

IOWA CITY BOARD OF ADJUSTMENT

Wednesday, March 10, 2021
Electronic Meeting – 5:15 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 Board members, staff and the public presented by COVID-19.

You can participate in the meeting and can comment on an agenda item by joining the Zoom meeting via the internet by going to <https://zoom.us/meeting/register/tJUucuhqjsrGdMzkXzsJPEsFlc3AE2EOgXm>. 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 913-5294-0137 when prompted. Providing comment in person is not an option.

Agenda:

1. **Call to Order**
2. **Roll Call**
3. **Nomination and selection of Board Chair and Vice Chair**
4. **Special Exception Item**
 - a. **EXC21-0001:** An application submitted by Britni Andreassen on behalf of Kum & Go, LC for a special exception to allow changes to the total outdoor light output standards for approximately 1.15 acres of property located at 1310 S Gilbert St and 348 Highland Ave.
 - b. A request submitted by Kum & Go, LC to extend the expiration date to September 10, 2021 for EXC19-12, a special exception approved to allow a quick vehicle servicing use in the Riverfront Crossings-South Gilbert zone, EXC20-03, a special exception to waive the minimum 2-story building requirement, and EXC20-07, a special exception waiving the 3-foot parking setback behind the 3rd Street secondary street façade and from frontage type and related design requirements for the north façade.
5. **Consideration of Meeting Minutes:** December 9, 2020
6. **Adjournment**

March 10, 2021
Board of Adjustment Meeting

If you will need disability-related accommodations in order to participate in this meeting, please contact Kirk Lehmann, Urban Planning at 319-356-5230 or at kirk-lehmann@iowa-city.org. Early requests are strongly encouraged to allow sufficient time to meet your access needs.

Upcoming Board of Adjustment Meetings

Formal: April 14 / May 12 / June 9

Informal: Scheduled as needed.

STAFF REPORT

To: Board of Adjustment
Item: EXC21-0001
Parcel Number: 1015308001, 1015307006,
1015307007, 1015307008, 1015307009,
1015307010, 1015307011, 1015307012,
and 1015307013

Prepared by: Kirk Lehmann, Associate Planner
Date: March 10, 2021

GENERAL INFORMATION:

Applicant: Britni Andreassen
Kum & Go LC
1459 Grand Avenue
Des Moines, IA 50309

Contact Person: Nicole Neal
Civil Design Advantage
3405 SE Crossroads Drive, Suite G
Grimes, IA 50111
(515) 369-4410
nicolen@cda-eng.com

Property Owner(s): Kum & Go LC
1459 Grand Avenue
Des Moines, IA 50309
(515) 547-6083

Requested Action: Special exception requesting changes to the total outdoor light output standards

Purpose: To allow for a convenience store with fuel sales

Location: 1310 South Gilbert Street & 348 Highland Avenue

Location Map:



Size:	1.15 Acres
Existing Land Use and Zoning:	Commercial; Riverfront Crossings - South Gilbert (RFC-SG)
Surrounding Land Use and Zoning	North: Commercial; Intensive Commercial (CI-1) East: Commercial; Intensive Commercial (CI-1) South: Commercial; Community Commercial (CC-2) West: Commercial & Residential; Riverfront Crossings – South Gilbert (RFC-SG)
Applicable Code Sections:	14-4B-3A: General Approval Criteria 14-4B-4B-12: Quick Vehicle Servicing
File Date:	February 12, 2021

BACKGROUND:

The applicant Kum & Go, LC is looking to redevelop two properties located at the northeast corner of S. Gilbert Street and Highland Avenue as a new convenience store. The site is currently zoned Riverfront Crossings - South Gilbert (RFC-SG) and includes an existing convenience store and some smaller commercial buildings. The project began in 2019 and has continued through 2020.

On November 7, 2019, the Planning & Zoning Commission recommended to approve rezoning the land from Intensive Commercial (CI-1) to Riverfront Crossings – South Gilbert (RFC – SG) with a 7-0 vote. City Council approved the rezoning and conditional zoning agreement on December 17, 2019 (Ordinance No. 19-4814) with the following conditions:

1. The applicant must close all access points along S. Gilbert Street and reduce the number of access points along Highland Avenue to one.
2. The applicant must dedicate additional right-of-way to the City along S. Gilbert Street.

Following the rezoning, Kum & Go received a series of special exceptions. The Board of Adjustment approved EXC19-12 on January 8, 2020 (recorded January 31, 2020 in Book 6004, Page 400-403 in the Johnson County Recorder’s Office) which established a new quick vehicle service use in the RFC-SG zone. On April 8, 2020 the Board granted EXC20-03 (recorded May 1, 2020 in Book 6036, Page 313-315 in the Johnson County Recorder’s Office), which waived the required 2-story minimum building height with a condition that the proposed store be built with external building walls at least 22 feet in height to give the appearance of a 2-story building. Finally, the Board approved EXC20-07 (recorded July 29, 2020 in Book 6083, Page 791-795 in the Johnson County Recorder’s Office) at its July 15, 2020 meeting. This special exception waived additional standards, including requirements that surface parking be set back 3 feet behind the 3rd Street building façade and that the north building face meet frontage type standards and related design requirements. The Board also approved extensions for all special exceptions following each consideration, the most recent of which extended the expiration date to July 30, 2021. The applicant is requesting another 6-month extension to provide a consistent termination date for all approved special exceptions.

Following these approvals, Kum & Go submitted a site plan to the City on December 14, 2020 for review (SPD20-0008) prior to issuance of a building permit. The review identified that the submitted photometric plan did not comply with the total outdoor light output standards of Section 14-5G-5

which help to limit ambient light in Iowa City. The applicant is now requesting a special exception to modify this standard to allow a higher maximum total outdoor light output.

ANALYSIS:

The purpose of the Zoning Ordinance is to promote the public health, safety and general welfare; to conserve and protect the value of property throughout the city; and to encourage the most appropriate use of land. It is the intent of the Ordinance to permit the full use and enjoyment of property in a manner that does not intrude upon adjacent property. The Board may grant the requested special exception if the requested action is found to be in accordance with the specific criteria included in **Section 14-4B-4B-12**, pertaining to waivers from development standards for Quick Vehicle Servicing in Riverfront Crossings zoning district, as well as the general approval criteria in **Section 14-4B-3A**.

For the Board of Adjustment to grant this special exception request, each of the following criterion below must be met. The burden of proof is on the applicant, and their comments regarding each criterion may be found on the attached application. Staff comments regarding each criterion are set below.

Specific Standards: 14-4B-4B-12j: Waivers from Development Standards for Quick Vehicle Servicing in RFC Zoning Districts

- j. For properties located in the CB-2 zone, CB-5 zone, riverfront crossings district, eastside mixed use district, or towncrest design review district, where it can be demonstrated that the proposed quick vehicle servicing use cannot comply with a specific standard as indicated in subsections B12h and B12i of this section, the board of adjustment may grant a special exception to modify or waive the provision, provided that the intent of the development standards is not unduly compromised. The board of adjustment may impose any condition or conditions that are warranted to mitigate the effects of any variation from these development standards.**

FINDINGS:

- The property is in the Riverfront Crossings District, so the applicant may request a waiver from standards outlined in Section 14-4B-4B-12i of the Zoning Code which requires that properties in the Riverfront Crossings District comply with the Riverfront Crossings Form-Based Code.
- The applicant requests a modification to Section 14-2G-1C regarding the applicability of certain site development standards. Specifically, the applicant requests that the maximum total outdoor light output be increased from 100,000 to 200,000 initial lumens per net acre (Section 14-5G-5C). In effect, this changes the lighting environment district from an E2 medium ambient lighting to an E3 high ambient lighting standard.
- The E2 medium ambient lighting district applies to higher density multi-family and lower intensity commercial and office zones, including its current designation of Riverfront Crossings – South Gilbert (RFC-SG), in addition to most multi-family (PRM, RM-20, RM-44, RNS-20) and Riverfront Crossings (except the RFC-WR) zones.
- An E3 high ambient lighting district applies to higher intensity commercial, industrial, and research zones, including the property’s former Intensive Commercial (CI-1) designation, and the Riverfront Crossings – West Riverfront (RFC-WR), Central

Business (CB-2, CB-5, CB-10), and Community Commercial (CC-2) zones, among others.

- The intent of outdoor lighting standards is to reduce obtrusive aspects of outdoor light while preserving safety, security, and the nighttime use and enjoyment of property. Total outdoor light output standards prevent excessive overlighting and light pollution.
- The property is located along the Highway 1 commercial corridor and is near higher intensity commercial and light industrial properties which are less sensitive to ambient light and which are in zones that typically use the E3 high ambient lighting standard.
- Additional lighting is typical for special outdoor uses, such as quick vehicle servicing. While the City's Outdoor Lighting Standards include some exemptions for special uses, such as outdoor recreational facilities and display lots, it does not include allowances for vehicle service stations as would be required in this case.
- The Illuminating Engineering Society (IES) provides recommended lighting levels to ensure adequate illumination and safety for occupants based on use categories and anticipated users. IES standards recommend a higher level of lighting than what is currently allowed in the zone due to the proposed use of the site (Service Stations) and its proposed users (the general public, including those older than 65 years).
- The request does not unduly compromise the intent of the development standards.

General Standards: 14-4B-3: Special Exception Review Requirements:

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

FINDINGS:

- There is an existing convenience store with fuel sales located on this site.
- The Board of Adjustment approved allowance of a new convenience store with fuel sales at this site (EXC19-12 recorded January 31, 2020 in Book 6004, Page 400-403 in the Johnson County Recorder's Office).
- The Board of Adjustment waived the 2-story minimum building height requirement at this site with the condition that the external walls of the proposed convenience store be at least 22 feet in height to give appear like a 2-story building. (EXC20-03 recorded May 1, 2020 in Book 6036, Page 313-315 in the Johnson County Recorder's Office).
- The Board of Adjustment waived the 3-foot parking setback behind the secondary street façade on 3rd Street and frontage type and related design requirements for the north building face with the condition that the final site plan substantially comply with the submitted site plan, dated June 23, 2020 (EXC20-07 recorded July 29, 2020 in Book 6083, Page 791-795 in the Johnson County Recorder's Office).
- The requested waiver will result in more ambient light throughout the site which will improve safety for employees, customers and others accessing the site.
- As discussed above, IES standards recommend a higher level of lighting than what is currently allowed in the zone due to the proposed Service Station use and its proposed users being the general public, including those older than 65 years of age.
- Additional lighting will increase safety, so the proposed exception will not be detrimental to or endanger the public health, safety, comfort or general welfare.

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

FINDINGS:

- The new request will not change the use or access to the site.
- The property is along a busy commercial corridor with higher levels of ambient light.
- Nearby properties contain higher intensity commercial or light industrial uses which are less sensitive to ambient light.
- Nearby properties are in zones that would utilize the E3 high ambient lighting standard, except for those properties located in the Riverfront Crossings District.
- In this case, higher levels of light are expected primarily to the east and north, rather than towards mixed use developments to the west.
- A nearby owner raised concerns about lights shining into the windows of apartments to the northeast (see Attachment 3). The special exception applies only to total light output, so physical controls which help control glare and minimize light trespass still apply. The photometric plan shows that light trespass should not affect the apartments to the northeast.
- Increasing the total outdoor light output to an E3 high ambient lighting standard will not injure the use and enjoyment of other property in the immediate vicinity, nor will it negatively impact nearby property values.

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

FINDINGS:

- Surrounding properties are developed, but they are eligible for redevelopment under the Riverfront Crossings Form-Based Code.
- Redevelopment of this property and the requested modified standard will not affect development or improvement of surrounding properties.

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

FINDINGS:

- The subject property has access to all necessary utilities and facilities.
- The redevelopment will not require off-site improvements.

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

FINDINGS:

- The current site has access off S. Gilbert Street, Highland Avenue, and 3rd Street.
- The proposed redevelopment will improve traffic congestion, ingress, and egress because the rezoning (Ordinance No. 19-4814) included conditions that all access points from S. Gilbert Street be closed and only one access point from Highland Avenue remain open to minimize traffic congestion at the intersection of S. Gilbert Street and Highland Avenue.
- The proposed exception will provide better nighttime visibility at all site access points.

6. **Except for the specific regulations and standards applicable to the exception being considered, the specific proposed exception, in all other respects, conforms to the applicable regulations or standards of the zone in which it is to be located.**

FINDINGS:

- The property has already received several special exceptions which modify standards:
 - EXC20-03. Waived the 2-story minimum building height requirement; and
 - EXC20-07. Waived the 3 feet setback for surface parking from the north building façade; waived the frontage type requirement for the north building face; and waived several related building design standards for the north building face.
- Staff will ensure compliance with other Zoning Code provisions during site plan review.

7. **The proposed exception will be consistent with the Comprehensive Plan of the City, as amended.**

FINDINGS:

- The Future Land Use Map in the Comprehensive Plan designates this area for Mixed Use Development which includes a variety of retail, office, and residential uses.
- The Comprehensive Plan supports urban infill and redevelopment in certain areas of the City, including in the Riverfront Crossings District.
- The Riverfront Crossings Master Plan calls for a pedestrian scale development in this area along S. Gilbert Street, with buildings to the front of the street and parking to the rear. Some plan concepts show a gas station on the corner of S. Gilbert Street and Highland Avenue. The Plan also calls for a retail/convenience store in this area to serve local demand. This area is envisioned to be redeveloped with a commercial use.
- The proposal is consistent with the City's Comprehensive Plan.

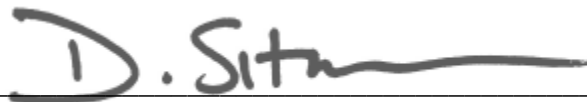
STAFF RECOMMENDATION:

Staff recommends approval of EXC21-0001, to change the maximum total outdoor light output (including both fully shielded and unshielded fixtures) from 100,000 initial lumens per net acre to 200,000 initial lumens per net acre for the properties located at 1310 S. Gilbert Street and 348 Highland Avenue.

ATTACHMENTS:

1. Location Map
2. Zoning Map
3. Correspondence
4. Application Materials

Approved by: _____



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



0 0.0125 0.025 0.05 Miles

EXC21-0001

1310 S. Gilbert St. and 348 Highland Ave.



Prepared By: Joshua Engelbrecht
Date Prepared: February 2021



An application submitted by Britni Andreassen on behalf of Kum & Go, LC for a special exception to allow changes to the total outdoor light output standards, and to request that the special exception expiration be extended 6 months for approximately 1.15 acres of property located at 1310 S. Gilbert St. and 348 Highland Ave.



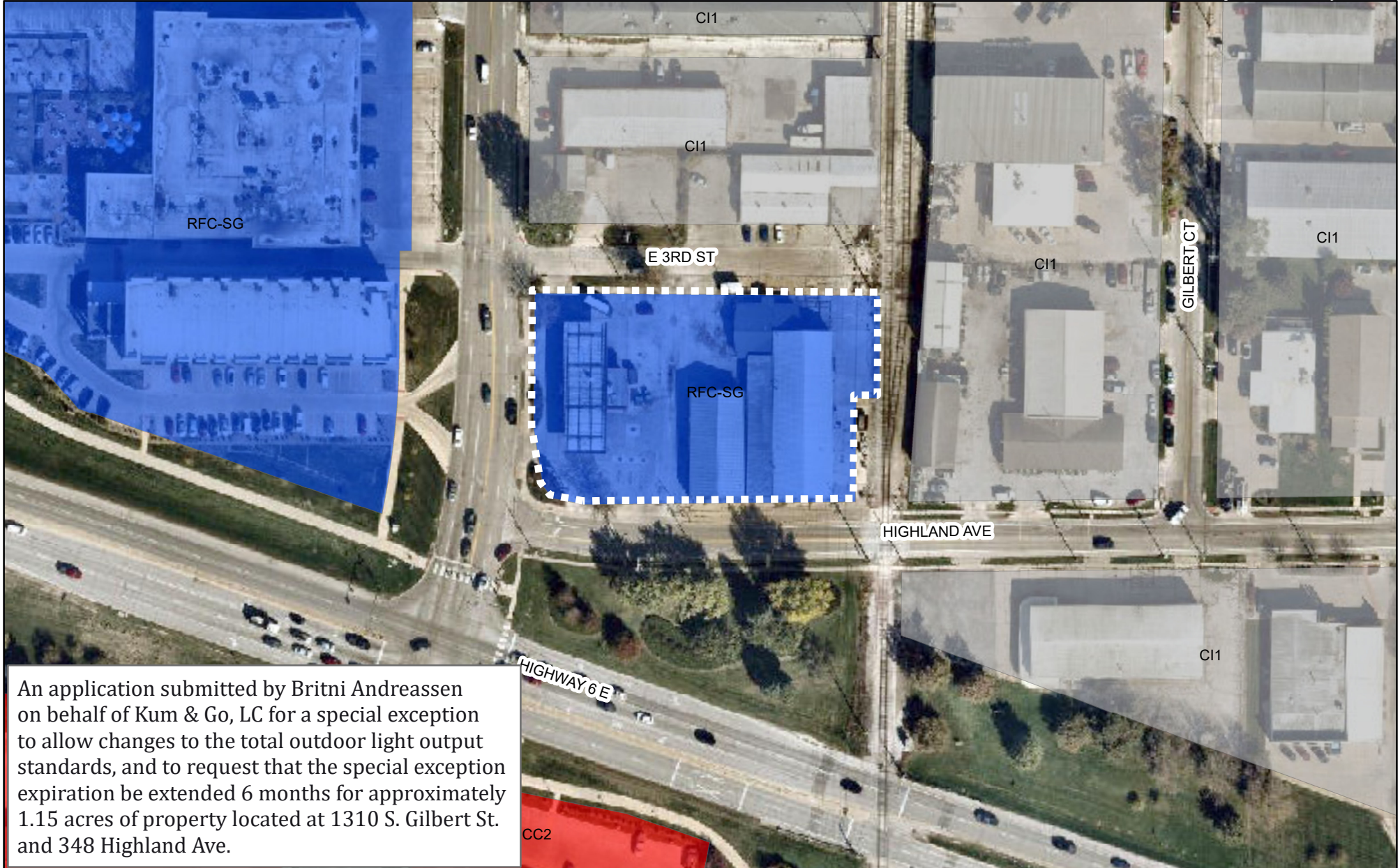
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EXC21-0001

1310 S. Gilbert St. and 348 Highland Ave.



Prepared By: Joshua Engelbrecht
Date Prepared: February 2021



An application submitted by Britni Andreassen on behalf of Kum & Go, LC for a special exception to allow changes to the total outdoor light output standards, and to request that the special exception expiration be extended 6 months for approximately 1.15 acres of property located at 1310 S. Gilbert St. and 348 Highland Ave.

Kirk Lehmann

From: Cathie Moore <AdvancedElectricCathie@msn.com>
Sent: Friday, February 26, 2021 2:02 PM
To: Kirk Lehmann
Subject: Concerns on Special Exception for 1310 S Gilbert St

Kirk, I am the property owner at 1229 Gilbert Ct. This is kitty-corner from 1310 S. Gilbert St. We have tenants in 3 apartments that would be affected if the lights were allowed to shine into their apartment bedroom windows on the West and South side of my building. Please let the Board of Adjustments be aware of my concern.

Sincerely,
Catherine Moore

Sent from my iPad
This email is from an external source.



Kum & Go 3504 Special Exception Application Specific Approval Criteria

1. Site Lighting

- Requirement: Maximum total outdoor light output (including both fully shielded and unshielded fixtures) is 100,000 initial lumens per acre. The site would allow 100,397 total lumens.
- Special Exception Request: Allow for maximum total outdoor light output (including both fully shielded and unshielded fixtures) to be 200,000 initial lumens per acre. The site would allow for 200,794 total lumens.
- Proposed Alternatives & Justification
 - Convenience store is an allowed use for the site, but the district does not allow for a specific convenience store use to meet IES recommended illumination standards for a convenience store site. IES standards are heavily considered an industry standard and IES recommendations for minimum lighting levels vary according to specific use. The Riverfront Crossing South Gilbert medium light levels illuminations limits do not allow the site to be illuminated in accordance with IES recommended light levels, prohibiting the site from being safely illuminated based on specific convenience store use, as noted by IES.
 - Kum & Go has internal company standards for illuminating a site to function safely and efficiently. If the current lighting requirement is met, all pole mounted lights would be removed from the site, all building wall packs would be removed from the site, flagpole lighting, and 21 building overhang recessed lights would be removed from the site, resulting in a site that is not safely illuminated. With the removal of the lights, the trash enclosure would be inadequately lit causing a safety concern for employees, the parking spaces on the east side of the site would be inadequately lit causing a safety concern for employees who are required to park within the specific spaces as well as patrons of the store, the flagpole would no longer have adequate lighting and would need to be taken down every evening, and the northern most west parking spaces along with all entrance drives would no longer be adequately lit and becomes a safety concern for both pedestrians and vehicles. Meeting the medium lighting levels would not meet Kum & Go's internal company standards required to run the convenience store safely and efficiently.
 - As a convenience store with fuel sales is an allowed use within the site, convenience stores also require adequate lighting for both pedestrian and vehicular activity throughout the site. The only alternative way to accommodate lower lighting levels is to drop well below recommended industry standards, which results in lighting levels that are deemed to be unsafe.

2. Special Exception Expiration

- Requirement: Special exception expires within 6 months.
- Special Exception Request: Special exception expiration to be extended 6 months.
- Proposed Alternatives & Justification: Would like to stay consistent per previously granted special exception expirations.



Kum & Go 3504 Special Exception Application General Approval Criteria

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

This approval will not be detrimental to or endanger the public health, safety, comfort, or general welfare. The increased total allowed lumens will allow the site to meet industry lighting standards for the specific use. Lighting is a major component for this site to operate safely. With both pedestrian and vehicular activity highly shared throughout the site, there is a need for safe and adequate illumination, which current code lighting restrictions do not allow.

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

Increasing the total allowed lumens for the site does not substantially diminish and impair property values within the neighborhood. Inadequate site lighting for the allowed use increases safety concerns of visibility not only specific to entrance drives where pedestrian circulation directly meets vehicular circulation, but overall site circulation where both vehicular and pedestrian activity is highly shared at all hours. Increasing total allowed lumens to meet industry standard to the allowed site use improves the use/enjoyment of other property in the immediate vicinity and will not diminish neighborhood property values.

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

The establishment of the specific proposed exceptions will improve the normal and orderly development and improvement of the surrounding property for uses permitted in the Riverfront Crossing District, as the proposed special exception will allow for safe and necessary visibility of the site with allowing increase in total allowed lumens. With the increase in total allowed lumens, it allows the site to meet industry standards to promote a safely illuminated site.

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

All utilities, access roads, drainage, and/or necessary facilities are in place today. The project would not require extensions of off-site improvements. Vehicular access from S. Gilbert would go away, providing some relief at the adjacent intersection.

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

Proposed with this project, the Applicant intends to remove existing access points along S Gilbert Street. Removal of the access point will improve circulation and provide some congestion relief at the nearest intersection to the south. The increase in total lumens allowed for the site will allow for safer and adequate visibility at entrance locations where pedestrian and vehicular circulation meets.

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

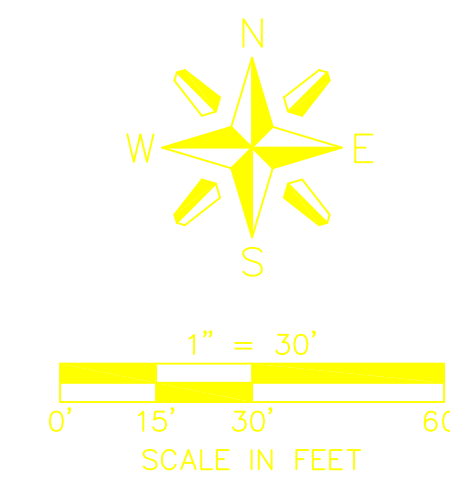
Except for the specific regulations and standards applicable to the special exception being considered, the specific proposed exception in all other respects conforms to the applicable regulations or standards of the zone in which it



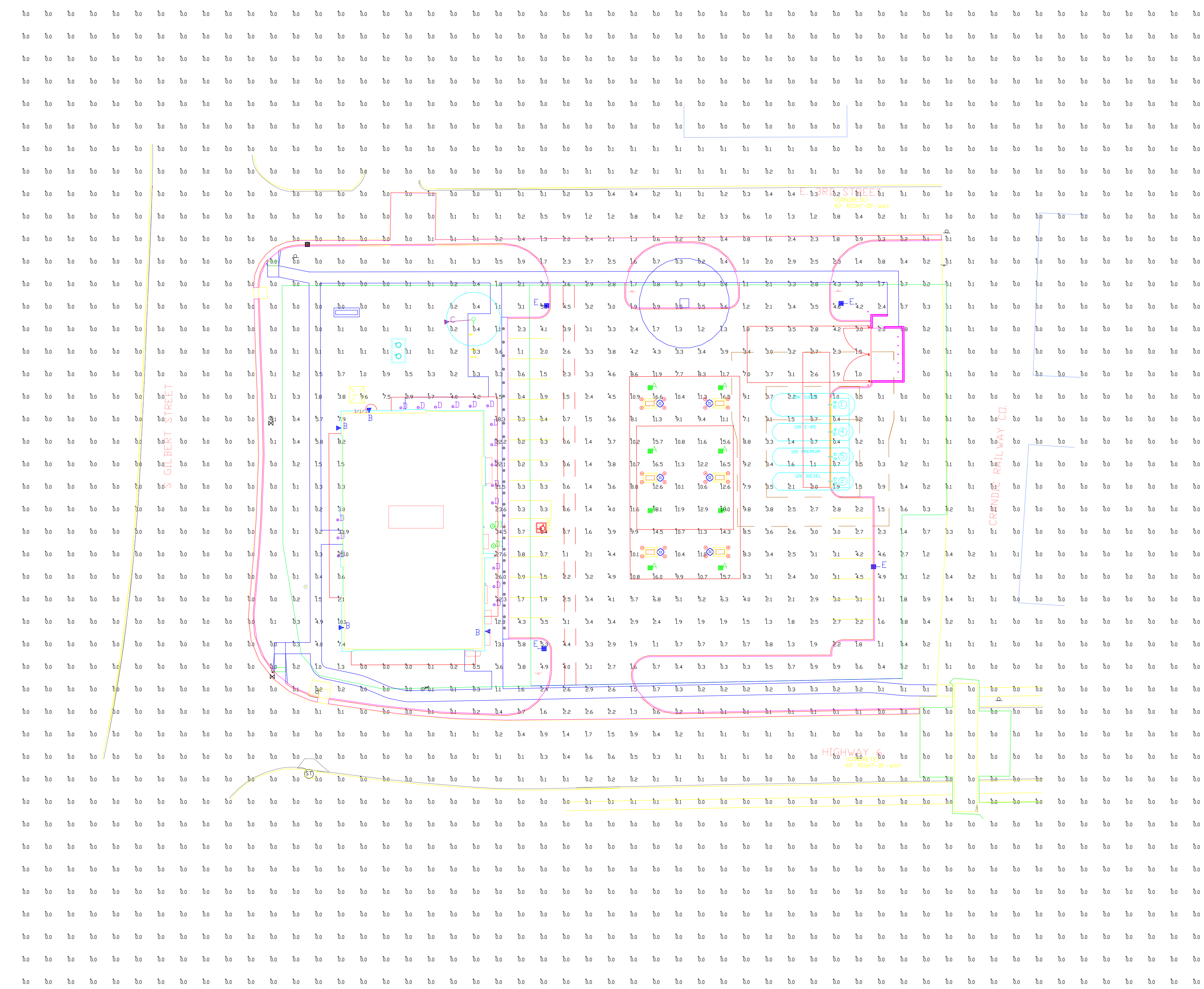
is to be located. For example, the building will be located within the appropriate setbacks, the building will conform to code requirements, pedestrian access will be provided, parking will be appropriately setback behind the secondary south façade, free-standing screen wall will be provided, additional landscape screening will be provided, and the site will be illuminated safely based on the specific use which also adheres to industry standards.

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

The City's Comprehensive Plan identifies this site as Mixed-use which includes a variety of retail use. The proposed use of the site will be consistent with City's future Comprehensive Plan.



10000 ALLIANCE BL. CONWAY, MISSOURI 64421, USA
 PH: (313) 793-1200 • FAX: (313) 793-6023



SCV



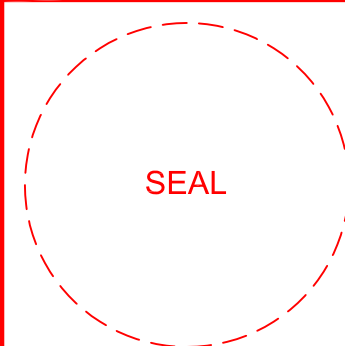
TLFL



SLM



LCD



SEAL



6400 Westown Parkway
 West Des Moines, Iowa
 50266
 P: 515-226-0128
 F: 515-223-9873

#3504 - IOWA CITY, IA
 1310 S GILBERT ST

LO-149754-8 PHOTOMETRIC PLAN

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	LLD	UDF	LLF	Arr. Lum. Lumens	Arr. Watts
	8	A	SINGLE	SCV-LED-10L-SC-50 MTD @ 15.5'	1.000	1.000	1.000	10306	66.1
	4	B	SINGLE	WST LED P2 40K VW MVOLT - 11' MH - FIXTURE BY LITHONIA LIGHTING	1.000	1.000	1.000	3512	25
	17	D	SINGLE	DNRS2609 LED6-40K - 9' MH - FIXTURE BY ATLANTIC LIGHTING	1.000	1.000	1.000	18768	187.91
	2	D1	SINGLE	LCD6-LED-32L-40-WF-TR6R-SF-HAZ MTD @ 9'	1.000	1.000	1.000	3009	32.3
	4	E	SINGLE	SLM-LED-12L-SIL-FT-50-70CRI-SINGLE-16'PDLE+2.5'BASE	1.000	1.000	1.000	13140	93.1

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS	Illuminance	Fc	0.79	34.5	0.0	N.A.	N.A.
CANDPY	Illuminance	Fc	11.64	18.1	7.1	1.64	2.55
INSIDE CURB	Illuminance	Fc	2.66	11.9	0.2	13.30	59.50

TOTAL LUMENS ALLOWED - 200,794
 CANDPY - 8 X 10,306 = 82,448
 WALL PACKS - 4 X 3512 = 14,048
 FLAG - 1 X 18,768 = 18,768
 SOFFIT - 17 X 1,579 = 26,843
 2 X 3,009 = 6,018
 AREA LIGHTS - 4 X 13,149 = 52,560
 TOTAL LUMENS - 200,685

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

KG PROJECT TEAM:
 RDR:
 SDM:
 CPM:

REVISION DESCRIPTION	DATE

DATE: 02-12-21

SHEET NUMBER:

X OF X

REVISIONS

PROJECT TEAM:

OWNER/DEVELOPER/APPLICANT:
KUM & GO, L.C.
1459 GRAND AVENUE
DES MOINES, IA 50309
ATTN: BRIAN ANDREASSEN
PH: (515) 452-6083

ENGINEER:
CNIL DESIGN ADVANTAGE, LLC
3405 SE CROSSROADS DRIVE, SUITE G
GRIMES, IOWA 50111
CONTACT: KEITH WEGGEN
PH: (515) 369-4400

LANDSCAPE ARCHITECT:
CNIL DESIGN ADVANTAGE, LLC
3405 SE CROSSROADS DRIVE, SUITE G
GRIMES, IOWA 50111
CONTACT: KEITH WEGGEN
PH: (515) 369-4400

SURVEYOR:
CNIL DESIGN ADVANTAGE, LLC
3405 SE CROSSROADS DRIVE, SUITE G
GRIMES, IOWA 50111
CONTACT: KEITH WEGGEN
PH: (515) 369-4400

BENCH MARKS
CAP BOLT ON HYDRANT @ SE CORNER OF S GILBERT STREET & E 3RD STREET. ELEVATION=650.15

CAP BOLT ON HYDRANT ON SOUTH LINE OF PROPERTY ALONG HIGHLAND AVENUE. ELEVATION=650.79

PROPERTY DESCRIPTION

THE WEST 115 FEET OF OUT LOT 1 IN COOK, SARGENT AND DOWNEY'S ADDITION TO IOWA CITY, IOWA, ACCORDING TO THE PLAT THEREOF RECORDED IN BOOK 16, PAGE 94, DEED RECORDS OF JOHNSON COUNTY, IOWA, EXCEPTING THEREFROM THE SOUTH 30 FEET THEREOF AND FURTHER EXCEPTING THE FOLLOWING TRACT: BEGINNING AT THE NORTHWEST CORNER OF SAID OUT LOT 1; THENCE EAST 5 FEET ALONG THE SOUTH LINE OF THIRD STREET; THENCE SOUTH PARALLEL TO THE WEST LINE OF SAID OUT LOT 1, 115.39 FEET; THENCE SOUTHERLY IN A STRAIGHT LINE TO A POINT 13 FEET EAST OF THE WEST LINE OF SAID OUT LOT 1 AND 16 FEET NORTH OF THE NORTH LINE OF HIGHLAND AVENUE; THENCE SOUTHEASTERLY ON A STRAIGHT LINE BETWEEN SAID POINT AND A POINT ON THE NORTH LINE OF HIGHLAND DRIVE 25 FEET EAST OF THE WEST LINE OF OUT LOT 1 TO A POINT 6.59 FEET NORTHWESTERLY ALONG SAID LINE FROM THE POINT ON THE NORTH LINE OF HIGHLAND AVENUE 25 FEET EAST OF THE WEST LINE OF OUT LOT 1; THENCE SOUTHEASTERLY 28.96 FEET IN A STRAIGHT LINE TO A POINT ON THE NORTH LINE OF HIGHLAND AVENUE 48.29 FEET EAST OF THE WEST LINE OF OUT LOT 1; THENCE WEST 48.29 FEET ALONG THE NORTH LINE OF HIGHLAND AVENUE; THENCE NORTH 182 FEET ALONG THE WEST LINE OF OUT LOT 1 TO THE POINT OF BEGINNING.

AND
OUTLOT 1 IN COOK, SARGENT & DOWNEY'S ADDITION TO IOWA CITY, JOHNSON COUNTY, IOWA, ACCORDING TO THE PLAT THEREOF RECORDED IN DEED BOOK 16, PAGE 94, EXCEPT THE FOLLOWING:
1) THE SOUTH 30 FEET OF SAID OUTLOT 1,
2) THE WEST 115 FEET OF SAID OUTLOT 1,
3) THE EAST 20 FEET OF THE SOUTH HALF OF SAID OUTLOT 1.

UTILITY WARNING
THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY AND RECORDS OBTAINED BY THIS SURVEYOR. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL THE UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION SHOWN. A REQUEST WAS MADE TO IOWA ONE CALL FOR THE UTILITY PROVIDERS TO LOCATE THEIR UTILITIES IN THE FIELD.

CONSTRUCTION SCHEDULE

ANTICIPATED START DATE = MARCH, 2021
ANTICIPATED FINISH DATE = OCTOBER, 2021

SUBMITTAL DATES

SITE PLAN SUBMITTAL #1: JANUARY 28, 2020
SITE PLAN SUBMITTAL #2: SEPTEMBER 10, 2020
SITE PLAN SUBMITTAL #3: DECEMBER 2, 2020
SITE PLAN SUBMITTAL #4: FEBRUARY 10, 2021

REFER TO GEOTECHNICAL ENGINEERING REPORT NO. 06191505 PREPARED BY TERRACON CONSULTANTS, INC. FOR GEOTECHNICAL REQUIREMENTS

ALL CONSTRUCTION MATERIALS, DUMPSTERS, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC R.O.W.

THE MOST RECENT EDITIONS OF THE SDAS STANDARD SPECIFICATIONS, AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.

THE PROJECT REQUIRES AN IOWA NPDES PERMIT #2. CNIL DESIGN ADVANTAGE WILL PROVIDE THE PERMIT AND THE INITIAL STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THE CONTRACTOR TO USE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UPDATING THE SWPPP THROUGHOUT CONSTRUCTION AND MEETING LOCAL, STATE AND FEDERAL REQUIREMENTS.

I HEREBY CERTIFY THAT THE PORTION OF THIS TECHNICAL SUBMISSION DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND RESPONSIBLE CHARGE. I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF IOWA.

PRELIMINARY
KEITH D. WEGGEN
DATE: _____
MY LICENSE RENEWAL DATE IS JUNE 30, 2022
PAGES OR SHEETS COVERED BY THIS SEAL:
ALL SHEETS

WATER:
CITY OF IOWA CITY - WATER DIVISION
1630 LOWER MUSCATINE
IOWA CITY, IOWA 52240
CONTACT: KEVIN SLUTTS
PH: (319) 356-6100

SANITARY SEWER:
CITY OF IOWA CITY WASTEWATER DIVISION
4366 NAPOLEON STREET SE
IOWA CITY, IOWA 52240
CONTACT: JESSIE EIBSTER
PH: (319) 831-1144

ELECTRIC:
MIDAMERICAN ENERGY
1630 LOWER MUSCATINE
IOWA CITY, IOWA 52240
CONTACT: LINDSAY M HOUSTON
PH: (319) 341-4469

STORM SEWER:
CITY OF IOWA CITY WASTEWATER DIVISION
4366 NAPOLEON STREET SE
IOWA CITY, IOWA 52240
CONTACT: JESSIE EIBSTER
PH: (319) 831-1144

GEOTECHNICAL ENGINEER:
TERRACON CONSULTANT INC.
600 SW 7TH STREET, SUITE M
DES MOINES, IOWA 50010
CONTACT: BRETT BRADFIELD
PH: (515) 244-9184

BUILDING DEPARTMENT:
CITY OF IOWA CITY
410 E WASHINGTON ST.
IOWA CITY, IOWA 52240
CONTACT: TIM HENNES
PH: (319) 356-5122

TELEPHONE:
CENTURY LINK
CONTACT: THOMAS STURMER
PH: (719) 579-8090



WHERE & MEANS MORE

SITE PLAN DRAWINGS
STORE #3504
1310 S GILBERT ST.
IOWA CITY, IA 52246



1459 GRAND AVENUE
Des Moines, Iowa 50309
P: 515-226-0128
F: 515-223-9873

3504 - IOWA CITY, IOWA
1310 S GILBERT STREET
COVER SHEET

KG PROJECT TEAM:
RDR
SDA
CPA

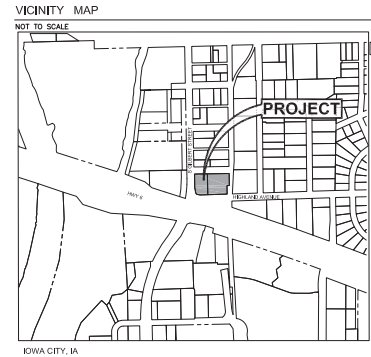
REVISIONS

DATE	REVISION DESCRIPTION

SHEET NUMBER:
C0.0

SHEET INDEX		
1	COVER SHEET	C0.0
2	SITE PLAN	C1.1
3	TOPOGRAPHIC SURVEY / DEMOLITION PLAN	C1.2
4-5	GRADING PLAN	C2, C2.2
6	EROSION & SEDIMENT CONTROL	C2.3
7	UTILITY PLAN	C3.1
8-9	DETAILS	C4, C4.10
10	LANDSCAPE PLAN	L1.1

SITE DATA		
STORE TYPE	MARKETPLACE	
CANOPY / DISPENSER ARRANGEMENT	6 DISPENSERS (DOUBLE)	
TYPE OF USE	CONVENIENCE STORE WITH FUEL	
HEIGHT	BUILDING	26'0"
	TOP OF MASONRY	24'8"
	CANOPY	21'0"
GROSS FLOOR AREA	6,643 S.F.	
GROSS CANOPY AREA	4,410 S.F.	
GROSS LOT AREA	250,067 S.F. ±1.15 ACRES	
FAR (INCLUDING CANOPY)		
BUILDING COVERAGE	6,643 S.F. (1.33%)	
LANDSCAPE COVERAGE	14,930 SF (29.8%)	
PARKING/DRIVE/SIDEWALK COVERAGE	28,487 SF (56.9%)	
BICYCLE PARKING	4 SPACES	
REQUIRED PARKING	STANDARD	13
	ADA	1
	TOTAL	14
PROVIDED PARKING	STANDARD	21
	ADA	1
	PUMP	12
TOTAL	34	
PARKING RATIO = 5.11000 S.F.		



GENERAL LEGEND

PROPOSED

- LOT LINE
- CENTER LINE
- RIGHT OF WAY
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- TYPE SW-501 STORM INTAKE
- TYPE SW-503 STORM INTAKE
- TYPE SW-401 STORM MANHOLE
- TYPE SW-301 SANITARY MANHOLE
- STORM/SANITARY CLEANOUT
- WATER VALVE
- FIRE HYDRANT ASSEMBLY
- SIGN
- DETECTABLE WARNING PANEL
- SANITARY SEWER WITH SIZE
- STORM SERVICE
- WATERMAIN WITH SIZE
- SAWCUT (FULL DEPTH)
- S&T FENCE

EXISTING

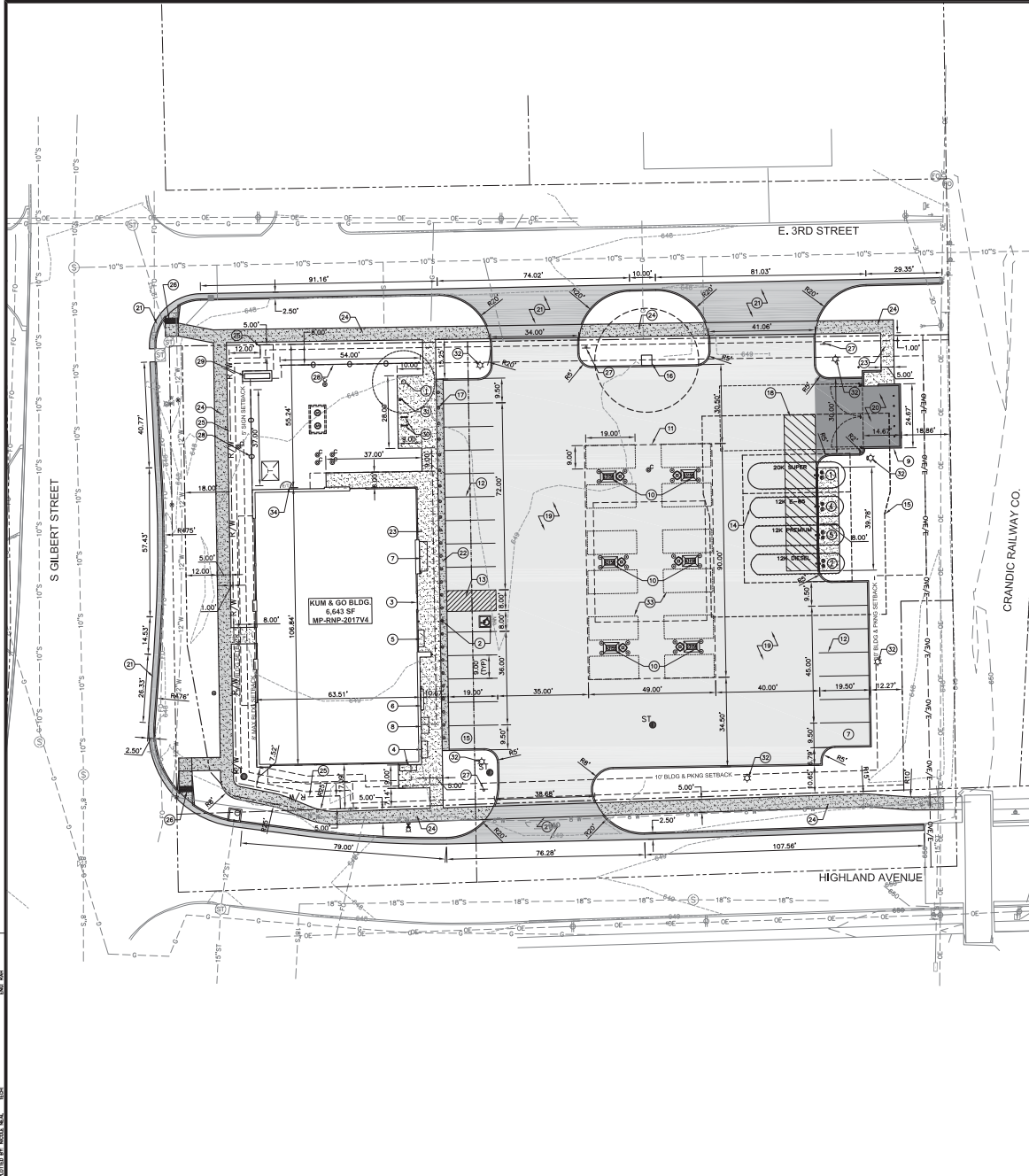
- SANITARY MANHOLE
- WATER VALVE BOX
- FIRE HYDRANT
- WATER CURB STOP
- STORM SEWER MANHOLE
- STORM SEWER SINGLE INTAKE
- STORM SEWER DOUBLE INTAKE
- FLARED END SECTION
- DECIDUOUS TREE
- CONIFEROUS TREE
- DECIDUOUS SHRUB
- CONIFEROUS SHRUB
- ELECTRIC POWER POLE
- GUY ANCHOR
- STREET LIGHT
- POWER POLE W/ TRANSFORMER
- UTILITY POLE W/ LIGHT
- ELECTRIC BOX
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE OR VAULT
- TRAFFIC SIGN
- TELEPHONE JUNCTION BOX
- TELEPHONE MANHOLE/VAULT
- TELEPHONE POLE
- GAS VALVE BOX
- CABLE TV JUNCTION BOX
- CABLE TV MANHOLE/VAULT
- BENCH MARK
- SOIL BORING
- UNDERGROUND TV CABLE
- GAS MAIN
- FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- SANITARY SEWER W/ SIZE
- STORM SEWER W/ SIZE
- WATER MAIN W/ SIZE

ZONING INFORMATION		
ZONE: RIVERFRONT CROSSING - SOUTH GILBERT DISTRICT TYPE OF BUILDING: COMMERCIAL	MINIMUM 75% OF THE PRIMARY	ACTUAL SETBACKS, HEIGHT, FACADE CONTINUITY, LOT FRONTAGE STREET LOT FRONTAGE S GILBERT STREET: 144 LF BUILDING FACADE: 107 LF E 3RD STREET: 154 LF S GILBERT STREET SCREEN: 37 LF
FACADE CONTINUITY	2' MINIMUM AND 6' MAXIMUM	ACTUAL SETBACKS S GILBERT STREET: 2'
FRONT YARD SETBACK (FEET)	10' MINIMUM	ACTUAL SETBACKS HIGHWAY 6: 10' E 3RD STREET: 54'
SIDE YARD SETBACK (FEET)	10' MINIMUM	N/A
REAR YARD SETBACK (FEET)	30'	ACTUAL HEIGHT KUM & GO MARKETPLACE: 26.0'
LAND USE	QUICK VEHICLE SERVICING	

CONFIDENTIAL DOCUMENT:
INFORMATION CONTAINED IN THIS DOCUMENT IS PROPRIETARY TO KUM & GO, L.C. AND SHALL NOT BE DISTRIBUTED.

CALL 811 BEFORE YOU DIG TO LOCATE UTILITIES. CHECK ON EXISTING FOR THE MARKING OF UNDERGROUND UTILITIES.





GENERAL NOTES

1. THE MOST RECENT EDITION OF THE SUBA STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
2. ALL WORK SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES AND PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROVIDING WITH ANY APPROPRIATE SAFETY REGULATIONS).
3. ALL WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS. NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.
4. PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER, ENGINEER, AND/OR ARCHITECT, AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPENSATION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
5. ONE WEEK PRIOR TO CONSTRUCTION WITHIN CITY R.O.W. OR ANY CONNECTION TO PUBLIC SEWERS CONTRACTOR SHALL NOTIFY THE CITY'S CONSTRUCTION DIVISION.
6. ALL CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE CITY'S STANDARDS.
7. ALL DIMENSIONS ARE TO BACK OF CURB, BUILDING FACE OR PROPERTY LINE UNLESS OTHERWISE NOTED.
8. CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS.
9. PLACE 3/4" INCH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/SIDEWALKS AND BUILDING. PLACE 1/2" INCH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT.
10. REMOVE ALL DEBRIS SPILLED INTO R.O.W. AT THE END OF EACH WORK DAY.
11. ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
12. DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT OF WAY.
13. THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OF MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
14. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK.
15. THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE CITY.
16. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF WORK BETWEEN SUPPLIERS AND SUBCONTRACTORS INVOLVED IN THE PROJECT INCLUDING STAGING OF CONSTRUCTION DETAILS.
17. CONCRETE REMOVAL FOR DRIVEWAY APPROACHES SHALL BE REMOVED TO THE NEAREST TRANSVERSE JOINT. CONTRACTOR SHALL VERIFY REMOVAL LIMITS WITH CITY'S CONSTRUCTION INSPECTOR PRIOR TO ANY CONCRETE REMOVAL.
18. ALL PERMITS AND ADDITIONAL FEES REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE CONTRACTOR BID.
19. ALL PROJECT IMPROVEMENTS SHALL MEET OR EXCEED THE IOWA & GO STANDARD SITE WORK SPECIFICATIONS.
20. MONUMENTS SIGNS ARE TO BE REVIEWED AND APPROVED BY THE DEVELOPMENT SERVICES DEPARTMENT.
21. ALL STAKING IS TO BE DONE UNDER THE DIRECTION OF A LICENSED ENGINEER OR SURVEYOR.

PAVEMENT THICKNESS

- | | | |
|------------------------------|--|--|
| 1. SIDEWALK | 4" P.C.C. | |
| 2. SIDEWALK | 6" P.C.C. | |
| 3. INTEGRAL COLORED CONCRETE | 6" P.C.C. | |
| 4. STANDARD DUTY PAVEMENT | 6" P.C.C. | |
| 5. R.O.W. PAVEMENT | 7" P.C.C. MINIMUM OR MATERIALS LISTING | |
| 6. HEAVY DUTY PAVEMENT | 7" P.C.C. | |

FLAG NOTES

- ① 40 FOOT FLAG POLE, MAINTAIN 24 FEET CLEAR SPACE
- ② ACCESSIBLE PARKING SPACE WITH POLE MOUNTED ADA PARKING SIGN
- ③ FRONT ENTRY - SEE ARCHITECTURAL DRAWINGS
- ④ PROPANE CAGE
- ⑤ MISCELLANEOUS MERCHANDISE
- ⑥ FIREWOOD
- ⑦ REBOX
- ⑧ ICE MERCHANDISER
- ⑨ TRASH ENCLOSURE - SEE ARCHITECTURAL DRAWINGS
- ⑩ FUEL DISPENSER ISLAND
- ⑪ FUEL CANOPY
- ⑫ 4 INCH YELLOW PARKING STRIPING
- ⑬ 4 INCH YELLOW PARKING STRIPING - 24 INCHES O.C. AT 45 DEGREES
- ⑭ UNDER GROUND STORAGE TANK LOCATIONS
- ⑮ TANK OVERFLOW LIMITS
- ⑯ AIR MACHINE - COORDINATE WORK WITH SUPPLIER
- ⑰ BOLLARDS
- ⑱ 12 FEET X 60 FEET LOADING ZONE
- ⑲ STANDARD DUTY P.C.C. PAVEMENT
- ⑳ HEAVY DUTY P.C.C. PAVEMENT
- ㉑ R.O.W. P.C.C. PAVEMENT
- ㉒ INTEGRAL COLORED P.C.C. SIDEWALK - HEAVY BROOM FINISH - 8 INCH MINIMUM PAVEMENT THICKNESS
- ㉓ P.C.C. SIDEWALK WITH AGGREGATE BASE, 1.5% MAX. CROSS SLOPE.
- ㉔ 5 FEET P.C.C. SIDEWALK - PUBLIC
- ㉕ PROPOSED R.O.W. LINE
- ㉖ DETECTABLE WARNING STRIP
- ㉗ STOP SIGN FOR ACCESSING PUBLIC-RIGHT-OF-WAY
- ㉘ 5 FOOT HIGH DECORATIVE ALUMINUM FENCE
- ㉙ MONUMENT SIGN - NO MORE THAN 5 FEET ABOVE GRADE AND 50 SF. PER SIDE AND NO ELECTRONIC CHANGEABLE COPY.
- ㉚ BIKE RACK
- ㉛ BIKE FIX IT STATION - WITHOUT AIR PUMP
 - MANUFACTURED BY DERO, A PLAYCORE COMPANY
 - FINISH SHALL BE POWDER COATED, COLOR TO BE BLACK
 - INSTALLATION SHALL BE SURFACE MOUNTED PER MANUFACTURE'S RECOMMENDATIONS
- ㉜ AREA LIGHT
- ㉝ PUMP STATION SPACE - 9 FEET X 19 FEET
- ㉞ ELECTRICAL, TELEPHONE, IRRIGATION CONDUIT CONNECTION - METERS SHALL BE LOCATED INSIDE BUILDING



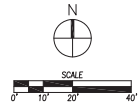
1459 GRAND AVENUE
Des Moines, Iowa 50309
P: 515-226-0128
F: 515-223-9873

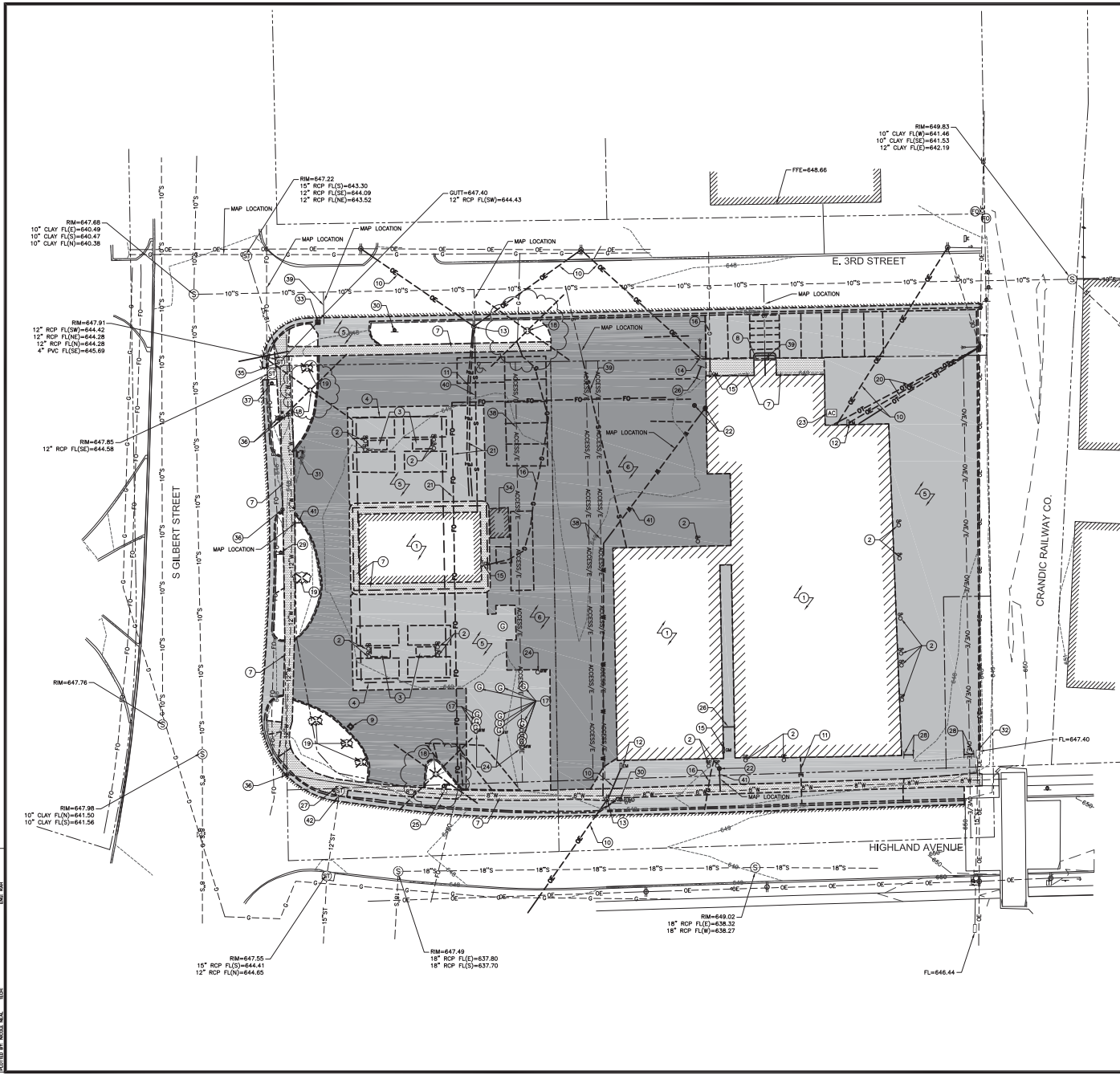
3504 - IOWA CITY, IOWA
1310 S GILBERT STREET
SITE PLAN

NO PROJECT TEAM:
RDR
SDR
CRK

REVISION DESCRIPTION	DATE

DATE: 02-10-2021
SHEET NUMBER: C1.1





DEMOLITION NOTES

- PRIOR TO ANY WORK AT THE SITE, CONTRACTOR SHALL EXAMINE ANY APPLICABLE DRAWINGS AVAILABLE FROM THE OWNER OR ENGINEER AND CONSULT WITH OWNER'S PERSONNEL AND UTILITY COMPANY REPRESENTATIVES. NO COMPENSATION WILL BE ALLOWED FOR DAMAGE FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
- PRIOR TO DEMOLITION, CONTRACTOR SHALL NOTIFY IN WRITING (48 HRS NOTICE) THE FOLLOWING:
 - CITY
 - OWNER
 - APPROPRIATE UTILITY COMPANIES
 - CIVIL DESIGN ADVANTAGE
 - ARCHITECT
- DO NOT DISTURB EXISTING UTILITIES UNLESS OTHERWISE NOTED. COORDINATE REMOVAL OR ABANDONMENT OF ALL UTILITIES WITH THE APPROPRIATE UTILITY SUPPLIER AND REGULATORY AGENCIES.
- PROTECT EXISTING UTILITIES THAT ARE TO REMAIN. THE LOCATIONS OF ALL UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM EXISTING RECORDS. THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES MUST BE DETERMINED BY THE CONTRACTOR. IT SHALL BE THE DUTY OF THE CONTRACTOR TO ASCERTAIN WHETHER ANY ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT.
- BACKFILL ALL EXCAVATIONS WITH COARSE MATERIAL COMPACTED TO 90% MAXIMUM STANDARD PROCTOR DRY DENSITY AND MOISTURE RANGE OF OPTIMUM MOISTURE TO 4% ABOVE OPTIMUM MOISTURE. TESTING OF BACKFILL TO BE BY A GEOTECHNICAL ENGINEER EMPLOYED BY THE OWNER. IN THE EVENT OF A TEST FAILURE, ANY RETESTING SHALL BE PAID FOR BY THE CONTRACTOR.
- FIELD VERIFY EXISTING GRADES AND LOCATION OF EXISTING UTILITIES, CONDUIT, LINES, POLES, TREES, PAVING, BUILDING AND OTHER SITE FEATURES PRIOR TO DEMOLITION AND IMMEDIATELY NOTIFY THE ENGINEER AND/OR OWNER OF ANY DISCREPANCIES.
- DEMOLITION NOTES AS SHOWN ON THE PLAN ARE NOT ALL INCLUSIVE. CONTRACTOR TO ABANDON IN PLACE OR REMOVE AND DISPOSE OF ALL EXISTING SITE IMPROVEMENTS ABOVE AND BELOW GROUND TO COMPLY WITH THE GENERAL INTENT OF THIS DOCUMENT.
- ALL CONSTRUCTION/DEMOLITION DEBRIS SHALL BE DISPOSED OFFSITE IN FULL COMPLIANCE WITH CURRENT ENVIRONMENTAL REGULATIONS.
- CONSTRUCTION LIMITS SHALL BE CONFINED TO THE SITE BOUNDARY AS NOTED. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- ALL WORK SHALL BE IN ACCORDANCE WITH OSHA STANDARDS. NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.
- COORDINATE ALL UTILITY REMOVALS WITH UTILITY PROVIDER.
- CONCRETE SHALL BE REMOVED TO THE NEAREST LONGITUDINAL JOINT AND A MINIMUM OF A HALF THE PANEL BETWEEN TRANSVERSE JOINTS. ONLY FULL OR HALF PANELS SHALL BE REMOVED. FULL PANELS SHALL BE REMOVED IF THE PORTION TO REMAIN IS CRACKED OR SLOTTED.
- CONTRACTOR SHALL LOCATE AND FIELD VERIFY EXACT LOCATION OF ALL SANITARY SERVICES. EXISTING SANITARY SERVICES WILL NEED TO BE ABANDONED AS FOLLOWS: IN THE SEWER MAIN BLANK OFF THE SERVICE LINE WITH A CUES LOCK AND FILL THE REMAINDER OF SERVICE IN THE ROW WITH FLOWABLE MORTAR.
- CONTRACTOR SHALL MAINTAIN ACCESS TO E. 3RD STREET AT ALL TIMES. ACCESS TO ADJACENT BUSINESS AND RESIDENTS SHALL BE PROVIDED AT ALL TIMES.
- FIRE HYDRANTS MUST BE PROPERLY ABANDONED AT MAIN, TO PROPERLY ABANDON AT MAIN, CUT OUT TEE AND SLEEVE IN NEW PIPE.

TRAFFIC CONTROL NOTES

- ALL APPLICABLE CITY PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN CITY R.O.W. OR LANE CLOSURES.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- PERMANENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE CITY.
- THE CONTRACTOR SHALL COORDINATE HIS TRAFFIC CONTROL WITH OTHER CONSTRUCTION PROJECTS IN THE AREA.
- SIDEWALK CLOSURES REQUIRED FOR FULL SIDEWALK CLOSURES, SIGNAGE AND TEMPORARY PEDESTRIAN ACCESS ROUTE THROUGH THE CONSTRUCTION AREA SHALL MEET THE REQUIREMENTS OF PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES (PROWAL, SECTION R205 AND IOWA DOT DESIGN MANUAL, CHAPTER 12A-4).
- THE CONTRACTOR IS CAUTIONED NOT TO DISRUPT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.
- ALL SIGNING AND LANE STRIPING WILL NEED TO COMPLY WITH NOTICED, MAINTENANCE, AND REPLACEMENT OF THE SIGNING AND STRIPING WILL BE THE RESPONSIBILITY OF THE APPLICANT.

WATER SERVICE REMOVAL NOTE

- WATER SERVICES NEED TO BE PROPERLY ABANDONED AT THE WATER MAIN FOR THE THREE SERVICE LINES ON THE PROPERTY. TWO SERVICE LINE ABANDONMENT WITHIN HIGHLAND AVE. AND ONE SERVICE LINE ABANDONMENT WITHIN SOUTH GILBERT STREET.
- ABANDONMENT SERVICES ARE REQUIRED TO BE REMOVED BEFORE ANY NEW TAPS WILL BE ALLOWED. ABANDONMENT SERVICES MAY REQUIRE TEMPORARY WATER MAIN SHUTDOWNS, AND ARE ORGANIZED THROUGH THE IOWA CITY WATER DEPARTMENT. CONTACT THE IOWA CITY WATER DEPARTMENT AT (319) 506-5400.
- REMOVAL OF EXISTING WATER SERVICES SHALL INCLUDE REMOVAL AND REPLACEMENT OF EXISTING SIDEWALKS AND PAVING IN ACCORDANCE WITH IOWA CITY MINIMUM REQUIREMENTS.
- TRAFFIC CONTROL MEASURES WILL BE REQUIRED FOR ANY WORK WITHIN THE RIGHT OF WAY.

FLAG NOTES

- REMOVE AND DISPOSE OF BUILDING, FOOTING AND FOUNDATION
- REMOVE AND DISPOSE OF GUARD POST
- REMOVE AND DISPOSE OF FUEL PUMP ISLANDS
- REMOVE AND DISPOSE OF CANOPY AND FOOTINGS
- REMOVE AND DISPOSE OF PCC PAVEMENT - FULL DEPTH SAWCUT
- REMOVE AND DISPOSE OF ACC PAVEMENT
- REMOVE AND DISPOSE OF CONCRETE SIDEWALK
- REMOVE AND DISPOSE OF EXISTING BUILDING STEPS AND HANDRAIL
- REMOVE AND DISPOSE OF KUM & GO SIGN AND FOOTING AND FOUNDATION
- REMOVE AND DISPOSE OF ELECTRIC OVERHEAD - COORDINATE WITH LOCAL UTILITY PROVIDER
- REMOVE AND DISPOSE OF ELECTRIC UNDERGROUND - COORDINATE WITH LOCAL UTILITY PROVIDER
- REMOVE AND DISPOSE OF ELECTRIC METER
- REMOVE AND DISPOSE OF POWER POLE AND GUY WIRE
- REMOVE AND DISPOSE OF AREA LIGHT
- REMOVE AND DISPOSE OF GAS APPARATUS
- REMOVE AND DISPOSE OF GAS LINE
- REMOVE AND DISPOSE OF UNDERGROUND STORAGE TANK AND LID
- REMOVE AND DISPOSE OF TREES
- REMOVE AND DISPOSE OF SHRUBS
- REMOVE AND DISPOSE OF OVERHEAD TELEPHONE LINE
- REMOVE AND DISPOSE OF TELEPHONE FIBER
- REMOVE AND DISPOSE OF WATER CURB STOP
- REMOVE AND DISPOSE OF AIR CONDITIONING
- REMOVE AND DISPOSE OF MONITORING WELLS
- REMOVE AND SALVAGE FIRE HYDRANT ASSEMBLY TO CITY
- REMOVE AND DISPOSE OF WOOD FENCE
- REMOVE AND RELOCATE POLE SIGN: STOP SIGN. COORDINATE WITH CITY.
- REMOVE AND DISPOSE PRIVATE DRIVE SIGNS
- REMOVE AND RELOCATE POLE SIGN: NO U-TURN. COORDINATE WITH CITY.
- REMOVE AND RELOCATE POLE SIGN: NO PARKING. COORDINATE WITH CITY.
- REMOVE AND DISPOSE OF METAL PLATE
- PROTECT EXISTING RCP APRON
- REPLACE INTAKE CASTING WITH A TYPE R CASTING - CITY WILL EVALUATE CONDITION OF STRUCTURE. IF IT IS IN BAD CONDITION THEN STRUCTURE WILL NEED TO BE REPLACED.
- REMOVE AND DISPOSE OF STORAGE SHED
- PROTECT EXISTING SEWER MANHOLE AND ADJUST MANHOLE RIM TO NEW FINISHED GRADE
- ADJUST STRUCTURE TO NEW FINISHED GRADE
- PROTECT SPEED LIMIT SIGN
- ACCESS EASEMENT TO BE VACATED
- ABANDONMENT OF SANITARY SEWER SERVICE - REFER TO DEMOLITION NOTE #13
- PROTECT AND REUSE THE FIRST 24 LF OF SANITARY SEWER SERVICE AND REMOVE THE REMAINING SECTION OF THE SERVICE LINE
- REMOVE AND DISPOSE OF WATER SERVICE
- REMOVE AND REPLACE SW-SOB OPEN THROAT CURB INTAKE.

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com

DATE: 02-10-2021

SHEET NUMBER: C1.2

SCALE: 0' 10' 20' 40'



1459 GRAND AVENUE
Des Moines, Iowa 50309
P: 515-226-0128
F: 515-223-9873

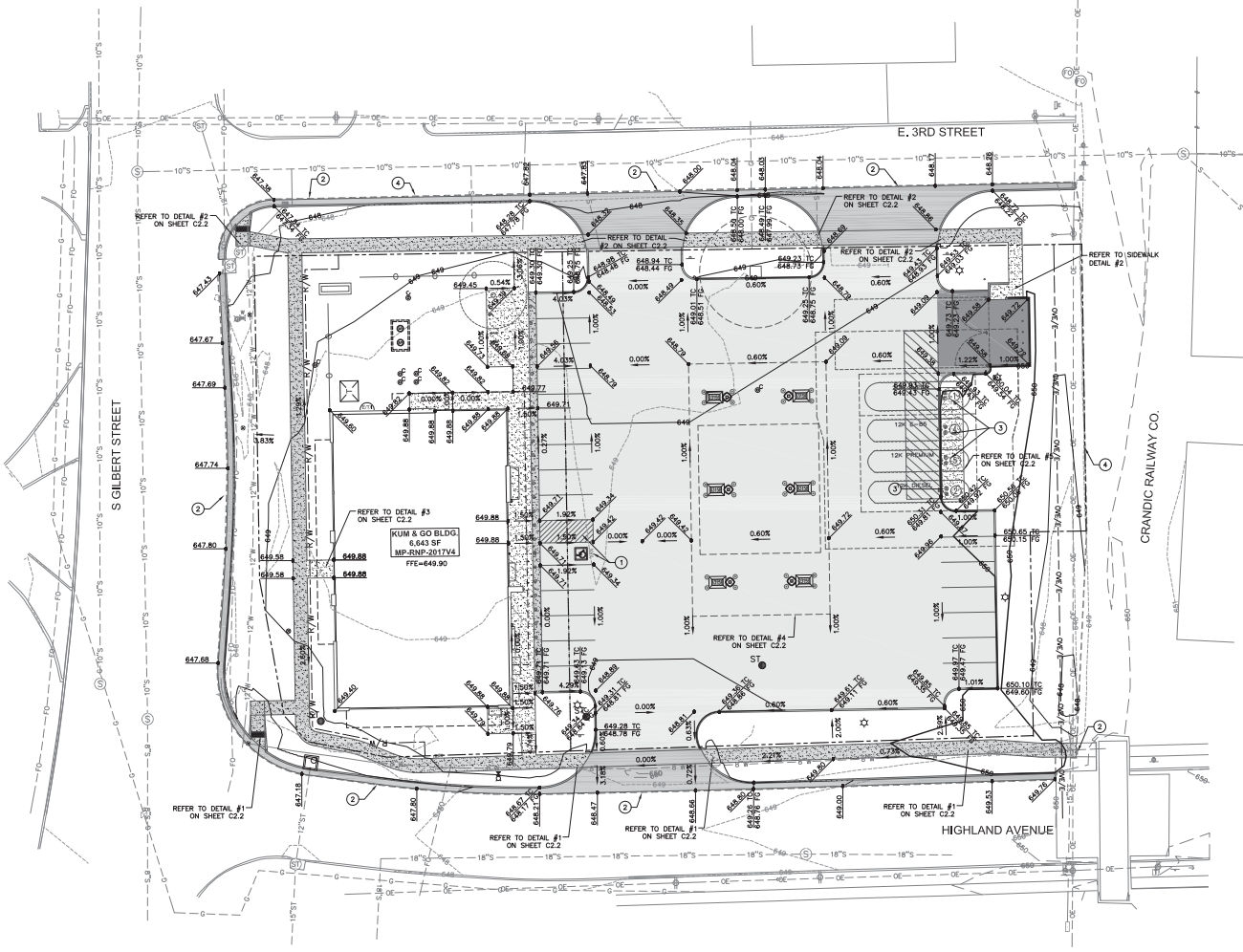
3504 - IOWA CITY, IOWA
1310 S GILBERT STREET
TOPOGRAPHIC SURVEY & DEMOLITION PLAN

PROJECT TEAM:
RDR
SDS
CRK

REVISION DESCRIPTION	DATE

REVISIONS

FILED IN COUNTY OF IOWA, JEFFERSON COUNTY, IOWA, ON 02-10-2021 AT 10:00 AM
 BY: [Signature] COUNTY CLERK



GRADING NOTES

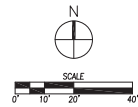
1. THE COMPLETION AND APPROVAL OF THE COSESCO PERMIT SHALL BE PROVIDED TO THE CITY'S BUILDING DIVISION AND STORM WATER DEPARTMENT PRIOR TO ANY GRADING ACTIVITIES.
2. CONTRACTOR SHALL STRIP ALL DELETERIOUS MATERIAL, THE TOP 6" OF TOPSOIL IS TO BE STOCKPILED AND REUSE AFTER GRADING IS COMPLETE. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A SUITABLE TOPSOIL STOCKPILE SITE.
3. EXCAVATION SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE SUDAS STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE.
4. MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.
5. ALL SPOT ELEVATIONS ARE FORM GRADE (FG) OR TOP OF FINISHED SURFACES UNLESS OTHERWISE NOTED.
6. SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS.
7. SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID POONDING.
8. THE CONTRACTOR SHALL CONFINE HIS GRADING OPERATIONS TO WITHIN THE CONSTRUCTION LIMITS AND EXISTENCES SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND MAIN ROADS TO PREVENT THE SPREAD OF DUST.
10. REFER TO SEPARATE STORM WATER POLLUTION PREVENTION PLAN FOR DETAILS ON EROSION CONTROL.
11. FINAL FINISH GRADING TO BE APPROVED BY THE ARCHITECT AND CIVIL ENGINEER. MATCH EXISTING GRADES AT THE INTERFACE OF NEW AND EXISTING GRADES OR PAVING.
12. SIDEWALKS: MAINTAIN 1% MINIMUM AND 0% MAXIMUM LONGITUDINAL SLOPES ON ALL PAVED WALKWAYS. ALL WALKS TO HAVE 2.0% MAXIMUM TRANSVERSE SLOPE IN THE DIRECTION OF NATURAL DRAINAGE. SAW CUT JOINTS AS SOON AS CONCRETE HAS SET. SAW CUTS TO BE 1/8" TO 1/4" WIDE; DEPTH: LONGITUDINAL 1/4" TRANSVERSE 1/4".
13. CONSTRUCTION OPERATIONS SHALL PROTECT STORM SEWERS AND DRAINAGE WAYS FROM ALLOWING SLURRY FORM CONCRETE OPERATIONS TO DISCHARGE OFFSITE.
14. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE TOWARD ALL STORM SEWER STRUCTURES RECEIVING OVERLAND FLOW.
15. GRADING AND EXCAVATION PROCEDURES SHALL CONFORM TO THE RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT PREPARED BY TERRACON CONSULTANTS INC., DATED OCTOBER 10, 2019, PROJECT NO. 06195105.
16. SUBGRADE PREPARATION SHOULD INCLUDE AT LEAST 1-1/2 FEET OF LOW PLASTICITY COHESIVE SOIL (NEW STRUCTURAL FILL OR ON-SITE NEAR SURFACE SOILS ADJUSTED TO RECOMMENDED COMPACTION CRITERIA) OR GRANULAR MATERIAL BELOW FLOOR SLABS AND GRADE SUPPORTED EXTERIOR SLABS.
17. GROUNDWATER SEEPAGE INTO EXCAVATIONS SHOULD BE ANTICIPATED, WITH THE POSSIBILITY OF NEEDS FOR DEWATERING.
18. UNDERSTAND AND PLACEMENT OF AT LEAST 6 INCHES OF CRUSHED STONE SHOULD BE ANTICIPATED AT THE BASE OF DEEPER EXCAVATIONS.
19. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION REGARDING FILL COMPACTION REQUIREMENTS, UTILITY TRENCH BACKFILL, DEMOLITION EXCAVATION BACKFILL REQUIREMENTS, FILL MATERIAL TYPES, ETC.

FLAG NOTES

- ① ADA ACCESSIBLE STALL, NOT TO EXCEED 2.0% GRADE IN ANY DIRECTION
- ② MATCH EXISTING GRADE
- ③ ALL FILL LIDS FOR UNDERGROUND TANKS TO BE 1 INCH ABOVE FINISHED GRADE
- ④ GRADING LIMITS

LEGEND

- FG - FINISH GRADE
- TC - TOP OF CURB
- TS - TOP OF SLAB
- TST - TOP OF STEP
- BST - BOTTOM OF STEP



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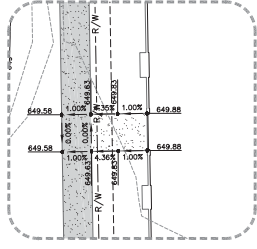
KG PROJECT TEAM:
 RDR
 SDC
 CRK

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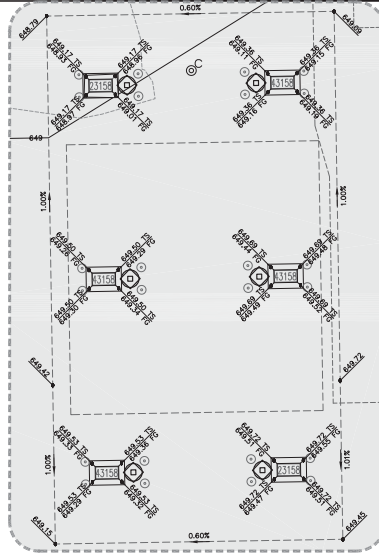
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SHEET NUMBER:
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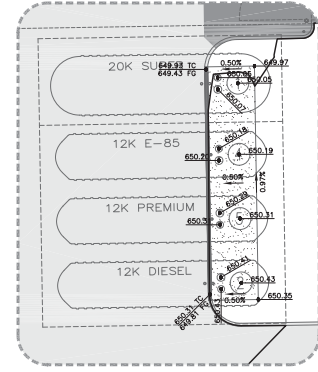
REVISIONS



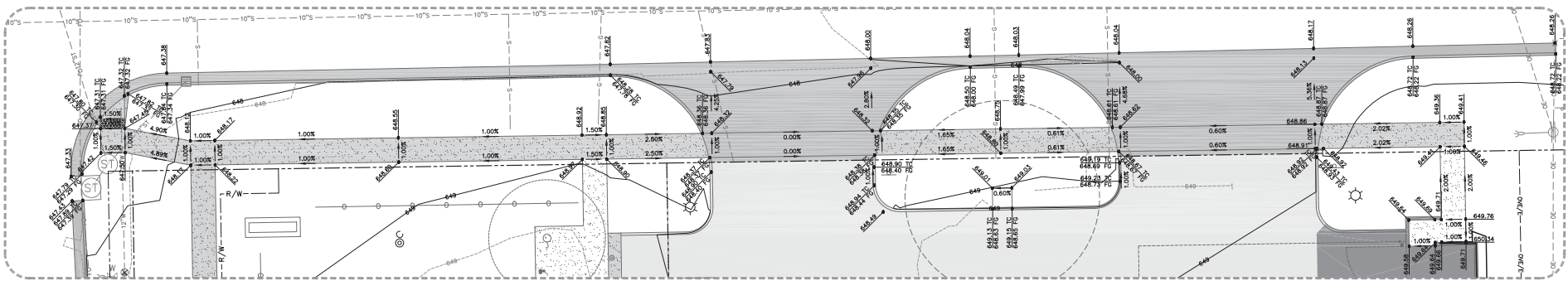
3 **SIDEWALK RAMP SPOT ELEVATION DETAIL**
1"=10'



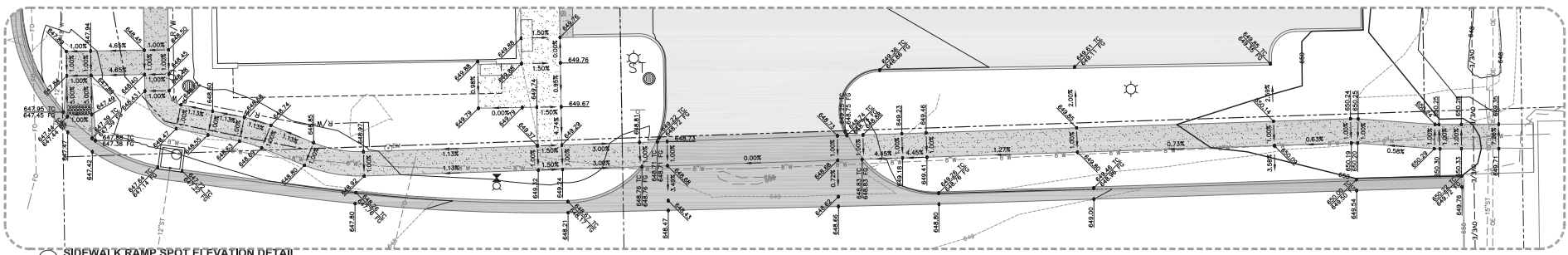
4 **PUMP ISLAND SPOT ELEVATION DETAIL**
1"=10'



5 **UNDERGROUND TANK SPOT ELEVATION DETAIL**
1"=10'



2 **SIDEWALK RAMP SPOT ELEVATION DETAIL**
1"=10'



1 **SIDEWALK RAMP SPOT ELEVATION DETAIL**
1"=10'

REVISION DESCRIPTION	DATE

SWPPP LEGEND

DRAINAGE ARROW		CONCRETE WASHOUT PIT	
GRADING LIMITS		UNDISTURBED AREA	
FILTER SOCK		GRAVEL ENTRANCE	
SILT FENCE		STAGING AREA	
INLET PROTECTION			
PORTABLE RESTROOM			

STABILIZATION QUANTITIES

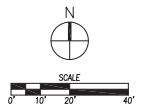
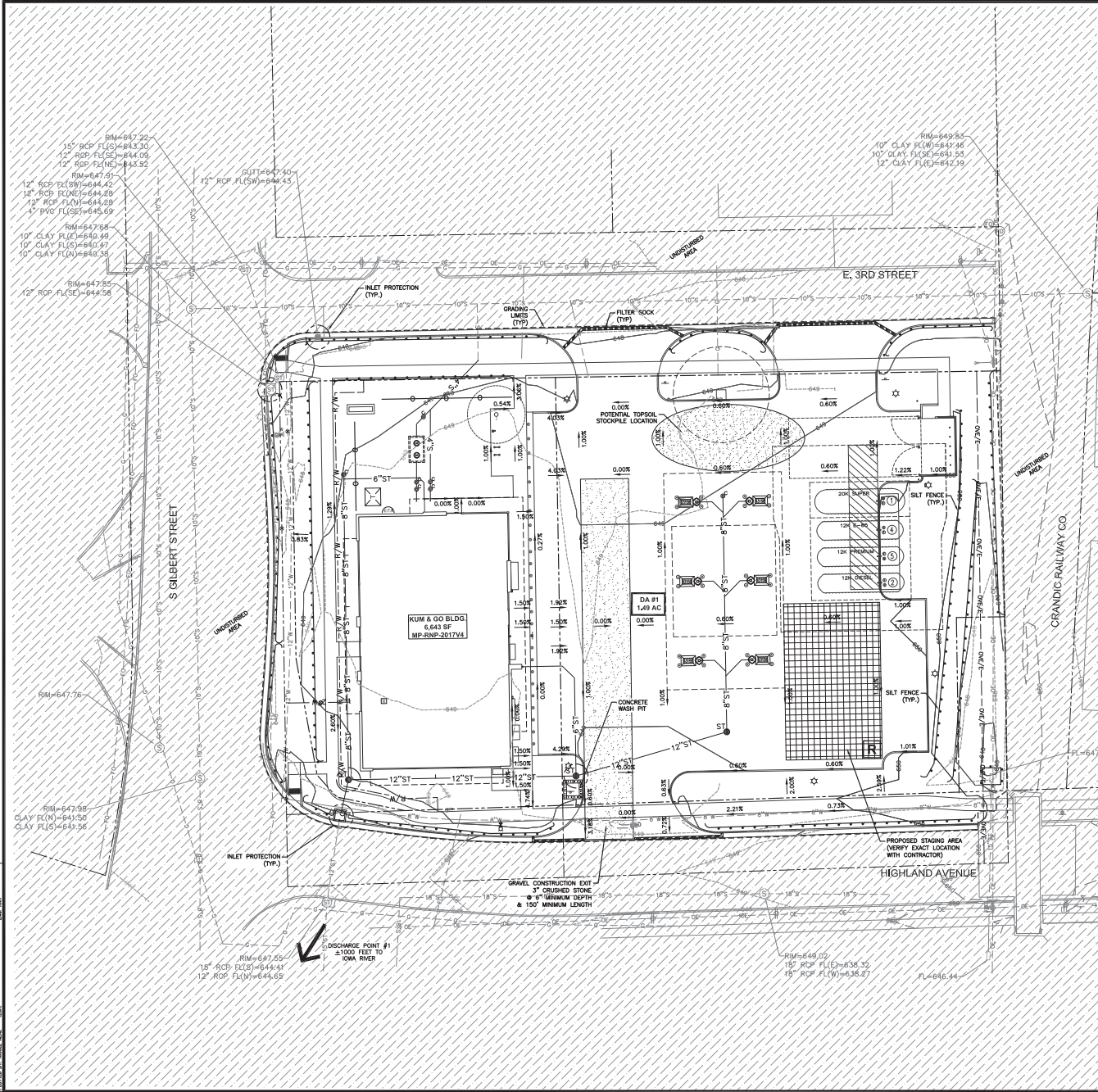
ITEM NO.	ITEM	UNIT	TOTAL
1	SILT FENCE	LF	1,220
2	FILTER SOCK	LF	120
3	SEEDING, FERTILIZING, AND MULCHING	AC	0.20
4	INLET PROTECTION DEVICES	EA	3
5	CONCRETE WASHOUT PIT	EA	1

DISCHARGE POINT SUMMARY

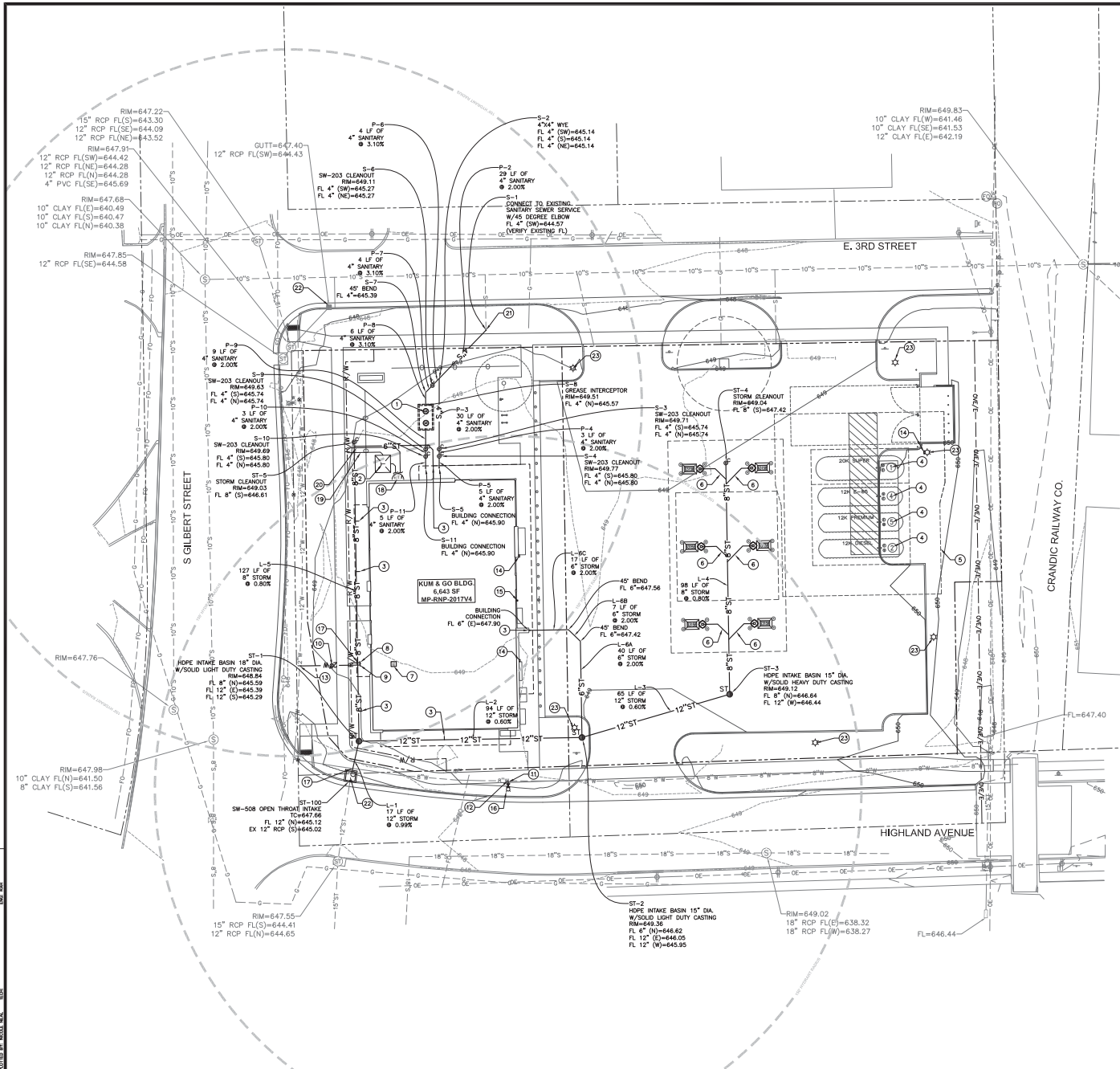
DISCHARGE POINT #1 TO IOWA RIVER #1000 FT	1.48 ACRES
TOTAL AREA DISTURBED TO DISCHARGE POINT	5,364 CU FT
STORAGE VOLUME REQUIRED (# OF ACRES*3000 CU FT)	
VOLUME PROVIDED IN FILTER SOCK (120 LF @ 2.0 CU FT/LF OF SOCK)	240 CU FT
VOLUME PROVIDED IN SILT FENCE (1,220 LF @ 4.5 CU FT/LF OF FENCE)	5,490 CU FT
TOTAL VOLUME PROVIDED	5,730 CU FT

EROSION CONTROL NOTES

1. ALL EROSION CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO IOWA CHAPTER 7 EROSION AND SEDIMENT CONTROL.
2. DISTURBED AREAS SHALL BE TEMPORARILY SEEDED OR MULCHED IMMEDIATELY WHENEVER CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.



FILE # 1459 GRAND AVENUE, DES MOINES, IOWA 50309
 DRAWN BY: RDR, SD, CRK
 CHECKED BY: RDR, SD, CRK
 DATE: 02-10-2021



UTILITY NOTES

1. REFER TO MECHANICAL, ELECTRICAL AND PLUMBING PLANS FOR UTILITY SERVICE SIZES AND EXACT LOCATIONS. REFER TO ELECTRICAL PLANS FOR ELECTRIC AND TELEPHONE SERVICE CONSTRUCTION DETAILS.
2. REFER TO MECHANICAL PLANS FOR GAS SERVICE CONSTRUCTION DETAILS.
3. FIELD VERIFY ELEVATIONS AND LOCATIONS OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
4. PROVIDE TEMPORARY SUPPORT FOR EXISTING UTILITY LINES THAT ARE ENCOUNTERED DURING CONSTRUCTION UNTIL BACKFILLING IS COMPLETE.
5. BACKFILL ALL UTILITY TRENCHES ACCORDING TO THE MOST RECENT EDITION OF THE SDAS STANDARD SPECIFICATIONS AND ALL CITY OF IOWA CITY SUPPLEMENTALS. MAINTAIN A MINIMUM OF 5.5' COVER OVER ALL WATERMANS.
6. ALL UTILITIES SHALL BE STUBBED TO 5 FEET FROM BUILDINGS. REFER TO MEP PLANS FOR DESIGN FROM 5' OUTSIDE OF BUILDING PAD TO FINISHED GRADES.
7. ALL SANITARY SEWER AND INTAKES TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF IOWA CITY'S PLUMBING CODE.
8. 18" MINIMUM VERTICAL CLEARANCE BETWEEN STORM SEWER AND SANITARY SEWER PIPES. 18" MINIMUM VERTICAL CLEARANCE BETWEEN SANITARY SEWER AND WATER MAIN.
9. MAINTAIN A MINIMUM OF 12" HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LINES AND WATER MAINS.
10. WHERE PUBLIC UTILITY FIXTURES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THOSE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE CONTRACTOR SHALL AVOID ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES, UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXACT LOCATIONS AND TO AVOID DAMAGE THEREO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK. THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY ONE-CALL SERVICE AT 800-292-8889 AT LEAST 48 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT.
11. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF WORK OF ALL SUBCONTRACTORS INVOLVED IN THE PROJECT.
12. CONTRACTOR SHALL PREVENT ENTRY OF MUD, DIRT, DEBRIS AND OTHER MATERIAL INTO NEW AND EXISTING SEWER SYSTEMS. SHOULD ANY CONTAMINATION OCCUR DURING CONSTRUCTION, THE CONTRACTOR SHALL CLEAN AT NO COST TO THE OWNER. INSTALL SILT FENCE AT ALL PERMANENT STORM SEWER INLETS.
13. FIRE HYDRANTS REQUIRED TO HAVE AN INTEGRAL STORTZ PUMPER NOZZLE WITH 1.5-INCH PENTAGON NUT, CHAINS, AND LATCHES.
14. MAY UTILIZE VIDEO INSPECTION TO CONFIRM IF SANITARY SEWER SERVICE CONNECTION CAN BE UTILIZED CLOSER TO THE BUILDING.

FLAG NOTES

- 1 1000 GALLON GREASE INTERCEPTOR WITH SAMPLE PORT. INSTALL PER LOCAL STANDARDS AND SPECIFICATIONS
- 2 INSTALL TRANSFORMER PAD, COORDINATE WITH LOCAL UTILITY PROVIDER
- 3 CONNECT TO BUILDING SERVICE, SEE ARCHITECTURAL DRAWINGS FOR DOWNSPOUT LOCATIONS, FL=647.90
- 4 UNDERGROUND STORAGE TANK LOCATIONS
- 5 UNDERGROUND STORAGE TANK OVERLIDG LIMITS
- 6 4 INCH HDPE DOWNSPOUT LATERALS TO CONNECT TO STORM DRAIN, MIN. SLOPE 2 PERCENT.
- 7 WATER METER LOCATION - INSTALL SEPARATE METERS AND BACKFLOW PROTECTION FOR DOMESTIC & IRRIGATION
- 8 1 INCH IRRIGATION SERVICE - INSTALL SEPARATE WATER METER FOR IRRIGATION SYSTEM
- 9 2 INCH TYPE K COPPER DOMESTIC WATER SERVICE
- 10 2 INCH CURB STOP
- 11 6 INCH FIRE SERVICE
- 12 CONNECT TO EXISTING WATERMAIN WITH TAPPING SLEEVE AND VALVE - COORDINATE WITH LOCAL UTILITY PROVIDER
- 13 CONNECT TO EXISTING WATERMAIN WITH CORPORATION STOP - COORDINATE WITH LOCAL UTILITY PROVIDER
- 14 FUEL SHUT OFF SWITCH
- 15 KNOX BOX
- 16 TYPICAL FIRE HYDRANT ASSEMBLY - REFER TO FIG. 9020.201 FROM IC SUPPLEMENTAL SDAS DETAIL
- 17 UTILITY CROSSING, CONTRACTOR TO MAINTAIN A MINIMUM OF 18 INCH VERTICAL CLEARANCE
- 18 ELECTRICAL, TELEPHONE, IRRIGATION CONDUIT CONNECTION - METERS SHALL BE LOCATED INSIDE BUILDING
- 19 UNDERGROUND ELECTRICAL POWER SERVICE LINE, COORDINATE WITH LOCAL UTILITY PROVIDER
- 20 2 INCH CONDUIT
- 21 CONNECT TO EXISTING SANITARY SEWER - CONTRACTOR TO REUSE EXISTING SERVICE
- 22 REPLACE EXISTING STORM SEWER CASTING AND GRATE WITH A CURB INLET GRATE TYPE R - CITY WILL EVALUATE CONDITION OF EXISTING STRUCTURE AND DETERMINE WHETHER OR NOT TO REPLACE IT.
- 23 AREA LIGHT



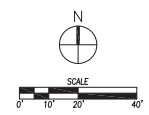
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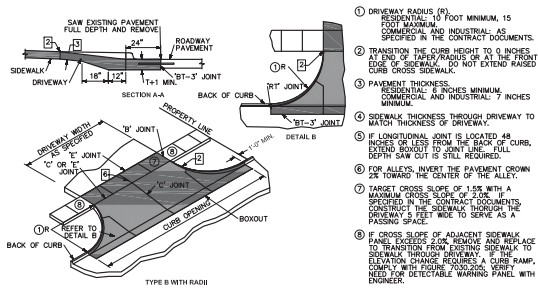
IGD PROJECT TEAM:
RDR
SDS
CRK

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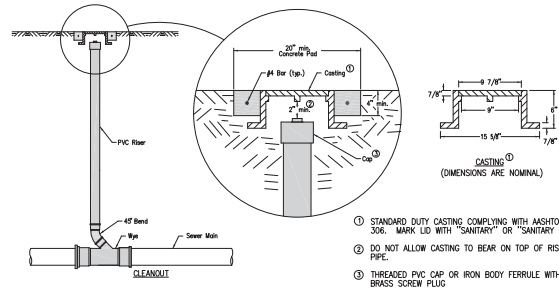


IOWA CITY ENGINEERING & ARCHITECTURE, P.C.
 1000 UNIVERSITY AVENUE, SUITE 200
 IOWA CITY, IOWA 52242
 CONTACT: 515-281-1111
 WWW.IOWACITYENGINEERING.COM



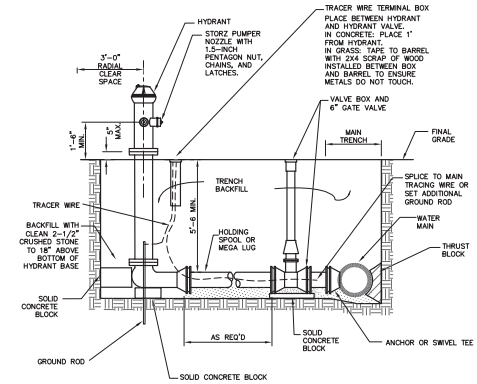
F TYPE B CONCRETE DRIVEWAY
NOT TO SCALE

- 1 DRIVEWAY RADIUS (R)
RESIDENTIAL: 10 FOOT MINIMUM, 15 FOOT MAXIMUM.
COMMERCIAL AND INDUSTRIAL, AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- 2 TRANSITION THE CURB HEIGHT TO 0 INCHES AT END OF TAPERED RADIUS OR AT THE FRONT EDGE OF SIDEWALK. DO NOT EXTEND RAISED CURB CROSS SIDEWALK.
- 3 PAVEMENT THICKNESS
RESIDENTIAL: 6 INCHES MINIMUM.
COMMERCIAL AND INDUSTRIAL: 7 INCHES MINIMUM.
- 4 SIDEWALK THICKNESS THROUGH DRIVEWAY TO MATCH THICKNESS OF DRIVEWAY.
- 5 IF LONGITUDINAL JOINT IS LOCATED 48 INCHES OR LESS FROM THE BACK OF CURB, EXTEND BOXOUT TO JOINT LINE. FULL DEPTH SAW CUT IS STILL REQUIRED.
- 6 FOR ALLEYS, INVERT THE PAVEMENT CROWN 2% TOWARD THE CENTER OF THE ALLEY.
- 7 TARGET CROSS SLOPE OF 1/8" WITH A MAXIMUM CROSS SLOPE OF 2.0%. IF SPECIFIED IN THE CONTRACT DOCUMENTS, CONSTRUCT THE SIDEWALK THROUGH THE PAVEMENT AS SET WIRE TO SERVE AS A FINISH SPALL.
- 8 IF CROSS SLOPE OF ADJACENT SIDEWALK PANEL EXCEEDS 2.0%, REMOVE AND REPLACE TO TRANSITION FROM EXISTING SIDEWALK TO SIDEWALK THROUGH DRIVEWAY. IF THE ELEVATION CHANGE REQUIRES A CURB RAMP, COMPLY WITH CURB RAMP DESIGN. CURB NEED FOR DETECTABLE WARNING PANEL WITH DIMENSIONS:

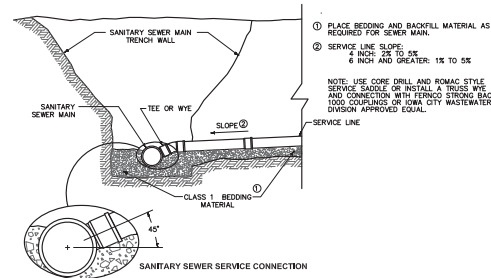


D SW-203 SANITARY SEWER CLEANOUT
NOT TO SCALE

- 1 STANDARD DUTY CASTING COMPLIING WITH AASHTO M 306. MARK LID WITH "SANITARY" OR "SANITARY C.O."
- 2 DO NOT ALLOW CASTING TO BEAR ON TOP OF RISER PIPE.
- 3 THREADED PVC CAP OR IRON BODY FERRULE WITH BRASS SCREW PLUG.

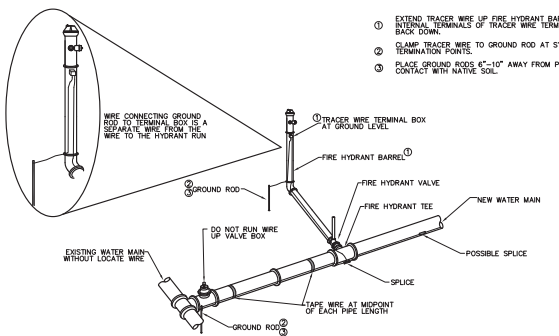


B TYPICAL HYDRANT AND VALVE ASSEMBLY
NOT TO SCALE



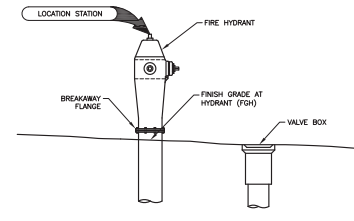
E SANITARY SEWER SERVICE CONNECTION
NOT TO SCALE

- 1 PLACE BEDDING AND BACKFILL MATERIAL AS REQUIRED FOR SENDER MARK.
 - 2 SERVICE LINE SLOPE:
4 INCH: 2% TO 5%
6 INCH AND GREATER: 1% TO 5%
- NOTE: USE CORE DRILL AND ROMAC STYLE SERVICE SADDLE OR INSTALL A TRUSS WIRE AND CONNECTION WITH FERRIS STRONG BLACK 1000 COUPLINGS OR IOWA CITY WASTEWATER DIVISION APPROVED EQUAL.



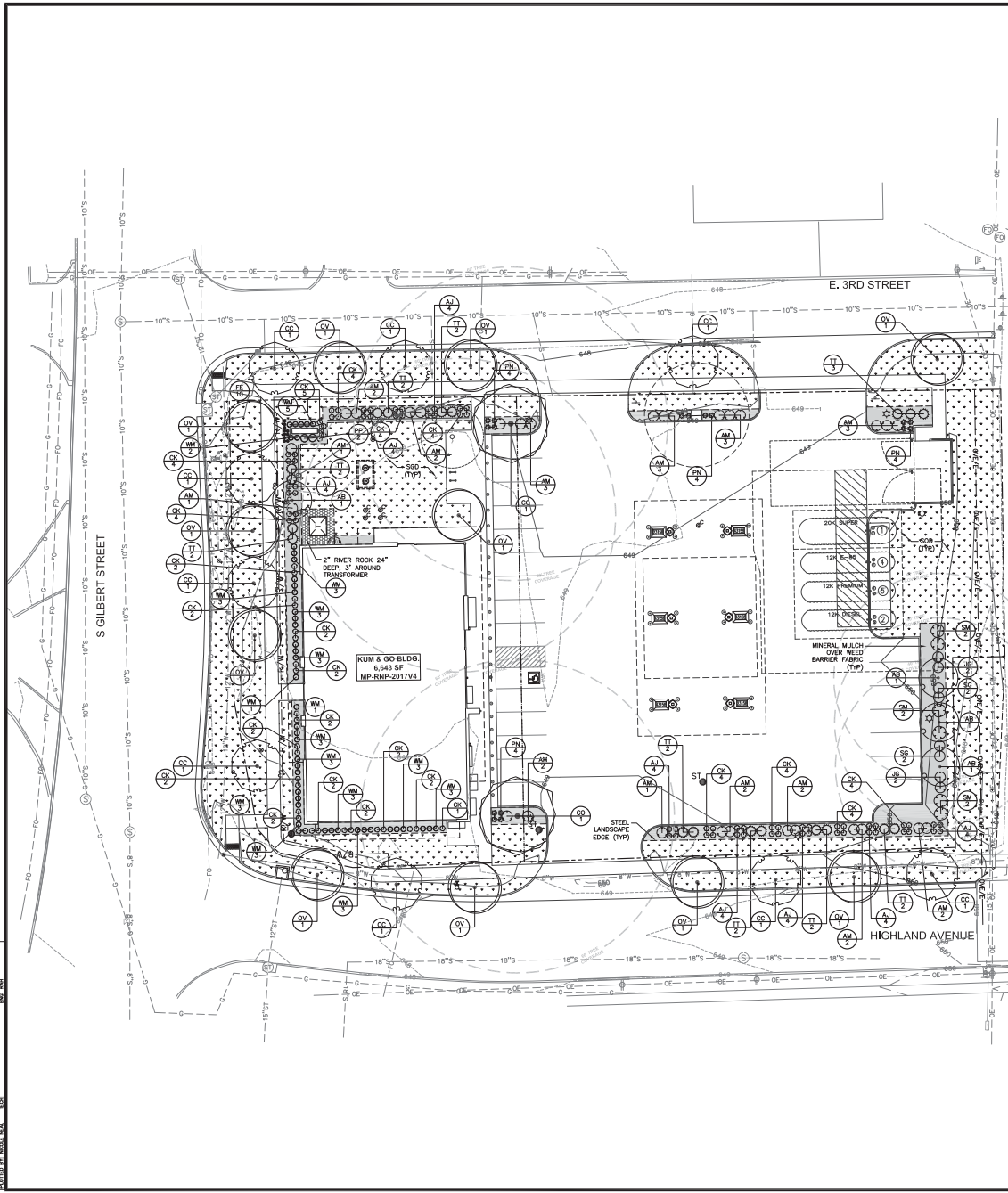
C TRACER SYSTEM
NOT TO SCALE

- 1 EXTEND TRACER WIRE UP FIRE HYDRANT BARREL TO INTERNAL TERMINALS OF TRACER WIRE TERMINAL BOX AND BACK DOWN.
- 2 CLAMP TRACER WIRE TO GROUND ROD AT SYSTEM TERMINATOR POINTS.
- 3 PLACE GROUND RODS 6"-10" AWAY FROM PIPE AND IN CONTACT WITH NATIVE SOIL.



A HYDRANT ASSEMBLY SPOT ELEVATION REFERENCE
NOT TO SCALE

EXAMPLE: STA. 10+00, 42" LT
HYDRANT ASSEMBLY
FGH = 987.6



LANDSCAPE NOTES

1. LOCATE ALL UTILITIES BEFORE ANY PLANTING BEGINS.
2. THE MOST RECENT EDITION OF THE SDAS STANDARD SPECIFICATIONS AND ALL CITY SUPPLEMENTALS, IF APPLICABLE, SHALL APPLY TO ALL WORK ON THIS PROJECT UNLESS OTHERWISE NOTED.
3. SIZE OF PLANTS AT INSTALLATION SHALL MEET THE STANDARDS IN 14-5F, SCREENING AND BUFFERING STANDARDS OF THE IOWA CITY ZONING ORDINANCE.
4. ALL PLANT MATERIAL SHALL BE HEALTHY SPECIMENS WITHOUT DEFORMITIES, VOIDS AND OPEN SPACES, WITH WELL DEVELOPED BRANCH AND ROOT SYSTEMS. TRUE TO HEIGHT, SHAPE AND CHARACTER OF GROWTH OF THE SPECIES OR VARIETY.
5. SDO ALL DISTURBED AREAS.
6. BACKFILL TOP OF CURB (MINUS 1 1/2\"/>

HIGHLAND AVENUE BUFFER (S2 OPTION A SCREENING) 125 LF

ALTERNATIVE MATERIALS (OPTION A): LOW BERMS OR PLANTERS MAY BE USED TO ELEVATE SHRUBS AS LONG AS THE OVERALL HEIGHT OF THE SCREENING RANGES FROM 2 FEET TO 4 FEET. AT LEAST A THIRD OF THE SHRUBS MUST GROW TO NO LESS THAN 4 FEET IN HEIGHT.
 1 LARGE TREE PER 40 LF
 PROVIDED:
 53 DECIDUOUS & EVERGREEN SHRUBS & GRASSES
 3 TREES

EAST PROPERTY LINE BUFFER (S2 SCREENING) 63 LF

ENOUGH SHRUBS TO FORM A LANDSCAPE SCREEN RANGING BETWEEN 2' AND 4' IN HEIGHT AT LEAST 1/3 OF THE SHRUBS MUST GROW TO NO LESS THAN 4' IN HEIGHT.
 PROVIDED:
 UNDERSTORY TREES: 3 TREES
 SHRUBS: 14 SHRUBS

E 3RD STREET BUFFER (S2 OPTION A SCREENING) 115 LF

ALTERNATIVE MATERIALS (OPTION A): LOW BERMS OR PLANTERS MAY BE USED TO ELEVATE SHRUBS AS LONG AS THE OVERALL HEIGHT OF THE SCREENING RANGES FROM 2 FEET TO 4 FEET. AT LEAST A THIRD OF THE SHRUBS MUST GROW TO NO LESS THAN 4 FEET IN HEIGHT.
 1 LARGE TREE PER 40 LF
 PROVIDED:
 48 DECIDUOUS & EVERGREEN SHRUBS & GRASSES
 3 TREES

S GILBERT STREET BUFFER (S2 OPTION B SCREENING) 168 LF

2'-3' HIGH MASONRY WALL WITH BREAKS IN WALL FOR SIDEWALK ACCESS AND REQUIRED STREET TREES
 1 SHRUB PER 10 LF OF WALL
 3 OF SHRUBS MUST GROW NO LESS THAN 4' TALL
 REQUIRED (22 LF OF WALL PROVIDED)
 SHRUBS
 PROVIDED:
 UNDERSTORY TREE: 1 TREE
 SHRUBS: 32 SHRUBS

RIGHT-OF-WAY PLANTINGS

HIGHWAY 6 AVENUE: 218 LF
 S GILBERT STREET: 188 LF
 E 3RD STREET: 184 LF

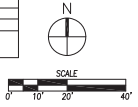
REQUIRED (1 PER 30 LF OF FRONTAGE)
 HIGHWAY 6 AVENUE: 7 TREES
 S GILBERT STREET: 6 TREES
 E 3RD STREET: 6 TREES

PROVIDED:
 HIGHWAY 6 AVENUE: 7 TREES
 S GILBERT STREET: 6 TREES
 E 3RD STREET: 6 TREES

INTERNAL PARKING PLANTINGS

TREES MUST BE PLANTED OR PRESERVED ON THE SITE SO THAT EVERY PARKING SPACE OR PORTION THEREOF IS WITHIN 40' OF A SMALL TREE OR WITHIN 60' OF A LARGE TREE.
 IN ADDITION TO THE REQUIRED TREES, ALL MEDIANS, ISLANDS AND OTHER PLANTING AREAS WITHIN THE PARKING AREA MUST BE LANDSCAPED WITH TURT, GRASSES, LOW SHRUBS OR OTHER LIVING COVER.
 PARKING STALLS PROVIDED: 21 SPACES
 PROVIDED:
 TREES: 6 TREES
 SHRUBS: 20 DECIDUOUS & EVERGREEN SHRUBS

PLANT SCHEDULE					
DECIDUOUS TREES	QTY	COMMON NAME	BOTANICAL NAME	CONDITION AND SIZE	CAL
AB	4	Autumn Brilliance Serviceberry	Amelanchier canadensis 'Autumn Brilliance'	B&B	1.5'
CC	9	Columnar European Hornbeam	Carpinus betulus 'Columnaris'	B&B	2'
CO	2	Common Hackberry	Celtis occidentalis	B&B	2'
OV	11	American Hophornbeam	Osagea virginiana	B&B	2'
SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	CONDITION AND SIZE	
AM	29	Glossy Black Chokeberry	Aronia melanocarpa elata	3 GAL	
JS	4	Gold Tip Juniper	Juniperus chinensis 'Gold Tip'	3 GAL	
PP	2	Goldfinger Potentilla	Potentilla fruticosa 'Goldfinger'	3 GAL	
SG	4	Goldflame Spirea	Spiraea x bumalda 'Goldflame'	3 GAL	
SM	6	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	3 GAL	
TT	19	Toucan Yew	Taxus x media 'Toucan'	3 GAL	
WM	45	Minuet Weigela	Weigela florida 'Minuet'	3 GAL	
GRASSES	QTY	COMMON NAME	BOTANICAL NAME	CONDITION AND SIZE	
CK	66	Festiver Reed Grass	Calamagrostis x ovaliflora 'Kari Foerster'	1 GAL	
FE	10	Blue Fescue	Festuca glauca 'Elijah Blue'	1 GAL	
PN	16	Northwind Switch Grass	Panicum virgatum 'North Wind'	1 GAL	
ANNUALS/PERENNIALS	QTY	COMMON NAME	BOTANICAL NAME	CONDITION AND SIZE	
AJ	32	Autumn Joy Stonecrop	Sedum spectabile 'Autumn Joy'	1 GAL	



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3504 - IOWA CITY, IOWA
 1310 S GILBERT STREET
 LANDSCAPE PLAN

KG PROJECT TEAM:
 RDR
 SDA
 CPA

REVISION DESCRIPTION	DATE

DATE: 02-10-2021

SHEET NUMBER:
L1.1





Neighborhood Property Listing of all properties within 300' of Special Exception Site

	Name of Property Owner	Property Address	Mailing Address	Property Class	Property Parcel
1	Catherine Moore	1213 Gilbert CT Iowa City, IA 52240	4472 Cumberland Ln Iowa City IA, 52245	C - Commercial	1015430003
2	Catherine Moore	1229 Gilber CT Iowa City, IA 52240	4472 Cumberland Ln Iowa City IA, 52245	C - Commercial & M - MultiResidential	1015430004
3	Jason Scott Loughran & John F Loughran	390 Highland Ave. Iowa City, IA 52240	1023 Arlington DR. Iowa City IA, 52245	C - Commercial	1015430005
4	Michele M Welter & William M Welter	408 Highland Ave. Iowa City, IA 52240	50 White Oak Pl Iowa City IA, 52245	C - Commercial	1015431011
5	Joann Marie Schultz	391 Highland Ave. Iowa City, IA 52240	2580 E Alexis CT Green Valley AZ, 85614	C - Commercial	1015454003
6	Inspire Mex, LLC	1406 S Gilbert St. Iowa City IA, 52240	1877 N Rock Rd Wichita KS, 67206	C - Commercial	1015392002
7	EVC Iowa City, LLC	1404 S Gilbert St. Iowa City IA, 52240	12612 W Alameda Pkwy. Lakewood CO, 80228	C - Commercial	1015392003
8	Hills Bank & Trust Company	1401 S Gilbert St. Iowa City IA, 52240	131 Main St. Hills IA, 52235	C - Commercial	1015377001
9	1301 Gilbert LLC	1301 S Gilbert St. Unit 1 Iowa City IA, 52240	3855 Locust Ridge RD NE North Liberty IA, 52317	C - Commercial	1015313001
10	1301 Gilbert LLC 1225 Gilbert, LLC	N/A	3855 Locust Ridge RD NE North Liberty IA, 52317	C - Commercial	1015312004
11	1225 Gilbert, LLC	1225 S Gilbert St. Unit 1 Iowa City IA, 52240	3855 Locust Ridge RD NE North Liberty IA, 52317	C - Commercial	1015312006
12	1225 Gilbert, LLC	N/A	3855 Locust Ridge RD NE North Liberty IA, 52317	C - Commercial	1015312003
13	Paradigm Properties, LLC	N/A	3855 Locust Ridge RD NE North Liberty IA, 52317	C - Commercial	1015311007
14	South Gilbert Center LLC	1210 S Gilbert St. Iowa City IA, 52240	621 S Summit St. Iowa City IA, 52240	C - Commercial	1015306001
15	Florence M Hagen Revocable Trust	1214 S Gilbert St. Iowa City IA, 52240	2124 Hickory St. San Diego CA, 92103	C - Commercial	1015306003
16	Arie Q Kroeze & Antonia H Kroeze	1224 S Gilbert St. Iowa City IA, 52240	4274 Nursery Ln SE Iowa City IA, 52240	C - Commercial	1015306004
17	Florence M Hagen Revocable Trust	S Gilbert St. Iowa City IA, 52240	2124 Hickory St. San Diego CA, 92103	C - Commercial	1015306005
18	Veterinary Associates PLC	330 E 3rd St Iowa City IA, 52240	330 E 3rd St Iowa City IA, 52240	C - Commercial	1015303006



Parcel #: 1015308001
Address: 1310 S Gilbert St

Owner: Kum & Go LC
Address: 1459 Grand Avenue
Des Moines, Iowa 50309
Phone: (515) 457-6083 (Britni Andreassen)
Email: Britni.Andreassen@kumandgo.com

Legal Description:

The west 115 feet of out lot 1 in cook, Sargent and Downey's addition to Iowa city, Iowa, according to the plat thereof recorded in book 16, page 84, deed records of Johnson county, Iowa, excepting therefrom the south 30 feet thereof and further excepting the following tract: beginning at the northwest corner of said out lot 1, thence east 5 feet along the south line of third street; thence south parallel to the west line of said out lot 1, 115.38 feet; thence southerly in a straight line to a point 13 feet east of the west line of said out lot 1 and 16 feet north of the north line of Highland avenue; thence southeasterly on a straight line between said point and a point on the north line of highland drive 25 feet east of the west line of out lot 1 to a point 6.59 feet northwesterly along said line from the point on the north line of highland avenue 25 feet easterly from the west line of out lot 1; thence southeasterly 28.96 feet in a straight line to a point on the north line of highland avenue 49.29 feet east of the west line of out lot 1; thence west 49.29 feet along the north line of Highland avenue; thence north 182 feet along the west line of out lot 1 to the point of beginning.

And

Parcel #: 1015307006
Owner 1: Mcdonough Structures Inc. (Unit A)
Address: Highland Avenue
Iowa City, Iowa 50240
Phone: (515) 512-6491

Parcel #: 1015307007
Owner 1: Mcdonough Structures Inc. (Unit B)
Address: 348 Highland Avenue
Iowa City, Iowa 50240
Phone: (515) 512-6491

Parcel #: 1015307008
Owner 1: Mcdonough Structures Inc. (Unit C)
Address: 344 Highland Avenue
Iowa City, Iowa 50240
Phone: (515) 512-6491

Parcel #: 1015307009
Owner 1: Mcdonough Structures Inc. (Unit D)
Address: 340 Highland Avenue
Iowa City, Iowa 50240
Phone: (515) 512-6491



Parcel #: 101530710
Owner 3: Kam Properties LLC (Unit E)
Address: 316 Highland Ave.
Iowa City, Iowa 50240

Parcel #: 1015307011
Owner 1: Mcdonough Structures Inc. (Unit F)
Address: Highland Avenue
Iowa City, Iowa 50240
Phone: (515) 512-6491

Parcel #: 1015307012
Owner 1: GKLZ LLC (Units G)
Address: 325 E. 3rd St. Unit 1
Iowa City, Iowa 50240

Parcel #: 1015307013
Owner 1: GKLZ LLC (Unit G1)
Address: 325 E. 3rd St. Unit 2
Iowa City, Iowa 50240

Legal Description

Outlot 1 in Cook, Sargent and Downey's addition to Iowa City, Johnson County, Iowa. According to the Plat thereof recorded in Deed Book 16, Page 84, Except the following:

- 1). – The south 30 feet of said Outlot 1,
- 2). – The west 115 feet of said Outlot 1,
- 3). – The east 20 feet of the south half of said Outlot 1.

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.

MEMBERS PRESENT: Gene Chrischilles, Zephan Hazell, Bryce Parker, Amy Pretorius

MEMBERS ABSENT: Ernie Cox

STAFF PRESENT: Susan Dulek, Kirk Lehmann, Anne Russett

OTHERS PRESENT: Cady Gerlach, Kirsten Frey, Ryan Wade, Kevin Monson, Debra McFall-Wallerich, Calisse McPherson, Katie Ford

CALL TO ORDER:

The meeting was called to order at 5:19 PM.

ROLL CALL:

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

SPECIAL EXCEPTION ITEM EXC20-05:

A request submitted by Southside Developers, LC to extend the expiration date from 6 months to 12 months for EXC20-05, a special exception approved to allow a Community Service - Long Term Housing use in an Intensive Commercial (CI-1) zone that is adjacent to a single-family residential zone.

Chrischilles moved to approve an extension of the expiration date from 6 months to 12 months for EXC20-05, a special exception approved to allow a Community Service - Long Term Housing use in an Intensive Commercial (CI-1) zone that is adjacent to a single-family residential zone.

Hazell seconded the motion.

A vote was taken and the motion carried 4-0.

SPECIAL EXCEPTION ITEM EXC20-0004 & EXC20-0005 & EXC20-0006:

An application submitted by J+M Civil Design, LLC requesting three special exceptions to allow a drive-through facility, to allow a multi-family use, and to permit flexibility through the Commercial Reuse Exception in a Community Commercial (CC-2) zone for the purpose of reusing a vacant building with a coffeeshop and apartment at 1120 N. Dodge Street.

Pretorius opened the public hearing.

Lehmann explained this item includes three applications for one property at 1120 North Dodge Street. The first is for a drive-through use, the second is for a multifamily use and the third is to use the Commercial Reuse Exception, all of which are in a CC-2 zone.

Lehmann began by showing an aerial view of the subject property, he pointed out an existing building on the northeast corner of the site. He added there was recently a vacation along St. Mathias alley to the east that provided about 10 additional feet to the property. The building is an existing building, but it's been vacant for several years. The initial part of the building was built in 1895 with a major addition in 2003 and the building's east portion was partially within the St. Mathias Alley right-of-way. The 10-foot vacation (case number VAC20-0002) corrected that issue. Lehmann pointed out that there are two parking lots on the site, one which is accessible off North Dodge and the other accessible off St. Mathias Alley. Both are gravel and incomplete and a drive was never built through the site due to elevation changes.

Lehmann next showed the zoning categories. The property itself is Community Commercial (CC-2) which is the same as zoning across North Dodge Street (HyVee) and to the west, though the adjacent property to the west is a single-family residence. To the east and south is St. Joseph Cemetery, which is zoned low density multifamily residential (RM-12).

Lehmann stated the applicant's goal is to renovate the building and redevelop the site. The first application is a proposed drive-through facility associated with a new coffee shop in the first floor of the existing building. The second application would be a multifamily use on the second floor of that building, and the third is to allow waivers from zoning standards using the Commercial Reuse Exception which was recently approved by Council. Lehmann noted the proposed project required two previous applications that were related, including a staff initiated Zoning Code Text Amendment to provide flexibility for commercial zones in situations similar to this where an existing building has issues complying with the zoning code standards, so this Text Amendment allows them to request waivers broadly from those standards. Additionally, there was the vacation on the west side on St. Mathias Alley, which passed December 1.

Lehmann next showed the submitted site plan for the applications. He pointed out the existing building and noted they're not proposing any additions to the building. Lehmann stated the biggest changes is related to access and circulation. There is a proposed one-way drive from North Dodge Street on the north all the way to St Mathias Alley on the south with parking on the sides. There would also be the proposed drive-through, which would branch out from the one-way drive at the south end of the site, curve around to the north by the east side of the building where the drive-through pickup window would be, and then exit onto St. Mathias Alley. Lehmann noted there is minimal separation provided between the Alley and drive-through which he'll discuss as he goes through the specific approval criteria. The drive-through would exit

close to potential inbound traffic on St. Mathias Alley, but it is curved and there would be signage to help regulate traffic in addition to the minimal separation that's there. The drive-through lane itself would be pickup only so there would be no order board.

Regarding pedestrian access, it is provided via a sidewalk along North Dodge Street on the north side of the site and would go through the site to the building entrance of the coffee shop, and then also to a separate building entrance on the south side of the building, which is how residents would access the single multifamily dwelling unit above.

Lehmann showed an image of the building as it is today, noting the gravel parking lot. The coffee shop again would be on the first floor and the multifamily dwelling would be on the second floor. Looking at the east side of the building, he pointed out where the drive-through window would be and where St. Mathias Alley is currently. He also pointed out the elevation changes that affect the site and the trees and elevation around St. Mathias Alley.

Chrischilles asked if the white door on the building was the apartment entrance. Lehmann stated that door is a second door for the coffee shop.

Lehmann explained the role of the Board of Adjustment is to either approve, approve with conditions, or deny the application based on the facts presented. To approve a special exception the Board must find that it meets all applicable approval criteria, which include specific standards pertaining to the waivers requested and then general standards for all special exceptions.

Lehmann reiterated in this case there are three sets of specific standards. One is for drive-through which is found at 14-4C-2K-3, the sets of standards for multifamily uses are at 14-4B-4A-7 And the Commercial Reuse Standards are found at 14-2C-11D-4.

Regarding the first set of standards, they are related to access and circulation and the transportation system has to be able to safely support the proposed drive-through use in addition to existing uses in the area. It includes factors like street capacity, level of service, effects on traffic circulation, access requirements, separation of curb cuts, and pedestrian safety. For the access and circulation sub criteria, the drive-through lane must be accessed from secondary streets, alleys or shared across access drives. To provide for safe pedestrian movement the number and width of curb cuts may be limited and are subject to the standards and the Code. Third is that an adequate number of stacking spaces must be provided where a minimum of six stacking spaces is recommended for drive-through facilities associated with eating establishments and fourth, sufficient on-site signage and pavement marking shall be provided to ensure safe vehicular and pedestrian movements. Lehmann noted each is directly addressed in the staff report but in this presentation he is grouping them by the broader criteria.

For access and circulation, staff finds that the site plan uses existing curb cuts on North Dodge Street with the entry to the one-way internal access drive coming off North Dodge. Additionally, there's a North Dodge access at St. Mathias Alley, which is a two-way alley, though there would be two proposed access points into the site from the alley at the exit on the south side of the site for the one lane internal access drive and the exit to the east for the drive-through lane by the building. The drive-through specifically is accessed through that internal access drive.

Regarding stacking, generally coffee shops can produce long queues in excess of 10 cars during busy times. On the site plan, approximately six spaces for vehicles are provided, which is the minimum required for eating establishments. Lehmann added there is also more than 100 feet from North Dodge Street to that drive-through entry, which provides some room for spillover traffic. Generally, the standard is 20 feet for a stacking space so that internal access drive provides enough spillover area for approximately five additional vehicles. In addition, the drive-through is pickup only, there is no ordering board, so customers will order via some sort of app or call in their order in advance. The coffee shop will also have the ability for people to go inside and there is parking provided for that as well. Lehmann reiterated there is enough additional room for spillover traffic which in total provides enough stacking spaces for the proposed use.

For traffic coordination, the site plan shows directional arrows at entrances and throughout the site to help direct traffic. There are also 'do not enter' signs at all exits, and pedestrian paths on the site are clearly demarcated from vehicular routes. As part of these criteria, staff is recommending a couple conditions. First substantial compliance to the site plan to ensure both adequate circulation and adequate signage and pavement markings. Second, staff recommends improvement of St. Mathias Alley to the east and south of the site to allow the alley to accommodate traffic that might be generated by the use. Lehmann noted the alley is currently relatively unimproved, which is why staff is recommending improvements. Third, staff recommends that the drive-through use remain pickup only and that there is no ordering at that site to ensure there is turnover at the window so stacking doesn't back up too far.

Lehmann stated there are two sub criteria regarding location. First, drive-through lanes and service windows must be located on a non-street facing facade unless the applicant can demonstrate that a street facing location is preferable for safety and efficiency, the site doesn't conflict with adjacent uses, and it does not compromise the character of the streetscape or neighborhood. Second, drive-through lanes must be set back at least 10 feet from adjacent lot lines and public rights-of-way and screened from view according to design standards.

Regarding the first point, Lehmann noted the drive-through lane and service window don't face a street, instead they face east towards St. Mathias Alley. However there is no real setback between the drive-through lane and St. Mathias alley on the east. Lehmann explained in this case, the applicant has requested to waive this criterion through the Commercial Reuse Exception, which he will discuss later as it has its own criteria. Staff recommends a condition of these location criteria that if the Commercial Reuse Exception is approved, adequate separation and/or screening should be required between the drive-through lane and property to the east, as determined by the City Engineer and City Neighborhood and Development Services.

The third set of criteria is related to design standards for drive-through lanes. The number of drive-through lanes, stacking spaces and paved area necessary for the drive-through facility will not be detrimental to adjacent residential properties or detract from or unduly interrupt pedestrian circulation or commercial character of the area in which the use is located. Lehmann stated the sub criteria that are a part of these design standards include that drive-through lanes should be limited such that paving doesn't diminish the design quality of the streetscape or the safety of the pedestrian environment, that drive-through lanes shall be screened from the street and adjacent properties to the S2 standard or to the S3 standard if it's next to a residential use or zone, that multiple windows servicing a single stacking lane should be considered to reduce idling, that stacking and drive-through windows shall be located to minimize potential for

vehicular and pedestrian conflicts and shall be integrated into the surrounding streetscape, that lighting must comply with outdoor lighting standards, and must be designed to prevent light trespass and glare, and that loudspeakers or intercom systems if allowed should be located and directed to minimize disturbance to adjacent residential uses or to adjacent uses.

Regarding design standards, staff finds that the surrounding zones and uses are generally compatible. As stated earlier to the north there's a commercial grocer in a community commercial zone, to the east and south there's a cemetery which is an institutional use and also in a residential multifamily zone, RM-12, and to the west there's a residential single family home in a CC-2 zone. Lehmann noted the site plan shows the narrow drive-through lane runs on the south and east property lines which limits impacts to the streetscape, and stacking spaces, driveways, and drive-through windows are generally hidden from the street. The North Dodge Street sidewalk and continuous pedestrian route through the site does not cross the drive-through lane. The drive-through lane is adjacent to an RM-12 zone, which is a residential zone that requires S3 screening to the east and south, but the applicant has also requested a waiver for that standard through the Commercial Reuse Exception, which again will be discussed later. Staff also finds that generally conflict on the site is minimized as automobile traffic is directed through one-way drives and pedestrian access on the site is provided through sidewalks that separates vehicular and pedestrian traffic and provides for vehicular traffic flow. Lehmann noted drivers may cross inbound traffic at the drive-through exit on St. Mathias Alley since that is a two-way alley, but generally St. Mathias Alley experiences limited use because right now it doesn't connect to the west and is really only used by St. Joseph Cemetery. In addition, the exit is curved where it exits onto the alley to limit head on collisions and to establish right of way. Finally, St. Joseph Cemetery has alternative access points, which helps. As for other findings, staff shall review new lighting in compliance with current code standards as part of site plan review, and while the code encourages multiple pickup window to reduce idling, there is only one pickup window, but no order board and no loudspeakers or intercom systems as the drive-through is pickup only. Staff recommends two conditions as part of these design standards. First, if the Commercial Reuse Exception is approved, adequate separation and/or screening should be required between the drive-through lane and the property to the east, as determined by the City Engineer and Neighborhood and Development Services Department, and second, that at no time in the future will there be installation of loudspeakers or intercom systems.

Lehmann next discussed the multifamily specific standards found at 14-4B-4A-7 which has standards for location, density, entrances and ground level activity, in addition to some related to specific zoning districts.

First regarding location, the proposed dwelling units must be located above the street level floor of the building, except as provided elsewhere in the Code. In this case the dwelling units are above the street level of the building. Second regarding maximum density, the residential density standards for multifamily uses in commercial zones are stated in 14-2C-4 and the application has to comply with those standards. The minimum lot area per unit required by that table is 2,725 square feet for efficiency, one-bedroom and two-bedroom units, and 1,315 for three-bedroom units. The property is 12,320 square feet and only contains one dwelling unit so this use complies with these density standards. Next, regarding residential entrances, there are a couple sub standards. First, to provide safe access, any building containing a residential use must have at least one door in the exterior that provides pedestrian access to the dwelling units which should face a street, public sidewalk or pedestrian plaza and be visible from and easily

accessible from said street and it cannot be solely accessed through a parking garage or from an alley. Second, access to entrance doors of any individual dwelling units located above the ground level floor of a building must be provided from an enclosed lobby or corridor and stairway and three, to facilitate commercial uses at the street level the ground level floor height should be no more than one foot above the existing level of the abutting sidewalk, which can be adjusted for sloping sites or existing buildings. Lehmann explained regarding this standard, the building has an exterior door facing the street but it does not provide access to the dwelling unit. Instead it provides access to the coffee shop. Similarly, the dwelling entrance does not face a street, public sidewalk or pedestrian plaza, but it is easily accessed from a private sidewalk that provides safe access. Lehmann noted this is another standard that the applicant has requested a waiver from through the Commercial Reuse Exception. He stated that access to the entrance of that dwelling unit is enclosed, and the ground level floor height is approximately one foot above the sidewalk but it is an existing building and could be adjusted as it is a sloping site but no portion of the of the ground level is proposed to be more than three foot above the level of abutting public sidewalks so that shouldn't be an issue. Finally, regarding standards for ground level floors of buildings, there are two sub standards. The first is that the ground level floor-to-ceiling height must be at least 14 feet, and second, the ground level floor must meet commercial use building code specifications. In this case, it's an existing building where the ground level floor-to-ceiling height is 8.5 feet so that is a standard that the applicant is requesting to be waived with the Commercial Reuse Exception. With regards to building code specifications, the building is an existing structure, so staff will ensure that any improvements requiring a building permit meet commercial building code specifications and sprinklers will be required as part of that building permit process. Lehmann next noted there are other zone-specific criteria that affect properties in CB-5 and CB-10 zones, and in this case the property is not zoned CB-5 or CB-10 so those criteria are not applicable.

Lehmann moved onto the standards for the Commercial Reuse Exception. He reiterated this was recently approved by Council so it's not in the online zoning code yet but will be located at 14-2C-11D-4. In summary, the requested exceptions are, first, for the general setbacks and screening requirements for the drive-through lane along the east property line; second for the 10 foot setback for drive-through lanes on the east and south property line; third, for the S3 screening for drive-through lanes on the east property line; fourth, for a residential entrance on the front of multifamily buildings in CC-2 zones; and fifth, for a ground level floor to ceiling height of 14 feet for multifamily uses.

For specific standards, the first is whether the exception is necessary due to existing building or site constraints that make it difficult to meet that standard. Lehmann reiterated the existing structure was built in 1895, with a major addition in 2003, both of which were completed prior to the City's current zoning code. Also the east portion of the building was partially within the St. Mathias Alley public right-of-way which was corrected by the recent vacation and due to this location and the time when it was built, the location of the building on the site makes it difficult to meet setback and screening standards for the drive-through lane because there isn't really any space between the drive-through lane and the alley. Lehmann reiterated staff is recommending a condition to provide separation and/or screening to the east for mitigation purposes. He also noted it's difficult for it to meet multifamily use standards as they relate to ground level height and entrance locations for that multifamily use since it was built prior to current zoning codes.

The second criterion is that the exceptions will be compatible with and/or complimentary to

adjacent development in terms of building mass and scale, relative amount of open space, traffic circulation, general layout and lighting. Lehmann noted the building mass and scale and site layout will not change much due to the proposed project, and open space south of the building will be reduced as the drive-through lane goes in but they will still have enough to comply with City standards for multifamily uses. He stated the project does improve traffic circulation and should carry expected traffic, and it also has the benefit of providing a route through the site that does not currently exist and creating some alley improvements that will improve circulation around and through the site. Staff recommend a condition that the owner obtain a temporary use of right-of-way permit for St. Mathias Alley, to provide some space for separation and/or screening for the drive-through lane along that alley. With regards to lighting, it will be reviewed during site plan review, and generally staff finds that the multifamily and drive-through use exceptions are compatible to adjacent development with conditions as recommended by staff.

The third criterion is that the exception will not adversely affect access, views, noise, stormwater runoff, light and air, and privacy of neighboring properties any more than what a development that satisfies the applicable standards. Lehmann stated in this case, staff finds that the exceptions will not affect views, noise, stormwater runoff or light and air any more than a compliant development would, as those would be dealt with by City's existing standards and processes. However, access may be affected by the drive-through setback exception as it's requested, specifically where it exits on the St. Mathias Alley but staff believes that won't do so any more than a property that would have satisfied that requirement. Privacy may be affected by waiving the drive-through screening to the east but there are currently two cemetery buildings and existing trees that generally buffer the drive-through lane from the cemetery. In addition, again staff recommends a condition to require some separation and/or screening to the east.

Fourth, the exception is not contrary to the intent of the standard being waived or modified. In this case, the intent for entrance locations for multifamily uses in commercial zones is to provide safe access for residents in mixed use buildings. Staff finds this intent is maintained because the pedestrian walkway on the site provides safe access from the dwelling to the right-of-way. With regards to ground ceiling height for multifamily uses in commercial zones, the intent is to facilitate commercial uses at the street level. Staff finds that intent is maintained because the applicant has a commercial tenant already lined up and improvements to the site facilitate future commercial use. For setbacks from drive-through lanes, the intent for setbacks generally is to maintain light, air, and separation for fire protection and firefighting access, to provide opportunities for privacy, to reflect the general building scale and placement within the City through a reasonable physical separation between buildings, and provide flexibility to the site so it's compatible with certain uses. Staff believes this intent is maintained as approximately 20 feet will still be provided between the drive-through lane and the adjacent cemetery property. As for screening for drive-through lanes, the intent is to improve the appearance of streetscapes for residents, to create aesthetically pleasing and functional living environments, to protect and enhance property values, and to provide transition between dissimilar uses. In this case, staff believes this intent is maintained because the existing trees and buildings effectively screen the drive-through from adjacent cemetery uses and because of staff's recommended conditions.

The final requirement for the Commercial Reuse Exception is that the exception be in the public interest. In this case the property's been vacant for years, the parking lot and alley are constructed of gravel and are in disrepair, and occupying the property with neighborhood

commercial and residential uses and improving the site circulation, parking lot and alley are in the public interest.

Lehmann stated those were the specific standards for the drive-through, multifamily and Commercial Reuse Exception waivers requested so next he will discuss the seven general standards.

First, the specific proposed exception will not be detrimental to or endanger the public health, safety, comfort or general welfare. Lehmann stated generally the multifamily-related waivers from zoning won't affect the health, safety, comfort or general welfare. The drive-through lane and related exceptions will increase vehicular traffic to the site but access through and around the site will be enhanced and alley improvements are included in the project. Lehmann noted concern that conflicts may be created with the drive-through lane exit onto St. Mathias Alley but staff believes those will be mitigated through careful signage and pavement marking design. Another consideration is that in the morning, when a coffee shop has its the highest use, it may be difficult for vehicles leaving St. Mathias Alley to turn left towards Iowa City due to inbound traffic on North Dodge Street, but it would be no more so than if another CC-2 eligible use came to this site, so staff finds that it doesn't negatively impact those standards. In addition, staff finds that the effects of decreased screening and setbacks east of the building are partially mitigated by existing landscaping and buildings at the cemetery and will be further mitigated by staff's recommended conditions. Lehmann noted the site plan shows the removal of two trees. On August 6, 2019, the City declared a state of climate crisis and established carbon emission reduction goals and trees are an important component of climate mitigation adaptation. Therefore, staff recommends a condition that any trees removed be replaced on site as approved by the City Forester, but, overall the exceptions won't be detrimental to or endanger the public health, safety, comfort or general welfare.

The second general standard is that the specific proposed exception will not be injurious to the use and enjoyment of other property in the immediate vicinity and will not substantially diminish or impair property values. Lehmann stated generally the proposed uses are compatible with those of nearby properties and site developments and occupancy won't diminish or impair property values. He noted screening and/or separation on the east property lines, as determined by the City, will also mitigate any impacts on the cemetery. Therefore, staff finds the proposed exceptions will not injure the use of or enjoyment of nearby properties.

Third, the establishment of the proposed exception will not impede the normal and orderly development and improvement of surrounding properties for uses in the district that are allowed. Lehmann noted the surrounding area is fully developed already and has a mix of institutional, commercial and residential uses in commercial and multifamily zones. A mixed-use coffee shop with a multifamily unit is compatible with these uses and zoning districts and only the property to the east currently utilizes the alley so offsite improvements to St. Mathias Alley will actually benefit property owners by improving circulation. In addition properties that share a property line to the west will be separated by adequate setbacks as to not affect future work on their property, and requested exceptions will not impede normal orderly redevelopment of adjacent properties.

The fourth general standard is that adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided. Lehmann stated in this case, sufficient utilities primary streets and necessary facilities are established for this neighborhood and can meet the

proposed site requirements. Proposed internal circulation will be sufficient for vehicular and pedestrian access for the renovated building with improvements to St. Mathias Alley. These improvements will include, but are not limited to, obtaining a temporary construction easement from the property owner to the east. Finally, regarding drainage, stormwater must be mitigated per City Code to avoid downslope impacts in the south because that's where stormwater on this site sheds. Again, the owner must obtain a permanent stormwater drainage easement from that property owner.

The fifth criterion is that adequate measures have been taken or will be taken to provide ingress or egress designed to minimize traffic congestion on public streets. In this case the public street in question is North Dodge and the development will increase traffic to the site but the one-way drive through the site and the drive-through lane both exit onto St. Mathis Alley. This consolidates potential conflicts with to a single point, which minimizes impacts on North Dodge.

Sixth, except for the specific regulations and standards applicable to the exception being considered, it will conform to all other applicable regulations or standards for its zone. Lehmann stated staff will ensure that the site design conforms with all other zoning standards and regulations during site plan review. There will also be additional reviews based on the conditions by the City Engineer and Director of Neighborhood and Development Services.

The final general standard states the proposed exception must be consistent with the City's Comprehensive Plan. Lehmann stated the Comprehensive Plan designates this area on its Future Land Use Map as general commercial, there are provisions that support "defined commercial nodes and small scale neighborhood commercial centers" and they also encourage retaining and expanding local businesses. This site is also in the North District Plan area and that Future Land Use Map has this designated as retail or community commercial and the North District Plan includes goals that talk about locating medium density housing in areas with good access to arterials such as North Dodge Street and that are close to neighborhood commercial areas and also encourages focusing commercial activity in existing nodes along major arterial streets and notes the Hilltop Tavern, which is a mixed use just down the street, as an example of that. So generally, this proposal is consistent with these Plans.

Lehmann stated staff did receive two pieces of correspondence regarding this application from the same group. St. Joseph's Cemetery initially wrote to oppose the project but later amended their letter to not oppose to it. The cemetery is building a new slab-on-grade structure, so they were initially concerned about how potential elevation changes in the alley, if raised, might affect their site and specifically their new structure. However, they did not object to the drive-through or commercial uses. They responded later that after communication with the applicant, the cemetery was satisfied with the project if it proceeds as stated.

However due to the correspondence, Lehmann stated staff wants to amend its report to include the following. In the general standard regarding adequate utilities, access roads, drainage and necessary facilities, staff noted the proposed internal circulation will be sufficient for vehicular and pedestrian access to the renovated building with improvements to St. Mathis Alley. Staff would like to include a statement that says "which will include but is not limited to obtaining a temporary construction easement from the adjacent property owner". Where staff talks about how stormwater must be mitigated per City Code to avoid downslope impacts to the south, staff would like to add to the report "which will include but is not limited to obtaining a permanent

stormwater drainage easement from the adjacent property owner". Lehmann noted these changes were conveyed by email to the applicant after staff received input from St. Joseph's, they were included earlier in this presentation, and they are to be carried into staff's recommended conditions which will be read in a second. These changes don't really affect the meaning, but rather makes it more explicit about what staff believes is required.

Overall, staff recommends approval of the three special exceptions, EXC20-0004 to allow a drive-through facility, EXC20-0005 to allow multifamily use in a community commercial zone and EXC20-0006 to allow waivers from zoning standards for the reuse of existing building in a commercial zone, for the property at 1120 N. Dodge Street, subject to the following conditions:

1. Substantially comply with attached site plan dated November 3, 2020 which will include but is not limited to obtaining a permit stormwater drainage easement from the adjacent property owner according to the City Stormwater Management Code;
2. Prior to site plan approval, obtain a temporary use of right-of-way permit with the City along the west side of St. Mathias Alley for the length of the drive-through lane, as specified by the City Engineer and approved by the City Attorney's Office;
3. Plant at least one new tree onsite for every tree removed, the location and species of which must be approved by the City Forester prior to site plan approval;
4. Improve St. Mathias Alley abutting the property to the east and south, and any sidewalk crossings, as determined by the City Engineer prior to site plan approval. Improvements must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy which will include but is not limited to obtaining a temporary construction easement from the adjacent property owner;
5. Provide for screening to the east and/or separation between the drive-through lane and St. Mathias Alley, as determined by the City Engineer and approved by the Director of Neighborhood and Development Services prior to site plan approval. These must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy;
6. No loudspeaker or order board for the drive-through use may be installed; and
7. The drive-through must remain pick-up only.

Hazell had a question regarding where the door for the residential is. Lehmann said it is on the back of the property. He showed a photo that shows the door and that pedestrian access will wrap around the west building face, and come around to the back. He also pointed out in the photo the trees and shrubs, and those will need to be approved when the applicant submits a landscaping plan as part of the general site review.

Chrischilles asked for clarification on what pickup only means. Lehmann stated it means all ordering is done online or by phone and the window is only for pickup, though customers can go inside as well.

Chrischilles asked if there was any correspondence from the next-door neighbor in the single-family dwelling Lehmann replied no, but that there was someone to speak tonight during the public comment.

Ryan Wade (applicant) noted it's been about three or four months of conversation going back and forth with staff, Council members, and P&Z members as well. Regarding background on this building, he's looked at it and tried to figure out a use for it and then the ladies from Press Coffee approached him and thought they would be a perfect fit at this location. So he reached

out to the City Administrator, a few Council Members and P&Z members to get their opinion of the site location and to see what kind of ramifications or of special exemptions are needed and it was a pretty lengthy list of things that they were asking for and that the City would need to deal with. After about a month of discussion they realized this could work and so that's why they are here tonight. He is just here to save this building that has been sitting empty for at least 20 years and is excited about bringing something to the north side of town. There's been a lot of excitement about this new location and this potential new coffee shop. Press Coffee has been in business for seven or eight years and have a good reputation in Coralville.

Chrischilles asked what the hours of the coffee shop are. Wade said he believes they're going to be open from six o'clock in the morning until seven or eight o'clock at night. Chrischilles asked if that would be every day. Wade is not sure what their hours will be on the weekends.

Katie Ford (Press Coffee) stated what they've done in Coralville will transfer over to the Iowa City location which would be 6am Monday through Saturday, and then 7am on Sunday. She noted the closing time is up for negotiation because as they're open through COVID, during this time they were closing at 11am and noon to contain the business and deal with staffing issues. Also usually when open later in the afternoon they would see students, etc. but because the students weren't around, they would close early. In the future she believes they will be open until seven or eight, depending on the flow and the traffic of the area.

Chrischilles asked if they have a drive-through pickup setup at their current location and are they already set up with an online ordering system and how has that been functioning. Wade said that is how they've been doing it during COVID and were doing it even before COVID. Ford said they use an app called Jump Coffee, it's local app for local coffee shops so the big box coffee places will not be on this because they already have their own apps, this is to help out smaller local businesses. Encounter Cafe and Capanna in North Liberty are on Jump as well and that's how they have been able to stay open during COVID. People would order on the app and then pick up in the vestibule with no contact. They will continue to use the Jump app when they fully reopen, which has not been determined, but they don't know the state of the world at that point so the app is revamping to have the guest specify whether they will be coming in store for pickup or if they will be going through the drive up pickup window which is the style that Capanna has in North Liberty.

Parker asked what is the average time from when one orders and they show up at the building to receive the drink. Ford said they have a 10 minute out setting.

Pretorius asked the applicant if any of the seven conditions set forth in the staff report posed issues for them and are they in agreement. Wade replied he will agree to all of them and thinks they're well thought out. He noted they've had a lot of internal discussions about all of them so he has no issues. He did share the only one he didn't like was the potential call box for the future, he didn't hear about that until tonight, but this building might be here for another 40 years and who knows what will go in there. Not being able to have a call box next to a cemetery is probably something he will address in the future but tonight he's not too concerned about it.

Debra McFall-Wallerich (representing property at 1116 North Dodge Street) noted it is a single-family dwelling that her grandparents built it in 1957 and it's been in the family ever since. There is a family member who currently lives in that single-family dwelling and he works full

time, third shift so he asked her to come with some questions. First she wanted to say she appreciated the detail in the report, and she appreciated hearing from both the Board and the applicant. In the information, it said that there would be no loudspeaker or order board and she would like to ask if that also then means no outside sound system.

Lehmann stated the condition in the staff report would only relate to the order board. It does not relate to outside sound systems.

McFall-Wallerich asked then if the business will provide outdoor seating? Wade replied yes, there is room for about 12 to 16 chairs up front of the building where the patio is currently that could be used for outdoor seating.

McFall-Wallerich reiterated she was concerned about outdoor sound systems for her family member who's been gainfully employed third shift for 10 years but has a different sleep cycle than normal business hours.

Hazell asked if there's zoning rules about sound systems in that zone. Russett is unsure of the exact standards related to outdoor sound, but it's not something that would be prohibited. There are other examples of commercial uses that have outdoor music associated with their businesses. There is a noise ordinance which any sound would have to comply with. Dulek added the ordinance states they cannot interfere with the neighbors enjoyment, such as if there was a loud party. Lehmann noted this is an unusual case, because often provisions are stricter by single-family residential zones but here the single family home is in a commercial zone so it is a bit unique, which may impact some of the standards that may apply.

Chrischilles asked if they could add that as a condition to not allow any outdoor sound of any kind music. Lehmann replied that the Board is able to add conditions as they see fit to ensure that the special exception doesn't affect surrounding properties.

Chrischilles asked if the relative living in the house has any other objections other than the possibility of noise. McFall-Wallerich replied he doesn't, he appreciates that it's a heavy traffic area and is supportive of commercial development in the area but the unique situation of his employment and ability to sleep during the day to in preparation for his work shift. McFall-Wallerich added that HyVee has piped music outside their entrance and it's certainly not a problem. There are times when HyVee can sometimes have really jumping promotions, where they augment the sound system and then her family member usually calls over to HyVee.

Wade asked what time her family member gets home from work in the morning. McFall-Wallerich said he works midnight to 8am. Wade estimated he probably sleeps from 9 o'clock until midafternoon. McFall-Wallerich said it is more typical to be from noon until the early evening. Wade was trying to see if there was a compromise here, it is a coffee shop so having a little music outside is probably going to be the case. Perhaps there can be certain hours that they would allow music. This is a coffee shop not a restaurant or a bar, there may be people outside talking but their decibel levels are not going to be so high. McFall-Wallerich understands and certainly thinks that compromise is possible. She is not anticipating a coffee shop to be disruptive but felt the need to attend tonight's meeting and to understand what was proposed.

Hazell asked for clarification from McFall-Wallerich about noise and as to whether she would

prefer there be no noise, or would she prefer that it be worked out at a later date with the coffee shop. McFall-Wallerich said she is not opposed to an outside sound system, just the decibel level of the outside sound system. She is not clear on what the City noise ordinances are and she does appreciate that their residential home is now in a commercially zoned area.

Dulek said the City does not have a decibel level requirement in Iowa City, they have what's called a disorderly house and it's that no person shall allow or continue to allow raucous, disagreeable noises with an intent and reckless disregard for causing disturbance to the neighborhood and a disturbance to the neighborhood is beyond the subject property line. So that's how the City deals with it and those calls are enforced by the police. She acknowledged during the day is when the family member sleeps but during that time, for the most part, most folks are up and about and there's a lot more noise just in general that occurs between say six and seven until 10 or 11 o'clock at night. Similarly, the City has standards when one can start construction and certainly construction could go on right next door to this property after seven o'clock in the morning.

Parker asked about the alley improvements and would those improvements go all the way to Summit. Lehmann said it would not, that would need to occur as redevelopment of adjacent sites occurs.

Pretorius closed the public hearing.

Chrischilles moved to approve EXC20-0004 to allow a drive-through facility at the property located at 1120 North Dodge Street, subject to the following seven conditions:

- 1. Substantially comply with attached site plan dated November 3, 2020 which will include but is not limited to obtaining a permit stormwater drainage easement from the adjacent property owner according to the City Stormwater Management Code;**
- 2. Prior to site plan approval, obtain a temporary use of right-of-way permit with the City along the west side of St. Mathias alley for the length of the drive-through lane, as specified by the City Engineer and approved by the City Attorney's Office;**
- 3. Plant at least one new tree onsite for every tree removed, the location and species of which must be approved by the City Forester prior to site plan approval;**
- 4. Improve St. Mathias alley abutting the property to the east and south, and any sidewalk crossings, as determined by the City Engineer prior to site plan approval. Improvements must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy which will include but is not limited to obtaining a temporary construction easement from the adjacent property owner;**
- 5. Provide for screening to the east and/or separation between the drive-through lane and St. Mathias alley, as determined by the City Engineer and approved by the Director of Neighborhood and Development Services prior to site plan approval. These must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy;**
- 6. No loudspeaker or order board for the drive-through use may be installed; and**
- 7. The drive-through must remain pick-up only.**

Hazell seconded

Pretorius noted it seems the applicants are in favor of the seven conditions which she thinks is

important, she understands there being a residential use zoned commercial is unique and that's a good and bad thing, as family members using the house right now need to utilize it for their enjoyment and living there, but it being zoned commercial will someday make the property worth a certain amount because it can be sold and developed commercially. Additionally she understands the noise situation, but at the same time coffee shops, restaurants, in this current COVID situation are moving dining outdoors and making outdoors more agreeable and music is important so she is not in favor of limiting it or getting rid of it completely.

Parker asked about the condition to not allow them to have a pickup window, what would be the process for the applicant to come back and get that added in the future. Lehmann said the condition is to not allow a loudspeaker or order board and that the drive-through must remain pickup only. Dulek said an applicant can apply for another special exception to overturn that in the future.

Chrischilles stated regarding agenda item EXC20-0004 he concurs with the findings set forth in the staff report of this meeting date, December 9, 2020 with the amended conditions presented by staff, and concludes that the general and specific criteria are satisfied as amended by staff during the presentation unless amended or opposed by another board member. He recommends that the Board adopt the findings in the staff report for the approval of this proposal. Hazell seconded the findings.

A vote was taken and the motion carried 4-0.

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

Chrischilles moved to approve EXC20-0005 to allow multifamily use in a community commercial zone for the property located at 1120 North Dodge Street, subject to the following seven conditions:

- 1. Substantially comply with attached site plan dated November 3, 2020 which will include but is not limited to obtaining a permit stormwater drainage easement from the adjacent property owner according to the City Stormwater Management Code;**
- 2. Prior to site plan approval, obtain a temporary use of right-of-way permit with the City along the west side of St. Mathias alley for the length of the drive-through lane, as specified by the City Engineer and approved by the City Attorney's Office;**
- 3. Plant at least one new tree onsite for every tree removed, the location and species of which must be approved by the City Forester prior to site plan approval;**
- 4. Improve St. Mathias alley abutting the property to the east and south, and any sidewalk crossings, as determined by the City Engineer prior to site plan approval. Improvements must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy which will include but is not limited to obtaining a temporary construction easement from the adjacent property owner;**
- 5. Provide for screening to the east and/or separation between the drive-through lane and St. Mathias alley, as determined by the City Engineer and approved by the Director of Neighborhood and Development Services prior to site plan approval. These must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy;**

- 6. No loudspeaker or order board for the drive-through use may be installed; and**
- 7. The drive-through must remain pick-up only.**

Hazell seconded

Chrischilles stated regarding agenda item EXC20-0005 he concurs with the findings set forth in the staff report of this meeting date, December 9, 2020 with the amended conditions presented by staff, and concludes that the general and specific criteria are satisfied as amended by staff during the presentation unless amended or opposed by another board member. He recommends that the Board adopt the findings in the staff report for the approval of this proposal. Parker seconded the findings.

A vote was taken and the motion carried 4-0.

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

Chrischilles moved to approve EXC20-0006 to allow waivers from zoning standards for the reuse of existing building in a commercial zone for the property located at 1120 North Dodge Street, subject to the following seven conditions:

- 1. Substantially comply with attached site plan dated November 3, 2020 which will include but is not limited to obtaining a permit stormwater drainage easement from the adjacent property owner according to the City Stormwater Management Code;**
- 2. Prior to site plan approval, obtain a temporary use of right-of-way permit with the City along the west side of St. Mathias alley for the length of the drive-through lane, as specified by the City Engineer and approved by the City Attorney's Office;**
- 3. Plant at least one new tree onsite for every tree removed, the location and species of which must be approved by the City Forester prior to site plan approval;**
- 4. Improve St. Mathias alley abutting the property to the east and south, and any sidewalk crossings, as determined by the City Engineer prior to site plan approval. Improvements must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy which will include but is not limited to obtaining a temporary construction easement from the adjacent property owner;**
- 5. Provide for screening to the east and/or separation between the drive-through lane and St. Mathias alley, as determined by the City Engineer and approved by the Director of Neighborhood and Development Services prior to site plan approval. These must be accepted by the City Engineer prior to issuance of a Certificate of Occupancy;**
- 6. No loudspeaker or order board for the drive-through use may be installed; and**
- 7. The drive-through must remain pick-up only.**

Hazell seconded

Chrischilles stated regarding agenda item EXC20-0006 he concurs with the findings set forth in the staff report of this meeting date, December 9, 2020 with the amended conditions presented by staff, and concludes that the general and specific criteria are satisfied as amended by staff during the presentation unless amended or opposed by another board member. He

recommends that the Board adopt the findings in the staff report for the approval of this proposal. Parker seconded the findings.

A vote was taken and the motion carried 4-0.

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

SPECIAL EXCEPTION ITEM EXC20-0007:

An application submitted by Neumann Monson Architects requesting a special exception to allow a 60 percent parking reduction for a mixed-use renovation of existing structures and a new multi-family construction at 109, 111, 113-115, 117-119, 121, and 127 East College Street.

Pretorius opened the public hearing.

Lehmann stated this project affects several properties on the ped mall and showed an aerial photo of the area. The area is zoned Central Business District (CB-10) and is pretty much all surrounded by CB-10 with some public/institutional uses and some residential uses.

Regarding background on this project, Newman Monson Architects submitted an application for a special exception requesting a 60% reduction in parking spaces for these properties. The purpose is to allow for the renovation of existing mixed-use buildings on the ped mall. It would also involve the demolition of rear additions to some of those buildings to make room for a new 11 story multifamily building. Lehmann added this project is part of a larger ongoing discussion that's been trying to get local historic landmark status to protect these properties on the ped mall. Therefore there is also a current local historic landmark zoning overlay rezoning, REZ20-02, that is required for the application which Lehmann will discuss when he gets to the criteria. That rezoning has been heard by both the Historic Preservation Commission and Planning and Zoning Commission in May of this year. Council has had two readings on it and are on their final reading. The applicant has requested the final reading be postponed until some of these other related applications like this special exception go through.

Lehmann next discussed the general background for downtown parking standards. There are both minimum and maximum parking standards downtown, the purpose of the minimum standards is to ensure that off street parking can accommodate most of the parking demand generated by a use and also to prevent spillover parking into adjacent residential areas. For maximum parking, the goal is to foster compact pedestrian-oriented areas. In the Downtown District, only household living, like multifamily units in this case, and hospitality uses, like hotels which are not part of this project, require onsite parking in the Downtown District. So any parking demand generated by this use for the reduction is coming from those residential uses. Downtown parking primarily is viewed as a district wide circumstance and is primarily provided in municipally owned parking facilities. In this case, the parking reduction is requested for unique circumstances. Based on that standard, potentially historic buildings may request a parking reduction of up to 50% and historic designated properties or those listed on the Historic Register can request parking reduced up to 100%. In the proposed project, there are 102

dwelling units which require 106 parking spaces. A 60% parking reduction from that is 42 parking spaces which would be required on site. Lehmann noted the site plan shows more than that in its project documents with 50 spaces onsite, but they requested a lower amount to provide some flexibility if things change so they won't have to come back.

Lehmann showed images of the area again, the ped mall, the existing buildings are to the north and the new building is behind them to the south, and showed the additions that would be demolished as part of it. The new building would be 11 stories. Lehmann noted there are several renderings in the staff report to give an idea of what kind of impact it might have on the streetscape.

Lehmann next showed the parking plan, where parking is provided on the first two levels of the building, one of which is partially below ground and the other of which would be at grade, both accessed from the alley. There would be 25 spaces per level. The alley exits east onto a stub of South Dubuque Street behind the hotel, where it goes out to a signal-controlled intersection with East Burlington Street. The alley also exits west onto South Clinton Street, though staff has some concerns about that exit since it is mid-block and there's not great visibility. Lehmann stated there have been some conversations about converting part of the alley to a one way street either to the entrance of the ramp or all the way through. At this point, there are no recommendations from staff, it is just something that they're working through with the applicant. Lehmann next showed the pedestrian access that is provided between the existing buildings and the new building, and then there's also pedestrian access from the pedestrian mall itself.

The role of the Board of Adjustment is to either approve, approve with conditions, or deny the application based on the facts presented. To approve the special exception the Board must find that it meets all applicable approval criteria which includes both specific standards pertaining to the waivers requested and general standards for all special exceptions.

The specific standard is a parking reduction for unique circumstances found at 14-5A-4-F6, which states where it can be demonstrated that a specific use will reduce the ability to use or occupy historic property in a manner that will preserve or protect its historic aesthetic or cultural attributes, the Board of Adjustment may grant a special exception to reduce the required parking or stacking spaces by up to 100% for properties designated as a local historic landmark.

Lehmann reiterated in this case Council is considering a local historic landmark designation, which would allow up to 100% parking reduction for this property. The exception being requested is for 60% to preserve a local historic landmark. The project includes renovation of the historic structures in addition to the new construction, so it's not just tearing down the back of some of the buildings and leaving them as is, they're also renovating the historic property. Currently the historic properties could be demolished and redeveloped without the protection of a historic overlay to preserve the buildings in the future. In addition, the applicant is requesting tax increment financing (TIF) from the City. Lehmann explained TIF basically means that property taxes are frozen at current levels and taxes generated from new development on the site above its current levels go towards paying an economic development incentive. As part of that, they have to do a gap analysis for the City to show that the TIF is reasonable, and that there is actually a gap which needs to be filled versus the amount of financing that they currently have access to. In this case the gap analysis shows that they need the TIF to fill a financing gap, which means that if project costs are increased, that gap would increase too such as

through increased parking requirements. In addition, the renovation will invest in the historic properties and will help preserve their important historic and aesthetic attributes. Staff recommends the condition that the local historic landmark designation must be approved for the requested parking reduction, since that is required for this exception to be even requested.

Next is the general criteria. First, the specific proposed exception will not be detrimental to or endanger the public health, safety, comfort or general welfare. As mentioned earlier, there are approximately 50 spaces provided which is approximately 0.49 parking spaces per dwelling unit. That proposed amount is similar to some other recent downtown projects, as listed in the staff report (a lot of them seem to be between 0.4 and 0.5 spaces per unit). Generally reduced parking decreases the number of vehicular trips to the site and increases other means such as walking or biking and also helps support transit. Proximity to employment and services also generally decreases parking demand. In addition, tenants would have to consider this reduced onsite parking as they make decisions about where they live so for that reason, staff believes that the project will likely attract tenants who don't require as much onsite parking because there is no guarantee of parking. Regarding the broader downtown parking district, there are three public parking ramps with approximately 2100 spaces in a three-minute walk of the project. There's more that are slightly farther than that but still within walking distance. The three immediate ones would be obviously the most desirable parking spaces for residents. Lehmann noted that prior to the pandemic, these ramps were near capacity between 10am and 2pm, and monthly permits have long wait lists and are first offered to businesses rather than residents. So there's a good chance that at least for these public parking ramps, residents wouldn't be able to get parking spaces for quite some time. That doesn't speak to the broader downtown parking situation necessarily, but it does speak to the immediate situation. However, overall staff doesn't believe that the parking reduction will be detrimental to endanger the public health, safety, comfort, or general welfare.

Second, the specific proposed exception will not be injurious to the use and enjoyment of property in the immediate vicinity and will not substantially diminish or impair property values in the neighborhood. Lehmann reiterated downtown parking is generally provided in public facilities, but staff does not believe that excess demand for parking will impact neighbors because there's generally enough existing parking infrastructure throughout the City. However, downtown parking availability may tighten if there are residents who are going for those immediate ramps next to them, they might have to wait. Staff feels increased pedestrian traffic around the proposed use will likely improve commercial viability of nearby properties so overall, staff finds the parking reduction won't injure the use or enjoyment of other property in the immediate vicinity and won't impact property values.

Third is establishment of the specific proposed exception will not impede the normal and orderly development and improvement of the surrounding property. First, the downtown is largely developed, and recent redevelopment projects show demand for future investment downtown. There may be some impacts that are temporary, such as the closure of the alley or portions of the ped mall as it's constructed, but staff doesn't anticipate any long-term impacts. The parking reduction specifically will also not impede normal development on other properties.

Fourth, adequate utilities, access roads, drainage and/or necessary facilities are being provided. Generally, staff finds that the alley provides adequate vehicular access to the proposed use and the ped mall provides adequate pedestrian access. In addition, staff will ensure that adequate

utilities, drainage and other necessary facilities will be provided through the site plan review and building permit processes. Regarding the tax increment financing (TIF) that is being requested to fill the project's financing gap, the TIF dollars will be rebated over a 15 year period but are not limited to infrastructure improvements, they will likely be used to help with debt payments.

Fifth, adequate measures have been or will be taken to provide ingress or egress designed to minimize traffic congestion on public streets. Lehmann reiterated that both parking level entrances are on the alley at grade with access to public streets provided to the east at the terminus of South Dubuque Street which intersects East Burlington at a traffic light or west to South Clinton Street at a mid-block location. Staff anticipates most traffic would go east because it's a signal control intersection and around six cars can queue at the signal with additional space in the alley. Depending on final characteristics of the site, traffic signal timing at the South Dubuque and East Burlington Street intersection may have to be tweaked to make sure that that cars can get out and that there's not too much stacking impacting the alley, but staff doesn't believe that needs to be a condition of this parking special exception. Overall staff believes that adequate measures are being taken to minimize traffic congestion.

Sixth, except for the specific regulations and standards applicable to the exception being considered, it will in all respects conform to existing standards. Staff will ensure that all applicable standards and regulations are being met again through the site plan review and building permit processes. If TIF dollars are used as proposed, additional requirements will also need to be met as part of project which includes standards for affordable housing, where at least 15% of units must be affordable or they must pay a fee in lieu of those units and they would have to meet at least a LEED silver standards (Lehmann noted he believes they're proposing to meet LEED Gold standards based on their current submittals) and they'd have to provide some minimum public improvements, such as for these historic properties and other public benefits. Those will be met through the TIF review, assuming that TIF is used for the project, which staff believes is the case.

Finally, the proposed exception must be consistent with the Comprehensive Plan of the City, as amended. Lehmann stated the Comprehensive Plan shows this area as general commercial, which is to be expected for the downtown, in the Future Land Use Map with a goal to preserve the historic mainstreet character of the downtown while encouraging appropriate infill to enhance the economic viability and residential diversity of the area. Lehmann added this is also part of the Downtown Riverfront Crossings Master Plan and objectives in that mirror what's in the Comprehensive Plan such as protecting the historic character and key historic buildings, promoting quality infill and redevelopment, and the development program for the downtown includes residential options, including new construction and rehab. Lehmann noted this block is not specifically highlighted in the Downtown Riverfront Crossings Master Plan but projects with limited onsite parking are generally supported for the Downtown Parking Districts because parking is to be considered at a parking district level rather than a site by site or project by project level. Therefore, staff finds that reducing parking to promote preservation and provide infill development is consistent with these Plans.

Staff recommends approval of EXC20-0007, to reduce the minimum parking requirements by 60% for the properties located at 109, 111 113-115, 117-119, 121 and 127 East College Street, subject to the following condition:

1. City Council adopt the Historic District Overlay as considered in REZ20-02, to designate

these properties as a local historic landmark.

Lehmann noted staff received one public comment, which was included in the agenda packet. The correspondent owns 3400 square feet of empty office space nearby and noted potential tenants have declined to lease space due to a lack of parking and long waitlist for parking permits in the nearby public ramps as discussed. They also note that the City needs to provide parking to keep downtown office tenants and that exemptions can harm existing owners.

Parker asked if the City adopts the historic plan with 100% exemption, is that another vote by the Board or is that just automatic. Lehmann replied City Council does not consider this parking reduction, what City Council is considering right now is the historic district overlay, which assuming that is passed will affect what can be built in the zone and what the review process is for the zone. Again, the Historic Preservation Commission has already seen the plans as have the Planning and Zoning Commission. At this point the applicant has requested a 60% parking reduction as part of the special exception, so if the applicant wanted to come back later and say they want 100% parking reduction that would need to be a different special exception.

Chrischilles asked regarding the historic landmark status, what protection does that provides those properties. Lehmann explained that any redevelopment would have to go through Historic Preservation Commission review. Russett added the historic overlay protects these buildings from demolition. Any proposal to demolish or change any exterior elements of the buildings like the facade, doors, windows, siding, etc. would have to go to the Historic Preservation Commission for review. Chrischilles asked if someone proposed to rezone the area and it passed, would the historic overlay carry over to subsequent owners of those properties. Russett confirmed it would. Chrischilles asked if the owners are required to maintain those properties in accordance with whatever the desires are of the Historic Preservation Committee. Russett stated any proposed modifications to the exterior, current owners or future owners, would have to go through a historic review process.

Chrischilles asked if the City can put an overlay status or historical status on these buildings, regardless of the owner's wishes, or do the owners have to agree to it. Russett stated in this case it was a voluntary landmark designation and the rezoning was filed by the property owner. However, the Historic Preservation Commission has the ability to move forward any local landmark rezoning requests to Council and if the property owner disagreed with that, they could object and it would require a super majority of Council members to agree to the rezoning.

Chrischilles noted it seems as though the City Council or City in general, is in favor of granting some sort of historic status to those facades and he is wondering if the same thing can be achieved without this project. Russett replied yes, in theory, if the applicant didn't pursue the local landmark designation, at a future date, another entity like the Historic Preservation Commission may want to pursue a local landmark designation for these properties. Chrischilles noted in the staff report one of the points made was currently the buildings have no protection from demolition and obviously the City doesn't want the buildings demolished or significantly altered, and he is just wondering if that can be achieved without the apartment building being added and the subsequent issues that it raises in terms of parking. Russett said while yes, the historic overlay could be achieved without the new project, there's no guarantee that without the project and the landmark designation, that these buildings will be protected. Chrischilles noted it was said the City could impart a landmark designation regardless of owner's approval and

then it would be up to the owners to object. Russett confirmed it could be done but that's not something the City or Commission is currently proposing. They currently have a property owner that's voluntarily open to landmarking the properties and in order to make the project work, there needs to be some development potential.

Chrischilles noted he realizes the issue in front of the Board is not necessarily whether these buildings get historical status but getting to what they are supposed to be looking at, he would like to know a little more about what staff has proposed for overflow parking that may result from the 11 story apartment building other than saying they're not worried about it because the people that move in here are going to know in advance that they shouldn't have cars and they probably won't move in if they don't if they have a car. Are there any other alternatives that were considered for overflow, considering long term parking in the downtown ramps are full with long waiting lists and there is no off street parking in the immediate area of that project.

Lehmann said he is unaware of any plans for future parking ramps or any type of parking supplying downtown Iowa City. From staff's perspective, the developer needs to know their market and how that relates to parking. In this case, if there is overflow, it is the responsibility of the tenant to find parking but it shouldn't directly impact neighboring properties because the on street parking isn't long term. So the tenants would need to find parking somewhere in the city and if they couldn't, then that would affect who move into the place.

Chrischilles noted if prospective tenants don't want to live there because there is no long-term plan for parking, or any idea how to accommodate the parking, it might increase vacancies in that building. That ties into that correspondence letter received from the office owner which can't find tenants because there is no long-term parking. Since the developer is likely going to be asking for TIF money, what happens if the vacancy rate is such that the project isn't viable long term and the TIF situation is negative for the City.

Hazell asked if the Chauncy put in all the parking they needed, or did they get a reduction and what has been the impact. Lehmann noted he did not look specifically at the Chauncy, he looked at other downtown housing projects that the applicant has done and the number of parking spaces provided. In some cases, where they had offsite parking available upon request, 30% to 40% of units have requested parking space.

Hazell asked about the parking ramps being at capacity from 10 to 2 and how long has that been at that capacity. Lehmann replied based on input from transit staff, it's that ramps are generally full during peak hours, but that it has decreased dramatically due to the pandemic. As a result, the City has released more parking passes in the last year, but they are anticipating that demand will go back to pre-pandemic levels.

Hazell stated maybe it's not possible to answer if some of these new developments have put heavier pressure on those parking spaces because of the pandemic. He noted however for many years it has felt like the ramps are full during peak times so definitely a case to be made that the City should provide more but the Board is not in the position to tell the City to do that.

Parker added there's probably too many commuters coming in during the day. Perhaps there will be enough people that want to live downtown.

Lehmann noted that transit staff also spoke about was the City has some capacity in other ramps where occasionally businesses will request parking spaces and they will be offered spaces in a ramp that's further away with capacity, but usually the business is not interested due to that distance and they just want something that's closer to them.

Chrischilles asked whether the staff report stated there were no long-term parking vacancies or available permit at the present time. Lehmann replied that for those three nearest ramps specifically, there are not permits available. This does not account for all downtown ramps. There are still hourly parking spaces. The City has to balance hourly spaces with monthly spaces depending on anticipated demand being between long term and short term parking.

Chrischilles noted as a matter of historical perspective, he was on the Board when it voted on 7 South Linn and the original proposal was for a 14 story building but the Board determined that because of a lack of permit parking available, it should only be 7 stories. The applicant had no parking included in the project, they were seeking 100% reduction in parking requirement, there was some availability in the Tower Place parking ramp but not enough to satisfy a 14-story building. They also used the example of 40% of occupants requesting parking based on dwelling units, but Chrischilles believes that underestimates the calculation and it would seem more accurate if it was based on number of bedrooms and not units. This particular project is 186 bedrooms, which times 0.4 is 74 spaces so 50 spaces is grossly inadequate.

Pretorius said they will discuss this more when they talk amongst the Board but she is assuming from a builders perspective or developers perspective, they would love to provide as much parking as possible but when it turns the project upside down and they're not going to be making a profit, the project can't move forward. She is assuming the project is probably maxed out in the parking it can in fact achieve without being in the red at the end of the day. She acknowledged it is an assumption, and the correspondence received notes this is an issue that currently exists regarding parking downtown, so is this project going to suffer from that as well.

Kevin Monson (Newman Monson Architects) is representing Tailwind Group and to give a little history of this project. This started in August 2017 when the building called the Crescent Block Building, probably better known as The Union, was put on auction and for the first time in close to 100 years was changing ownership and the Tailwind Group headquartered in Mankato, Minnesota, bought the building on auction. Since that time, they've been planning the project with many different groups throughout the community, as well as the City, going through the approval processes, which has been difficult because of its many moving parts. Monson stated it has taken a lot of time and a lot of people's input. He stated the idea of creating landmark status for the buildings on College Street was not the City's idea, it was Tailwinds and they brought it to the City. They would like to landmark these buildings on the ped mall so that they could be preserved in perpetuity. Monson noted that on the downtown ped mall, some of these buildings have not been occupied for some time because they were not viable. They were too large, they didn't have elevator access, and developers could not figure out how to put them back into a usable state because they couldn't generate enough funds on their own through the individual buildings. Therefore the idea of buying multiple parcels to save the entire block was proposed, which is much more advantageous to the community and the City rather than to just save one building and let the rest be torn down or destroyed. If they can maintain that entire historic block, they can achieve a goal of the City and Historic Preservation Commission. Monson pointed out that the Economic Development Committee of the City Council at four

o'clock today approved the TIF agreement to go to the full City Council and so it will go through the entire City Council as soon as the City Attorney's Office has finished their documentation and Tailwind has reviewed and approved that document. Monson also noted they've gone through Historic Preservation Commission multiple times and this development has been approved with the proposed addition by the Historic Preservation Commission who had to approve the rezoning of the property and also approve the entire project with the landmark status and with the new building. Monson stated the new building is the engine that drives this project, without that engine, the historic preservation will not happen and there's not funds to make it work. Monson added they will be going for LEED Gold, the City TIF requirements require LEED Silver level but this will be the greenest apartment building they have seen in Iowa City, it will be the highest performing energy building. He acknowledged that costs money, but the whole idea is sustainability, making a walking community and increasing the density of downtown. People who live downtown in the heart of the City don't need to drive and that's the beauty of this project, not everybody needs or wants to drive. People in the future may not even want a car nor live by the standards that everybody has to have a car, times are changing and many cities are thinking about that. Cities have built all of these parking garages and with the reduced demand in the future, whether that's 10 years or 15, what are they going to do with these parking structures. This project is an investment in the community to create the most sustainable project, improving the walkability and the attractiveness of downtown. Monson acknowledged no one envisioned what downtown could be until Plaza Towers was built and no one anticipated that downtown residences would be popular not only with students, but with the adult population. This building is not just for students, there will be a diversity of sizes because there will be a mix of owners, as some of the other buildings downtown already have. It's not just students, it's professionals and young people too.

Monson also noted that because they are going LEED Gold, they will have points deducted if they provide more parking, it is a negative when talking about LEED or sustainability. So that would detract from the ability to achieve the LEED Gold. Monson also acknowledged the closest three ramps are very busy but the Harrison Street parking structure, which was designed a few years ago, has very few people and is almost empty and certainly that is a very short walk from this project. Typically, people that want to live downtown want to live there because they enjoy the nightlife and the amenities of downtown, there are great grocery stores and one of the amenities being added is the Riverside Theatre. For individuals that want to have a car, they can walk to the Harrison Street parking facility, he is sure the City has all kinds of permits available in that parking structure, because it's not highly used. Additionally, there's a lot of parking downtown. The negative stories are from the shoppers because they want something convenient in and out but the long-term people, they can walk a little bit if they want a permit.

Monson reiterated it's a big project, it's gone through lots of different approvals, the reason the City Council has not finalized the final reading of the landmark status is because if the TIF doesn't pass, the project is dead. If the Board votes against the project for a parking reduction tonight, the project is dead. They didn't want to get the cart too far in front of the horse because the owners need a viable project and they could not support the landmark status as the project is the engine to drive it.

Chrischilles asked what improvements are on the docket for these historical buildings. Monson noted all of the final plans have been reviewed and approved by the Historic Preservation Commission, so these are what's moving forward. The City also has the building plans for all of

these projects, not only the historic, but the tower as they are going through the permitting process right now. The improvements to the historic buildings will require internal work that's needed to make them viable, there will be elevators added, new mechanical electrical systems being added, and new roofs. The buildings needed a deep overhaul, especially the Crescent Block Building, which has been empty on the upper floors for decades.

Chrischilles asked if those are going to be apartments. Monson replied that the Riverside Theater is taking the entire top floor and a portion of the second floor. Revival is also taking a portion of the second floor and then there are four studio apartments on what used to be the upper floor of the Union bar. They didn't want a bar on the second floor, obviously, below a theater or above a theater, so a lot of thought has gone into those users.

Chrischilles asked how much they were asking for in the TIF proposal. Monson replied have to wait until the final TIF development agreement is published by the City and he hasn't seen that final agreement. The City has been negotiating with Tailwinds and he is not part of negotiations.

Chrischilles asked if a third level of parking was somehow incorporated into the building how much that might increase the gap. Monson replied it would be impossible to design, they couldn't circulate to the third level without destroying buildings, they were very fortunate that they could sandwich in two levels of parking. He added an internal parking ramp system is very inefficient and extremely expensive with the cost of a parking space in a large parking ramp at like \$25,000 a space whereas if it's a small ramp, they go up to about \$50,000 to \$75,000 just for one parking space so it becomes very quickly cost prohibitive.

Chrischilles asked if there any possible way of gathering data that shows in similar projects that are already built how many people actually own cars. Can they show whether 40% or 50% of people request parking. Lehmann replied data may be available for the larger picture of parking availability throughout the downtown, such as the number of spaces and how that's changed over time, and also the number of spaces provided per unit or per bedroom in downtown developments. However, that information may not show the individual demand for parking or the 30% to 40% as self-reported by Newman Monson. Staff does not have good access to that information. Chrischilles asked if staff could survey apartment complexes and ask them what their reservation requests are. Lehmann noted to answer that question, the City would have to send surveys to complexes which would then need to survey their residents to fully understand who is parking where. When Monson mentioned the Harrison Street ramp, that's the ramp where the City has offered parking spaces but businesses decided it was too far away.

Chrischilles asked if there is any idea how many vacancies are in the Harrison Street ramp, long-term permits. Lehmann said he can't give an exact number but that some people were placed at the Harrison Street ramp even though it was not the ideal choice of businesses who had requested parking. If the Board chose to defer this item, he could get those numbers.

Dulek added if they do defer, make sure to defer before closing the public hearing, because a public hearing will need to be continued as well.

Monson said he feels Tailwind would support the use of the downtown parking structures, the three closest, for commercial tenants and would not support apartment use of those structures and he doesn't support it. He feels the city does a good job of being selective on who they sell

permits to in those structures because it's vital to some of the office users and downtown apartment users do not need to have a parking spot next door. Also the downtown hotels have to also utilize the parking spaces in the public ramps because they do not provide parking in their structures because again that is not feasible in their cost structure. The Graduate Hotel and The Hotel Vetro use the Dubuque Street parking structure and The Chauncey uses the Chauncey parking structure. The new hotels on South Clinton Street also use the ground transportation parking ramp and all of that parking is provided by the City and is important for their vitality but to support an apartment dwelling unit, if they need parking, there's plenty of parking to get and they don't have to sit on a waiting list to get it.

Pretorius noted she really like that Monson brought up the Gold LEED and thinks that really sets the precedence and it'd be nice if other builders and developers would also follow those same steps when building in Iowa City. She thinks it's something to applaud. Regarding the vehicle situation and cars going electric or fully autonomous in the future, do they hold up a development based on how things have been based on 50 years of expectations. It is interesting to applaud a building for wanting to be green and energy efficient, but then to say at the same time they need all these parking spots for vehicles that produce emissions, it's an interesting catch 22 scenario. She understands the compromise of bringing some vitality back to these businesses and keeping the look of the building. Additionally, with TIF funds, it has its pluses and minuses, but the 15% affordable housing quota that comes with it is something the City wants, more affordable housing. So maybe parking is an issue in some ramps, but there is availability in other ramps such as the Harrison Street ramp and the Capital Street garage. The City has done a good job of metering on-street parking to make sure it is for people who are just visiting businesses for an hour at a time and using the ramps for longer term parking. Pretorius also applauds somebody who's willing to take on this project, because it is hard to make it financially feasible. But when's the next time that something like this is going to come along and the next opportunity for this building to be rehabbed or be historically preserved to some degree and to continue the growth in downtown Iowa City.

Monson noted the direction of the Economic Development Committee is to request that a fee in lieu of providing low income housing in this project. So the project will provide \$1.8 million dollars to the low income housing fund for the City because that's what the City Economic Development Committee requested they do, rather than to provide housing within the project.

Chrischilles asked if developers have any concern about too much density or too many apartments in the downtown area with the Pentacrest Gardens project coming up. Monson replied it is still unclear if the Pentacrest Gardens project will go ahead, and certainly apartments that are closer in add to the vitality of downtown and are more advantageous than those even across Burlington Street, so this project has appeal because they need activity in the downtown to create and be an engine for the businesses, because right now they're hurting. The more people they add downtown of all different ages, the better off downtown will be and it's the way to preserve downtown. The other thing, they don't want mega bars added, The Union Bar wasn't probably the best downtown business for many reasons and part of this project is right sizing those buildings so that there is hopefully a better situation for all ages.

Chrischilles moved to defer this item and requested the actual number of permits and locations available in City parking downtown.

Chrischilles noted he would like to have data on the actual number of permits available in City parking downtown, including the Harrison Street ramp, and he feels this is a project with many interconnecting parts and to have five days to come to a decision isn't long enough for him

Parker stated the density is what the downtown landscape desires and needs and also 10 years from now it could look so different. The winds of generational changes are blowing and nobody wants to get a driver's license anymore and then in 10 years Tesla's going to be called from a smartphone app and nobody will actually own the car.

There was no second on Chrischilles motion to defer.

Pretorius closed the public hearing.

Parker moved to approved EXC20-0007, to reduce the minimum parking requirements by 60% for the properties located at 109, 111 113-115, 117-119, 121 and 127 East College Street, subject to the following condition:

- 1. City Council adopt the Historic District Overlay as considered in REZ20-02, to designate these properties as a local historic landmark.**

Hazell seconded.

Chrischilles stated the general issue before them is do they feel that reducing the parking 60% is going to cause parking problems or other types of problems subsequent to that. Regarding findings of fact this project could be injurious to other downtown merchants, as mentioned in the correspondence from the person who had empty office space that he can't rent.

Hazell agreed that is a good point but thinks there are two sides, there's the potential injury of use of property based on lack of parking, and this may add to that, but on the other side, they're bringing people who will live downtown, who have wallets and are going to spend money, and are therefore going to bring positive impacts and improve the experience or use of those other buildings. Additionally, as they grow towards density, parking becomes less needed and more businesses and people will want to live there. Iowa City is unique in that it has a thriving downtown one can live in. He lives on the north side and had only one vehicle for a long time, and honestly, it sat in his driveway sometimes for weeks without using it because they could access everything they needed, shopping, restaurants, the library and he's somebody that's a 20 minute walk from this proposed location. There is a new breed of people that are coming to the area that are not going to demand parking and won't put pressure on those parking spots. This project is a benefit that is going to bring economic benefit with both the renovations and the spenders will contribute to the environment and properties around it. The improvement to the front of a large amount of the ped mall will also add attraction for other businesses to come.

Chrischilles appreciated Hazell's point and noted maybe he's being short sighted because everybody views it from their own perspective, and he is viewing it from his perspective, which tends to be more automobile based, there is always the question of where he will park his car.

Parker noted public transportation was not even mentioned in the brief.

Hazell noted part of the problem with public transportation is, at least in Iowa City, it's that everything comes downtown and leaves downtown, and if there's not that great of a

transportation system to try to get to other locations. Parker stated the argument was not made that public transportation eases the burden on parking structures in the downtown.

Chrischilles noted the other concern he had was whether it meets the City's Comprehensive Plan and that the issue there is the mentioned contextual infill. He doesn't really see an 11-story modern apartment complex behind a row of historical buildings as contextual infill.

Parker noted however these buildings were once mega bars and the square footage for each one was like 9000 square feet and no record store or clothing store can accommodate that kind of space or leasing requirement anymore. They're trying to make it smaller to be more feasible for downtown locations to actually rent on a monthly basis.

Chrischilles stated he is just saying that the 11-story modern apartment building doesn't really add to the historic character of downtown.

Hazell noted that from his perspective that the fact that the Historic Preservation Commission has reviewed it and approved it shows they have voiced their opinion on that and he feels best to defer to them on historic appropriateness of this building.

Pretorius stated regarding the parking her one thought is if the Board tries to do anything they don't really know what the implications are on the entire project. Monson stated in his report it isn't feasible to achieve any more parking financially and also it starts to take away from the green energy efficiency LEED certification for this building.

Parker stated regarding agenda item EXC20-0007 he concurs with the findings set forth in the staff report of this meeting date, December 9, 2020 with the recommended conditions presented by staff, and concludes that the general and specific criteria are satisfied unless amended or opposed by another board member. He recommends that the Board adopt the findings in the staff report for the approval of this proposal. Hazell seconded the findings.

A vote was taken and the motion carried 3-1 (Chrischilles dissenting).

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

CONSIDER THE NOVEMBER 18, 2020 MINUTES:

Chrischilles moved to approve the minutes of November 18, 2020. Hazell seconded the motion.

A vote was taken and the motion carried 4-0.

ADJOURNMENT:

Hazell moved to adjourn this meeting, Parker seconded, a vote was taken and all approved.

**BOARD OF ADJUSTMENT
 ATTENDANCE RECORD
 2020**

NAME	TERM EXP.	1/8	2/12	4/8	5/13	5/27	6/10	7/15	10/14	11/18	12/8		
CHRISCHILLES, GENE	12/31/2022	X	X	X	X	X	X	X	X	X	X		
COX, ERNIE	12/31/2020	X	O/E	X	X	X	X	X	O/E	O/E	O/E		
HAZELL, ZEPHAN	12/31/2021	X	O/E	X	X	X	O/E	X	X	X	X		
PARKER, BRYCE	12/31/2024	O/E	X	X	X	X	X	X	X	X	X		
PRETORIUS, AMY	12/31/2023	X	X	X	X	X	X	X	X	X	X		

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