PLANNING AND ZONING COMMISSION

Thursday, November 5, 2020
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/tJYudOivrTIoGtSRIeghLa6-C1hBo24AChZx 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 923 3173 9200 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

Comprehensive Plan Amendments

4. **Case No. CPA20-0002**
   Applicant: K&F Properties, LLC
   Location: 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue

   A public hearing on an application to amend the Downtown and Riverfront Crossings Master Plan, a component of the City's Comprehensive Plan, to expand the West Riverfront Subdistrict to include approximately 3.16 acres south of Myrtle Avenue, west of Riverside Drive, north of the Iowa Interstate Railroad, and east of Olive Street

Land Development Items

5. **Case No. REZ20-0003**
   Applicant: K&F Properties, LLC
   Location: 215, 219, 223, and 245 S. Riverside Court; 119, 201, 203, 205, 207, and 209 Myrtle Avenue; 517 and 527 S. Riverside Drive

   An application submitted for a rezoning of approximately 4 acres of land from Medium Density Single-Family Residential (RS-8) zone, High Density Multi-Family Residential (RM-44) zone, and Community Commercial (CC-2) zone to Riverfront Crossings, West Riverfront (RFC-WR) zone.

Zoning Code Text Amendments

6. **Case No. REZ20-0004**
   Applicant: K&F Properties, LLC
   Modifications to the Riverfront Crossings, West Riverfront Subdistrict Ordinance

   Consideration of the Modifications to the Riverfront Crossings, West Riverfront Subdistrict Ordinance, which amends Title 14 Zoning to expand the Riverfront Crossings, West Riverfront Subdistrict boundaries to include 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue and to increase the maximum height bonus from five to seven stories for properties north of and abutting the Iowa Interstate Railroad in the West Riverfront Subdistrict.

7. Overview of the City's new online permitting system

8. Consideration of Meeting Minutes: October 15, 2020

9. Planning & Zoning Information

10. 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: November 19 / December 5 / December 19
Informal: Scheduled as needed.

STAFF REPORT

To: Planning and Zoning Commission
Item: CPA20-0002 West Riverside

Prepared by: Kirk Lehmann, Associate Planner
Date: November 5, 2020

GENERAL INFORMATION:

Applicant:

Steve Long
K&F Properties, LLC
220 SE 6th Street Suite 200
Des Moines, IA, 50309
319-621-3462
steve@salidapartners.com

Contact Person:

Mark Seabold
Shive-Hattery Architecture-Engineering
2839 Northgate Drive
Iowa City, IA 52245
319-325-5350
mseabold@shive-hattery.com

Property Owner(s):

K&F Properties, LLC
220 SE 6th Street Suite 200
Des Moines, IA, 50309

Requested Action:

To add properties to the West Riverfront Subdistrict of the Downtown & Riverfront Crossings Master Plan

Purpose:

To develop a mixed-use project with housing, retail, hospitality and neighborhood services

Location:

219, 223, and 245 S. Riverside Court and
119, 201, 203, 205, 207, and 209 Myrtle Avenue

Location Map:

Size:

3.16 acres

Existing Land Use and Zoning:	Residential; High Density Multi-Family Residential Zone (RM-44) & Medium Density Single-Family Residential (RS-8)	
Surrounding Land Use and Zoning:	North:	Institutional (Open Space & Parking), Institutional Public (P-2)
	East:	Residential & Commercial; Riverfront Crossings, West Riverfront (RFC-WR) & Community Commercial (CC-2)
	South:	Iowa Interstate Railroad & Residential; Riverfront Crossings, West Riverfront (RFC-WR), Riverfront Crossings, Orchard (RFC-O), & Low Density Single-Family Residential with Planned Development Overlay (RS-5 OPD)
	West:	Residential; Medium Density Single-Family Residential (RS-8)
Comprehensive Plan:	Residential 2-8 Dwelling Units Per Acre, Residential 8-16 Dwelling Units Per Acre, & Mixed Use	
District Plan:	Southwest District Plan: Single-Family/Duplex Residential, Medium to High Density Multi-Family, & Mixed Use	
File Date:	August 13, 2020	

BACKGROUND:

K&F Properties, LLC owns property located at 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Ave. The owner is working with Shive-Hattery to prepare three applications to allow development of a mixed-use project with housing, retail, hospitality, and neighborhood service uses. This specific application (CPA20-0002) proposes to amend the Comprehensive Plan by adding the subject properties, approximately 3.16 acres, to the West Riverfront Subdistrict of the Downtown and Riverfront Crossings Master Plan. Attachment 4 illustrates the proposed changes to the plan.

The subject properties are included in the Southwest District of the Comprehensive Plan, which indicates the properties are primarily appropriate for Medium to High Density Multi-Family, specified as 8-16 Dwelling Units Per Acre in the Comprehensive Plan. 209 Myrtle Avenue is shown as Single-Family/Duplex Residential, specified as 2-8 Dwelling Units Per Acre in the Comprehensive Plan. The Riverfront Crossings Plan to which the subject properties are being proposed for inclusion was adopted in 2013.

The other concurrently submitted applications include a zoning map amendment (REZ20-0003), which would rezone properties the applicant owns from High Density Multi-Family Residential Zone (RM-44), Community Commercial (CC-2), and Medium Density Single-Family Residential (RS-8) to Riverfront Crossings-West Riverfront (RFC-WR), and a zoning text amendment (REZ20-0004), which would amend the West Riverfront subdistrict regulating plan map and

increase the maximum bonus height from 5 to 7 stories along the north side of the Iowa Interstate Railroad. Generally, the Comprehensive Plan Amendment must be approved for changes to the zoning and regulating plan maps to comply with the Comprehensive Plan. However, the bonus height zoning text amendment does not require the Comprehensive Plan amendment to be approved.

The applicant submitted concept plans showing development scenarios for the properties they own and a statement regarding the proposed amendment (Attachment 3). The concepts illustrate the potential character of development but are subject to change.

The applicant held an online Good Neighbor Meeting on October 28, 2020. Letters were sent on October 20 to property owners beyond the minimum required 300-foot distance informing neighbors about the meeting. An account of the meeting is included in Attachment 5.

ANALYSIS:

The Iowa City Comprehensive Plan serves as a land-use planning guide by illustrating and describing the location and configuration of appropriate land uses throughout the City, providing notification to the public regarding intended uses of land; and illustrating the long-range growth area limit for the City. Applicants may request an amendment to the City's Comprehensive Plan with City Council approval after a recommendation by the Planning and Zoning Commission. Applicants for a comprehensive plan amendment must provide evidence that the request meets the approval criteria in **Section 14-8D-3D**. The comments of the applicant are found in the attachments. Staff comments on the criteria is as follows.

14-8D-3D Approval Criteria: Applications for a comprehensive plan amendment must include evidence that the following approval criteria are met:

1. **Circumstances have changed and/or additional information or factors have come to light such that the proposed amendment is in the public interest.**

   When the Southwest District Plan was adopted in 2002, the land use scenario (Medium to High Density Multi-Family and Single-Family/Duplex Residential) was a way to create an appropriate transition from commercial uses along S. Riverside Drive to residential uses on Olive Street. The adoption of the Downtown and Riverfront Crossings Master Plan in 2013 was a significant policy evolution by encouraging a more form-based development approach. The City implemented this change through the adoption of a form-based code which increased allowable densities while maintaining appropriate transitions through building height and bulk controls. Subsequently, two multi-family projects were developed under this code to the south of the subject properties, Riverview West and the Orchard Lofts. Staff believes the adoption of the master plan, and its implementation, constitute a change in circumstances for the subject area.

   In addition, ownership of the subject parcels has recently changed. K&F assembled the subject properties, along with those directly east on S. Riverfront Drive, from December 2019 through June 2020. Prior to that point, the subject properties were under four different owners, with a fifth owning the property along S. Riverside Drive. While some of this assemblage is currently within the West Riverfront subdistrict of the master plan, the subject properties are not. This recent unification of ownership presents redevelopment opportunities that did not previously exist.

2. The proposed amendment will be compatible with other policies or provisions of the comprehensive plan, including any district plans or other amendments thereto.

The Roosevelt Subarea of the Southwest District Plan, which contains the subject properties, has several goals relevant to the proposed amendment. One of its primary goals is to provide an opportunity for all types of households to live close to the University and downtown, including singles, young families, university students and elderly populations. To this end, the plan encourages stabilizing single-family neighborhoods and developing high-quality multi-family housing that is compatible with surrounding neighborhoods. Its recommendations emphasize design standards to ensure new multi-family development is sensitive to the environment, topography, and neighborhood. Similarly, the plan encourages the development of attractive, mixed-use buildings which include commercial uses serving the needs of nearby residents. These goals reflect broader goals in the comprehensive plan, such as promoting compatible infill, preventing sprawl, enabling alternatives to commuting by car, providing a diverse community, and supporting the vitality of downtown.

The City adopted the Downtown and Riverfront Crossings Master Plan to implement similar policies in the Riverfront Crossings District. Much of the master plan focuses on encouraging pedestrian-oriented, mixed-use development to enhance the urban fabric. This is achieved by mixing housing and commercial infill development and activating and improving streetscapes with pedestrian amenities. In the West Riverfront subdistrict, this is envisioned as occurring over time as commercial uses west of S. Riverside Drive take on a more pedestrian-friendly framework or transition to urban apartments and mixed-use development with buildings at corners and vehicular access behind to create a pedestrian-oriented street frontage. East of S. Riverside Drive, the master plan encourages utilizing river views with walkable commercial or niche residential uses, including townhouses or mid-rise condominium buildings.

While the goals of these two plans generally align, some apparent differences must be reconciled. The Southwest District Plan notes to avoid concentrations of high-density multi-family zoning adjacent to low-density single-family zones. It uses its future land use map to facilitate a transition between higher density uses on S. Riverside Drive and low-density residential neighborhoods to the west. Alternatively, the master plan encourages appropriate transitions through its regulating plan incorporated in the Zoning Code (City Code, Title 14). The West Riverfront subdistrict allows a base height of up to 4 stories with a 10-foot step back above the third floor on facades facing streets or single-family residential zones. The maximum height may be increased to five stories where not abutting a residential zone. While the strategies are different, they achieve the same ends of appropriately transitioning from lower to higher density uses. The Riverfront Crossing Form-Based Code also includes enhanced building, frontage, and design requirements, which further ensures a higher quality of design and supports both plans.

To understand compatibility, the specific context is also relevant. The subject parcels currently contain 144 dwelling units, primarily in two- to three-story multi-family buildings, though also in some lower density properties. The Southwest District Plan Future Land Use Map designations of Single-Family/Duplex Residential, Medium to High Density Multi-Family, and Mixed Use reflect this situation. Surrounding properties include public uses to the north, commercial uses to the east, a railroad and high-density multi-family uses to the south, and some medium-density single-family uses to the west. The subject parcels are immediately adjacent to areas within the West Riverfront subdistrict and

contain similar uses to those in the subdistrict. As such, it makes sense to include the subject parcels though this was not contemplated in the master plan.

Expanding the West Riverfront subdistrict will increase the allowable density of the subject properties, but staff believes it maintains compatibility with single-family homes to the west in this case. Steep slopes create 50 feet of grade change between those homes and the subject parcels, and West Riverfront parcels abutting a residential zone can only have buildings up to four stories. As a result, the proposed buildings are expected to have a three-story exposure to the single-family homes, which is comparable to what would be allowed in the current zone if the properties were at the same grade. It is also only one story taller than the existing buildings, maintaining a similar context for homes to the west.

In addition, redevelopment of the site meets other goals in the Southwest District and Riverfront Crossings plans. First, it allows for a more cohesive development with better circulation and a high-quality, pedestrian-oriented design. The concept also contains a mixed of senior and market-rate housing, retail, hospitality and neighborhood services, all organized around a central, pedestrian-scale plaza. While the concept will increase traffic to the site, the Traffic Impact Study which was submitted with the application indicates that all study intersections will operate at acceptable levels of service and that queuing is not anticipated to be an issue.

For these reasons, staff finds that the requested Comprehensive Plan amendment to expand the West Riverfront subdistrict to include the subject properties in the Downtown and Riverfront Crossings Master Plan is compatible with the surrounding development and other policies in the Comprehensive Plan. However, implementing this proposed amendment requires amending the zoning code map and the regulating plan (to be considered under REZ20-0003 and REZ20-0004 respectively).

STAFF RECOMMENDATION:

Staff recommends approval of CPA20-0002, a proposed amendment to the Comprehensive Plan, to add approximately 3.16 acres of property to the West Riverfront Subdistrict of the Downtown and Riverfront Crossings Master Plan located at 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Ave.

ATTACHMENTS:

1. Location Map
2. Zoning Map
3. Application Submittal
4. Proposed Changes to the Downtown & Riverfront Crossings Master Plan
5. Good Neighbor Meeting Materials

Approved by: 

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

CPA20-0002
West of Riverfront Drive, South of Mrytle Avenue.

N W E S

0 0.0125 0.025 0.05 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: August 2020

An application submitted by K & F Properties, LLC to request a Comprehensive Plan Amendment to change the land use designation of approximately 3.16 acres of property from High Density Multifamily (RM-44) and Medium Density Single-Family (RS-8) to Iowa Riverfront Crossings, West Riverfront (IRC-WR).

CPA20-0002
West of Riverfront Drive, South of Mrytle Avenue.

0 0.0125 0.025 0.05 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: August 2020

An application submitted by K & F Properties, LLC to request a Comprehensive Plan Amendment to change the land use designation of approximately 3.16 acres of property from High Density Multifamily (RM-44) and Medium Density Single-Family (RS-8) to Iowa Riverfront Crossings, West Riverfront (IRC-WR).

CPA20-0001

Applicant's statement – The proposed amendment will be compatible with other policies or provisions of the Comprehensive Plan, including any District Plans or other amendments thereto.

Below verbiage included on page 16 of submitted document

"Riverfront West Development requests that Iowa City's Comprehensive Plan be amended to extend the Riverfront Crossings District west in the area indicated above from the existing properties in the West Riverfront Subdistrict along Riverside Drive to the eastern property line of the residential properties located on Olive Street and 215/213 Myrtle Ave. The existing West Riverfront Subdistrict would be expanded west as part of this amendment.

This expansion of the West Riverfront Subdistrict would redefine an existing RM-44 zoned area with existing apartment buildings and two converted/ leased single family residential houses. The properties to be included in the current RM-44 zoned area are 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, and 207 Myrtle Ave. This area also includes a single RS8 lot, 209 Myrtle Ave.

Expanding the West Riverfront Subdistrict is appropriate for this site due to the over 50' of grade change. Because of this topography, which is atypical of the West Riverfront Subdistrict, the proposed height of the buildings will present a three-story exposure to the Olive Street residences. This is approximately a single story more than the existing apartments building
located there now.

This Comprehensive Plan Amendment would allow for a more cohesive development while still being sensitive to the neighborhood scale to the west."

Neighboring Property Listing – file attached for property owners within 300 feet of the exterior limits of the properties involved in this application.

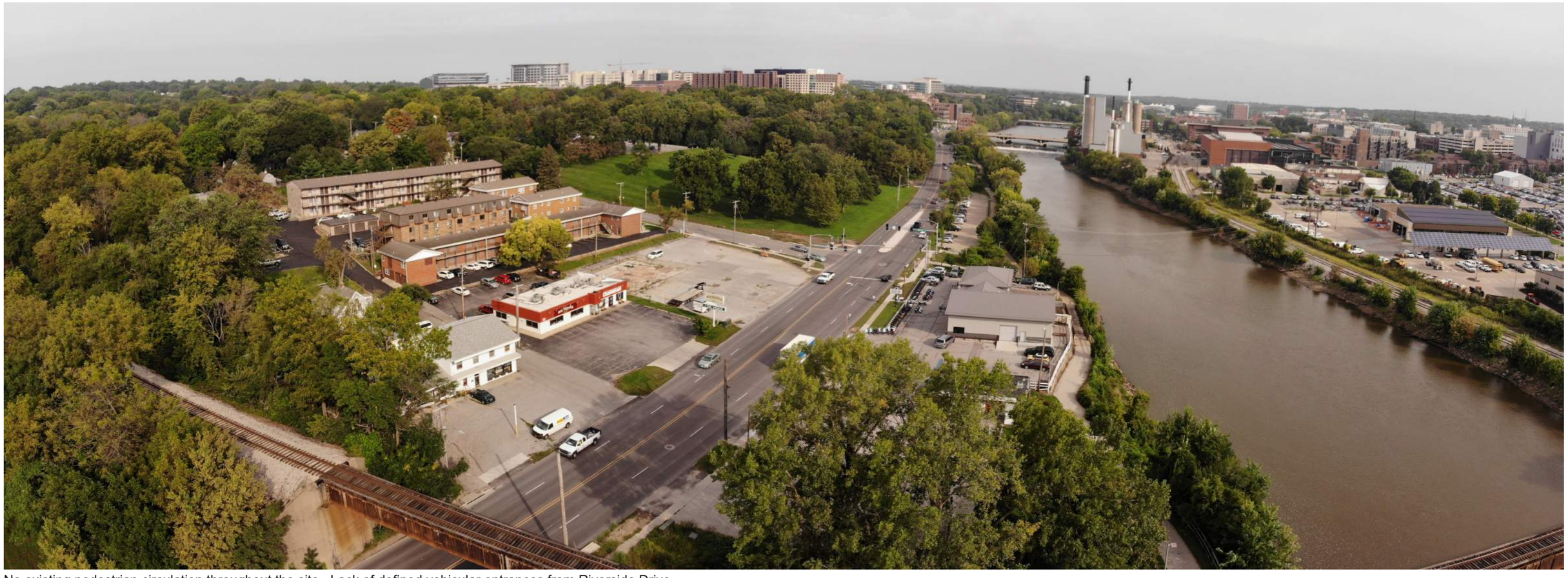
RIVERFRONT WEST DEVELOPMENT

COMPREHENSIVE PLAN AMENDMENT & REZONING

SW CORNER OF RIVERSIDE DRIVE AND MYRTLE AVE, IOWA CITY, IA
AUGUST 13, 2020

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

EXISTING SITE PHOTOGRAPHY



No existing pedestrian circulation throughout the site. Lack of defined vehicular entrances from Riverside Drive.

EXISTING SITE PHOTOGRAPHY

Outdated buildings lack energy efficiency. Site contributes to heat island effect in this area.

EXISTING SITE PHOTOGRAPHY

Lack of green space/ vegetated area does not relate to surrounding area. Most of site area devoted to parking.

EXISTING SITE PHOTOGRAPHY

Buildings do not relate to each other. Views are to backs of other buildings both within the site and from Olive Street.

EXISTING SITE PHOTOGRAPHY

Buildings do not relate to Myrtle Street. Extreme grade change from Myrtle to existing buildings.

EXISTING SITE PHOTOGRAPHY

Lack of green space/ vegetated area does not relate to surrounding area.

PROPOSED SITE MASSING

PERSPECTIVES

MASSING STUDIES | RIVERSIDE DRIVE LOOKING WEST

MASSING STUDIES | RIVERSIDE DRIVE LOOKING WEST

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW
HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES
NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT
SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

MASSING STUDIES | CORNER OF RIVERSIDE DRIVE AND MRYTLE AVE LOOKING

SET BACK 10’

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

SET BACK 10’

MASSING STUDIES | HOTEL ENTRANCE LOOKING NORTH

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

MASSING STUDIES | RETAIL PLAZA LOOKING SOUTH

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

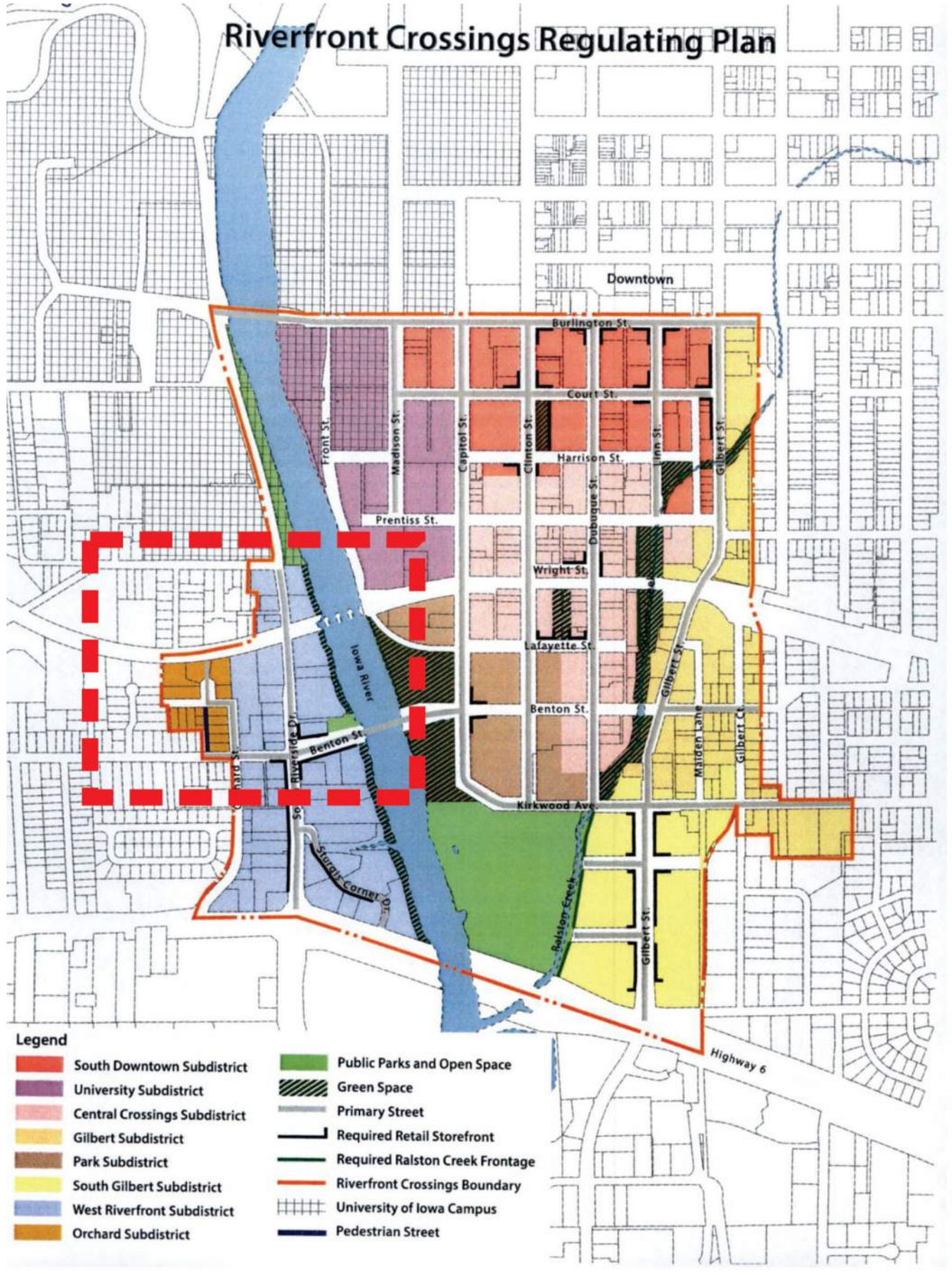
FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER. HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

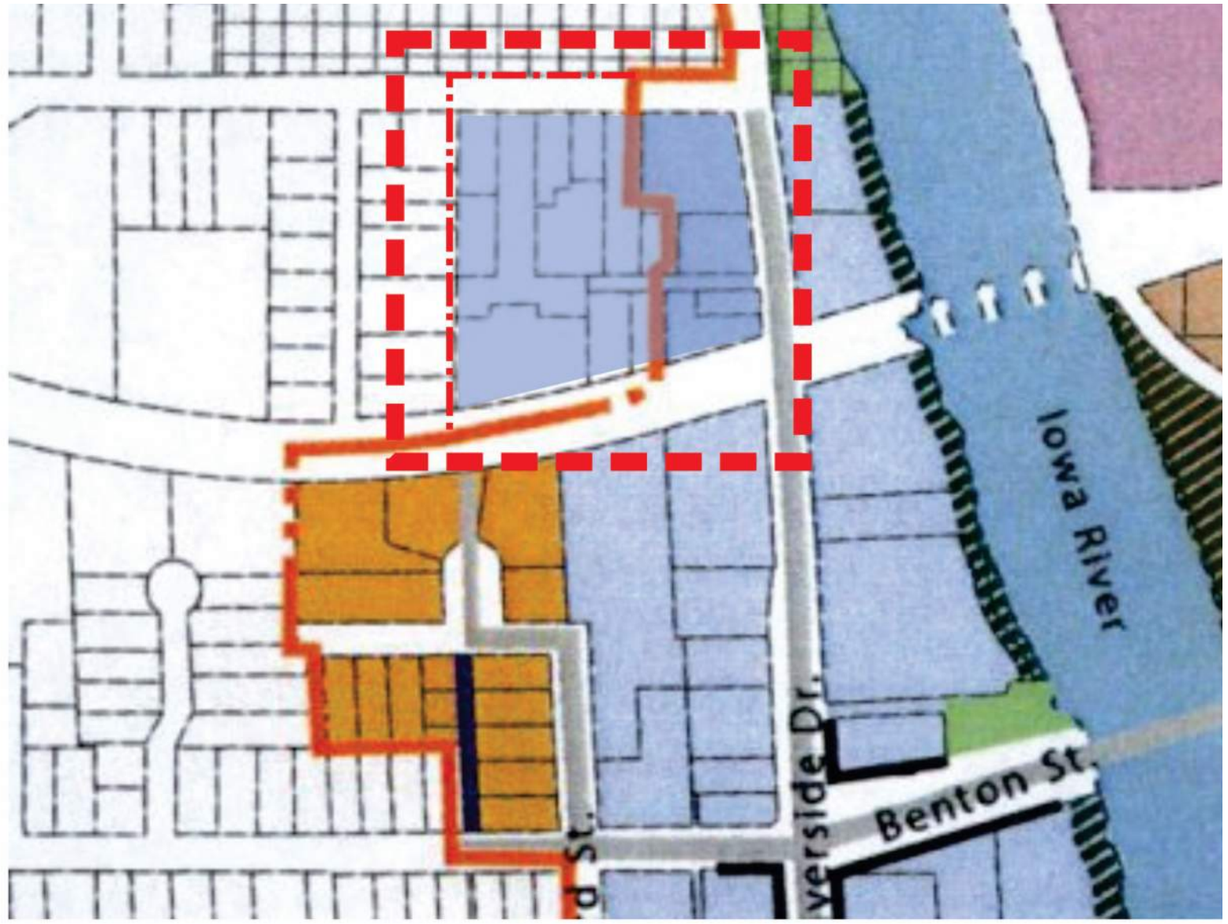
FUTURE TUNNEL LOCATION

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

PROPOSED SUBDISTRICT

WEST RIVERFRONT





DESCRIPTION OF PROPOSED COMPREHENSIVE PLAN AMENDMENT

Riverfront West Development requests that Iowa City's Comprehensive Plan be amended to extend the Riverfront Crossings District west in the area indicated above from the existing properties in the West Riverfront Subdistrict along Riverside Drive to the eastern property line of the residential properties located on Olive Street and 215/213 Myrtle Ave. The existing West Riverfront Subdistrict would be expanded west as part of this amendment.

This expansion of the West Riverfront Subdistrict would redefine an existing RM-44 zoned area with existing apartment buildings and two converted/ leased single family residential houses. The properties to be included in the current RM-44 zoned area are 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, and 207 Myrtle Ave. This area also includes a single RS8 lot, 209 Myrtle Ave.

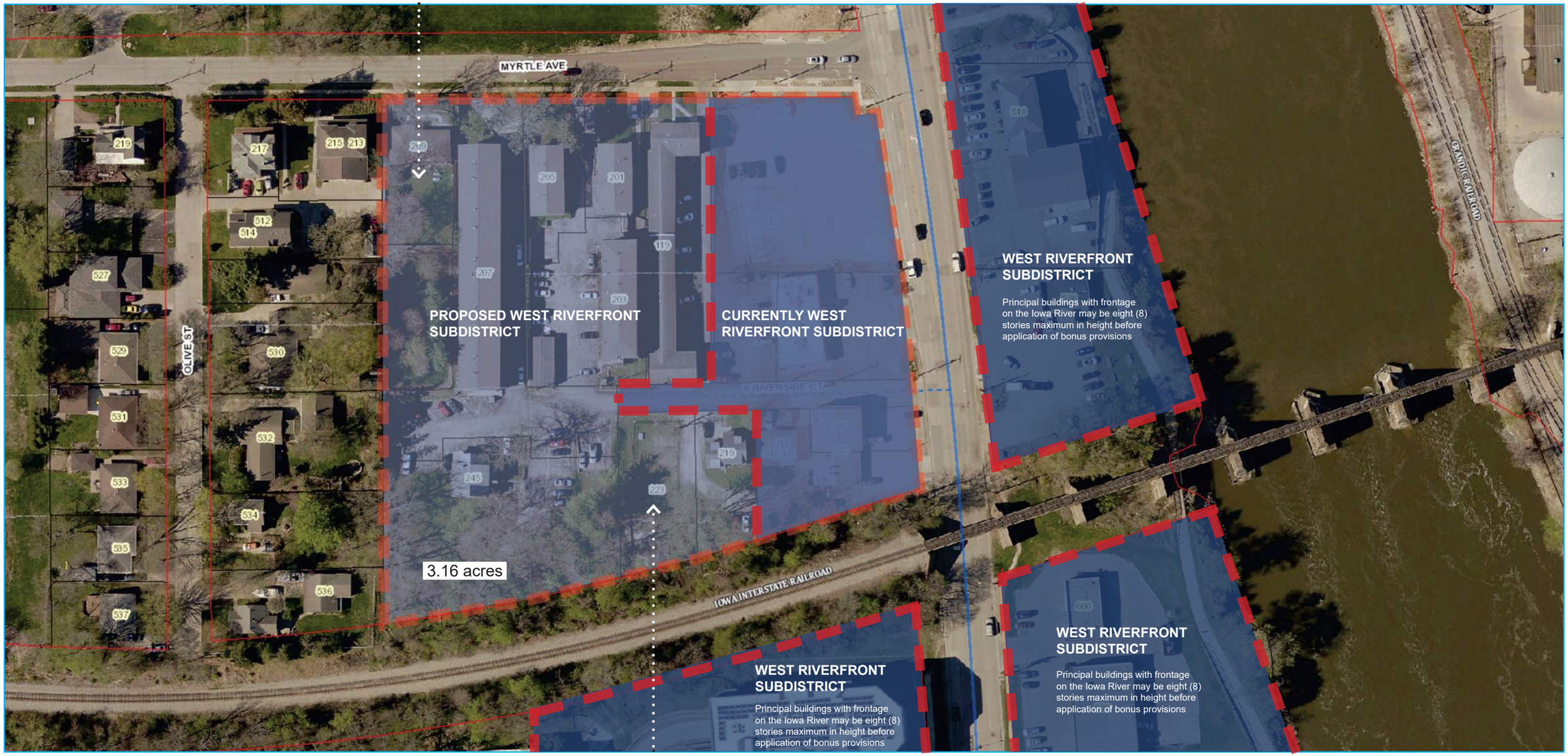
Expanding the West Riverfront Subdistrict is appropriate for this site due to the over 50' of grade change. Because of this topography, which is atypical of the West Riverfront Subdistrict, the proposed height of the buildings will present a three-story exposure to the Olive Street residences. This is approximately a single story more than the existing apartments building located there now.

This Comprehensive Plan Amendment would allow for a more cohesive development while still being sensitive to the neighborhood scale to the west.

EXISTING CONDITIONS | CURRENT ZONING OF PROPERTIES

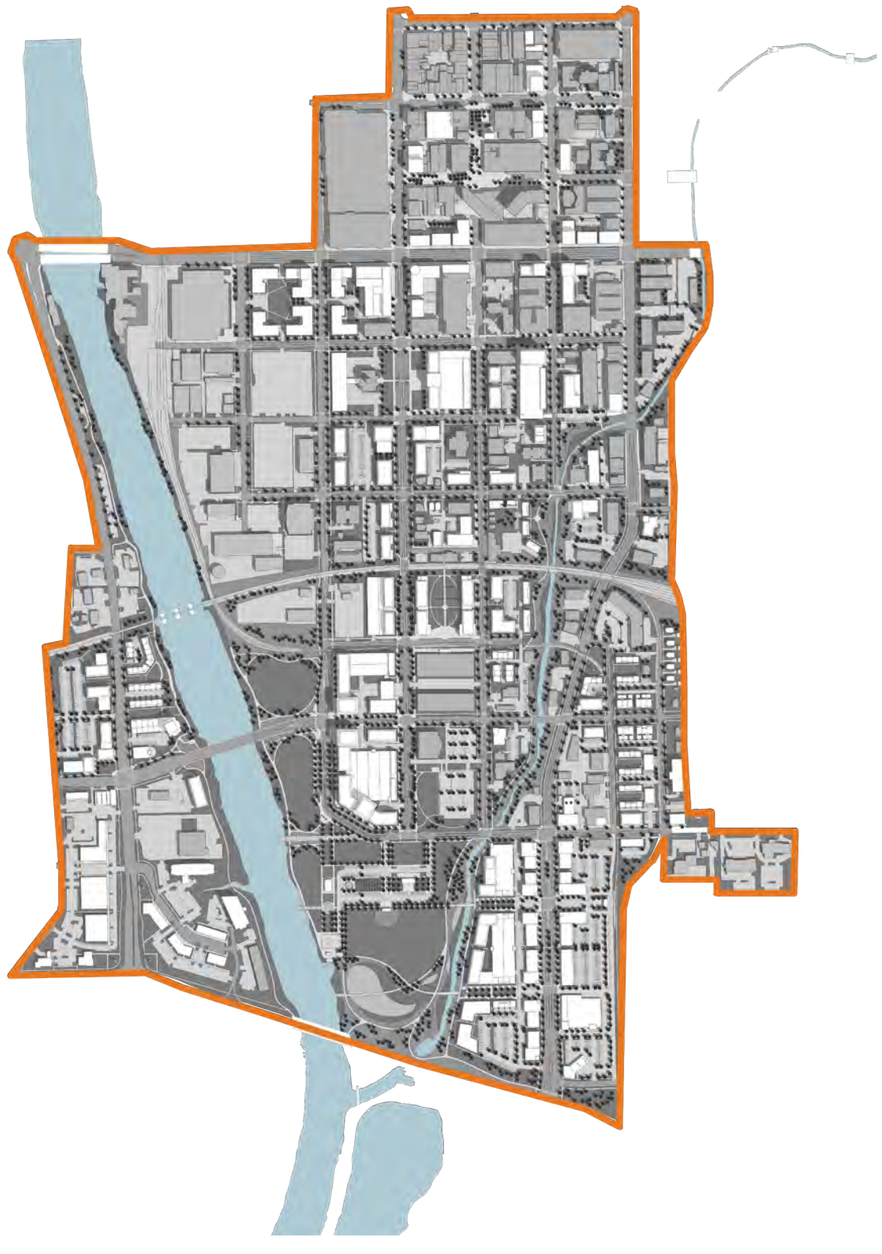
PROPOSED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.



TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

downtown & riverfront crossings
master plan



ADOPTED

january 2013

AMENDED

october 2015

july 2016

XXXXX 2020

1. Downtown Infill Development
2. Burlington Street Pedestrian Enhancements
3. New Student Housing
4. Clinton Plaza
5. Clinton Street Promenade
6. Ralston Creek Reconstruction
7. Rock Island Train Depot/Potential Passenger Rail Station
8. Transit Oriented Development and Station Civic Plaza
9. Central Crossings Light Rail Stop
10. Cottage Homes
11. Artist Courts

- Park District Mixed-Use Development
- River Outlook
- Potential Arts Center
- Regional Park
- Gilbert Street Mixed-Use District
- South Gilbert Light Rail Stop
- Riverview Townhomes
- Riverfront Residential Tower
- Riverside Drive Commercial Redevelopment
- Riverside Drive Pedestrian Enhancements
- Entrance Monuments
- Orchard Court Sub-District (July 5, 2016)
- Expansion of West Riverfront Subdistrict

480 ft

sub-districts

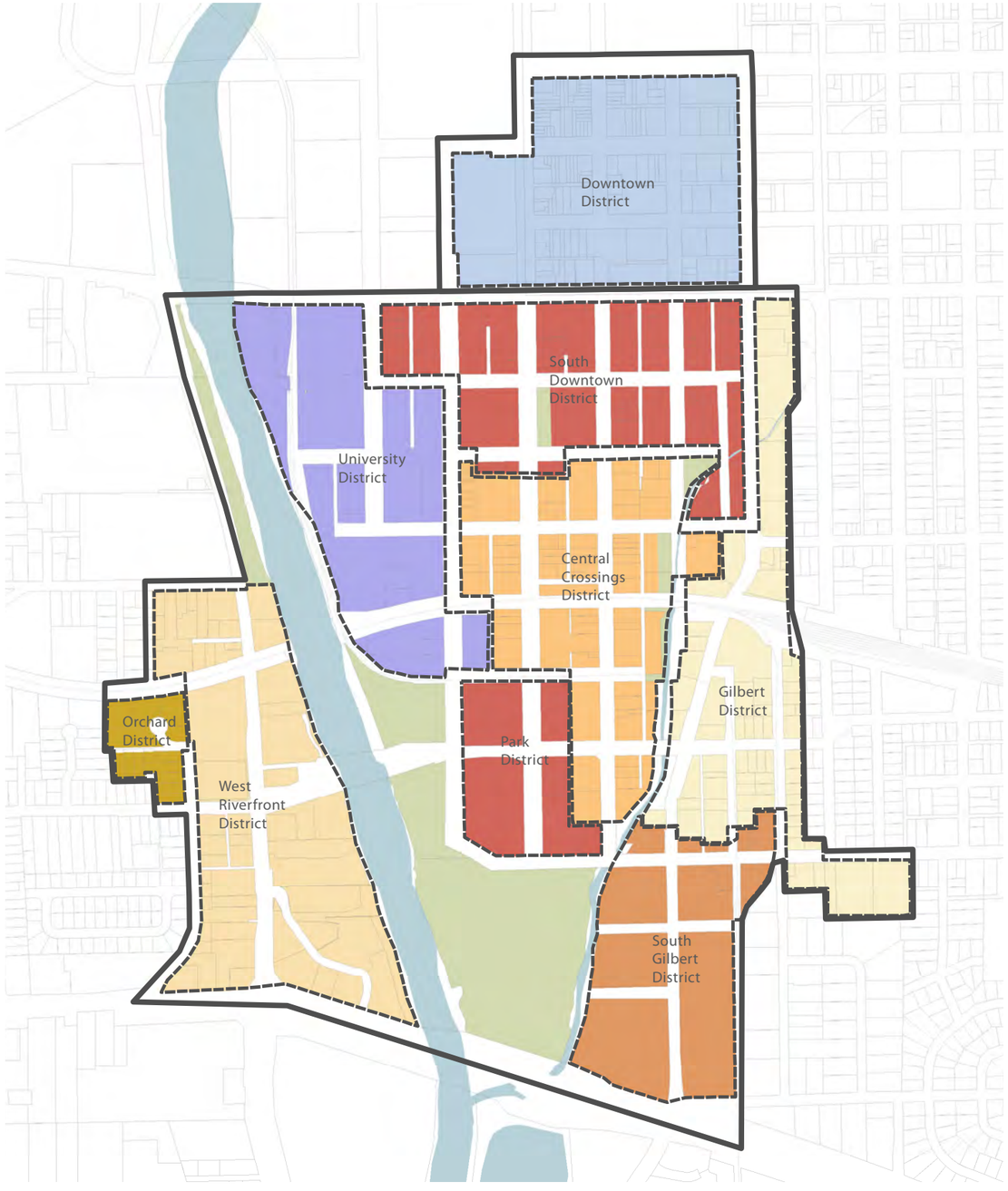
During the course of the planning process, several prominent features were discussed on a recurring basis. Due to either their prominent role in the plan or their relevance and impact on other elements, these features became to be known as Framework Elements. Framework Elements consist of Sub-Districts, Primary Streets and Required Retail Storefronts, Mobility, Green Space, Public Art, and Student Housing. These Framework Elements will be discussed in further detail on the following pages.

The Downtown and Riverfront Crossings Master Plan Study Area is very large in size and contains a number of neighborhoods and settings, each with their own identity. Instead of combining them into one homogeneous district, it was determined that it would be more useful, and appropriate, to break the Study Area into sub-districts. These sub-districts would be identified based on their location, primary use, scale, and other identifying features. In all, eight districts were identified:

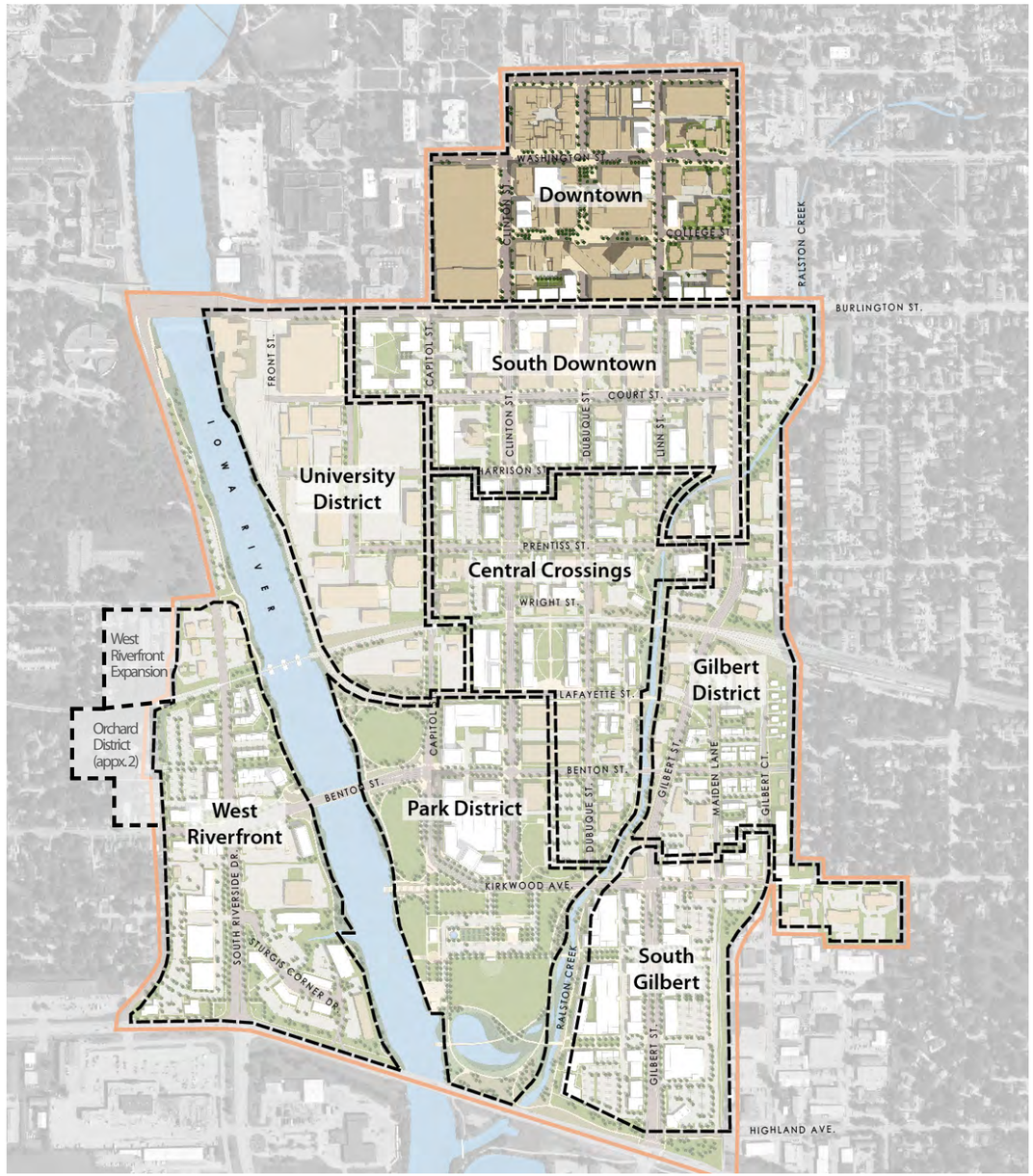
- Downtown
- South Downtown
- Central Crossings
- Gilbert
- West Riverfront
- Orchard
- University
- Park
- South Gilbert

Many of these sub-districts existed in a geographic sense, but were unnamed and given "formal" names as part of the planning process. Other times, the sub-districts were known by their formal names, but did not have defined geographic boundaries. Each sub-district will be described in more detail in the following chapter.

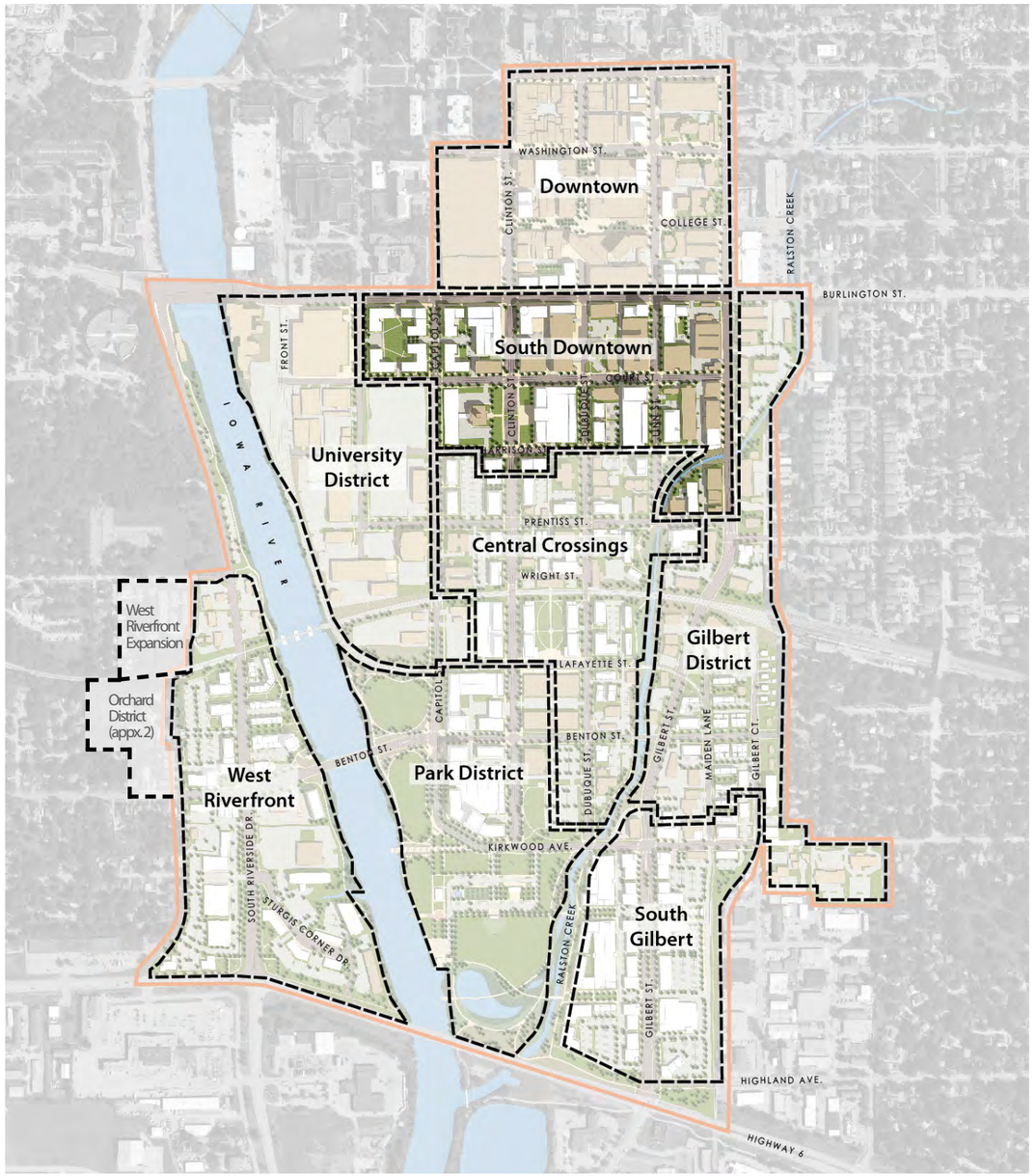
Right: Sub-District Diagram



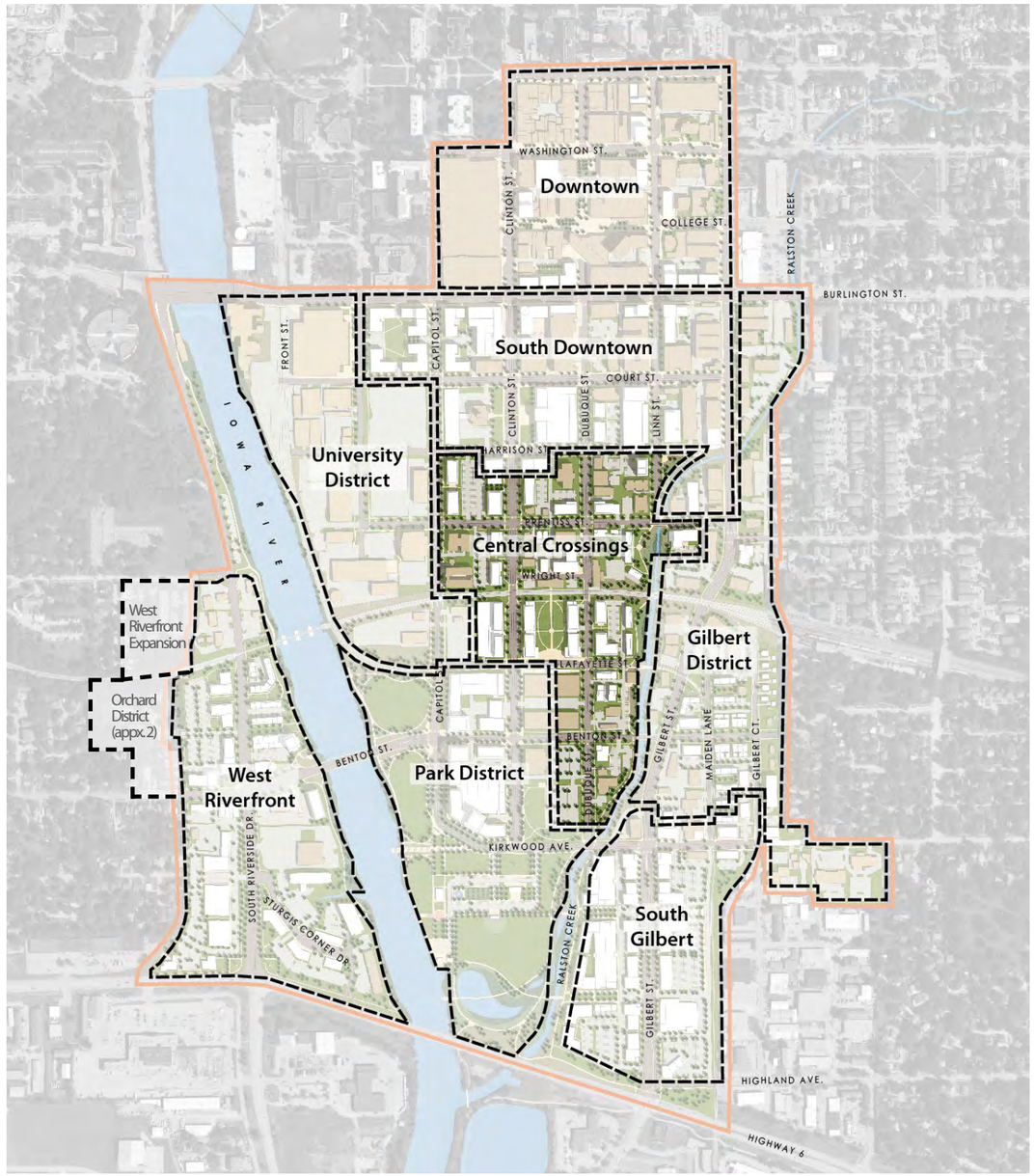
downtown district



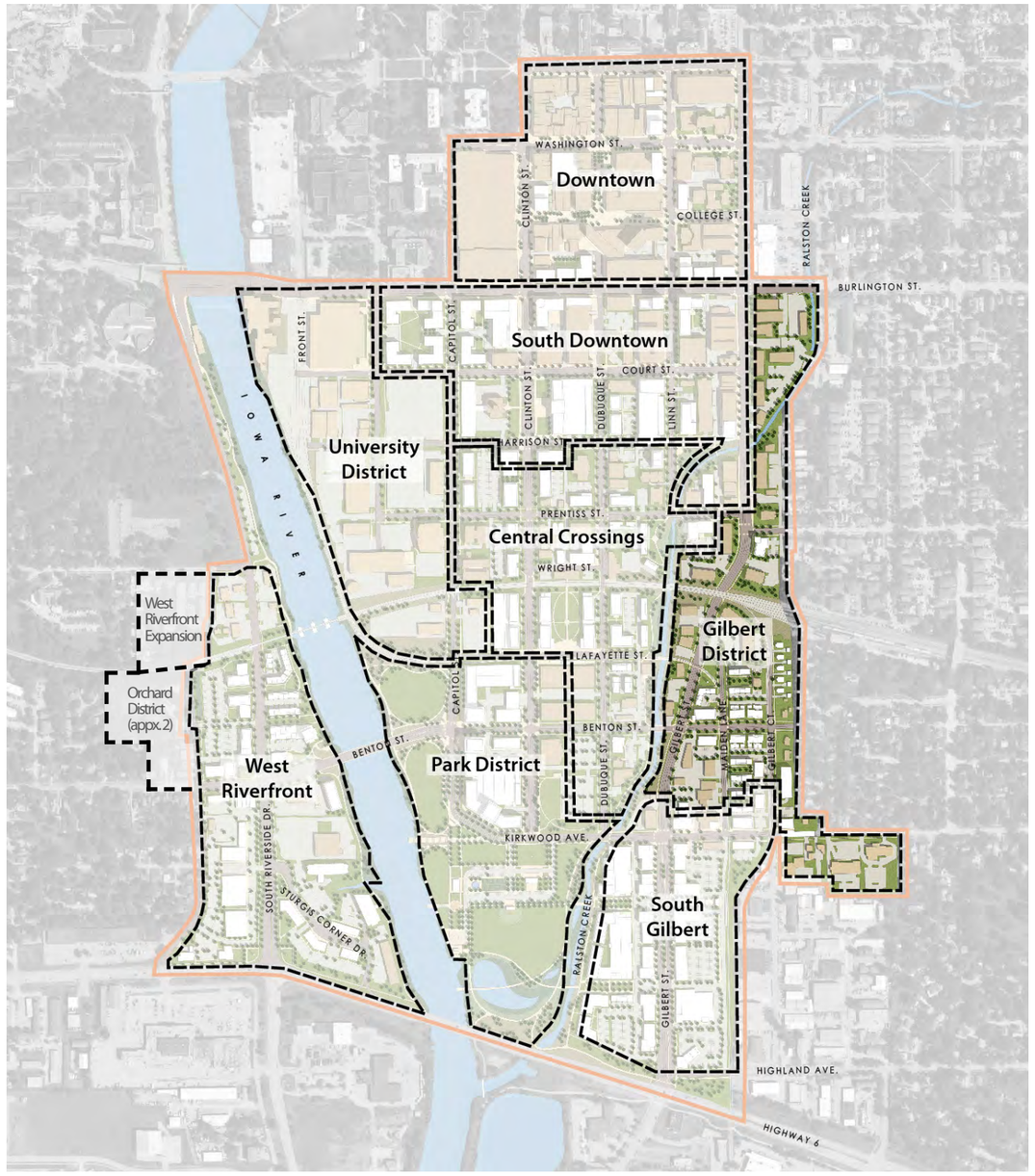
south downtown district



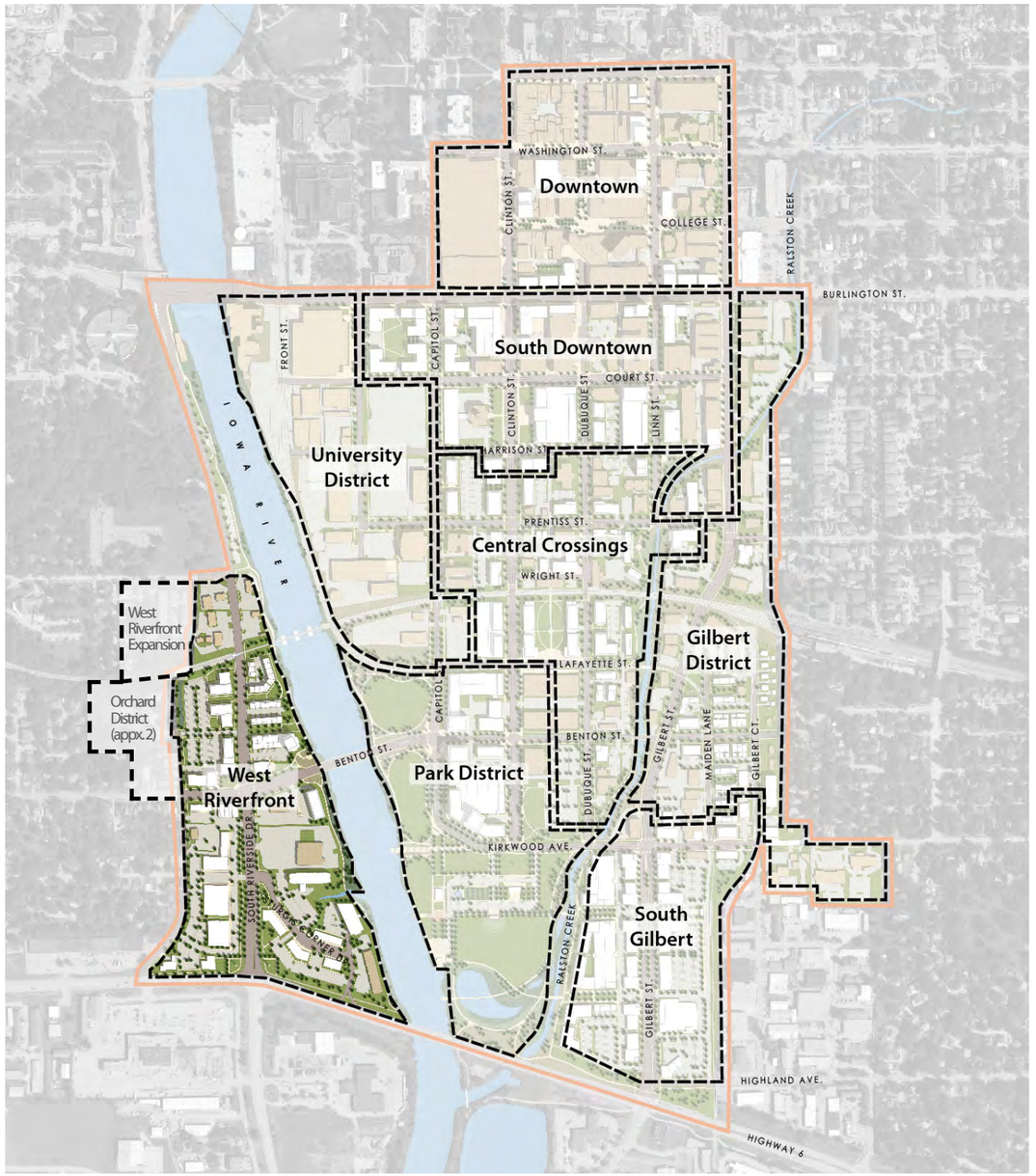
central crossings district



gilbert district



west riverfront district



west riverfront district

The West Riverfront District is a high-traffic, auto-oriented corridor situated on the west side of the Iowa River. South Riverside Drive bisects the district and connects U.S. Highway 6 with the University of Iowa campus. It is lined by commercial uses set back behind surface parking lots. Pedestrians are typically an afterthought. Unlike the rest of the study area, this district plays by different rules in terms of achieving an urban, pedestrian friendly environment.

As redevelopment of the district occurs, new development should capitalize on the Iowa River and its close proximity to the campus. In addition, it should take advantage of the access and visibility provided by Highway 6. It is envisioned that over time, the commercial development on the west side of South Riverside Drive will take on a more pedestrian-friendly framework, or it will transition to urban apartments and mixed-use development. In the development of gas stations and drive thru businesses, the building should be anchored at the corner, with vehicular access and amenities moved to the back to create a pedestrian oriented street frontage (See Appendix A). Redevelopment on the east side of the district will take advantage of river views, and will consist of either pedestrian-friendly commercial uses or niche residential, including higher end townhouses or mid-rise condo towers.

West Riverfront District Summary

Master Plan Objectives:

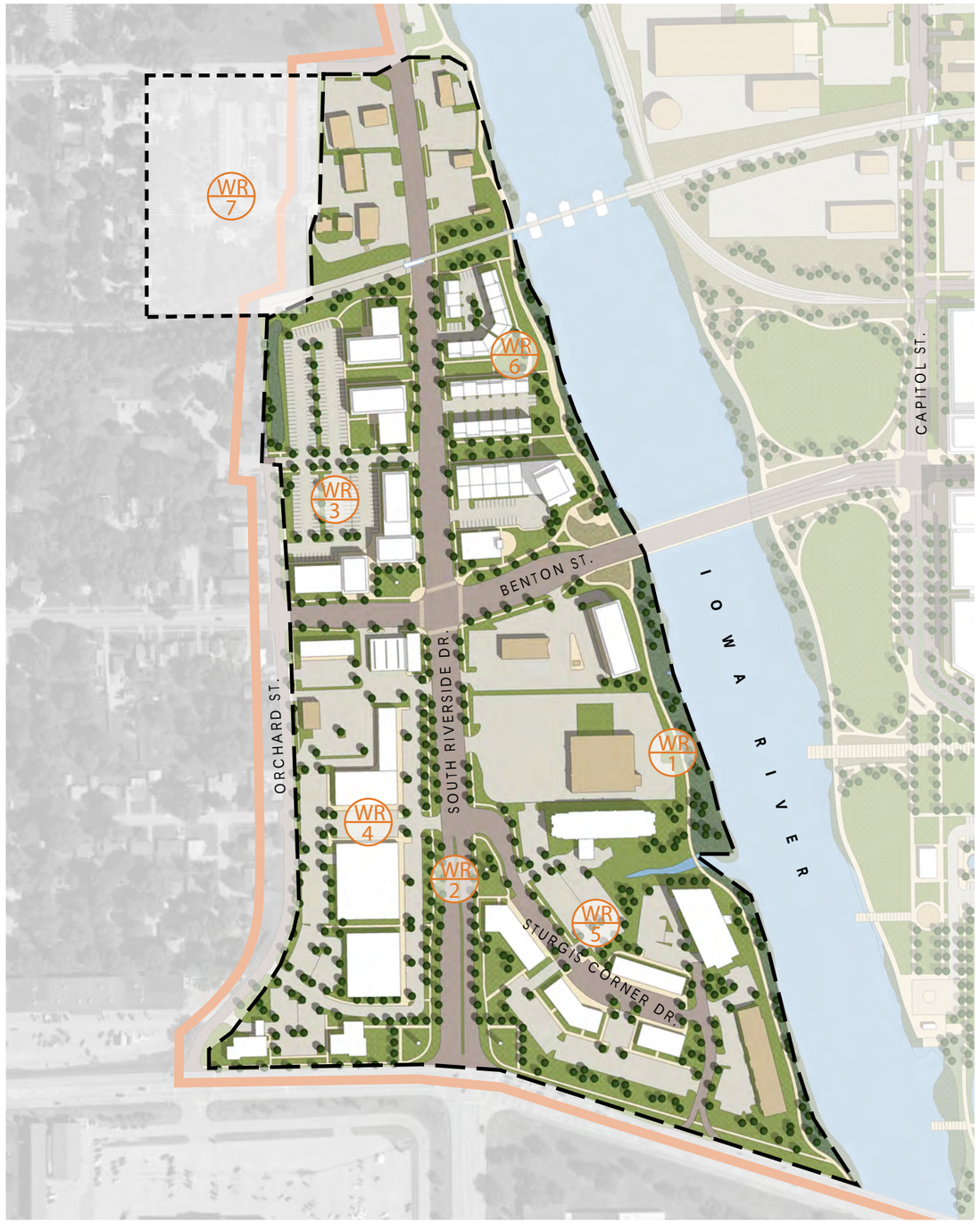
- Capitalize on Highway 6 access and visibility
- Improve pedestrian and bicycle circulation
- Capitalize on the Iowa River
- Extend the riverfront trail
- Capture the football crowd

Development Character:

- Temper auto orientation
- Open views and access to river
- Enhance the streetscape and overall aesthetics

Development Program:

- Multiple housing typologies, including condo towers, apartments and townhouses
- Destination river view restaurants
- Commercial , possible small to midsize box
- Hospitality



WR – 1: Riverfront Enhancements – In order to help encourage development within the district, a program to enhance the west bank of the Iowa River should be undertaken. This would include utilitarian elements, such as stabilizing the riverbank to prevent further erosion, functional elements, such as extending the riverfront trail to the north and south, and aesthetic elements, such as providing additional landscaping. Included in this would be interpretative stations along the river to provide educational opportunities relating to the river and its plant and wildlife, including the many Bald Eagles that frequent this stretch.

WR – 2: Riverside Drive Enhancements – Riverside Drive is very auto-oriented, with few pedestrian amenities and unappealing aesthetics. As the district transitions into a more urban setting, the right-of-way will need to be redesigned in order to provide enhanced aesthetics and a more walkable environment for pedestrians.

Enhancements to the pedestrian environment should include the following:

- Reduce the number of curb cuts along the street
- Provide a wider sidewalk that is set back from the curb a minimum of six feet and preferably more
- Provide enhanced pedestrian crossings across Riverside Drive and its cross streets
- Provide a safe pedestrian connection on the west side of Riverside Drive under the Iowa Interstate Railroad bridge.

Aesthetic enhancements should include the following:

- Gateway signage and landscaping at the intersection of U.S. Highway 6
- Buried utilities
- Streetscape enhancements, including street trees and other forms of landscaping

WR – 3: Westside Redevelopment – Located along the west side of Riverside Drive and north of Benton Street, the car dealership site provides a large and strategic site for redevelopment. As shown in the plan, the northwest corner of the intersection is reserved for an attached green, which would double the amount of available frontage for neighborhood retail or restaurant uses. This landscaped green could provide outdoor seating for restaurants or cafes, and is the "identity" of the site. The remaining buildings on the site would be pedestrian oriented, with street frontage and parking in the rear. They are designed to accommodate retail uses on their first floors, and apartments on the upper floors. This, as well as the area north of the railroad, could be an appropriate location for dormitory style housing as discussed earlier. There is the possibility for a higher room count if housing developed with a private dorm, provided there is an agreement with the University to provide car storage offsite.

WR – 4: Riverside Commercial Redevelopment – The commercial property on the west side of Riverside Drive and south of Benton Street will take on a more pedestrian friendly format. In order for this to occur, a slip lane will need to be constructed. This lane will provide access to the retail uses, as well as "on-street" parking. In addition, it will be the organizing feature of the site, and help provide a common "build-to" line for new development to address. New commercial buildings will be adorned with enhanced facades and improved landscaping, and overflow parking will be provided to the rear of the buildings.

WR – 5: Sturgis Corner Redevelopment – The commercial uses on the Sturgis Corner site were developed in a conventional manner, with multiple architectural styles, buildings set back behind large surface parking lots, and limited pedestrian amenities. As this area begins to redevelop, development guidelines will establish a new development framework, one that is much more pedestrian friendly. New commercial buildings will front onto Sturgis Corner Drive, sidewalks will connect buildings, and parking will be provided on-street and to the rear of buildings. In addition, a new building site has been proposed for a new condo tower overlooking the river and future regional park.

WR 3: Westside Redevelopment

WR 4: Riverside Commercial Development

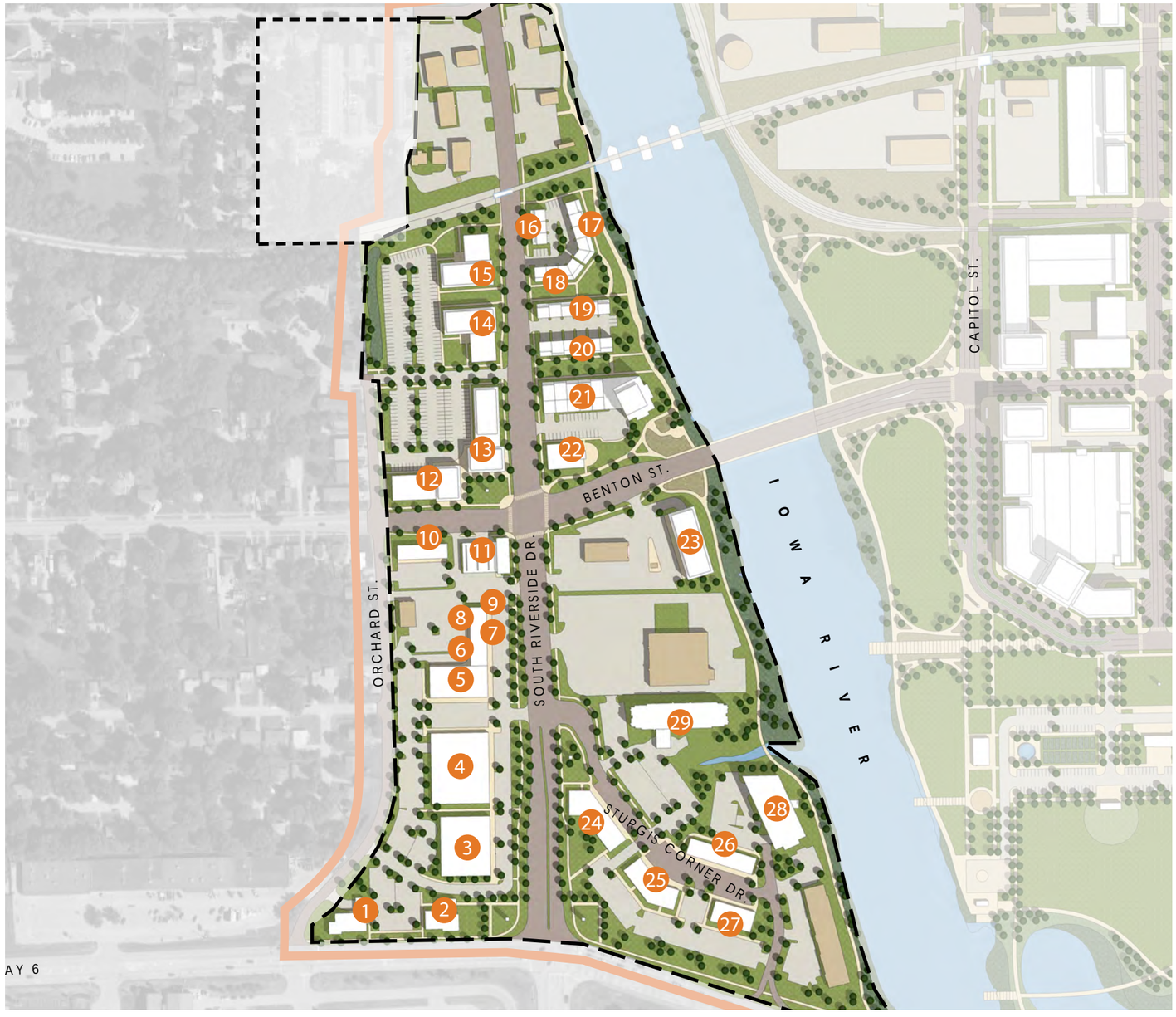
WR 5: Sturgis Corner Redevelopment

WR – 6: Riverview – A new neighborhood is designated for the north side of Benton Street. This neighborhood, which will overlook the Iowa River and riverfront trail, will contain a new mid-rise condo tower and townhouses that front onto greens that provide access and view corridors to the river. All buildings will be designed with parking on the ground floor in order to raise habitable space above the floodplain. This design also allows residents to get a more commanding view of the river. A restaurant or retail site is located at the intersection of Benton Street and Riverside Drive. This restaurant would have trail access and is designed with a large patio with views of the river.

WR – 7: West Riverfront Expansion – The West Riverfront Sub-District was expanded by a comprehensive plan amendment (CPA20-0002) on XXXX, XX, 2020. The uses on the site at the time of expansion were existing single-family and multi-family uses. The site contains more than 50 feet of grade change, which is atypical of the subdistrict. Redevelopment of the site will allow the development of a larger, mixed-use project which may include housing, retail, hospitality and/or neighborhood services. The new development would make the site more cohesive and pedestrian-friendly. However, the development must remain sensitive to the less dense, single-family homes to the west.

WR 6: Before and After Renderings Showing the New Riverview Neighborhood Development in the West Riverfront District

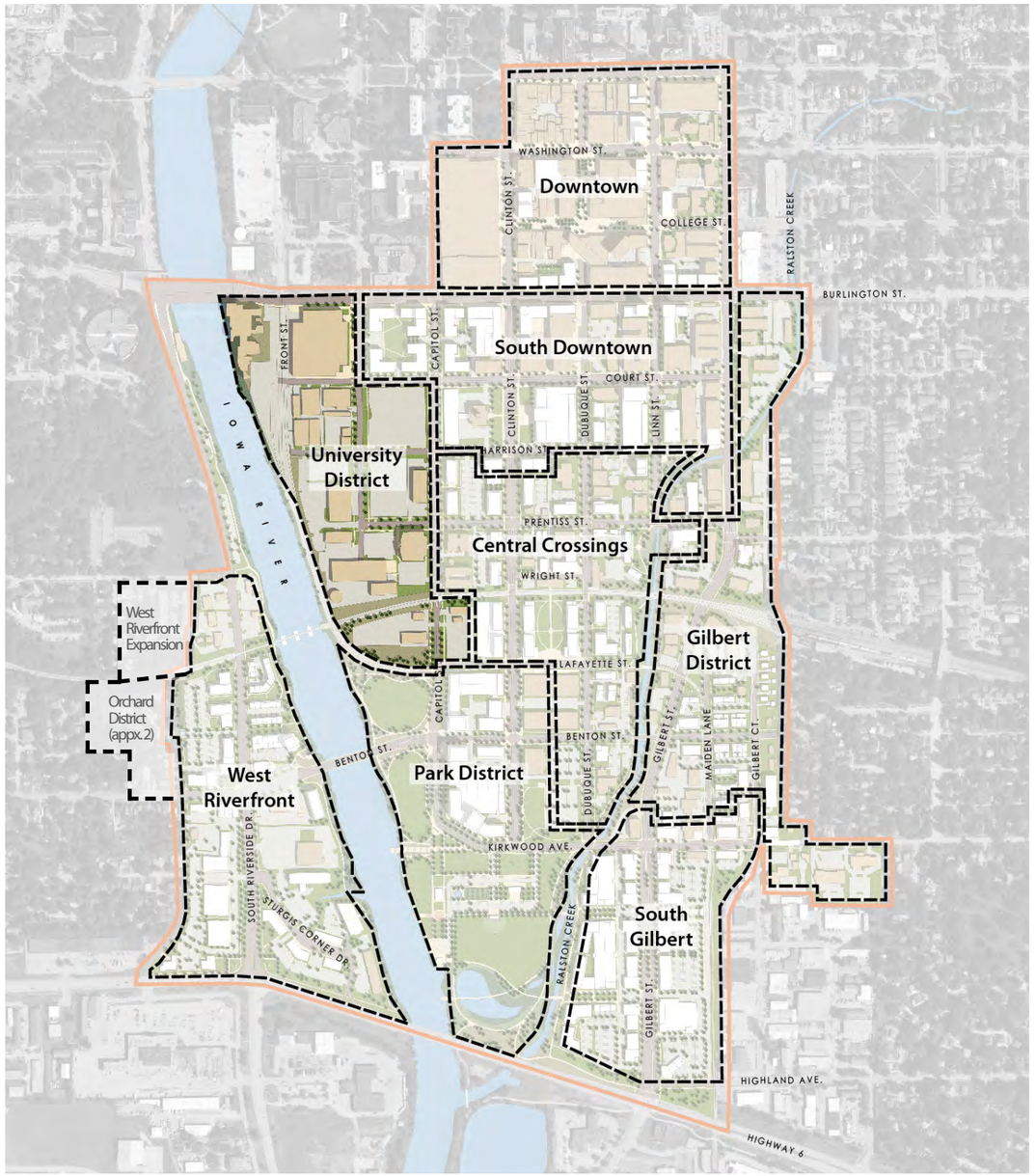
west riverfront yield analysis



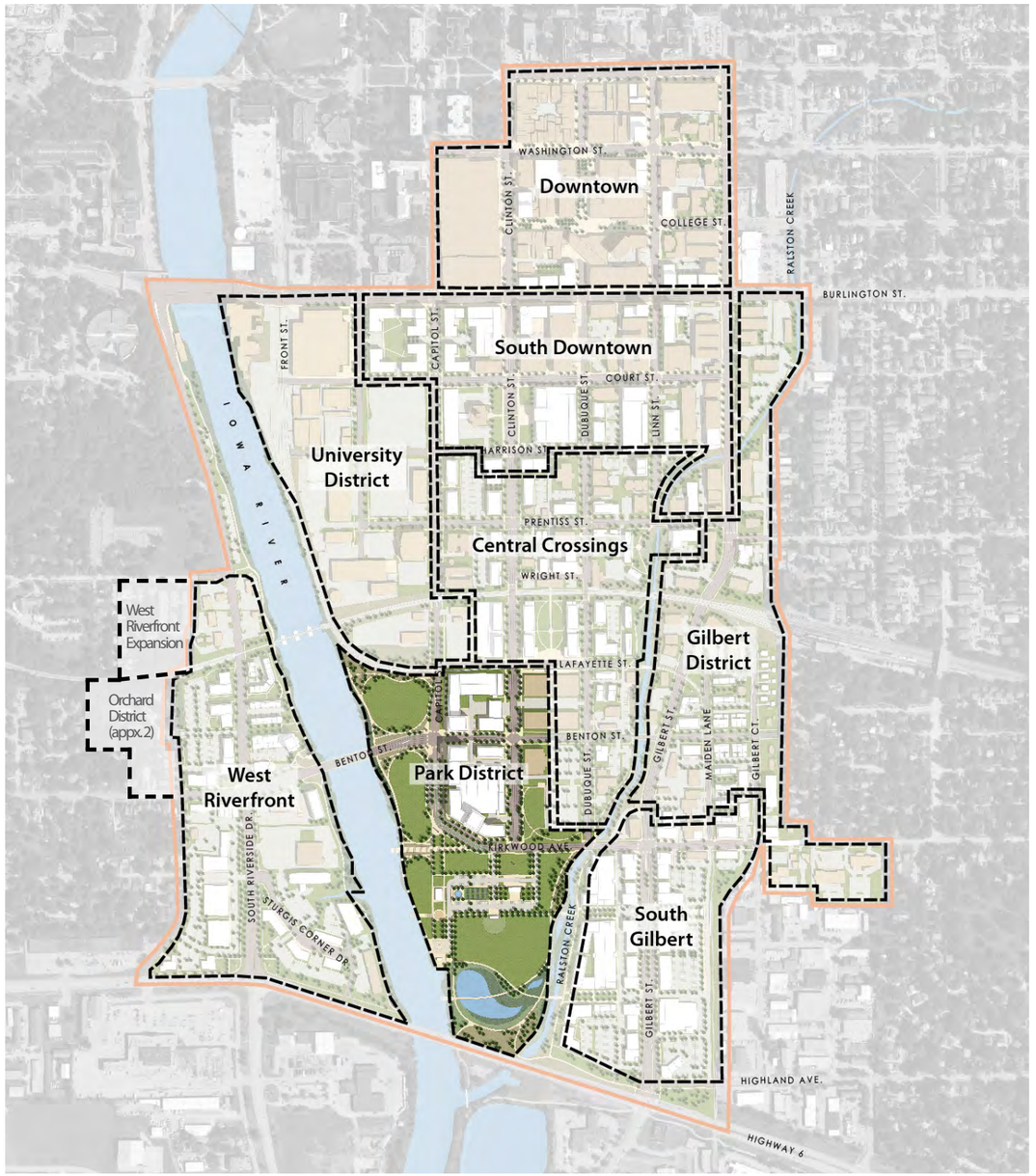
WEST RIVERFRONT DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	*Private*	*Pkg Lot*	*Pkg Gar*	*Notes*
WR-1	Commercial	3,900	1	3,900	3,900	-	-	-	-	-	-	-	-	16	18	-	18	-	
WR-2	Commercial	5,000	1	5,000	5,000	-	-	-	-	-	-	-	-	20	26	-	26	-	
WR-3	Commercial	16,805	1	16,805	16,805	-	-	-	-	-	-	-	-	67	45	-	45	-	
WR-4	Commercial	23,365	1	23,365	23,365	-	-	-	-	-	-	-	-	93	68	-	68	-	
WR-5	Commercial	10,350	1	10,350	10,350	-	-	-	-	-	-	-	-	41	42	-	42	-	
WR-6	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-7	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-8	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-9	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-10	Commercial	4,200	2	8,400	8,400	-	-	-	-	-	-	3	-	38	26	-	26	-	
WR-11	Mixed Use	2,555	2	5,110	-	-	2,555	2,555	-	-	-	2	-	12	10	-	10	-	
WR-12	Mixed Use	11,255	4	45,020	-	-	11,255	33,765	-	-	-	21	-	73	45	-	45	-	
WR-13	Mixed Use	13,835	4	55,340	-	-	13,835	41,505	-	-	-	27	-	91	56	-	56	-	
WR-14	Residential	11,640	4	46,560	-	-	-	46,560	-	-	-	32	-	48	61	-	61	-	
WR-15	Residential	11,250	4	45,000	-	-	-	45,000	-	-	-	28	-	42	53	-	53	-	
WR-16	Townhomes	2,885	3	6,675	-	-	-	6,675	-	-	-	3	-	6	8	6	2	-	
WR-17	Townhomes	5,330	3	12,460	-	-	-	12,460	-	-	-	5	-	10	13	10	3	-	
WR-18	Townhomes	4,080	3	9,560	-	-	-	9,560	-	-	-	4	-	8	12	8	4	-	
WR-19	Townhomes	6,080	3	14,070	-	-	-	14,070	-	-	-	6	-	12	14	12	2	-	
WR-20	Townhomes	6,080	3	14,070	-	-	-	14,070	-	-	-	6	-	12	13	12	1	-	
WR-21	Residential	20,315	8	68,875	-	-	-	68,875	-	-	-	40	-	63	40	30	10	-	parking on ground level
WR-22	Commercial	5,185	1	5,185	5,185	-	-	-	-	-	-	-	-	21	14	-	14	-	
WR-23	Mixed Use	10,355	5	45,085	-	-	3,665	41,420	-	-	-	28	-	55	34	17	17	-	
WR-24	Commercial	8,835	1	8,835	8,835	-	-	-	-	-	-	-	-	35	44	-	44	-	
WR-25	Commercial	7,195	1	7,195	7,195	-	-	-	-	-	-	-	-	29	36	-	36	-	
WR-26	Commercial	6,575	1	6,575	6,575	-	-	-	-	-	-	-	-	26	20	-	20	-	
WR-27	Commercial	5,000	1	5,000	5,000	-	-	-	-	-	-	-	-	20	25	-	25	-	
WR-28	Residential	14,520	7	68,940	-	-	-	68,940	-	-	-	38	-	57	57	37	20	-	parking on ground level
WR-29	Hotel	13,620	4	54,480	-	-	-	-	54,480	-	-	-	108	108	90	-	90	-	
WEST RIVERFRONT DISTRICT TOTALS				**597,455**	**106,210**	**0**	**31,310**	**405,455**	**54,480**	**0**	**0**	**243**	**108**	**1,026**	**890**	**132**	**758**	**0**	

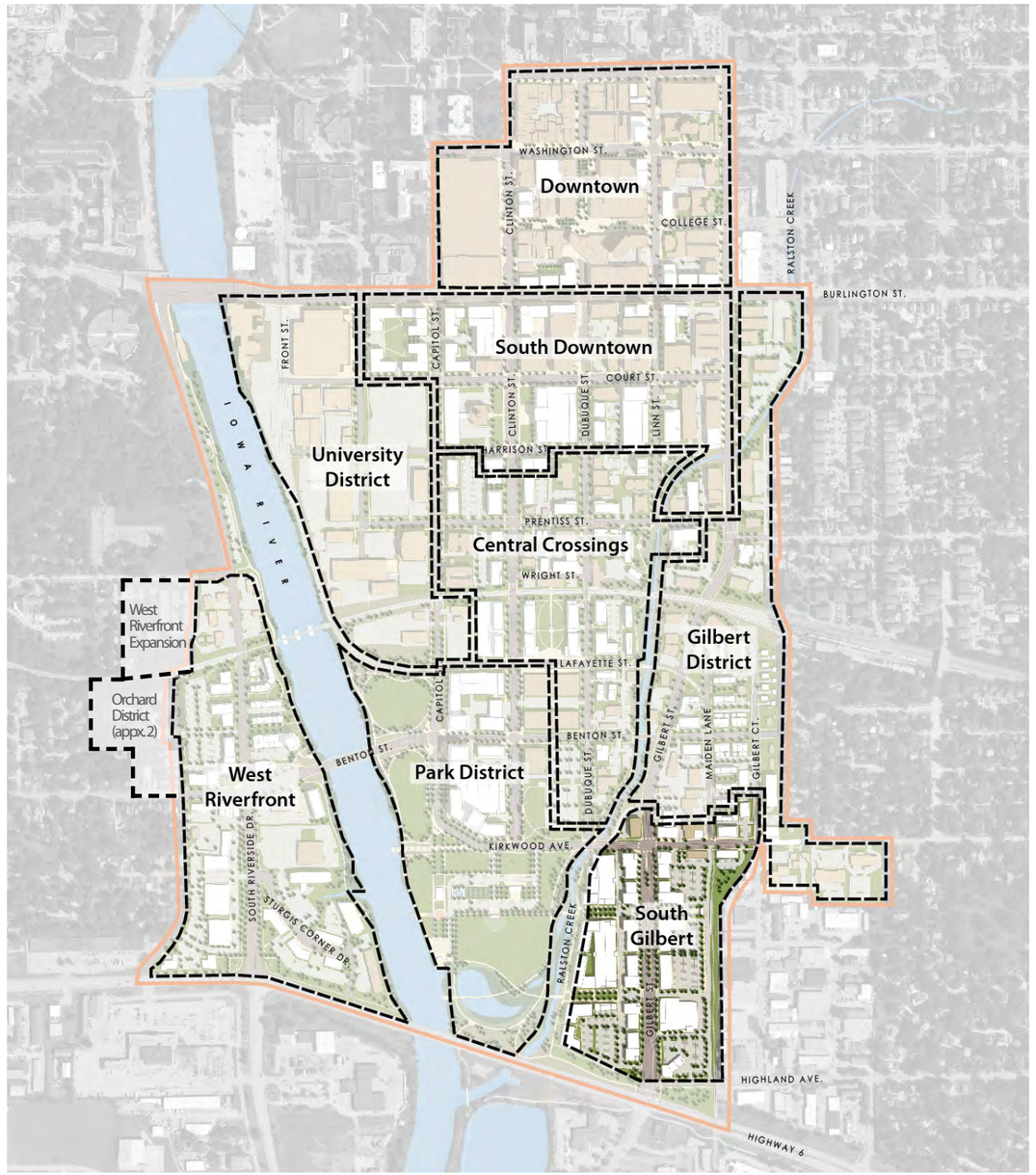
university district



park district



south gilbert district



Notice of Good Neighbor Meeting and Open House

October 19, 2020

To Our Neighbors:

The Iowa City Planning and Zoning Commission (P&Z) will soon consider a comprehensive plan amendment and rezoning for a property in your area. The property is located at the corner of Riverside Drive and Myrtle Ave. (see attached map). The proposed change is to replace the existing multi-family housing and commercial currently on site and allow development of a mixed-use project with housing, retail, hospitality, and neighborhood service uses.

The Planning and Zoning Commission will review this proposal on November 5, 2020 at 7:00pm. A notice of a formal review by the Planning and Zoning Commission will be sent to all property owners within 300' of the property under review by the City. You are encouraged to virtually attend these meetings and voice your opinions.

As the representatives of this request we would like to invite you to take the time to review the information provided on riverfrontwest.com and the City's website and learn about the requested land use change so we may gather comments and feedback regarding this proposal.

At riverfrontwest.com there is a link to the City of Iowa City Planning and Zoning Website that contains the relevant Riverfront West project information and Iowa City planning staff comments.

Due to the COVID-19 situation we will not be conducting an in-person Good Neighbor meeting, instead we will schedule a virtual open house on October 28th from 4:30 – 6:00. Please visit riverfrontwest.com for more information on the project and for a link to the virtual meeting.

Time: Oct 28, 2020 4:30 – 6:00 PM Central Time

Join Zoom Meeting

https://us02web.zoom.us/j/9311347580?pwd=U2k3cVVNOW82SVpwMitzMFY4ZmdyQT09

Meeting ID: 931 134 7580 Passcode: 6QSLPy

Dial by your location – 312-626-6799

We will also accept comments and questions directly via email or letter at the addresses below.

Steve Long – Riverfront West, LLC - steve@salidapartners.com

Mark Seabold – Shive-Hattery - mseabold@shive-hattery.com

Letter comments may be sent to

Mark Seabold at Shive-Hattery, 2839 Northgate Drive, Iowa City, Iowa, 52245

If you have questions for City Staff, please contact Kirk Lehman, Associate Planner, at Kirk-Lehman@iowa-city.org or at 319-356-5247.

Thank You,

Mark Seabold, AIA, LEED AP

Existing Conditions - Aerial view of properties

10.12.2020

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

THOMAS A PAULSEN
1203 SANTA FE DR
IOWA CITY, IA 52246

BENNY LEE STEVENSON
531 OLIVE ST
IOWA CITY, IA 52246

DAVID ALLEN WADKINS
533 OLIVE ST
IOWA CITY, IA 52246

IHAWK INVESTMENTS LLC
1107 RYAN CIR
IOWA CITY, IA 52246

SKYLER A MOSS
527 OLIVE ST
IOWA CITY, IA 52246

ARTHUR T JOHNSON
50 PRAIRIE DR
WALKER, IA 52352

ALFRED R & MARTHA G KLEINMEYER
530 OLIVE ST
IOWA CITY, IA 52246

PRESTIGE PROPERTIES III LLC
329 E COURT ST STE 2B
IOWA CITY, IA 52240

MARTHA KLEINMEYER
530 OLIVE ST
IOWA CITY, IA 52246

RIVER CROSSINGS LLC
2626 NEWPORT RD NE
IOWA CITY, IA 52240

ELISA G WALLICK
534 OLIVE ST
IOWA CITY, IA 52246

TIMOTHY A KLEINMEYER
532 OLIVE ST
IOWA CITY, IA 52246

CHRISTOPHER TRAETOW
475 N MCKENZIE LN
NORTH LIBERTY, IA 52317

KAREN EAKES
702 GIBLIN DR
IOWA CITY, IA 52240

KEYSTONE PROPERTY MANGEMENT
533 SOUTHGATE AVE
IOWA CITY, IA 52240

HOWARD M FIELD
2732 HIDDEN VALLEY TRL NE
SOLON, IA 52333-9551

PETRO-KING INC
606 S RIVERSIDE DR
IOWA CITY, IA 52246-5606

MCWANE DAIRY QUEEN INC
526 S RIVERSIDE DR
IOWA CITY, IA 52246

STATE OF IOWA
4 JESSUP HALL
IOWA CITY, IA 52242

TIMOTHY J & SHEILA M KELLY
1094 BLACK DIAMOND RD
PARNELL, IA 52325

M & W PROPERTIES LLC
916 MAIDEN LN
IOWA CITY, IA 52240

RIVERVIEW WEST LLC
404 E COLLEGE ST #1501
IOWA CITY, IA 52240

L & K PROPERTIES LLC
380 WHITMAN AVE
NORTH LIBERTY, IA 52317

513 RIVERSIDE LLC
13 WOODCREST LN NE
IOWA CITY, IA 52240

FIRST MENNONITE CHURCH OF IC
405 MYRTLE AVE
IOWA CITY, IA 52246

BARKALOW INVESTMENTS INC
PO BOX 1490
IOWA CITY, IA 52244-1490

H SHELTON & ANN M STROMQUIST
316 MYRTLE AVE
IOWA CITY, IA 52246

MAG DEVELOPMENT LLC
PO BOX 5325
CORALVILLE, IA 52241

JAMES M & MARY K KRIER
28042 280TH ST
OLLIE, IA 52576

RIVERFRONT WEST GOOD NEIGHBOR MEETING

October 28, 2020 4:30 pm – 6:00 pm (Zoom)

Attendees

Neighbors: Nick Faselt, Carrie Floss, Mary Knudson, Ann Stomquist, Shel Stromquist, Paula Swygard, Chris Traetow

Applicant: Mark Seabold (Shive Hattery), Steve Long, Kevin Kain & Adam Carper (Riverfront West), Maryann Dennis (Riverfront West affordable housing consultant)

City Staff: Ray Heitner, Kirk Lehman & Marcia Bollinger

Comments & Questions

- What about development on the east side of Riverside Drive, along the Iowa River?
- Are we working with the university?
- When we go before Planning and Zoning will we have a final concept?
- Please explain the comprehensive plan and rezoning process.
- Total number of units proposed?
- Will there be affordable housing replacement?
- Will you meet with us again after rezoning to show us the concept?
- The intersection of Riverside and Benton is so much nicer now and this project continues that. It's great. It would add to this area of town.
- Any concerns about the noise from the railroad?
- Updates on the railroad tunnel project?
- Concern about connecting to the neighborhood to the south, if the tunnel is not constructed.
- Properties that abut the homes on Olive Court is there a buffer, similar to Riverfront West -Orchard?
- What is the development timeline?
- How much neighborhood commercial space?

Zoom Chat Question

What type of housing is being thought to go here? Hotel?/Senior?/Multi-family?

City Staff Representative Comments

STAFF REPORT

To: Planning and Zoning Commission

Prepared by: Ray Heitner, Associate Planner

Item: REZ20-0003

Date: November 5, 2020

GENERAL INFORMATION:

Applicant:

K&F Properties, LLC.
319-621-3462
salidapartners@gmail.com

Contact Person:

Mark Seabold
Shive-Hattery Architecture-Engineering
2839 Northgate Drive
Iowa City, IA 52245
319-354-3040
mseabold@shive-hattery.com

Owner:

K&F Properties, LLC.
319-621-3462
salidapartners@gmail.com

Requested Action:

Rezoning of 4 acres from Medium Density Single-Family Residential (RS-8), High Density Multi-Family Residential (RM-44), and Community Commercial (CC-2) to Riverfront Crossings – West Riverfront District (RFC-WR).

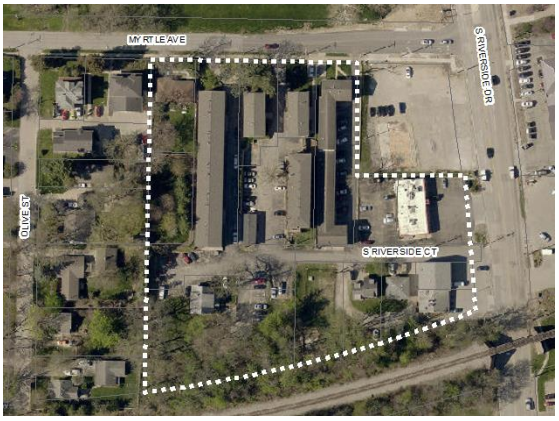
Purpose:

To develop a mixed-use project with housing, retail, hospitality and neighborhood services.

Location:

215, 219, 223, and 245 S. Riverside Court;
119, 201, 203, 205, 207, and 209 Myrtle Avenue;
517 and 527 S. Riverside Drive

Location Map:



Size:

Approximately 4 acres

Existing Land Use and Zoning:	Residential; High Density Multi-Family Residential Zone (RM-44) & Medium Density Single-Family Residential (RS-8) Commercial; Community Commercial (CC-2)
Surrounding Land Use and Zoning:	North: Institutional (Open Space & Parking) Institutional Public (P-2) East: Residential & Commercial, Riverfront Crossings, West Riverfront (RFC-WR) & Community Commercial (CC-2) South: Iowa Interstate Railroad & Residential; Riverfront Crossings, West Riverfront (RFC-WR), Riverfront Crossings, Orchard (RFC-O), and Low Density Single-Family Residential with Planned Development Overlay (OPD/RS-5) West: Residential; Medium Density Single-Family Residential (RS-8)
Comprehensive Plan:	Residential 2-8 Dwelling Units Per Acre, Residential 8-16 Dwelling Units Per Acre, & Mixed Use
District Plan:	Southwest District Plan: Single-Family/Duplex Residential, Medium to High Density Multi-Family, & Mixed Use
Neighborhood Open Space District:	SW3
Public Meeting Notification:	Property owners located within 300' of the project site (and approximately 550' west of the project site) received notification of the Planning and Zoning Commission public meeting. Rezoning signs were also posted on the site.
File Date:	10/14/2020
45 Day Limitation Period:	11/28/2020

BACKGROUND INFORMATION:

K&F Properties, LLC owns approximately 4 acres of property located at 219, 223, and 245 S. Riverside Court; 119, 201, 203, 205, 207, and 209 Myrtle Ave.; and 517 and 527 S. Riverside Drive. The owner is working with Shive-Hattery to prepare three applications to allow development of a mixed-use project with housing, retail, hospitality, and neighborhood service uses. This specific application (REZ20-0003) proposes to rezone the parcels currently zoned Medium Density Single-Family Residential (RS-8), High Density Multi-Family Residential (RM-44), and Community Commercial (CC-2) to the Riverfront Crossings-West Riverfront (RFC-WR) zone.

The other concurrently submitted applications include a request to amend the City's Comprehensive Plan (CPA20-0002) by adding the subject property to the West Riverfront Subdistrict of the Downtown and Riverfront Crossings Master Plan and a zoning text amendment

(REZ20-0004), which would amend the West Riverfront subdistrict regulating plan map and increase the maximum bonus height from 5 to 7 stories along the north side of the Iowa Interstate Railroad. Generally, the Comprehensive Plan Amendment must be approved for changes to the zoning and regulating plan maps to comply with the Comprehensive Plan. However, the bonus height zoning text amendment does not require the Comprehensive Plan amendment to be approved.

The applicant submitted concept plans showing development scenarios for the properties they own and a statement regarding the proposed rezoning (Attachments #2 and #3). The concepts illustrate the potential character of development but are subject to change.

The applicant held a virtual Good Neighbor Meeting on Wednesday, October 28th, 2020. The meeting was attended by approximately seven neighborhood residents. Primary questions and concerns stemming from the meeting included sensitivity of building heights to existing neighbors residing on Olive St., solutions for future housing and accommodation of low-income housing residents, and connectivity to the rest of S. Riverside Drive corridor. The applicant's summary of the meeting is included in Attachment #4.

ANALYSIS:

Current Zoning: The subject area currently has three different zoning designations, including Medium Density Single-Family Residential (RS-8), High Density Multi-Family Residential (RM-44), and Community Commercial (CC-2). The current layout of these zoning designations can be seen in the attached Zoning map (Attachment #5).

The purpose of the medium density single-family residential zone (RS-8) is primarily to provide for the development of small lot single-family dwellings. The regulations allow for some flexibility of dwelling types to provide housing opportunities for a variety of household types. The RS-8 zone allows a maximum building height of 35' and a maximum density of eight (8) dwelling units per acre for detached, single-family dwelling units.

The purpose of the high density multi-family residential zone (RM-44) is to establish areas for the development of high density, multi- family dwellings and group living quarters. Due to the high density permitted in this zone, careful attention to site design is expected to ensure that buildings are compatible with surrounding land uses and that a quality living environment will be maintained over time. The RM-44 zone allows a maximum building height of 35' and a maximum density of 29 – 87 dwelling units per acre, depending on the number of bedrooms per unit.

The purpose of the community commercial zone (CC-2) is to provide for major business districts to serve a significant segment of the total community population. In addition to a variety of retail goods and services, these centers may typically feature a number of large traffic generators requiring access from major thoroughfares. The CC-2 zone allows a maximum building height of 35' and a floor area ratio of 2.0.[1]

Proposed Zoning: The applicant is requesting to rezone the entire 4-acre subject area to the RFC-WR zone. The RFC-WR zone is intended for commercial and mixed use development in buildings with street-facing entries opening onto streetscapes designed to provide a comfortable and attractive environment for pedestrians buffered from vehicular traffic on Riverside Drive.
The RFC-WR zone does not have a maximum density requirement, however height is regulated within the zone. The zone has a base maximum height of four (4) stories, with an additional story

[1] Floor area ratio is the total floor area within a building or buildings on a lot divided by the total area of that lot.

of bonus height allowed, for a maximum height of five (5) stories. Properties within the RFC-WR zone that abut residential zones cannot have buildings higher than four (4) stories. An accompanying application for this project includes a text amendment to allow a building up to seven (7) stories in height to be located within 200' north of the Iowa Interstate Railroad right-of-way.

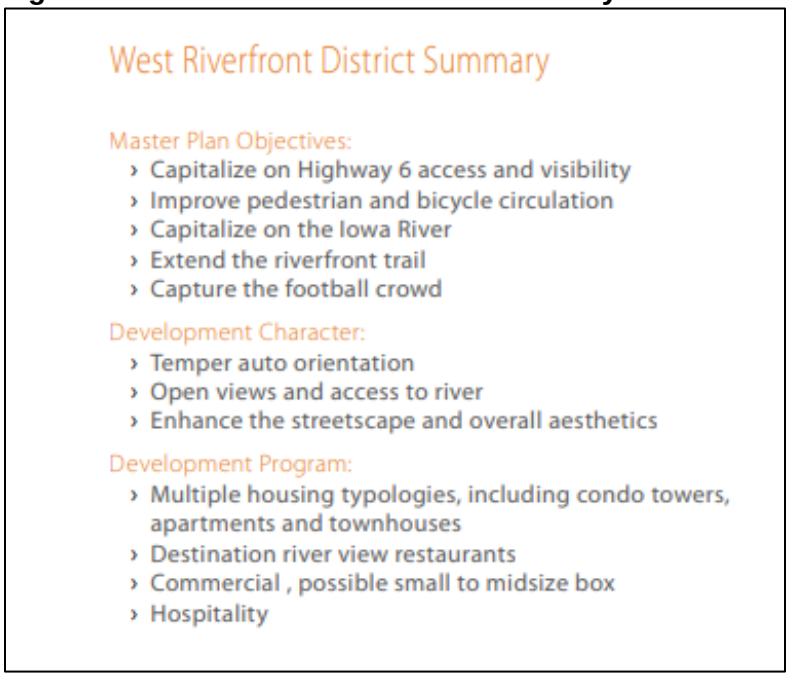
Rezoning Review Criteria:
Staff uses the following two criteria in the review of rezonings:

1. Consistency with the comprehensive plan;
2. Compatibility with the existing neighborhood character.

Consistency with the Comprehensive Plan: The properties that are currently zoned Community Commercial (CC-2) are already included in the Downtown and Riverfront Crossings Plan's West Riverfront Subdistrict. The residentially zoned properties are currently in the Southwest District of the Comprehensive Plan, which indicates the properties are primarily appropriate for Medium to High Density Multi-Family, specified as 8-16 Dwelling Units Per Acre in the Comprehensive Plan. However, 209 Myrtle Avenue is shown as Single-Family/Duplex Residential, specified as 2-8 Dwelling Units Per Acre in the Comprehensive Plan. A comprehensive plan amendment is pending that would incorporate this entire area into the Downtown and Riverfront Crossings Master Plan's West Riverfront Subdistrict.

Figure 1 shows an excerpt from the master plan that lists the plan objectives, desired development character for the district, and the types of development envisioned for this area. The development that is currently planned for the proposed rezoning would satisfy several of these objectives. The development associated with the rezoning could improve pedestrian circulation in this section of the West Riverfront Subdistrict. Staff is recommending the installation of a 6-foot sidewalk along the west frontage of S. Riverside Drive before a certificate of occupancy is issued within the subject area as a condition of the rezoning. In addition, staff is recommending a condition that the developer provides a pedestrian linkage between Myrtle Avenue and S. Riverside Drive through the project site, subject to review and approval of the Form-Based Code Committee.

Figure 1 – West Riverfront District Summary



The development will also temper the corridor's auto orientation by replacing the existing surface parking lots and sporadic commercial lots with several mixed use buildings that have shallower setbacks along Riverside Drive and Myrtle Avenue. This should also help to enhance the streetscape and overall aesthetics of the S. Riverside Drive corridor. The proposed concept shows multiple housing typologies, with two mixed use buildings containing multi-family housing, a hotel, townhouse style housing, and a building intended for senior living. It is believed that the development will also feature hospitality and commercial uses that will be located within walking distance from Kinnick Stadium, potentially capturing the University's football crowds. The development plan is conceptual at this stage. Changes to the development plan are probable.

The proposed rezoning would create a transition from larger-scale mixed use and commercial buildings along Riverside Dr. to single family housing to the west of the district. Rezoning the property to the new designation will facilitate the type of redevelopment envisioned for this specific area in the Downtown and Riverfront Crossings Master Plan. This conformance with the form-based code complies with the intent of the Comprehensive Plan for this area.

Compatibility with the Existing Neighborhood Character: The Riverfront Crossings, West Riverfront zone can be found to the immediate northeast of the subject area, at the southwest corner of Myrtle Avenue and S. Riverside Drive. The RFC-WR zone can also be found along the west side of S. Riverside Drive, south of the Iowa Interstate Railroad tracks. There are currently two sizeable multi-family residential buildings in this area south of the railroad tracks. An extension of the RFC-WR Subdistrict into the subject area is appropriate, given the proximity of the current RFC-WR zoning to the south, in addition to the adjacency to the West Riverfront Subdistrict from the comprehensive plan to the east.

The subject area currently contains three different zoning designations. A large portion of the subject area is zoned High Density Multi-Family Residential (RM-44). Under this zoning designation, a density of one bedroom per 500 square feet of lot area could be built by right.[2] While the current conditions of the subject area is not as dense as what is allowable by code, the opportunity for increased density already exists in much of this area. Table 1 shows the current number of dwelling units, versus what could be allowed in a scenario with all 1-bedroom units.

Table 1 – RM-44 (Current Zoning) Parcels Unit Count[3]

Address:	Current Units	Allowable 1-BD Units
207 Myrtle Avenue	30	58
205 Myrtle Avenue	4	15
201 Myrtle Avenue	7	12
119 Myrtle Avenue	22	30
203 Myrtle Avenue	44	29
219 S. Riverside Ct.	1	14
223 S. Riverside Ct.	1	19
245 S. Riverside Ct.	1	60
Total:	**110**	**237**

The southeastern portion of the subject area is currently zoned Community Commercial (CC-2) and contains a mixture of businesses that are more commonplace in a traditional commercial highway setting.

Two parcels in the far western portion of the subject area are zoned Medium Density Residential (RS-8). These parcels are just east of several single-family residential properties located to the

[2] The RM-44 zone has a maximum height of 35 ft.

[3] Does not include additional requirements pertaining to required parking, FAR, etc.

immediate west of the subject area, on Olive Street. The RFC-WR zone limits building heights on lots that abut residential zones to four (4) stories (per 14-2G-7G-1d-4 of City Code). Staff recognizes that construction of a building of this size will present a notable change in the eastern view of these residents. With this concern in mind, staff is recommending a condition that in the event that the owner pursues any height bonus for buildings proposed next to the existing single-family on Olive Street, careful attention must be given to the interface and transition between the development and the single-family housing to the west. Any such application shall include mitigating, transitional design elements, including but not limited to increased separation or increased stepbacks.

With respect to compatibility with other surrounding uses, the property to the north is currently open space owned by the university. The Iowa Interstate Railroad acts as a natural buffer to the properties to the south. Since the properties to the east are already located within the Riverfront Crossings, West Riverfront Subdistrict, it is likely these properties will redevelop to a greater intensity in the future, likely matching or exceeding the height and density proposed in the associated development concept plan for the subject area on the west side of S. Riverside Dr. Properties with Iowa River frontage are allowed to have a maximum height of eight (8) stories before application of bonus height provisions.

Rezoning of the subject area to the RFC-WR zone will trigger the affordable housing requirement. The requirement states that except for developments exclusively providing elder apartment housing, any development containing ten (10) or more dwelling units on land zoned a riverfront crossings zoning designation is required to provide affordable housing dwelling units in an amount equal to or greater than ten percent (10%) of the total number of dwelling units.

Traffic Implications and Access: The applicant submitted a traffic study (Attachment #6) as requested by City transportation planning staff. The study was initiated to identify potential traffic impacts on the adjacent roadway network. The analysis estimates the associated development's impact on the following intersections:

1. Myrtle Avenue & Greenwood Drive
2. Myrtle Avenue & Lot 48 Access
3. Myrtle Avenue & Olive Street
4. Myrtle Avenue & Access Point
5. Riverside Drive & Grand Avenue/West Burlington Street
6. Riverside Drive & Myrtle Avenue
7. Riverside Drive & Access Point
8. Riverside Drive & W. Benton Street

The analysis found that based on anticipated buildout of the associated development, all studied intersections will operate at acceptable levels of service (LOS), with intersections operating at LOS D or better and all approaches at LOS E or better during A.M. and P.M. peak hour conditions, through the year 2042.

To avoid additional traffic conflicts on S. Riverside Drive, staff is recommending a condition of the rezoning that the subject area be limited to one (1) access point onto S. Riverside Drive that features a right-in/right-out design.

Since S. Riverside Ct. (a private street), currently has approximately 75 square feet extending beyond the western right-of-way line for S. Riverside Drive, staff is recommending a condition of the rezoning be that the City acquires the aforementioned 75 square feet of right-of-way from the applicant before the property develops.

Transportation planning staff is still reviewing the traffic study. Additional conditions may be

recommended by staff based on this review. Staff plans to have an update for the Commission at its meeting.

Lastly, because the subject area contains fifteen different parcels, staff is recommending a condition of the rezoning be that the applicant replat the subject area when a development plan is ready for City review. Staff envisions that the replatted area will consolidate several of the existing lots.

Utilities and Floodplain: Redevelopment of the subject area will require several water service lines to be retired and capped at the respective water mains. An existing sanitary sewer easement that is located on the property will need to be relocated in the event that buildings are built over the easement. As the property redevelops, it will be subject to on-site storm water management requirements.

As seen in Figure 3 below, a small portion of the subject area is within the 500-year floodplain. Subsequent development of the subject area will be required to comply with the City's floodplain management standards.

Figure 2 – 100 and 500-year Floodplains

NEXT STEPS:

Upon recommendation from the Planning & Zoning Commission, a public hearing will be scheduled for consideration of the application by City Council.

STAFF RECOMMENDATION:

Staff recommends that an application submitted by K&F Properties, LLC. for a rezoning from Medium Density Single-Family Residential (RS-8), High Density Multi-Family Residential (RM-44), and Community Commercial (CC-2) to West Riverfront District (RFC-WR) for approximately 4 acres of land located at 215, 219, 223, and 245 S. Riverside Court; 119, 201, 203, 205, 207, and 209 Myrtle Avenue; 517 and 527 S. Riverside Drive be approved, subject to the following conditions:

1. Prior to issuance of a certificate of occupancy, installation of a 6' wide sidewalk along the west side of S. Riverside Drive frontage.

2. Provision of a pedestrian linkage between Myrtle Avenue and S. Riverside Drive through the project site, subject to review and approval of the Form-Based Code Committee.

3. In the event that the owner pursues any height bonus for buildings proposed next to the existing single-family on Olive Street, careful attention must be given to the interface and transition between the development and the single-family housing to the west. Any such application shall include mitigating, transitional design elements, including but not limited to increased separation or increased stepbacks.

4. The subject area shall be limited to one (1) access point onto S. Riverside Drive that shall feature a right-in/right-out design.

5. Dedication of approximately 75 square feet of S. Riverside Ct. territory to City right-of-way when the subject area is replatted.

6. Prior to the issuance of building permits, the subject area shall be replatted in a manner that conforms with the future layout of development.

ATTACHMENTS:
1. Location Map
2. Massing Concepts
3. Applicant Statement
4. Good Neighbor Meeting Summary
5. Zoning Map
6. Traffic Impact Study

Approved by: D. Sitzman

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

REZ20-0003
517, 527 South Riverside Dr.
215, 219, 223, 245 South Riverside Ct.
119, 201, 203, 205, 207, 209 Mrytle Ave.

N W E S

0 0.0125 0.025 0.05 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: August 2020

An application submitted by K & F Properties, LLC to request the rezoning of approximately 4.0 acres of property from Medium Density Single-Family (RS-8), High Density Multifamily (RM-44), and Community Commercial (CC-2) to Riverfront Crossings, West Riverfront (RFC-WR).

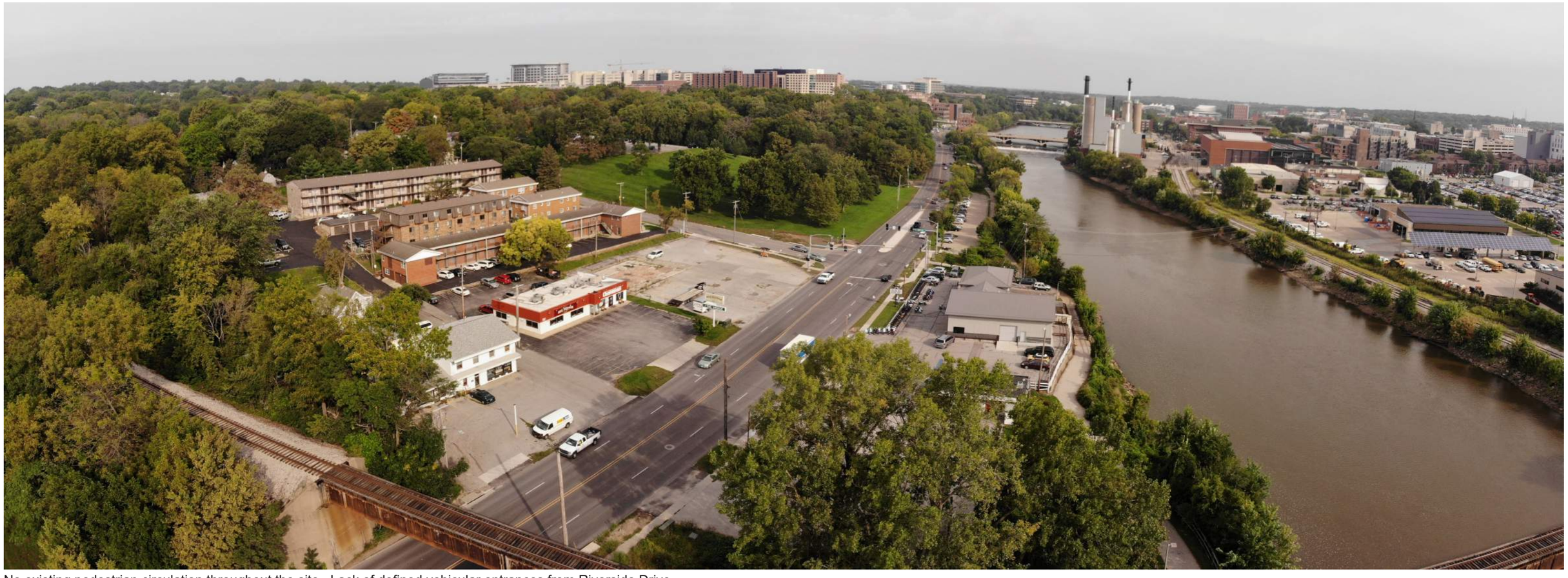
RIVERFRONT WEST DEVELOPMENT

COMPREHENSIVE PLAN AMENDMENT & REZONING

SW CORNER OF RIVERSIDE DRIVE AND MYRTLE AVE, IOWA CITY, IA
AUGUST 13, 2020

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

EXISTING SITE PHOTOGRAPHY



No existing pedestrian circulation throughout the site. Lack of defined vehicular entrances from Riverside Drive.

EXISTING SITE PHOTOGRAPHY

Outdated buildings lack energy efficiency. Site contributes to heat island effect in this area.

EXISTING SITE PHOTOGRAPHY

Lack of green space/ vegetated area does not relate to surrounding area. Most of site area devoted to parking.

EXISTING SITE PHOTOGRAPHY

Buildings do not relate to each other. Views are to backs of other buildings both within the site and from Olive Street.

EXISTING SITE PHOTOGRAPHY

Buildings do not relate to Myrtle Street. Extreme grade change from Myrtle to existing buildings.

EXISTING SITE PHOTOGRAPHY

Lack of green space/ vegetated area does not relate to surrounding area.

PROPOSED SITE MASSING

PERSPECTIVES

MASSING STUDIES | RIVERSIDE DRIVE LOOKING WEST

MASSING STUDIES | RIVERSIDE DRIVE LOOKING WEST

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW
HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES
NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT
SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

MASSING STUDIES | CORNER OF RIVERSIDE DRIVE AND MRYTLE AVE LOOKING

SET BACK 10’

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

SET BACK 10’

MASSING STUDIES | HOTEL ENTRANCE LOOKING NORTH

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

MASSING STUDIES | RETAIL PLAZA LOOKING SOUTH

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

CORNER PROPERTY CURRENTLY ZONED WEST RIVERFRONT SUBDISTRICT

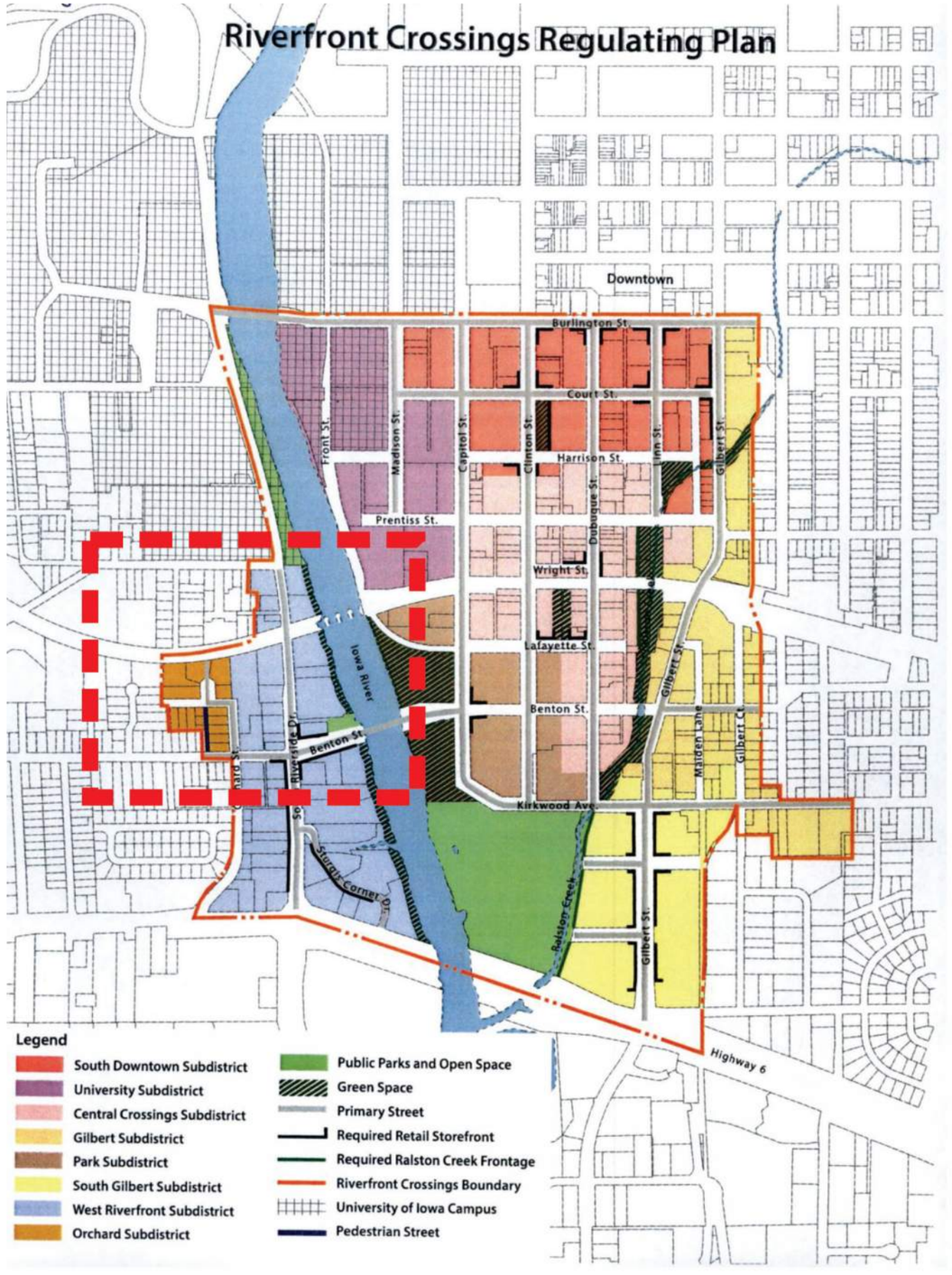
FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER. HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.

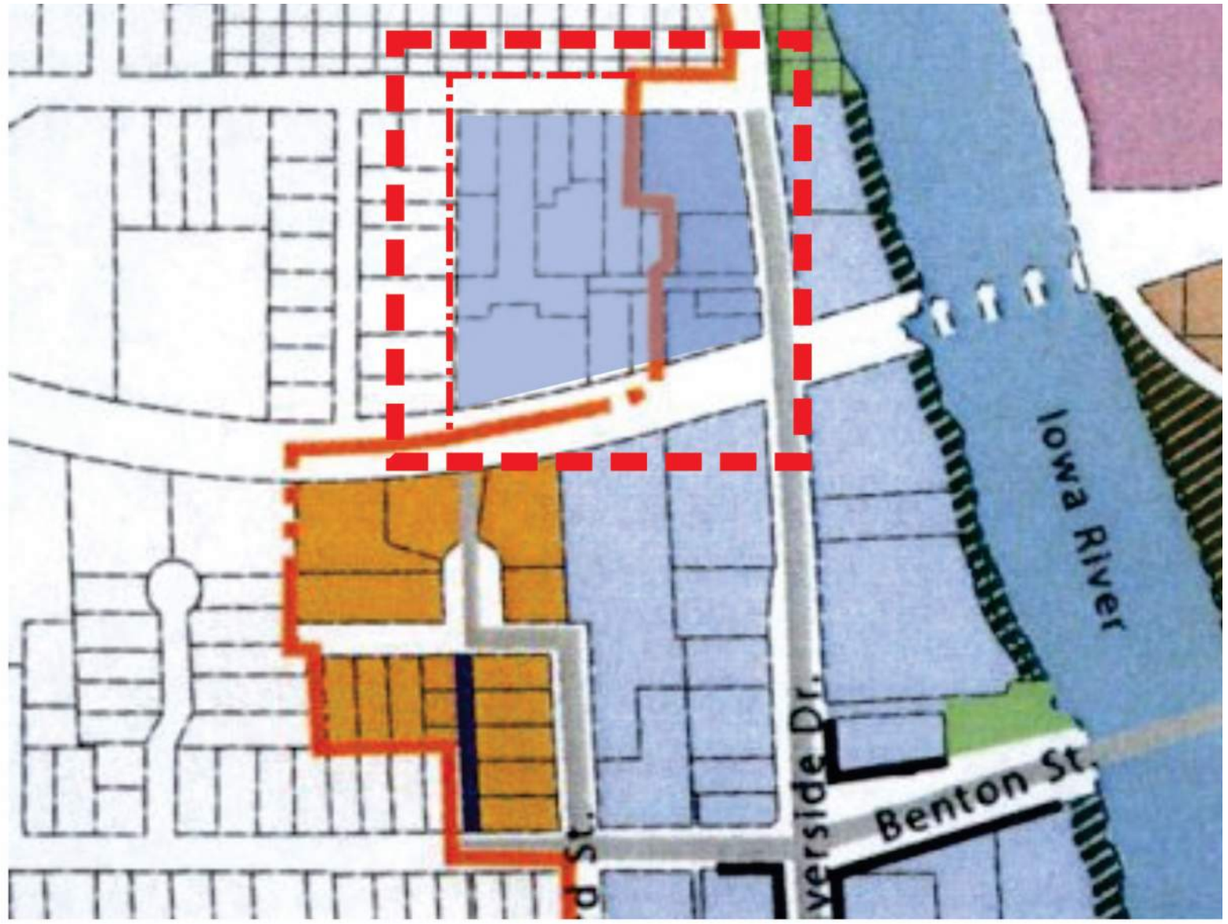
FUTURE TUNNEL LOCATION

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

PROPOSED SUBDISTRICT

WEST RIVERFRONT





DESCRIPTION OF PROPOSED COMPREHENSIVE PLAN AMENDMENT

Riverfront West Development requests that Iowa City's Comprehensive Plan be amended to extend the Riverfront Crossings District west in the area indicated above from the existing properties in the West Riverfront Subdistrict along Riverside Drive to the eastern property line of the residential properties located on Olive Street and 215/213 Myrtle Ave. The existing West Riverfront Subdistrict would be expanded west as part of this amendment.

This expansion of the West Riverfront Subdistrict would redefine an existing RM-44 zoned area with existing apartment buildings and two converted/ leased single family residential houses. The properties to be included in the current RM-44 zoned area are 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, and 207 Myrtle Ave. This area also includes a single RS8 lot, 209 Myrtle Ave.

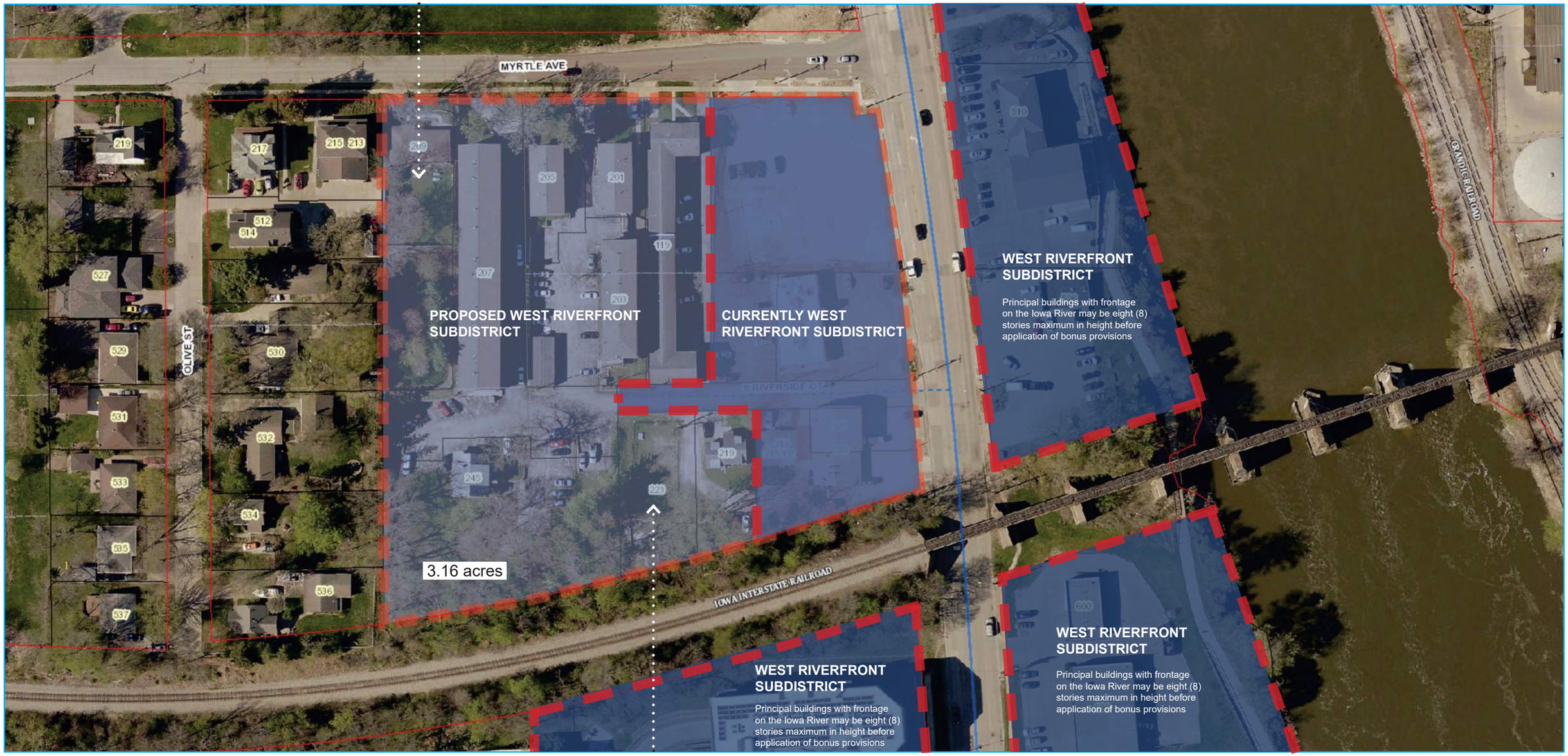
Expanding the West Riverfront Subdistrict is appropriate for this site due to the over 50' of grade change. Because of this topography, which is atypical of the West Riverfront Subdistrict, the proposed height of the buildings will present a three-story exposure to the Olive Street residences. This is approximately a single story more than the existing apartments building located there now.

This Comprehensive Plan Amendment would allow for a more cohesive development while still being sensitive to the neighborhood scale to the west.

EXISTING CONDITIONS | CURRENT ZONING OF PROPERTIES

PROPOSED WEST RIVERFRONT SUBDISTRICT

FIVE (5) STORIES MAXIMUM FOR PROPERTIES WITHIN THE WEST RIVERFRONT SUBDISTRICT THAT DO NOT HAVE FRONTAGE ALONG THE IOWA RIVER.
HOWEVER, BONUS HEIGHT IS NOT ALLOWED ON LOTS THAT ABUT A RESIDENTIAL ZONE.



TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

CPA20-0001

Applicant's statement – The proposed amendment will be compatible with other policies or provisions of the Comprehensive Plan, including any District Plans or other amendments thereto.

Below verbiage included on page 16 of submitted document

"Riverfront West Development requests that Iowa City's Comprehensive Plan be amended to extend the Riverfront Crossings District west in the area indicated above from the existing properties in the West Riverfront Subdistrict along Riverside Drive to the eastern property line of the residential properties located on Olive Street and 215/213 Myrtle Ave. The existing West Riverfront Subdistrict would be expanded west as part of this amendment.

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located there now.

This Comprehensive Plan Amendment would allow for a more cohesive development while still being sensitive to the neighborhood scale to the west."

Neighboring Property Listing – file attached for property owners within 300 feet of the exterior limits of the properties involved in this application.

RIVERFRONT WEST GOOD NEIGHBOR MEETING

October 28, 2020 4:30 pm – 6:00 pm (Zoom)

Attendees

Neighbors: Nick Faselt, Carrie Floss, Mary Knudson, Ann Stomquist, Shel Stromquist, Paula Swygard, Chris Traetow

Applicant: Mark Seabold (Shive Hattery), Steve Long, Kevin Kain & Adam Carper (Riverfront West), Maryann Dennis (Riverfront West affordable housing consultant)

City Staff: Ray Heitner, Kirk Lehman & Marcia Bollinger

Comments & Questions

- What about development on the east side of Riverside Drive, along the Iowa River?
- Are we working with the university?
- When we go before Planning and Zoning will we have a final concept?
- Please explain the comprehensive plan and rezoning process.
- Total number of units proposed?
- Will there be affordable housing replacement?
- Will you meet with us again after rezoning to show us the concept?
- The intersection of Riverside and Benton is so much nicer now and this project continues that. It's great. It would add to this area of town.
- Any concerns about the noise from the railroad?
- Updates on the railroad tunnel project?
- Concern about connecting to the neighborhood to the south, if the tunnel is not constructed.
- Properties that abut the homes on Olive Court is there a buffer, similar to Riverfront West -Orchard?
- What is the development timeline?
- How much neighborhood commercial space?

Zoom Chat Question

What type of housing is being thought to go here? Hotel?/Senior?/Multi-family?

City Staff Representative Comments

REZ20-0003
517, 527 South Riverside Dr.
215, 219, 223, 245 South Riverside Ct.
119, 201, 203, 205, 207, 209 Mrytle Ave.

N W E S

0 0.0125 0.025 0.05 Miles

CITY OF IOWA CITY

Prepared By: Joshua Engelbrecht
Date Prepared: August 2020

An application submitted by K & F Properties, LLC to request the rezoning of approximately 4.0 acres of property from Medium Density Single-Family (RS-8), High Density Multifamily (RM-44), and Community Commercial (CC-2) to Riverfront Crossings, West Riverfront (RFC-WR).

Riverside Development

Traffic Impact Study

Iowa City, IA

	I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA. _____ 10/13/2020 **SIGNATURE** **DATE** PRINTED OR TYPED NAME: MARCUS H. JANUARIO LICENSE NUMBER: 23116 MY LICENSE RENEWAL DATE IS: 12/31/2020 PAGES, SHEETS, OR DIVISIONS COVERED BY THIS SEAL: ALL

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
222 3rd Avenue SE, Suite 300 | P.O. Box 1803 | Cedar Rapids, IA 52406-1803
319.364.0227 ext. 2266 | fax: 319.364.4251| shive-hattery.com

Traffic Impact Study:
Riverside Development

Iowa City, Iowa

October 13, 2020

Prepared for: Riverfront West

Prepared by:

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
316 Second Street SE, Suite 500
Cedar Rapids, IA 52406
(515) 364-0027

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Figures

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Appendices

Executive Summary

Riverfront West initiated this traffic impact study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Riverside development, which will be bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA. The proposed Riverside development is a multi-story residential and mixed-use development bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA and is expected to be completely built by the end of 2022. Two passenger vehicle access points are proposed, with one on Myrtle Avenue and one on Riverside Drive in the approximate location of existing access points to the site. The access point on Riverside Drive is anticipated to be a right-in right-out (RIRO) access point. The Myrtle Avenue access points is anticipated to be a full access point, with no turning movement restrictions. A semi-trailer truck ingress access point and egress access point are proposed on Riverside Drive and Myrtle Avenue, respectively. Due to the expected relatively low volume of semi-trailer trips entering and exiting the site the semi-trailer truck access points are not analyzed herein. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

The following study intersections within the study area were identified for analysis:

1. Myrtle Avenue & Greenwood Drive
2. Myrtle Avenue & Lot 48 Access
3. Myrtle Avenue & Olive Street
4. Myrtle Avenue & Access Point
5. Riverside Drive & Grand Avenue/W Burlington Street (Riverside Drive & Burlington Street hereafter)
6. Riverside Drive & Myrtle Avenue
7. Riverside Drive & Access Point
8. Riverside Drive & W Benton Street

The above list assigns each study intersection with a number that is used hereafter. (e.g. #1 = Myrtle Avenue and Greenwood Drive).

The area immediately surrounding the proposed development generally incorporates services, retail, and residential ITE land uses. A study area map identifying the location of the study intersections, as well the location of proposed development (delineated in red) is depicted in the following figure.

Turning movement volumes were collected at the study intersections on Tuesday, September 15, 20220. The peak hours of the study intersections were determined based on the highest consecutive four 15-minute turning movement counts between the hours of 7:00 and 9:00 AM and 4:00 and 6:00 PM, respectively at the Riverside Drive and Burlington Street (study intersection #4) intersection. The AM and PM peak hours at the Riverside Drive and Burlington Street (study intersection #4) intersection governed the AM and PM peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:15 and 8:15. The PM peak hour was determined to occur between 4:15 and 5:15. The raw and refined volume data are provided in Appendix 1.

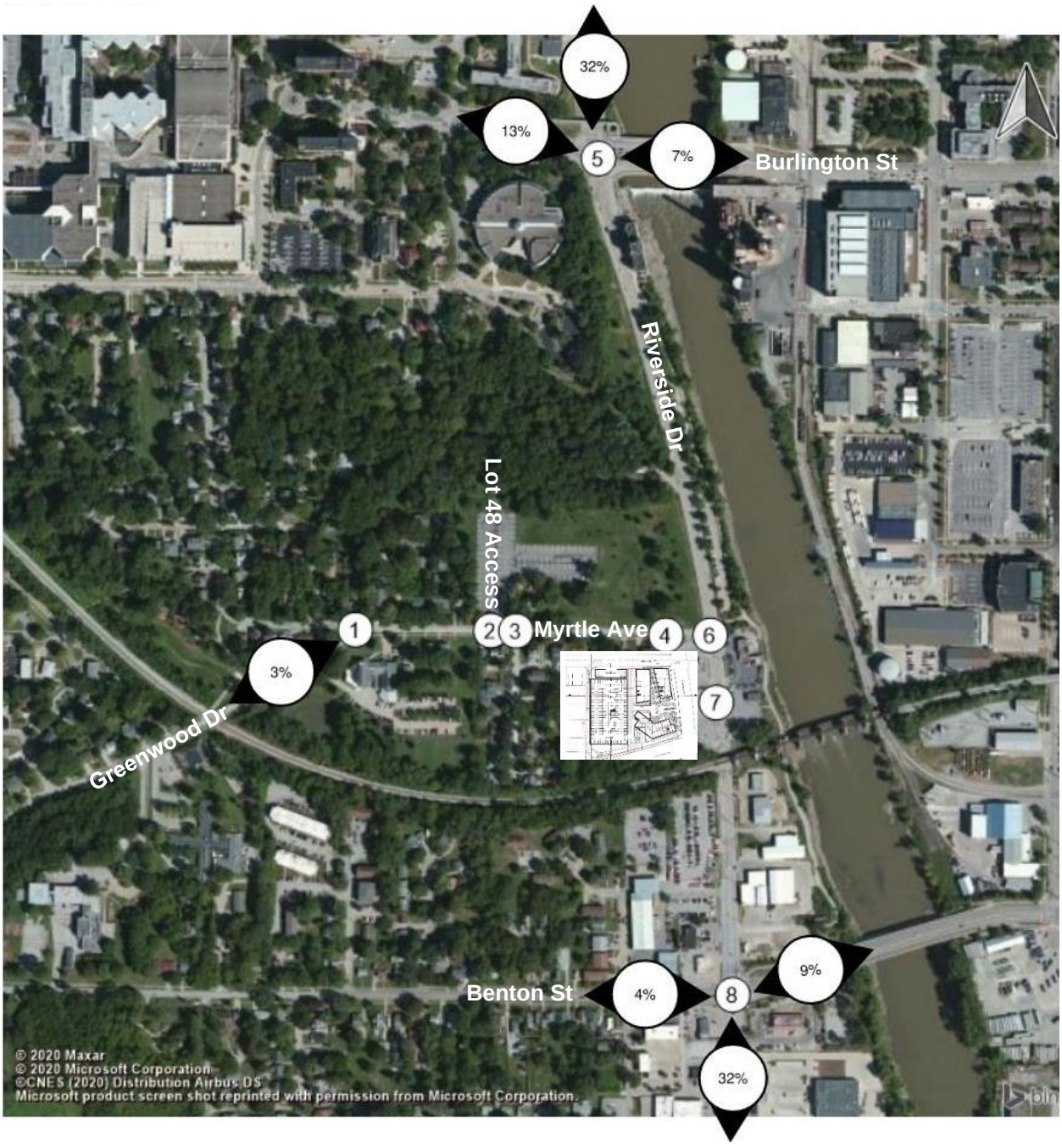
Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic growth unrelated to the proposed Riverside development). In coordination with the local metropolitan planning organization the annual growth rates identified in Figure 3 were identified based on projected 2025 and 2045 annual average daily traffic (AADT) volumes that are also shown in Figure 3.

The Iowa Crash Analysis Tool (ICAT) website administered by Iowa DOT was used to collect available crash data at the study intersections for the ten-year period between January 1, 2010 and December 31, 2019. Over

this period a total of 362 crashes were reported at the study intersections. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles, except for the Riverside Drive & Burlington Street (study intersection #4) and Riverside Drive & Benton Street (study intersection #6) intersections.

Trip distribution percentages for the proposed Riverside development are based upon existing traffic patterns observed in the collected AM and PM peak hour turning movement volumes, as well as expected travel patterns in the surrounding roadway network over the 2042 design year. The assumed trip distribution for the Riverside development is presented in the figure below.

Figure ES1 Trip Distribution



Vehicular operational analysis for this study was performed using the methodology of the 6th Edition Highway Capacity Manual (HCM) through Synchro traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions. Acceptable LOS conditions can generally be defined as average intersection control delay at LOS D or better and all approaches at LOS E or better. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. At two-way stop-controlled (TWSC) intersections the primary LOS measure to consider is the intersection approach with the longest control delay, which as stated above would need to be LOS E or better to generally be deemed acceptable. The primary LOS measure[1] at signalized intersections is average intersection control delay and approach control delay.

The analysis presented herein indicates all the study intersections will operate at acceptable LOS D or better, with all approaches at LOS E or better during the AM and PM peak hour conditions through 2042 with buildout of the proposed Riverside development. This determination assumes the recommended lane configuration and control presented in Figure 20, as well as regularly optimizing traffic signal timings as deemed appropriate. The existing condition LOS issues can be addressed by modifying the traffic signal timings. The 95th percentile queues at the study intersections were also analyzed. A vehicle queue is a line of vehicles waiting to pass through an intersection. The 95th percentile queue is the length of which the queue will be less than 95 percent of the time. Based on these queue lengths no issues, such as a queue extending upstream to an adjacent intersection are anticipated. Operational analysis worksheets are contained in Appendix 4.

[1] Volume to Capacity (V/C) ratio is another measurement used to determine LOS. If the V/C ratio is greater than 1.0 LOS is F regardless of delay. An expanded discussion of v/c ratios is provided in Appendix 4.

Existing & Projected No Build Conditions

Riverfront West initiated this traffic impact study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Riverside development, which will be bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA. The proposed Riverside development is a multi-story residential and mixed-use development and is expected to be completely built by the end of 2022. As of October 2020, the site was occupied by a single 3.56 thousand square foot retail (futon shop) development. Trips generated (discussed in greater detail in the trip generation section) by the retail (futon shop) development are only reflected in the existing 2020 analysis year. Two passenger vehicle access points are proposed, with one on Myrtle Avenue and one on S Riverside Drive (Riverside Drive hereafter) in the approximate location of existing access points to the site. The access point on Riverside Drive is anticipated to be a right-in right-out (RIRO) access point. The Myrtle Avenue access points is anticipated to be a full access point, with no turning movement restrictions. A semi-trailer truck ingress access point and egress access point are proposed on Riverside Drive and Myrtle Avenue, respectively. Due to the expected relatively low volume of semi-trailer trips entering and exiting the site the semi-trailer truck access points are not analyzed herein.

The following study intersections within the study area were identified for analysis:

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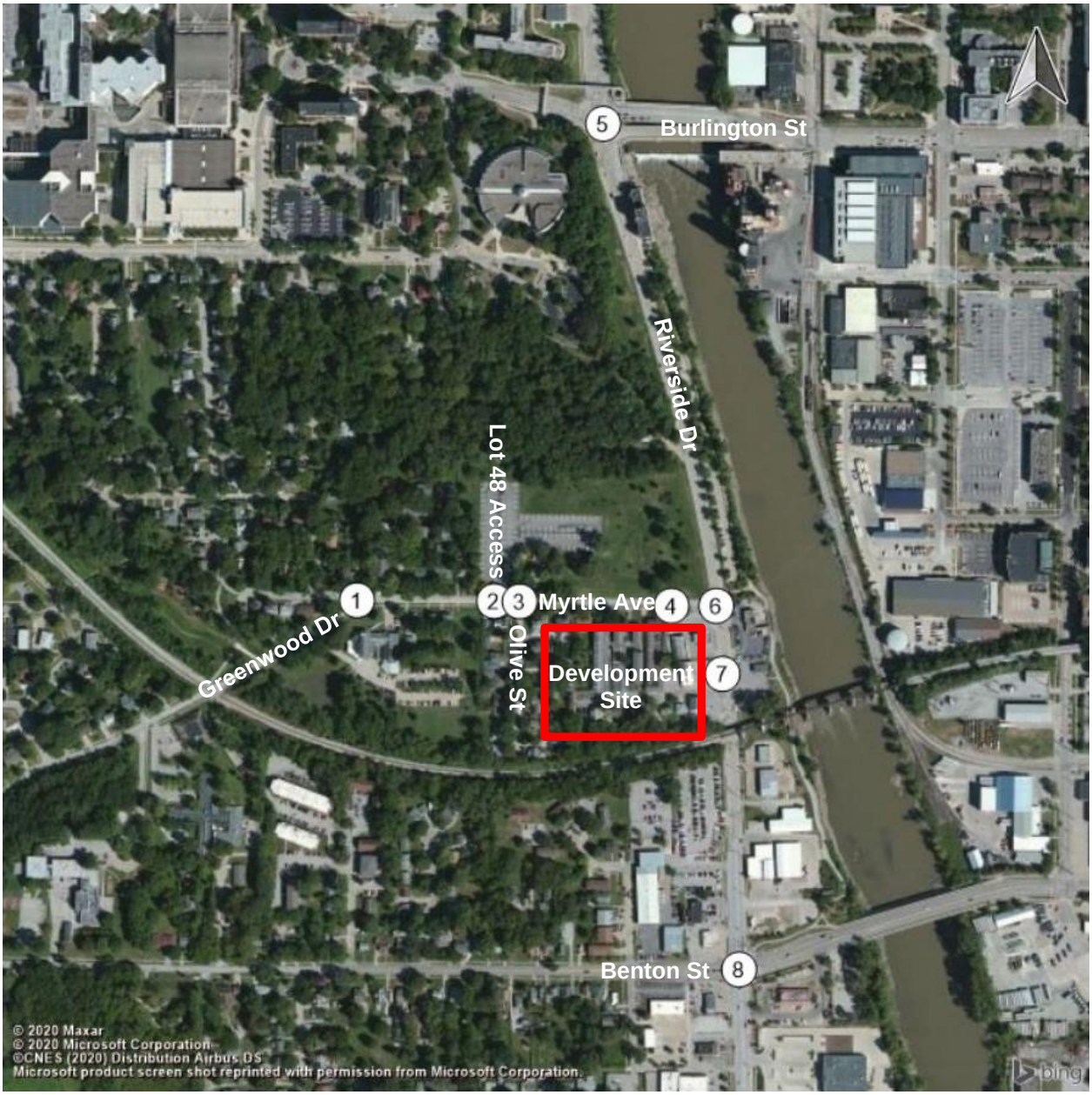
The above list assigns each study intersection with a number that is used hereafter. (e.g. #1 = Myrtle Avenue and Greenwood Drive).

The area immediately surrounding the proposed development generally incorporates services, retail, and residential ITE land uses. A study area map identifying the location of the study intersections, as well the location of proposed development (delineated in red) is depicted in the following figure.

Figure 1 Study Area Map



Adjacent Streets

The following descriptions are specific to the area near the study intersections. The study intersection roadway functional classifications are taken from the Future Forward 2045 Long Range Transportation Plan Federal Functional Classification Map, prepared by Metropolitan Planning Organization of Johnson County.

Riverside Drive is a north/south four-lane (two lanes in each direction) principal arterial roadway. On-street parking is prohibited along Riverside Drive and the posted speed limit is 30 mph.

Burlington Street is an east/west four-lane (two lanes in each direction) principal arterial roadway. On-street parking is prohibited along Burlington Street and the posted speed limit is 25 mph.

Benton Street is an east/west four-lane (two lanes in each direction [at its intersection with Riverside Drive]) collector roadway. On-street parking is prohibited along Benton Street and the posted speed limit is 25 mph.

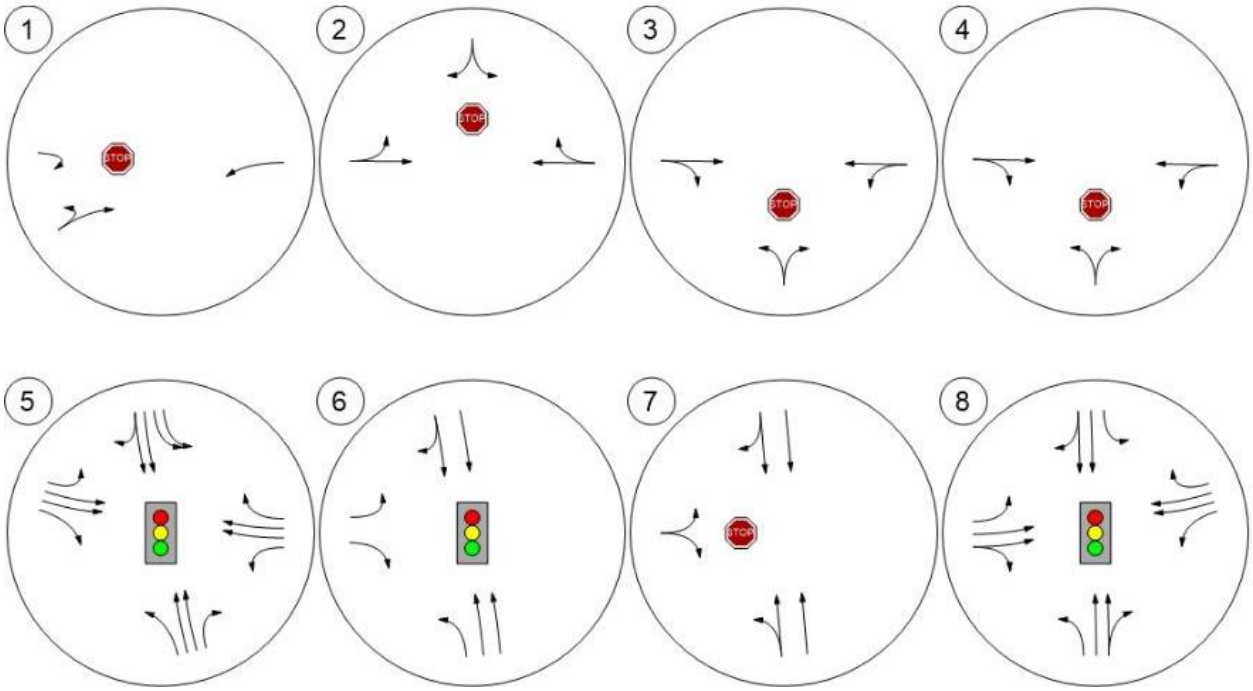
Myrtle Avenue is an east/west two-lane (one lane in each direction) local roadway. On-street parking is prohibited along Myrtle Avenue and the posted speed limit is 25 mph.

Olive Street is a north/south two-lane (one lane in each direction) local roadway, with a posted speed limit of 25 mph. On-street parking is prohibited along the southbound lane between 8:00 AM and 5:00 PM and prohibited along the northbound lane of Olive Street.

Existing Intersection Conditions

The existing lane configuration and control for the study intersections are presented in the following figure.

Figure 2 Study Intersections – Existing (2020) Lane Configuration and Control



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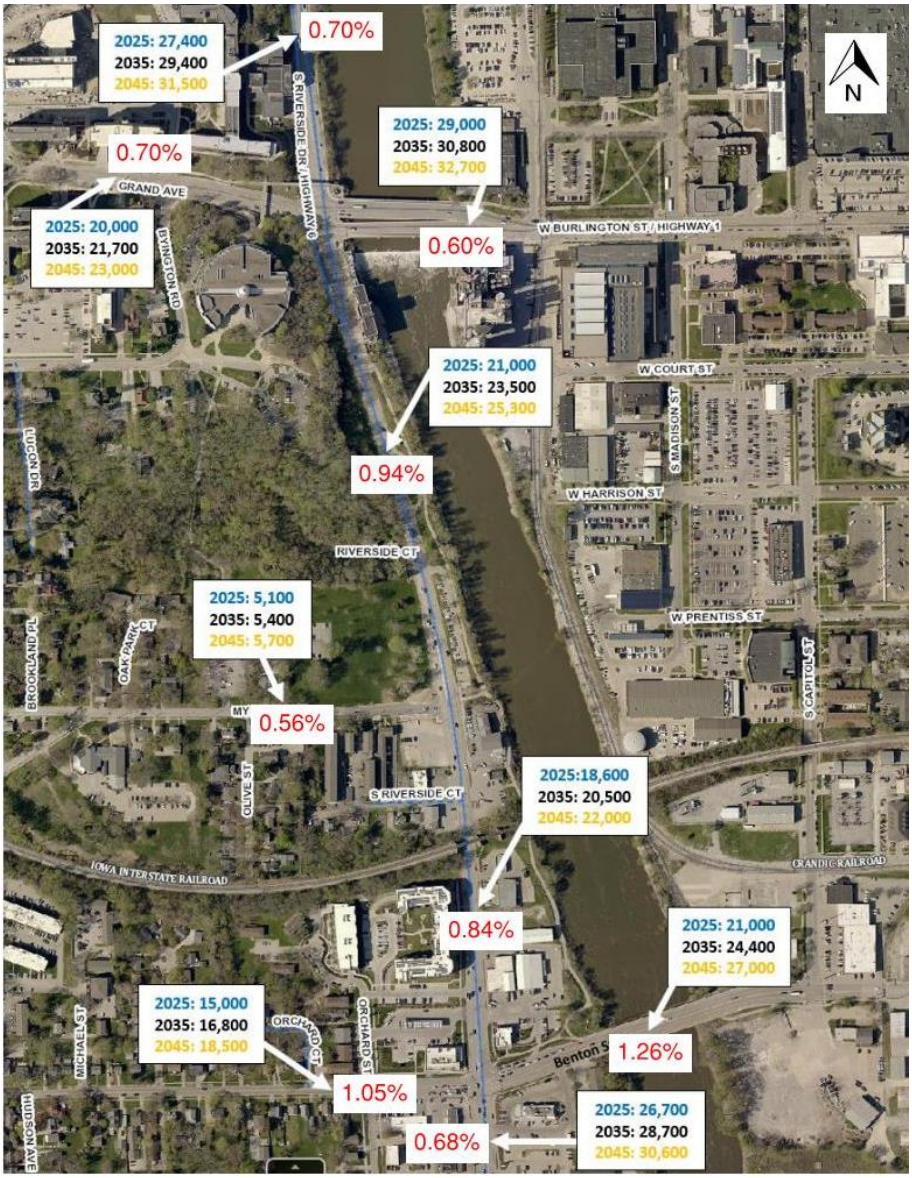
Traffic Volume Data

Turning movement volumes were collected at the study intersections on Tuesday, September 15, 20220. The peak hours of the study intersections were determined based on the highest consecutive four 15-minute turning movement counts between the hours of 7:00 and 9:00 AM and 4:00 and 6:00 PM, respectively at the Riverside Drive and Burlington Street (study intersection #4) intersection. The AM and PM peak hours at the Riverside Drive and Burlington Street (study intersection #4) intersection governed the AM and PM peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:15 and 8:15. The PM peak hour was determined to occur between 4:15 and 5:15. The raw and refined volume data are provided in Appendix 1.

Background Traffic Growth

Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic growth unrelated to the proposed Riverside development). In coordination with the local metropolitan planning organization the annual growth rates (in red) in the following figure were identified based on projected 2025 and 2045 annual average daily traffic (AADT) volumes.

Figure 3 Study Area Projected AADT's Annual Growth Rates



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The annual growth rates identified above were applied to the study intersection turning movement volumes to reflect future conditions, which could be expected through a sustained constant area growth without the proposed Riverside development. It should be noted, over time growth rates generally do not exhibit a straight-line growth, but rather tend to level off as the surrounding area continues to develop. Therefore, the use of a straight-line growth rate for the prediction of future events can be thought of as conservative and should be considered as such when reviewing the output of this analysis. All other traffic volume growth generated by developments in the area that have been/will be constructed between 2020 and 2042 are assumed to be included in the annual growth rates identified above. Existing 2020, projected 2022, and projected 2042 AM and PM peak hour no build volumes (without the proposed Riverside development) are presented in the following figures.

Figure 4 Study Intersections – Existing 2020 AM Peak Hour No Build Volumes

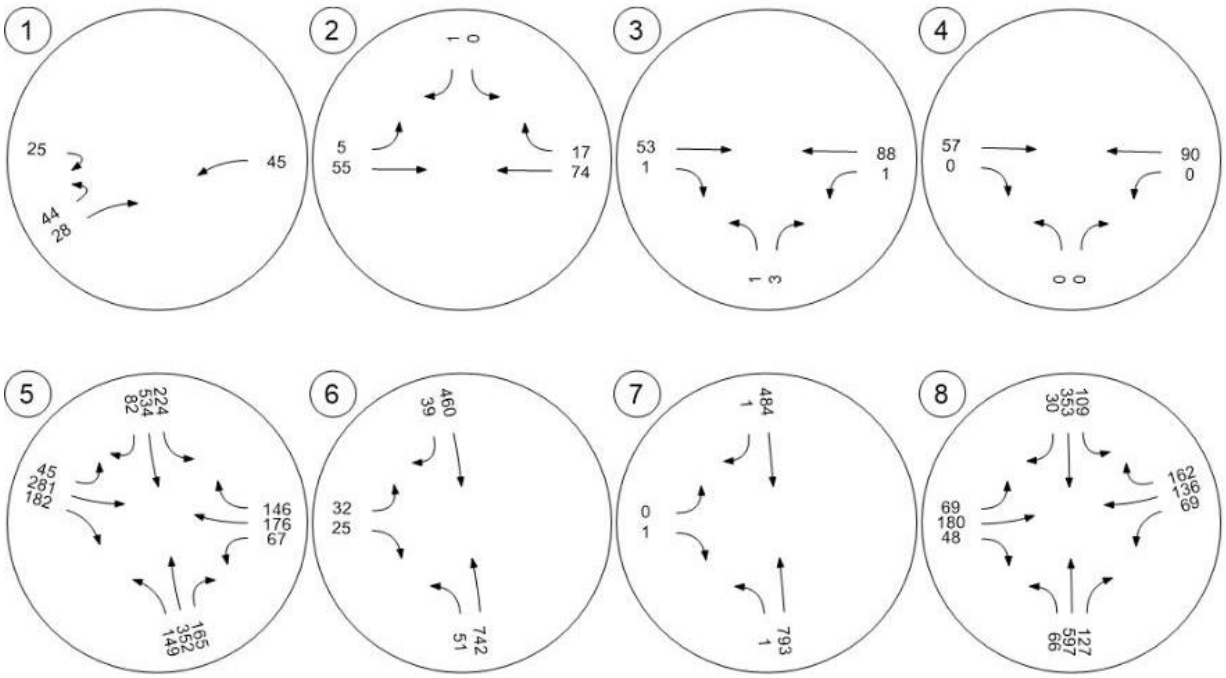

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Figure 5 Study Intersections – Existing 2020 PM Peak Hour No Build Volumes

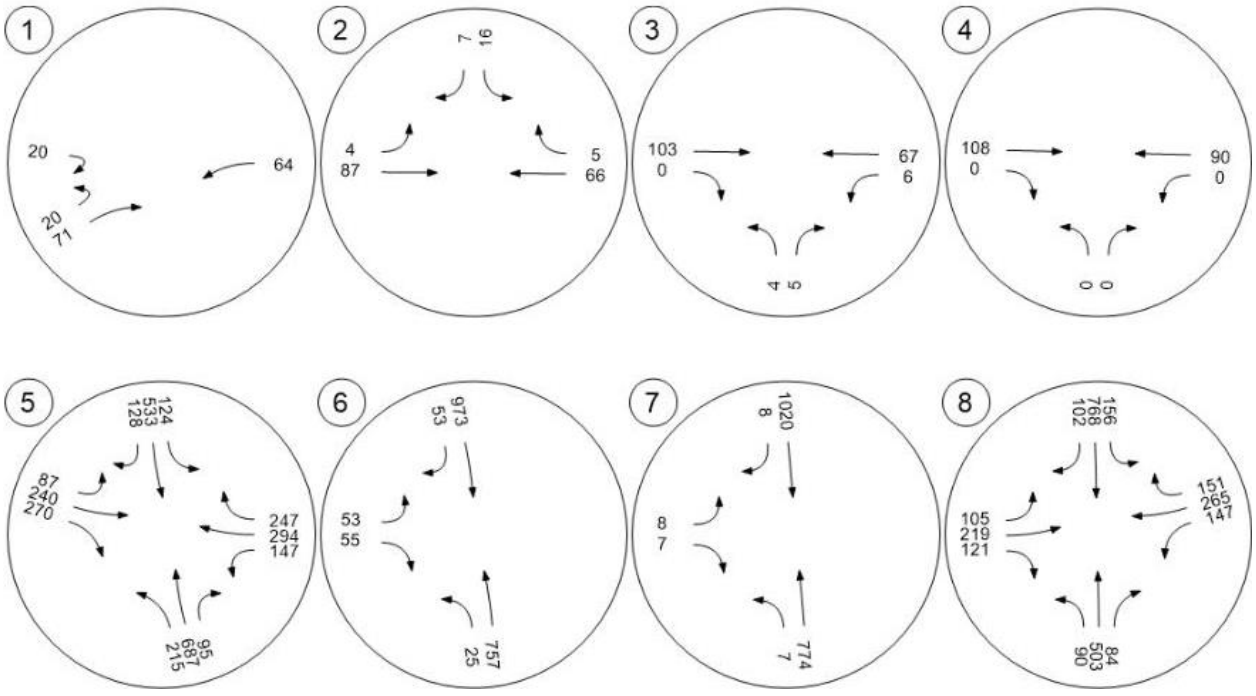

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Figure 6 Study Intersections – Projected 2022 AM Peak Hour No Build Volumes

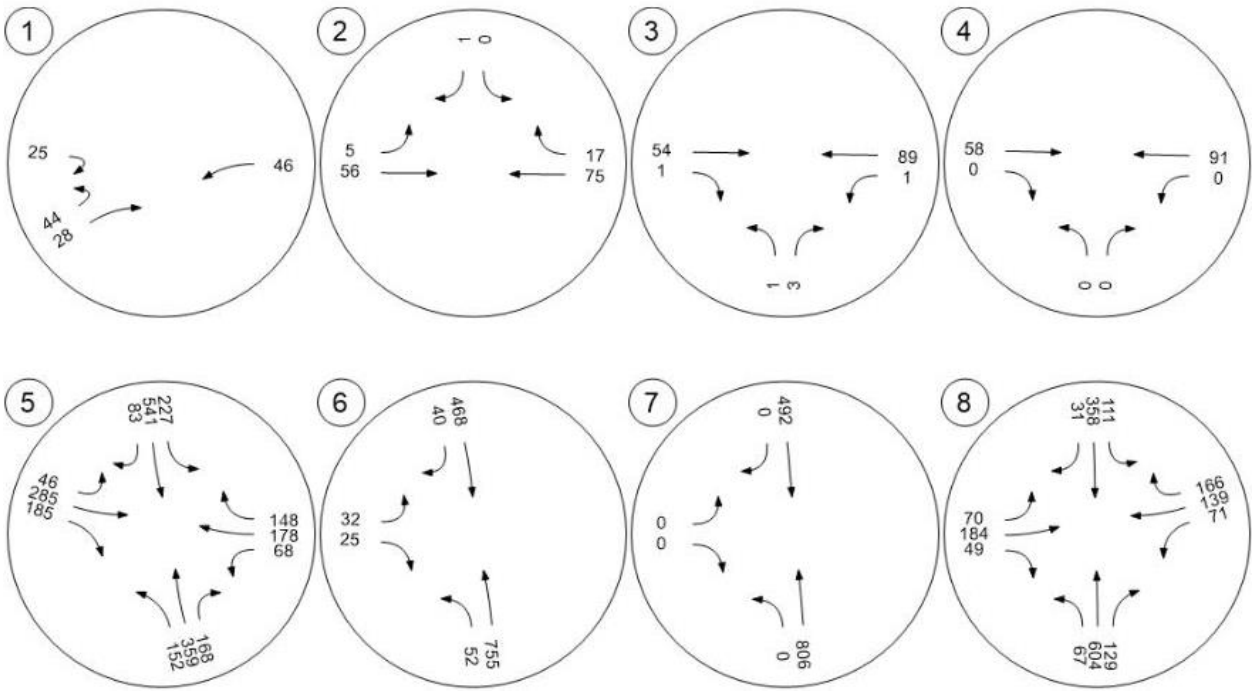

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Figure 7 Study Intersections – Projected 2022 PM Peak Hour No Build Volumes

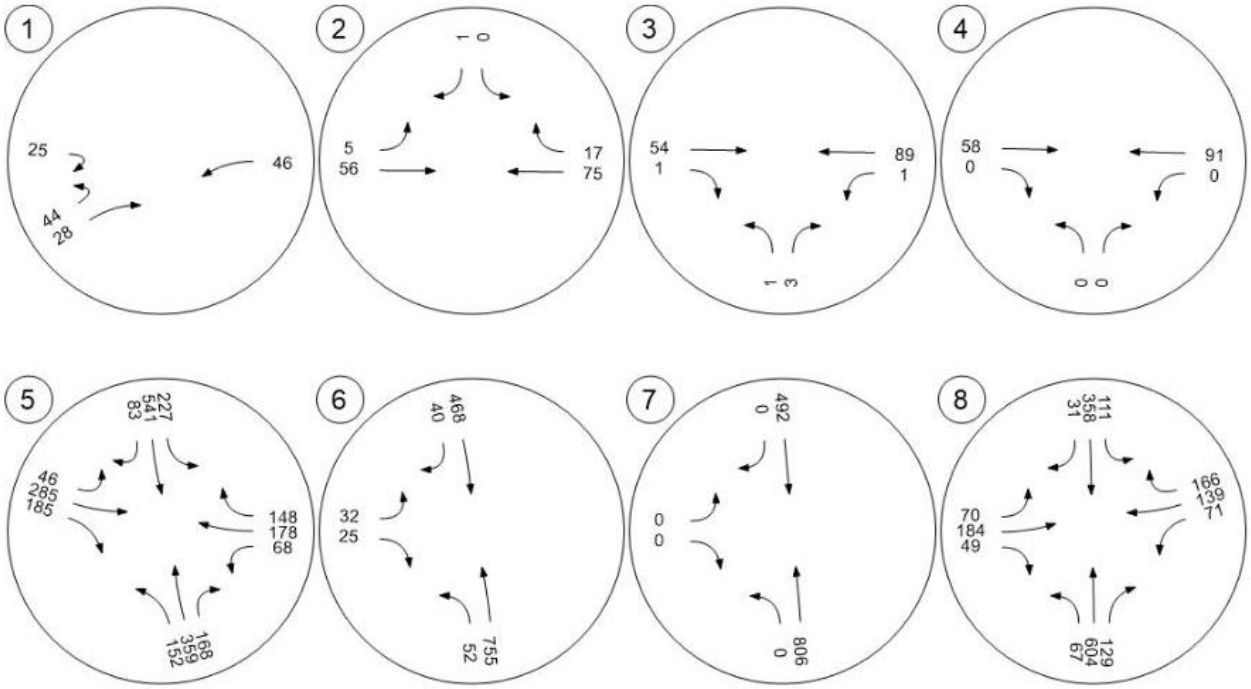

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Figure 8 Study Intersections – Projected 2042 AM Peak Hour No Build Volumes

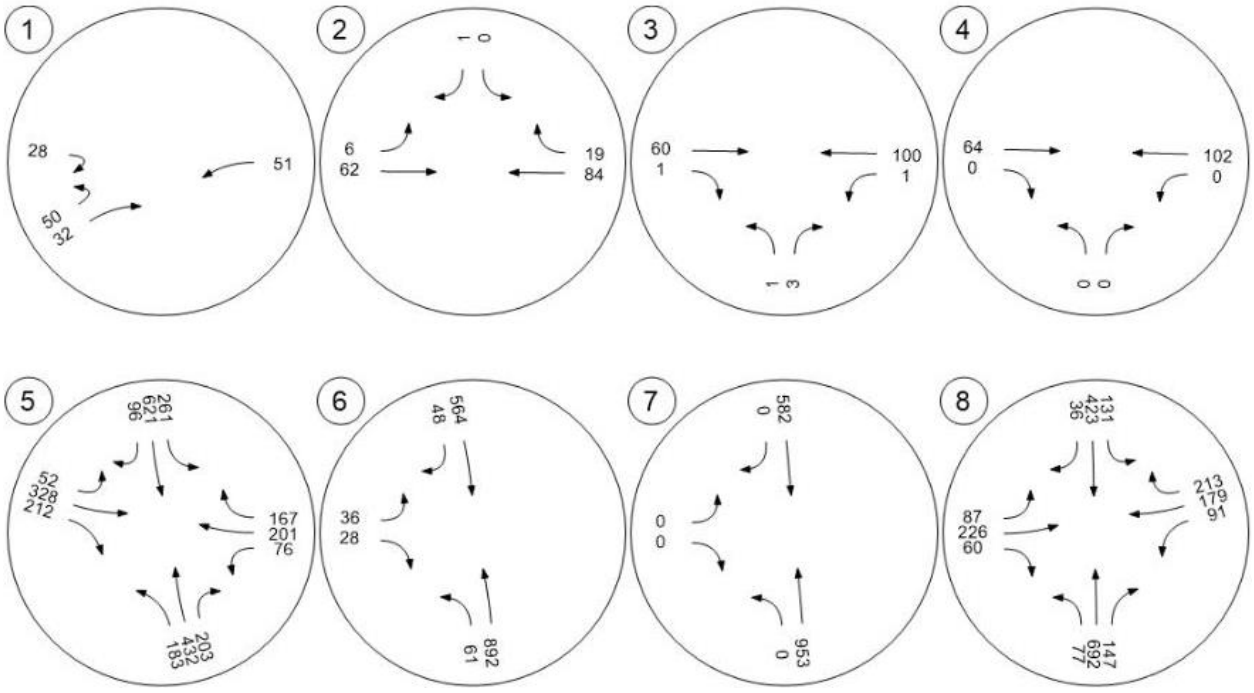

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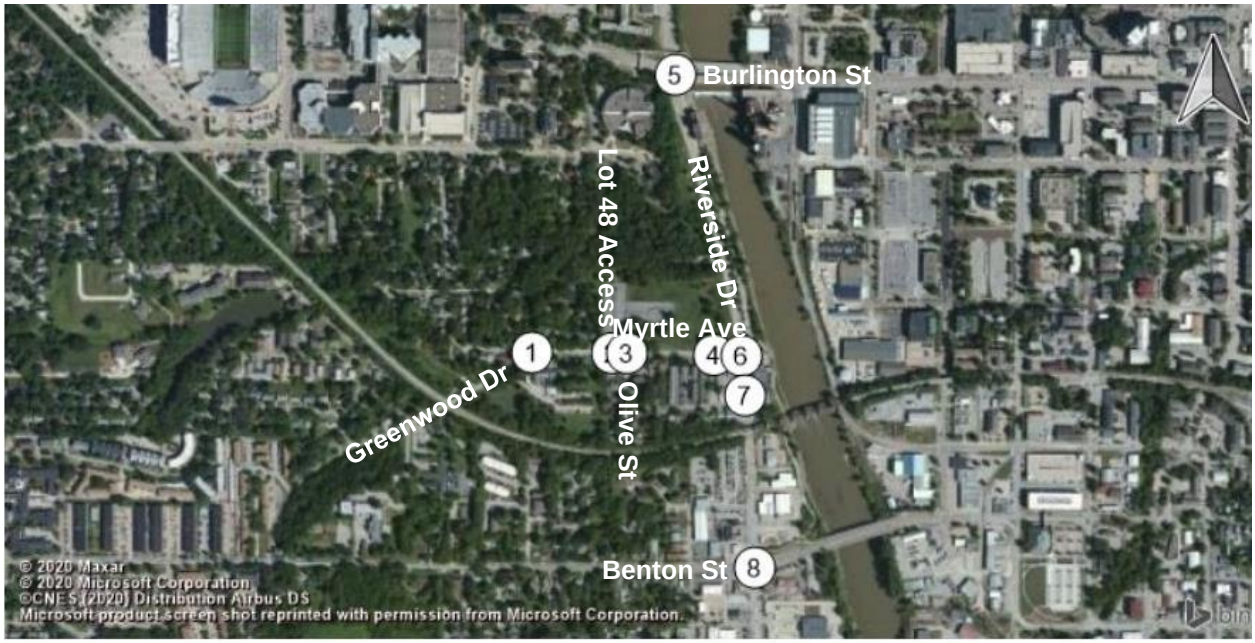
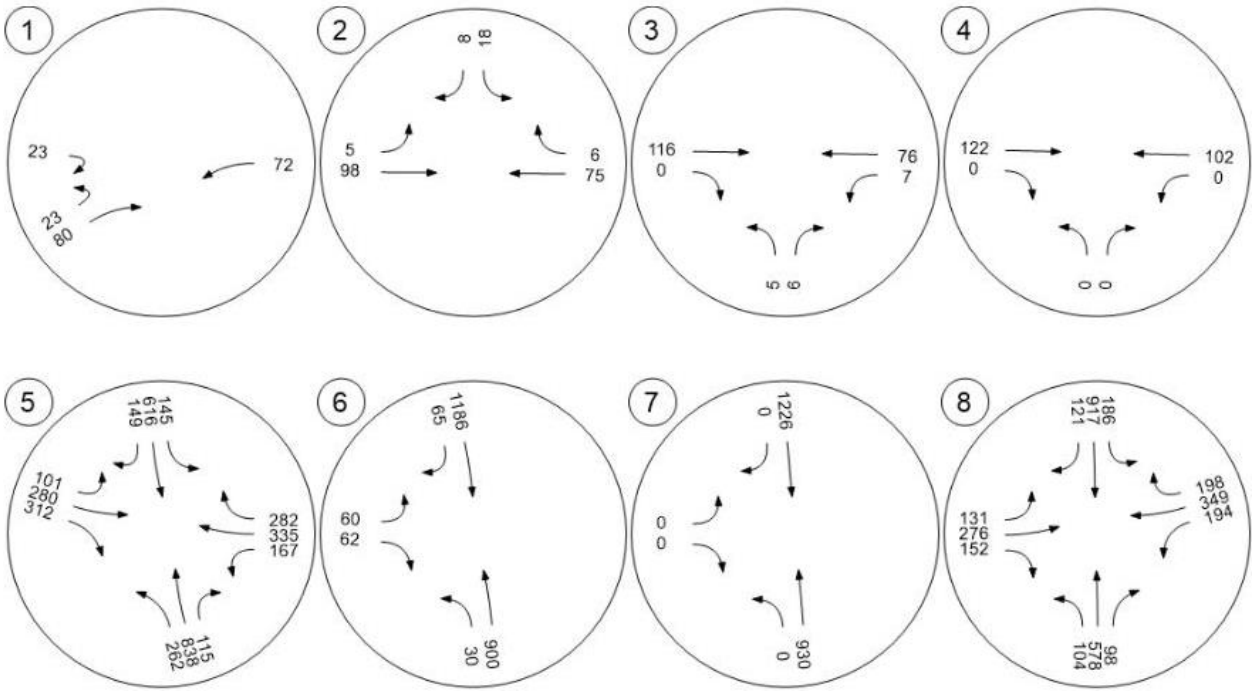
Figure 9 Study Intersections – Projected 2042 PM Peak Hour No Build Volumes





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Crash Analysis

The Iowa Crash Analysis Tool (ICAT) website administered by Iowa DOT was used to collect available crash data at the study intersections for the ten-year period between January 1, 2010 and December 31, 2019. Over this period a total of 362 crashes were reported at the study intersections. It should be noted, crashes that may have occurred at the existing site access points (study intersection #4 and #7) are accounted for at the Riverside Drive & Myrtle Avenue (study intersection #6), due to the relative close proximity of the intersections.

Intersection crash rates are expressed in crashes per million entering vehicles (crashes/MEV) and can be calculated with the following equation:

$$\text{Crash Rate} = \frac{1{,}000{,}000 \times \text{Total Crashes}}{\text{AADT}_{\text{Entering vpd}} \times 365 \times \#\text{ of Years in Study Period}}$$

The following table summarizes crash rates at the study intersections and compares them to average statewide crash rates for intersections with a similar volume of entering vehicles. For the purposes of this analysis, the respective weekday PM peak hour entering traffic volume at the study intersections was assumed to be 10% of the daily weekday entering volume, which is standard for urban intersections and is consistent with the methodology used by the Federal Highway Administration. The statewide average crash rate for intersections with a similar volume of entering vehicles was prepared by the Iowa DOT, Bureau of Transportation Safety.

Table 1 Intersection Crash Rate Summary (1/1/10 – 12/31/19)

Study Intersection		Total Crashes	Daily Entering Volume	Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV)	Comparison to Statewide Average Crash Rate
1	Myrtle Avenue & Greenwood Drive	1	1,960	0.14	1.30	**Lower**
2	Myrtle Avenue & Lot 48 Access	0	1,940	0.00	1.30	**Lower**
3	Myrtle Avenue & Olive Street	2	1,930	0.28	1.30	**Lower**
5	Riverside Drive & Burlington Street	142	30,510	1.28	1.00	**Higher**
6	Riverside Drive & Myrtle Avenue	64	19,000	0.92	0.80	**Lower**
8	Riverside Drive & Benton Street	153	26,970	1.55	1.00	**Higher**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles, except for the Riverside Drive & Burlington Street (study intersection #4) and Riverside Drive & Benton Street (study intersection #6) intersections (highlighted above).

The following table presents crash statistics at the study intersection organized by manner of collision. For the purposes of this analysis, 10 or more of the same manner of collision or crash type over the ten-year analysis period was identified as a trend. Identified crash trends are highlighted in the following table.

Table 2 Manner of Collision (1/1/10 – 12/31/19)

Study Intersection		Manner of Collision									
		Rear End	Head On	Single Vehicle	Broadside	Angle, Oncoming Left	Sideswipe, Same Direction	Sideswipe, Opposite Direction	Other/ Unknown/ Not Reported	Rear to Side	Total
1	Myrtle Avenue & Greenwood Drive	0	0	1	0	0	0	0	0	0	**1**
2	Myrtle Avenue & Lot 48 Access	0	0	0	0	0	0	0	0	0	**0**
3	Myrtle Avenue & Olive Street	0	1	0	0	1	0	0	0	0	**2**
5	Riverside Drive & Burlington Street	81	2	14	6	10	28	1	0	0	**142**
6	Riverside Drive & Myrtle Avenue	36	0	2	10	6	8	1	1	0	**64**
8	Riverside Drive & Benton Street	71	0	9	34	9	24	2	3	1	**153**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

The following crashes trends were identified:

- Riverside Drive & Burlington Street (#4) – 81 rear-end type crashes
- Riverside Drive & Burlington Street (#4) – 14 single vehicle type crashes
- Riverside Drive & Burlington Street (#4) – 10 angle, oncoming left type crashes
- Riverside Drive & Burlington Street (#4) – 10 sideswipe, same direction type crashes
- Riverside Drive & Myrtle Avenue (#5) – 36 rear-end type crashes
- Riverside Drive & Myrtle Avenue (#5) – 10 broadside type crashes
- Riverside Drive & Benton Street (#6) – 71 rear-end type crashes
- Riverside Drive & Benton Street (#6) – 34 broadside type crashes
- Riverside Drive & Benton Street (#6) – 24 sideswipe, same direction type crashes

While it is common to refer to the “cause” of a crash, in reality, most crashes cannot be related to a singular causal event. Instead, crashes are the result of a convergence of a series of events that are influenced by a number of contributing factors (time of day, driver attentiveness, speed, vehicle condition, road design, etc.). These contributing factors influence the sequence of events before, during, and after a crash. In some cases, the roadway/intersection configuration and traffic control may affect the expected average crash frequency. The quantification of this effect is referred to as a crash modification factor (CMF). CMF is an index of how much crash experience is expected to change following a modification in design or traffic control. CMF is the ratio between the number of crashes per unit of time expected after a modification or measure is implemented and the number of crashes per unit of time estimated if the change does not take place. (Highway Safety Manual, 2010).

The CMF Clearinghouse website, which is administered by the Federal Highway Administration, provides a library of CMFs for various modifications to intersections and roadways. The following table provides several potential treatments and their expected percent reduction in crash frequency for the identified crash trends listed above.

Table 3 Potential Intersection Treatments to Reduce Crash Frequency

Crash Type Applicability	Treatment	CMF ID	Expected Reduction in Crash Frequency and notes
Rear End	Implement automated speed enforcement cameras	2913	-26%, This CMF applies to all crash severities.
	Install pedestrian countdown timer	8793	-8%, This CMF applies to all crash severities
	Implement systemic signing and visibility improvements at signalized intersections	8924	-.026%, This CMF applies to all crash severities
Oncoming Left Turn	Install red-light cameras	421	-.16%, This CMF applies to serious, minor, and possible injury crash severities
	Implement automated speed enforcement cameras	2914	-88%, This CMF applies to all crash severities.
	Install red-light indicator lights	8822	-40%, This CMF applies to all crash severities.
Sideswipe	Implement speed enforcement cameras	2912	-48%, This CMF applies to all crash severities.
	Upgrade existing markings to wet-reflective pavement markings	8112	-.059%, This CMF applies to all crash severities.
Broadside	Install red-light cameras	420	-25%, This CMF applies to all crash severities
	Implement automated speed enforcement cameras	2914	-88%, This CMF applies to all crash severities.
	Implement automated speed enforcement cameras at signalized intersections	6883	-31%, This CMF applies to all crash severities.
	Install red-light indicator lights	8821	-.095%, This CMF applies to all crash severities.

Source: Federal Highway Administration

The following table presents crash injury statistics at the study intersections organized by severity.

Table 4 Crash Injuries at each Intersection by Crash Severity (1/1/10 – 12/31/19)

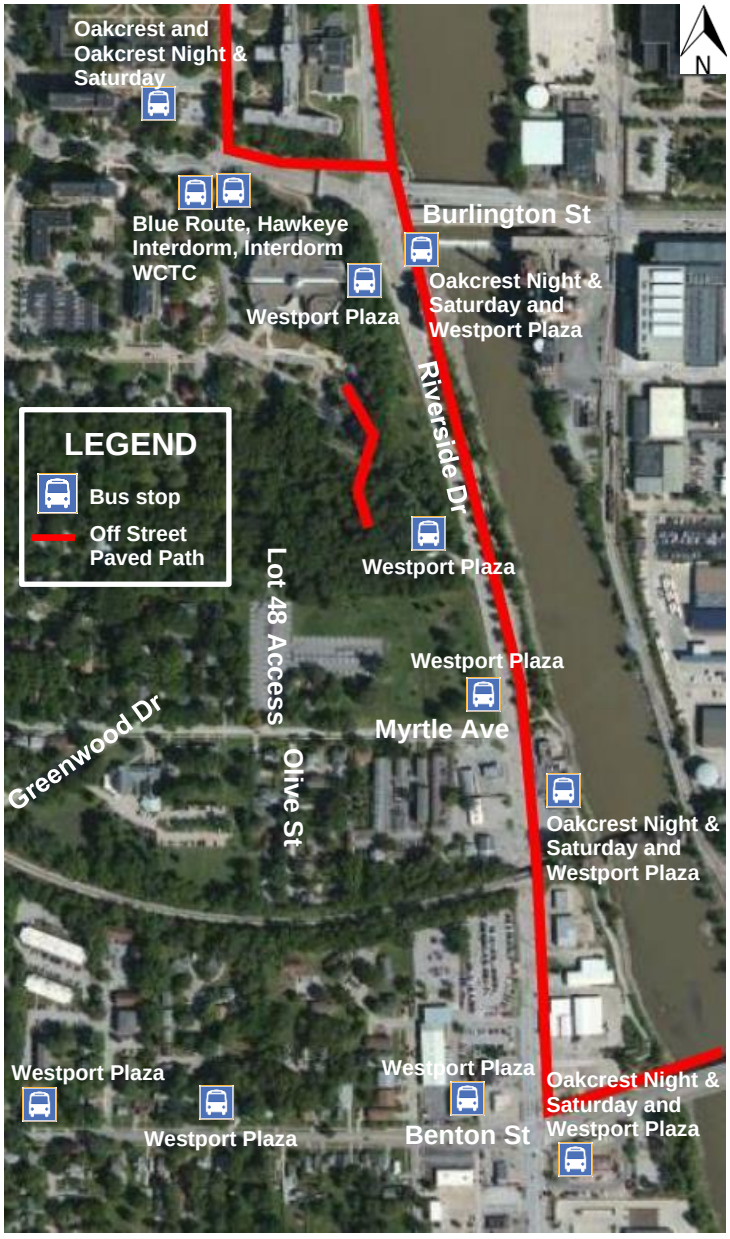
Study Intersection		Number of Crashes	Severity					
			Fatal	Suspected		Possible/ Unknown Injury	Property Damage Only	Injuries Per Crash
				Serious Injury	Minor Injury			
1	Myrtle Avenue & Greenwood Drive	1	0	0	0	0	1	0.00
2	Myrtle Avenue & Lot 48 Access	0	0	0	0	0	0	0.00
3	Myrtle Avenue & Olive Street	2	0	0	0	0	2	0.00
5	Riverside Drive & Burlington Street	142	0	2	9	21	110	0.23
6	Riverside Drive & Myrtle Avenue	64	0	1	3	15	45	0.34
8	Riverside Drive & Benton Street	153	0	2	12	14	125	0.22

Study intersection crash data for the analysis period is provided in Appendix 2.

Multimodal Review

Bus stop locations and hard surface trails (delineated in red) within the study area are identified in the following figure. Bus route names are provided to indicate the route that serve each bus stop in the following figure.

Figure 10 Multimodal Facilities



Projected Buildout Conditions

Project Description

The proposed Riverside development is a multi-story residential and mixed-use development bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA and is expected to be completely built by the end of 2022. Two passenger vehicle access points are proposed, with one on Myrtle Avenue and one on Riverside Drive in the approximate location of existing access points to the site. The access point on Riverside Drive is anticipated to be a right-in right-out (RIRO) access point. The Myrtle Avenue access points is anticipated to be a full access point, with no turning movement restrictions. A semi-trailer truck ingress access point and egress access point are proposed on Riverside Drive and Myrtle Avenue, respectively. Due to the expected relatively low volume of semi-trailer trips entering and exiting the site the semi-trailer truck access points are not analyzed herein. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones. The proposed Riverside development preliminary site plan is presented in the figure below.

Figure 11 Preliminary Site Plan

Trip Generation

The proposed Riverside development's trip generation is based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. Trips were generated for the expected type of project and correspond to the AM and PM peak hour of the adjacent roadway network. The following table identifies the ITE land use, ITE land use code, and independent variable use to calculate the trip generation estimate for the proposed Riverside development.

Table 5 Trip Generation

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Multifamily Housing (Mid-Rise)	221	54 DU [2]	19	26%	74%	5	14	24	61%	39%	14	10
Senior Adult Housing – Attached	252	187 DU [2]	37 [4]	35%	65%	13	24	47 [5]	55%	45%	26	21
Hotel	310	110 Rooms	50 [6]	59%	41%	29	21	56 [7]	51%	49%	28	28
General Office Building	710	14.00 KSF [3]	40 [8]	86%	14%	34	6	18 [9]	16%	84%	3	15
Shopping Center	820	12.10 KSF [3]	11	62%	38%	7	4	114 [10]	48%	52%	55	59
		Total	157	56%	44%	88	69	259	49%	51%	126	133

[1] Institute of Transportation Engineers Trip Generation Handbook, 10th Edition, 2017
[2] DU = Dwelling Units
[3] KSF = Thousand Square Feet
[4] Fitted curve equation T = 0.20(X) – 0.18 was used (R^2 = 0.98)
[5] Fitted curve equation T = 0.24(X) + 2.26 was used (R^2 = 0.96)
[6] Fitted curve equation T = 0.50(X) – 5.34 was used (R^2 = 0.85)
[7] Fitted curve equation T = 0.75(X) – 26.02 was used (R^2 = 0.80)
[8] Fitted curve equation T = 0.94(X) + 26.49 was used (R^2 = 0.85)
[9] Fitted curve equation Ln(T) = 0.95 Ln(X) + 0.36 was used (R^2 = 0.88)
[10] Fitted curve equation Ln(T) = 0.74 Ln(X) + 2.89 was used (R^2 = 0.82)

Generally, within multi-use developments such as the one proposed for the Riverside development, there is a likelihood of internal interaction between the various land uses contained within the development. For example, some trips generated by the Shopping Center (retail) and Multifamily Housing (Mid-Rise) (residential) land uses can be reasonably expected to originate from each other within the proposed mixed-use development site. This internal interaction between land uses at a site is known as internal capture and reduces the quantity of trips generated to the site via the surrounding roadway system. The following table presents internal trip capture rates to/from retail, office, and residential during the AM and PM peak hours from the ITE Trip Generation Handbook, Third Edition, September 2017. Internal trip calculation worksheets are provided in Appendix 3.

Table 6 Internal Capture Rates

Origin/Destination			AM Peak Hour	PM Peak Hour
To Shopping Center (Retail)	From	Office	32%	8%
		Residential	17%	10%
From Shopping Center (Retail)	To	Office	29%	2%
		Residential	14%	26%
To General Office (Office)	From	Retail	4%	31%
		Residential	3%	57%
From General Office (Office)	To	Retail	28%	20%
		Residential	1%	2%
To Multifamily Housing (Mid-Rise) (Residential)	From	Retail	0%	4%
		Office	2%	46%
From Multifamily Housing (Mid-Rise) (Residential)	To	Retail	1%	42%
		Office	2%	4%

The following table presents full buildout AM and PM peak hour trip generation estimates for the proposed Riverside development land uses with internal capture reductions, as well as an assumed ten percent multimodal reduction for trips not made by a vehicle.

Table 7 Trip Generation with Internal Capture & Multimodal Reductions

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Multifamily Housing (Mid-Rise)	221	54 DU [2]	16	31%	69%	5	11	15	53%	47%	8	7
Senior Adult Housing – Attached	252	187 DU [2]	33	33%	67%	11	22	29	52%	48%	15	14
Hotel	310	110 Rooms	45	60%	40%	27	18	47	47%	53%	22	25
General Office Building	710	14.00 KSF [3]	31	87%	13%	27	4	11	9%	91%	1	10
Shopping Center	820	12.10 KSF [3]	8	63%	37%	5	3	77	53%	47%	41	36
		Total	133	56%	44%	75	58	179	49%	51%	87	92

Traffic impact studies for retail (Shopping Center ITE Code 820) developments will generally consider two types of trips, pass-by trips and primary trips. As discussed in the ITE Trip Generation Handbook, Third Edition, September 2017, pass-by trips are trips attracted from the existing traffic stream passing the site on an adjacent street with direct access to the site. Consequently, these types of trips do not add new traffic to the adjacent street system but do add trips to the development's access points. These trips are essentially minor diversions for motorists on their way to their ultimate destinations. In other words, the development did not generate these trips, they were already on the roadway network and as such are only accounted for at the development's access points. For this study, it can be reasonably assumed some pass-by trips will be attracted from the direct access points on Riverside Drive and Myrtle Avenue. Primary trips, as discussed in the ITE Trip Generation Handbook, Third Edition, September 2017, are trips made for the specific purpose of visiting the generator. The stop at the generator (i.e. the proposed development) is the primary reason for the trip. Primary trips typically go from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

The percent of pass-by and primary trips attracted to the proposed development's access points are based upon the ITE Trip Generation Handbook, Third Edition, September 2017, as well as existing traffic patterns as

reflected in the existing AM and PM peak hour turning movement volumes. Trip generation reductions due to internal trip capture between the various land uses, as well as a multimodal trip reduction are included in the calculation of retail (Shopping Center ITE Code 820) primary trips and pass-by trips during the PM peak hour. The ITE Trip Generation Handbook, Third Edition, September 2017 does not include AM peak hour percentages for the ITE Code 820 land use. Assumed retail (Shopping Center ITE Code 820) land use pass-by and primary trip percentages are presented in the following table.

Table 8 Retail Pass-By & Primary Trip Percentages

Shopping Center Trip Classification	AM Peak Hour				PM Peak Hour			
	Percent	In	Out	Total	Percent	In	Out	Total
Pass-by Trips [1]	-	-	-	-	34%	13	14	27
Primary Trips [1]	-	-	-	-	66%	24	26	50
Total Generation	-	-	-	-	100%	37	40	77

[1] Calculated based on the expected amount of pass-by trips and primary trips as reported by the ITE Trip Generation Handbook, Third Edition, September 2017.

The development site is currently occupied by an existing retail establishment, which will be demolished in conjunction with the construction of the proposed Riverside development. The following table presents the net AM and PM peak hour primary trip generation estimates for the proposed Riverside development, with internal capture, pass-by trip, and multimodal reductions, as well as subtracting the existing retail establishment (PM peak hour pass-by trips are assumed) AM and PM peak hour trips.

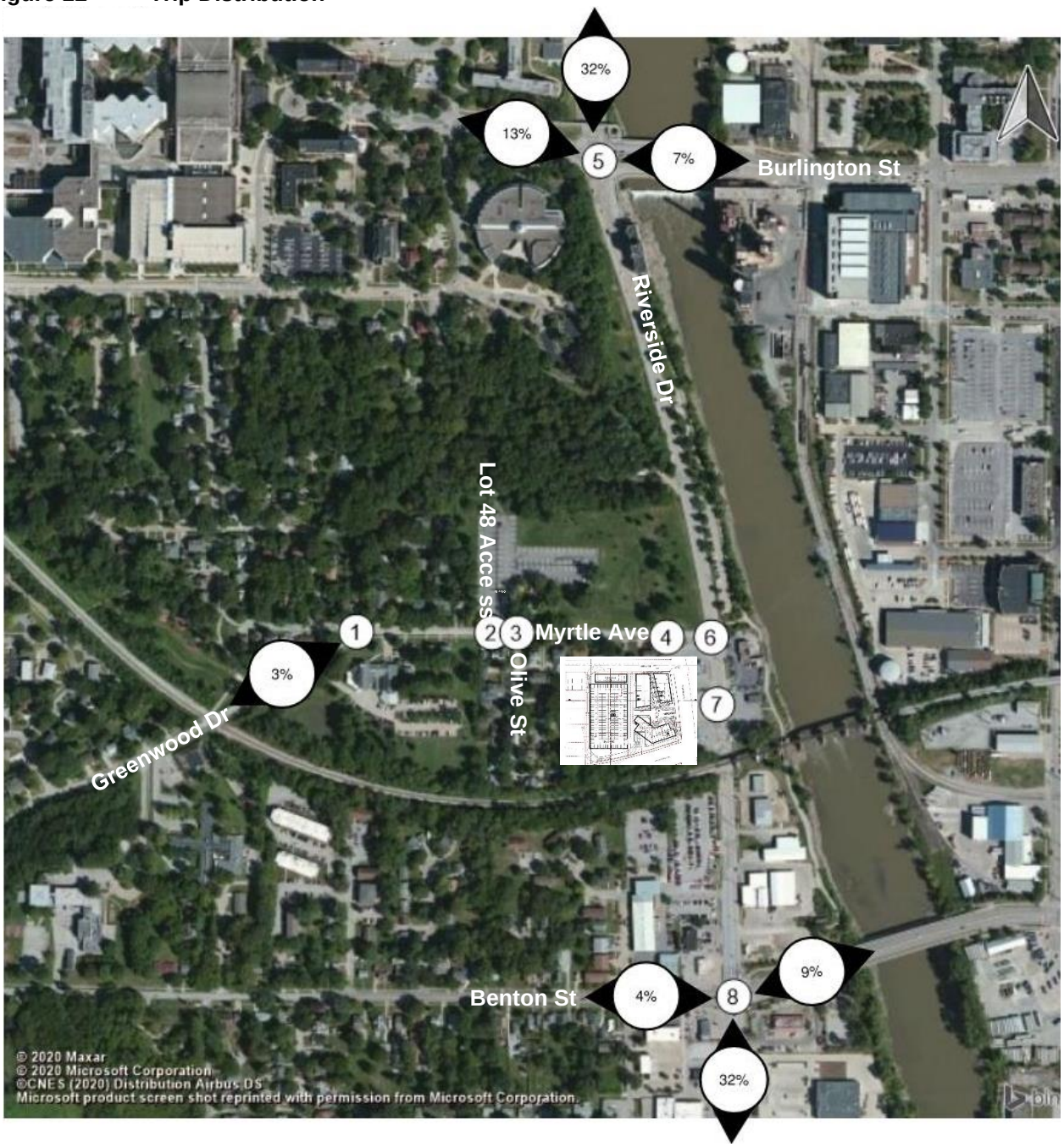
Table 9 Net Trip Generation

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Multifamily Housing (Mid-Rise)	221	54 DU [2]	2	50%	50%	5	11	15	53%	47%	8	7
Senior Adult Housing – Attached	252	187 DU [2]	31	36%	64%	11	22	29	52%	48%	15	14
Hotel	310	110 Rooms	60	60%	40%	27	18	47	47%	53%	22	25
General Office Building	710	14.00 KSF [3]	31	87%	13%	27	4	11	9%	91%	1	10
Shopping Center	820	12.10 KSF [3]	8	63%	37%	5	3	50	53%	47%	24	26
Shopping Center (Existing)	820	3.56 KSF [3]	-3	63%	37%	-2	-1	-31	50%	50%	-16	-15
Total			130	56%	44%	73	57	121	50%	50%	54	67

Trip Distribution

Trip distribution percentages for the proposed Riverside development are based upon existing traffic patterns observed in the collected AM and PM peak hour turning movement volumes, as well as expected travel patterns in the surrounding roadway network over the 2042 design year. The assumed trip distribution for the Riverside development is presented in the figure below.

Figure 12 Trip Distribution



Projected Buildout Turning Movement Volumes

Projected 2022 and 2042 AM and PM peak hour buildout primary trips generated by the proposed Riverside development, as well as pass-by (PM peak hour only) trips attracted to the development are shown in the following figures. To reiterate from above, pass-by trips are only accounted for at the development's access points.

Figure 13 Study Intersections – AM Peak Hour Primary Trips

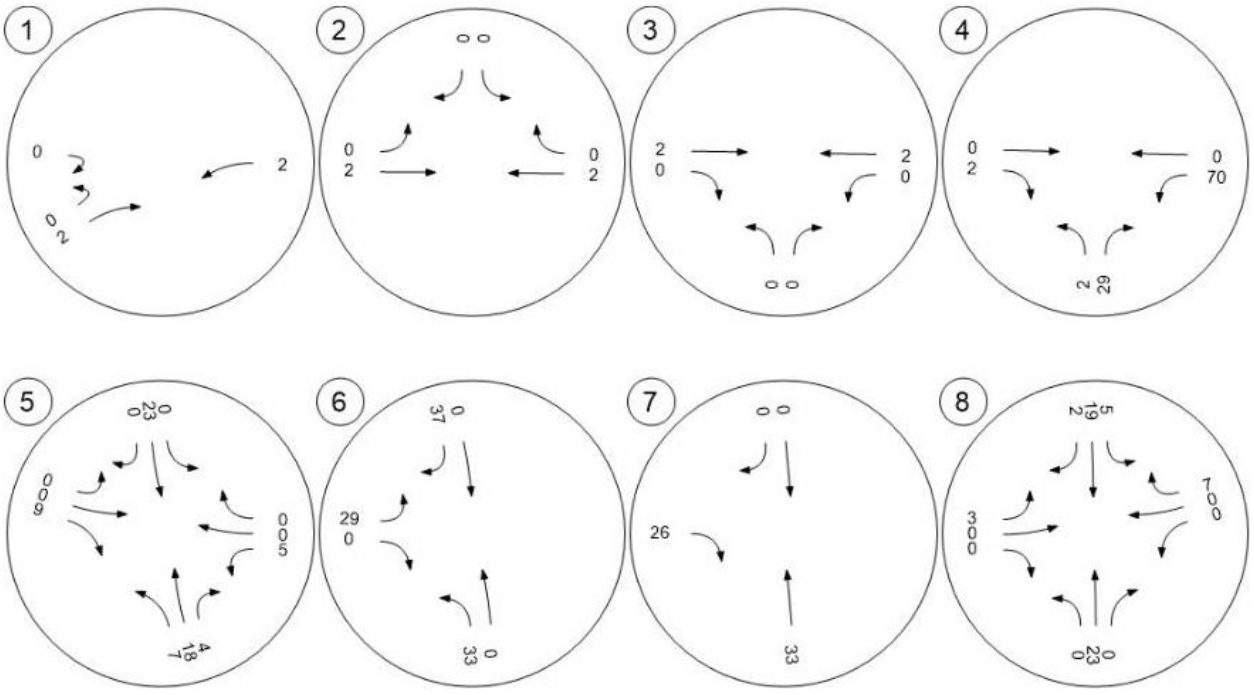


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Figure 14 Study Intersections – PM Peak Hour Pass-by Trips

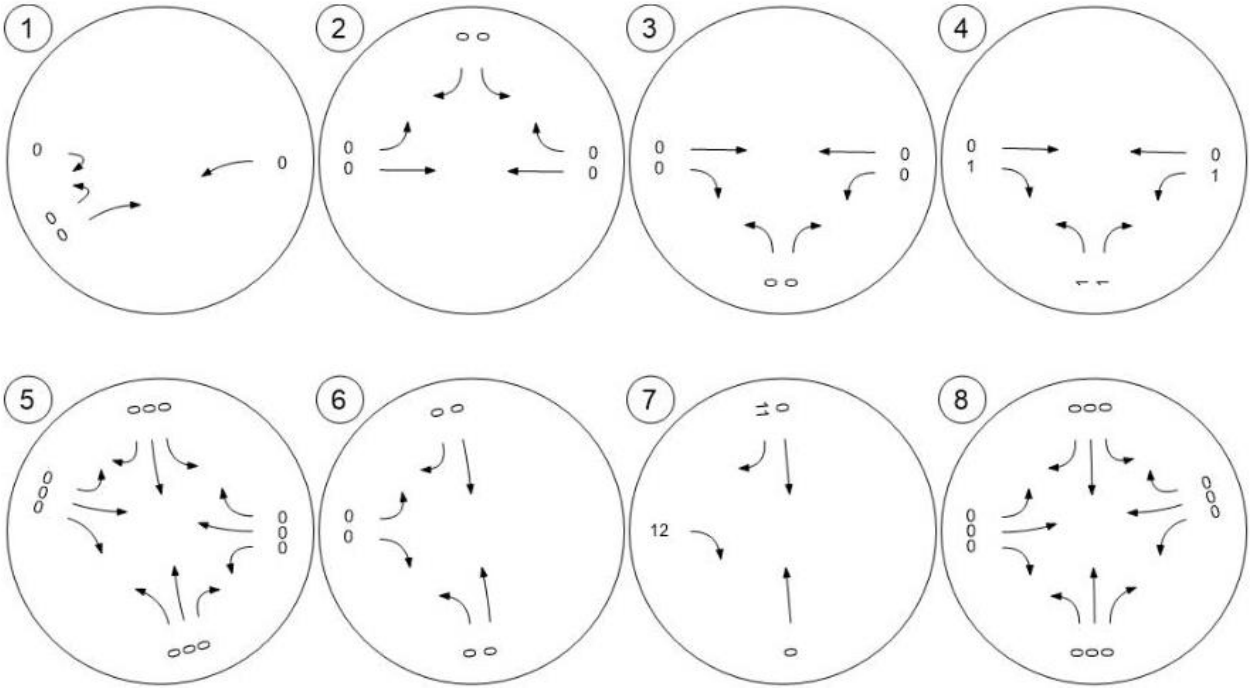
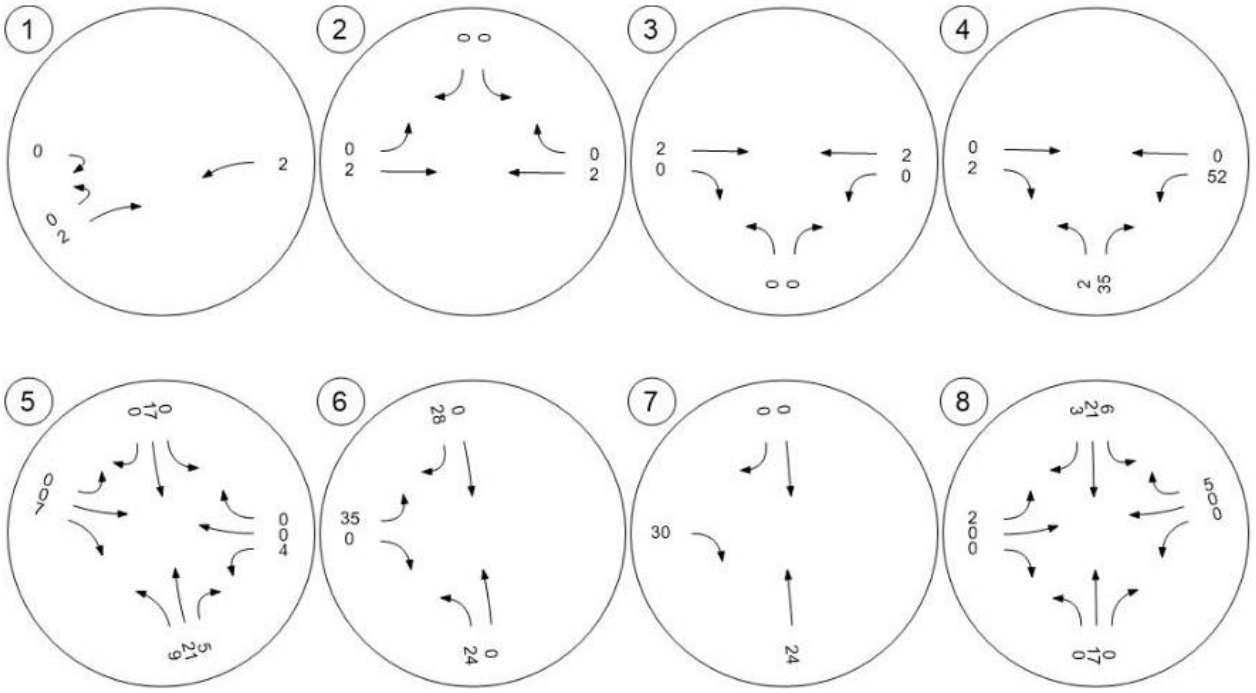


Figure 15 Study Intersections – PM Peak Hour Primary Trips



Projected 2022 and 2042 AM and PM peak hour turning movement volumes with buildout of the proposed Riverside development are shown in the following figures.

Figure 16 Study Intersections – Projected 2022 AM Peak Hour Buildout Volumes

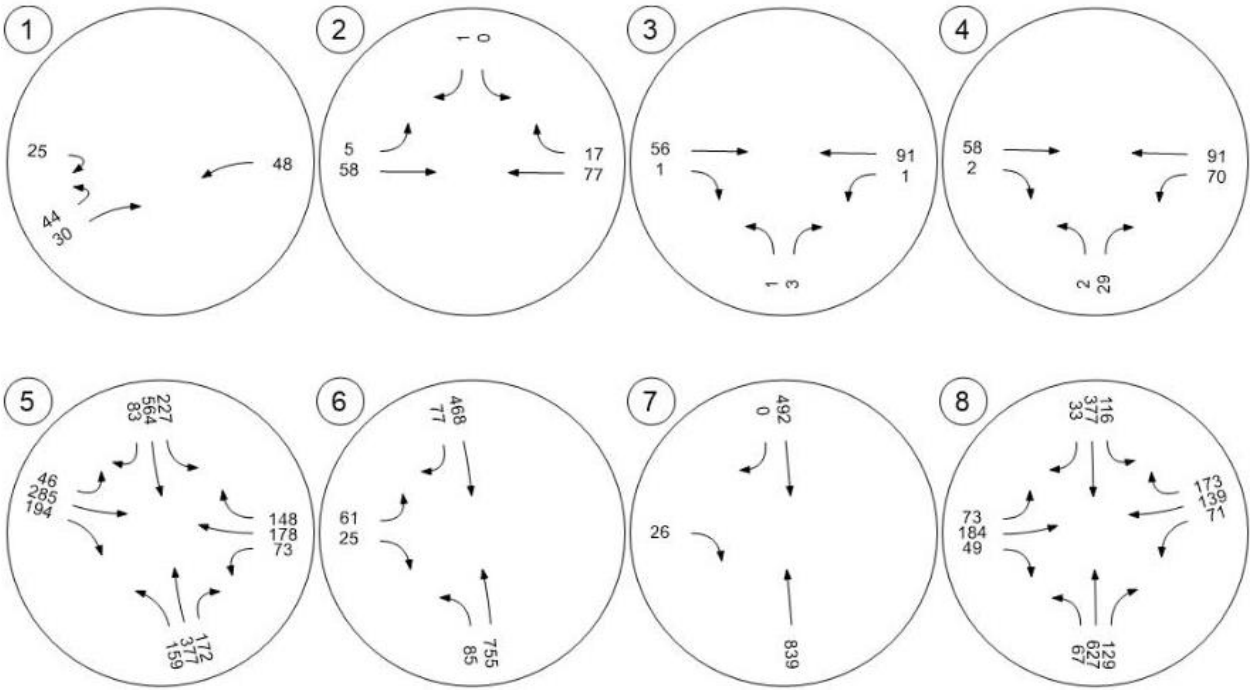


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Figure 17 Study Intersections – Projected 2022 PM Peak Hour Buildout Volumes

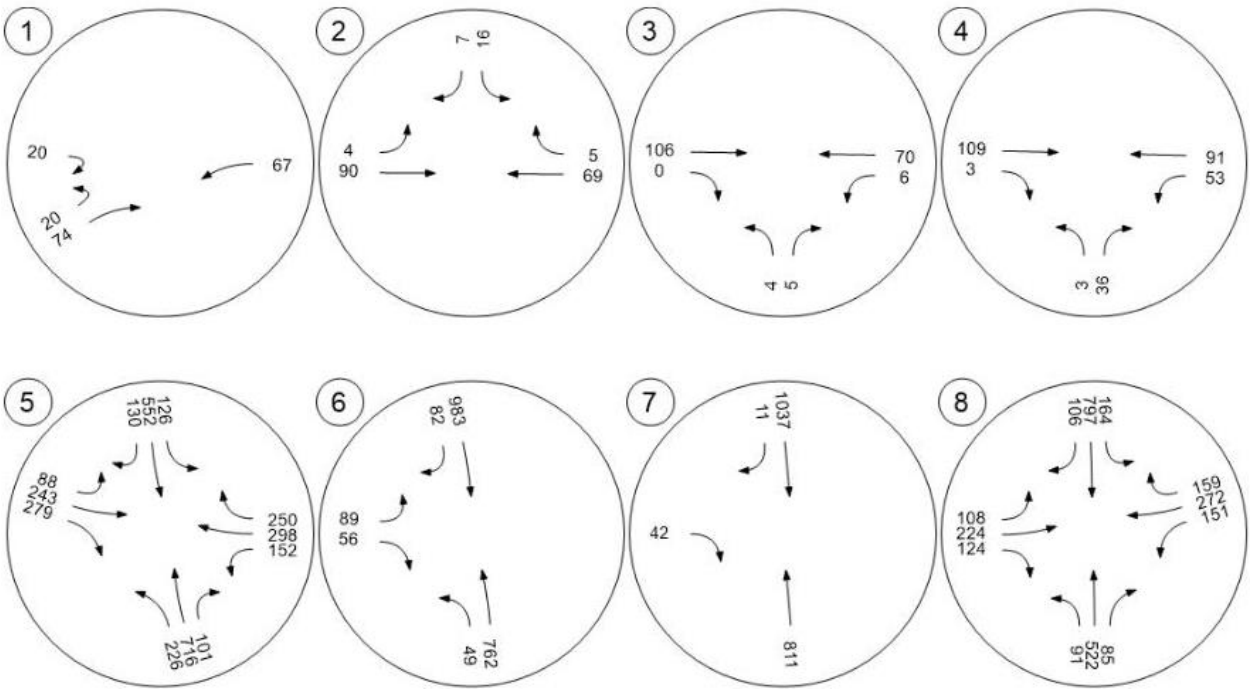

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Figure 18 Study Intersections – Projected 2042 AM Peak Hour Buildout Volumes

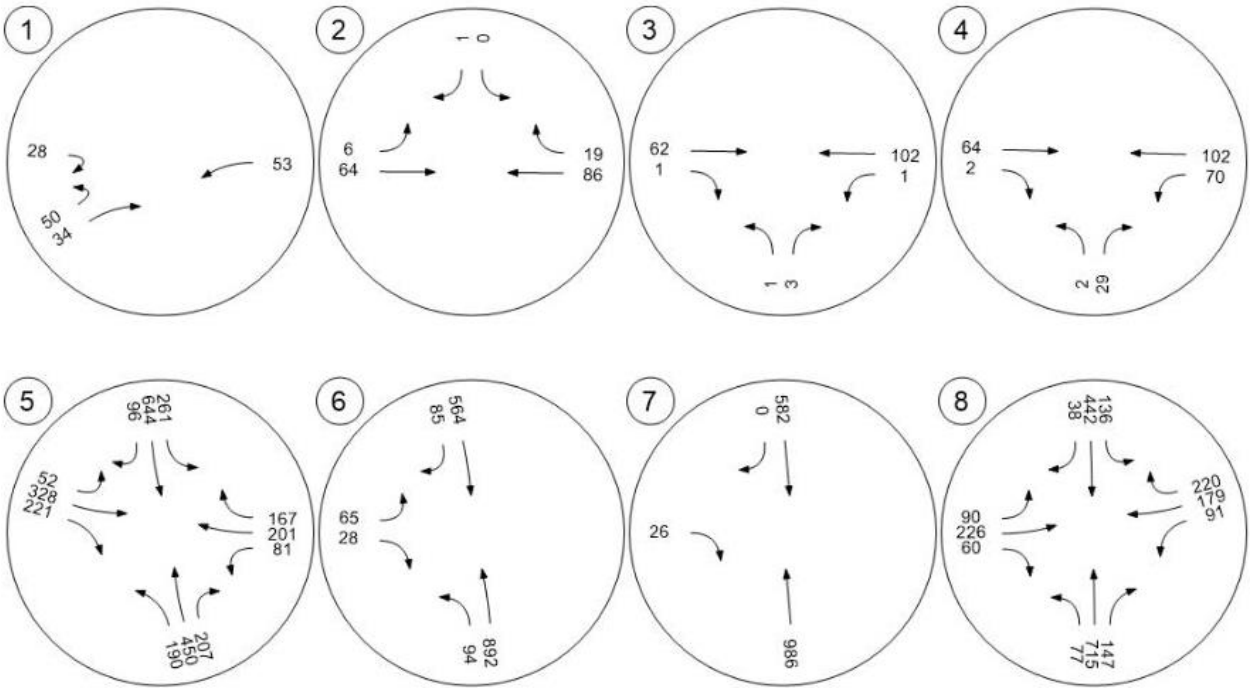

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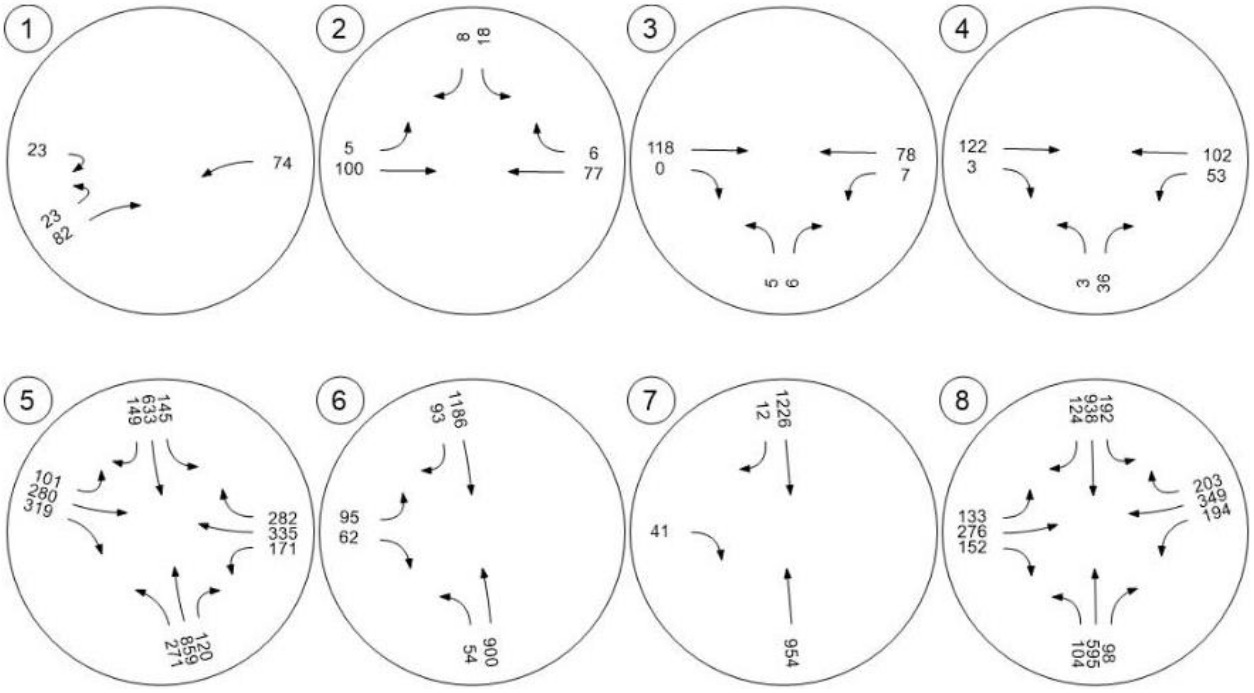
Figure 19 Study Intersections – Projected 2042 PM Peak Hour Buildout Volumes



The following tables present turning movement volumes at the study intersection organized by the following volume classifications:

- Existing 2020 No Build (with futon shop trips)
- Projected 2022 No Build
- Background Traffic Growth (2020-2042)
- Projected 2042 No Build
- Riverside Pass-by Trips (access points only)
- Riverside Primary Trips
- Projected 2022 Buildout
- Projected 2042 Buildout

Table 10 AM Peak Hour Turning Movement Volumes

#1 Myrtle Avenue & Greenwood Drive													
Traffic Volume Classification	Southbound NA			Westbound Myrtle Avenue			Northbound Greenwood Drive			Eastbound Myrtle Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	45	0	0	44	0	28	0	0	25	142
Projected 2022 No Build	0	0	0	46	0	0	44	0	28	0	0	25	143
Background Traffic Growth (2020 – 2042)	0	0	0	6	0	0	6	0	4	0	0	3	19
Projected 2042 No Build	0	0	0	51	0	0	50	0	32	0	0	28	161
Riverside Primary Trips	0	0	0	2	0	0	0	0	2	0	0	0	4
Projected 2022 Buildout	0	0	0	48	0	0	44	0	30	0	0	25	147
Projected 2042 Buildout	0	0	0	53	0	0	50	0	34	0	0	28	165
#2 Myrtle Avenue & Lot 48 Access													
Traffic Volume Classification	Southbound Lot 48 Access			Westbound Myrtle Avenue			Northbound NA			Eastbound Myrtle Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	1	0	74	17	0	0	0	5	55	0	152
Projected 2022 No Build	0	0	1	0	75	17	0	0	0	5	56	0	154
Background Traffic Growth (2020 – 2042)	0	0	0	0	10	2	0	0	0	1	7	0	20
Projected 2042 No Build	0	0	1	0	84	19	0	0	0	6	62	0	172
Riverside Primary Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Projected 2022 Buildout	0	0	1	0	77	17	0	0	0	5	58	0	158
Projected 2042 Buildout	0	0	1	0	86	19	0	0	0	6	64	0	176
#3 Myrtle Avenue & Olive Street													
Traffic Volume Classification	Southbound NA			Westbound Myrtle Avenue			Northbound Olive Street			Eastbound Myrtle Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	1	88	0	1	0	3	0	53	1	147
Projected 2022 No Build	0	0	0	1	89	0	1	0	3	0	54	1	149
Background Traffic Growth (2020 – 2042)	0	0	0	0	12	0	0	0	0	0	7	0	19
Projected 2042 No Build	0	0	0	1	100	0	1	0	3	0	60	1	166
Riverside Primary Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Projected 2022 Buildout	0	0	0	1	91	0	1	0	3	0	56	1	153
Projected 2042 Buildout	0	0	0	1	102	0	1	0	3	0	62	1	170
#4 Myrtle Avenue & Access Point													
Traffic Volume Classification	Southbound NA			Westbound Myrtle Avenue			Northbound Access Point			Eastbound Myrtle Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	0	90	0	0	0	0	0	57	0	147
Projected 2022 No Build	0	0	0	0	91	0	0	0	0	0	58	0	149
Background Traffic Growth (2020 – 2042)	0	0	0	0	12	0	0	0	0	0	7	0	19
Projected 2042 No Build	0	0	0	0	102	0	0	0	0	0	64	0	166
Riverside Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverside Primary Trips	0	0	0	70	0	0	2	0	29	0	0	2	103
Projected 2022 Buildout	0	0	0	70	91	0	2	0	29	0	58	2	252
Projected 2042 Buildout	0	0	0	70	102	0	2	0	29	0	64	2	269

Table 10 AM Peak Hour Turning Movement Volumes Continued

#5 Riverside Drive & Burlington Street													
Traffic Volume Classification	Southbound Riverside Drive			Westbound Burlington Street			Northbound Riverside Drive			Eastbound Grand Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build (With Futon Shop Trips)	224	534	82	67	176	146	149	352	165	45	281	182	2,403
Projected 2022 No Build	227	541	83	68	178	148	152	359	168	46	285	185	2,440
Background Traffic Growth (2020 – 2042)	37	87	14	9	25	21	34	80	38	7	47	30	429
Projected 2042 No Build	261	621	96	76	201	167	183	432	203	52	328	212	2,832
Riverside Primary Trips	0	23	0	5	0	0	7	18	4	0	0	9	66
Projected 2022 Buildout	227	564	83	73	178	148	159	377	172	46	285	194	2,506
Projected 2042 Buildout	261	644	96	81	201	167	190	450	207	52	328	221	2,898
#6 Riverside Drive & Myrtle Avenue													
Traffic Volume Classification	Southbound Riverside Drive			Westbound NA			Northbound Riverside Drive			Eastbound Myrtle Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build (With Futon Shop Trips)	0	460	39	0	0	0	51	742	0	32	0	25	1,349
Projected 2022 No Build	0	468	40	0	0	0	52	755	0	32	0	25	1,372
Background Traffic Growth (2020 – 2042)	0	104	9	0	0	0	10	150	0	4	0	3	280
Projected 2042 No Build	0	564	48	0	0	0	61	892	0	36	0	28	1,629
Riverside Primary Trips	0	0	37	0	0	0	33	0	0	29	0	0	99
Projected 2022 Buildout	0	468	77	0	0	0	85	755	0	61	0	25	1,471
Projected 2042 Buildout	0	564	85	0	0	0	94	892	0	65	0	28	1,728
#7 Riverside Drive & Access Point													
Traffic Volume Classification	Southbound Riverside Drive			Westbound Burlington Street			Northbound Riverside Drive			Eastbound Grand Avenue			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	484	1	0	0	0	0	793	0	0	0	0	1,278
Projected 2022 No Build	0	492	0	0	0	0	0	806	0	0	0	0	1,298
Background Traffic Growth (2020 – 2042)	0	98	-1	0	0	0	0	160	0	0	0	0	257
Projected 2042 No Build	0	582	0	0	0	0	0	953	0	0	0	0	1,535
Riverside Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverside Primary Trips	0	0	0	0	0	0	0	33	0	0	0	26	59
Projected 2022 Buildout	0	492	0	0	0	0	0	839	0	0	0	26	1,357
Projected 2042 Buildout	0	582	0	0	0	0	0	986	0	0	0	26	1,594
#8 Riverside Drive & Benton Street													
Traffic Volume Classification	Southbound Riverside Drive			Westbound Benton Street			Northbound Riverside Drive			Eastbound Benton Street			Int. Count
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	109	353	30	69	136	162	66	597	127	69	180	48	1,946
Projected 2022 No Build	111	358	31	71	139	166	67	604	129	70	184	49	1,979
Background Traffic Growth (2020 – 2042)	22	70	6	22	43	51	11	95	20	18	46	12	416
Projected 2042 No Build	131	423	36	91	179	213	77	692	147	87	226	60	2,362
Riverside Primary Trips	5	19	2	0	0	7	0	23	0	3	0	0	59
Projected 2022 Buildout	116	377	33	71	139	173	67	627	129	73	184	49	2,038
Projected 2042 Buildout	136	442	38	91	179	220	77	715	147	90	226	60	2,421

Table 11 PM Peak Hour Turning Movement Volumes

Traffic Volume Classification	Southbound NA			Westbound Myrtle Avenue			Northbound Greenwood Drive			Eastbound Myrtle Avenue			Int. Count
#1 Myrtle Avenue & Greenwood Drive													
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	64	0	0	20	0	71	0	0	20	**175**
Projected 2022 No Build	0	0	0	65	0	0	20	0	72	0	0	20	**177**
Background Traffic Growth (2020 – 2042)	0	0	0	8	0	0	3	0	9	0	0	3	**23**
Projected 2042 No Build	0	0	0	72	0	0	23	0	80	0	0	23	**198**
Riverside Primary Trips	0	0	0	2	0	0	0	0	2	0	0	0	**4**
Projected 2022 Buildout	0	0	0	67	0	0	20	0	74	0	0	20	**181**
Projected 2042 Buildout	0	0	0	74	0	0	23	0	82	0	0	23	**202**
#2 Myrtle Avenue & Lot 48 Access													
Traffic Volume Classification	**Southbound Lot 48 Access**			**Westbound Myrtle Avenue**			**Northbound NA**			**Eastbound Myrtle Avenue**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	16	0	7	0	66	5	0	0	0	4	87	0	**185**
Projected 2022 No Build	16	0	7	0	67	5	0	0	0	4	88	0	**187**
Background Traffic Growth (2020 – 2042)	2	0	1	0	9	1	0	0	0	1	11	0	**25**
Projected 2042 No Build	18	0	8	0	75	6	0	0	0	5	98	0	**210**
Riverside Primary Trips	0	0	0	0	2	0	0	0	0	0	2	0	**4**
Projected 2022 Buildout	16	0	7	0	69	5	0	0	0	4	90	0	**191**
Projected 2042 Buildout	18	0	8	0	77	6	0	0	0	5	100	0	**214**
#3 Myrtle Avenue & Olive Street													
Traffic Volume Classification	**Southbound NA**			**Westbound Myrtle Avenue**			**Northbound Olive Street**			**Eastbound Myrtle Avenue**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	6	67	0	4	0	5	0	103	0	**185**
Projected 2022 No Build	0	0	0	6	68	0	4	0	5	0	104	0	**187**
Background Traffic Growth (2020 – 2042)	0	0	0	1	9	0	1	0	1	0	13	0	**25**
Projected 2042 No Build	0	0	0	7	76	0	5	0	6	0	116	0	**210**
Riverside Primary Trips	0	0	0	0	2	0	0	0	0	0	2	0	**4**
Projected 2022 Buildout	0	0	0	6	70	0	4	0	5	0	106	0	**191**
Projected 2042 Buildout	0	0	0	7	78	0	5	0	6	0	118	0	**214**
#4 Myrtle Avenue & Access Point													
Traffic Volume Classification	**Southbound NA**			**Westbound Myrtle Avenue**			**Northbound Access Point**			**Eastbound Myrtle Avenue**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	0	0	0	90	0	0	0	0	0	108	0	**198**
Projected 2022 No Build	0	0	0	0	91	0	0	0	0	0	109	0	**200**
Background Traffic Growth (2020 – 2042)	0	0	0	0	12	0	0	0	0	0	14	0	**26**
Projected 2042 No Build	0	0	0	0	102	0	0	0	0	0	122	0	**224**
Riverside Pass-by Trips	0	0	0	1	0	0	1	0	1	0	0	1	**4**
Riverside Primary Trips	0	0	0	52	0	0	2	0	35	0	0	2	**91**
Projected 2022 Buildout	0	0	0	53	91	0	3	0	36	0	109	3	**295**
Projected 2042 Buildout	0	0	0	53	102	0	3	0	36	0	122	3	**319**

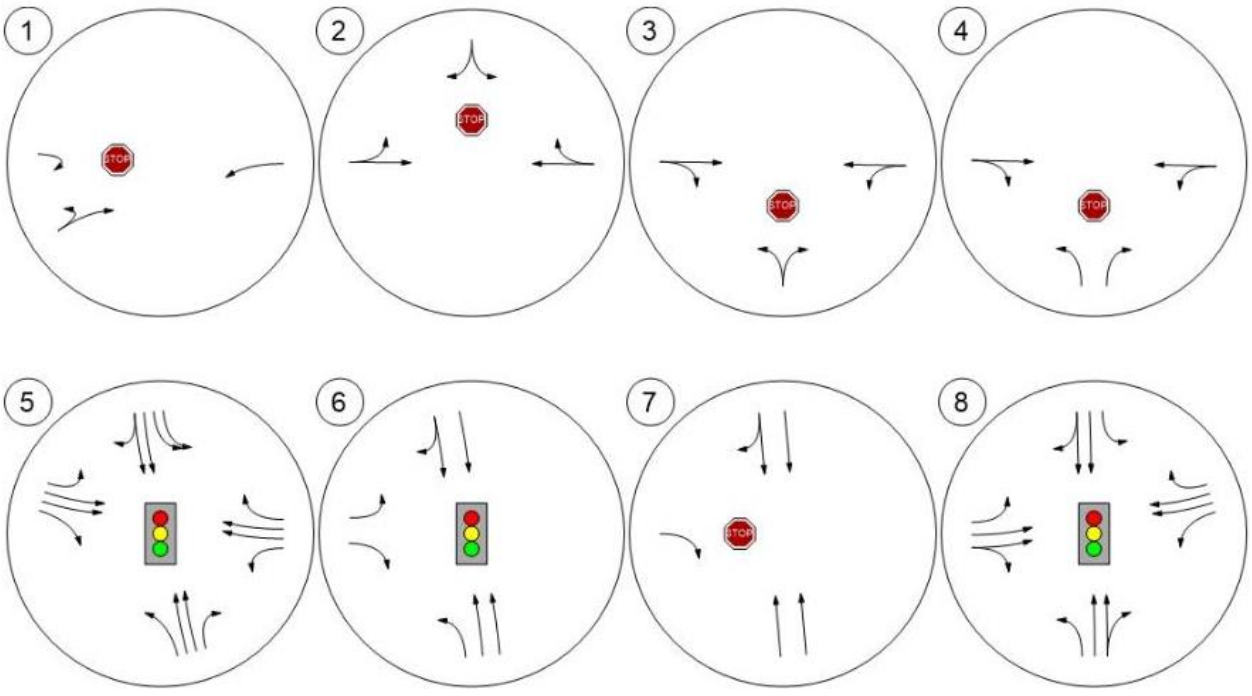
Table 11 PM Peak Hour Turning Movement Volumes Continued

Traffic Volume Classification	Southbound Riverside Drive			Westbound Burlington Street			Northbound Riverside Drive			Eastbound Grand Avenue			Int. Count
#5 Riverside Drive & Burlington Street													
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	124	533	128	146	294	249	215	687	95	88	240	268	**3,067**
Projected 2022 No Build	126	535	130	148	298	250	217	695	96	88	243	272	**3,098**
Background Traffic Growth (2020 – 2042)	21	83	21	21	41	33	47	151	20	13	40	44	**535**
Projected 2042 No Build	145	616	149	167	335	282	262	838	115	101	280	312	**3,602**
Riverside Primary Trips	0	17	0	4	0	0	9	21	5	0	0	7	**63**
Projected 2022 Buildout	126	552	130	152	298	250	226	716	101	88	243	279	**3,161**
Projected 2042 Buildout	145	633	149	171	335	282	271	859	120	101	280	319	**3,665**
#6 Riverside Drive & Myrtle Avenue													
Traffic Volume Classification	**Southbound Riverside Drive**			**Westbound NA**			**Northbound Riverside Drive**			**Eastbound Myrtle Avenue**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	973	53	0	0	0	25	757	0	53	0	55	**1,916**
Projected 2022 No Build	0	983	54	0	0	0	25	762	0	54	0	56	**1,934**
Background Traffic Growth (2020 – 2042)	0	213	12	0	0	0	5	143	0	7	0	7	**387**
Projected 2042 No Build	0	1,186	65	0	0	0	30	900	0	60	0	62	**2,303**
Riverside Primary Trips	0	0	28	0	0	0	24	0	0	35	0	0	**87**
Projected 2022 Buildout	0	983	82	0	0	0	49	762	0	89	0	56	**2,021**
Projected 2042 Buildout	0	1,186	93	0	0	0	54	900	0	95	0	62	**2,390**
#7 Riverside Drive & Access Point													
Traffic Volume Classification	**Southbound Riverside Drive**			**Westbound Burlington Street**			**Northbound Riverside Drive**			**Eastbound Grand Avenue**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	0	1,020	8	0	0	0	7	774	0	8	0	7	**1,824**
Projected 2022 No Build	0	1,037	0	0	0	0	0	787	0	0	0	0	**1,824**
Background Traffic Growth (2020 – 2042)	0	206	-8	0	0	0	-7	156	0	-8	0	-7	**332**
Projected 2042 No Build	0	1,226	0	0	0	0	0	930	0	0	0	0	**2,156**
Riverside Pass-by Trips	0	0	11	0	0	0	0	0	0	0	0	12	**23**
Riverside Primary Trips	0	0	0	0	0	0	0	24	0	0	0	30	**54**
Projected 2022 Buildout	0	1,037	11	0	0	0	0	811	0	0	0	42	**1,901**
Projected 2042 Buildout	0	1,226	11	0	0	0	0	954	0	0	0	42	**2,233**
#8 Riverside Drive & Benton Street													
Traffic Volume Classification	**Southbound Riverside Drive**			**Westbound Benton Street**			**Northbound Riverside Drive**			**Eastbound Benton Street**			**Int. Count**
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Existing 2020 No Build	156	768	102	147	265	151	90	503	84	105	219	121	**2,711**
Projected 2022 No Build	158	776	103	151	272	154	91	505	85	106	224	124	**2,749**
Background Traffic Growth (2020 – 2042)	30	149	19	47	84	47	14	75	14	26	57	31	**593**
Projected 2042 No Build	186	917	121	194	349	198	104	578	98	131	276	152	**3,304**
Riverside Primary Trips	6	21	3	0	0	5	0	17	0	2	0	0	**54**
Projected 2022 Buildout	164	797	106	151	272	159	91	522	85	108	224	124	**2,803**
Projected 2042 Buildout	192	938	124	194	349	203	104	595	98	133	276	152	**3,358**

Recommended Buildout Lane Configuration & Control

Through a thorough operational analysis (methodology discussed in the Operational Analysis section) recommended lane configuration and control at the study intersections under projected buildout conditions was identified and is presented in the following figure. The sole recommended modification to the existing lane configuration and control is to convert the Riverside Drive and Access Point (study intersection #7) to a RIRO configured intersection as shown in the figure below.

Figure 20 Study Intersections – Recommended Buildout Lane Configuration & Control



The subsequent analysis intends to justify the recommended buildout lane configuration and control shown in the figure above.

Traffic Modeling

Operational Analysis

Vehicular operational analysis for this study was performed using the methodology of the 6th Edition Highway Capacity Manual (HCM) through Synchro traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions. Acceptable LOS conditions can generally be defined as average intersection control delay at LOS D or better and all approaches at LOS E or better. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. At two-way stop-controlled (TWSC) intersections the primary LOS measure to consider is the intersection approach with the longest control delay, which as stated above would need to be LOS E or better to generally be deemed acceptable. The primary LOS measure[2] at signalized intersections is average intersection control delay and approach control delay.

A queueing analysis was also performed at the study intersections. A vehicle queue is a line of vehicles waiting to pass through an intersection. As vehicles arrive the queue grows and as the movement is served, the queue length shrinks. To account for this variation, it is common to consider the 95th percentile queue length. The 95th percentile queue is the length of which the queue will be less than 95 percent of the time.

The following table presents the range of traffic delays associated for signalized and TWSC intersections. It should be noted delay thresholds for a given LOS for TWSC intersections are lower than those given for signalized intersections. This difference, as explained in Chapter 20 of the HCM 6th Edition, is to account for the greater variability in delay associated with TWSC movements in addition to different driver expectations associated with each type of intersection control, with the expectation that signalized intersections are designed to carry higher traffic volumes and therefore will experience greater delay than a TWSC intersection.

Table 12 LOS Criteria for Signalized & TWSC Intersections

LOS	Signalized Intersection Average Control Delay (sec/veh)	TWSC Intersection Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: HCM 6th Edition, Exhibit 19-8 LOS Criteria for Signalized Intersections and Exhibit 20-2 LOS Criteria for Unsignalized Intersections.
sec/veh = seconds per vehicle

The following table presents operational conditions at the study intersections under existing and projected no build and buildout AM and PM peak hour conditions. It should be reiterated, at two-way stop control (TWSC) controlled intersections the primary LOS measure to consider is the intersection approach with the longest delay, which as stated above would need to be LOS E or better to generally be deemed acceptable. Highlighted cells indicate a LOS issue in the following tables. Existing signal timings were used for the existing conditions analysis. Projected analysis assumes optimized signal timings.

[2] Volume to Capacity (V/C) ratio is another measurement used to determine LOS. If the V/C ratio is greater than 1.0 LOS is F regardless of delay. An expanded discussion of v/c ratios is provided in Appendix 4.

Table 13 Operational Analysis

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				NB	SB	EB	WB	NB	SB	EB	WB
1	Myrtle Avenue & Greenwood Drive	Existing 2020 No Build	Approach Delay	-	-	-	-	-	-	-	-
			Approach LOS	-	-	-	-	-	-	-	-
			95th Percentile Queue (Longest Movement) in Feet	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
		Projected 2022 No Build	Approach Delay	-	-	-	-	-	-	-	-
			Approach LOS	-	-	-	-	-	-	-	-
			95th Percentile Queue (Longest Movement) in Feet	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
		Projected 2022 Buildout	Approach Delay	-	-	-	-	-	-	-	-
			Approach LOS	-	-	-	-	-	-	-	-
			95th Percentile Queue (Longest Movement) in Feet	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
		Projected 2042 No Build	Approach Delay	-	-	-	-	-	-	-	-
			Approach LOS	-	-	-	-	-	-	-	-
			95th Percentile Queue (Longest Movement) in Feet	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
		Projected 2042 Buildout	Approach Delay	-	-	-	-	-	-	-	-
			Approach LOS	-	-	-	-	-	-	-	-
			95th Percentile Queue (Longest Movement) in Feet	-	-	-	-	-	-	-	-
				-	-	-	-	-	-	-	-
2	Myrtle Avenue & Lot 48	Existing 2020 No Build	Approach Delay	-	8.8	0.6	0.0	-	9.3	0.3	0.0
			Approach LOS	-	A	A	A	-	A	A	A
			95th Percentile Queue (Longest Movement) in Feet	-	LR	LT	TR	-	LR	LT	TR
				-	1	1	0	-	2	1	0
		Projected 2022 No Build	Approach Delay	-	8.8	0.6	0.0	-	9.3	0.3	0.0
			Approach LOS	-	A	A	A	-	A	A	A
			95th Percentile Queue (Longest Movement) in Feet	-	LR	LT	TR	-	LR	LT	TR
				-	1	1	0	-	2	1	0
		Projected 2022 Buildout	Approach Delay	-	8.8	0.6	0.0	-	9.4	0.3	0.0
			Approach LOS	-	A	A	A	-	A	A	A
			95th Percentile Queue (Longest Movement) in Feet	-	LR	LT	TR	-	LR	LT	TR
				-	1	1	0	-	2	1	0
		Projected 2042 No Build	Approach Delay	-	8.9	0.7	0.0	-	9.5	0.3	0.0
			Approach LOS	-	A	A	A	-	A	A	A
			95th Percentile Queue (Longest Movement) in Feet	-	LR	LT	TR	-	LR	LT	TR
				-	1	1	0	-	3	1	0
		Projected 2042 Buildout	Approach Delay	-	8.9	0.7	0.0	-	9.5	0.3	0.0
			Approach LOS	-	A	A	A	-	A	A	A
			95th Percentile Queue (Longest Movement) in Feet	-	LR	LT	TR	-	LR	LT	TR
				-	1	1	0	-	3	1	0

Queue, Delay, and LOS analysis based on HCM 6th Edition Methodology

Table 13 Operational Analysis Continued

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				NB	SB	EB	WB	NB	SB	EB	WB
3	Myrtle Avenue & Olive Street	Existing 2020 No Build	Approach Delay	8.8	-	0.0	0.1	9.3	-	0.0	0.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	1	-	0	0	1	-	0	1
		Projected 2022 No Build	Approach Delay	8.8	-	0.0	0.1	9.3	-	0.0	0.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	1	-	0	1	1	-	0	1
		Projected 2022 Buildout	Approach Delay	8.8	-	0.0	0.0	9.3	-	0.0	0.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	1	-	0	0	1	-	0	1
		Projected 2042 No Build	Approach Delay	8.8	-	0.0	0.1	9.4	-	0.0	0.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	1	-	0	1	1	-	0	1
		Projected 2042 Buildout	Approach Delay	8.9	-	0.0	0.1	9.4	-	0.0	0.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	1	-	0	1	1	-	0	1
4	Myrtle Avenue & Access Point	Existing 2020 No Build	Approach Delay	0.0	-	0.0	0.0	0.0	-	0.0	0.0
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	0	-	0	0	0	-	0	0
		Projected 2022 No Build	Approach Delay	0.0	-	0.0	0.0	0.0	-	0.0	0.0
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	0	-	0	0	0	-	0	0
		Projected 2022 Buildout	Approach Delay	8.8	-	0.0	3.4	9.1	-	0.0	2.8
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	R	-	TR	LT	R	-	TR	LT
			(Longest Movement) in Feet	2	-	0	4	3	-	0	3
		Projected 2042 No Build	Approach Delay	0.0	-	0.0	0.0	0.0	-	0.0	0.0
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	LR	-	TR	LT	LR	-	TR	LT
			(Longest Movement) in Feet	0	-	0	0	0	-	0	0
		Projected 2042 Buildout	Approach Delay	8.8	-	0.0	3.0	9.2	-	0.0	2.6
			Approach LOS	A	-	A	A	A	-	A	A
			95th Percentile Queue	R	-	TR	LT	R	-	TR	LT
			(Longest Movement) in Feet	2	-	0	4	3	-	0	3

Queue, Delay, and LOS analysis based on HCM 6th Edition Methodology

Table 13 Operational Analysis Continued

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				NB	SB	EB	WB	NB	SB	EB	WB
5	Riverside Drive & Burlington Street	Existing 2020 No Build	Approach Delay	26.6	30.4	48.5	43.5	31.8	33.1	47.0	43.2
			Approach LOS	C	C	D	D	C	C	D	D
			95th Percentile Queue (Longest Movement) in Feet	L 207	T 253	T 184	R 129	T 270	T 282	R 230	R 195
			Intersection Delay & LOS	35.1, D				37.4, D			
		Projected 2022 No Build	Approach Delay	23.9	27.3	40.3	36.2	26.6	28.9	40.8	38.2
			Approach LOS	C	C	D	D	C	C	D	D
			95th Percentile Queue (Longest Movement) in Feet	L 184	T 234	T 155	R 109	T 241	T 250	R 205	R 173
			Intersection Delay & LOS	30.4, C				32.3, C			
		Projected 2022 Buildout	Approach Delay	24.1	27.9	40.7	36.1	27.2	30.3	40.8	37.8
			Approach LOS	C	C	D	D	C	C	D	D
			95th Percentile Queue (Longest Movement) in Feet	L 191	T 248	R 160	R 108	T 252	T 262	R 210	L 169
			Intersection Delay & LOS	30.7, C				32.7, C			
		Projected 2042 No Build	Approach Delay	24.8	31.1	41.9	36.4	31.1	38.6	41.0	37.3
			Approach LOS	C	C	D	D	C	D	D	D
			95th Percentile Queue (Longest Movement) in Feet	L 213	T 288	T 182	R 123	T 315	T 331	R 231	L 190
			Intersection Delay & LOS	32.2, C				36.1, D			
		Projected 2042 Buildout	Approach Delay	25.2	32.6	41.1	35.9	32.2	42.0	41.4	37.1
			Approach LOS	C	C	D	D	C	D	D	D
			95th Percentile Queue (Longest Movement) in Feet	L 218	T 307	R 185	R 121	T 329	T 354	R 239	L 195
			Intersection Delay & LOS	32.6, C				37.4, D			
6	Riverside Drive & Myrtle Avenue	Existing 2020 No Build	Approach Delay	30.8	92.7	33.7	-	36.8	448.8	31.4	-
			Approach LOS	C	F	C	-	D	F	C	-
			95th Percentile Queue (Longest Movement) in Feet	T 343	TR 400	L 33	-	T 366	TR 1,599	L 51	-
			Intersection Delay & LOS	53.6, D				257.6, F			
		Projected 2022 No Build	Approach Delay	5.3	13.0	35.9	-	6.6	17.6	33.8	-
			Approach LOS	A	B	D	-	A	B	C	-
			95th Percentile Queue (Longest Movement) in Feet	T 126	TR 157	L 35	-	T 145	TR 339	L 56	-
			Intersection Delay & LOS	9.2, A				13.8, B			
		Projected 2022 Buildout	Approach Delay	6.3	16.2	34.5	-	7.1	22.7	34.1	-
			Approach LOS	A	B	C	-	A	C	C	-
			95th Percentile Queue (Longest Movement) in Feet	T 145	TR 1192	L 64	-	T 151	TR 394	L 94	-
			Intersection Delay & LOS	11.4, B				17.0, B			
		Projected 2042 No Build	Approach Delay	6.2	14.9	35.2	-	7.5	23.6	33.6	-
			Approach LOS	A	B	D	-	A	C	C	-
			95th Percentile Queue (Longest Movement) in Feet	T 169	TR 204	L 40	-	T 188	TR 466	L 62	-
			Intersection Delay & LOS	10.4, B				17.5, B			
		Projected 2042 Buildout	Approach Delay	7.1	17.8	34.3	-	7.9	30.7	34.2	-
			Approach LOS	A	B	C	-	A	C	C	-
			95th Percentile Queue (Longest Movement) in Feet	T 190	TR 231	L 71	-	T 192	TR 541	L 100	-
			Intersection Delay & LOS	12.4, B				21.6, C			

Table 13 Operational Analysis Continued

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				NB	SB	EB	WB	NB	SB	EB	WB
7	Riverside Drive & Access Point	Existing 2020 No Build	Approach Delay	0.0	0.0	9.8	-	0.1	0.0	25.3	-
			Approach LOS	A	A	A	-	A	A	D	-
			95th Percentile Queue	L	TR	LR	-	L	TR	LR	-
			(Longest Movement) in Feet	0	0	0	-	1	0	6	-
		Projected 2022 No Build	Approach Delay	0.0	0.0	0.0	-	0.0	0.0	0.0	-
			Approach LOS	A	A	A	-	A	A	A	-
			95th Percentile Queue	L	TR	LR	-	L	TR	LR	-
			(Longest Movement) in Feet	0	0	0	-	0	0	0	-
		Projected 2022 Buildout	Approach Delay	0.0	0.0	9.9	-	0.0	0.0	12.9	-
			Approach LOS	A	A	A	-	A	A	B	-
			95th Percentile Queue	L	TR	R	-	L	TR	R	-
			(Longest Movement) in Feet	0	0	2	-	0	0	7	-
		Projected 2042 No Build	Approach Delay	0.0	0.0	0.0	-	0.0	0.0	0.0	-
			Approach LOS	A	A	A	-	A	A	A	-
			95th Percentile Queue	L	TR	LR	-	L	TR	LR	-
			(Longest Movement) in Feet	0	0	0	-	0	0	0	-
		Projected 2042 Buildout	Approach Delay	0.0	0.0	10.3	-	0.0	0.0	14.2	-
			Approach LOS	A	A	A	-	A	A	B	-
			95th Percentile Queue	L	TR	R	-	L	TR	R	-
			(Longest Movement) in Feet	0	0	3	-	0	0	8	-
8	Riverside Drive & Benton Street	Existing 2020 No Build	Approach Delay	218.8	44.3	28.2	24.7	49.7	126.7	32.8	28.7
			Approach LOS	F	D	C	C	D	F	C	C
			95th Percentile Queue	T	T	T	R	T	T	T	L
			(Longest Movement) in Feet	879	228	99	99	316	728	147	155
			Intersection Delay & LOS	109.9, F				72.5, E			
		Projected 2022 No Build	Approach Delay	54.2	35.0	34.2	30.2	36.1	55.2	37.7	32.3
			Approach LOS	D	C	C	C	D	E	D	C
			95th Percentile Queue	T	T	T	R	T	T	T	L
			(Longest Movement) in Feet	435	198	120	122	267	470	169	159
			Intersection Delay & LOS	41.9, D				42.9, D			
		Projected 2022 Buildout	Approach Delay	55.1	34.8	34.9	31.0	36.5	55.7	38.3	32.7
			Approach LOS	E	C	C	C	D	E	D	C
			95th Percentile Queue	T	T	T	R	T	T	T	L
			(Longest Movement) in Feet	453	203	122	130	276	486	171	159
			Intersection Delay & LOS	42.5, D				43.5, D			
		Projected 2042 No Build	Approach Delay	56.0	36.4	40.6	36.0	39.1	55.3	45.0	40.4
			Approach LOS	E	D	D	D	D	E	D	D
			95th Percentile Queue	T	T	T	R	T	T	T	L
			(Longest Movement) in Feet	522	236	174	187	325	574	231	243
			Intersection Delay & LOS	44.7, D				46.5, D			
		Projected 2042 Buildout	Approach Delay	56.9	35.8	41.7	37.2	39.3	55.8	45.9	40.9
			Approach LOS	E	D	D	D	D	E	D	D
			95th Percentile Queue	T	T	T	R	T	T	T	L
			(Longest Movement) in Feet	540	243	178	197	334	588	234	243
			Intersection Delay & LOS	45.3, D				47.0, D			

Queue, Delay, and LOS analysis based on HCM 6th Edition Methodology

The analysis presented herein indicates all the study intersections will operate at acceptable LOS D or better, with all approaches at LOS E or better during the AM and PM peak hour conditions through 2042 with buildout of the proposed Riverside development. This determination assumes the recommended lane configuration and control presented in Figure 20, as well as regularly optimizing traffic signal timings as deemed appropriate. The existing condition LOS issues can be addressed by modifying the traffic signal timings. The 95th percentile queues at the study intersections were also analyzed. Based on these queue lengths no issues, such as a queue extending upstream to an adjacent intersection are anticipated. Operational analysis worksheets are contained in Appendix 4.

Summary & Recommendations

Riverfront West initiated this traffic impact study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Riverside development, which will be bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA. The proposed Riverside development is a multi-story residential and mixed-use development bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA and is expected to be completely built by the end of 2022. Two passenger vehicle access points are proposed, with one on Myrtle Avenue and one on Riverside Drive in the approximate location of existing access points to the site. The access point on Riverside Drive is anticipated to be a right-in right-out (RIRO) access point. The Myrtle Avenue access points is anticipated to be a full access point, with no turning movement restrictions. A semi-trailer truck ingress access point and egress access point are proposed on Riverside Drive and Myrtle Avenue, respectively. Due to the expected relatively low volume of semi-trailer trips entering and exiting the site the semi-trailer truck access points are not analyzed herein. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

The following study intersections within the study area were identified for analysis:

1. Myrtle Avenue & Greenwood Drive
2. Myrtle Avenue & Lot 48 Access
3. Myrtle Avenue & Olive Street
4. Myrtle Avenue & Access Point
5. Riverside Drive & Grand Avenue/W Burlington Street (Riverside Drive & Burlington Street hereafter)
6. Riverside Drive & Myrtle Avenue
7. Riverside Drive & Access Point
8. Riverside Drive & W Benton Street

The above list assigns each study intersection with a number that is used hereafter. (e.g. #1 = Myrtle Avenue and Greenwood Drive).

The area immediately surrounding the proposed development generally incorporates services, retail, and residential ITE land uses. A study area map identifying the location of the study intersections, as well the location of proposed development (delineated in red) is depicted in the following figure.

Turning movement volumes were collected at the study intersections on Tuesday, September 15, 20220. The peak hours of the study intersections were determined based on the highest consecutive four 15-minute turning movement counts between the hours of 7:00 and 9:00 AM and 4:00 and 6:00 PM, respectively at the Riverside Drive and Burlington Street (study intersection #4) intersection. The AM and PM peak hours at the Riverside Drive and Burlington Street (study intersection #4) intersection governed the AM and PM peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:15 and 8:15. The PM peak hour was determined to occur between 4:15 and 5:15. The raw and refined volume data are provided in Appendix 1.

Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic growth unrelated to the proposed Riverside development). In coordination with the local metropolitan planning organization the annual growth rates identified in Figure 3 were identified based on projected 2025 and 2045 annual average daily traffic (AADT) volumes that are also shown in Figure 3.

The Iowa Crash Analysis Tool (ICAT) website administered by Iowa DOT was used to collect available crash data at the study intersections for the ten-year period between January 1, 2010 and December 31, 2019. Over this period a total of 362 crashes were reported at the study intersections. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles, except for the Riverside Drive & Burlington Street (study intersection #4) and Riverside Drive & Benton Street (study intersection #6) intersections.

The proposed Riverside development is a multi-story residential and mixed-use development bounded within Olive Street to the west, Myrtle Avenue to the north, Riverside Drive to the east, and the Iowa Interstate Railroad to the south in Iowa City, IA and is expected to be completely built by the end of 2022. Two passenger vehicle access points are proposed, with one on Myrtle Avenue and one on Riverside Drive in the approximate location of existing access points to the site. The access point on Riverside Drive is anticipated to be a right-in right-out (RIRO) access point. The Myrtle Avenue access points is anticipated to be a full access point, with no turning movement restrictions. A semi-trailer truck ingress access point and egress access point are proposed on Riverside Drive and Myrtle Avenue, respectively. Due to the expected relatively low volume of semi-trailer trips entering and exiting the site the semi-trailer truck access points are not analyzed herein. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

Acceptable LOS conditions can generally be defined as average intersection control delay at LOS D or better and all approaches at LOS E or better. At two-way stop-controlled (TWSC) intersections the primary LOS measure to consider is the intersection approach with the longest delay, which as stated above would need to be LOS E or better to generally be deemed acceptable. The primary LOS measures at signalized intersections is average intersection control delay and approach delay.

Vehicular operational analysis for this study was performed using the methodology of the 6th Edition Highway Capacity Manual (HCM) through Synchro traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions. Acceptable LOS conditions can generally be defined as average intersection control delay at LOS D or better and all approaches at LOS E or better. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. At two-way stop-controlled (TWSC) intersections the primary LOS measure to consider is the intersection approach with the longest control delay, which as stated above would need to be LOS E or better to generally be deemed acceptable. The primary LOS measure[3] at signalized intersections is average intersection control delay and approach control delay.

The analysis presented herein indicates all the study intersections will operate at acceptable LOS D or better, with all approaches at LOS E or better during the AM and PM peak hour conditions through 2042 with buildout of the proposed Riverside development. This determination assumes the recommended lane configuration and control presented in Figure 20, as well as regularly optimizing traffic signal timings as deemed appropriate. The existing condition LOS issues can be addressed by modifying the traffic signal timings. The 95th percentile queues at the study intersections were also analyzed. A vehicle queue is a line of vehicles waiting to pass through an intersection. The 95th percentile queue is the length of which the queue will be less than 95 percent of the time. Based on these queue lengths no issues, such as a queue extending upstream to an adjacent intersection are anticipated. Operational analysis worksheets are contained in Appendix 4.

[3] Volume to Capacity (V/C) ratio is another measurement used to determine LOS. If the V/C ratio is greater than 1.0 LOS is F regardless of delay. An expanded discussion of v/c ratios is provided in Appendix 4.

CITY OF IOWA CITY
MEMORANDUM

Date: November 5, 2020

To: Planning & Zoning Commission

From: Kirk Lehmann, AICP, Associate Planner, Neighborhood & Development Services

Re: Amendment to Title 14, Zoning Code expanding the West Riverfront Subdistrict on the Riverfront Crossing regulating plan and increasing the maximum bonus height allowed in specific locations of the West Riverfront Subdistrict (REZ20-0004)

Introduction

K&F Properties, LLC owns property located at 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Ave. The owner is working with Shive-Hattery to prepare three applications to allow development of a mixed-use project with housing, retail, hospitality, and neighborhood service uses. This specific application (REZ20-0004) requests two amendments to the Riverfront Crossings form-based regulations in the zoning code (Title 14, Chapter 2, Article G of the Iowa City Municipal Code):

1) To expand the Riverfront Crossings, West Riverfront Subdistrict boundaries on the Riverfront Crossing's regulating plan to include approximately 3.16 acres at 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue; and
2) To increase the maximum bonus height from 5 to 7 stories for properties within the West Riverfront Subdistrict that are north of and abut the Iowa Interstate Railroad.

The other concurrently submitted applications include a comprehensive plan amendment (CPA20-0002), which would add the subject properties to the West Riverfront Subdistrict of the Downtown and Riverfront Crossings Master Plan, and a zoning map amendment (REZ20-0003), which would rezone properties the applicant owns from High Density Multi-Family Residential Zone (RM-44), Community Commercial (CC-2), and Medium Density Single-Family Residential (RS-8) to Riverfront Crossings-West Riverfront (RFC-WR). Generally, the Comprehensive Plan Amendment must be approved for changes to the zoning and regulating plan maps to comply with the Comprehensive Plan. However, the bonus height zoning text amendment does not require the Comprehensive Plan amendment to be approved.

Background

In 2013, the City adopted the Downtown and Riverfront Crossings Master Plan which identifies subdistricts and their different characteristics. The West Riverfront subdistrict is described as a high-traffic, auto-oriented corridor west of the Iowa River. It is envisioned that over time, commercial development west of South Riverside Drive will take on a more pedestrian-friendly framework or will transition to urban apartments and mixed-use development. Redevelopment on the Iowa River is described as utilizing river views to provide either pedestrian-friendly commercial uses or niche residential uses, including townhouses or mid-rise condo towers. Generally, the master plan shows building heights of 1 to 3 stories on the subject parcels because the plan did not anticipate redevelopment. Buildings south of the railroad and on the Iowa River were expected to be taller, which would be accomplished through new development.

To implement the master plan, the City adopted the Riverfront Crossings Form-Based Development Standards which includes a regulating plan codifying the location of each subdistrict. In addition, subdistrict standards determine the maximum base building height allowed

by right, which can be increased to a maximum bonus building height through special provisions that incentivize the incorporation of features providing public benefits. Whereas the comprehensive plan amendment modifies the plan, the zoning code text and map amendments allow the applicant to act on these changes.

Proposed Amendments

Expansion of the West Riverfront Subdistrict Boundaries in the Regulating Plan

Per the Riverfront Crossings regulating plan, the West Riverfront Subdistrict (RFC-WR) is bounded roughly by Myrtle Avenue to the north, the Iowa River to the east, Highway 6 to the south, and to the west, Orchard Street south of the railroad and parcels abutting S. Riverside Drive north of the railroad. The subdistrict is intended for commercial and mixed-use development in buildings with street-facing entries opening onto streetscapes designed to provide a comfortable and attractive environment for pedestrians buffered from vehicular traffic on S. Riverside Drive. Along streets in this subdistrict, buildings are designed with facades aligned parallel to Riverside Drive with parking located in midblock and side yard locations.

The proposed amendment, which implements proposed changes to the master plan as requested in the concurrent Comprehensive Plan Amendment (CPA20-0002), expands the boundary of the West Riverfront Subdistrict north of the railroad to the edge of the single-family properties on Olive Street (Figure 1). Specifically, 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue. These properties are currently outside of the Riverfront Crossing's district and cannot pursue development under the form-based development standards.

Figure 1. West Riverfront Subdistrict and Proposed Changes

Increase in Maximum Bonus Height

The Riverfront Crossings form-based code includes both a maximum base building height, which is provided by right, and a maximum bonus height, which may be granted through a transfer of

development rights or other bonus height provisions in 14-2G-7G. Bonus height requests for up to 2 stories above the base height are approved through the Form-Based Code Committee design review process. If more than two stories are requested, or bonus height is requested through a transfer of development rights, the proposal must also be approved by the City Council.

In the RFC-WR subdistrict, the maximum base building height is 4 stories, unless a lot has frontage on the Iowa River, in which case it is 8 stories. Utilizing bonus provisions, the RFC-WR subdistrict has a maximum bonus building height of up to 5 stories, though lots abutting a residential zone may not utilize bonus height provisions. Where a property in the RFC-WR subdistrict has frontage on the Iowa River, its maximum bonus height is 12 stories. In addition, building facades must step back at least 10' above the third floor where they are visible from streets, plazas, parks, and single-family residential zones.

The proposed zoning code text amendment would increase the allowable maximum bonus height from 5 stories to 7 stories for properties in the West Riverfront Subdistrict that are north of and abut the Iowa Interstate Railroad and are within 200 feet of the railroad right of way. However, properties abutting residential zones would still not be allowed to utilize bonus height provisions. Given that the base height in the RFC-WR subdistrict is 4 stories, reaching the proposed bonus height of 7 stories would require Council approval. The current maximum base and bonus height standards, and proposed changes, are shown in Table 1.

Table 1. Summary of Current v. Proposed RFC-WR Height Standards

Applicable Parcels	*Current Max. Base Height*	*Current Max. Bonus Height*	*Proposed Max. Bonus Height*
Abutting residential zones	4 stories	4 stories	4 stories (no change)
Not abutting residential zones	4 stories	5 stories	5 stories (no change)
Abutting and w/in 200' of railroad **but not** abutting residential zones	4 stories	5 stories	7 stories (2-story increase)
With Iowa River frontage	8 stories	12 stories	12 stories (no change)

Analysis

The parcels that would be incorporated in the RFC-WR subdistrict in the regulating plan currently contain 144 dwelling units in primarily high-density multifamily buildings that are two or three stories, with some lower density properties. REZ20-0003, under concurrent consideration, would rezone these parcels as RFC-WR. Surrounding properties include public uses to the north, commercial uses to the east, a railroad and high-density multifamily uses to the south, and some medium density single-family uses to the west.

The submitted concept would include a mixed-use project with housing, retail, hospitality and neighborhood services surrounding a pedestrian plaza. Most buildings illustrated in the concept are 4 to 5 stories, with a 7-story building shown on land adjacent to S. Riverside Drive and abutting the north side of the railroad. The proposed zoning code text amendment would be required to allow the development concept to occur as currently shown, specifically by allowing a taller building by the railroad.

Expanding the West Riverfront subdistrict in the regulating plan will increase the allowable density of the subject parcels because there are no restrictions on residential density for this zone. However, staff believes it maintains compatibility with single-family homes to the west. First, properties in the Riverfront Crossings district are held to more stringent design standards and are subject to staff design review by the Form-Based Code Committee. This is a higher level of review than would be required if redevelopment occurred under the current multi-family zoning. Second, the topography of the site and height limitations tied to the zone ensure an appropriate transition. Steep slopes on the site create 50 feet of grade change between the single-family homes on Olive Street and the subject parcels, and properties zoned RFC-WR abutting a residential zone can only be four stories tall with the fourth story set back an additional 10 feet. As a result, the

proposed buildings are expected to have a three-story exposure to the existing homes. This is comparable to what would be allowed in the current zone were the properties at the same grade and is only one story taller than the existing buildings. Consequently, the proposed amendment maintains a similar context for the existing homes.

In addition, inclusion of the subject parcels in the Riverfront Crossings District makes them subject to the Affordable Housing Requirement. As such, at least 10 percent of the development's dwelling units must be designated as affordable housing or a fee must be paid in lieu of affordable units, to be used for affordable housing in the area.

Increasing the bonus height from 5 to 7 stories on property north of and abutting the railroad would somewhat change the nature of development in the RFC-WR subdistrict, but its effect is limited. Properties abutting residential zones are limited to 4 stories, staff will review buildings over that height, and Council must approve any building over 6 stories. It also maintains an appropriate transition with surrounding properties, as discussed above, and is similar to what would be allowed on the east side of Riverside Drive where buildings may be up to 8 stories by right or 12 stories with bonus height. Furthermore, increasing the bonus height only for properties north of and abutting the railroad minimizes its impact on neighboring properties. The railroad acts as a 100-foot buffer with approximately 20 feet of grade change to the south, which is why increased bonus height is limited to within 200 feet of the railroad. In addition, the north side of the railroad has a significantly larger change in grade compared to the south side of the railroad. As such, staff believes the proposed amendment would not negatively impact surrounding properties.

Comprehensive Plan Consistency

The ways in which the expansion of the West Riverfront Subdistrict supports the Comprehensive Plan, and relevant subdistrict plans, is discussed in detail in the staff report for CPA20-0002. In general, it maintains an appropriate transition of land uses, provides for high-quality pedestrian-oriented design, allows for better circulation and a mix of uses, and promotes infill development which strengthens downtown Iowa City. In addition, increased bonus height along the north side of the Iowa Interstate Railroad supports goals and strategies in the Comprehensive Plan related to promoting infill and strengthening the vitality of downtown, specifically by allowing "growth and development in the Riverfront Crossings District in a manner that increases its residential appeal and enhances the commercial viability of the Downtown". The increased density also helps fulfill the vision of the West Riverfront Subdistrict in the Downtown and Riverfront Crossings Master Plan by promoting "commercial development on the west side of South Riverside Drive…transition[ing] to urban apartments and mixed-use development."

Staff Recommendation

Staff recommends approval of REZ20-0004, a proposed amendment to the zoning code to expand the Riverfront Crossings, West Riverfront Subdistrict boundaries to include 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue; and to increase the maximum bonus height from five to seven stories for properties in the West Riverfront Subdistrict north of and abutting the Iowa Interstate Railroad, as illustrated in Attachment 1.

Attachments:

1. Proposed Zoning Code Text Amendment
2. Application Submittal

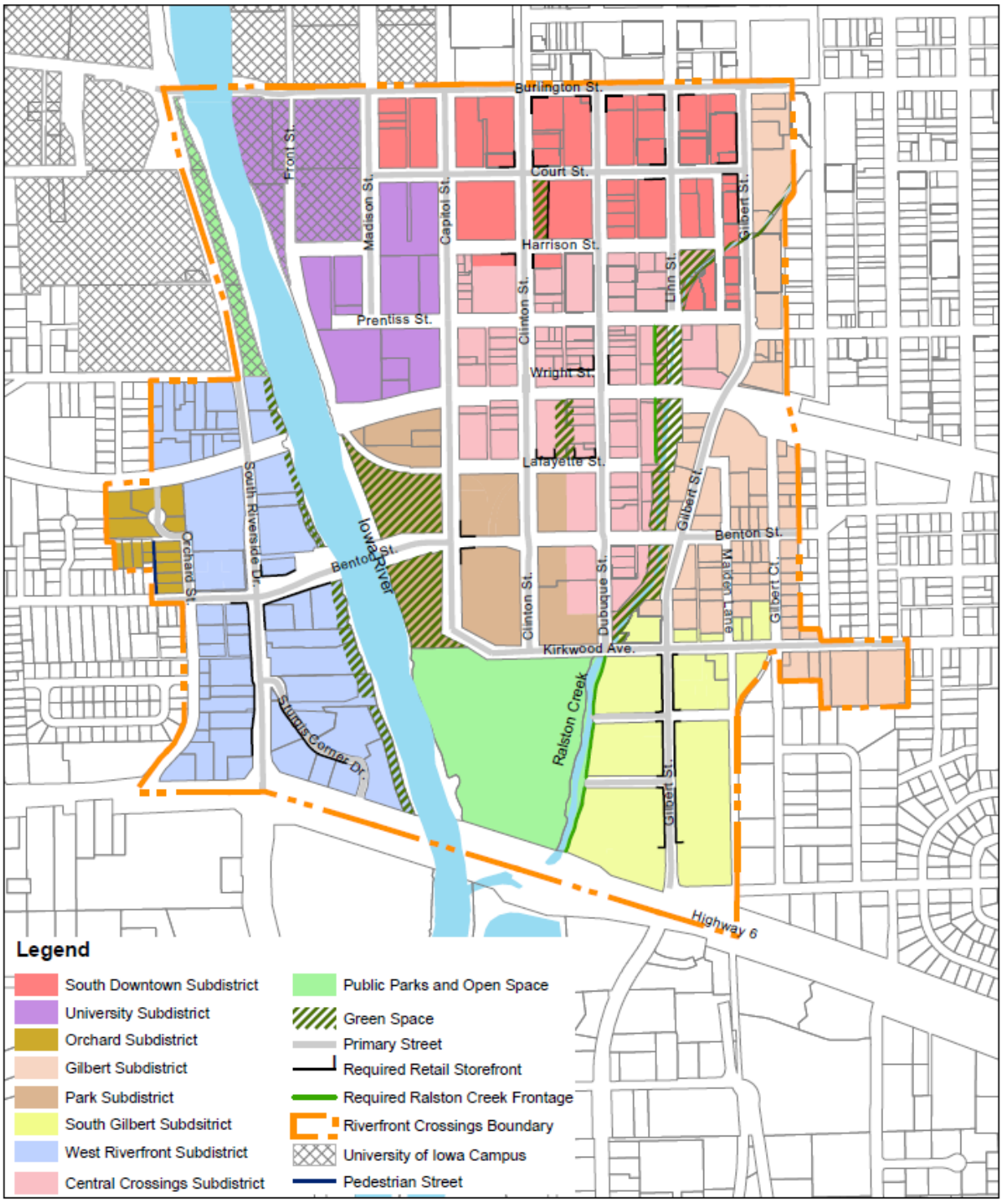
Approved by: D. Sitzman

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

Draft Zoning Code Text Amendments (REZ20-0004)
Underlined text is suggested new language. Strike-through notation indicates language to be deleted. Italics indicates notes.

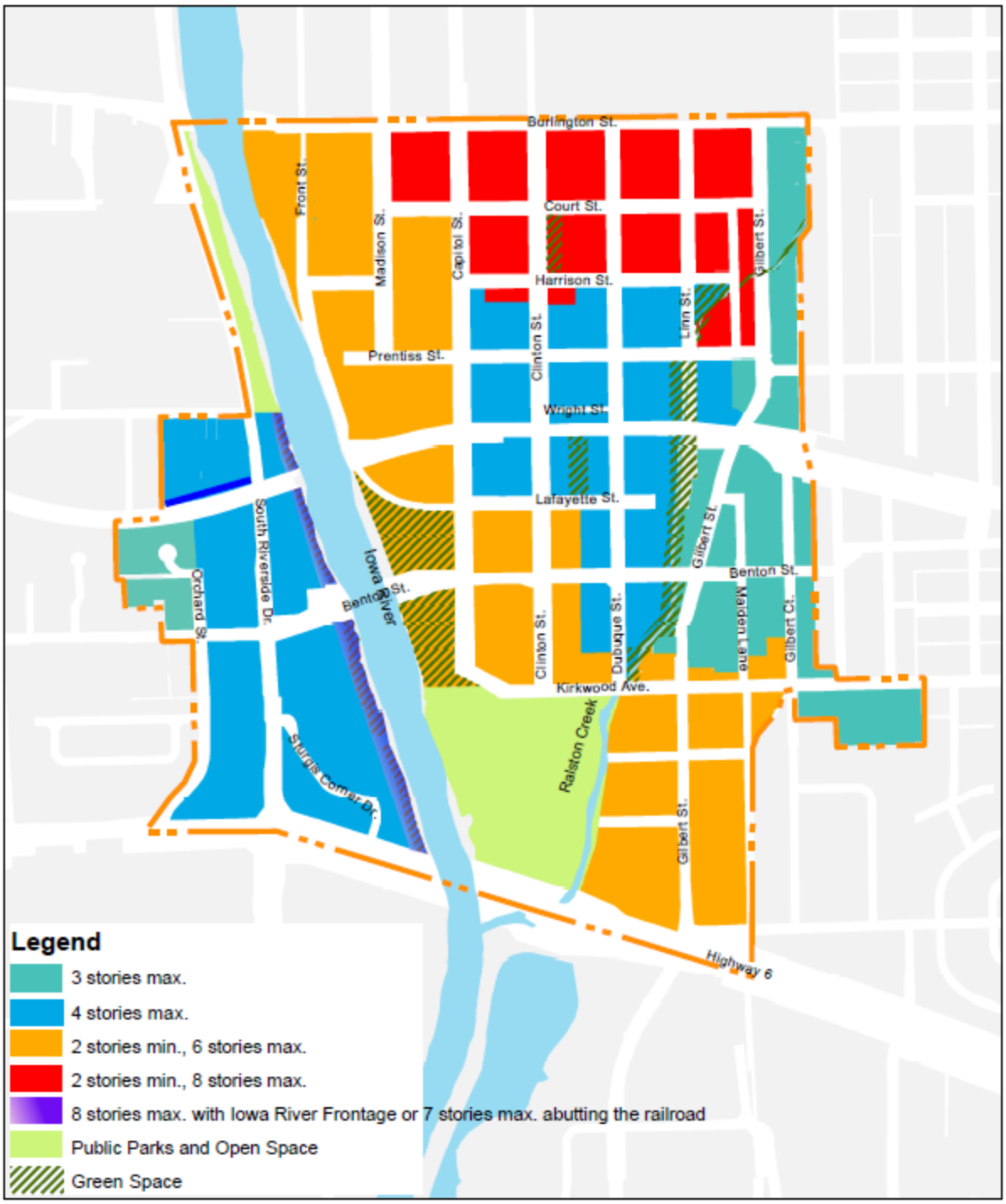
Replace Figure 2G-1 found in 14-2G-2 with the following image:

Figure 2G-1
Riverfront Crossings Regulating Plan



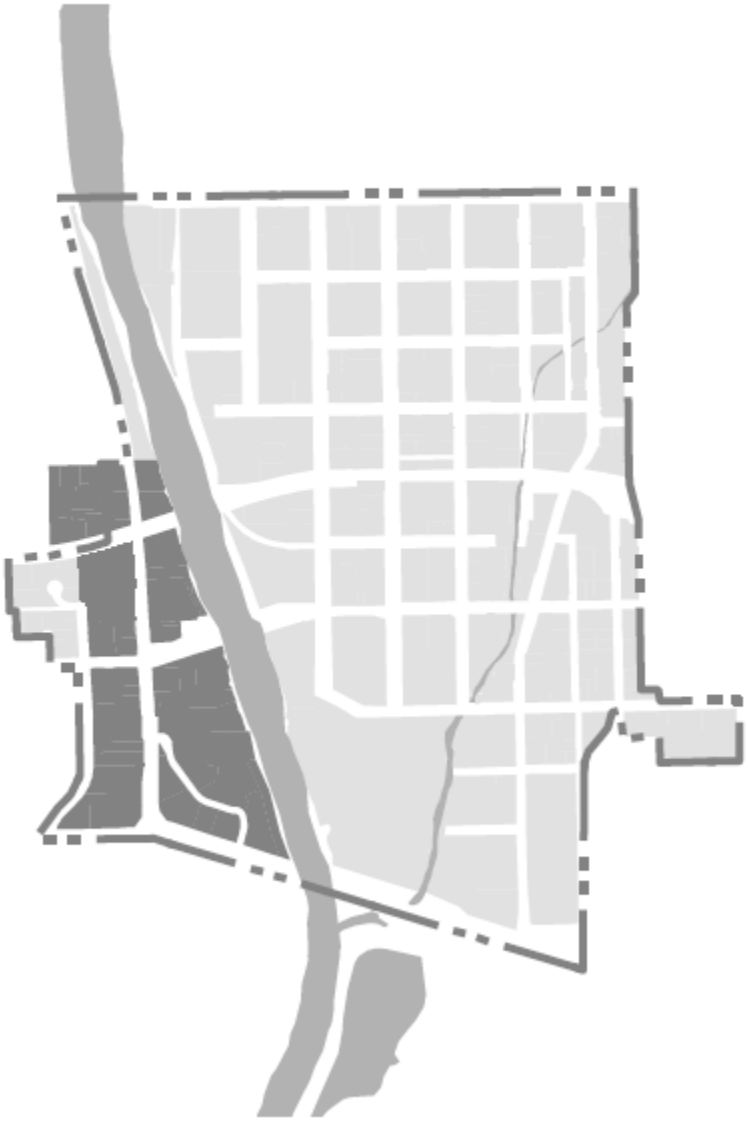
Replace Figure 2G-2 found in 14-2G-2 with the following image:

Figure 2G-2
Riverfront Crossings Height Diagram



Replace Figure 2G-12 found in 14-2G-3D with the following image:

Figure 2G-12
Subdistrict Locator - West Riverfront



Amend 14-2G-7G-1d-(4) as follows:

> *Five (5) stories maximum for properties within the Gilbert Subdistrict and properties within the West Riverfront Subdistrict that do not have frontage along the Iowa River. For properties within the West Riverfront Subdistrict north of and abutting the Iowa Interstate Railroad, this may be increased to seven (7) stories maximum if within 200 feet of the railroad right of way. However, bonus height is not allowed on lots that abut a residential zone.*

REZ20-0004 – Text amendment

Applicant's statement – K & F Properties, LLC request the following text amendment to the Iowa Riverfront Crossings, West Riverfront Subdistrict.

TEXT AMENDMENT TO WEST RIVERFRONT SUBDISTRICT TO ALLOW HEIGHT BONUS ALLOWANCE TO 7 STORIES MAX FOR PROPERTIES NORTH OF AND ADJOINING IOWA INTERSTATE RAILROAD

K & F Properties, LLC feels this zoning change is warranted due to the extensive grade change in this area of the West Riverfront Subdistrict and its proximity to the Iowa Interstate Railroad. Allowing for a height bonus to 7 stories max., meeting the requirements of the Iowa Riverfront Crossings Building Height Bonus Provisions, for properties north of and abutting the Iowa Interstate Railroad is compatible with the Olive Street neighborhood due to the difference in grade elevation. It is also compatible with sites south of the railroad because of the railroad grade elevation compared to the grades on both the north and south sides.

By providing a height bonus for this area the project will have no more impact than the allowed 8 story maximum height allowed for sites in the West Riverfront Subdistrict with River Frontage in Figure 2G-2 Riverfront Crossings Height Diagram.

MINUTES **PRELIMINARY**
PLANNING AND ZONING COMMISSION
OCTOBER 15, 2020 – 7:00 PM
ELECTRONIC FORMAL MEETING

MEMBERS PRESENT:	Susan Craig, Mike Hensch, Phoebe Martin, Mark Nolte, Mark Signs, Billie Townsend
MEMBERS ABSENT:	
STAFF PRESENT:	Ray Heitner, Sarah Hektoen, Kirk Lehmann, Anne Russett
OTHERS PRESENT:	Luke Newton, Jon Harding, Jon Marner, Chant Eicke, Ryan Wade, Jeff Clark, William Means

Electronic Meeting

(Pursuant to Iowa Code section 21.8)

An electronic meeting was 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 set a public hearing for November 5, 2020 on an application to amend the Downtown and Riverfront Crossings Master Plan, a component of the City's Comprehensive Plan, to expand the West Riverfront Subdistrict to include approximately 3.16 acres south of Myrtle Avenue, west of Riverside Drive, north of the Iowa Interstate Railroad, and east of Olive Street.

By a vote of 6-0 the Commissions recommends approval of REZ20-0001, a proposal to rezone approximately 3.1 acres of property located at the corner of Camp Cardinal Boulevard and Camp Cardinal Road, across the street from 80 Gathering Place Lane from Neighborhood Public (P-1) to Community Commercial with a Planned District Overlay (OPD/CC-2) subject to conditions:

1. Prior to the issuance of building permits, provision of a 15-foot-wide utility easement along the property's east side.
2. Prior to the issuance of building permits, payment of $5,000 toward the upgrading of approximately 25 feet of Camp Cardinal Road that is adjacent to the subject property that does not meet City standards is made. This amount is based off of Camp Cardinal Road being a collector street, and the applicant contributing 25% of the cost of the approximately 25 feet of the road that needs to be improved to the north property line.

By a vote of 6-0 the Commissions recommends approval of VAC20-0001 a vacation of 0.06 acres of Camp Cardinal Road right-of-way north of Camp Cardinal Boulevard and west of Gathering Place Lane in Iowa City.

By a vote of 4-2 (Martin & Nolte dissenting) the Commissions recommends approval of ANN20-0001 and REZ20-0002, a voluntary annexation of approximately 196.17 acres rezoning from County Residential (R) and County Urban Residential (RUA) to Interim Development – Single-Family Residential (ID-RS) with the following conditions:

1. The developer satisfies the comprehensive plans annexation policy, as stated in Resolution 18- 211.

By a vote of 6-0 the Commissions recommends approval of VAC20-0002, a vacation of the St. Mathias Alley right-of-way south of North Dodge Street and east of 1120 North Dodge Street in Iowa City, Iowa with the amendment to just include the western tip of the alley right-of-way.

By a vote of 5-1 (Townsend dissenting) the Commissions recommends approval of REZ20-0008, a proposal to rezone approximately 12,000 square feet of land located at 400 North Clinton Street and 112 East Davenport Street from High-Density Multifamily Residential (RM-44) zone to Planned High Density Multifamily Residential (PRM zone subject to the following condition:

1. Substantial compliance with the site plan and elevations dated July 1, 2020 if any PRM bonus provisions or minor adjustments are requested for the property.

By a vote of 6-0 the Commissions recommends approval of REZ20-005, a proposed amendment to the zoning code to allow minor adjustments in Planned High Density Multifamily Residential Zones (PRM) for new construction projects which involve preserving a separate historic structure, as illustrated in attachment one of the staff report.

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. CPA20-0002:

Applicant: K&F Properties, LLC
Location: 219, 223, and 245 S. Riverside Court and 119, 201, 203, 205, 207, and 209 Myrtle Avenue

A request to set a public hearing for November 5, 2020 on an application to amend the Downtown and Riverfront Crossings Master Plan, a component of the City's Comprehensive Plan, to expand the West Riverfront Subdistrict to include approximately 3.16 acres south of Myrtle Avenue, west of Riverside Drive, north of the Iowa Interstate Railroad, and east of Olive Street.

Russett stated staff doesn't have a presentation for the Commission tonight on this item, they have received a request to amend the Comprehensive Plan, so they are asking the Commission to set a public hearing for that application for November 5.

Hensch opened the public comment.

Hearing no comments, Hensch closed the public comment.

Martin moved to set a public hearing for November 5, 2020 on an application to amend the Downtown and Riverfront Crossings Master Plan, a component of the City's Comprehensive Plan, to expand the West Riverfront Subdistrict to include approximately 3.16 acres south of Myrtle Avenue, west of Riverside Drive, north of the Iowa Interstate Railroad, and east of Olive Street.

Townsend seconded the motion.

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

CASE NO. REZ20-0001:
Applicant: MMS Consultants, on behalf of Jon Harding
Location: North of Camp Cardinal Boulevard, west of Camp Cardinal Road

An application submitted for a Planned Development Overlay rezoning of approximately 3.18 acres of land from Neighborhood Public (P-1) zone to Community Commercial with a Planned Development Overlay (OPD/CC-2) zone.

Heitner began the staff report showing an aerial view of the property as well as the zoning map. The subject property is zoned P-1 with Urban Development Research Park zoning to the north, and RS-5 zoning to the east.

Regarding the background on this case, Heitner stated the current owner, Jon Harding is looking to rezone this property to develop a community event center, upwards of 7000 square feet. This application triggers a level two sensitive areas plan requirement because it contains a wetland which then triggers a required Plan Development Overlay (OPD) to accompany the rezoning. Heitner explained OPDs are a little bit different from standard rezonings as there is some specific criteria that they must analyze which is laid out in the Code.

Criteria number one: the density and design of the planned development will be compatible and is complimentary to adjacent development in terms of land, use, building mass and scale, relative amount of open space, traffic circulation and in general layout. Heitner explained staff's interpretation of how this proposed rezoning is affected by each of those terms. In terms of density the Code is addressing compatibility to residential development and there is no residential development associated with this plan so it's a non-factor. Regarding the Land Use proposed, the community event center is allowable by right in a CC-2 zone. In terms of open space, there will be a generous amount of open space on the property, about 1.74 acres, which includes the remaining wetland for this property, forested wetland, and buffer for the wetland. Next is the mass scale and general layout and Heitner noted the building that's proposed is about 7840 square feet, including a 2240 square foot outdoor patio. He added there's an accompanying application for a vacation along with this rezoning of about 0.06 acres of City right-of-way on Camp Cardinal Road and the event center building will be required to conform to the City's commercial site development standards. Heitner showed some elevation sketches of the proposed building, it is proposed to be about roughly two stories in size. He also showed on a map the area that's proposed to be vacated just to the east of the subject property. Next in the approval criteria is in terms of traffic circulation and the proposal only contains one access onto Camp Cardinal Road and City transportation planning staff has identified that as sufficient.

Heitner did want to add that when the Comprehensive Plan Amendment for this area was discussed at a Commission meeting a couple months ago there was a quite a bit of discussion about traffic concerns but in talking about this with the transportation planning staff, they view this as potential event traffic, meaning that it's not going to be a constant 100 vehicles on site all the time, it's more similar to that of a church or something that has fairly infrequent capacity reached with its parking. Therefore only probably a handful of times a week would one see full capacity or full use of this parking lot and the transportation planning staff felt comfortable with that volume of traffic joining up with the traffic volumes that are seen on Camp Cardinal Boulevard and Camp Cardinal Road.

Criteria number two: the development will not overburden existing streets or utilities. Staff finds there is City water and sanitary sewer available to the site, it's currently situated on the east side of Camp Cardinal Road and those extensions can be made to the site. Heitner already covered the point on event traffic but one thing that staff is requesting as a condition of the rezoning is for the applicant to contribute $5,000 toward the improvement of Camp Cardinal Road from roughly where the road is improved to the edge of the property line which is about 25 feet as the road transitions into a rural type surface currently. The $5,000 contribution would be about 25% of that improvement cost.

Criteria number three: the development will not adversely affect the use light and air, property values and privacy of neighboring properties any more than conventional development. Staff doesn't believe this will be the case, they did not request the applicant do anything like a view shed analysis or line of sight analysis but with the OPD plan, this building will be roughly two stories in height, and there will be trees preserved to the south and to the west screening the building from interstate view for the most part. Additionally, the property to the north is vacant and there is very light use to the east and therefore don't see this development as having a major impact on surrounding properties.

Criteria number four: the combination of land uses and building types and any variation from the underlying zoning requirements or street standards will be in the public interest. Heitner stated again this application is not requesting any waivers to modify zoning requirements or street standards as part of this OPD.

Next Heitner discussed the application in terms of compliance with the Comprehensive Plan. He stated there was an amendment passed to the City's Future Land Use Map on September 1, 2020, to change the land use from Public Private Open Space to General Commercial, therefore, this rezoning to Community Commercial would be in compliance with the Comprehensive Plan.

In terms of Sensitive Areas Review, Heitner noted there's a few things they had to look at. The biggest sensitive area they had to review with this application was Jurisdictional Wetlands. The subject property does have a fairly sizable wetland on it and within the wetland there is a portion that would be directly impacted by the development for the construction of parking. According to City ordinance a wetland requires a 100-foot buffer around the entirety of its perimeter, but the ordinance does allow for that buffer to be averaged down to a 50 foot buffer. He noted about 12% would cross over the buffer but the Code allows for this so long as the average buffer is equal to or greater than the square footage that would be required of the 100-foot buffer. Heitner explained the 100-foot buffer would come out to 50,725 square feet, and the average wetland buffer would come out to over 52,000 square feet and really what is being accomplished with the average buffer is that it would preserve the wetlands that are to the south and west of the parking

area in addition to preserving the remaining wetland. About 71% of the wetland would remain not disturbed or not within the newly average buffer. In terms of mitigation that's being proposed, they are proposing mitigation at a 3:1 ratio, which is the highest level of mitigation that's required by Code. Technically, for this development, the City would only require a 1:1 mitigation, or possibly a 0.5:1 mitigation if it was done on site. The mitigation would be comprised of 0.27 acres of emergent enhancement and Heitner stated that includes some management of invasive species reduction of up to 90% invasive species, establishing an assemblage of native wetland species within about five years of starting mitigation and also establishing forest and forest ecotone plantings to an area within the area. Heitner noted one of the other sensitive areas on this piece of property is stream corridor and there's a requirement for a 15 foot natural buffer from the stream corridor, and since the stream corridor is fairly far away from the areas to be impacted on this property staff doesn't view any real issues with the stream corridor. He noted there are some steep, critical and protected slopes on the property and under no circumstances can the protected slopes be altered. Heitner noted there is a 50-foot buffer around the protected slopes. He noted there are also some critical slopes on this property and this plan is only proposing disturbance 2% of those slopes and City ordinance allows for disturbance up to 35%. City Engineering staff reviewed these plans and how they would impact the steep slopes and they're comfortable with this plan going forward.

Staff is proposing two conditions upon recommended approval.

1. Prior to the issuance of building permits, provision of a 15-foot-wide utility easement along the property's east side.
2. Prior to the issuance of building permits, payment of $5,000 toward the upgrading of approximately 25 feet of Camp Cardinal Road that is adjacent to the subject property that does not meet City standards is made. This amount is based off Camp Cardinal Road being a collector street, and the applicant contributing 25% of the cost of the approximately 25 feet of the road that needs to be improved to the north property line.

In terms of next steps upon approval from this Commission, the item would proceed to Council for consideration and the applicant would be required to submit a final Sensitive Areas Development Plan and Site Plan, both of which would be reviewed by staff before building permits are issued.

Staff recommends approval of REZ20-0001, a proposal to rezone approximately 3.1 acres of property located at the corner of Camp Cardinal Boulevard and Camp Cardinal Road, across the street from 80 Gathering Place Lane from Neighborhood Public (P-1) to Community Commercial with a Planned District Overlay (OPD/CC-2) subject to conditions mentioned above.

Hensch asked for clarification on rezoning a public area and wondered why this area was originally zoned P-1. Heitner explained this land was owned by the County and then was purchased by an individual sometime within the last 10 years. When the County owned the property, it was set aside for public use. The new landowner, Mr. Harding, made the request to have the Comprehensive Plan amended, which was approved a couple weeks ago, from public to general commercial.

Hensch noted from the property inventory map it looks like there's been a roadway out there and some gravel, was it a storage area for other construction activities. Heitner is not exactly sure if there was really any official use associated with this property but has also heard that it was used as a storage area for other construction projects.

Hensch opened the public comment.

Luke Newton (MMS Consultants) noted that he is available for questions.

Hensch asked about the invasive species on the property.

Chant Eicke (Impact 7G) stated in the wetland area there's a significant component of reed canary grass which is an invasive non-native species. He added the forested areas are in pretty good condition. Within the average buffer area to the south and west, there's some decent sized white oak trees and some younger hickory trees. The area that is on the northside of the property (north and east) the area to be developed is in and around where that gravel storage, or whatever was going on in there, is. Eicke explained the plan is to take care of the reed canary grass problem with some good sedge meadow component in there as it's really good conditions for that. There's a little bit of sawston bull brush and indications of other good stuff in there, but it's mostly overtaken by reed canary grass. The forested areas are not quite as overtaken by reed canary because the shade helps other plants establish. Their plan will definitely increase the ecological value of the property in that area.

Signs noted a little bump out of the critical slope area on the north and asked if in the proposal they are planning to install a retaining wall at the base of that area to keep it protected. Eicke replied yes at the critical slope there they will install a retaining wall along that south west edge of the parking lot to minimize the impacts further down the hillside that would further impact that critical slope.

Hensch closed the public comment.

Nolte moved to recommend approval of REZ20-0001, a proposal to rezone approximately 3.1 acres of property located at the corner of Camp Cardinal Boulevard and Camp Cardinal Road, across the street from 80 Gathering Place Lane from Neighborhood Public (P-1) to Community Commercial with a Planned District Overlay (OPD/CC-2) subject to conditions:

3. **Prior to the issuance of building permits, provision of a 15-foot-wide utility easement along the property's east side.**
4. **Prior to the issuance of building permits, payment of $5,000 toward the upgrading of approximately 25 feet of Camp Cardinal Road that is adjacent to the subject property that does not meet City standards is made. This amount is based off of Camp Cardinal Road being a collector street, and the applicant contributing 25% of the cost of the approximately 25 feet of the road that needs to be improved to the north property line.**

Martin seconded the motion.

Hensch noted thinks this is a great development for this area, it's a difficult area that's been a historic remnant from the Old County Poor Farm when it was cut off from 218 being constructed. It's a difficult parcel to develop with some interesting features and this looks like it will actually improve several of the features to the positive betterment for the community.

Signs agreed and noted they've done a really good job of trying to fit the space within the

constraints of that property. He added a little farther to the south and east there is some additional commercial property that fronts on to Camp Cardinal Boulevard and there is a church to the west so it seems like an appropriate use of the parcel.

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

CASE NO. VAC20-0001:
Applicant: MMS Consultants, on behalf of Jon Harding
Location: North of Camp Cardinal Boulevard, west of Gathering Place Lane

An application submitted for a vacation of approximately 2,514 square feet of public right-of-way.

Heitner stated this vacation is the third of three applications associated with this development. First was the Comprehensive Plan Amendment, second was the rezoning that was just discussed, and third is this vacation.

Heitner showed the plat for the vacation and noted one thing that was a little bit of a challenge with this vacation is that Camp Cardinal Road being a collector street requires 33 feet of right-of-way from the road centerline to the property line. He added there's a number of factors that staff looks at with vacations. First is vehicular and pedestrian circulation and access to private property. Heitner stated right now this area isn't used for anything and there is no vehicular or pedestrian circulation uses to be concerned about. Second is emergency and utility service access. Again, there won't be any effect, the current right-of-way has no navigable purpose. Third is the impact on access of adjacent properties. Currently there are no formal means of access for the property and the OPD shows an access point onto Camp Cardinal Road to the west so there would be no real effect to the formal means of access with this vacation. Fourth is desirability of right-of-way for access or circulation needs. City transportation planning staff indicated that a basically a 66-foot right-of-way for Camp Cardinal Road or 33 feet from centerline to property line is plenty sufficient and any future widening of Camp Cardinal Road is unlikely. Fifth is the location of utilities and other easements or restrictions on the property. As discussed in the rezoning application, staff is recommending a 15-foot-wide utility easement within this area to the property line going west and that is because there is an existing cable TV utility line that runs along the far east side of the property. Finally, sixth is any other relevant factors pertaining to the specific requested vacation and staff hasn't found any other relevant factors pertaining to this requested vacation. The City Attorney's Office has reviewed the required purchase agreement from the applicant for this right-of-way and Council will also need to approve that submitted purchase agreement offer along with the vacation request.

In summary Heitner stated the right-of-way really has no practical use, it is just vegetation and grassland right now. The owner of the property the west intends to purchase the vacated and conveyed land at fair market value and convert the right-of-way into access for the proposed event center’s parking area. The conveyed right-of-way would also feature a utility easement.

Upon recommendation of approval by this Commission, the proposed vacation will be reviewed by Council and as mentioned Council will discuss the vacation as well as the conveyance.

Staff recommends approval of VAC20-0001, a vacation of 0.06 acres of Camp Cardinal Road right-of-way north of Camp Cardinal Boulevard and west of Gathering Place Lane in Iowa City.

Signs asked if the 4 sq. ft. at the very tippy north end is excluded from this vacation or are there any issues there. Heitner confirmed that only the right triangle shown on the map would be included in this vacation and he doesn't believe there are any additional issues to consider right.

Hensch asked if the City will get an appraisal and then the vacated right-of-way will be sold to the parcel owner at that price. Hekteon said they are not requiring an appraisal; the City will use the assessed value of the adjacent land as the purchase price.

Hensch opened the public hearing.

Hearing no comments nor questions for the applicants, nor any member of the public, Hensch closed the public hearing.

Nolte moved to recommend approval of VAC20-0001 a vacation of 0.06 acres of Camp Cardinal Road right-of-way north of Camp Cardinal Boulevard and west of Gathering Place Lane in Iowa City.

Signs seconded the motion.

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

CASE NOS. ANN20-0001 AND REZ20-0002:
Applicant: MMS Consultants
Location: West of Highway 218 and south of Rohret Rd.

An application submitted for an annexation and rezoning from County Residential (R) and County Urban Residential (RUA) to Interim Development – Single-Family Residential (ID-RS) zone for approximately 196.17 acres of land currently in unincorporated Johnson County.

Heitner began the staff report showing an aerial view of the subject property, it is located to the City's immediate southwest. It is a pretty big piece of land at 196.17 acres. Heitner said the current zoning is split zone with County Residential and County Urban Residential, which is one of the more denser County zoning designations. He next showed a map of the growth area and noted the entire subject property is within City's growth area. Heitner stated the entirety of the rezoning would be to Interim Development Single Family Residential (ID-RS).

Heitner showed the concept plan from the current Southwest District Plan. The Plan envisions this area as an array of single-family housing units, some open space and a detention lake running through the middle of the subject property.

Regarding the annexation, staff looks at the Comprehensive Plan and established growth policy to guide decisions regarding annexations. The annexation policy states that acquisitions occur primarily through voluntary petitions filed by property owners and the Comprehensive Plan states that voluntary annexation requests should be viewed positively when the following conditions exist. First, the area under consideration falls within the adopted long-range planning boundary. Heitner reiterated that is clearly the case here as the entirety of the subject property is within the City's growth area and annexation of this property is anticipated. Second, development in the area proposed for annexation will fulfill an identified need without imposing an undue burden on the City. Heitner did point out that this property is not serviced by sanitary sewer, but the City

does have in its Capital Improvement Plan an allocation to extend sanitary sewer to this area projected for 2023. Heitner reiterated this annexation and rezoning would be to an interim zone which is intended as a placeholder until a property can be fully serviced by City services and development on this property will not take place until that sewer extension is provided. Additionally, this property is contiguous to City limits to the north and to the east, although separated by Highway 218, but it is not a leapfrog development being annexed. Third, control of the development in the area is in the City's best interest. Staff reviewed this and noted the annexation will help accomplish the City's larger goal of fulfilling the need of expanding housing options to accommodate the City's growing population.

Staff is recommending that a condition of the rezoning be the developer satisfy the Comprehensive Plan's Annexation Policy requirement, Resolution 18-211, related to affordable housing, requiring that any development associated with annexation containing 10 or more dwelling units must have 10% of that development meet affordable housing provisions.

In terms of zoning, Heitner reiterated it is currently in a split zone between County Rural and Urban Residential. The entirety of this rezoning would be for ID-RS, single family residential and again the ID-RS zone is to be in place until the City can provide services to support development.

With respect to water, Heitner explained there are water mains on the north side of the road and that would probably be the access point for water service to this development. City Engineering staff has confirmed that facilitation of water service is possible upon subsequent developments, the developer will be required to pay water main extension fee of $456.75 per acre before public improvements are constructed. Heitner also noted the property does contain a blue line stream so there is potential for sensitive areas analysis that would accompany any subsequent development. Additionally, staff reached out to the Office of the State Archaeologist and that office recommended that an archaeological surface study be conducted prior to ground disturbing activities. Staff is not recommending that that study be a condition of this rezoning, but staff would like to see that study conducted before subsequent development takes place on this property.

Heitner noted as common with annexations and interim rezones, the applicant does not have a design for street access or interior street connectivity to the property, those typically become available on subsequent rezoning and planning of the property.

The role of the Commission is to determine whether the annexation and rezoning satisfies the following conditions as stated by the Comprehensive Plan's Annexation Policy that the area under consideration falls within the adopted Long Range Planning Boundary and development in the proposed area will fulfill an identified need without imposing an undue burden on the City, and that control of the development is in the City's best interest.

In terms of next steps, pending approval from this Commission, Council would hold a public hearing on this annexation and rezoning request. Prior to that public hearing, utility companies and non-consenting parties will be sent the application by certified mail. Pending approval of annexation by Council the application will be sent to the State Development Board for approval as that's a requirement because there are other municipalities within two miles of this annexation request.

Staff is recommending approval of ANN20-0001 & REZ20-0002, a voluntary annexation of approximately 196.17 acres rezoning from County Residential (R) and County Urban Residential (RUA) to Interim Development – Single-Family Residential (ID-RS) with the following conditions:

1. The developer satisfies the comprehensive plans annexation policy, as stated in Resolution 18- 211.

Hensch asked if there is any reason to believe the State Development Board would have any objections to this. Heitner is not aware of any, the application fairly straightforward in terms of being within the growth area and being contiguous to the City.

Hensch noted it is his understanding that that's really the biggest thing they look at with these annexation applications is whether there's continuity, or whether there's a leapfrog development being proposed so he suspects that the State Annexation Board will support this. Hensch added for the benefit of the newer members, an interim development zoning is just a placeholder and the Commission will see this again when it moves to a permanent rezoning for development.

Heitner confirmed the Commission will review subsequent rezonings that take place in this area and said he only showed the concept plan that's currently within the Comprehensive Plan and staff is actually actively involved in doing a revision to that subarea plan for this District Plan so the sketch outlines a rough concept of streets but it's likely that that will be different as staff revises the District Plan here.

Hensch also noted as an indicator of the growth going on this area, didn't the Commission a couple months ago approve a plat for north of Rohret, east of Slothower, for some infill development for that area. Heitner confirmed that is just north and west of this subject area. He added there's still a continued demand to develop outward in this area and that is why staff is working through the process of the revision to the sub area plan to make sure they have those goals and objectives for this area in place ahead of when most development takes place, and ahead of development and City service ability in this area. He stated that is something they hope to accomplish within the next year, the current plan is about 20 years old so it's due for an update.

Craig noted she was confused when she reviewed this material because of the concept plan showed a huge body of water, but there's no water there in current pictures. She understands now that the concept plan showed in the staff report is from the Plan and the developer has no requirements to doing something that looks like that concept plan, they just have to follow the other guidelines the City has, and they can come back with a plan that has no water in it.

Russett noted the maps that Heitner shared are the Future Land Use Map and associated concept for this area that are adopted as part of the Comprehensive Plan in the Southwest District Plan so any proposals for development out here staff needs to review against those adopted visions and policies. Staff is currently updating that vision and staff has known that the sewer extension was going to be coming and knew that this area would be opened up for development. Since this plan was adopted in 2002 it’s time to revisit it and update it and create a new vision. They anticipate they will have a new plan adopted and any future rezonings will be reviewed against the new plan and that is likely to happen before the development because that isn't going to happen till 2023 when the sewer line is expanded as part of the Capital Improvement Plan.

Nolte noticed in one of the concept drawings there was a fire station indicated. Heitner acknowledged that but said that was just conceptualized back in 2002 but that illustration was shown just as a reference there wouldn't be any guarantee that there would be a fire station on this corridor moving forward. Nolte stated that is some of his concern, that road is so heavily trafficked right now. Watts Development is putting in 600 homes to the west, the Weber School is already beyond capacity, and Kitty Lee Road is a is a very narrow chip seal road right now so he doesn't think it's a good feeder road to this development. He would also like to better understand the identified need and if this is the type of housing they're looking for in the future. It appears to be unwalkable urban sprawl and he thought they were trying to get away from some of that. The size and scope of this whole development scares him, he does like the neighborhood commercial for the residents that already live in that area.

Signs asked what is a non-consenting party? Heitner replied that would be anyone opposed to the application. Russett added they are specifically property owners within the proposed annexation area. She added for this proposed annexation, there are no non-consenting parties.

Hensch opened the public hearing.

Luke Newton (MMS Consultants) added that the developer is in conversations with the Iowa City School District to address their needs and concerns.

Hensch noted they don't have a full concept yet but asked if there would be a water detention area somewhere. Newton confirmed there would be.

Hensch closed the public hearing.

Hektoen asked for clarification on the annexation policy is with regards to affordable housing. Heitner clarified that as a condition of the annexation, the developer would be required to abide by the Comprehensive Plan's affordable housing policy related to annexation, detailed and Resolution 18-211 that basically states when new land is brought into the City, affordable housing is addressed in the process.

Craig moved to recommend approval of ANN20-0001 and REZ20-0002, a voluntary annexation of approximately 196.17 acres rezoning from County Residential (R) and County Urban Residential (RUA) to Interim Development – Single-Family Residential (ID-RS) with the following conditions:

2. **The developer satisfies the comprehensive plans annexation policy, as stated in Resolution 18- 211.**

Signs seconded the motion.

Hensch acknowledge this is a little scary as it is a very large annexation, 200 acres almost, and no concept plan, however he really encourage people to look at this for what it is, interim development, and they will see this again. Also, staff is working on the Southwest District Plan so clearly that will change. Hensch wanted to caution everybody to not get too concerned about a concept plan.

Signs noted also the process of changing the Southwest District Plan is going to involve a lot of public input and public meetings so the public will be able to weigh in on what they would actually

like to see in this area.

Townsend added she would just hope that the affordable housing pieces in there stay affordable, not just for 10 years or 20 years.

Heitner agreed there would be plentiful opportunities for public involvement and the Commission will see the update as well. Signs noted having been through that process with the South District Plan here a couple years ago, it's extensive. Russett added they are taking a more targeted approach to this update, it's not an overall update of the entire District Plan, they're really focusing on this sub area, and this concept is pretty targeted.

Martin noted she is typically not opposed to development, but one of the things that distresses her a little bit is that they are losing more and more farmland and while one of the things that they talk about is affordable housing, but there is also so much food insecurity. Granted the farmland out here is probably corn or soybeans, not something typically people are going to go and eat, but the point is that in the State of Iowa there is so much amazing land that is not used to its full potential. She understands this is going to take years and years to develop but wanted to put it on the record for people to think about the fact that making farmland available to smaller farms, people that are growing food to actually consume, should be at the forefront of conversation more so than just taking these this hundreds of acres and paving it over.

Nolte agreed with Martin and is pro-development but stated this just doesn't make sense if they aspire to affordability and walkability and better transit and all those things, they can't just keep sprawling out like this. What good is it to have an affordable housing in a place where one must drive to get anywhere. He is also protective of farmland and realizes people own that land to develop it but it doesn't seem like the right way to grow the community over time.

Hensch noted it's a voluntary annexation, so that's important to remember. Also if they don't allow for urban density within the City, then those houses will go somewhere, and then it will end up with one and five acre lots all throughout the County and actually take more land out of out of production. He doesn’t know what the CSR (corn suitability rating) on this land is but that's a pretty important consideration, if it is in the 80s that's prime farmland, but if it's the 20s, 30s or 40s then it's production value is pretty low. He suggested perhaps in the future annexations they can be given the CSR listed on the properties. He added he is also responsible for local foods for Johnson County so he is very sensitive to this issue but these farms, like Martin said, are just corn and soybeans, there's nothing here that's going to be consumed by humans, and certainly not going to be consumed locally. He noted that is another issue and as a Commission how can they be proponents of local foods, or foods that humans consume locally, when the problem is land is so expensive in Johnson County that a farmer who's not growing commodity crops is likely unable to afford to purchase land to grow on those non commodity crops. Hensch acknowledged it's very difficult issue and something they probably should take up and have discussions about.

Martin noted regarding the one and five acre plots and that taking up more land, when she was sent to New Orleans for a planning and zoning conference a few years back, one of the classes she took was on sustainability in food productivity, and those little lots can produce an enormous amount of food. She acknowledged that is a topic for a different time but just want to put that out there. Hensch agreed but unfortunately, those acres won't be zoned for agriculture or commercial production, so people wouldn't be able to grow crops for sale on those residential

lots.

A vote was taken and the motion passed 4-2 (Nolte and Martin dissenting).

CASE NO. VAC20-0002:
Applicant: J+M Civil Design LLC
Location: Within the western 10 feet of the St. Mathias Alley right-of-way, adjacent to parcel number 1002334001

An application for a vacation of approximately 1,444 square feet of public right-of-way.

Heitner began the staff report with an aerial view of the subject property noting the proposed vacation is just to the east of1120 North Dodge on St. Mathias Alley. The right-of-way is about 30 feet wide and this vacation would be for the western 10 feet of that alley. The zoning for 1120 North Dodge is Community Commercial (CC-2) and there is multifamily RM-12 to the east and south.

Regarding background for this request, the applicant is preparing for redevelopment and reuse of 1120 North Dodge Street which would ultimately function as a mixed-use building with a pickup window and drive-through aisle on the ground floor and apartment above. The conveyed right-of-way will allow for the applicant to accommodate a drive-through aisle and pickup window.

Heitner reiterated there's a series of evaluation criteria with vacation requests. Regarding impact on pedestrian and vehicular access and circulation access to private property, the existing right-of-way comes south from Dodge Street, and then turns southwest and eventually empties out on the St. Clement Street and the proposed vacation area would be the westerly 10 feet or so. Again, the purpose is to accommodate a drive-through lane for a proposed mixed-use development. To the east of the drive-through lane would be about 20 feet of paved right-of-way that would allow for a navigable two way traffic, as is currently the case, in the alley, the only difference would be as far as the two way traffic is concerned, it would go from a 30 foot right-of-way to a 20 foot right-of-way, but there would still be the ability to maintain that two way navigability east of the 1120 North Dodge Street parcel and then continuing southward to the western property line of the 1120 North Dodge Street parcel and then taper down to the existing alleyway system to the west.

Regarding impact on emergency and utility vehicle access and circulation, there wouldn't be impairments with the navigability for those vehicles, they still have a 20 foot right-of-way for north/south traffic which City engineering staff and transportation planning staff deemed is appropriate for this alley use and the 20 foot right-of-way meets the minimum standard allowed in City Code.

Staff doesn't see any negative impacts to adjacent properties, the right-of-way will be maintained between North Dodge and St. Clement Streets and once again that existing to access will remain. In terms of desirability of right-of-way for access or circulation needs, Heitner reiterated the right-of-way is meant to facilitate development of a drive-through lane for a ground floor commercial use and the right-of-way vacation facilitates that drive-through lane is necessary because of how the building at 1120 North Dodge Street is situated within the property, making it necessary to have that extra 10 feet of vacated space to accommodate that drive-through lane.

In terms of utilities and other easements or restrictions on the property, the subject area does not contain any utilities, easements or other restrictions and staff hasn't found any other relevant factors pertaining to the specific requested vacation.

Heitner noted the City Attorney's Office has reviewed the required purchase agreement from the applicant for this right-of-way area and City Council will need to approve the submitted purchase agreement offer.

In summary, staff finds subject right-of-way can be vacated and conveyed to the applicant while maintaining a safe two-way means of travel through the remaining St. Matthias Alley right-of-way. Existing two-way travel patterns will remain in place and improvements made to the alley between the intersection of North Dodge Street and the western property line will create an improved driving surface for that portion of the alley.

In terms of next steps, pending approval from this Commission the vacation will be reviewed by Council and Council will discuss the vacation as well as the proposed conveyance of land. The applicant has offered fair market value for the vacation.

Staff recommends approval of VAC20-0002, a vacation of the St. Mathias Alley right-of-way south of North Dodge Street and east of 1120 North Dodge Street in Iowa City, Iowa with the amendment to just include the western tip of the alley right-of-way.

Hensch asked if there is access from St. Matthias Alley into St. Joseph cemetery. Heitner confirmed there is but noted the vacation won't affect that access to the cemetery.

Hensch asked if the sale purchase agreement is based on the assessed value from the City Assessor again like the one on Camp Cardinal Road. Hektoen confirmed it was.

Craig asked regarding the paved area of what is being called an alley, is that all at the owner's expense and maintenance not the City. Heitner confirmed that was correct and noted the improvements on the vacated right-of-way will be at the owner's expense as well as the maintenance. Russett noted the City will continue to maintain the alley maintenance as it will remain a public alley. Craig stated the City does not plow snow in all public alleyways and asked though if the property owner is installing the hard surface on the alley for access to their drive-through, who would maintain it. Russett said the City would be responsible for maintenance in terms of potholes and that type of thing, but she is unsure about snow removal. Likely whoever is plowing it now will be the person who plows it in the future that won't change with the vacation. Craig noted the moment it snows there may be an issue.

Another issue Craig noted was the traffic going out on to North Dodge and one of the nice things about trying to get onto North Dodge is that there's not much traffic coming from that side of the road with the HyVee over there. How close is this to the HyVee? Russett said it is just across the street from the HyVee. Craig stated she thinks traffic is going to be an issue, depending on what the business is, but places with drive-throughs can be busy certain times of the day. She is amazed at that Starbucks in southwest Iowa City, every time she drives by there are six or seven cars in line for the Starbucks.

Russett noted the drive-through requires a special exception from the Board of Adjustment so that would have to be reviewed by the Board at that time, and traffic circulation is something that

they would look at as well as stacking spaces and impacts to North Dodge Street.

Craig asked if there is a business there now or is it vacant. Russett said the applicant is proposing to reuse the building and have a residence on the upper floor. She added this also relates to the text amendment that the Commission reviewed at the last meeting related to providing some more flexibility to infill commercial sites.

Signs asked if there's any place else where there is a drive-through lane literally a foot away from the public street, or alley in this case. He noted it looks like there's going to be a curb median with some colors and traffic delineators but are there examples of this and other places. Russett is not sure if there are other examples out there or not of drive-throughs that close to an alley. Signs noted his concern is are they setting a precedent here, while he is very excited to see something done with that building because it's been sitting there empty for ever since he moved to town, he is a little concerned about this tiny little strip of space.

Hensch stated he is presuming that on the alley there's no average annual daily traffic count. He is asking because from his recollection of that area there are a lot of funerals at that cemetery that use that roadway. Russett said the alley doesn't extend west, it is only access for 1120 North Dodge and the cemetery.

Craig stated she would really like to have an answer to who is going to maintain the alley for snow removal.

Hensch opened the public hearing.

Ryan Wade (applicant, 1120 North Dodge Street) stated they will plow that alleyway as it is access for their pickup window, drive-though, and the circulation with their customers coming in and out of the building. He does not expect the City to maintain that snow removal and there can be a clause in the purchase agreement with an easement or statement that he has no hesitation to maintain that. He doesn't want the tenants or customers coming in there to have issues getting in and out of the lot. Wade added he is very excited about this property, he has been looking at this property for a good 15 years and wanting to save it. He feels what they have planned now is a great concept, he doesn't want to tear this building down, it's got a cool backstory as it is one of the older homes up front and was added on to later on so it's going to be a cool little neighborhood piece.

Hensch closed the public hearing.

Nolte moved to recommend approval of VAC20-0002, a vacation of the St. Mathias Alley right-of-way south of North Dodge Street and east of 1120 North Dodge Street in Iowa City, Iowa with the amendment to just include the western tip of the alley right-of-way.

Martin seconded the motion.

Martin again supports a new business going in during a pandemic and hopes there's a lot of traffic and they succeed. This is a case where instead of doing away with something, they are recreating what is already there and adding to the community in an actual neighborhood.

Hensch stated he is a huge fan and proponent of neighborhood commercial and completely supports this.

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

CASE NO. REZ20-0008:
Applicant: Jeff Clark
Location: 400 N. Clinton Street and 112 E. Davenport Street

An application for a rezoning from High Density Multi-Family Residential (RM-44) zone to Planned High Density Multi-Family Residential (PRM) zone for approximately 12,000 square feet.

Russett began the staff report noting the property is located at the corner of North Clinton Street and East Davenport Street. The zoning map shows the area is currently zoned RM-44 and the proposal is to PRM and there is some PRM to the south and to the west.

Russett stated there's a lot of background and history on this proposed rezoning. Back in January 2019 the Historic Preservation Commission submitted an application to designate the adjacent property, which is 410-412 North Clinton as an Iowa City Historic Landmark. This landmark rezoning was supported by both the Historic Preservation Commission and the Planning and Zoning Commission. It required a supermajority vote at the City Council which failed. After that failed vote, staff reached out to the property owner to identify a potential solution to help save that 410-412 North Clinton Street property and get that property landmarked and the property owner had proposed a solution of redeveloping 400 North Clinton Street and 112 East Davenport Street and voluntarily landmarking 410-412. Staff took that proposal to City Council in May 2019 and the City Council said that they were willing to consider three separate actions. The first would be the local landmark rezoning of 410-412. The second, which the Commission is considering right now, is the rezoning of 400 North Clinton Street and 112 East Davenport Street to PRM, and then the last is a text amendment to the PRM zone as what the applicant is proposing on this site goes above what current zoning in the PRM zoning would allow so that text amendment provides some flexibility and some bonus provisions in exchange for landmarking 410-412. In January 2020 this item was discussed with the Historic Preservation Commission and the main takeaway from that meeting was to continue to explore solutions to get 410-412 landmarked and Council concurred with that direction in February 2020. Since that time, the applicant has been working with an architect on plans for the site. Those plans have been reviewed by both the Historic Preservation Commission and City Council and they supported moving forward.

Russett next showed some photos of the area and the proposed site plan. Currently on the historic property there's 18 residential units, the property to the south currently had 11 units. The proposal the applicant has submitted is of 32 units, 71 bedrooms and 21 parking spaces so in total it would be 50 units on this entire site around which is about 90 dwelling units per acre.

Russett showed the elevation from North Clinton Street, noting the historic property and the five-story construction along North Clinton and East Davenport Streets. The applicant is proposing a portion of that building to wrap around the historic structure so that portion has been reduced to three stories.

Craig asked how much taller the new building to the current structure at 400 North Clinton Street is. Russett said the current structure is two stories, maybe two and a half with the attic, the new building is five stories, she is not sure how many feet taller it will be.

Russett next provided a summary of the input from the Historic Preservation Commission, which reviewed these plans in July, and they supported the plans with a few requests. One is that there be an associated rehabilitation plan for the property at 410-412, that there's some consideration for salvage of demolished buildings, and they also wanted to ensure separation between the proposed open space and then also substantial compliance with the concept plan and the elevations to ensure no building would be above five stories.

Russett reiterated the current zoning is RM-44, which allows multifamily dwellings but the maximum height in that zone is 35 feet. Both the RM-44 and the proposed PRM zoning allow higher density residential land uses but the PRM zone has a base max height of 35 feet but there are currently bonus provisions in the PRM zones that allow applicants to increase the height up to 65 feet.

In terms of compliance with the Comprehensive Plan, the Future Land Use Map shows this area to be appropriate for higher density residential as 25 dwelling units per acre and the Central District Plan also recommends multifamily residential at a density of 16 to 49 dwelling units per acre. Lastly, this this proposed rezoning aligns with goals related to historic preservation as well as infill development.

In terms of compatibility with the neighborhood, the site is surrounded by existing multifamily residential as well as university residence halls. The proposed height of the building is the same height as Currier Hall across the street, and the plans incorporate a flat roof to visually reduce the building scale. Additionally, the proposal shows open space which goes beyond what is required by Code, and the portion behind the historic structure of the new building is reduced to three stories. Staff is recommending one condition with this rezoning to require substantial compliance with the site planning elevations to ensure compatibility with the existing context of the neighborhood and also to honor the Historic Preservation Commission's request that the height is capped at five stories.

Russett noted the role of the Commission is to consider the proposed rezoning from RM-44 to PRM. The associated text amendment will be discussed as the next agenda item, but at this point the Commission's role is to determine if the PRM zoning designation is consistent with the Comprehensive Plan and compatible with the neighborhood.

In terms of next steps, the Commission will make a recommendation to City Council and in addition to this rezoning and the proposed text amendment (which the Commission will hear next) there is also the proposed rezoning for designating 410-412 as a local historic landmark that will come before the Commission next month.

Staff did receive one email which Russett forwarded on to the Commission from a neighbor that did have concerns with the proposed rezoning and are opposed to the change.

Staff is recommending approval of REZ20-0008, a proposal to rezone approximately 12,000 square feet of land located at 400 North Clinton Street and 112 East Davenport Street from High-

Density Multifamily Residential (RM-44) zone to Planned High Density Multifamily Residential (PRM zone subject to the following condition:

1. Substantial compliance with the site plan and elevations dated July 1, 2020 if any PRM bonus provisions or minor adjustments are requested for the property.

Hensch asked if staff knew the reasons for the failed City Council supermajority vote. Russett replied that since the property owner objected to the rezoning it required a supermajority vote and at least one of the Council members didn't support it for property rights reasons.

Hensch asked if the Historic Preservation Commission is supporting this proposal. Russett confirmed they are. Hensch asked if there is an affordable housing requirement associated with this development. Russett replied no because the affordable housing requirement is only in Riverfront Crossings. He asked where the nearest adjacent PRM zone is located. Russett said it is to the south.

Regarding the Historic Preservation Commission recommended rehabilitation plan 410-412 North Clinton Street Hensch asked if that is just a recommendation or can the Commission add that as a condition if they choose to approve this, because that rehabilitation plan should be a requirement because that is a beautiful structure but if it's not rehabilitated it just slowly going to fall apart. Russett explained that staff is proposing to require that as part of the request for flexibility to the zoning standards which will be addressed next with the text amendment.

Signs asked if both the historic property and the proposed property are going to be owned by the same person or entity. Russett confirmed it is her understanding that they have a purchase agreement to purchase 112 East Davenport Street.

Hensch opened the public hearing.

Jeff Clark (applicant) said he was just present to answer any questions the Commission may have.

Nolte noted It looks like the applicant has done a lot of work to accommodate all the changes and everything and is the applicant comfortable with where the development stands or are there other issues that as the developer is concerned with. Clark replied he thinks they've worked their way through everything and are just hoping to get it approved so they can get a plan finalized and get started.

William Means thanked for the opportunity to speak, he is pleased that the house will be preserved but his concern in looking at the modified plan is the setback is a major change in the neighborhood. He does not think that the steel siding is compatible with all the brick buildings that are currently in the neighborhood. If it's a foregone conclusion that this needs to happen to save the house, he would like to have the City look at those aesthetics because those are major changes that will be starting in that area. He concluded since his family's been in that area for so long he is concerned and just wanted to thank the Commission for allowing him to express his opinion.

Hensch closed the public hearing.

Signs moved to recommend approval of REZ20-0008, a proposal to rezone approximately

12,000 square feet of land located at 400 North Clinton Street and 112 East Davenport Street from High-Density Multifamily Residential (RM-44) zone to Planned High Density Multifamily Residential (PRM zone subject to the following condition:

2. **Substantial compliance with the site plan and elevations dated July 1, 2020 if any PRM bonus provisions or minor adjustments are requested for the property**.

Nolte seconded the motion.

Craig agrees with Mr. Means' concerns about the aesthetics as it concerns her that one of the criteria is that something fits into the neighborhood. She does appreciate all the changes that have been made and all the work that's obviously been done on this. She might reluctantly be able to support it, given her understanding that the Historic Preservation Commission has approved of it, but does agree with Mr. Means on the aesthetic.

Hensch asked where is there an opportunity to just discuss our address aesthetic issues? Russett replied it has to go through the site plan review and there is a portion of the proposed new building, which is on the 410-412 property that would have to go to the Historic Preservation Commission for review.

Hensch agrees it is a valid point to make sure the aesthetics blend in with historic property and with the character of the neighborhood so he would just feel better if they knew that that would be addressed somewhere in the process. Russett also added if the plan is to request an adjustment from standards, it does that have to go to the design review committee.

Townsend shared concerns about the building itself, in that neighborhood, with all of those historic houses that are there, other than the dorms that have been there for years. She had the same concern with the construction on Burlington, putting a huge building amid all of those lower houses. She also thinks it takes away from the looks of the university.

Martin asked if there is any way to know if the Historic Preservation Commission had concerns about the aesthetics or what their notes were from their meeting. Russett acknowledged the Historic Preservation Commission did have concerns with the demolition of those two structures and a larger building. The applicant worked with their architect on several changes that were requested by the Commission such as they originally had a pitched roof but revised it to a flat roof based on comments from the Historic Preservation Commission and the Friends of Historic Preservation. The main thing that came out of those meetings with the Historic Preservation Commission was that they felt very strongly that 410-412 should be landmarked.

Townsend noted another concern is that a lot of those properties around the University are rentals and they've been renting them for years so if they put in this huge apartment complex it will take away from the properties that have been rented for years. She wondered if anybody knew how many vacancies there are around the university right now. Martin said they could call Brad Comer at the Iowa City Assessor's Office as he usually has his finger on the pulse of vacancies as best they can.

Craig is interested in whether the university has an opinion about this, or were they made aware of this as it is right in the heart of one of the oldest parts of their campus. Signs noted the University is one of the main ones that seem to be tearing down houses and building new buildings so he would guess they don't have any concerns and they don't care.

Signs is also concerned with the materials. When he looks at this plan what comes to mind is the look of the property on South Riverside or one of the properties over on Iowa Avenue, that seem to contemporary for the spot. He feels it could very easily be modified to have more of a historic appearance. He is surprised there hasn't been more outcry about this application.

Hensch noted he feels the primary importance is for 410-412 North Clinton Street to be preserved and not only preserved but rehabilitated so that it can last another 150 years. He also noted Mr. Clark is still on the call so he can hear their conversations regarding their desire, even though it may happen later on down the road for it to aesthetically fit in this neighborhood.

A vote was taken and the motion passed 5-1 (Townsend dissenting).

CASE NO. REZ20-0005:
Minor Adjustments in the PRM Zone Bonus Provisions Ordinance

Consideration of the Minor Adjustments in the PRM Zone Bonus Provisions Ordinance, which amends Title 14 Zoning to allow minor adjustments in Planned High Density Multi-Family Residential Zone (PRM) zones for new construction projects which involve preserving a separate historic structure.

Lehmann began noting a lot of background on this item was address in the previous item. A PRM zone has special bonus provisions that can increase density and increase height, but it does not have the flexibility required to do the project as it's been currently described in the previous item. Therefore, at Council's August 4 work session, staff presented this concept to potentially redevelop 400 North Clinton Street and 112 East Devonport Street with some zoning code relief or some flexibility. In return the developer would preserve and designate 410-412 North Clinton Street as a local historic landmark. Lehmann added this concept was also presented to the Historic Preservation Commission and they also got input from the Friends of Historic Preservation and all that was presented to Council. Based off that information Council had indicated that staff should proceed with Code changes to provide flexibility so long as historic property is preserved

Lehmann noted this amendment is pretty focused on this application, but it may incentivize some future historic preservation efforts.

Lehmann stated this proposed amendment allows some minor adjustments in the PRM zones, which provides flexibility from zoning regulations. The brief bullet points of the amendment include things like parking, setback, density requirements, the project must involve new construction, and it must involve the preservation of a separate potentially historic structure that is not yet locally protected. Lehmann noted using this amendment would require staff review and approval through the design review committee, through the level one design review process.

Lehmann reiterated this amendment is designed for new construction projects, specifically in PRM zones, and have to involve the preservation of a separate abutting structure that is eligible to be designated as an Iowa City landmark. Lehmann defined abutting as it must share a property line and can't be across the street. Additionally, the property must not yet be designated as a landmark. So if it's already locally protected, one could not use this provision.

The minor adjustment provisions can't be used in conjunction with the other existing PRM zone bonus provisions. Generally, the things that they can't do is make a building up to 65 feet in height, which is allowed under the bonus provisions. In addition, all properties don't need to be under the same ownership for this to move forward but all owners must agree to the project. This would be a minor adjustment process, and a level one staff review so it doesn't go to Council.

Lehmann next discussed the waivers that can be requested using the proposed amendment. First is multifamily zone dimensional requirements found at 14-2B-4 and includes a lot of the standards of zoning such as minimum lot size, setbacks, height, width, lot coverage, open space, number of bedrooms per unit, and dwelling unit density. It also includes multifamily zone site development standards found at 14-2B-6 and includes things like parking area setbacks, locations, screening, pedestrian and vehicular access and circulation, building entrances, there are some material requirements and then also scale and design. Finally there are also general site development standards, found at 14-5 and include general standards for off street parking, loading signs, access management, intersection visibility, landscaping, screening and buffering, outdoor lighting performance standards, but does specifically exclude sensitive lands and features and floodplain management standards.

As far as staff review of a project requesting the proposed amendment, there are five sets of approval criteria that they have to pass. First is a Historic Landmark Documentation which is where the applicant must document the historic property being designated as an Iowa City Historic Landmark in conjunction with the minor adjustment, and Council must approve that historic application prior to a building permit being issued. Second, is the Rehabilitation Plan. The applicant must detail how the project preserves the abutting historic property and also provide a timeline for completion. This must be approved by the Historic Preservation Commission prior to submittal. Third is a Landfill Diversion Plan. One of the Historic Preservation Commission's concerns was about the landfill waste that is created through the demolition of existing properties, so the applicant must contain specifications as required by the design review committee where such a project will involve demolition of any buildings. Fourth, there are Redevelopment Character and Limitations that they wanted to ensure are part of the staff review. The building height can't exceed five stories and 60 feet and the building design must be sensitive to preserving the historic property and the characteristics of the site and surrounding neighborhood. In addition, the project shall not detract from or be injurious to other property or improvements in the vicinity. Finally, fifth is Consistency with Plans. The minor adjustment must be consistent with the goals of the Comprehensive Plan, District Plans, and Historic Preservation Plan.

Lehmann noted when the City was looking at this amendment, staff was interested in sharing where might this amendment be used in the future since it was pretty specifically tailored for this certain circumstance. PRM zones in general are located in three areas across the City. First, there's an area near the west university campus, between Highway 6 and Newton Road. The second area is in Riverfront Crossings District, bounded by East Harrison Street in the north, South Linn Street on the east, the Iowa Interstate Railroad in the south and South Capitol Street in the West. Finally there's the Near North Side area, which is where the proposed redevelopment is that's bounded by East Davenport Street to the north, North Dubuque Street to the east, East Jefferson Street to the South and North Clinton Street to the west.

So in terms of where might this be used in the future, staff anticipates the Near North Side would be the most likely area to use this provision as it tends to have more historic nearby properties

that could be protected that are not currently historic landmarks. Lehmann noted there are historic landmarks in the other areas, especially the Riverfront Crossings area, but those are already historic designated areas and also the Riverfront Crossings Codes allows much more flexibility as it allows a lot more density than what would be allowed through the PRM zone, even using the minor modification process and staff anticipates that area would be developed under that Form-Based Code instead.

Lehmann reiterated the PRM zones are pretty geographically concentrated and have limited overlap with historic properties and staff hopes that it may promote some infill and lead to designation of additional buildings as historic landmarks, and staff doesn't expect it to be too widespread in its application or use in the future.

As far as consistency with the Comprehensive Plan, the proposed amendment does relate to historic preservation and infill provisions of the Plan. It does provide some flexibility for redevelopment which can be a barrier to infill and it preserves key buildings contributing to Iowa City's historic neighborhoods. Additionally, the rehabilitation plan requirement ensures that investments in historic properties are maintained. This amendment also specifically supports the following goals and strategies. The first is identify and support infill development or redevelopment opportunities in areas where services and infrastructure are already in place. The second is support the Historic Preservation Commission's effort to meet its goals and the third is support housing rehabilitation programs and reinvest in housing in existing neighborhoods. In addition, that the fact that there's the diversion of landfill waste associated as an approval criterion, does further some climate action goals as well with making sure that demolition waste is being recycled to the extent possible or reused and diverted from the landfill.

The role of the Commission is to determine if the proposed zoning code text amendment should be recommended for approval to City Council and City Council will make the final decision following three readings which will include a public hearing.

Staff recommends approval of REZ20-005, a proposed amendment to the zoning code to allow minor adjustments in Planned High Density Multifamily Residential Zones (PRM) for new construction projects which involve preserving a separate historic structure, as illustrated in attachment one of the staff report.

Signs asked if the Historic Preservation Commission has weighed in on this yet and what was their opinion. Lehmann stated they have not weighed in on this specific proposed text amendment but staff crafted it based on the input they had gotten during the concept phases and were in communications with developers and based on feedback from Council.

Hensch asked if there any other examples of the approval criteria because he really liked the landfill diversion of demolition materials language. Lehmann replied it is the first example, but staff is interested in exploring this as a further requirement criteria. Hensch agreed and really encourages staff to use it as approval criteria for other applications also because greenhouse gas emission, sustainability and wise use of resources is important.

Craig asked staff about the areas chosen and what the thought process was as they are three pretty small areas. It also seems like there are historic structures outside of those three areas that have some potential for this so why limit it to those areas. Lehmann said at the moment they’re limiting it to those areas because it's a pretty targeted amendment and the PRM zone

already has bonus provisions that are allowed.

Hensch opened the public hearing.

Hearing from no one, Hensch closed the public hearing.

Nolte moved to recommend approval of REZ20-005, a proposed amendment to the zoning code to allow minor adjustments in Planned High Density Multifamily Residential Zones (PRM) for new construction projects which involve preserving a separate historic structure, as illustrated in attachment one of the staff report.

Craig seconded the motion.

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

CONSIDERATION OF MEETING MINUTES: OCTOBER 1, 2020:

Signs moved to approve the meeting minutes of October 1, 2020.

Townsend seconded the motion.

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

PLANNING AND ZONING INFORMATION:

Russett noted one item at the last meeting the Commission discussed the Good Neighbor Program and she wanted to tell the Commission about next steps. She will take the Commission's recommendations and prepare a memo to the City Council, probably in the next month or so, and she can keep the Commission posted on that.

ADJOURNMENT:

Craig moved to adjourn.

Townsend 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**											
CRAIG, SUSAN	X	X	X	X	X											
DYER, CAROLYN	O/E	O/E	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
HENSCH, MIKE	X	X	X	X	X											
MARTIN, PHOEBE	X	X	X	X	X											
NOLTE, MARK	-- --	-- --	X	X	X											
SIGNS, MARK	X	X	X	X	X											
TOWNSEND, BILLIE	O/E	X	X	X	X											
Vacancy																

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