



CITY OF IOWA CITY

IOWA CITY BOARD OF ADJUSTMENT

June 14, 2017

5:15 p.m.

Emma Harvat Hall

STAFF REPORT

CITY OF IOWA CITY

Department of Neighborhood & Development Services

IOWA CITY BOARD OF ADJUSTMENT MEETING

Wednesday, June 14, 2017 – 5:15 PM

City Hall, 410 East Washington Street

Emma Harvat Hall

AGENDA

A. Call to Order

B. Roll Call

C. Consider the May 10, 2017 minutes

D. Special Exception Item

EXC17-00004: Discussion of an application submitted Mukunda Kantameni to amend the conditions of a previously approved special exception to allow removal of a barrier/gate located in the Community Commercial (CC-2) zone at 1410 Waterfront Drive.

E. Board of Adjustment Information

F. Adjourn

NEXT BOARD OF ADJUSTMENT MEETING:

Wednesday, July 12, 2017

If you will need disability-related accommodations in order to participate in this meeting, please contact Sarah Walz, Urban Planning at 319-356-5239 or at sarah-walz@iowa-city.org. Early requests are strongly encouraged to allow sufficient time to meet your access needs.

STAFF REPORT

To: Board of Adjustment
Item: EXC17-00004

Prepared by: Sarah Walz
Date: June 14, 2017

GENERAL INFORMATION:

Applicant: Mukundu Kantamneni
1950 Brown Deer Trail
Coralville, IA 52241
319-339-7850

Requested Action: To amend a previously approved special exception.

Purpose: To remove a condition requiring barrier to access on Waterfront Drive

Location: 1410 Waterfront Drive

Size: 26,374 Square Feet

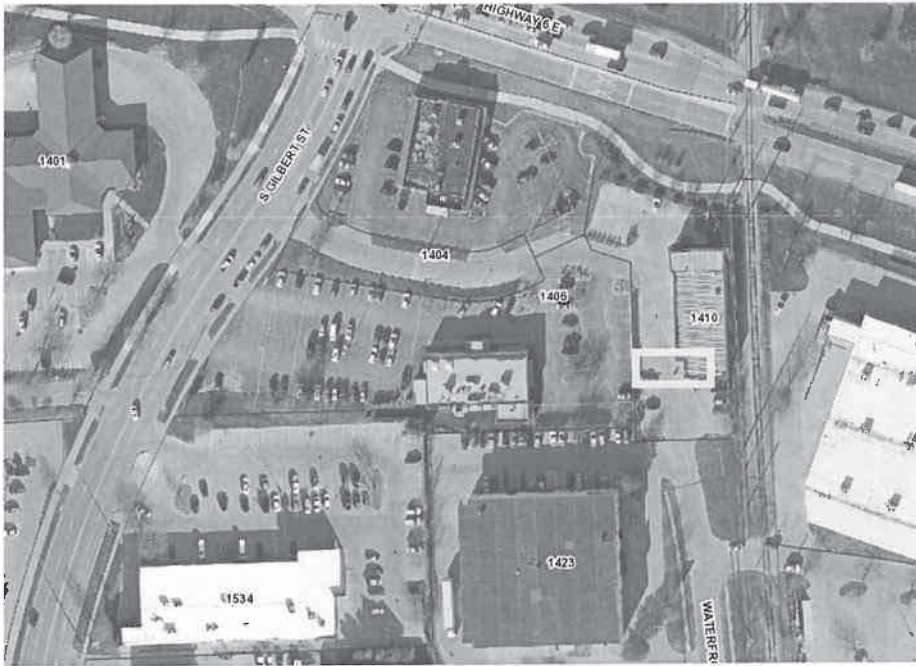
Existing Land Use and Zoning: Community Commercial (CC-2); Vehicle Repair

Surrounding Land Use and Zoning: North: Highway 6
South: Intensive Commercial (CI-1)
East: CC-2; Retail Shopping Center
West: CC-2; Retail Shopping Center

File Date: May 11, 2017

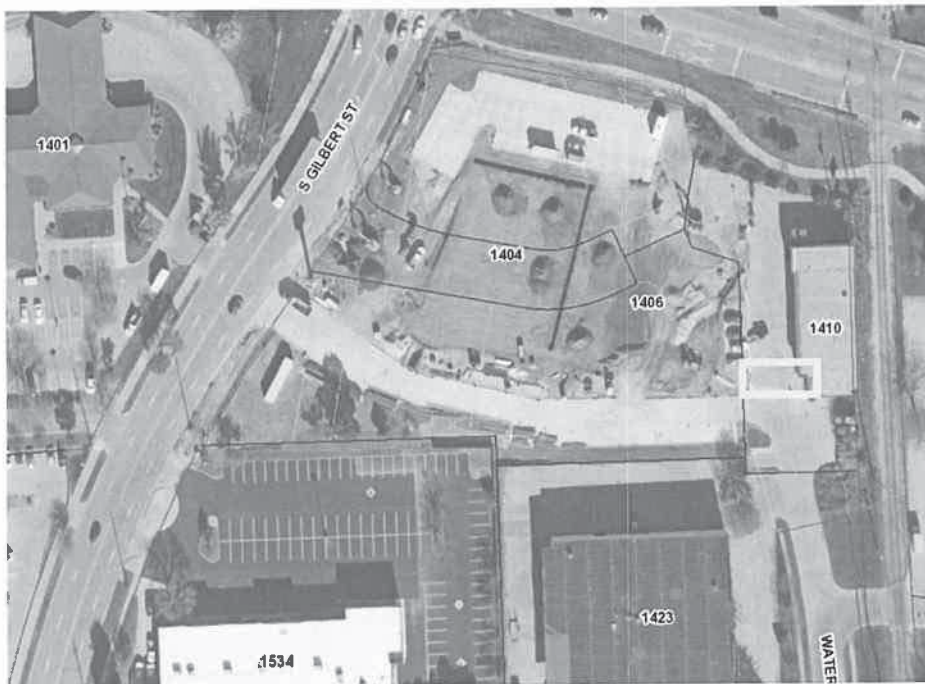
BACKGROUND: In 1997, the property at 1410 Waterfront Drive was granted a special exception (EXC97-00003) to allow a vehicle repair use. At the time of the special exception, the City was also in the process of vacating a portion of Waterfront Drive right-of-way as part of an effort to assemble land for a trunk sewer line that connects to south Iowa City. The vacation separated the east-west leg of Waterfront Drive from the north-south leg, which runs parallel to the railroad tracks.

The Waterfront Drive intersection with Gilbert Street (between lots 1404 and 1406 in aerial photo A) was located close to the high-volume intersection of Highway 6 and Gilbert Street and was poorly aligned with the opposing driveway for Hills Bank (on the west side of Gilbert St.). These factors contributed to a high collision rate. For this reason, a condition of the original special exception required a six inch (6") curb to be established along a designated portion of the property at 1410 Waterfront Drive in order to reduce the amount of cut-through traffic between Waterfront Drive and Gilbert Street. The following year, the applicant received an amendment to the original special exception, which removed the requirement for a 6-inch curb and instead required the applicant to install "a physical traffic barrier [gate] . . . to prevent the property from becoming an access between the two portions of Waterfront Drive (EXC98-00029).



Aerial photo A:
Shows the commercial area prior to the vacation of the east-west leg of Waterfront drive and re-subdivision. Note location of the gate at 1410 shown in the yellow rectangle.

In 2016, the commercial area was re-subdivided to allow for redevelopment (this is the area where the New Natural Grocers and Carols O'Kelly's are located). The City vacated the remaining east-west leg of Waterfront Drive. The developer was required to reconfigure access from the east side of Gilbert Street to better align with the opposing driveway at Hills Bank on the west side of Gilbert Street (see Aerial photo B). The re-aligned access drive, which includes a public access easement, is designed to provide safe access across the site to neighboring commercial properties, including those to the south and west. Because the gate no longer serves its intended purpose to block access to Waterfront Drive, the applicant is requesting that the 1998 special exception be amended to remove the requirement for the gate.



Aerial photo B:
Shows the commercial area during redevelopment with the elimination of the east-west leg of Waterfront Drive and the new access drive that aligns with the entrance to Hills Bank on the west side of Gilbert St. Note location of the gate at 1410 shown in the yellow rectangle.


ANALYSIS: As noted above, the purpose of the gate was to reduce cut-through traffic from adjacent commercial development from using an access point with a high collision rate. With the 2016 vacation of the east-west leg of Waterfront Drive and redevelopment of the larder property, the gate no longer serves its intended function—it is obsolete. Further, the new development has located and designed an access point that aligns with the Hills Bank driveway on the west side of Gilbert Street. The private drive provides safe access to and from the busy Gilbert Street corridor and enables traffic to flow between commercial properties, including those to the east and south of the new commercial development. For this reason, staff believes the special exception should be amended to remove this requirement for a traffic barrier.

A memo from the City Attorney along with the documents related to the vacation of Waterfront Drive and the 1998 special exception for the vehicle repair are attached for reference. As noted in the memo, if the Board approves this amendment, staff will present a resolution to the City Council approving the termination of the 1999 agreement to install the traffic barrier.

STAFF RECOMMENDATION: Staff recommends an amendment to the decision regarding EXC98-00029 to remove a condition requiring “a physical traffic barrier . . . to prevent the property from becoming an access between the two portions of Waterfront Drive.”

ATTACHMENTS:

1. Location map
2. Memo from the City Attorney with supporting documentation
3. Application materials

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



0 0.0175 0.035 0.07 Miles

EXC17-00004 1410 Waterfront Drive



Prepared By: Sylvia Bock
Date Prepared: May 2017



An application submitted by Mukunda Kantamneni to revoke a special exception granted to ATI properties in 1999, which is now outdated, as the City has vacated north end of Waterfront Drive and the property merged

OLYMPIC CT



CITY OF IOWA CITY MEMORANDUM

DATE: 6/5/2017
TO: BOARD OF ADJUSTMENT
FROM: SUSAN DULEK, ASSISTANT CITY ATTORNEY
RE: EXC17-0004 / 1410 WATERFRONT DRIVE

Introduction

On the agenda for the June 14 meeting is an application by Mukunda Kantamneni to amend a special exception granted in the late 1990's. This memo supplements the staff report by providing additional historical detail.

Discussion

1998 Vacation. In Ordinance No. 98-3824, the City vacated a portion of Waterfront Drive directly to the south of 1410 Waterfront Drive. This was due to the City needing to acquire land for the Wastewater Treatment Connection Project. In lieu of condemnation, the City agreed to vacate the mid-portion of Waterfront Drive and convey it to adjacent property owners, and the owners in turn granted the City a permanent sanitary sewer easement.

EXC97-0003. During the time the City was finalizing the vacation of Waterfront Drive, Boyrum Properties, the owner of 1410 Waterfront Drive, applied for a special exception for a proposed muffler and brake shop. The proposed business was Car-X Muffler & Brake (Car-X). Attached is the decision from the BOA meeting on March 12, 1997. In Item No. 2, the Board approved EXC97-0003 to permit an auto and truck orientated use subject to four conditions. It is the fourth condition that is at issue in the pending special exception, namely "a six inch (6") curb being incorporated into the paved area at the southern end of the site to prevent vehicular access from this site to any properties to the south." This condition was to prevent excessive cut-through traffic on Waterfront Drive, and to minimize the amount of traffic using the Waterfront Drive / Gilbert Street intersection, which at the time had a high collision rate.

EXC98-0029. After the 1997 special exception, Auto Tech Iowa L.C. purchased 1410 Waterfront Drive. The owner of Auto Tech Iowa L.C. was Makunda Kantamneni, who established the Car-X business. Mr. Kanamneni requested an amendment to the curb condition of the 1997 special exception. Attached is the decision from the BOA meeting on January 13, 1999. In Item No. 2, the Board approved EXC98-0029 to "delete condition #4 of EXC97-0003 ... and replace it with ... 'A physical traffic barrier ... to prevent the property from becoming an access between the two portions of Waterfront Drive....'"

1999 Agreement. Attached is an agreement from 1999 between the City and ATI Properties, L.L.C., (f/k/a Auto Tech Iowa L.C.) which fulfilled the Board's decision in EXC98-0029 to allow a traffic barrier other than a six-inch curb. Attached as Exhibit A to the Agreement is a site plan that depicts the location of the traffic barrier.

2016 Vacation/Resubdivision. 1410 Waterfront Drive was initially platted in Southgate Addition, Part 1. On June 6, 2016, the City Council in Resolution No. 16-187 approved a resubdivision of a portion of Southgate Addition Part 1, including Lot 3 containing Car-X. As part of the resubdivision, City Council in Ordinance No. 16-4664 vacated the remaining east-west leg of Waterfront Drive that intersects with S. Gilbert St. and conveyed it to an adjacent property owners.

The City vacated Waterfront Drive for safety reasons. With the redevelopment of the surrounding property (Natural Grocers and Carlos O'Kelleys) the City had the opportunity to vacate and close this segment of Waterfront Drive. Because the Hills Bank entrance/exit onto S. Glibert Street was offset from the Waterfront Drive/S. Gilbert Street intersection, this area had been the scene of many collissions. As part of replatting, property owners granted a public access easement on the area south of the vacated Waterfront Drive. Because the Hills Bank entrance/exit now aligns with the access easement onto S. Gilbert St., this provides a safer path for vehicular traffic.

EXC17-0004. Mr. Kantamneni, on behalf of ATI Properties, L.L.C., has filed an application to "revoke" the earlier special exception. However, in an email exchange with John Yapp, the City's Development Services Coordinator, Mr. Kantamneni clarified that he is requesting that the Special Exception be amended (rather than revoked) to delete the requirement of the traffic barrier. The email exchange is attached.

Issue

The issue before the Board is whether to amend EXC97-0003 and EXC98-0029 to delete the traffic barrier condition. If the Board amends the special exceptions, staff will present a resolution to City Council approving the termination of the 1999 Agreement.

Attachments

Copy to:
Sarah Walz-w/att.
Mukunda Kantamneni-w/att.

FEE

11000

CITY CLERK
IOWA CITY, IOWA

97 MAR 24 PM 3:57

FILED

Prepared by: Melody Rockwell, Associate Planner, 410 E. Washington, Iowa City, IA 52240; 319/356-5252

**DECISIONS
IOWA CITY BOARD OF ADJUSTMENT
WEDNESDAY, MARCH 12, 1997 - 4:30 P.M.
CIVIC CENTER COUNCIL CHAMBERS**

017208

MEMBERS PRESENT: Susan Bender, Lowell Brandt, Kate Corcoran, Patricia Eckhardt, William Haigh

BOOK 2243 PAGE 85

MEMBERS ABSENT: None

1997 MAR 26 AM 8:11

STAFF PRESENT: Sarah E. Holecek, Scott Kugler, Melody Rockwell, Traci Howard

OTHERS PRESENT: Kevin Kidwell, John Cruise, Greg Apel

RECORDED
JOHN CRUISE, IOWA

SPECIAL EXCEPTION ITEMS:

1. **EXC96-0023.** Public hearing on a request submitted by Kevin Kidwell and John Cress for a 60 day extension of a September 11, 1996, Board of Adjustment decision to permit a filling station and one-bay car wash and for an amendment to the decision to allow the car wash to be relocated on the site for property located in the Neighborhood Commercial (CN-1) zone at 370 Scott Court.

Findings of Fact: The Board finds that there has been no change in the surrounding neighborhood or in code requirements such that it would alter the Board's previous findings in granting approval for the four gas pump islands and one-bay car wash. The relocation of the one-bay car wash will visibly improve the site and make it more compatible with its residential neighbors. By consolidating the buildings on the site and eliminating the east portion of the east drive, the site will have more green space and less paving. Placing the car wash building adjacent to the east wall of the convenience store and incorporating windows into the east wall of the car wash will create a more interesting and residentially compatible east facade facing Scott Boulevard.

Conclusions of Law: The Board concludes in accordance with City Code subsection 14-4B-5E, that the applicants have shown good cause for the extension, and it is prudent and reasonable for the Board to grant the 60-day extension. The Board also concludes that the relocation of the car wash results in an improved site plan; that the specific standards for establishing a filling station/car wash in the CN-1 zone, as set forth in City Code subsection 14-6E-2D3, continue to be satisfied. The Board further concludes that with the conditions of approval, the applicants continue to meet the general standards for granting a special exception, as set forth in City Code subsection 14-4B-4B.

97 MAR 24 4 33 59
CITY OF IOWA
IOWA CITY, IOWA
FILED

Disposition: On a vote of 5-0, the Board approved a 60-day extension to May 30, 1997, of EXC96-0023, a September 11, 1996, decision of the Board of Adjustment approving, with conditions, a special exception to permit four gas pump islands and a one-bay car wash, and approved an amendment to the prior decision to allow the car wash to be located adjacent to the east wall of the convenience store, subject to the applicants additionally 1) installing windows on the east wall of the car wash, 2) lengthening and fully landscaping the planting area located on the west side of the carwash entry drive to demarcate a separation between the car wash drive and other convenience store traffic, 3) minimizing paved areas and maximizing planted areas equal to or above what is shown on the site plan date-stamped March 6, 1997, and 4) if a sidewalk is installed along the north boundary of the property, providing a minimum, five-foot wide planting area between the sidewalk and the paved car wash stacking spaces. The conditions of the prior decision, as well as the above conditions, must be satisfied by the applicants.

2. EXC97-0003. Public hearing on an application submitted by Boyrum Partners for a special exception to permit an auto and truck oriented use on property located in the Community Commercial (CC-2) zone at 1410 Waterfront Drive.

Findings of Fact. The Board finds that the proposed muffler and brake shop will provide a good commercial use for an irregularly shaped, commercially zoned property that has been vacant for a number of years. The building design will add to the upgrading of commercial property in the area. The conditions of approval are needed to ensure screening of an intensive commercial use from a major entryway and to alleviate concerns about traffic congestion and cut-through traffic.

Conclusions of Law. The Board concludes that with the applicant's willingness to accept the conditions of approval, the establishment of the proposed auto and truck oriented use in the Community Commercial (CC-2) zone, as permitted under City Code subsection 14-6E-5D1, satisfies the intent of the Zoning Chapter and meets the specific requirements for such a use. The Board also concludes that the applicant meets the general standards for granting a special exception, as set forth in City Code subsection 14-4B-4B.

Disposition: On a vote of 5-0, the Board approved EXC97-0003, a special exception to permit an auto and truck oriented use, that is, an eight-bay muffler and brake shop, in the CC-2 zone at 1410 Waterfront Drive, subject to 1) the outer walls of the structure being constructed predominantly of brick, 2) evergreen shrubs, spaced no more than four feet apart on-center, being planted to screen the parking area at the north end of the site, 3) no vehicular access being provided between the north and south portions of Waterfront Drive, and 4) a six inch (6") curb being incorporated into the paved area at the southern end of the site to prevent vehicular access from this site to any properties to the south.

3. EXC97-0004. Public hearing on an application submitted by Gerry Ambrose and Greg Apel for a special exception to permit an auto and truck oriented use on property located in the Community Commercial (CC-2) zone in Wardway Plaza at the southwest corner of Highway 1 and Riverside Drive.

Findings of Fact. The Board finds that the proposed used car business is appropriate for the site. The business will make use of existing, vacant commercial facilities, no paving will be added and the traffic associated with the proposed business should be minimal. Negative impacts on surrounding properties are not anticipated. The business may help to contribute to revitalization of this commercial area.

Conclusions of Law. The Board concludes that the proposed auto and truck use; namely, a used car sales lot as permitted under City Code subsection 14-6E-5D1, is appropriate for the Wardway Plaza site. The Board further concludes that the applicant meets the general standards for granting a special exception, as set forth in City Code subsection 14-4B-4B.

Disposition: On a vote of 5-0, the Board approved EXC97-0004, a special exception to allow an auto and truck oriented use, more specifically a used car sales lot with 500 square feet of office space, to be established on property located in the CC-2 zone in Wardway Plaza at the southwest corner of Highway 1 and Riverside Drive.

TIME LIMITATIONS:

All orders of the Board, which do not set a time limitation on Applicant action, shall expire six (6) months from the date they were filed with the City Clerk, unless the Applicant shall have taken action within such time period to establish the use or construct the improvement authorized under the terms of the Board's order of decision. City Code Section 14-4B-5E, City of Iowa City, Iowa.

Patricia A. Eckhardt
Patricia Eckhardt, Chairperson

Approved by
[Signature]
City Attorney's Office
3-21-97

STATE OF IOWA)
)
JOHNSON COUNTY)

I, Marian K. Karr, City Clerk of the City of Iowa City, do hereby certify that the Board of Adjustment Decision herein is a true and correct copy of the Decision that was passed by the Board of Adjustment of Iowa City, Iowa, at its regular meeting on the 12th day of March, 1997, as the same appears of record in my Office.

Dated at Iowa City, Iowa, this 24 day of March, 1997.

[Signature]
Marian K. Karr, City Clerk
CORPORATE SEAL
FILED
MAR 24 PM 3:57

16.00 Fee

Prepared by John Yapp, Assoc. Planner, City of Iowa City, 410 E. Washington, Iowa City, IA 52240; 319/356-5247

DECISIONS
IOWA CITY BOARD OF ADJUSTMENT MEETING
WEDNESDAY, JANUARY 13, 1999
CIVIC CENTER COUNCIL CHAMBERS

FILED NO. 019718
BOOK 2679 PAGE 106

99FEB 17 PM 2: 11

JOHNSON COUNTY RECORDER
IOWA CITY, IOWA

FILED
FEB 12 PM 4: 51
CITY CLERK
IOWA CITY, IOWA

MEMBERS PRESENT: Susan Bender, Kate Corcoran and Mike Paul

MEMBERS ABSENT: Lowell Brandt, T.J. Brandt

STAFF PRESENT: Ann Schults, Dennis Mitchell, John Yapp

OTHERS PRESENT: Mark Donnelly, John Rummelhart, Sanjay Jani

SPECIAL EXCEPTION ITEMS:

1. EXC98-0028. Public hearing on an application submitted by Mark and Tamie Donnelly for a special exception to permit a front yard modification for property located in the Medium Density, Single-Family Residential (RS-8) zone at 619 North Governor Street.

Findings of Fact: The Board finds that the house at 619 North Governor Street currently sits approximately six feet from the Governor Street right-of-way to the east, and three feet from alley right-of-way to the south. The applicant's proposal to move the house three feet to the north, in conjunction with the reconstruction of the house's foundation and other improvements to the structure, will move the house outside of the required five-foot side yard setback. The Board finds that there would be practical difficulty with moving the house 14 feet to the west to meet the modern 20-foot front yard setback requirement. The proposed placement of the house and porch will not inhibit visibility along Governor Street, the alley to the south, or any sidewalks or driveways. The Board finds that the size and configuration of an attached garage proposed by the applicant is only possible with the front yard reduction. Therefore the Board finds that it is appropriate to require that the exterior appearance of the attached garage be compatible with the Northside and Goosetown Neighborhoods, to be approved by the Department of Planning and Community Development prior to a building permit being issued for it. With the condition requiring staff approval of the exterior appearance of the attached garage, the Board finds that the interest of justice would be served by allowing this structure at 619 North Governor Street to remain within 6 feet of the Governor Street right-of-way.

Conclusions of Law: The Board concludes that the applicant meets the specific requirements for allowing an exception to an established setback, as set forth in City Code Subsection 14-6Q-4B, and the general standards for granting a special exception, as set forth in City Code Subsection 14-4B-4B.

Disposition: By a vote of 3-0, the Board approved EXC98-0028, a special exception to permit a front yard reduction of 14 feet along the 32-foot width of the proposed house and porch for property in the Medium Density, Single-Family Residential (RS-8) zone at 619 North Governor Street, subject to Department of Planning and Community

000106

Development approval of the exterior appearance of the attached garage being compatible with the Northside and Goosetown Neighborhoods prior to a building permit being issued for the garage.

- 2. EXC98-0029. Public hearing on a request submitted by MuKunda Kantamneni and Auto Tech Iowa L.C./Car-X to amend a March 12, 1997 special exception (EXC97-0003) to revise the condition requiring that a six inch curb be located at the southern end of the site for property in the Community Commercial (CC-2) zone at 1410 Waterfront Drive.

Findings of Fact: The Board finds that the CC-2 zone is intended to provide for major business districts which generate large amounts of traffic, and that the proposed muffler shop is compatible with the automobile-oriented shopping district south of Highway 6 and east of Gilbert Street. Requiring a physical traffic barrier instead of a six inch curb allows the property owner some flexibility in how to keep the traffic from becoming a cut-through route between the north and south portions of Waterfront Drive. The proposal by the applicant to use a gate and speed bump is a reasonable alternative to a curb. The Board finds that allowing the property to be accessed from two directions instead of just one will disperse traffic traveling to the site, which is beneficial to traffic circulation in the area. The legal agreement proposed by the applicant specifies that the traffic barrier will only allow the business employees to move vehicles across the barrier in the normal course of business operations. In the event the property does become a cut-through route for traffic, the City may notify the property owner of the violation and give the property owner time to rectify the situation. If the property continues to provide access between the two portions of Waterfront Drive for through traffic, the City may erect a barrier along the south boundary of the property to prohibit traffic from entering or exiting the property from the south.

Conclusions of Law: The Board concludes that the proposed auto and truck-oriented use, a muffler shop, continues to be an appropriate use in the CC-2 zone at this location, and continues to meet the general standards for a special exception, as set forth in City Code Subsection 14-4B-4B. The Board further concludes that it is reasonable to delete the condition that required a six-inch curb at the south end of the property at 1410 Waterfront Drive, and to replace it with a condition that a physical traffic barrier is required to prevent the property from becoming an access between the two portions of Waterfront Drive.

Disposition: By a vote of 3-0, the Board approved EXC98-0029, a special exception to delete condition #4 of EXC97-0003, a special exception to permit an auto and truck and oriented use for property located in the Community Commercial zone at 1410 Waterfront Drive, and replace it with the following: "A physical traffic barrier is required to prevent the property from becoming an access between the two portions of Waterfront Drive, subject to staff approval of associated legal papers" that are tied to the special exception request.

000107

STAMPED
99 FEB 12 PM 4: 51
CITY CLERK
IOWA CITY, IOWA

AGREEMENT

This agreement is made and entered into by and between ATI Properties, L.L.C. (hereinafter "ATI") and the City of Iowa City, Iowa (hereinafter "City") dated this 30th day of ~~January~~, 1999.
March

WITNESSETH

WHEREAS, ATI is the assignee from Auto Tech Iowa, L.C. of the purchase agreement and is the intended purchaser of the real estate designated as Auditor's Parcel 98-030 (hereinafter "Property"); and

WHEREAS, Auto Tech Iowa, L.C. has requested that the Board of Adjustment of the City of Iowa City amend a special exception granted on March 12, 1997 concerning said Property; and

WHEREAS, the Board of Adjustment granted ATI's request on January 13, 1999, subject to ATI and City entering into a legal agreement on terms acceptable to the City which requires ATI to install, repair, maintain and operate a suitable traffic barrier to inhibit traffic from using said Property as a through way from the location where Waterfront Drive accesses the southern portion of the Property to the location where Waterfront Drive accesses the northern portion of the Property; and

WHEREAS, ATI and the City of Iowa City wish to set forth this agreement in writing.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

1. Installation of Traffic Barrier. As a condition to the special exception granted by the Iowa City Board of Adjustment on January 13, 1999, ATI agrees to install and maintain a traffic barrier across the Property from the southwest corner of the proposed building to the west boundary line as depicted on Exhibit A attached hereto. The traffic barrier shall consist of one of the following:
 - a) a six-inch concrete curb;
 - b) a six-inch concrete or asphalt speed bump in connection with a gate extending across the length of the speed bump; or
 - c) a combination of a) and b).

ATI shall be responsible for installing, repairing, and maintaining the curb, speed bump and/or gate.

2. Operation of Traffic Barrier. ATI shall operate and maintain the traffic barrier in such a manner as to prohibit vehicles from traversing the Property (i.e., use the Property as a through way) from the location where Waterfront Drive accesses the south portion of the Property to the location where Waterfront Drive accesses the north portion of the Property, subject to ATI's right to move customer vehicles across the traffic barrier in the normal course of its business operations. It shall be deemed a violation of this agreement if vehicles, other than ATI moving customer vehicles across the traffic barrier in the normal course of its business operation, use the Property as a through way as described in this paragraph.

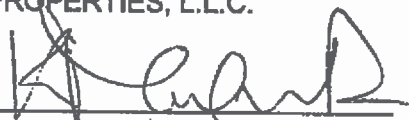
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- 3. City's Enforceability of ATI's Obligation. The City shall have the right to enforce the obligations of ATI pursuant to this agreement without the necessity of court action in the event that ATI fails to install, repair, maintain or operate the traffic barrier in accordance with the terms of this agreement. In the event of such failure by ATI, the City shall notify ATI in writing of the violation and provide ATI with a fourteen (14) day period to cure such violation. If ATI fails to cure said violation within the fourteen (14) day period or subsequently violates the terms of this agreement again within six (6) months of written notification of the initial violation, the City shall have the right, at its option, to erect a traffic barrier at the point where Waterfront Drive accesses the southern portion of the Property. ATI shall be responsible for the costs of any traffic barrier installed by City pursuant to this paragraph.
- 4. Successors and Assigns. This agreement shall be binding upon the parties' respective successors and assigns, and shall be recorded with the special exception granted by the Board of Adjustment on January 13, 1999 and run with the Property.
- 5. Governing Law. This agreement shall be construed and enforced in accordance with and governed by the laws of and in the Courts of the State of Iowa.

IN WITNESS WHEREOF, the parties have executed this agreement as of the date above written.

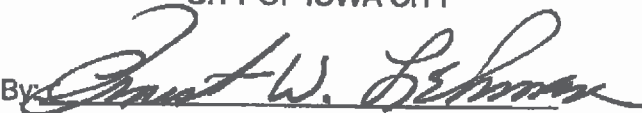
ATI PROPERTIES, L.L.C.

By:



CITY OF IOWA CITY

By:




By:



SEAL

STATE OF IOWA)
)ss:
 JOHNSON COUNTY)

On this 30th day of March, 1998⁹, before me, the undersigned, a Notary Public in and for the State of Iowa, personally appeared Mukunda Kantamneni, to me personally known, who, being by me duly sworn, did say that that person is President of said ATI Properties, L.L.C. and that the instrument was signed on behalf of ATI Properties, L.L.C. by authority of its managers and the said Mukunda Kantamneni acknowledged the execution of the instrument to be the voluntary act and deed of the ATI Properties, L.L.C., by it voluntarily executed.


 Notary Public in and for the State of Iowa

NOTARIAL SEAL

000042

STATE OF IOWA)
)ss:
JOHNSON COUNTY)

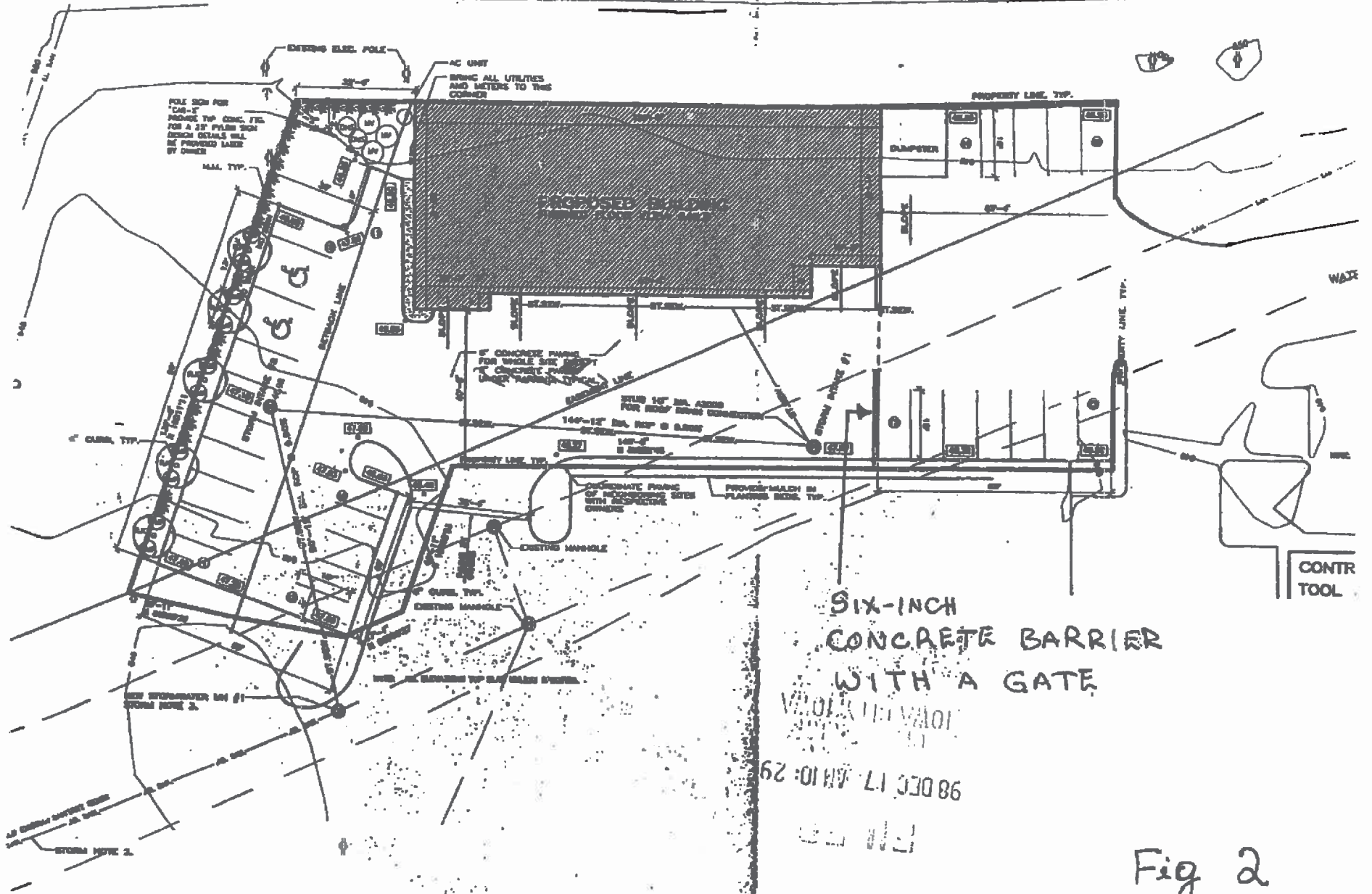
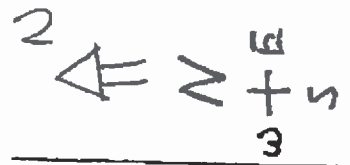
On this 26th day of January, 1999, before me, the undersigned, a Notary Public in and for the above-named county and state, personally appeared **Ernest W. Lehman** and **Marian K. Karr**, to me personally known, who being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of said municipal corporation executing the within and foregoing Instrument; that the seal affixed thereto is the seal of said municipal corporation; that said instrument was signed and sealed on behalf of said municipal corporation by authority of City Council of said municipal corporation; and that the said **Ernest W. Lehman** and **Marlan K. Karr** acknowledged the execution of said instrument to be the voluntary act and deed and said municipal corporation, by it and by them voluntarily executed.

Sandra Ford
Notary Public in and for the State of Iowa
My Commission Expires: 3-7-2007

dennislatlagree.doc

NOTARIAL SEAL

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SIX-INCH
CONCRETE BARRIER
WITH A GATE

88 DEC 17 AM 10:29

Fig 2

000044

CONTR
TOOL

Sue Dulek

From: Sarah Walz
Sent: Tuesday, May 23, 2017 2:51 PM
To: Sue Dulek
Subject: FW: Special Exception

From: Mukunda Kantamneni [mailto:mukunda@iccar-x.com]
Sent: Tuesday, May 23, 2017 2:50 PM
To: John Yapp
Cc: Sarah Walz
Subject: RE: Special Exception

Good afternoon John. You are right; we want to remove the curb and the gate. In fact, Equity Ventures already removed the curb (towards Carlos O'Kellys property), and we want to remove the electric gate as it serves no purpose in light of the new subdivision layout.

I did not quite follow the highlighted, but I am assuming we are accomplishing what we needed here. Please let me know if you require any additional information.

Thank you.

-mukunda

P.S: I will be out of town starting May 25 through June 04, FYI (will have access to e-mail)

From: John Yapp [mailto:John-Yapp@iowa-city.org]
Sent: Tuesday, May 23, 2017 10:55 AM
To: 'Mukunda Kantamneni' <mukunda@iccar-x.com>
Cc: Sarah Walz <Sarah-Walz@iowa-city.org>
Subject: Special Exception

Mukunda – We wanted to confirm something about your application. You are just asking for the requirement for the gate and curb be eliminated, correct?

We do not recommend revoking the entire special exception as it is what allowed the vehicle repair use.

Let me know if this makes sense,

John Yapp

Development Services Coordinator | City of Iowa City, IA
319.356.5252 | john-yapp@iowa-city.org

APPLICATION TO THE BOARD OF ADJUSTMENT SPECIAL EXCEPTION

DATE: 5/9/17 PROPERTY PARCEL NO. 1015392001
PROPERTY ADDRESS: 1410 Waterfront Drive, Iowa City, IA 52240
PROPERTY ZONE: CC2 PROPERTY LOT SIZE: 26,374 sf

APPLICANT:	Name: <u>Mukunda Kantamneni</u> Address: <u>1950 Brown Deer Trail, Coralville, IA 52241</u> Phone: <u>(319)339-7850</u>
CONTACT PERSON: (if other than applicant)	Name: _____ Address: _____ Phone: _____
PROPERTY OWNER: (if other than applicant)	Name: <u>ATI Properties, LLC</u> Address: <u>1950 Brown Deer Trail, Coralville, IA 52241</u> Phone: <u>(319)339-7850</u>

Specific Requested Special Exception; please list the description and section number in the zoning code that addresses the specific special exception you are seeking. If you cannot find this information or do not know which section of the code to look in, please contact Sarah Walz at 356-5239 or e-mail sarah-walz@iowa-city.org.

Purpose for special exception: Request to revoke the special exception (Exhibit A) granted to ATI Properties, LLC on 4/26/1999.

This special exemption is outdated now as the city vacated north end of Waterfront Dr and the property merged with Southgate Addition Part II

Date of previous application or appeal filed, if any: N/A

FILED
MAY 10 2017
IOWA CITY

D. **General Approval Criteria:** In addition to the specific approval criteria addressed in "C", the Board must also find that the requested special exception meets the following general approval criteria or that the following criteria do not apply. In the space provided below, or on an attached sheet, provide specific information, not just opinions, that demonstrate that the specific requested special exception meets the general approval criteria listed below or that the approval criteria are not relevant in your particular case.

- 1. The specific proposed exception will not be detrimental to or endanger the public health, safety, comfort, or general welfare.

Property can no longer be used as a through way as northern portion of the waterfront drive is vacated by the city now.

- 2. The specific proposed exception will not be injurious to the use and enjoyment of other property in the immediate vicinity and will not substantially diminish and impair property values in the neighborhood.

Revoking the special exception will not be injurious to other property. The neighboring property has been redeveloped.

- 3. Establishment of the specific proposed exception will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district in which such property is located.

The proposed exception will only enhances the user friendliness of the new development if any.

- 4. Adequate utilities, access roads, drainage and/or necessary facilities, have been or are being provided.

N/A

FILED
2017 MAR 11 AM 9:30
CITY CLERK
CITY OF CHICAGO

5. Adequate measures have been or will be taken to provide ingress or egress designed to minimize traffic congestion on public streets.

N/A

6. Except for the specific regulations and standards applicable to the special exception being considered, the specific proposed exception in all other respects conforms to the applicable regulations or standards of the zone in which it is to be located. [Depending on the type of special exception requested, certain specific conditions may need to be met. The applicant will demonstrate compliance with the specific conditions required for a particular use as provided in the City Code section 14-4B as well as requirements listed in the base zone or applicable overlay zone and applicable site development standards (14-5A through K).]

7. The proposed use will be consistent with the Comprehensive Plan of the City.

Yes

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2017 MAY 11 PM 3:33
CITY CLERK
1000 A CITY, IN

NOTE: Conditions. In permitting a special exception, the Board may impose appropriate conditions and safeguards, including but not limited to planting screens, fencing, construction commencement and completion deadlines, lighting, operational controls, improved traffic circulation requirements, highway access restrictions, increased minimum yard requirements, parking requirements, limitations on the duration of a use or ownership or any other requirement which the Board deems appropriate under the circumstances upon a finding that the conditions are necessary to fulfill the purpose and intent of the Zoning Chapter. (Section 14-8C-2C-4, City Code).

Orders. Unless otherwise determined by the Board, all orders of the Board shall expire six (6) months from the date the written decision is filed with the City Clerk, unless the applicant shall have taken action within the six (6) month period to establish the use or construct the building permitted under the terms of the Board's decision, such as by obtaining a building permit and proceeding to completion in accordance with the terms of the permit. Upon written request, and for good cause shown, the Board may extend the expiration date of any order without further public hearing on the merits of the original appeal or application. (Section 14-8C-1E, City Code).

Petition for writ of certiorari. Any person or persons, jointly or severally, aggrieved by any decision of the Board under the provisions of the Zoning Chapter, or any taxpayer or any officer, department or board of the City may present to a court of record a petition for writ of certiorari duly verified, setting forth that such decision is illegal, in whole or in part, and specifying the grounds of the illegality. (Section 14-8C-1F, City Code). Such petition shall be presented to the court within thirty (30) days after the filing of the decision in the office of the City Clerk.

Date: May 11, 2017

ATI Properies, LLC

Signature(s) of Applicant(s)

Date: _____, 20____

Signature(s) of Property Owner(s)
If Different than Applicant(s)

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2017 MAY 11 PM 3:37
CITY CLERK
INDIA CITY, IN

EXHIBIT A-1

AGREEMENT

This agreement is made and entered into by and between ATI Properties, L.L.C. (hereinafter "ATI") and the City of Iowa City, Iowa (hereinafter "City") dated this 30th day of January, 1999. March

WITNESSETH

WHEREAS, ATI is the assignee from Auto Tech Iowa, L.C. of the purchase agreement and is the intended purchaser of the real estate designated as Auditor's Parcel 98-030 (hereinafter "Property"); and

WHEREAS, Auto Tech Iowa, L.C. has requested that the Board of Adjustment of the City of Iowa City amend a special exception granted on March 12, 1997 concerning said Property; and

WHEREAS, the Board of Adjustment granted ATI's request on January 13, 1999, subject to ATI and City entering into a legal agreement on terms acceptable to the City which requires ATI to install, repair, maintain and operate a suitable traffic barrier to inhibit traffic from using said Property as a through way from the location where Waterfront Drive accesses the southern portion of the Property to the location where Waterfront Drive accesses the northern portion of the Property; and

WHEREAS, ATI and the City of Iowa City wish to set forth this agreement in writing.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

- 1. Installation of Traffic Barrier. As a condition to the special exception granted by the Iowa City Board of Adjustment on January 13, 1999, ATI agrees to install and maintain a traffic barrier across the Property from the southwest corner of the proposed building to the west boundary line as depicted on Exhibit A attached hereto. The traffic barrier shall consist of one of the following:
 - a) a six-inch concrete curb;
 - b) a six-inch concrete or asphalt speed bump in connection with a gate extending across the length of the speed bump; or
 - c) a combination of a) and b).

ATI shall be responsible for installing, repairing, and maintaining the curb, speed bump and/or gate.

- 2. Operation of Traffic Barrier. ATI shall operate and maintain the traffic barrier in such a manner as to prohibit vehicles from traversing the Property (i.e., use the Property as a through way) from the location where Waterfront Drive accesses the south portion of the Property to the location where Waterfront Drive accesses the north portion of the Property, subject to ATI's right to move customer vehicles across the traffic barrier in the normal course of its business operations. It shall be deemed a violation of this agreement if vehicles, other than ATI moving customer vehicles across the traffic barrier in the normal course of its business operation, use the Property as a through way as described in this paragraph.

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MAY 13 1999
PM 3:31

A-2

- 3. City's Enforceability of ATI's Obligation. The City shall have the right to enforce the obligations of ATI pursuant to this agreement without the necessity of court action in the event that ATI fails to install, repair, maintain or operate the traffic barrier in accordance with the terms of this agreement. In the event of such failure by ATI, the City shall notify ATI in writing of the violation and provide ATI with a fourteen (14) day period to cure such violation. If ATI fails to cure said violation within the fourteen (14) day period or subsequently violates the terms of this agreement again within six (6) months of written notification of the initial violation, the City shall have the right, at its option, to erect a traffic barrier at the point where Waterfront Drive accesses the southern portion of the Property. ATI shall be responsible for the costs of any traffic barrier installed by City pursuant to this paragraph.
- 4. Successors and Assigns. This agreement shall be binding upon the parties' respective successors and assigns, and shall be recorded with the special exception granted by the Board of Adjustment on January 13, 1999 and run with the Property.
- 5. Governing Law. This agreement shall be construed and enforced in accordance with and governed by the laws of and in the Courts of the State of Iowa.

IN WITNESS WHEREOF, the parties have executed this agreement as of the date above written.

ATI PROPERTIES, L.L.C.

CITY OF IOWA CITY

By: [Signature]

By: [Signature]

By: [Signature]

STATE OF IOWA)
)ss:
JOHNSON COUNTY)

On this 30th day of March, 1998, before me, the undersigned, a Notary Public in and for the State of Iowa, personally appeared Mukunda Kantamneni, to me personally known, who, being by me duly sworn, did say that that person is President of said ATI Properties, L.L.C. and that the instrument was signed on behalf of ATI Properties, L.L.C. by authority of its managers and the said Mukunda Kantamneni acknowledged the execution of the instrument to be the voluntary act and deed of the ATI Properties, L.L.C., by it voluntarily executed.

[Signature]
Notary Public in and for the State of Iowa

FILED
MAY 11 1998
P.M. 3:37

A-3

STATE OF IOWA)
)ss:
JOHNSON COUNTY)

On this 24th day of January, 1999, before me, the undersigned, a Notary Public in and for the above-named county and state, personally appeared Ernest W. Lehman and Marian K. Karr, to me personally known, who being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of said municipal corporation executing the within and foregoing instrument; that the seal affixed thereto is the seal of said municipal corporation; that said instrument was signed and sealed on behalf of said municipal corporation by authority of City Council of said municipal corporation; and that the said Ernest W. Lehman and Marian K. Karr acknowledged the execution of said instrument to be the voluntary act and deed and said municipal corporation, by it and by them voluntarily executed.

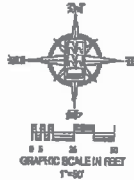
Sandra Fort
Notary Public in and for the State of Iowa
My Commission Expires: 3-7-2002

dannu@stargis.com

FILED
2017 MAY 11 PM 3:20
CITY CLERK
JACKSONVILLE

See Resolution AK 5575 of 2/29

PREPARED BY AND PRINTED BY: MMS CONSULTANTS, INC. 1917 S. GILBERT ST., IOWA CITY, IOWA 52240 (515) 281-8332



FINAL PLAT

SOUTHGATE ADDITION, PART TWO

A RESUBDIVISION OF SOUTHGATE ADDITION PART 1, AUDITOR'S PARCEL 99008 AND "BOUNDARY SURVEY AND LEGAL DESCRIPTION" IOWA CITY, IOWA

3.07 ACRES



CIVIL ENGINEERS
 LAND PLANNERS
 LAND SURVEYORS
 LANDSCAPE ARCHITECTS
 ENVIRONMENTAL SPECIALISTS
 1917 S. GILBERT ST.
 IOWA CITY, IOWA 52240
 (515) 281-8332
 WWW.MMSCONSULTANTS.COM

PLAT PREPARED BY: MMS CONSULTANTS INC. 1917 S. GILBERT STREET IOWA CITY, IA 52240
 SUBDIVIDER: EQUITY VENTURES COMMERCIAL DEVELOPMENT, LC 2 STEELE STREET, SUITE 203 DENVER, CO 80208
 SUBDIVIDER'S ATTORNEY: MICHAEL J. RUGH 1100 SIXTH STREET, SUITE 102 CORALVILLE, IA 52241

OWNER: INSPIRED MEK, LLC 1877 N. ROCK ROAD WICHITA, KS 67208
 OWNER: ATI PROPERTIES, LLC 1410 WATERFRONT DRIVE IOWA CITY, IA 52240
 OWNER: LOS PORTALES PROPERTY, INC. 2222 E. HOMERLY ROAD DAVENPORT, IA 52807

LEGAL DESCRIPTION - SOUTHGATE ADDITION, PART TWO

I hereby certify that during the Month of March, 2016, at the direction of Equity Ventures Commercial Development, LC, a survey was made under my supervision of a portion Southgate Addition, Part, Auditor's Parcel 99008 and "Boundary Survey and Legal Description", all being in the Southeast One-Quarter of the Southwest One-Quarter, Section 15, Township 78 North, Range 5 West, of the Fifth Principal Meridian, Iowa City, Johnson County, Iowa, described as follows:

BEGINNING at the Northwest corner of Auditor's Parcel 99008, Johnson County, Iowa, in accordance with the Plat thereof recorded in Plat Book 39, at Page 152, in the Records of the Johnson County Recorder's Office; Thence S00°13'05"E, along the East line of said Auditor's Parcel 99008, a distance of 145.35 feet; Thence S01°42'20"E, along said East line, 78.34 feet, to the Southeast corner thereof; Thence N89°36'20"W, along the South line of said Auditor's Parcel 99008, a distance of 95.30 feet, to the Southwest corner thereof; Thence N00°23'45"W, along the West line of said Auditor's Parcel 99008, a distance of 13.52 feet, to a point on the South line of the Boundary Survey and Legal Description, in accordance with the Plat thereof recorded in Plat Book 31, at Page 38, in the Records of the Johnson County Recorder's Office; Thence S89°09'52"E, along the South line of said Boundary Survey and Legal Description, 210.71 feet, to the Southwest corner thereof; Thence N00°18'27"W, along the West line of said Boundary Survey and Legal Description, 24.89 feet, to the Northwest corner thereof, and a point on the South line of Southgate Addition, Part 1, Iowa City, Iowa, in accordance with the Plat thereof recorded in Plat Book 3, at Page 54, in the Records of the Johnson County Recorder's Office; Thence N89°36'20"W, along said South line, and its Westerly extension thereof, 248.61 feet, to a point on the Easterly Right-of-Way line of S. Gilbert Street; Thence Northwesterly, 158.76 feet, along said Easterly Right-of-Way line, and an arc of a 1106.83 foot radius curve, concave Southwesterly, whose 158.62 foot chord bears N33°31'32"E; Thence N37°57'34"E, along said Easterly Right-of-Way line, 6.44 feet; Thence Northwesterly, 212.71 feet, along said Easterly Right-of-Way line, and an arc of a 914.55 foot radius curve, concave Northwesterly, whose 218.19 foot chord bears N31°07'35"E; Thence N113°30'0"E, along said Easterly Right-of-Way line, 0.74 feet, to a point on the South Right-of-Way line of U.S. Highway No. 6; Thence S78°27'00"E, along said South Right-of-Way line, 159.89 feet; Thence S70°30'34"E, along said South Right-of-Way line, 74.50 feet; Thence S11°19'08"W, along said South Right-of-Way line, 40.48 feet; Thence S70°37'37"E, along said South Right-of-Way line, and the North line of said Auditor's Parcel 99008, a distance of 135.33 feet, to the said POINT OF BEGINNING. Said Resubdivided Tract of Land contains 3.07 acres, and is subject to assessments and restrictions of record.

CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHORD	BEARING
C1	0°28'29"	914.55'	3.79'	7.98'	7.98'	N37°44'24"E
C2	1°21'37"	914.55'	108.04'	211.13'	210.66'	N30°53'21"E
C3	7°17'18"	823.28'	58.80'	117.45'	117.37'	S22°08'56"W
C101	12°35'23"	92.00'	8.87'	13.68'	13.65'	S80°00'21"E
C102	8°32'34"	82.00'	4.85'	9.24'	9.24'	S70°35'50"E
C103	15°08'04"	82.00'	8.24'	16.30'	16.33'	S82°28'09"E
C104	90°23'42"	20.00'	20.14'	31.65'	28.38'	N44°48'20"W

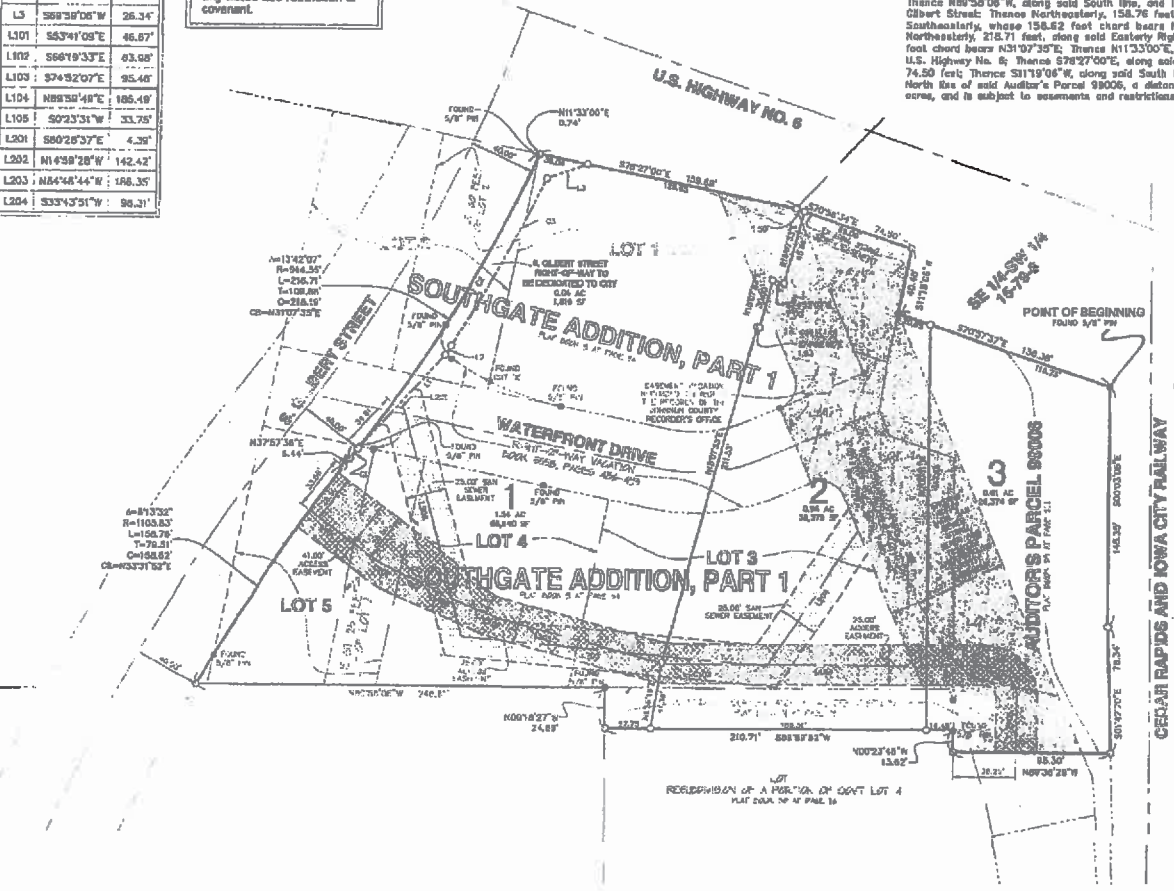
LEGEND AND NOTES

- ▲ CONGRESSIONAL CORNER, FOUND
- △ CONGRESSIONAL CORNER, REESTABLISHED
- CONGRESSIONAL CORNER, RECORDED LOCATION
- PROPERTY CORNER, FOUND (unless noted)
- (1/8" Iron Pin w/ yellow, plastic US Cap enclosed with this Plat)
- PROPERTY CORNER SET (1/2" Iron Pin w/ yellow, plastic US Cap enclosed with this Plat)
- CUT "X"
- PROPERTY SURVEY BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES PLATED OR BY DEED
- EASEMENT LINES, WITH PURPOSE NOTED
- DRAINAGE EASEMENT LINES, PURPOSE NOTED
- RECORDED EASEMENTS
- MEASURED DIMENSIONS
- CURVE, SEGMENT NUMBER

UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN FEET AND HUNDRETHS

LINE	BEARING	LENGTH
L1	N42°03'34"E	76.25'
L2	S32°50'14"W	6.79'
L3	S69°39'08"W	26.34'
L101	S53°41'09"E	46.67'
L102	S66°19'33"E	63.98'
L103	S74°52'07"E	95.46'
L104	N88°59'48"E	185.49'
L105	S02°33'51"W	33.75'
L201	S60°28'37"E	4.39'
L202	N14°38'28"W	142.42'
L203	N84°48'44"W	148.35'
L204	S33°43'31"W	98.31'

Notes on this plat are not intended to create any vested private interest in any stated use restriction or covenant or to bind any third party beneficiaries to any noted use restriction or covenant.



PLAT/PLAN APPROVED by the City of Iowa City

Maureen K. How City Clerk
James L. Adell Date
 UTILITY EASEMENTS, AS SHOWN HEREON, MAY OR MAY NOT INCLUDE SANITARY SEWER LINES, AND/OR STORM SEWER LINES, AND/OR WATER LINES. SEE CONSTRUCTION PLANS FOR DETAILS.
 UTILITY EASEMENTS, AS SHOWN HEREON, ARE ADEQUATE FOR THE INSTALLATION AND MAINTENANCE OF THE FACILITIES REQUIRED BY THE FOLLOWING AGENCIES:
 MIDAMERICAN ENERGY CO. Date: 9-23-2016
 CENTURYTEK Date: 9-26-16
 MERRIMON Date:



I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Iowa.
 GLEN D. MESNER 9-23-2016
 U.S. Lic. No. 8163
 My license renewal date is December 31, 2017.
 Date of sheets covered by this seal: 1

Signed before me this 29th day of Sept., 2016.
James L. Adell
 Notary Public, in and for the State of Iowa.



Date	Revision
04-11-15	REVISION PER CLIENT - JCM
05-02-16	PER CITY COMMENTS - JCM
05-24-16	PER FINAL REVIEW - JCM
05-25-16	ADDITIONAL REVISIONS - JCM

FINAL PLAT

SOUTHGATE ADDITION, PART TWO

A RESUBDIVISION OF SOUTHGATE ADDITION PART 1, AUDITOR'S PARCEL 99008 AND "BOUNDARY SURVEY AND LEGAL DESCRIPTION" IOWA CITY JOHNSON COUNTY IOWA

MMS CONSULTANTS, INC.

Date	03-17-16
Designed by	DAM Field Book No. 1121
Drawn by	JCM Scale: 1"=50'
Checked by	CDM Sheet No.
Project No.	IOWA CITY 9884001
	1 of 1

EXHIBIT B1

MAJOR SITE PLAN SOUTHGATE ADDITION, PART TWO 1402 SOUTH GILBERT STREET IOWA CITY, IOWA

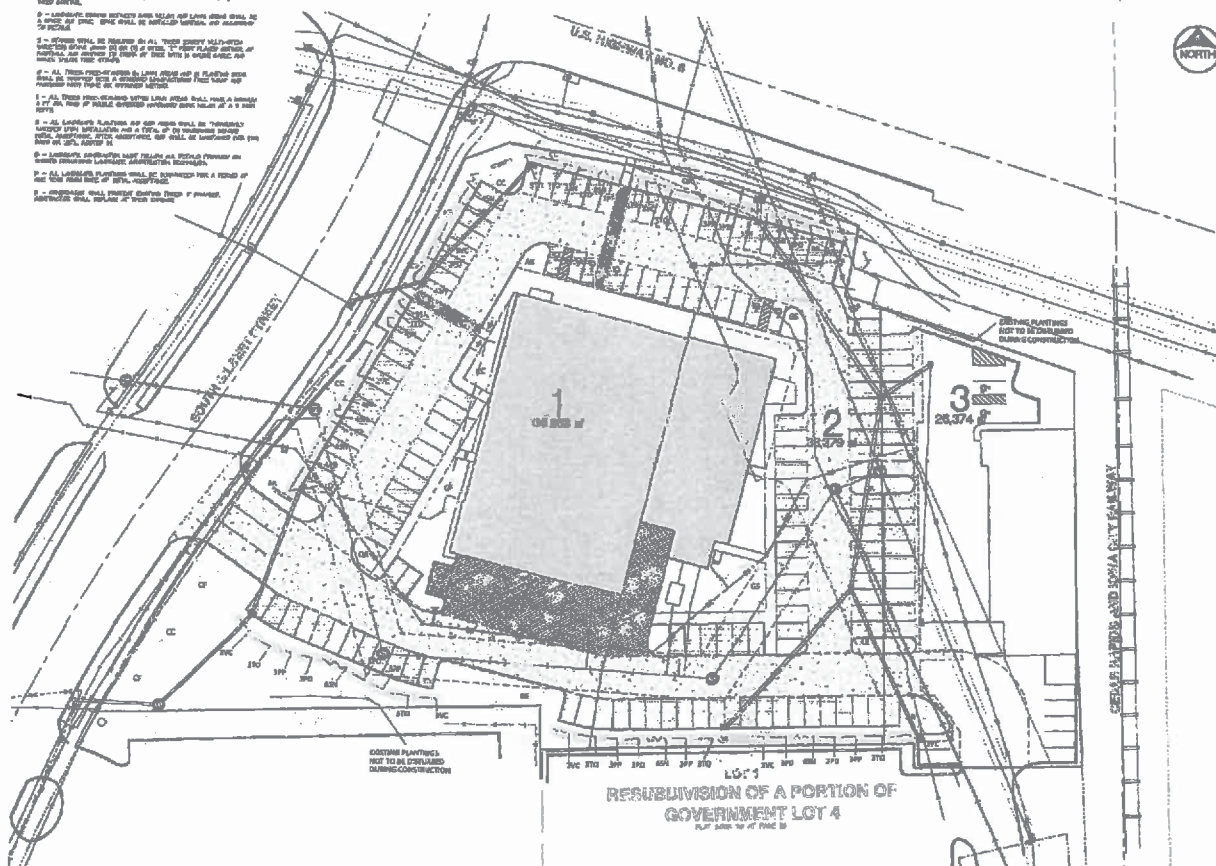
LANDSCAPE NOTES:

- 1 - ALL LANDSCAPE MATERIALS SHALL BE OF THE HIGHEST QUALITY AVAILABLE AND SHALL BE DELIVERED TO THE SITE IN A CONDITION TO BE INSTALLED IMMEDIATELY UPON THE COMMENCEMENT OF CONSTRUCTION.
- 2 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 3 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 4 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 5 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 6 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 7 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 8 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 9 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.
- 10 - ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.

LANDSCAPE REQ.

- ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE IOWA CITY TREE ORDINANCE AND THE IOWA CITY TREE SPECIFICATION MANUAL.

QTY	SYMBOL	COMMON NAME	APPROX. HGT.	SPACING	PLANTING	NOTES
1	1"	RED BUDGED	10'	10' x 10'	10'	10'
1	2"	RED BUDGED	10'	10' x 10'	10'	10'
1	3"	RED BUDGED	10'	10' x 10'	10'	10'
1	4"	RED BUDGED	10'	10' x 10'	10'	10'
1	5"	RED BUDGED	10'	10' x 10'	10'	10'
1	6"	RED BUDGED	10'	10' x 10'	10'	10'
1	7"	RED BUDGED	10'	10' x 10'	10'	10'
1	8"	RED BUDGED	10'	10' x 10'	10'	10'
1	9"	RED BUDGED	10'	10' x 10'	10'	10'
1	10"	RED BUDGED	10'	10' x 10'	10'	10'



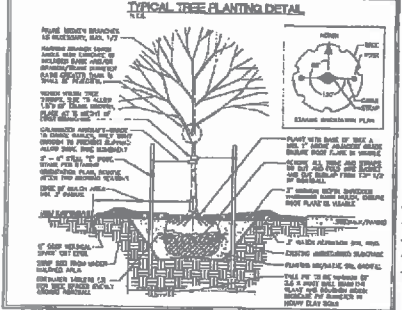
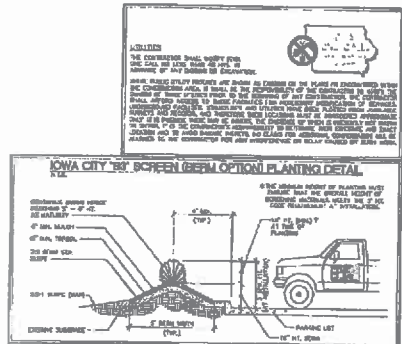
STANDARD LEGEND AND NOTES

1	PROPERTY LINE
2	EXISTING CURB
3	EXISTING SIDEWALK
4	EXISTING DRIVE
5	EXISTING PAVEMENT
6	EXISTING CONCRETE
7	EXISTING BRICK
8	EXISTING STONE
9	EXISTING METAL
10	EXISTING WOOD
11	EXISTING GLASS
12	EXISTING PLASTER
13	EXISTING GYPSUM
14	EXISTING LIME
15	EXISTING CEMENT
16	EXISTING SAND
17	EXISTING GRAVEL
18	EXISTING ASPHALT
19	EXISTING BITUMEN
20	EXISTING POLYMER
21	EXISTING RUBBER
22	EXISTING PLASTIC
23	EXISTING FIBER
24	EXISTING CARBON
25	EXISTING SILICON
26	EXISTING ALUMINUM
27	EXISTING COPPER
28	EXISTING ZINC
29	EXISTING LEAD
30	EXISTING TIN
31	EXISTING NICKEL
32	EXISTING CHROMIUM
33	EXISTING MANGANESE
34	EXISTING IRON
35	EXISTING STEEL
36	EXISTING ALLOY
37	EXISTING COMPOSITE
38	EXISTING CERAMIC
39	EXISTING GLASS
40	EXISTING PAPER
41	EXISTING TEXTILE
42	EXISTING LEATHER
43	EXISTING RUBBER
44	EXISTING PLASTIC
45	EXISTING FIBER
46	EXISTING CARBON
47	EXISTING SILICON
48	EXISTING ALUMINUM
49	EXISTING COPPER
50	EXISTING ZINC
51	EXISTING LEAD
52	EXISTING TIN
53	EXISTING NICKEL
54	EXISTING CHROMIUM
55	EXISTING MANGANESE
56	EXISTING IRON
57	EXISTING STEEL
58	EXISTING ALLOY
59	EXISTING COMPOSITE
60	EXISTING CERAMIC
61	EXISTING GLASS
62	EXISTING PAPER
63	EXISTING TEXTILE
64	EXISTING LEATHER
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66	EXISTING PLASTIC
67	EXISTING FIBER
68	EXISTING CARBON
69	EXISTING SILICON
70	EXISTING ALUMINUM
71	EXISTING COPPER
72	EXISTING ZINC
73	EXISTING LEAD
74	EXISTING TIN
75	EXISTING NICKEL
76	EXISTING CHROMIUM
77	EXISTING MANGANESE
78	EXISTING IRON
79	EXISTING STEEL
80	EXISTING ALLOY
81	EXISTING COMPOSITE
82	EXISTING CERAMIC
83	EXISTING GLASS
84	EXISTING PAPER
85	EXISTING TEXTILE
86	EXISTING LEATHER
87	EXISTING RUBBER
88	EXISTING PLASTIC
89	EXISTING FIBER
90	EXISTING CARBON
91	EXISTING SILICON
92	EXISTING ALUMINUM
93	EXISTING COPPER
94	EXISTING ZINC
95	EXISTING LEAD
96	EXISTING TIN
97	EXISTING NICKEL
98	EXISTING CHROMIUM
99	EXISTING MANGANESE
100	EXISTING IRON

FILED
2017 MAY 1
CITY



- PROJECT INDEX**
- 1 SITE LAYOUT & DIMENSION PLAN
 - 2 SITE DEMOLITION PLAN
 - 3 SITE GRADING & EROSION CONTROL PLAN
 - 4 SITE UTILITY PLAN
 - 5 SITE LANDSCAPING PLAN
 - 6 GENERAL NOTES & DETAILS
 - 7 UTILIZATION AND CONSTRUCTION PHASES PLAN



SITE LANDSCAPING PLAN

SOUTHGATE ADDITION, PART TWO IOWA CITY JOHNSON COUNTY IOWA

MMS CONSULTANTS, INC.
04/18/16
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EXHIBIT B2

**MINUTES
BOARD OF ADJUSTMENT
MAY 10, 2017 – 5:15 PM
EMMA J. HARVAT HALL, CITY HALL**

PRELIMINARY

MEMBERS PRESENT: Gene Chrischilles, Connie Goeb, Bryce Parker, Becky Soglin, Tim Weitzel

MEMBERS ABSENT:

STAFF PRESENT: Susan Dulek, Sarah Walz

OTHERS PRESENT: Doug Bottroff, Dave McCauley

CALL TO ORDER:

The meeting was called to order at 5:15 PM.

ROLL CALL:

A brief opening statement was read by Soglin outlining the role and purpose of the Board and the procedures that would be followed the meeting.

CONSIDER THE APRIL 12, 2017 MINUTES:

Goeb moved to approve the minutes of April 12, 2017. Weitzel seconded the motion.

A vote was taken and the motion carried 5-0.

SPECIAL EXCEPTION ITEM EXC17-00003:

Discussion of an application submitted on behalf of Regina Catholic Educational Center to allow the expansion of a General Education Facility in the Low Density Single-Family (RS-5) zone at 2140 Rochester Avenue.

Soglin noted that she lives on Rita Lyn Court, the cul-de-sac across the way from Regina, but has no direct knowledge of the application and therefore there is no conflict of interest.

Walz began the staff report noting that the Board considered a special exception on this property last month. She showed a site map of the area and noted the school is located in the RS-5 zone and has RS-5 zoning on two sides (west and south), Hickory Hill Park is to the north, and multi-family zones to the east. There is also some neighborhood commercial to the south and east of the site. The Regina Catholic Educational Center is categorized as a General Education Use-a use that is permitted in residential zones (similar to churches and daycares) by special. exception only. In April, the Board of Adjustment approved a special exception to allow an approximately 12,900 square foot building to house an athletic training facility. The applicant is now seeking a

special exception to allow an 18,500 square foot addition to the school building and an expansion of the parking areas north and south of the building. The School is requesting the special exception first, and if approved then will begin raising funds. Therefore the expansion has not yet been designed, but they have a basic footprint and a basic idea of what they would propose. The addition will be on the back of the school, and not street facing. The school is also seeking to expand its parking areas to provide 57 additional spaces-53 spaces in the south lot, which faces onto Rochester Avenue; 4 additional spaces in the north lot, adjacent to the new athletic building. This parking expansion will be beyond the minimum parking requirement and also as part of their circulation requirement they are widening a curb cut onto Rochester Avenue. Walz reminded the Board that at last month's meeting it was discussed designing a new secondary access drive to First Avenue. The City has long encouraged Regina to provide this secondary access in order to alleviate congestion at the intersection of First Avenue and Rochester Avenue during peak hours.

Walz noted there was a question from one of the Board members about this use, the applicant has indicated that the goal of the expansion, and related renovations within the existing building, to bring the school building up-to-date with modern standards for educational facilities and to allow expansion of Regina's early childhood program. The early childhood program use is considered an accessory use and does need a special exception, however since it will be part of this bigger project, it is included in the overall special exception as the criteria for the expansion of a General Education Facility exception is more strenuous than that of just having an early childhood program in the zone.

Walz reviewed the standards required for a General Education Use facility. The first is regarding setbacks. The Regina school buildings more than satisfy the required setbacks. Even with the new addition they will continue to exceed the minimum required setbacks. The second specific criteria is that the proposed use will be designed to be compatible with adjacent uses. The criteria gives the Board a lot of latitude to look at various aspects. Walz did point out that she mentions stormwater under the general criteria, but it probably fits better under this specific criteria. There are some stormwater issues on the site that the City has been trying to resolve for some years, and now is a good time with this special exception application to get those issues resolved. The City Parks Department will work with Regina and prior to paving the south parking area, Regina will need to come up with a plan to address the stormwater runoff issue and must be signed off by the Director of the Parks Department.

Walz next discussed the parking issues. The applicant proposes to create 53 additional parking spaces and have submitted a parking study to the Board. In addition to the special exception, in order to have the parking between the street and the school building the applicant had to go through the Minor Modification process, which they have done and secured the Minor Modification. Walz continued by noting there are two matters to address, one is exceeding the minimum parking and secondly the placement of the parking. Regina has indicated that they have a number of events during which the parking demand outstrips the supply. That is pretty standard at all schools, when there are events a certain number of parking must be accommodated on the surrounding streets. The additional parking spaces requested are intended to more closely align with actual current demand for parking on the site. Walz also noted that currently during large events cars often park in the drop-off circle and fire lane and on grassy areas that line the parking lots. Walz showed on the map how parking is accommodated on streets in the surrounding neighborhoods. Woodridge Avenue and Winston Drive provide the nearest opportunities for on-street parking with a pedestrian connection directly to the west edge of the Regina property, near the athletic fields. Rita Lyn Court, an approximately 700-foot cul-de-sac provides some additional on-street parking capacity. Most other nearby streets are located no less than a quarter mile from

the school building, and some (especially those to the northeast) are not easily accessible to the site due to topography. The additional parking is being proposed on the south side of the school because other areas are needed for stormwater management and there are other topographic constraints. Therefore Staff does believe some additional parking is appropriate, and it is appropriate to have it in the front of the school. Staff has requested that Regina keep as much green space as possible between the front property line and the parking area. The parking area will have landscape screening and a retaining wall approximately three feet in height.

The next standard, the proposed use will not have significant adverse effects on the livability of nearby residential uses due to noise, glare from lights, late night operations, odors, and litter. Regina functions like other school sites, there are occasional evening events, but not late night hours. In addition they will be providing the screening for the parking and with the addition of the new access driveway they will be reducing the impact of the parking area in neighborhoods.

Walz next discussed if the proposed use is located in a residential zone or in the central planning district, it must comply with the multi-family site development standards. Walz stated that because the addition is on the back of the building they are not held to the standard for buildings. The multi-family design standards do require that parking is behind the buildings but because this is an existing site, and given the topography and constraints on the site, they secured a Minor Modification to allow the parking.

Walz moved onto the General Standards. First, the specific proposed exception will not be detrimental to or endanger the public health, safety, comfort or general welfare. There will be a number of improvements to the site with new sidewalk connections through the parking areas. Walz showed the pedestrian pathways and noted with the larger site there will be a new sidewalk that will come up the access drive and that will need to be connected to the entrance of the new addition. Walz reiterated that the goal is to maintain as much green space between the parking screening and the sidewalks.

The second general standard, the specific proposed exception will not be injurious to the use and enjoyment of other property in the immediate vicinity and will not substantially diminish or impair property values in the neighborhood. By maintaining the 20 foot setback for the parking area will assist with meeting this standard. Walz restated the stormwater runoff issue and how Regina is working with the City to resolve that issues.

Next, establishment of the specific proposed exception will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the zone in which such property is located. Walz stated that the findings under the first two general criteria meet this. She noted the City also discussed previously how Regina is an asset to the neighborhood.

Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided. Once again the stormwater issues is being addressed, the access drive is addressing the need to reduce congestion at the Rochester intersection.

General criteria number five is adequate measures have been or will be taken to provide ingress or egress designed so as to minimize traffic congestion on public streets. Walz reiterated that will be accomplished through the creation of the new access drive. Walz showed a picture of the area and explained that the two driveways that are on Rochester Avenue have specific uses. The east access drive is entrance only and the other is an exiting drive only. That is not a requirement of the City, it is just what Regina has done for its own circulation needs. Regina is changing that to

have both drives entrance and exits and the applicant can address how that will change the circulation on their site. Walz also explained the pedestrian crossings for access to the school, and that crossing guards are provided.

Walz stated with the final two general criteria, first except for the specific regulations and standards applicable to the exception being considered, the specific proposed exception, in all other respects, conforms to the applicable regulations or standards of the zone in which it is to be located, there are a number of things Regina will have to bring up to Code standard (lightening on the building and parking lot, parking area screening, screening required along driveways, improvement of stormwater drainage, and sidewalk access to the rear entrance). And finally the proposed use must be consistent with the Comprehensive Plan as amended. The Comprehensive Plan encourages educational facilities in residential zones so long as they fit within the neighborhood.

Staff recommends approval of a special exception for the expansion of a general educational facility to allow a school building addition of approximately 18,500 square feet and expansion of the parking areas to allow up to 300 parking spaces, subject to the following conditions:

- a. Completion of a secondary drive access to First Avenue prior to issuance of a building permit for the new school addition;
- b. Substantial compliance with the plans and elevations submitted with this application;
- c. The parking area setback along Rochester Avenue should be set back no less than 20 feet from the street right-of-way line (south property line) in order to preserve as many mature trees as possible, and mature trees that are removed should be replaced in consultation with planning staff;
- d. North and south parking areas and drives must be brought into conformance with all parking standards, including paving, screening, shade trees, pedestrian access, and lighting;
- e. Bicycle parking must be provided in conformance with code standards; and
- f. Prior to paving of the south parking area (near Rochester Ave), the applicant must submit a plan to and receive approval from the Park and Recreation Director to address stormwater runoff concerns at the north end of the Regina property; and
- g. Prior to a permit being issued for the building addition, the stormwater plan must be implemented, inspected, and approved by the Parks and Recreation Director.

The term of this special exception should be extended to 2 years to allow Regina the opportunity to complete the fundraising for the school expansion.

Goeb asked about the sequence of events. Walz explained Regina would first like to construct the parking area this summer that would allow them to stage things for both the athletic facility they are building and for the eventual addition to the school. Then hopefully in the next year to two years build the addition and once the addition is built finish the improvements to the rear parking area. Goeb asked when the First Avenue drive is to be completed. Walz said the intent is to do the access drive as soon as possible, before any other improvements.

Parker asked if Staff was recommending the curb cut be widen or if that was the Applicant. Walz stated the Applicant was requesting it and to do so they must get a permit from the City Engineer who will address safety and other issues. It is part of the exception because it is part of the expansion.

Soglin asked if there would be room for three lanes of traffic with that expanded curb cut and Walz confirmed there would. The Applicant will address the traffic circulations.

Soglin next asked about preserving as many mature trees but there is a notation that the evergreens will likely be taken out. Walz said some would, but perhaps not all.

Soglin opened the public hearing and asked the Applicant to come forward.

Doug Bottorff (2005 Rochester Court) represents Shive Hattery and is a Regina parent. He stated they did hold a neighborhood meeting (Soglin stated she did not attend that meeting so there would be no conflict of interest) and received positive feedback at that meeting. Bottorff acknowledged the questions about traffic circulation and will also speak about the south parking lot. He first showed the existing traffic circulation, and explained the drop off points and where there is congestion. He then showed the proposed new routing which will help alleviate the congestion and less traffic through the preschool age areas of the school. Additionally there will be a new dedicate bus drop off area. With the new site circulation they will have 150 cars on First Avenue in the morning and 200 exiting cars onto North First Avenue in the afternoon, but that alleviates all those cars from adding to traffic on Rochester Avenue.

Soglin raised concern about the intersection with three lanes (one going in, two out exiting either left or right) because currently if someone is at the intersection of Rita Lyn Court and Rochester Avenue they cannot make a left hand turn onto Rochester due to all the traffic exiting Regina. She also stated concern about the other access point on Rochester Avenue and cars exiting to the east right into a walkway.

Bottorff showed the traffic counts for the area and noted the new system will alleviate the concentration of traffic from just one exit.

Soglin noted that widening the curb cut allows for more traffic at that entrance/exit and now there will be three vehicles maneuvering through the area rather than the current two. Bottorff stated by widening the curb cut they can accommodate the bus traffic as well. Soglin asked if after this is in place for a bit and if problems arise they will revisit and Bottorff confirmed that would absolutely happen.

Goeb asked about the sequence of all the projects. Bottorff said they will begin with the new access road off First Avenue, then next is the south parking lot and they hope to accomplish both this summer. The north parking lot modifications will happen with the construction of the addition, which they plan to start designing this fall.

Bottorff addressed the south parking lot and acknowledged they worked very hard to keep the 20 foot buffer (from the parking lot to the property line) but there is one area on the far east side where it will only be 19 feet. However by doing that they are saving some trees.

Soglin stated Bottorff has addressed what the preferred traffic flows will be, but there is no prohibiting mechanism for someone to use whatever entrance/exit they wish. Bottorff confirmed that was the case, but they will communicate with the parents, students and guests the preferred traffic flows.

Parker asked if there was any signage for parking along Woodridge Avenue. Walz responded that the only signage for parking would be what the City puts up, such as prohibiting parking. Parker asked about special events, to let the public know they can park on Woodridge Avenue. Bottorff stated they do not use signage to direct parking to Woodridge Avenue or any surrounding neighborhood.

Parker also asked Bottorff to comment on the screening around the retaining wall. Bottorff said they are required by Code to have 35 plantings with a third of them greater than four feet with no requirement on where they are. Bottorff said they will meet that requirement. Walz noted that the screening requirement is for lightening and to designate an area, it is not required to block the view of the area, so it doesn't have to be a solid screen.

Dave McCauley (420 North First Avenue) and the driveway to his condominium complex will be right across the road from where the new access road will be. His concern is that First Avenue is already difficult to get on and off of certain times of the day. He also drives along Rochester Avenue and feels it is much easier to deal with than First Avenue. On First Avenue traffic is often backed up all the way down to Hickory Hill Park. He is concerned about adding more traffic to that area. He questions where the approval for that new access road came from, as it appears to already be done, but before additional parking is approved for this site it would be beneficial to first see how the traffic on First Avenue will be affected by this new access road. McCauley referenced a mailing he received that states the secondary access drive will alleviate the congestion at the Rochester and First Avenue intersection as only north bound traffic may enter. Walz acknowledged that was an error, and should read only south bound traffic may enter the access road. This access road should help with the stacked southbound traffic on First Avenue as any of the traffic to Regina can turn into Regina at the access road rather than going up to Rochester Avenue to enter Regina.

Soglin raised the question of where the approval for the drive comes from, as it doesn't come through this Board. Walz stated that throughout the years Regina has come before this Board for special exceptions for smaller projects and at each of those meetings the City has stated their desire for Regina to provide a secondary access as the only way to the site is off Rochester Avenue. Regina finally has acquired the property needed to achieve the secondary access. Walz explained that this is a City directive. Soglin asked if it were ever a condition placed on a special exception granted and Walz confirmed it was not.

Soglin asked if McCauley was able to attend the Good Neighbor Meeting. He said he did not as he felt that was not the place to state his concern about the driveway and it should be addressed to this Board and the City not Regina.

Chrischilles asked if McCauley was concerned about peak time traffic in the morning only. McCauley stated there was concern for afternoon traffic as well. Walz confirmed there is a period of the morning where First Avenue is quite backed up and the idea is that the access drive will get those people headed to Regina off First Avenue prior to waiting to turn onto Rochester Avenue.

Soglin closed the public hearing.

Soglin noted that Staff added conditions a-g on the exception and the Board could add another condition regarding the sidewalk. Parker acknowledged that is covered by the Code. Walz stated the Code requires either a four or five foot sidewalk but often schools decide to build a wider sidewalk for their own convenience.

Goeb asked about condition c and if the Board needs to do anything about the "no less than 20 feet" to acknowledge the Applicant admitted one area is only 19 feet. Dulek stated the Board should acknowledge the 19 feet so it is on record. Walz said it could say "with the exception of an area on the east end of the parking lot" and that should suffice. Walz said the City is most concerned with maintaining a sense of screening and separation, and it was more of a goal to

preserve the trees to the west. Weitzel pointed out that there aren't many trees at that corner and being able to save the ones there is important.

Goeb recommends approval of a special exception EXC17-000003 for the expansion of a general educational facility to allow a school building addition of approximately 18,500 square feet and expansion of the parking areas to allow up to 300 parking spaces, subject to the following conditions:

- a. **Completion of a secondary drive access to First Avenue prior to issuance of a building permit for the new school addition;**
- b. **Substantial compliance with the plans submitted with this application;**
- c. **The parking area setback along Rochester Avenue should be set back no less than 20 feet from the street right-of-way line (south property line - with the exception of a small area on the east end of the south parking lot) in order to preserve as many mature trees as possible, and mature trees that are removed should be replaced in consultation with planning staff;**
- d. **North and south parking areas and drives must be brought into conformance with all parking standards, including paving, screening, shade trees, pedestrian access, and lighting;**
- e. **Bicycle parking must be provided in conformance with code standards; and**
- f. **Prior to paving of the south parking area (near Rochester Ave), the applicant must submit a plan to and receive approval from the Park and Recreation Director to address stormwater runoff concerns at the north end of the Regina property; and**
- g. **Prior to a permit being issued for the building addition, the stormwater plan must be implemented, inspected, and approved by the Parks and Recreation Director.**

The term of this special exception should be extended to 2 years to allow Regina the opportunity to complete the fundraising for the school expansion.

Chrischilles seconded the motion.

Weitzel agrees with the motion and added that traffic is always a complicated issue.

Weitzel stated that regarding agenda item EXC17-000003 he concurs with the findings set forth in the Staff report of May 10, 2017 as amended tonight in the motion, and conclude the general and specific criteria are satisfied, particularly that the new access drive will help alleviate congestion at the intersection of Rochester and First Avenues, the parking will be brought into compliance with design standards, and the request to expand parking beyond the minimum is reasonable based on information submitted to Staff. So unless amended or opposed by another Board member he recommends that the Board adopt the findings in the Staff Report as our findings with acceptance of this proposal.

Soglin added that the Applicant has reached out to the neighbors and neighbors have had opportunities to share their views.

A vote was taken and the motion carried 5-0.

Soglin stated the motion declared approved, any person who wishes to appeal this decision to a court of record may do so within 30 days after this decision is filed with the City Clerk's Office.

BOARD OF ADJUSTMENT INFORMATION:

Board update regarding a previously approved special exception (EXC16-00009) allowing expansion of an existing Quick Vehicle Servicing use located in the Neighborhood Commercial (CN-1) zone located at 2221 Rochester Avenue. At its April meeting a board member had requested follow up regarding the site plan that was approved vs. what was actually installed.

Walz showed the site plan approved for the project and what the site looked like prior to the special exception. The plan did call for reduction in green space but additional screening. Soglin raised the concern that the screening didn't look correct, there was added rock to the site, as well as concern about amplified sound from the site. Walz stated that inspectors went out to the site and issued a violation, the Applicant is in the process of improving the area that was filled in with rock as well as modifying the area with the dead vegetation. The Applicant has installed the compliant bicycle parking and turned off the amplified sound at the gas pumps. Additionally the Applicant moved the sign that was in violation.

ADJOURNMENT:

Goeb moved to adjourn this meeting.

Weitzel seconded the motion.

A vote was taken and the motion passed 5-0

**BOARD OF ADJUSTMENT
ATTENDANCE RECORD**

NAME	TERM EXP.	6/15	7/13	8/10	9/14	9/21	9/30	10/12	11/9	12/14	1/11	4/12	5/10
PARKER, BRYCE	1/1/2022	--	--	--	--	--	--	--	--	--	X	O/E	X
GOEB, CONNIE	1/1/2020	X	X	X	X	X	O/E	X	X	X	X	X	X
CHRISCHILLES, T. GENE	1/1/2019	O/E	X	X	X	X	X	X	X	X	X	X	X
SOGLIN, BECKY	1/1/2018	X	X	X	X	X	X	X	X	X	X	X	X
WEITZEL, TIM	1/1/2021	X	X	X	X	X	X	X	X	X	X	X	X

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