.013
HCM Control Delay (s)	0	9	0	-	0	-	-	18.6
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	25	0	7	1	373	31	17	376	0
Future Vol, veh/h	0	0	1	25	0	7	1	373	31	17	376	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	1	27	0	8	1	410	34	19	413	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	884	897	413	881	880	427	413	0	0	444	0	0
Stage 1	451	451	-	429	429	-	-	-	-	-	-	-
Stage 2	433	446	-	452	451	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	267	280	641	268	287	630	1151	-	-	1121	-	-
Stage 1	590	573	-	606	586	-	-	-	-	-	-	-
Stage 2	603	576	-	589	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	259	274	641	263	280	630	1151	-	-	1121	-	-
Mov Cap-2 Maneuver	259	274	-	263	280	-	-	-	-	-	-	-
Stage 1	589	560	-	605	585	-	-	-	-	-	-	-
Stage 2	595	575	-	575	560	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	18.5	0	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1151	-	-	641	301	1121	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.117	0.017	-	-
HCM Control Delay (s)	8.1	0	-	10.6	18.5	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	566	0	0	605	2	0	0	0	2	0	3
Future Vol, veh/h	2	566	0	0	605	2	0	0	0	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	615	0	0	658	2	0	0	0	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	660	0	0	615	0	0	1280	1279	615	1278	1278	659
Stage 1	-	-	-	-	-	-	619	619	-	659	659	-
Stage 2	-	-	-	-	-	-	661	660	-	619	619	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	928	-	-	965	-	-	143	166	491	143	166	464
Stage 1	-	-	-	-	-	-	476	480	-	453	461	-
Stage 2	-	-	-	-	-	-	452	460	-	476	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	928	-	-	965	-	-	142	166	491	143	166	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	166	-	143	166	-
Stage 1	-	-	-	-	-	-	475	479	-	452	461	-
Stage 2	-	-	-	-	-	-	449	460	-	475	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	20.1
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	928	-	-	965	-	-	244
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.022
HCM Control Delay (s)	0	8.9	0	-	0	-	-	20.1
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	7	42	0	11	0	357	28	7	400	0
Future Vol, veh/h	1	0	7	42	0	11	0	357	28	7	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	9	55	0	14	0	470	37	9	526	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1040	1051	526	1038	1033	489	526	0	0	507	0	0
Stage 1	544	544	-	489	489	-	-	-	-	-	-	-
Stage 2	496	507	-	549	544	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	209	228	554	210	233	581	1046	-	-	1063	-	-
Stage 1	525	521	-	562	551	-	-	-	-	-	-	-
Stage 2	558	541	-	522	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	225	554	205	230	581	1046	-	-	1063	-	-
Mov Cap-2 Maneuver	202	225	-	205	230	-	-	-	-	-	-	-
Stage 1	525	515	-	562	551	-	-	-	-	-	-	-
Stage 2	544	541	-	507	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	26.4	0	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	455	237	1063	-	-
HCM Lane V/C Ratio	-	-	-	0.023	0.294	0.009	-	-
HCM Control Delay (s)	0	-	-	13.1	26.4	8.4	0	-
HCM Lane LOS	A	-	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	543	0	0	646	2	0	0	0	1	0	2
Future Vol, veh/h	3	543	0	0	646	2	0	0	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	610	0	0	726	2	0	0	0	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	728	0	0	610	0	0	1344	1344	610	1343	1343	727
Stage 1	-	-	-	-	-	-	616	616	-	727	727	-
Stage 2	-	-	-	-	-	-	728	728	-	616	616	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	876	-	-	969	-	-	129	152	494	129	152	424
Stage 1	-	-	-	-	-	-	478	482	-	415	429	-
Stage 2	-	-	-	-	-	-	415	429	-	478	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	969	-	-	128	151	494	128	151	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	151	-	128	151	-
Stage 1	-	-	-	-	-	-	476	480	-	413	429	-
Stage 2	-	-	-	-	-	-	413	429	-	476	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	20.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	876	-	-	969	-	-	239
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.014
HCM Control Delay (s)	0	9.1	0	-	0	-	-	20.3
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	26	0	7	1	388	32	18	391	0
Future Vol, veh/h	0	0	1	26	0	7	1	388	32	18	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	1	29	0	8	1	426	35	20	430	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	920	933	430	917	916	444	430	0	0	461	0	0
Stage 1	470	470	-	446	446	-	-	-	-	-	-	-
Stage 2	450	463	-	471	470	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	253	267	627	254	273	616	1135	-	-	1105	-	-
Stage 1	576	562	-	593	576	-	-	-	-	-	-	-
Stage 2	590	566	-	575	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	245	260	627	249	266	616	1135	-	-	1105	-	-
Mov Cap-2 Maneuver	245	260	-	249	266	-	-	-	-	-	-	-
Stage 1	575	549	-	592	575	-	-	-	-	-	-	-
Stage 2	582	565	-	560	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	19.5	0	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1135	-	-	627	285	1105	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.127	0.018	-	-
HCM Control Delay (s)	8.2	0	-	10.8	19.5	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	607	0	0	649	2	0	0	0	2	0	3
Future Vol, veh/h	2	607	0	0	649	2	0	0	0	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	660	0	0	705	2	0	0	0	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	660	0	0	1372	1371	660	1370	1370	706
Stage 1	-	-	-	-	-	-	664	664	-	706	706	-
Stage 2	-	-	-	-	-	-	708	707	-	664	664	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	891	-	-	928	-	-	123	146	463	124	146	436
Stage 1	-	-	-	-	-	-	450	458	-	427	439	-
Stage 2	-	-	-	-	-	-	426	438	-	450	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	928	-	-	122	145	463	124	145	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	145	-	124	145	-
Stage 1	-	-	-	-	-	-	448	456	-	425	439	-
Stage 2	-	-	-	-	-	-	423	438	-	448	456	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	22
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	891	-	-	928	-	-	217
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.025
HCM Control Delay (s)	0	9.1	0	-	0	-	-	22
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	22	42	0	11	8	357	28	7	400	0
Future Vol, veh/h	1	0	22	42	0	11	8	357	28	7	400	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	0	29	55	0	14	11	470	37	9	526	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1062	1073	526	1070	1055	489	526	0	0	507	0	0
Stage 1	544	544	-	511	511	-	-	-	-	-	-	-
Stage 2	518	529	-	559	544	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	202	221	554	200	227	581	1046	-	-	1063	-	-
Stage 1	525	521	-	547	539	-	-	-	-	-	-	-
Stage 2	542	529	-	515	521	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	215	554	186	221	581	1046	-	-	1063	-	-
Mov Cap-2 Maneuver	193	215	-	186	221	-	-	-	-	-	-	-
Stage 1	517	515	-	539	531	-	-	-	-	-	-	-
Stage 2	521	521	-	482	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.5	29.3	0.2	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	512	217	1063	-	-
HCM Lane V/C Ratio	0.01	-	-	0.059	0.321	0.009	-	-
HCM Control Delay (s)	8.5	0	-	12.5	29.3	8.4	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.3	0	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	543	10	3	646	2	17	0	5	1	0	2
Future Vol, veh/h	3	543	10	3	646	2	17	0	5	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	610	11	3	726	2	19	0	6	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	728	0	0	621	0	0	1356	1356	616	1358	1360	727
Stage 1	-	-	-	-	-	-	622	622	-	733	733	-
Stage 2	-	-	-	-	-	-	734	734	-	625	627	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	876	-	-	960	-	-	126	149	491	126	148	424
Stage 1	-	-	-	-	-	-	474	479	-	412	426	-
Stage 2	-	-	-	-	-	-	412	426	-	473	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	960	-	-	124	148	491	124	147	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	148	-	124	147	-
Stage 1	-	-	-	-	-	-	472	477	-	410	424	-
Stage 2	-	-	-	-	-	-	408	424	-	465	474	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	33.9	20.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	876	-	-	960	-	-	235
HCM Lane V/C Ratio	0.166	0.004	-	-	0.004	-	-	0.014
HCM Control Delay (s)	33.9	9.1	0	-	8.8	0	-	20.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	14	26	0	7	18	388	32	18	391	0
Future Vol, veh/h	0	0	14	26	0	7	18	388	32	18	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	0	15	29	0	8	20	426	35	20	430	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	958	971	430	962	954	444	430	0	0	461	0	0
Stage 1	470	470	-	484	484	-	-	-	-	-	-	-
Stage 2	488	501	-	478	470	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	238	254	627	236	260	616	1135	-	-	1105	-	-
Stage 1	576	562	-	566	554	-	-	-	-	-	-	-
Stage 2	563	544	-	570	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	242	627	222	248	616	1135	-	-	1105	-	-
Mov Cap-2 Maneuver	227	242	-	222	248	-	-	-	-	-	-	-
Stage 1	562	549	-	552	541	-	-	-	-	-	-	-
Stage 2	543	531	-	543	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	21.3	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1135	-	-	627	257	1105	-	-
HCM Lane V/C Ratio	0.017	-	-	0.025	0.141	0.018	-	-
HCM Control Delay (s)	8.2	0	-	10.9	21.3	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.1	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	607	19	6	649	2	14	0	5	2	0	3
Future Vol, veh/h	2	607	19	6	649	2	14	0	5	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	660	21	7	705	2	15	0	5	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	707	0	0	681	0	0	1397	1396	671	1397	1405	706
Stage 1	-	-	-	-	-	-	675	675	-	720	720	-
Stage 2	-	-	-	-	-	-	722	721	-	677	685	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	891	-	-	912	-	-	118	141	456	118	139	436
Stage 1	-	-	-	-	-	-	444	453	-	419	432	-
Stage 2	-	-	-	-	-	-	418	432	-	443	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	891	-	-	912	-	-	116	139	456	115	137	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	139	-	115	137	-
Stage 1	-	-	-	-	-	-	442	451	-	417	426	-
Stage 2	-	-	-	-	-	-	409	426	-	436	446	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	34.1	22.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	144	891	-	-	912	-	-	206
HCM Lane V/C Ratio	0.143	0.002	-	-	0.007	-	-	0.026
HCM Control Delay (s)	34.1	9.1	0	-	9	0	-	22.9
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

Crash Detail Report

20181073217	10/16/2018 15:24	HICKORY TRL AND N 1ST AVE
County: Johnson	City: Iowa City	

Major Cause: Followed too close

Roadway Type: Intersection: T-intersection

Severity:: Possible/Unknown Injury Crash

Manner of Crash: Rear-end (front to rear)

Fatalities: 0

Surface Conditions: Dry

Major Injuries: 0

Light Conditions: Daylight

Minor Injuries: 0

Weather Conditions: Clear

Possible Injuries: 2

Drug/Alc Involved: None Indicated

Severity:: Possible/Unknown Injury Crash

Property Damage: $3,000

Number of Vehicles: 2

	Unit 1	Unit 2	Unit
Init Trav Dir:	South	South	
Veh Action:	Movement essentially straight	Slowing/stopping (deceleration)	
Configuration:	Sport utility vehicle	Sport utility vehicle	
Driver Age:	33	71	
Driver Gender:	F	F	
Driver Cond:	Emotional (e.g., depressed, angry)	Apparently normal	
Driver Contr 1:	Followed too close	No improper action	
Driver Contr 2:	Not reported	Not reported	
Fixed Object:	None (no fixed object struck)	None (no fixed object struck)	

20201157310	01/15/2020 04:30	HICKORY TRL AND N 1ST AVE
County: Johnson	City: Iowa City	

Major Cause: Other

Roadway Type: Feature: Non-junction/no special feature

Severity:: Property Damage Only

Manner of Crash: Sideswipe, opposite direction

Fatalities: 0

Surface Conditions: Ice/frost

Major Injuries: 0

Light Conditions: Dark - unknown roadway lighting

Minor Injuries: 0

Weather Conditions: Cloudy

Possible Injuries: 0

Drug/Alc Involved: None Indicated

Severity:: Property Damage Only

Property Damage: $5,000

Number of Vehicles: 2

	Unit 1	Unit 2	Unit
Init Trav Dir:	South	North	
Veh Action:	Movement essentially straight	Movement essentially straight	
Configuration:	Four-tire light truck (pick-up)	Passenger car	
Driver Age:	47	55	
Driver Gender:	F	F	
Driver Cond:	Apparently normal	Apparently normal	
Driver Contr 1:	Other	No improper action	
Driver Contr 2:	Not reported	Not reported	
Fixed Object:	None (no fixed object struck)	None (no fixed object struck)	

Crash Detail Report

20181070658	10/02/2018 16:39	N SCOTT BLVD
County: Johnson	City: Iowa City	

Major Cause: Followed too close

Roadway Type: Feature: Non-junction/no special feature

Severity:: Suspected Minor Injury Crash

Manner of Crash: Rear-end (front to rear)

Fatalities: 0

Surface Conditions: Dry

Major Injuries: 0

Light Conditions: Daylight

Minor Injuries: 1

Weather Conditions: Cloudy

Possible Injuries: 0

Drug/Alc Involved: None Indicated

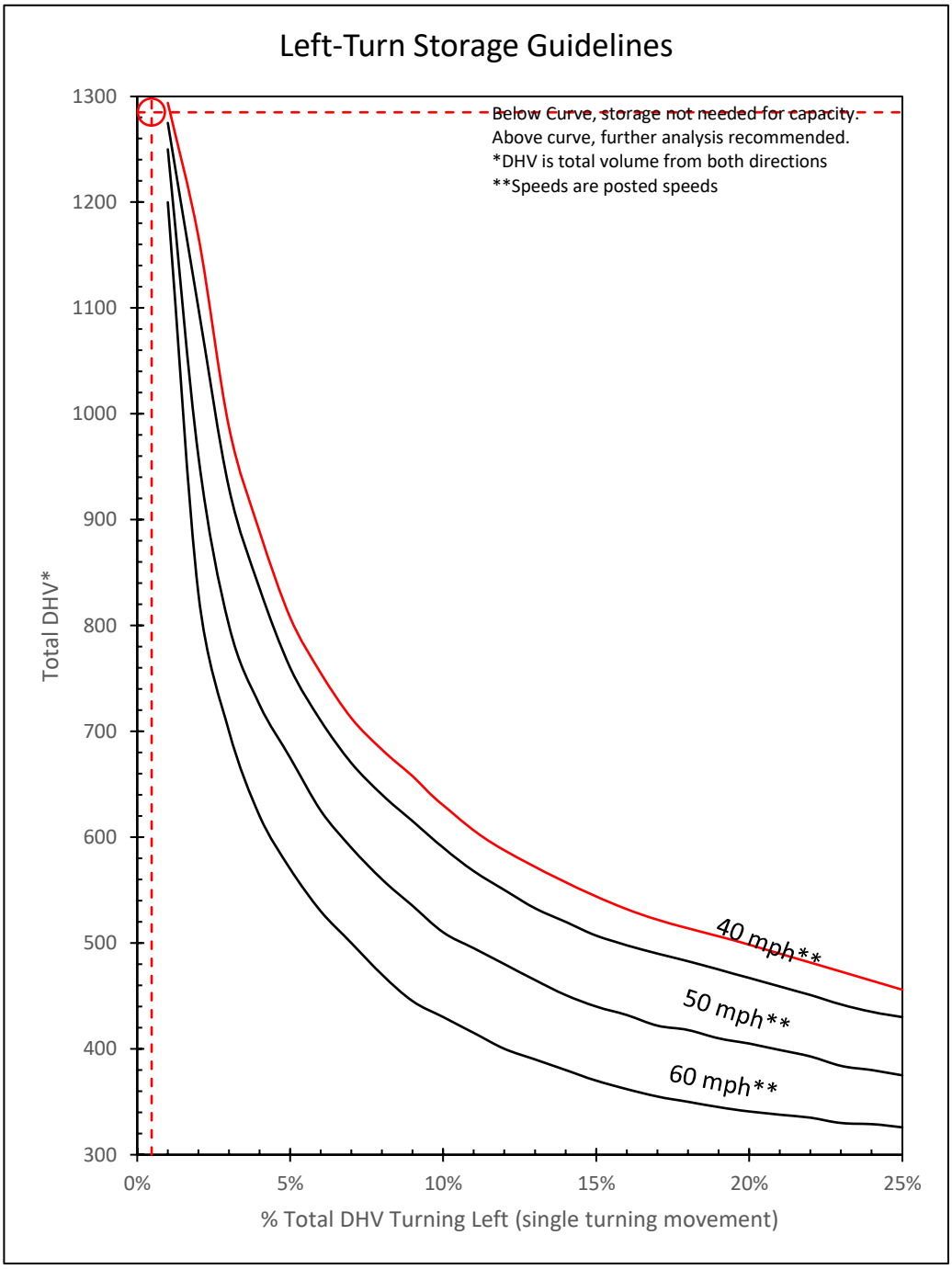
Severity:: Suspected Minor Injury Crash

Property Damage: $8,000

Number of Vehicles: 2

	Unit 1	Unit 2	Unit
Init Trav Dir:	East	East	
Veh Action:	Movement essentially straight	Stopped in traffic	
Configuration:	Sport utility vehicle	Four-tire light truck (pick-up)	
Driver Age:	25	52	
Driver Gender:	F	M	
Driver Cond:	Emotional (e.g., depressed, angry)	Apparently normal	
Driver Contr 1:	Followed too close	No improper action	
Driver Contr 2:	Not reported	Not reported	
Fixed Object:	None (no fixed object struck)	None (no fixed object struck)	

Scott Boulevard at Site Access (PM Peak-hour)



Total DHV:	1,285	Posted Speed:	35 mph
Left Turns:	6		
% Left:	0.5%		

Based on WSDOT September 2019 Design Manual: Exhibit 1310-7a, Page 1310-14.

THE UNIVERSITY OF IOWA

OFFICE OF THE STATE ARCHAEOLOGIST
700 Clinton Street Building
Iowa City, Iowa 52242
319-384-0732
osa@uiowa.edu
archaeology.uiowa.edu

17 December 2020

Mike Welch
Professional Engineer
Axiom Consultants
60 East Court Street
Iowa City, IA 52240
mwelch@axiom-con.com

RE: Phase I Archaeological Survey, Scott Boulvard Subdivision Project, Iowa City, Johnson County, OSA Technical Report 1622

Dear Mike:

Attached please find the OSA report *Phase I Intensive Archaeological Investigation of the Proposed Scott Boulevard Subdivision Project, Iowa City, Johnson County, Iowa,* by Warren Davis (TR 1622). As a result of the study no previously recorded archaeological sites were located within the project area and no newly recorded sites were identified. No further archaeological work is recommended in the surveyed areas. The details of our findings are provided in the attached report.

As you know, to complete your archaeological compliance obligations, copies of the enclosed report must also be provided to the appropriate state or federal agencies involved with the project and comment solicited; we assume you will handle this distribution. Keep in mind that agency comments must be received prior to ground-disturbing activities being undertaken within the project area.

The University of Iowa Accounts Payable department will invoice you for this project in about 30 days. If you have any questions, please contact me at 319-384-0937 or via e-mail at william-whittaker@uiowa.edu. Thank you for selecting the OSA for your archaeological service needs and good luck with your project.

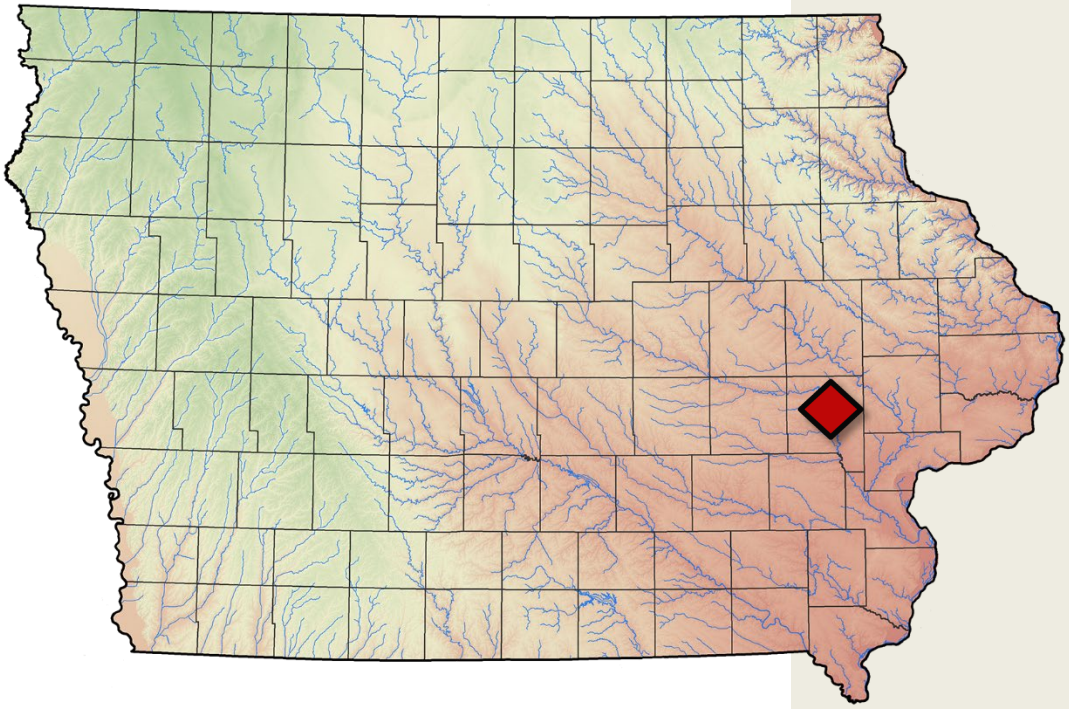
Sincerely,

Bill Whittaker

William E. Whittaker, Ph.D., Research Director

Phase I Intensive Archaeological Investigation of the Proposed Scott Boulevard Subdivision Project, Iowa City, Johnson County, Iowa

by Warren Davis



Office of the State Archaeologist
The University of Iowa
700 Clinton Street Building
Iowa City, IA 52242

Technical Report 1622
2020

Phase I Intensive Archaeological Investigation of the Proposed Scott Boulevard Subdivision Project, Iowa City, Johnson County, Iowa

by Warren Davis

William E. Whittaker
Principal Investigator

Prepared for
Axiom Consultants
60 East Court Street
Iowa City, IA 52240

Prepared by
Office of the State Archaeologist
The University of Iowa
700 Clinton Street Building
Iowa City, IA 52242

Technical Report 1622
December 16, 2020

Information contained in this report relating to the nature and location of archaeological sites is considered private and confidential and not for public disclosure in accordance with Section 304 of the National Historic Preservation Act (54 U.S.C. § 307103); 36 CFR Part 800.6 (a)(5) of the Advisory Council on Historic Preservation's rules implementing Sections 106 and 110 of the Act; and Chapter 22.7 § 20 of the Iowa Code

Abstract

A Phase I intensive archaeological survey was conducted by the University of Iowa Office of the State Archaeologist at the location of the proposed Scott Boulevard Subdivision, Johnson County, Iowa. The field investigation was conducted on December 3–4, 2020. No artifacts or archaeological features were identified in the survey of the 59.9 ac parcel. No further archaeological investigation of the area surveyed prior to the proposed project activities is recommended.

Introduction

The Office of the State Archaeologist (OSA) of the University of Iowa has prepared this report under the terms of a cultural resource survey agreement between OSA and Axiom Consultants of Iowa City, Iowa. This report records the results of a Phase I archaeological investigation of the proposed Scott Boulevard Subdivision. This project area is situated in Sections 1 and 2, T79N-R6W, Johnson County, Iowa (Figures 1–5). The proposed project involves development of the area into a subdivision. The area surveyed 59.9 ac (19.2 ha). This project was undertaken for compliance with the Iowa City Zoning Code: Sensitive Lands and Features, Archaeological sites, Archaeological Study (Article I:14-5l-12-E).

The Phase I investigation was conducted on December 3–4 by Warren Davis and Stephen Valdez and took 28 person hours in the field. Warren Davis served as report author and William Whittaker served as project director.

The OSA is solely responsible for the interpretations and recommendations contained in this report. All records including maps and figures are curated in the OSA Archives. The National Archeological Data Base Form is included as Appendix I.

Information contained in this report relating to the nature and location of archaeological sites is considered private and confidential and not for public disclosure in accordance with Section 304 of the National Historic Preservation Act (54 U.S.C. § 307103); 36 CFR Part 800.6 (a)(5) of the Advisory Council on Historic Preservation's rules implementing Sections 106 and 110 of the Act; and Chapter 22.7 § 20 of the Iowa Code.

Geomorphological Context

The proposed project area is located within Iowa's largest landform region, known as the Southern Iowa Drift Plain. The topography of this area is one of steeply rolling hills, level upland divides, stepped erosion surfaces, and dendritic drainage networks. Uplands are mantled by a moderate to thick cover of Wisconsinan-age loess. Pre-Illinoian glacial drift and underlying sedimentary bedrock are exposed within the deeper stream valleys. Southeast Iowa is dominated by broad, level upland divides that represent undissected remnants of surfaces developed during the Yarmouth and Sangamon stages on a Pre-Illinoian drift plain. The areal extent of undissected uplands decreases with distance westward, and stepped hillslopes and deep valleys dominate the south-central part of the state. In southwest Iowa, flat upland divides are nearly absent (Prior 1991:61–64).

Holocene alluvial valley fills in Iowa are subdivided on the basis of lithology and stratigraphic relationships into the Gunder, Corrington, Roberts Creek, and Camp Creek members of the DeForest formation (Bettis and Littke 1987). Gunder member alluvium and Corrington member alluvial fans may contain Paleoindian through Woodland components; Roberts Creek member deposits may contain Late

Archaic through early historic components; and Camp Creek member alluvium may contain buried and unburied historic archaeological components, and may bury older surfaces.

Environmental Context

The proposed project area is situated in a deeply-ravined grassy and lightly wooded area on the northern extents of Iowa City. The area is in the E½, SE¼ of Section 2, and the SW¼, SW¼, SW¼, T79N-R6W, Johnson County, Iowa, 0.1 km east of the intersection of First Avenue and Scott Boulevard, at an elevation of 780 ft above mean sea level (Figures 1–5). At the time of survey, the proposed project area was in mowed grass and light timber cover. The parcel consisted of an irregular area measuring 750 x 400 m in maximum extent. Project area entrances, staging areas, and material storage areas will be within surveyed areas or on nearby paved areas.

Soils of the project area are mapped as Fayette silt loam at 5–40% slope, Lindley loam at 18–25% slope, and a complex of Nodaway and Arenzville silt loam at 1–4% slope (Figure 2; Table 1; Artz 2005; Schemerhorn 1983; USDA 2020). Soils in upland settings, such as Fayette and Lindley, have relatively shallow archaeological potential when the parent material predates the earliest human occupation of Iowa and Holocene-aged surface deposition is slow or absent. Movement of artifacts within the soil column is restricted to biologically active horizons. If there is adequate ground surface visibility, larger archaeological sites in plowed upland soils will generally display surface artifacts. Shallow subsurface deposits may exist in unplowed upland areas, and the bottoms of deep human-dug features may be preserved even in plowed areas. Subsurface archaeological testing within these upland settings is usually terminated below the biologically active zone as indicated by the presence of a pedologically formed subsoil (B horizon), relatively unaltered parent material (C horizon), or bedrock (R horizon).

The Landscape Model for Archaeological Site Suitability (LANDMASS) is a useful tool for predicting the suitability of a particular upland landform position for prehistoric habitation (Artz et al. 2006; Riley et al. 2011). The ranking is divided into three suitability rankings: low, moderate, and high, based on logistic regression statistical analysis of how often sites have been found in areas with topographically similar terrain. Based upon the model, the project area is located on a landform with a high prehistoric suitability ranking. It is important to note that this predictive model is limited to upland landforms and does not include alluvial settings, such as river valleys and drainages.

Historical and Cultural Context

The Iowa Site Record at OSA, records of previous archaeological surveys nearby (OSA 2020), the National Register Information System web site (National Park Service 2020), the Andreas atlas of Iowa (Andreas 1875), and Johnson County plat books (Anonymous 1905; Economy Advertising 1917; Hixson 1930; Huebinger 1900; Koser Bros. 1934; Novak 1889; Thompson and Everts 1870) were reviewed for this survey. Other consulted resources included the 1839 General Land Office survey map (ISUGISRF 2020; U.S. Department of the Interior 2020), older U.S. Geological Survey maps (USGS 2020), the Historic Indian Location Database (HILD), and the OSA Notable Locations database of cemeteries and poorly located historic or archaeological locations (Whittaker 2016, 2020).

Historic documentation revealed no buildings or other improvements within the proposed project area, and there are no standing buildings or structures located within the proposed project area (Figures 2–3). Historic aerial photography indicates that the area has been largely under agriculture for most of the twentieth century, though the areas currently under grass may have been graded or contoured in the 1990s. Areas currently under timber were largely absent throughmost of the twentieth century, with most present timber postdating the 1980s. A series of trails ran through the project area, largely along what is now the

timber line on the west-central portion of the project area. In addition, the trees along the drainage in the southern portion of the proposed project area were removed in the 1980s to allow for more agricultural land. The drainage may have also been straightened or otherwise modified at this time. A farmstead is present on the 1870 Thompson and Everetts map just north of the proposed project area, north of what is now Scott Boulevard. That farmstead is likely under or been impacted by modern development.

There are 17 archaeological sites recorded within 1.6 km (1 mi) of the project area. The closest site is 13JH1100, a prehistoric isolated find consisting of a single piece of Late Woodland pottery, located immediately to the east of the project area. Site 13JH1100 was determined to be not eligible for listing in the NRHP by SHPO on Nov. 13, 2001 SHPO NADB files). The southern portion of the project area overlaps with a small portion of a cultural resources survey by Lensink (1978) of proposed Ralston Creek storm water detention units. The next nearest survey was a Phase I survey by Weitzel (2001) for proposed First Avenue expansion just east of the project area. Site 13JH1100 was found near the project area in the 2001 survey. The HILD reveals no documented historic Native American use of the project area or nearby areas. The Notable Locations database shows the locations of St. Joseph's Cemetery 0.7 km to the east, and Oakland Cemetery, 0.7 km to the southeast.

Archaeological Assessment

METHODS

Ground surface visibility was inadequate for pedestrian survey, at less than 25%. The proposed project area was investigated through 5 m interval pedestrian survey and the hand excavation of 67 20 cm diameter auger tests, in linear transects at 15 m intervals (Figure 3). Auger test soils were removed in arbitrary 10 cm levels to examine soil stratigraphy and were screened with quarter-inch hardware cloth. Soils were described using the conventions of Schoeneberger et al. (2012). Maximum test depth was 100 cm.

RESULTS

No artifacts were observed on the surface. No artifacts were recovered in auger tests. Subsurface tests indicated that the proposed project area showed evidence of heavy disturbance, with topsoil (A or Ap) horizons either truncated or missing from auger test profiles. This missing topsoil supports disturbances seen in late twentieth century aerial photography. Typical profiles for auger tests in uplands revealed soils comparable to eroded Fayette soil, with a very thin brown Ap horizon over a dark yellowish Bt1 and yellowish brown Bt2 horizon (Table 2). Auger tests along the drainage in the south of the project area revealed a brown Ap horizon over a brown and yellowish brown mixed C horizon, likely indicating past disturbance. None of the auger tests or cores encountered buried A horizons or other buried surfaces suitable for habitation.

Management Recommendations

The Phase I archaeological survey by the OSA of a proposed Scott Boulevard Subdivision revealed no archaeological material or other cultural deposits. The proposed project area was surveyed through pedestrian survey and excavation of 67 auger tests. Because of this absence of cultural resources and the lack of potential for intact deposits, no further archaeological work for this project is recommended.

No technique is completely adequate to locate all archaeological materials, especially deeply buried ones. Therefore, should any cultural, historical, or paleontological resources be exposed as part of proposed project activities, the responsible agency must be notified immediately in accordance with the Protection of Historic Properties regulations of the Advisory Council on Historic Preservation [36 CFR Part

800.13(b)]. If human remains are accidentally discovered, Iowa burial law [Code of Iowa, Sections 263B, 523I.316(6), and 716.5; IAC 685, Ch.11.1] requires that all work in the vicinity of the finding be halted, the remains protected, local law enforcement officials notified, and the Bioarchaeology director at the OSA contacted immediately (319-384-0740). Archaeologists with the OSA (319-384-0937) and the State Historical Society of Iowa (515-281-8744) are also available to consult on issues of accidental discovery.

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Table 1. Project Area Mapped Soils.

Soil Name	ID	Description	I-Sites LSA[1]	Landform	Native Vegetation	Pedon
Arenzville-Nodaway Complex	729B	1–4% slopes	Camp Creek	Drainageways	Tall grass prairie	Ap-C1-C2-C3
Lindley	65F2	18–25% slopes; moderately eroded	Shallow to pre-Wisconsin till	Hillslopes	Tall grass prairie	A-E-Bt1-Bt2-Bt3-Bt4-C
Fayette	M163	5–40% slopes	Loess mantled terrace, thick loess	Hillslopes	Tall grass prairie	Ap-BE-Btt-Bt2-BC-C

[1] Landform/Sediment Assemblage (Artz 2005).

Table 2. Representative Soil Profiles.

Location	Depth (cm)	Description
Auger Test 4	0–5	Ap horizon of brown (10YR 4/3) silt loam; fine subangular blocky structure; friable; clear smooth boundary.
	5–30	Bt1 horizon of dark yellowish brown (10YR 4/4) silty clay loam; fine to moderate subangular blocky structure; friable; gradual smooth boundary.
	30–50	Bt2 horizon of yellowish brown (10YR 5/4) silty clay loam; moderate subangular blocky structure; friable to firm.
Auger Test 13	0–20	AC horizon of brown (10YR 4/3) silt loam; fine subangular blocky structure; friable; clear smooth boundary.
	20–100	C horizon of mixed brown (10YR 4/3) and yellowish brown (5/4) silty clay loam; massive grading to moderate subangular blocky structure; friable; heavy redox present.
Auger Test 37	0–10	Ap horizon of brown (10YR 4/3) silt loam; fine subangular blocky structure; friable; clear smooth boundary.
	10–20	BE horizon of brown (10YR 4/3) silty clay loam; fine subangular blocky structure; friable; silt coats on faces of peds; clear smooth boundary.
	20–50	Bt1 horizon of dark yellowish brown (10YR 4/4) silty clay loam; fine to moderate moderate subangular blocky structure; friable; gradual smooth boundary.
Auger Test 41	0-15	Bt1 horizon of dark yellowish brown (10YR 4/4) silty clay loam; fine to moderate subangular blocky structure; friable; gradual smooth boundary.
	15–40	Bt2 horizon of yellowish brown (10YR 5/4) silty clay loam; moderate subangular blocky structure; friable to firm; silt coats present; gradual smooth boundary.
	40–50	BC horizon of yellowish brown (10YR 5/4) silty clay loam; medium prismatic structure; friable; redox features present; clay skins present.
Auger Test 64	0–10	Ap horizon of brown (10YR 4/3) silt loam; fine subangular blocky structure; friable; clear smooth boundary.
	10–35	Bt1 horizon of dark yellowish brown (10YR 4/4) silty clay loam; fine to moderate subangular blocky structure; friable; gradual smooth boundary.
	35–50	Bt2 horizon of yellowish brown (10YR 5/4) silty clay loam; moderate subangular blocky structure; friable to firm.

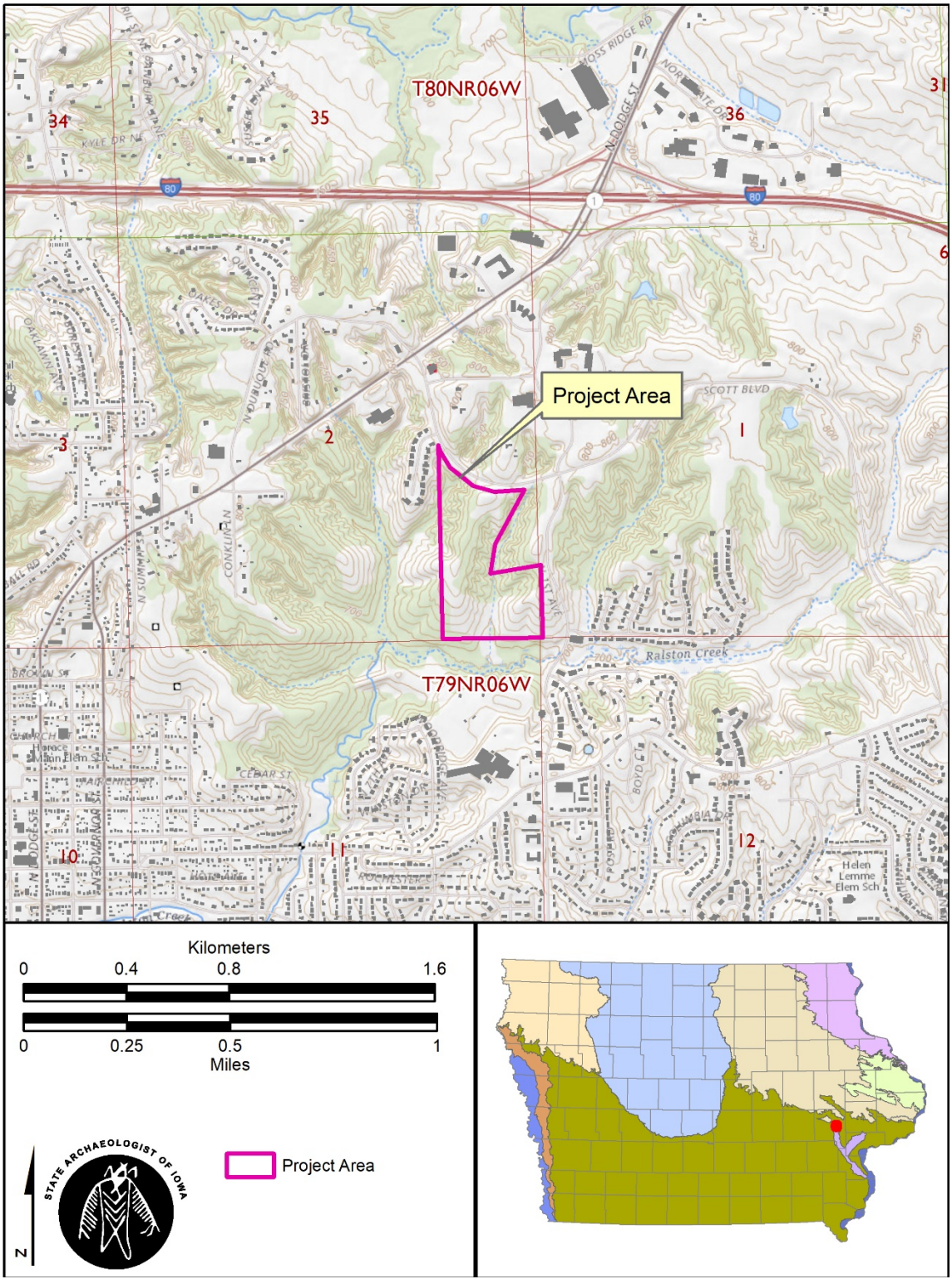

Figure 1. Project location in relation to surrounding topography.
Base USGS (2018), U.S. Topo 7.5' series quadrangle map. Scale 1:24,000.

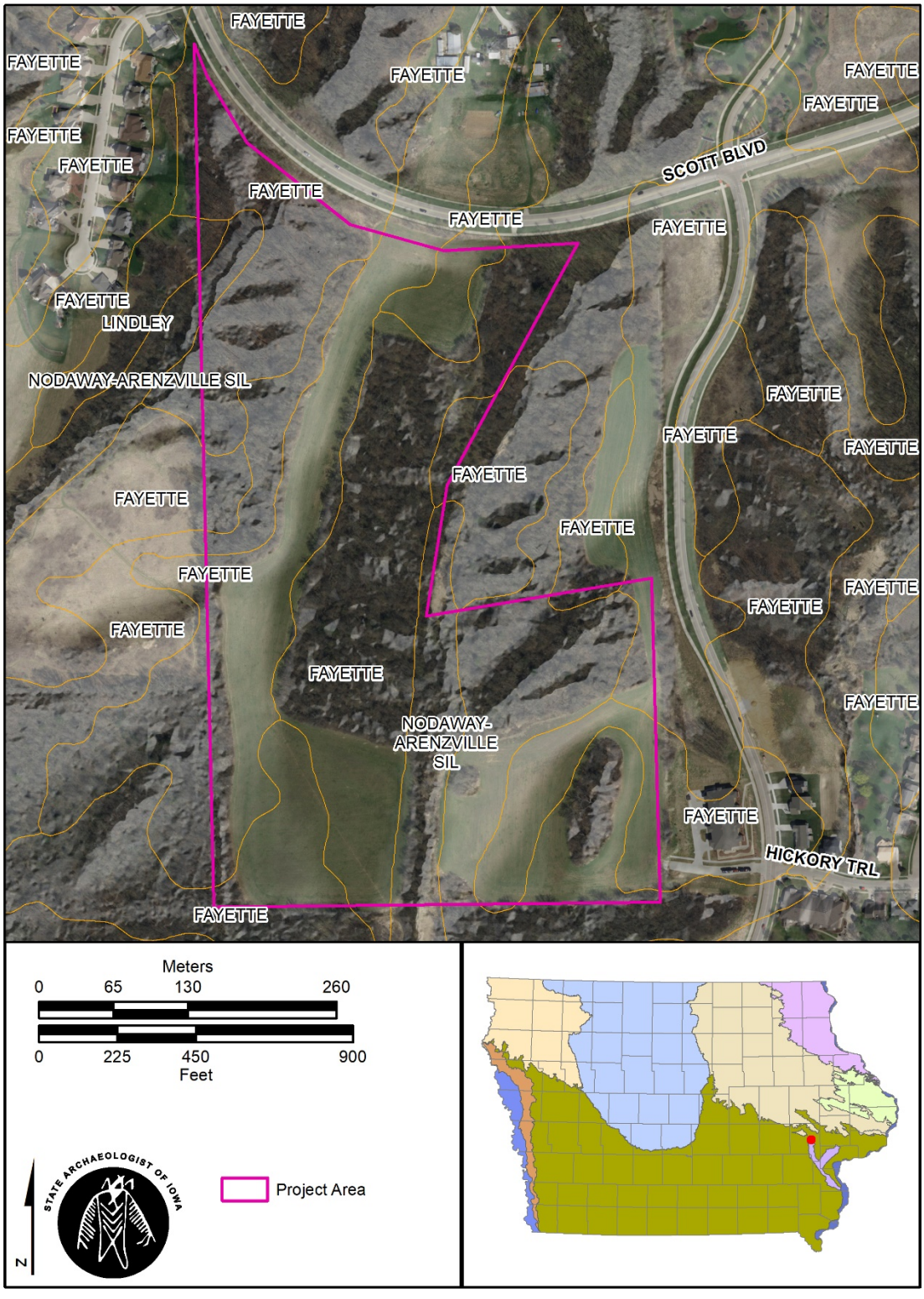

Figure 2. Project location in relation to mapped soil type.
From Iowa Cooperative Soil Survey digitization of Johnson County, base image is composite 2018 aerial photograph and 1 m lidar hillshade map (ISUGISRF 2020).

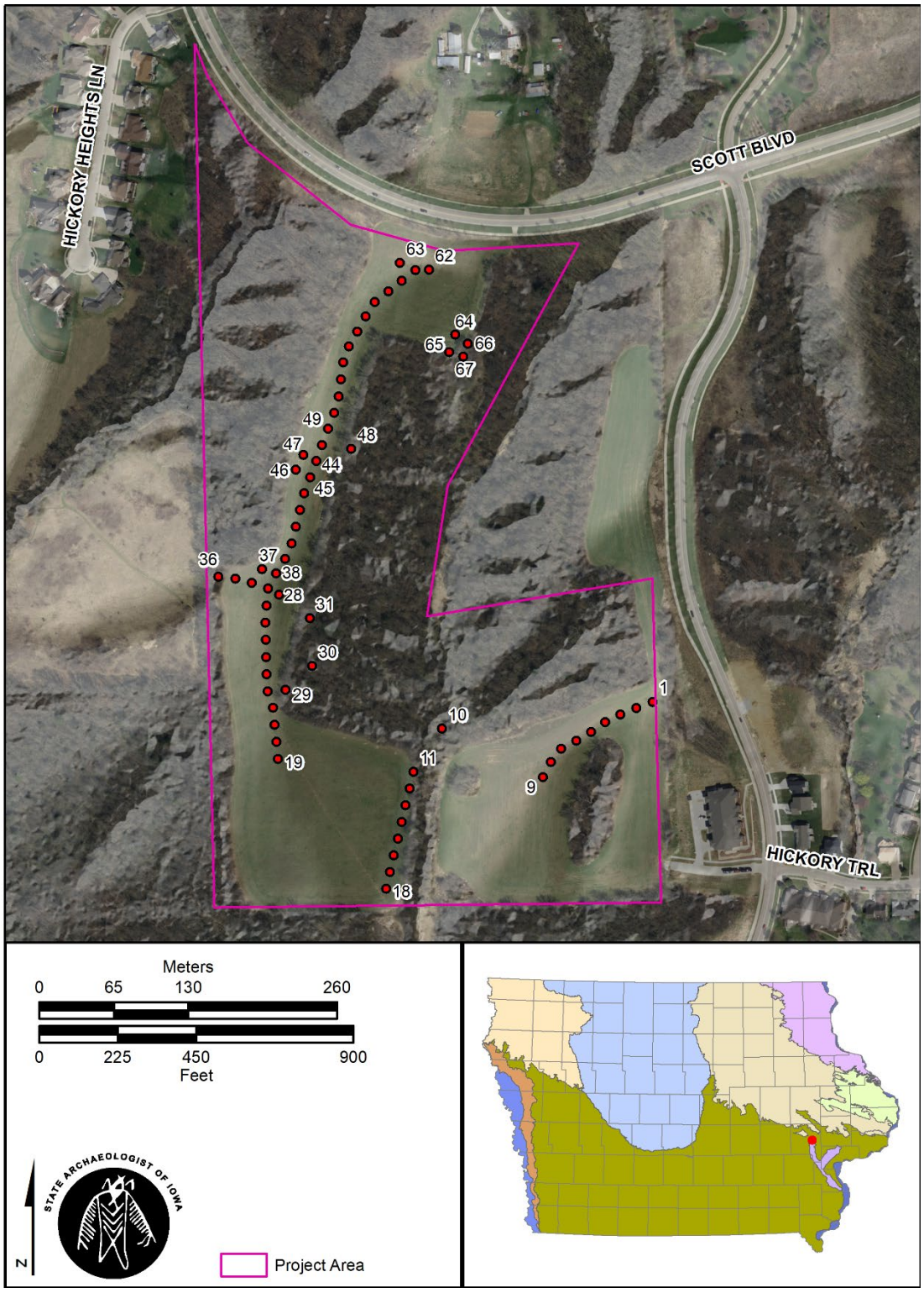

Figure 3. Detail map of project area showing subsurface test locations.
Base image is composite 2018 aerial photograph and 1 m lidar hillshade map (ISUGISRF 2020).

Figure 4. Project area photographs.
Upper: project area, facing north near southern portion of project area. Lower: project area, facing east near southern portion of project area.

Figure 5. Project area photographs.
Upper: project area, facing south near northern portion of project area. Lower: project area, facing east at northern extreme of project area.

Appendix I: National Archeological Data Base – Reports Citation Form

Complete items 3 and 5-14. The State Historic Preservation Office will record information for items 1 through 4.

1. DOCUMENT NO. _____

2. SOURCE _____ AND SHPO – ID _____

3. FILED AT
Office of the State Archaeologist
700 CLSB
University of Iowa
Iowa City, IA 52242

4. UTM COORDINATES

Zone _____ Easting _____ Northing _____
Zone _____ Easting _____ Northing _____
Zone _____ Easting _____ Northing _____
Zone _____ Easting _____ Northing _____
Zone _____ Easting _____ Northing _____
Zone _____ Easting _____ Northing _____

Continuation, see 14.

5. AUTHORS Warren Davis

6. YEAR 2020 (year published)

7. TITLE Phase I Intensive Archaeological Investigation of the Proposed Scott Boulevard Subdivision Project, Iowa City, Johnson County, Iowa

7. PUBLICATION TYPE (circle one)
4. Report Series

9. INFORMATION ABOUT PUBLISHER/PUBLICATION
Follow the American Antiquity style guide for the type of publication circled.

Technical Report 1622 Office of the State Archaeologist, The University of Iowa, Iowa City.

10. STATE/COUNTY (Referenced by report. Enter as many states, counties, or towns, as necessary. Enter all, if appropriate. Only enter Town if the resources considered are within the town boundaries.)

STATE 1 Iowa COUNTY Johnson TOWN T79N-R6W

11. WORKTYPE [32] PHASE I

12. KEYWORDS and KEYWORD CATEGORIES

Enter as many keywords (with the appropriate keyword category number) as you think will help a person (1) who is trying to understand what the report contains or (2) who is searching the database for specific information. Whenever appropriate, record the number of acres studied in a document.

[6] Project Area: 59.9 acres [ ]
[ ] [ ]

13. FEDERAL AGENCY

14. CONTINUATION/COMMENTS (include item no.)

FORM COMPLETED BY

Name Warren Davis Date December 16, 2020

Address Office of the State Archaeologist
700 CLSB
University of Iowa

City Iowa City State IA

Zip 52242

Telephone Number 318-384-0937

From: Parker, Adam G
To: Anne Russett; Raymond Heitner
Subject: Proposed Residential Development Adjacent to Hickory Hill Park
Date: Sunday, January 31, 2021 8:01:12 PM

Hello Anne/Raymond,

I would like to voice my opinion, that I oppose the planned rezone area next to hickory hill park. Please forward my concerns to the planning and zoning commission, as they review the rezoning to put a through street in the are directly adjacent to Hickory Hill Park.

I understand the land adjacent to Hickory Hill Park is private land, but know the land was discussed in the NE district plan https://www.iowa-city.org/.../0/doc/1473770/Electronic.aspx should preserve and buffer public lands and Hickory Hill Park. I believe the proposed development images do not accurately buffer the park and would be short sighted to land which the general public finds great utility. This would significantly impede on natural landscape and would permanently alter the watershed, prairies, and sight lines of the park.

Hickory Hill Park is a treasure to this community, especially during the past year due to COVID. It often is the only "safe" respite which one can truly escape the crowd and be one in nature. I do not believe this land adjacent would be best utilized as single family plots. This would further income inequality by providing lots only the upper middle class can afford and will decrease utilization in the park as the urban sprawl approaches. I would encourage the city parks department to consider opportunities to include biking, skiing, or more trails if the land adjacent is for sale. This would be a bigger destination for the community long term utilized by more community members.

If there is a better way to have my voice heard, please let me know. I look forward to participating in the planning and zoning meeting when this project is brought up.

Best,

Adam Parker

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From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: new development next to Hickory Hill Park
Date:	Monday, January 4, 2021 1:15:35 PM
Attachments:	image002.png image003.png image004.png image005.png image006.png

---

FYI

From: Anne Russett
Sent: Monday, January 4, 2021 1:15 PM
To: 'Teresa Galluzzo' <tegallu@gmail.com>
Subject: RE: new development next to Hickory Hill Park

Hi, Teresa –

Thanks for your message. I've received a few other emails regarding the proposed rezoning. City staff is still working with the applicant on the proposed concept and we have also requested some additional information regarding their rezoning application.

At this point, I don't know when this will be before the Planning and Zoning Commission. You can sign-up for e-subscriptions to keep informed of the items of upcoming Commission meetings: https://www.icgov.org/e-subscriptions

Thanks. And let me know if you have any questions.

Anne

CITY OF IOWA CITY
UNESCO CITY OF LITERATURE
WWW.ICGOV.ORG

Anne Russett, AICP
Senior Planner
She/Her/Hers
p: 319-356-5251
410 E Washington St
Iowa City, IA 52240

From: Teresa Galluzzo <tegallu@gmail.com>
Sent: Monday, January 4, 2021 12:56 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: new development next to Hickory Hill Park

Hi Anne,
I am writing because I am concerned about the plans for the houses being built next to Hickory Hill Park. This park is a refuge for so many people. A place to find peace, solve life problems, listen to birds, and feel like you are in the wild even in the middle of Iowa City.

It is unlike any other park in the area. I am sad to know the hay fields on the Northeast side of the park will be developed at all, but I am particularly worried that houses are being proposed right next to the park boundary. (On the version of the plans I saw, it is lots 14 to 28 in particular that seem intrusive to HHP.) I would like to see a buffer between HHP and the houses to help preserve some of the feeling of being able to get lost in the park and in your own thoughts, so after a trip to Hickory Hill folks can return to their work and family with more energy and clearer thinking. Thanks for considering my concerns. Sincerely, Teresa Galluzzo Iowa City resident and longtime HHP visitor

From: Anne Russett
To: Raymond Heitner
Subject: FW: Zoning near Hickory Hill Park
Date: Tuesday, January 19, 2021 8:43:34 AM

Can you please follow-up with Adam?

From: Parker, Adam G <adam-parker@uiowa.edu>
Sent: Monday, January 18, 2021 8:36 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Zoning near Hickory Hill Park

Hello Anne,

I am looking to inquire about the rezoning of land North East of Hickory Hill Park? Is there a place I can go to access information about what the proposed rezoning of the area is going to be?

Appreciate any insight and guidance.

Best,

Adam Parker

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From:	Parker, Adam G
To:	Raymond Heitner
Cc:	Anne Russett
Subject:	Re: [External] Zoning near Hickory Hill Park
Date:	Tuesday, January 19, 2021 9:19:47 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

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Great, thank you for following up. I am fairly new to planning and zoning, but it appears there will be a meeting this Thursday (third Thursday of the month) Where would I find the agenda or "staff report" for this Thursday's meeting? Or is that accessible prior to the meeting to know what will be discussed. Apologize for the inconvenience of walking me through a website. (I hate doing it for clients I serve, but I genuinely do not see it, just the meeting on Jan 21 discussion) Also, assuming a zoom link will be added to the web to attend Thursday?

Additionally, is the board considering the Iowa City district plan with the development? I understand the land looking to be developed is private land, but hope the considerations of the community will be taken into account by following the Iowa City district plan which had significant community input.

Lastly, when and for how long will the community be able to know and provide feedback for the new development? I guess I am more curious, as to what will be developed there if the community has a voice with how it is developed?

Thanks,

Adam

From: Raymond Heitner <Raymond-Heitner@iowa-city.org>
Date: Tuesday, January 19, 2021 at 9:00 AM
To: "Parker, Adam G" <adam-parker@uiowa.edu>
Cc: Anne Russett <Anne-Russett@iowa-city.org>
Subject: [External] Zoning near Hickory Hill Park

Good Morning Adam,

Anne forwarded me your question about the rezoning northeast of Hickory Hill Park.

We are currently working with the applicant on a few details pertaining to their concept plan for this rezoning application. We do not have a date for when the rezoning application will be presented to the City's Planning and Zoning Commission.

You can check the following website for information on when the application will be heard by the Planning and Zoning Commission. https://www.icgov.org/city-government/boards/planning-and-

zoning-commission

The link above will also provide the City's staff report and meeting packet by 5:00PM on the Friday prior to each meeting (P&Z meetings occur the first and third Thursday of each month). The meeting packet will provide information on how to participate in the Commission's zoom meeting.

If you have any questions or comments that you would like sent to the Commission for consideration, please feel free to email me, and I will forward your comments onto the Commission.

Ray Heitner
Associate Planner
(he/him/his)
319.356.5238
raymond-heitner@iowa-city.org
410 E Washington St, Iowa City, IA 52240
City of IOWA CITY
A UNESCO CITY OF LITERATURE
WWW.ICGOV.ORG

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From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: ACT development
Date:	Monday, January 25, 2021 5:01:50 PM
Attachments:	Notice.docx

Ray – Please see the email below. I've created the attached for him. What do you think?

From: Casey James Kohrt <cjkohrt@gmail.com>
Sent: Monday, January 25, 2021 3:59 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Re: ACT development

That would be great.

On Mon, Jan 25, 2021 at 3:36 PM Anne Russett <Anne-Russett@iowa-city.org> wrote:

> Hi, Casey –
>
> At the moment, I don't have any extra rezoning signs to put out there. We've had several that were damaged and destroyed this winter. One idea is to put some notices in the kiosks as trail heads. If that's something you'd like to do I could put together a PDF with some general information that you could print to put in a kiosk.
>
> Thanks, Anne
>
> ---
>
> **From:** Casey James Kohrt <cjkohrt@gmail.com>
> **Sent:** Monday, January 25, 2021 2:33 PM
> **To:** Anne Russett <Anne-Russett@iowa-city.org>
> **Subject:** Re: ACT development
>
>
>
>
> Hi Anne,
>
> It is the Friends of Hickory Hill Park's request for two additional signs to be placed in the park to make the general public aware of the application for rezoning of the property.
>
> We feel the current single sign does not inform the general public of the full scope of the land potentially being developed. Therefore, would it be possible for additional signage to be placed inside the park to notify the public?
>
> We would be happy to pick up the signage at a City office and have it placed in the park by a member of Friends of Hickory Hill Park Board.
>
> Best,
>
> Casey

Chair, FHHP

On Thu, Jan 21, 2021 at 2:52 PM Anne Russett <Anne-Russett@iowa-city.org> wrote:

> Hi, Casey –
>
> We have a received a rezoning application for this land. At this point, I don't know when it will be on a Planning and Zoning Commission agenda. You can sign up for e-subscriptions, though, so you can keep track of when Commission agendas are published: https://www.icgov.org/e-subscriptions
>
> Let me know if you have any other questions.
>
> Thanks, Anne

From: Casey James Kohrt <cjkohrt@gmail.com>
Sent: Thursday, January 21, 2021 10:03 AM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: ACT development

Hi Anne,

Has anything been filed with the City yet on the ACT-owned land by developer Joe Clark? Do you have an estimate of when that might happen?

Casey Kohrt

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From:	Parker, Adam G
To:	Raymond Heitner
Subject:	Re: [External] RE: Proposed Residential Development Adjacent to Hickory Hill Park
Date:	Monday, February 1, 2021 10:26:08 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

---

Hello Ray,

I appreciate you forwarding my concerns to the P&Z commission/City Council.

Best,

Adam

From: Raymond Heitner <Raymond-Heitner@iowa-city.org>
Date: Monday, February 1, 2021 at 10:21 AM
To: "Parker, Adam G" <adam-parker@uiowa.edu>, Anne Russett <Anne-Russett@iowa-city.org>
Subject: [External] RE: Proposed Residential Development Adjacent to Hickory Hill Park

Good Morning Adam,

Thank you for your comments on the proposed residential development adjacent to Hickory Hill Park. Your comments will be forwarded on to the Planning and Zoning Commission for consideration.

The rezoning will have public hearings by both the Planning and Zoning Commission and City Council, with opportunities for direct public comment at both stages. We do not have a date set for the application to appear before the Planning and Zoning Commission.

If you want to keep track of Planning and Zoning Commission agendas, I would recommend you sign up to receive an email notice whenever a Commission packet is published: https://www.icgov.org/e-subscriptions. Meetings are held the first and third Thursday of each month.

You can also email any correspondence you may have for the Planning and Zoning Commission to my email address raymond-heitner@iowa-city.org.

Thank you,

Ray Heitner
Associate Planner
(he/him/his)
319.356.5238
raymond-heitner@iowa-city.org
410 E Washington St, Iowa City, IA 52240
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From: Parker, Adam G <adam-parker@uiowa.edu>
Sent: Sunday, January 31, 2021 8:01 PM
To: Anne Russett <Anne-Russett@iowa-city.org>; Raymond Heitner <Raymond-Heitner@iowa-city.org>
Subject: Proposed Residential Development Adjacent to Hickory Hill Park

Hello Anne/Raymond,

I would like to voice my opinion, that I oppose the planned rezone area next to hickory hill park. Please forward my concerns to the planning and zoning commission, as they review the rezoning to put a through street in the are directly adjacent to Hickory Hill Park.

I understand the land adjacent to Hickory Hill Park is private land, but know the land was discussed in the NE district plan https://www.iowa-city.org/.../0/doc/1473770/Electronic.aspx should preserve and buffer public lands and Hickory Hill Park. I believe the proposed development images do not accurately buffer the park and would be short sighted to land which the general public finds great utility. This would significantly impede on natural landscape and would permanently alter the watershed, prairies, and sight lines of the park.

Hickory Hill Park is a treasure to this community, especially during the past year due to COVID. It often is the only “safe” respite which one can truly escape the crowd and be one in nature. I do not believe this land adjacent would be best utilized as single family plots. This would further income inequality by providing lots only the upper middle class can afford and will decrease utilization in the park as the urban sprawl approaches. I would encourage the city parks department to consider opportunities to include biking, skiing, or more trails if the land adjacent is for sale. This would be a bigger destination for the community long term utilized by more community members.

If there is a better way to have my voice heard, please let me know. I look forward to participating in the planning and zoning meeting when this project is brought up.

Best,

Adam Parker

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From:	Mary Winder
To:	Anne Russett; Raymond Heitner
Subject:	views regarding development near Hickory Hill Park
Date:	Tuesday, February 2, 2021 1:36:35 PM

Feb. 2, 2021

Dear Anne Russett and Ray Heitner:

I am writing to you about the housing development being proposed for land along the northeast border of Hickory Hill Park.

To give you a bit of background, I grew up in Iowa City and spent many, many happy times in Hickory Hill Park through the years. I like that park so much, in fact, that I held my wedding there! I have moved away from Iowa City, but every single time I return for a visit, taking a walk at Hickory Hill Park is always at the top of my list of things to do.

I have often marveled at the forethought of the people who preserved this wild patch of woods, fields, hills, and creeks for the benefit of the community and the wildlife. It is a unique and very precious treasure in the Iowa City community.

I understand that land around the park will be developed, but I am very concerned when I read that the proposed design that the developer is presenting for the housing development area along the northeast border of the park does not follow the guidelines in the Comprehensive Plan that has been established by the City. This is extremely unwise, and it is wrong, as the guidelines were put in place for good reason. It is vital that they be followed.

I am writing to ask you to please require that the development plan be revised so that it does follow the appropriate guidelines in the Comprehensive Plan, allowing Hickory Hill Park to retain its "natural and wild" character as opposed to being hemmed in closely by a poorly planned residential development that does not follow the City's own guidelines.

Now is the time to require revision of the development plan. Once the land has been rezoned and the development is in place, it will be too late to say to yourself, "Gosh, I wish we had done this differently." Jackie Joyner-Kersee said, "It's better to look ahead and prepare, than to look back and regret."

Please feel free to contact me if you have any questions or need clarification. Thank you for taking time to read my views on this important matter.

Sincerely,

Mary Winder
785-985-2519

From: Stella Hart
To: anne-russet@iowa-city.org; Raymond Heitner
Subject: Hickory Hill Park
Date: Monday, February 8, 2021 5:51:29 PM

Hello!

I'm writing to express my strong opposition to any rezoning or development of Hickory Hill Park. It really is a very special place in our community, and losing any part of it would be devastating.

Thank you for your consideration and all you do for the city.
Stella Hart

1331 Dodge Street Ct
Iowa City, IA 52245
This email is from an external source.

From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: Proposed land development
Date:	Tuesday, February 9, 2021 8:51:04 AM

Can you please follow-up with this person if you haven't, yet.

From: Jorgensen, Shea M <shea-jorgensen@uiowa.edu>
Sent: Saturday, February 6, 2021 1:34 PM
To: Anne Russett <Anne-Russett@iowa-city.org>; ray-heitner@iowa-city.org
Subject: Proposed land development

Dear Ms. Russett and Mr. Heitner,

My family lives in Iowa City and we frequent Hickory Hills, as well as other natural areas in town, at least weekly with our 2-year-old. One of our favorite aspects of Iowa City is the nature built into the city, especially places we can easily walk to, like Hickory Hills.

I am very concerned about the encroachment of the residential development proposal adjacent to Hickory Hills. I don't believe the developer's proposed design is an adequate buffer and it would be a shame to lose another of the few natural places remaining in the city. I hope that we can protect what is left of our wild areas for future generations. Once they are developed, they will never be reclaimed. On behalf of my 2-year-old and all the kids who benefit from natural places in the city, thank you for your consideration.

Sincerely,

Shea Jorgensen, MD

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From:	Kristen Morrow
To:	Raymond Heitner; Anne Russett
Subject:	Hickory Hill Land Development
Date:	Tuesday, February 9, 2021 7:09:01 PM

Hello Mr. Heitner and Ms. Russett,

I am writing to express my opposition to the proposed rezoning and housing development on the land directly abutting Hickory Hill. I am very concerned with the lack of buffer between this development and the park, and I feel that this development would bring irreparable harm to the sense of wildness one can feel while hiking Hickory Hill's more remote trails. Like many residents in my generation, I yearn for more wild places, more trails, more public lands and parks. This sentiment seems to be growing, especially in light of the pandemic, as more and more people are finding refuge in the natural world. While I greatly value the Iowa City parks that are available to me, it's hard not to feel the tug of cities that have placed greater value on keeping wild corridors. For the sake of Iowa City's residents, wildlife, and reputation, I think it would be a great mistake if this development were allowed to carve out some of the remaining wild spaces we have.

Thank you for your time,

Kristen Morrow

"There can be no purpose more enspiriting than to begin the age of restoration, reweaving the wondrous diversity of life that still surrounds us." - E. O. Wilson.

From: Lutgendorf, Philip A
To: Raymond Heitner; Anne Russett
Cc: friends.hh.park@gmail.com; Lutgendorf, Susan K
Subject: Rezoning the field adjacent to Hickory Hill Park
Date: Tuesday, February 9, 2021 8:28:07 PM

Dear Ms. Russett and Mr. Heitner,

As a nearby resident and frequent walker in Hickory Hill Park, I am deeply troubled by the current rezoning request that would allow a developer to put *fifty-four houses* and a street into the fairly narrow field adjoining the park on its northeast side. I knew something like this was coming when I repeatedly saw an "Axiom" truck in the field just south of the new Oaknoll East facility during the summer, with people taking measurements, but I did not guess the extent of the development they want to build. In my experience over nearly four decades, the City has given up several opportunities to preserve, through the acquisition of former farms, a larger belt of greenspace that would enhance the quality of life for residents and prevent our area becoming part of continuous semi-urban sprawl, especially to the east and north.

Approving the present request—the density of which I understand to violate the City's own Northeast District Plan and its mandate for "conservation residential design," as well as its Comprehensive Plan—would be yet another failure of vision, and loss of an opportunity to enhance Iowa City's livability and recreational opportunities for present and future residents.

If there is more that I can do (in our present situation of limited social interaction) to register my concern over and opposition to this proposed rezoning, please let me know.

Thanking you,

Philip Lutgendorf
2 Glendale Court
Iowa City (52245)
319 541-5145

From: Shelly Carpenter
To: Raymond Heitner
Subject: REZ20-0016 Hickory Trail Estates
Date: Wednesday, February 10, 2021 1:41:46 PM

Dear Mr. Heitner

In response to the notice we received regarding the proposal to rezone the area around Scott Blvd. and 1st Ave. on the east side of Iowa City we would like to express our concern about how the planned rezoning would affect Hickory Hill park and surrounding areas. We oppose any rezoning that would have construction butting up against city preserve and park land. Also we would request that any development approaching the park be done with single-loaded streets to allow for a natural buffer between park grounds and housing developments.

Thank you.

Shelly & Marty Carpenter
1035 Tamarack Trail

--
Shelly Carpenter, M.S.
Certified Wellness Coach and Yoga Instructor
www.wellfinity.com
319.330.8382

From: Erin Durian
To: Raymond Heitner
Subject: Rezoning Message
Date: Wednesday, February 10, 2021 5:43:45 PM

Mr. Heitner,

I am writing to you about the proposed development in the area behind Hickory Hill Park. I believe that this space is vital for the neighborhood community and should not be further developed. Please share these comments with the Commission.

Over the years, this space has been important to me personally but I have also been observing its importance to others. One of the reasons I love living in this neighborhood is the proximity to nature and in the summer and spring and fall, my preferred walk when I'm feeling stressed, overwhelmed, or sad is through Hickory Hill to the Big Field that opens up. This space always feels magical because of its isolation and its expansive presence close to a busy street. On the days I come up, I'll sit at the top of the hill- sometimes for an hour or two- and appreciate the sound of the birds and the quiet, of being surrounded by trees. I'll observe the plants that grow and the animals that sneak by. I've seen deer, owls, a fox come into the clearing and walk along known pathways so I know they also appreciate the quiet and the trees. I'll see families taking a walk together with their dog leaping beside them (the dog is always particularly stupefied by the amount of open space to run). I'll wave hello and listen to their soft footsteps in the grass allowing my mind to relax, observe, and appreciate what we have around us.

This space is a sanctuary for the residents of this neighborhood and their families as well as for the wildlife that travels between the park and other wooded areas. I believe the value of this place is greater as it is, than it would be with another street of houses. Please reconsider developing this area as it holds a special place in my heart.

Thank you,

Erin Durian

51 Hickory Pl

From:	Jason Napoli
To:	Raymond Heitner
Subject:	Re: Rezoning Near 1st Avenue and Scott Boulevard
Date:	Tuesday, February 9, 2021 5:25:47 PM
Attachments:	image004.png image005.png image001.png image002.png image003.png

---

Hi Ray-

Thank you for the follow-up regarding this matter. Would you be able to help interpret this new plat proposal? It appears that lot 45 now contains ten separate homes. Is there a reason and/or strategy for that?

Furthermore, it appears the numbering of the lots has changed since the original proposal, which is concerning since my initial message to Anne identified lots 14-28 as not following the concept of a single-loaded street development. The lots that are now of concern are 26-44. If other residents previously expressed concern about specific lots can we be sure the numbering change will be taken into consideration by the Commission?

Thank you again for reconnecting. As previously mentioned, it is concerning how far this proposal is from the established NE District Plan for the Bluffwood area and I hope the Planning & Zoning Commission will follow the established guidelines when developing against city preserve.

All the best,
Jason

On Monday, February 8, 2021, 02:39:51 PM CST, Raymond Heitner <raymond-heitner@iowa-city.org> wrote:

All,

Please see the attached neighbor notification letter for the rezoning application near the intersection of 1st Avenue and Scott Boulevard. The attached letter contains information pertaining to the currently scheduled meeting date and time that the rezoning will be discussed by the Planning and Zoning Commission. The letter also contains information on how to access and participate in the meeting.

Please feel free to email me any additional comments that you might like the Commission to consider in its evaluation of this application.

Thank you,

Ray Heitner

Anne Russett

From: Casey James Kohrt <cjkohrt@gmail.com>
Sent: Wednesday, February 10, 2021 6:53 PM
To: Anne Russett; Raymond Heitner
Cc: fhhp-board@googlegroups.com
Subject: Friends of Hickory Hill Park Response to Proposed Rezoning

Anne and Ray,

Please include this letter among items being provided to P&Z commission. I hope all responses to this proposal are being provided to the commission, are they?

Friends of Hickory Hill Park is opposed to the planned rezoning of the land South of Scott Boulevard and West of 1st avenue.

This current proposed plat for "Hickory Trail Estates" is in opposition to the NE District Plan and the Comprehensive Plan. It has been opined that these plans are dated, and should be ignored. If this is the case, we will ask City officials to re-open the NE District Plan and Comprehensive Plan before this goes through, as we feel this still reflects the view of most citizens in how City development takes place. Protecting the viewshed of the park was central to the plan.

The NE District Plan calls for (image from plan):

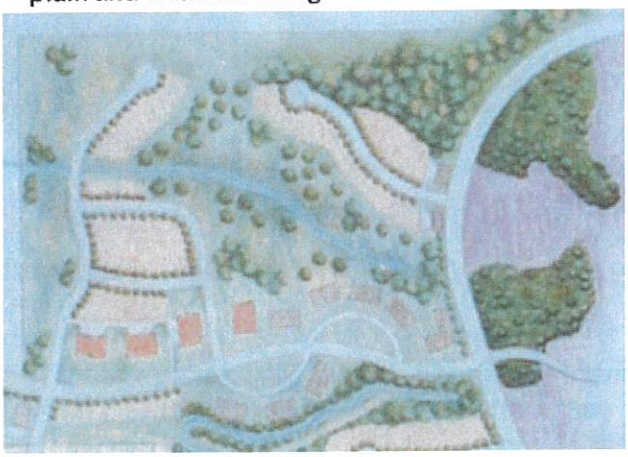
Preserve natural features. Conservation design of residential developments is a key feature of the future land use scenario for the Bluffwood Neighborhood. To preserve sensitive areas, cul-de-sac streets and single-loaded streets are proposed where appropriate. Open spaces are shown in areas containing wooded ravines and boggy, potential wetland areas; as a buffer along the east and north

edges of Hickory Hill Park where it abuts the Larson tract; and encompassing the 100 year floodplain along Ralston Creek and its tributaries. The pond on the Krall farm is featured as a focal point within a

allowed on First Avenue in the vicinity of the park. A conservation residential design is proposed on the property between First Avenue and Hickory Hill Park to provide a buffer between the residential development and the park.

Create and enhance neighborhood parks within the district.

Natural Open Space/Buffer Areas. In the Bluffwood Neighborhood, the plan calls for buffering green space to be provided between Hickory Hill Park and residential development on the south and west portions of the Larson tract. One goal of this buffer is to minimize the visibility of residential development from the park. This can be accomplished by shifting density on the Larson property away from the park and aligning it in slightly higher densities (townhouses and small apartment houses) along the adjacent arterial streets. A larger buffer area for the park on the Larson tract may be possible if the property owner consents to a greater transfer in density or there is private and/or public purchase of a portion of the property. No direct vehicular access to the park or through streets adjacent to the park are proposed. Instead, the residential development nearest the park is shown on cul-de-sac streets and pedestrian access to Hickory Hill Park is encouraged. Environmentally sensitive areas, such as floodplain and wetlands along Ralston Creek and wooded ravines, are preserved as open space. Conserva-



The comprehensive plan calls for:
Comprehensive Plan
https://www8.iowa-city.org/WebLink/0/edoc/1932160/Section%2010%20Parks%20and%20Open%20Space%2012.2019.pdf

Parks and Open Space Goals and Strategies:
Improve overall access to and awareness of parks.
- **Discourage parks that are surrounded by private property; encourage development of parks with single-loaded street access**

It has been suggested by City Staff that more current code regarding cul-de-sacs would negate these plans. We disagree. There is language that addresses environmental concerns:

15-3-2: STREETS AND CIRCULATION:

A. Connectivity Of Streets, Sidewalks, And Trails: Subdivisions shall provide for continuation and extension of arterial, collector and local streets, sidewalks and trails in accordance with the following standards:

4. Use of cul-de-sacs and other roadways with a single point of access should be avoided. Cul-de-sacs will be considered where it can be clearly demonstrated that environmental constraints, existing development, access limitations along arterial streets, or other unusual features prevent the extension of the street to the property line or to interconnect with other streets within or abutting the subdivision.

We therefore feel that environmental constraints described, along with non-compliance with NE District Plan and Comprehensive Plan ideals, we firmly reject this proposal. If this rezoning is to be approved, we first ask the City P&Z Commission and City Council to re-open the plan concepts before any consideration is made, to

affirm how the citizens of Iowa City would like to see development happen. We are not anti-development, but ask that development be done in accordance with the NE District and Comprehensive Plans.

CaseyJames Kohrt,
for Friends of Hickory Hill Park.

From: Ben Berger
To: Raymond Heitner
Subject: RE: REZ20-0016 Hickory Trail Estates
Date: Thursday, February 11, 2021 9:28:29 AM

Hi Raymond,

I received your letter in the mail about the potential rezoning for Hickory Trail Estates. Thank you for reaching out and allowing the public to voice their opinions.

While I do not disagree with development in our community, I do want it to be done in areas that do not impact housing and the environment that is already present.

With the new proposed development, I am very concerned about the impact it will have on the environment and Hickory Hill Park. I very much enjoy walking through the park and admiring the natural haven that it provides for humans and nature. I fear that by placing a housing development right along the border of the park, we as a community will negatively affect the animals and their homes.

Another very real concern is the added traffic on N. 1st Ave. Traffic on this street is already very busy and more often than not far exceeding the posted speed limits. I have 3 young children, and I am always concerned about the traffic on this street. Adding the development will increase traffic volumes and I believe just lead to additional issues.

The way that the development road will be placed I believe will create an avenue of least resistance to Eastbound traffic on Scott. At night when the stop at N. 1st Ave and Scott becomes backed up, traffic will just shoot down the neighborhood and to the intersection at Hickory Trail and N. 1st Ave.

I have approached the city about traffic calming on N. 1st Ave before, but have not seen any attempts to control it. What is the city planning to do with the increased traffic and speeds? I hope they have a suggestion.

Finally, I purchased my house on N. 1st Ave because of the great views out the back of the lot (ravine) and across the street to the open field and trees. This development will negatively affect my view across the street and I will be forced to look at a large building development.

My suggestion is the city looks to rezone and develop elsewhere. Leave nature alone and do not impact an area that so many people of the community love and enjoy.

Thank you.

--
Ben Berger

From: karen.nichols
To: Anne Russett; Raymond Heitner
Subject: Development along Hickory Hill Park
Date: Thursday, February 11, 2021 11:26:33 AM

Dear Ms. Russett, Mr. Heitner, and members of the Iowa City Planning and Zoning Commission:

I am writing in opposition to the rezoning request for a residential housing development along the northeast border of Hickory Hill Park. I am not opposed to development near the park in general, but do object to the proposed development as currently presented. Based on images of the plan I have seen, it does not seem to adhere to the recommendations in the Northeast District Plan or the City's Comprehensive Plan.

The Northeast District Plan calls for a "conservation residential design" in the neighborhood that provides a buffer between the residential development and the park. The City's Comprehensive Plan, when discussing Parks and Open Space Goals and Strategies, discourages parks that are surrounded by private property and encourages development of parks with single loaded street access. The developer's proposed design does not seem to adhere to either of these plans.

Hickory Hill park is a jewel of Iowa City and one of the reasons our family stays here. Considerable community effort has gone into protecting and maintaining the park over many decades. Developers, planners, and other city leaders must respect the wishes of the community as expressed in the Northeast District Plan and the City's Comprehensive Plan, which set forth guidelines that residents expect to be followed in developing land near the park. Please require that the developer's plans be reworked to adhere to our city's expressed guidelines.

Thank you.

With warmest regards,

Karen Nichols
Communications Professional
1740 F Street
Iowa City, IA 52240
641.781.8506
karen.nichols@pm.me
she/her/hers

Sent with ProtonMail Secure Email.

From: Veronica Bolinger
To: Anne Russett; Raymond Heitner
Subject: Hickory Hill Park Proposed Rezoning Concerns
Date: Thursday, February 11, 2021 12:26:24 PM

To Whom it may Concern,

I am concerned about the rezoning request for new development near Hickory Hill Park, this proposal does not comply with the NE District plan, or the Comprehensive Plan and needs to be reworked. These plans were put in place to protect and minimize the impact to Hickory Hill Park and they should absolutely be followed and the diverging from these stated goals shows a lack of integrity to our citizens and community. I would appreciate it if you would forward my concerns onto the Planning and Zoning team.

A concerned citizen,
Veronica Bolinger

From:	Jesse Thomas
To:	Anne Russett
Cc:	Raymond Heitner
Subject:	Re: Proposed development of Hickory Hill Park
Date:	Thursday, February 11, 2021 12:50:23 PM
Attachments:	image002.png image003.png image004.png image005.png image006.png

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Thanks for the option Anne. I would prefer to retract my first statement and just make a broad comment based on what little I know of the project right now:

1. I'm in favor of Hickory hill park growing.
2. I'm against boxing in the park which could reduce its expansion options in the future
3. I would prefer we avoid more low-density development or road laying but if we cannot avoid it I would insist that we take every opportunity to build dedicated and separate bicycle infrastructure so we don't need to share the road with car users.

This is the first time in 20 years I've paid attention. I'll tune in closely so I can make more educated comments next time.

Thank you
Jesse

On Thu, Feb 11, 2021 at 12:22 PM Anne Russett <Anne-Russett@iowa-city.org> wrote:

> Hi, Jesse – Would you like me to share this correspondence with the Commission? If you'd like to revise your statement for me to share with the Commission you could do that, as well.
>
> Thanks, Anne
>
> ---
>
> **From:** Jesse Thomas <jessemacfarlane@gmail.com>
> **Sent:** Thursday, February 11, 2021 12:14 PM
> **To:** Anne Russett <Anne-Russett@iowa-city.org>
> **Subject:** Re: Proposed development of Hickory Hill Park
>
>
>
>
> Thanks for the clarification Anne I was confused about the facts there.

I'm reassured to hear you would grow the park... let's do it!

Jesse

On Thu, Feb 11, 2021 at 10:44 AM Anne Russett <Anne-Russett@iowa-city.org> wrote:

> Hi, Jesse –
>
> Thank you for your email. We will forward it to the Planning and Zoning Commission for their consideration.
>
> I wanted to clarify that the proposal does not turn over any of the existing parkland to development. I would increase the size of the park by 10 acres. That said, the development is adjacent to the park.
>
> Let us know if you have any questions.
>
> Thanks, Anne

CITY OF IOWA CITY
UNESCO CITY OF LITERATURE

WWW.ICGOV.ORG

Anne Russett, AICP

Senior Planner

She/Her/Hers

p: 319-356-5251

410 E Washington St

Iowa City, IA 52240

From: Jesse Thomas <jessemacfarlane@gmail.com>
Sent: Thursday, February 11, 2021 9:59 AM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Proposed development of Hickory Hill Park

Hello Anne,

Would you please forward this to the Planning and Zoning Commission?

I am the owner of 625 S Governor St and I think that turning over any part of Hickory Hill Park to development would be a huge mistake.

It goes without saying that HHP is a beloved benefit for the entire community in any year but to think of encroaching on the park after living through Covid is shocking and hurtful to put it mildly.

There are so many areas in our city already bulldozed, paved, and vacant that can accept such a development. In order to lead the state in equity and human happiness, we need to increase the density of what we have already developed, decrease our automobile dependence, and increase the leisure spaces and our access to them with bicycle highways and free bussing.

I use every acre of Hickory Hill park every month of the year and I would be extremely sad to see more wasteful sprawl continue to make a mockery of our "Athens of the Midwest" reputation.

Jesse Thomas

Resident

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From: Hillary Schofield
To: anne-russet@iowa-city.org; Raymond Heitner
Subject: Proposed Residential Development Adjacent to Hickory Hill Park
Date: Thursday, February 11, 2021 1:00:44 PM

Dear Anne and Ray,

I am writing to express my disapproval of the proposed development adjacent to Hickory Hill Park. I explore and walk the trails of HHP frequently. It is a precious source of renewal in Iowa City, without having to travel very far. It is so important to have this kind of refuge in town, and not only for humans, but for all the other creatures that are trying to persist and thrive despite the ever-encroaching spread of human settlement. A development so close and so elaborate would undoubtedly have a negative domino effect on the ecosystem of the Park. My strong feelings aside, this plan does not comply with the Northeast District Plan, nor the Comprehensive Plan; these need to be followed in order to minimize the damage to this dearly valued part of Iowa City.

I ask that you please pass along these comments to the Planning and Zoning Commission.

Many thanks for your time,
Hillary

From:	Anne Russett
To:	"nancy footner"
Cc:	Raymond Heitner
Subject:	RE: Hickory Hill Park proposed development
Date:	Thursday, February 11, 2021 1:04:33 PM

Thanks, Nancy. We will pass this along to the Commission.

Anne

From: nancy footner <nfootner@gmail.com>
Sent: Thursday, February 11, 2021 12:47 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Hickory Hill Park proposed development

Dear Ms Russett,
I am writing to protest the proposed development on the NE side of Hickory Hill Park.
This plan completely violates both terms laid out in the Iowa City Comprehensive Plan and the NE District plan.
Please forward this email to all the members of the Planning and Zoning committee and the City Council.
The proposal must be rejected. Hickory Hill Park is a precious natural area and must be protected from any further encroachment by development.

Nancy Footner
Iowa City Citizen
2008 Dunlap Ct, Iowa City, IA 52245
319 3382674

From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: Hickory Hill Development
Date:	Thursday, February 11, 2021 2:24:32 PM

Please include with Commission correspondence.

From: Susannah Neal <susannahgkneal@gmail.com>
Sent: Thursday, February 11, 2021 2:04 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Hickory Hill Development

Dear Ms Russett

As a citizen of Iowa City I am writing to object to the proposed development that borders Hickory Hill Park. This proposed development does not comply with the NE Plan nor does it comply to the Comprehensive Plans. Those plans were put in place to protect HHP and by breaching these plans this development is in violation of those plans. Please immediately reverse the course of this egregious development plan.

Respectfully,

Susannah Neal
1133 Chamberlain Drive
Iowa City, IA 52240

From: Heather McKnight
To: Anne Russett; Raymond Heitner
Subject: Hickory Hill
Date: Thursday, February 11, 2021 3:56:07 PM

Anne and Raymond,

I am writing to you to express my dismay at the proposed rezoning of land adjacent to Hickory Hill Park. Hickory Hill is an oasis within the city. A sprawling park where I and my kids wander aimlessly and discover new delights. We have seen foxes, deer and numerous other wildlife. It is a special retreat and I fear a rezoning would be very disruptive to the rugged and wild landscape and wildlife. This proposal does not comply with the NE District plan, nor the Comprehensive Plan and I strongly encourage the proposal not be accepted. Please share my feedback with planning and zoning.

Thank you,
Heather

Sent from my iPhone
This email is from an external source.

From: Messingham, Kelly
To: Anne Russett; Raymond Heitner
Subject: Hickory Trail rezoning project by Axiom consultants
Date: Thursday, February 11, 2021 4:19:03 PM

To: Iowa City Planning and Rezoning Commission and City Council
c/o Anne Russett and Raymond-Heitner

We are writing to convey our objection to the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Blvd and N 1st Ave by Axiom Consultants for completion of a Hickory Trail extension. The proposed development, with up to 50 single family lots and a senior living facility with 120 units, does not comply with the NE District plan and the Comprehensive plan set forth by the City. The original plan specified development of a short cul-de-sac-no longer than 900 feet. These original plans were put into place to minimize the impact of development on HHP, and should be followed. HHP is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas on a daily basis.
Additionally, we live immediately adjacent to the site to be developed and this extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both HHP and the traffic on Scott Blvd.

Please do not hesitate to reach out with any questions. Thank you.

Kelly Messingham
Michael Messingham
64 Hickory Heights Lane
Iowa City, IA 52245
Ph. 319.594.6611
kelly-messingham@uiowa.edu
michaelmessingham@gmail.com

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From:	Emily Schacht
To:	Anne Russett; Raymond Heitner
Date:	Thursday, February 11, 2021 4:31:59 PM

To: Iowa City Planning and Rezoning Commission and City Council

I'd like to express my objection to the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Blvd and N 1st Ave by Axiom Consultants for completion of a Hickory Trail extension. The proposed development, with up to 50 single family lots and a senior living facility with 120 units does not comply with the NE District plan and the Comprehensive plan set forth by the City.
These original plans were put into place to minimize the impact of development on Hickory Hill Park, and should be followed. Hickory HIll Park is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas on a daily basis.

I am not opposed to development in general, and believe development is necessary for our town to continue to retain its current residents and attract new ones. However, development needs to be done thoughtfully, which is what the NE District plan and Comprehensive City plan accomplish. These plans should be followed.

Please forward my comment to the Planning and Rezoning Commission and City Council.

Sincerely,
Emily Campbell
328 N 7th Ave, Iowa City, IA

From: kristen Nelson-Boutros
To: Anne Russett; Raymond Heitner
Subject: Proposed Rezoning and Development
Date: Thursday, February 11, 2021 4:45:17 PM

Anne-Russett@iowa-city.org and Raymond-heitner@iowa-city.org
To: Iowa City Planning and Rezoning Commission and City Council

We are writing to convey our objection to the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Blvd and N 1st Ave by Axiom Consultants for completion of a Hickory Trail extension. The proposed development, with up to 50 single family lots and a senior living facility with 120 units, does not comply with the the NE District plan and the Comprehensive plan set forth by the City. The original plan specified development of a short cul-de-sac-no longer than 900 feet. These original plans were put into place to minimize the impact of development on Hickory Hills Park (HHP), and should be followed. HHP is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas on a daily basis.
Additionally, we live immediately adjacent to the site to be developed and this extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both HHP and the traffic on Scott Blvd.

Sincerely,

Kristen Nelson-Boutros
Rami Boutros

Get Outlook for iOS

From: Robin Kopelman
To: Anne Russett; Raymond Heitner
Subject: Hickory Hill Park area rezoning
Date: Thursday, February 11, 2021 4:59:11 PM

To: Iowa City Planning and Zoning Commission and City Council:

We are writing to convey our objection to the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Blvd and N 1st Ave by Axiom Consultants for completion of a Hickory Trail extension. The proposed development, with up to 50 single family lots and a senior living facility with 120 units, does not comply with the NE District plan and the Comprehensive plan set forth by the City. The original plan specified development of a short cul-de-sac-no longer than 900 feet. These original plans were put into place to minimize the impact of development on HHP, and should be followed. HHP is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas on a daily basis.

Additionally, we speak as a family who lives adjacent to Hickory Hill Park. We share concerns with other adjacent neighborhoods that the extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both HHP and the traffic on Scott Blvd. and 1st Ave..

Our six family members are daily users of the park, whether as recreational hikers, XC skiers, responsible dog walkers, sledders, and trail runners. I (Robin) also co-lead the Iowa City Trail Sisters, an all-women's trail running group who regularly runs in and loves this wild area deeply. For these reasons, we are concerned it will severely impact the wildlife habitat, negatively impact the quality of the park experience, and be detrimental to the already poor water quality of Ralston Creek.

Please forward our comments.

Sincerely,
Robin and Todd Kopelman
523 Woodridge Avenue
Iowa City

Sent from my iPhone
This email is from an external source.

From: Mark Renshaw
To: Anne Russett; Raymond Heitner; Bruce Teague
Subject: Rezoning
Date: Thursday, February 11, 2021 8:00:22 PM

To: Iowa City Planning and Rezoning Commission and City Council

I am writing to contest and oppose the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Boulevard and N 1st Avenue by Axiom Consultants for completion of a Hickory Trail extension.

The proposed rezoning and development, with up to 50 single family lots and a senior living facility with 120 units, does not comply with the the NE District Plan and the Comprehensive Plan set forth by the City of Iowa City. The original plans specified development of a short cul-de-sac-no longer than 900 feet, and were developed to minimize the impact of on Hickory Hills Park. If this space is to be developed, these original plans must be followed. Our Hickory Hills Park is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas.

Additionally, my property is immediately adjacent to the site to be developed and this extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both Hickory Hills Park and traffic on Scott Boulevard.

Sincerely,
Mark Renshaw
72 Hickory Heights Lane
Iowa City, Iowa
This email is from an external source.

From:	Bruce Teague
To:	Mark Renshaw; Anne Russett; Raymond Heitner
Subject:	Re: Rezoning
Date:	Thursday, February 11, 2021 8:22:31 PM
Attachments:	OutlookEmoji-1554175382453692d126f-b36d-4eda-babd-0f3060f207ce.png OutlookEmoji-1554175382453074ba4ce-9234-4274-9637-aa0aebc05576.png OutlookEmoji-15541753824534c39b404-ae1f-45ae-b633-343d56495d4a.png OutlookEmoji-1554175382453b45f3b08-f30a-4ebe-897f-9445fc8ace4f.png OutlookEmoji-1554175382453a0398783-e4e2-4f62-99a9-06452c02d067.png OutlookEmoji-1554175382453e323ed16-9e35-4f52-aa06-361cf68c4e59.png OutlookEmoji-1554175382453dde46e65-eb31-45e1-a249-f58094e1c0d6.png OutlookEmoji-1554175382453a419b920-12c8-4663-ab60-853ac4c91599.png OutlookEmoji-15541753824533aa0bf07-2022-4c92-a736-5452034d69fd.png OutlookEmoji-1554175382453fae27209-c22b-4b3d-bcc1-0361b217bcde.png OutlookEmoji-15541753824535b9a9ec7-b9a4-445a-b58a-7a5cecd0f68d.png

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Thanks for reaching out and sharing your concerns. I hear you!

This project will first be at our Planning and Zoning Commission and must pass there before it comes to council. I would encourage you to share your concerns with Commissioners through email, calls, and/or when this item is on their agenda.

Sincerely,

Mayor Bruce Teague
(He/Him/His)
Iowa City City Council Member - At Large
1-319-536-1200
410 E. Washington St. Iowa City, Iowa 52240
WWW.ICGOV.ORG

City of IOWA CITY
A UNESCO CITY OF LITERATURE

Notice: Please be advised this email communication may be public information.

From: Mark Renshaw <markrenshaw@me.com>
Sent: Thursday, February 11, 2021 8:00:00 PM
To: Anne Russett; Raymond Heitner; Bruce Teague
Subject: Rezoning

To: Iowa City Planning and Rezoning Commission and City Council

I am writing to contest and oppose the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Boulevard and N 1st Avenue by Axiom Consultants for completion of a Hickory Trail extension.

The proposed rezoning and development, with up to 50 single family lots and a senior living facility with 120 units, does not comply with the the NE District Plan and the Comprehensive Plan set forth by the City of Iowa City. The original plans specified development of a short cul-de-sac-no longer than 900 feet, and were developed to minimize the impact of on Hickory Hills Park. If this space is to be developed, these original plans must be followed. Our

Hickory Hills Park is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas.

Additionally, my property is immediately adjacent to the site to be developed and this extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both Hickory Hills Park and traffic on Scott Boulevard.

Sincerely,
Mark Renshaw
72 Hickory Heights Lane
Iowa City, Iowa
This email is from an external source.

From: Elizabeth Tracey
To: Anne Russett; Raymond Heitner
Subject: Re: Development by Axiom Consultants bordering Hickory Hill Park
Date: Friday, February 12, 2021 1:17:38 AM

We are writing to convey our objection to the proposed rezoning and development of the 48.75 acres on the SW corner of Scott Blvd and N 1st Ave by Axiom Consultants for completion of a Hickory Trail extension. The proposed development, with up to 50 single family lots and a senior living facility, does not comply with the NE District plan and the Comprehensive plan set forth by the city. The original plan specified development of a short cul-de-sac no longer than 900 feet. These original plans were put into place to minimize the impact of development on Hickory Hill Park (HHP), and should be followed. HHP is a unique urban park that should be protected. A larger buffer is necessary to diminish city noise within the park and elimination of the buffer zone to the proposed 35-48 feet (in some areas) will have a direct impact on wildlife that travel between the park and surrounding areas on a daily basis.
Additionally, we live immediately adjacent to the site to be developed and this extensive increase in housing density will dramatically increase noise and traffic in the area, with a negative impact on both Hickory Hill Park and the traffic on Scott Blvd.

Sincerely,
Elizabeth Tracey and Robert Beck
40 Hickory Heights Lane
Iowa City, Iowa 52245
This email is from an external source.

From: Julie Moffitt
To: Raymond Heitner
Subject: Rezoning adjacent to Hickory Hill Park
Date: Friday, February 12, 2021 7:50:17 AM

Dear Mr Heitner,

I am writing regarding rezoning of land adjacent to Hickory Hill park. I have lived in Iowa City since 1999 and have run and hiked 1000's of miles in that park. I took my dog for the last cross country ski of his life in that park, I took my young daughter for her first trail run in that park, and I have run many miles with cherished friends there as well. Every time I wander the trails there, it never ceases to amaze me at the natural beauty and wildlife I see. This park is a crowing jewel in Iowa City. Rezoning this land adjacent - and I know this section well - will effective remove a buffer from that side of the park and negatively impact habitat and the experience. If Central Park in NYC can exist as it does, surely Iowa City, IA can be as thoughtful and protective of its urban parks and natural habitat. I would request that you deny this request for rezoning. There is plenty of other land to develop.

Please share my comments at the rezoning meeting.

Sincerely,
Julia A. Moffitt, PhD
302 W Park Rd, Iowa City, IA 52246

From:	Kelly Teeselink
To:	Anne Russett; Raymond Heitner
Subject:	Comments on the proposed residential development adjacent to Hickory Hill Park
Date:	Friday, February 12, 2021 8:02:37 AM

Good morning,

This email is in regards to the proposed residential development adjacent to Hickory Hill Park. I was (and am) very heartbroken and frustrated to hear of this potential residential development that I believe would negatively impact the best park in Iowa City.

But to take the emotion out of it, one of the biggest issues I see is this proposal does not comply with the NE District plan, nor the Comprehensive Plan. This plan calls for a "conservation residential design" and myself and others do not believe the developer's proposed design follows the City's established comprehensive plan and needs to be reworked. Furthermore, the City's Comprehensive Plan, when discussing Parks and Open Space Goals and Strategies, "discourages parks that are surrounded by private property; encourage development of parks with single loaded street access." This residential development would be doing the opposite of the comprehensive plan.

On another note, I can't claim to know much about deer population and control but I am going on the assumption that the more deer habitat that is removed, the more deer will end up in residential areas. With the city spending lots of resources on deer population control, it's frustrating to see that there is a proposed plan that would destroy this animal friendly habitat.

And finally, I must admit I am no longer an Iowa City resident as of one month ago. I lived in Iowa City for 16 years and consider it my home. I moved to Flagstaff, Arizona because I wanted more access to nature and wild spaces. While IC and the surrounding area provides lovely trails and parks, I wanted to live in a place that actively conserved outdoor spaces and made them more abundant and accessible. This proposed plan near HHP reaffirmed my decision to leave Iowa City, which wasn't an easy one. I know I'm not the only who places significant weight on access to and conservation of outdoor spaces when deciding where to live.

Thank you for listening!

Kelly Teeselink

From: Carolyn L. Buckingham
To: Anne Russett; Raymond Heitner
Subject: Re: Proposed Development Adjacent to Hickory Hill Park
Date: Friday, February 12, 2021 8:41:58 AM

Dear Ms. Russett and Mr. Heitner,

I am writing on behalf of myself and my husband, Mike Biderman, to express our opposition to the proposed development along the easternmost border of Hickory Hill Park. The proposed development does not adhere to the recommendations listed in Iowa City's Northeast District Plan for the Bluffwood Area, or the City's Comprehensive Plan and does not provide for an adequate buffer between the residential development and the park. Moreover, Hickory Hill Park is such a unique and special place in our City and a new development built directly adjacent to the Park will severely impact wildlife habitat and be detrimental to the water quality of Ralston Creek.

Thank you for your time and consideration.

Sincerely,

Carolyn Buckingham & Mike Biderman
This email is from an external source.

From:	Jorgensen, Shea M
To:	Raymond Heitner
Cc:	Anne Russett
Subject:	Re: [External] RE: Proposed land development
Date:	Friday, February 12, 2021 11:20:40 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png

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Yes, if you could forward this to City Staff that would be much appreciated. I have since heard from the Friends of Hickory Hill group and would also like to add that this development proposal does not comply with the NE District plan, nor the Comprehensive Plan. Thank you for listening to the families and individuals of our city who care about our natural spaces.

Shea Jorgensen, MD

From: Raymond Heitner <Raymond-Heitner@iowa-city.org>
Sent: Tuesday, February 9, 2021 9:09 AM
To: Jorgensen, Shea M
Cc: Anne Russett
Subject: [External] RE: Proposed land development

Shea,

Thank you for your comments. Attached is a letter that we sent out to nearby residents last week. The letter contains information on how to access the upcoming Planning and Zoning Commission meeting where we intend to discuss the rezoning application for this property.

Please let me know if you would like City staff to forward any correspondence to the Planning and Zoning Commission.

Thank you,

Ray Heitner, AICP
Associate Planner
(he/him/his)
319.356.5238
raymond-heitner@iowa-city.org
410 E Washington St, Iowa City, IA 52240
City of IOWA CITY
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From: Jorgensen, Shea M <shea-jorgensen@uiowa.edu>
Sent: Saturday, February 6, 2021 1:34 PM
To: Anne Russett <Anne-Russett@iowa-city.org>; ray-heitner@iowa-city.org
Subject: Proposed land development

Dear Ms. Russett and Mr. Heitner,
My family lives in Iowa City and we frequent Hickory Hills, as well as other natural areas in town, at least weekly with our 2-year-old. One of our favorite aspects of Iowa City is the nature built into the city, especially places we can easily walk to, like Hickory Hills.

I am very concerned about the encroachment of the residential development proposal adjacent to Hickory Hills. I don't believe the developer's proposed design is an adequate buffer and it would be a shame to lose another of the few natural places remaining in the city. I hope that we can protect what is left of our wild areas for future generations. Once they are developed, they will never be reclaimed. On behalf of my 2-year-old and all the kids who benefit from natural places in the city, thank you for your consideration.

Sincerely,
Shea Jorgensen, MD

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From: Weis, Adam J
To: Anne Russett
Cc: Raymond Heitner
Subject: Re: [External] RE: Hickory Hill Park/NE District
Date: Friday, February 12, 2021 2:43:34 PM

Hi Anne,

Thank you for replying and forwarding my message on. It is nice to know that our voices are heard, and I value your time.

The 10-acre addition is a small consolation in what is a betrayal of the NE District Plan, of Iowa City, and of nature. Please forward my comments to P&Z. I know Iowa City will make the right decision in the end.

Thanks again,
Adam

From: Anne Russett <Anne-Russett@iowa-city.org>
Sent: Thursday, February 11, 2021 10:41 AM
To: Weis, Adam J <adam-j-weis@uiowa.edu>
Cc: Ray Heitner <raymond-heitner@iowa-city.org>
Subject: [External] RE: Hickory Hill Park/NE District

Hi, Adam –

Thank you for your email. We will forward it to the Planning and Zoning Commission for their consideration.

I did want to let you know that with the proposal the park would be expanded by 10 acres.

Let us know if you have any questions.

Thanks, Anne

From: Weis, Adam J <adam-j-weis@uiowa.edu>
Sent: Thursday, February 11, 2021 9:39 AM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Hickory Hill Park/NE District

Dear Ms. Russett,

I'm writing to express my concern about development plans near Hickory Hill Park. I'm a graduate student at the University and have lived in Iowa City since I was four years old. In my twenty years here, I've explored nearly every corner of our city, particularly its natural areas. I'm really proud that the IC area has so many beautiful parks and trail systems, and I think it's one of the strongest aspects of our community. I've spent hundreds of hours with friends and acquaintances running and hiking in our parks, especially Hickory Hill. When I heard about plans to develop northeast of the park, it immediately struck me as poor planning.

In a time when Iowa City is trying to embrace sustainability and the fight against climate change (for instance, the prairie plantings in the parks which I think is absolutely amazing), it seems antithetical and backwards to develop along park boundaries. If anything, Hickory Hill should be expanded, so that more land area can be restored to native landscape which helps reduce flooding through increased infiltration, clean our water and air, provide habitat for wildlife, and offer more recreational opportunities for our neighbors. It's especially imperative that existing natural areas are bolstered since it's much easier to expand an existing park than create a new one. And wildlife corridors become more effective with size and inter-connection, rather than being dispersed across the city.

I'm also concerned that the developers will not follow the NE District Plan and maintain a proper buffer or follow "conservation design." Due to its proximity to Ralston Creek, developing any additional land in this part of town cannot embrace conservation. The increase in impermeable surfaces will only increase the flashiness of Ralston Creek, and additional contaminants will runoff into the stream.

Iowa City should be seeking every single opportunity it can to strengthen the size and health of its natural areas. We're lucky to have a community that cares about nature and recreation and prioritizes those aspects in a state which does not. Please at least consider these things, and I appreciate you spending the time to read this. I would be happy to help in any way I can. I love Iowa City and would hate to see it become a haven for developers seeking short-term gains.

Thank you,

Adam Weis

Graduate Research Assistant
Civil and Environmental Engineering
University of Iowa

From:	darcy128@aol.com
To:	Raymond Heitner; Anne Russett
Cc:	darcy128@aol.com
Subject:	REZ20-0016 Hickory Trail Estates
Date:	Friday, February 12, 2021 3:21:26 PM

Dear Mr. Heitner and Ms. Russett,

I'm writing to you with regard to the rezoning of the land proposed as Hickory Trail Estates REZ20-0016. In the rezoning exhibit submitted by Mr. Clark, lots numbered 26-44 clearly ignore the "buffer zone" that the overall city plans for development near parks contain. This proposal does not comply with the NE District Plan nor the Comprehensive Plan for development. Why did the city go to the trouble of developing these plans if not to follow them?

Lots numbered 26 through 44 are clearly encroaching on the area designed to protect the park. Those additional nineteen lots are far too close to the park. People within the park will be subjected to so much more noise from people not to mention car traffic. This road could easily become a cut through for people coming from Scott Boulevard. The plan clearly shows that one remedy for the congestion was contemplated and that is the use of a **cul-de-sac**. Why was that abandoned? Additionally, removal of lots 26-44 would create a **single-loaded street**, both of which are to be used in city development close to parks.

This development is already going to severely impinge upon the enjoyment of the park. This park is a City of Iowa City treasure and should be kept that way. I have been a user of this park for at least fifty of my sixty-plus years and I have seen the many changes that have come, some of them very good but this one, as proposed, will be among the worst. I am a wheelchair user now and we often go to the end of Hickory Trail on a nightly walk. The beautiful prairie grasses and abundant animal life is a joy. Make no mistake. First Avenue traffic behind us is still plenty loud but if this were a street with houses on two sides, the north side of the park will never be the same. Please do the right thing and minimize this development by keeping within the NE District Plan and the Comprehensive Plan, already in place.

Please forward this comment to the Planning and Zoning commission.
Darcy Lipsius
2639 Hickory Trail

From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: Hickory Hill Park Proposed Development Plan
Date:	Friday, February 12, 2021 3:32:19 PM

From: Emily Kim <emilyakim05@gmail.com>
Sent: Friday, February 12, 2021 3:32 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Hickory Hill Park Proposed Development Plan

Hello Anne,

My name is Emily Kim and I have thoroughly enjoyed many hikes through Hickory Hill Park over the years. I also am a teacher in Iowa City, and many of my students enjoy the park - especially the sledding! They tell me, "it's one of the best sledding hills in IC." I don't have any kids yet (I am actually due with our first baby in a few days), but I imagine we'll be frequenting HHP for many sled trips in the future, per the recommendation of MANY Iowa City fourth graders.

After seeing the newest proposed development plan, I am concerned because the plan does not comply with the NE District Plan or Comprehensive Plan. These plans were put in place to minimize the impact on Hickory Hill Park. They should be followed with integrity and fidelity.

I know Iowa City prides itself on its commitment to nature, to sustainability, and to providing the best park areas for its residents. Hickory Hill Park is a crucial part of the city and we ask that any negative impact on the park be avoided at all costs.

Thank you for your time and commitment to Iowa City!
Emily Kim

From:	Anne Russett
To:	Raymond Heitner
Subject:	FW: Concerns about proposed development near Hickory Hill Park
Date:	Friday, February 12, 2021 3:31:09 PM

From: Molitor, Hannah R <hannah-molitor@uiowa.edu>
Sent: Friday, February 12, 2021 3:18 PM
To: Anne Russett <Anne-Russett@iowa-city.org>
Subject: Concerns about proposed development near Hickory Hill Park

Hello Ms. Russett,
As a resident and taxpayer in Iowa City for 5 years now, and someone who appreciates natural spaces in Iowa City, I'm writing to you to express my concerns for the proposed development near Hickory Hill Park. As I'm sure you know, the proposed plan does not comply with the Comprehensive Plan nor does it comply with the Northeast District Plan. I'm asking that the proposed development not be pursued, and that the city adhere to its previous agreements to better protect Hickory Hill Park. While I realize that all development will not be stopped, I advocate for responsible planning around the park and establishing a buffer zone. Please forward my thoughts to the planning and zoning committee.
All the best,
Hannah Molitor

Hannah Molitor

Department of Civil and Environmental Engineering

University of Iowa

hannah-molitor@uiowa.edu

MINUTES **PRELIMINARY**
PLANNING AND ZONING COMMISSION
JANUARY 21, 2021 – 7:00 PM
ELECTRONIC FORMAL MEETING

MEMBERS PRESENT:	Susan Craig, Maggie Elliott, Mike Hensch, Phoebe Martin, Mark Signs, Billie Townsend
MEMBERS ABSENT:	Mark Nolte
STAFF PRESENT:	Sara Hektoen, Anne Russett
OTHERS PRESENT:	Kevin Boyd

Electronic Meeting
(Pursuant to Iowa Code section 21.8)

An electronic meeting is being held because a meeting in person is impossible or impractical due to concerns for the health and safety of Commission members, staff and the public presented by COVID-19.

RECOMMENDATIONS TO CITY COUNCIL:

By a vote of 6-0 the Commission recommends approval of REZ20-0014, an application to designate 2525 Highlander Place as an Iowa City Historic Landmark and rezone from Highway Commercial (CH-1) to CH-1 with a Historic District Overlay (OHD/CH-1).

CALL TO ORDER:

Hensch called the meeting to order at 7:00 PM.

PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA:

None.

CASE NO. REZ20-0014:

Applicant: Highland Hotel, LLC
Location: 2525 Highlander Place

An application for a rezoning from Highway Commercial (CH-1) to CH-1 with a Historic District Overlay (OHD/CH-1) to designate the property as an Iowa City Historic Landmark.

Russett began the staff report showing a map of an area of the property noting it's located at the northeast corner North Dodge Street or Highway 1 and off I-80. The property is currently zoned Highway Commercial, and the overlay proposed would maintain that Highway Commercial designation with a Historic Overlay.

Regarding background for this property, The Highlander Supper Club was built in 1967 and the convention center was added a few years later in 1973, although it was built later it was still built to the original design that was developed in the late 60s. The City recently received an application from the property owner to designate this property as a landmark. Russett showed a

few pictures of how the property looks today noting the main entrance, the entrance to the supper club, the west entry with some of the remaining columns that still exist there, the hotel rooms, and the courtyard and pool area. Russett showed an aerial photo from 1975 and a photograph of the pool area in 1975 along with a brochure from 1975 that shows the thin columns and the entry with the heavy canopy which is the original part of the design.

Russett stated again the property is zoned Highway Commercial and the request is to designate this as a Historic District Overlay and with that designation any exterior modifications have to be reviewed by either the City Historic Preservation Planner or the Historic Preservation Commission. She noted when the Commission is reviewing these Historic Overlays the main criteria to note is whether or not the request is in compliance with the Comprehensive Plan. This property is in the North Corridor District, which currently does not have an adopted district plan. However, Russett noted the Comprehensive Plan includes several goals related to economic development and business retention and retaining and expanding existing businesses and to also encouraging the efficient use of resources. In this case, this is a business that has been in existence for several years and there's a new owner who wishes to improve the property. There's already City services at the site and in addition to that, there are Historic Preservation goals related to identifying and preserving historic resources in the community.

Russett noted the Historic Preservation Commission reviewed this application last Thursday (January 14) and unanimously recommended approval of the landmark designation. Next steps are after the P & Z Commission's discussion and recommendation tonight, this will go to City Council in February for consideration.

Staff recommends approval of REZ20-0014, an application to designate 2525 Highlander Place as an Iowa City Historic Landmark and rezone from Highway Commercial (CH-1) to CH-1 with a Historic District Overlay (OHD/CH-1).

Hensch asked if the recommendation of the Historic Preservation Commission was unanimous and Russett confirmed it was.

Craig asked if this is approved, does the owner have any obligation to return some of those original features or is it just the way it is in time right now. Russett explained the owner wouldn't be obligated to make any changes, but if they do make any changes to the exterior, it will be subject to historic review.

Hensch opened the public hearing.

Kevin Boyd (Historic Preservation Commission) explained he is now the chair of Historic Preservation Commission but generally someone from the Commission likes to speak on behalf of applicants who are pursuing landmark status or other status that the Commissioner has approved. Boyd was asked to speak tonight as Bob McGurk was his grandfather and he and Boyd's grandmother were among the original owners of the Highlander. His parents met there, and his uncle managed the Highlander with Boyd's grandmother after his grandfather died 1984. Boyd assured he has no financial ties to this property, nor does anyone in his family, at this point. Boyd noted he has heard the stories for years from folks, how they waited tables there in college, parents got married there, had our first date there, got engaged there, met Hayden Fry at the supper club, etc. Boyd stated just this winter he got a text from an acquaintance he went to high

school with who was excited to take his kids swimming there just like he had as a kid. For his entire life people would discover the familial relationship and tell him what the Highlander meant to them. For Boyd it is where he learned what it meant to own a business. He remembers asking his grandma if she got a parking spot right up front since she owned the place and she replied in a way that a grandmother can firmly, but with love, that she parks in the back so the customers can have the best spots. Boyd noted owning the Highlander meant home football weekends were work weekends for his parents, meaning his folks will leave before he would wake up and come home after he'd gone to sleep. He did note many dignitaries came through and he remembers his parents telling them what it was like to meet President Ford or the other folks who came through. Boyd recalled so many memories there, a special lunch with his grandma, pizza making in the kitchen for his Cub Scouts, birthday parties poolside and the pool bar menu even had a grilled cheese named after him, the Kevin Special.

Boyd was not entirely surprised this application came along, but it did require him to shift his thinking just as other nominations have required them to shift their sense of history to more recent times. He does believe it meets the minimum qualifications that are needed to be a landmark, and it also preserves a place that feels like part of the community's history. While the history of the Highlander is a little closer to home for him it also preserves that sense for others who may have had their first job there, or those special dates, weddings, football clubs, proms, etc. Boyd stated he sees that same entrepreneurial spirit in Angela Harrington and her family that he saw in his grandparents and his family. Boyd showed a paperweight, a glass dome of a bunch of pennies for 1973 the year the hotel and convention center was complete, that paperweight sat on his grandfather's desk and he looks at it and encourages the Planning & Zoning Commission to support this local landmark status, the history this place represents and the owner's desire to use preservation as part of the economic success of this property.

Hensch closed the public hearing.

Craig moved to recommend approval of REZ20-0014, an application to designate 2525 Highlander Place as an Iowa City Historic Landmark and rezone from Highway Commercial (CH-1) to CH-1 with a Historic District Overlay (OHD/CH-1).

Signs seconded the motion.

Hensch noted the unanimous recommendation of Historic Preservation Commission is pretty powerful to him. He also remembers what a big deal it was to go to events at the Highlander on New Year's Eve and other things so he certainly does believe it's a landmark in the Iowa City area. He knows the supper club days are gone, but that was pretty neat time, and he is supporting this application.

Signs agreed and stated he is in support of the application, it is an icon in the Iowa City area, and he is anxious to see that they're bringing it back to life. He is also glad they changed the name back to the Highlander, because it does have a lot of history and they can leverage that quite well.

Craig noted she came to Iowa City in 1970 as a freshman in college and had no money so never went out to eat or did anything fancy but in her sophomore year she went to the Highlander for some event and after that it was like for all special events, you got to go to the Highlander. So

there are lots of memories for many, many people there and she is really pleased that they're doing this and it's not just the building that's preserved, it's the history and the stories that go along with it so she is totally supportive of this application.

Signs thanked Boyd for sharing his personal story.

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

CONSIDERATION OF MEETING MINUTES: JANUARY 7, 2021:

Townsend moved to approve the meeting minutes of January 21, 2021.

Signs seconded the motion.

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

PLANNING AND ZONING INFORMATION:

Russett noted the City Council met on Tuesday during their work session to discuss the affordable housing annexation policy, which was mentioned during the Carson Farms annexation discussion and caused some Council members to not support that the annexation. There was no direction given by Council for staff to make any changes to the affordable housing annexation policy and there were many that wanted it to remain as is. They requested that as the City moves forward with developing an affordable housing plan that the committee discuss changes.

Hensch stated he noticed there is no district plan for the North Corridor and there's a couple other districts that are have no plans or are quite aged so is there a plan in place to create those plans or update those plans. Russett replied right now they are working on an update to the Southwest District Plan and their next goal after that is to reevaluate the Comprehensive Plan in its entirety and at that time they'll come back to the Districts and evaluate if that is the structure that they want to maintain or not. Hensch noted as part of that discussion, in the Riverfront Crossings there are so many subdistricts and maybe part of the discussion can be to maybe condense the number of subdistricts. Russett started that actually might come a little bit sooner, they are actually working on some changes to that Riverfront Crossings Code, most of the changes are not substantive but more structural to make the Code easier to use.

Signs noted he has been asked to serve on the steering committee as the City prepares the next five-year Affordable Housing Action Plan representing both realtors, and the P&Z Commission.

Craig stated she signed up for one of the sessions on information about affordable housing but hasn't receive a zoom link. Russett said that she should receive one, but that it is not a City event. It's put on by the Johnson County Affordable Housing Coalition.

ADJOURNMENT:

Townsend moved to adjourn.

Martin seconded.

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

PLANNING & ZONING COMMISSION
ATTENDANCE RECORD
2020-2021

	7/16	8/6	8/20	10/1	10/15	11/5	12/3	12/17	1/7	1/21						
CRAIG, SUSAN	X	X	X	X	X	X	O	X	X	X						
DYER, CAROLYN	O/E	O/E	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
ELLIOTT, MAGGIE	-- --	-- --	-- --	-- --	-- --	X	X	X	X	X						
HENSCH, MIKE	X	X	X	X	X	X	X	X	X	X						
MARTIN, PHOEBE	X	X	X	X	X	X	X	X	X	X						
NOLTE, MARK	-- --	-- --	X	X	X	X	X	X	X	O						
SIGNS, MARK	X	X	X	X	X	X	X	O/E	X	X						
TOWNSEND, BILLIE	O/E	X	X	X	X	X	X	X	X	X						

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