IP1. Council Tentative Meeting Schedule

**Miscellaneous**

IP2. Article from Council Member Thomas: Interesting article about urban trees
IP3. Memo from City Clerk: KXIC Radio Show
IP4. Email from Melissa Brobston: Musical Instruments at Fairmeadows Park
IP5. Email from Anita Jung: IC Slum Lords
IP6. Civil Service Examination: Internal Auditor
IP7. Civil Service Examination: Senior Maintenance Worker - Wastewater Plant
IP8. MidAmerican Energy: Green Advantage program

**Draft Minutes**

IP9. Planning and Zoning Commission - August 15
Council Tentative Meeting Schedule

ATTACHMENTS:
Description
Council Tentative Meeting Schedule
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Meeting</th>
<th>Location</th>
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<tbody>
<tr>
<td>Tuesday, September 17, 2019</td>
<td>5:00 PM</td>
<td>Work Session</td>
<td>Emma J. Harvat Hall</td>
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<td>7:00 PM</td>
<td>Formal Meeting</td>
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<tr>
<td>Tuesday, October 1, 2019</td>
<td>5:00 PM</td>
<td>Work Session</td>
<td>Emma J. Harvat Hall</td>
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<td>Formal Meeting</td>
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<tr>
<td>Monday, October 14, 2019</td>
<td>4:00 PM</td>
<td>Reception</td>
<td>City of Iowa City</td>
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<td></td>
<td>4:30 PM</td>
<td>Joint Entities Meeting</td>
<td>Emma J. Harvat Hall</td>
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<tr>
<td>Tuesday, October 15, 2019</td>
<td>5:00 PM</td>
<td>Work Session</td>
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<tr>
<td>Monday, November 4, 2019</td>
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<td>Work Session</td>
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<td>Tuesday, December 3, 2019</td>
<td>5:00 PM</td>
<td>Work Session</td>
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<td>Formal Meeting</td>
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September 5, 2019

Article from Council Member Thomas: Interesting article about urban trees

ATTACHMENTS:

Description
Article from Council Member Thomas: Interesting article about urban trees
Thanks Cindy! This is an excellent article. In hot, humid climates such as ours, street trees are one of the best ways to address urban heat islands, reducing local temperatures by as much as 15 degrees Fahrenheit.

Kellie, please include in Council's next information packet.

John

On Thu, Sep 5, 2019 at 7:17 AM Cindy Parsons <cparsons@icialaw.com> wrote:

Good morning - as we think about planting trees in our own city, I thought this was an interesting perspective:


We at Project GREEN are looking forward to this tree planting initiative!

Cindy Parsons
Project GREEN co-President
Heat and Health in American Cities

Trees Are Key To Fighting Urban Heat — But Cities Keep Losing Them

LISTEN · 5:36   PLAYLIST Download Transcript

September 4, 2019 · 5:12 AM ET
Heard on All Things Considered

MEG ANDERSON   NORA ECKERT   SEAN MCMINN

A tree grows beneath a power line in the Park DuValle neighborhood of Louisville, Ky. Urban environments can be especially harsh on trees.

Sean McMinn/NPR
Annie Haigler steps out of her home in Louisville, Ky., pulling a handkerchief out of her pocket to dab sweat off her forehead. She enjoys sitting on her porch, especially to watch the sunrise. She has always been a morning person.

But as the day progresses, the heat can be unbearable for her. On summer days like this, when highs reach into the 90s, the lack of trees in her neighborhood is hard for Haigler to ignore.

"That's what I'm accustomed to trees doing: They bring comfort. You don't notice it, you don't think about it. But they bring comfort to you," she says.

The tree cover in her neighborhood, Park DuValle, is about half the city average. As one of the lower-income areas of Louisville, it's in line with a citywide trend: Wealthier areas of the city have up to twice as many trees as do poorer areas.
Trees can play a huge role in the health of people living in cities, but across the country, cities are losing millions of trees year after year. And many poor urban neighborhoods — often home to a city's most vulnerable — are starting at a disadvantage.

"If we show you a map of tree canopy in virtually any city in America, we're also showing you a map of income," says Jad Daley, president and CEO of the nonprofit American Forests. "And in many cases we're showing you a map of race and ethnicity."

That lack of tree cover can make a neighborhood hotter, and a joint investigation by NPR and the University of Maryland's Howard Center for Investigative Journalism found just that: Low-income areas in dozens of major U.S. cities are more likely to be hotter than their wealthier counterparts, and those areas are disproportionately communities of color.
Trees And Heat In **Louisville, Ky.**
"If you live in an area in cities that is seeing more extreme heat days, but you don't have tree cover to cool down your neighborhood, that can literally be a life or death issue," says Daley. "The folks who are least likely to have air conditioning to weather heat waves, the folks who are most likely to have preexisting health conditions that put them at greater risk from those heat waves, aren't getting the benefits of trees."

A study by the Georgia Institute of Technology found Louisville to be getting hotter faster than any of the other 50 largest U.S. metropolitan areas, compared with the rural areas around them. One reason cities tend to be hotter? Fewer trees.

Louisville is losing 54,000 trees each year from development, natural disasters, disease, invasive species and lack of tree care. And it's not alone. From 2009 to 2014, 44 states lost tree cover in urban areas — that's around 28.5 million trees lost every year, according to the U.S. Forest Service.

"Make no mistake, we are losing trees all around the U.S., and cities are struggling to keep up with restoring and establishing a healthy, thriving tree canopy," says Dan Lambe, president of the Arbor Day Foundation.

Heat And Income In **Oakland, Calif.**

Census tracts in Oakland displayed a **STRONG** correlation between heat and income. Oakland did not answer questions from NPR.
Cities With The Strongest Correlations Between Heat And Income

Tap a small map to view details.

North Las Vegas, Nev.  Anchorage, Alaska

Las Vegas  Lexington, Ky.
In keeping neighborhoods cool, money matters

In Louisville, St. James Court is an oasis: A fountain bubbles in the center of a scenic boulevard. There are few spots left unshaded by the dense tree canopy that stretches overhead.

But maintaining the quarter-mile stretch of land will cost around $20,000 this year, according to the St. James Court Association. That money comes from the annual St. James Court Art Show. Not all neighborhoods can afford that kind of tree maintenance, and neither can the city government.
Louisville is facing a $35 million budget deficit, which has already resulted in cuts to libraries, pools and firehouses. The city also eliminated the Office of Sustainability, which was coordinating tree planting and heat island issues in the city.

Still, the city estimates it has planted and donated nearly 30,000 trees since 2013. That ends up being more than 5,000 trees on average each year — not nearly enough to make up for the more than 50,000 lost annually.

"We've got to wrestle with this great American challenge, right? People want everything but they don't want to pay for anything," says Louisville Mayor Greg Fischer. When it comes to increasing tree cover, "city government is not going to be able to do all that by itself," he says.

**About This Story**

Maria Koetter, the former director of the Office of Sustainability, says one of the reasons sustainability initiatives can lack political support and resources
is that their benefits often aren't immediate. That is especially true, she says, when it comes to trees.

"With a tree, you plant it now, it won't hit a 30-foot crown for 15 years," says Koetter. "A lot of that work of today is about a future payoff."

"Instead of giving pills, we plant trees"

In one Louisville neighborhood, a team of researchers is trying to prove that trees are just as important to the health of people in cities as are widely accepted practices like building codes and water treatment.

The Green Heart Project — a multimillion-dollar effort funded in large part by the National Institutes of Health and the Nature Conservancy — is starting to plant fully grown trees, as tall as 30 feet, in a test area within the city. The five-year study will measure health indicators, particularly those for heart health, for around 700 participants, half of whom will be living under the shade of those new trees. The other half will be part of a control group, who live where new trees haven't yet been planted.

"The idea was to run this whole project as a clinical trial, but instead of giving pills, we plant trees," says Aruni Bhatnagar, director of the University of Louisville's Christina Lee Brown Envirome Institute, which is leading the study.
Beyond cooling a city’s temperature down, which on its own can improve health, trees have been linked in prior studies to myriad positive health outcomes: longer life spans, lower levels of stress, better air quality and lower rates of cardiac disease. But Bhatnagar says those studies haven’t been enough to get city leaders to prioritize trees.

"We’re trying to convince other cities that this is worth doing," says Bhatnagar. "Design cities and neighborhoods that first think about health, not last. That should be the first consideration before you put a single brick into a neighborhood."

Popular on NPR.org

Memo from City Clerk: KXIC Radio Show

ATTACHMENTS:
Description
Memo from City Clerk: KXIC Radio Show
At your September 3 work session, Council Members agreed to the following schedule for the Wednesday 8:20 AM radio show.

**Please remember that KXIC is very flexible with taping the sessions ahead of the show.**

S:Clk/Council KXIC Radio Schedule/radioshowasking.doc
September 5, 2019

Email from Melissa Brobston: Musical Instruments at Fairmeadows Park

ATTACHMENTS:
Description
Melissa Brobston: Musical Instruments at Fairmeadows Park - staff response
Melissa,

Thank you for your input regarding the Fair Meadows Playground. We will include this with other feedback received online and during the public meeting in August. Several similar musical components are included in the Willow Creek Park playground which is under construction and expected to open this fall.

Sincerely,
Juli Seydell Johnson

---

From: Melissa Brobston [mailto:melissasmusicstudioiowa@gmail.com]
Sent: Monday, September 02, 2019 12:12 PM
To: Juli Seydell Johnson <Juli-SJohnson@iowa-city.org>
Cc: Council <Council@iowa-city.org>
Subject: Musical Instruments at Fairmeadows Park

https://vacationokoboji.com/places/united-states/iowa/arnolds-park/attractions/harmony-park/

Harmony Park is located in Arnolds Park in Okoboji, Iowa. The park has around 10 different musical instruments for kids of all ages to play. I would like to see a park like this one at Fairmeadows Park in Iowa City. I am willing to help write a
grant to help with the funding. I'm sure West Music would be on board with this idea and help with monetary costs. While I own a small music studio business, I am also willing to help with funds.

Why Fairmeadows Park? I live close to Fairmeadows, on Aster Avenue. I bought my house in 2002 and love our community. While many children and adults can be seen at the splash pad, I know more people would be attracted to the musical instruments section in the park. Families from other areas in the city would come to Fairmeadows. It would be a positive addition to the southeast Iowa City area.

Please let me know what you think and this could be feasible in our area.

Thank you,
Melissa Brobston

2530 Aster Avenue
Iowa City, Iowa 52240
319.930.2969

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Melissa's Music Studio

Celebrating 17 years offering affordable, private music lessons to students of all ages and abilities on brass, woodwind, string, piano, voice and percussion instruments.

319.930.2969

Website [http://www.melissasmusicstudioiowa.com/](http://www.melissasmusicstudioiowa.com/)
Twitter [https://twitter.com/musicstudioiowah](https://twitter.com/musicstudioiowah), [https://twitter.com/musicstudioiowa](https://twitter.com/musicstudioiowa)
Google+ [https://plus.google.com/u/0/+MelissaBrobstonmelissasmusicstudioiowa/posts](https://plus.google.com/u/0/+MelissaBrobstonmelissasmusicstudioiowa/posts)
LinkedIn [https://www.linkedin.com/pub/melissa-s-music-studio/44/180/35](https://www.linkedin.com/pub/melissa-s-music-studio/44/180/35)
YouTube [https://www.youtube.com/channel/UCrdPQOuJ3jz27Hbro_app_O/feed](https://www.youtube.com/channel/UCrdPQOuJ3jz27Hbro_app_O/feed)
Email from Anita Jung: IC Slum Lords

ATTACHMENTS:
Description
Anita Jung: IC Slum Lords [Staff Response Included]
Dear Anita,

I wish we could give you a more encouraging answer. Unfortunately, Geoff’s reply hits the nail on the head. This is another instance of where meaningful change would require action at the State level.

My daughter recently had an experience very similar to your daughters, so I completely understand how you feel.

Mayor Jim Throgmorton  
Iowa City City Council, At-Large

Ms. Jung,

Thank you for sharing your story. Unfortunately, State of Iowa law prohibits cities from regulating the tenant / landlord relationship. Our powers extend only to rental inspections for critical life / safety issues.

Both the City and University work to educate students who are often renting for the first time. We also help communicate the availability of resources, such as student legal services<https://legal.studentlife.uiowa.edu/>.

Thank you again for reaching out. I hope the issue is able to be resolved.

Sincerely,

Geoff Fruin  
City Manager

Greetings, I am writing both as a professor and a parent of a student at the University of Iowa, because the Iowa City slumlords are rapacious abusers of the university student population. I have heard about this from students for years. And now, my daughter moved out of an apartment on Linn St. off of Burlington, 321 Linn, owned by Southtown Properties, IC who fraudulently withheld over $500 from her security deposit. I sent them the following email:
"Dear Mr. Faulkner or Southtown Properties LC Representative,

I am writing in regard to the deposit monies being withheld from my daughters security deposit for her apartment #321 on Linn Street. I moved her into the apartment and I moved her out of the apartment. When she moved out the apartment was left extremely clean. The carpet was free of stains, no more dirtier than one might expect through normal wear and tear. There was also a large non itemized maintenance fee deducted. In all $523.36 was withheld and this is an unreasonable amount to charge to perform light cleaning or repairs of normal wear and tear on a rental apartment.

My daughter and her roommate paid their rent and paid it on time, this is the main aspect for which the state of Iowa allows a landlord to require a security deposit. You cannot claim that damage in excess of normal wear and tear was evident in this apartment, certainly not that equally the funds withheld. Per Iowa law, you may only deduct the actual amount paid for cleaning the specific parts of the apartment left dirty and for the specific maintenance performed. In the case of carpet cleaning this is maintenance in preparation of re renting the apartment and not a result of negligence.

Please provide me with a detailed, line item copy of the invoices—including the amount paid and hours spent—tendered by the cleaning and maintenance company for their services. The actual invoiced amount paid for necessary items can be deducted from my daughter’s deposit, but the balance of the $523.36 you have withheld should be returned to her via her forwarding address promptly, per Iowa Code Annotated § 562A.12: In an action concerning the rental deposit, the burden of proving, by a preponderance of the evidence, the reason for withholding all or any portion of the rental deposit shall be on the landlord."

The landlord responded by sending photographs that were obviously not from her apartment - in the photo there were windows with curtains and a blk/wht stove, her apartment had no curtains and a white stove, etc. The irony being that my daughter had mono last year and spent most of her time at our house and not at her noisy downtown apartment. We spent over 7 hours cleaning an apartment that was relatively clean when we began, it was immaculate when we left. The landlord is also trying to charge her for damage under a sink from a leaky pipe, which as a renter was not caused by her negligence nor something she is fiscally responsible for, it goes on-and-on.

Obviously, if unresolved we will take them to small claims court and win (based upon the sending of fraudulent documents, alone). My question to you as mayor and members of the city council is, how is the University of Iowa (the biggest employer in IC) and the city of Iowa City to continue flourishing with egregious predatory behavior from slumlords? How many thousands of students, many of whom are far from home and do not have the resources that my daughter has, are being extorted and robbed of their security deposits? These vulnerable members of our University and members of the Iowa City community deserve protection. The students in my classes are engaged civic minded individuals. They are hard and conscientious workers. The cost and demands of going to college are difficult enough without the constant and stressful exploitation of students by slumlords. I also imagine that honest landlords are tarnished due to the dubious ethics of those who are dishonest. These predatory behaviors and practices must be addressed and stopped.

Respectfully,

Anita Jung
2126 Leonard Circle
Iowa City, IA 52246

Professor of Print Media
University of Iowa
School of Art + Art History/VAB 400E
141 No. Riverside Dr.
Iowa City, IA 52242

+1-319-594-0495
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September 5, 2019

Civil Service Examination: Internal Auditor

ATTACHMENTS:
Description
Civil Service Examination: Internal Auditor
August 9, 2019

TO: The Honorable Mayor and the City Council

RE: Civil Service Entrance Examination – Internal Auditor

Under the authority of the Civil Service Commission of Iowa City, Iowa, I do hereby certify the following named person(s) as eligible for the position of Internal Auditor.

Mikaela Brockett

IOWA CITY CIVIL SERVICE COMMISSION

Rick Wyss, Chair
September 5, 2019

Civil Service Examination: Senior Maintenance Worker - Wastewater Plant

ATTACHMENTS:
Description
Civil Service Examination: Senior Maintenance Worker - Wastewater Plant
August 30, 2019

TO: The Honorable Mayor and the City Council

RE: Civil Service Entrance Examination – Senior Maintenance Worker – Wastewater Plant

Under the authority of the Civil Service Commission of Iowa City, Iowa, I do hereby certify the following named person(s) as eligible for the position of Senior Maintenance Worker – Wastewater Plant.

Brad Herrig

IOWA CITY CIVIL SERVICE COMMISSION

Rick Wyss, Chair
MidAmerican Energy: Green Advantage program

ATTACHMENTS:
Description
MidAmerican Energy: Green Advantage program
MidAmerican Energy is proud to serve your energy needs. That's why we continue to invest in renewable wind energy and pursue a 100% renewable energy vision on behalf of our customers like you. Last year, we were able to deliver more than half of the energy you use on an annual basis from wind energy.

We understand that meeting sustainability goals is important to you, too—which is why we want to ensure that our business customers can claim the full benefits of the green energy we provide. MidAmerican Energy worked with the Iowa Utilities Board to create the GreenAdvantage® program to verify our annual production of energy delivered to customers from clean, renewable sources – such as wind – as a percentage of total energy production. MidAmerican Energy’s customers, in turn, can promote their green energy usage to employees, customers, industry partners, stakeholders and the communities they serve.

On June 21, 2019, the Iowa Utilities Board verified that 51.4% of the electricity delivered to you came from renewable sources for the year 2018. This percentage will grow annually as MidAmerican Energy’s wind projects are completed.

As your partner, we want to commemorate this milestone. Enclosed is a certificate to authenticate the amount of renewable energy delivered to you in 2018.

MidAmerican Energy is leading the revolution of Iowa’s energy landscape, helping to make us a national leader in the percentage of electric generation coming from wind. That plays a critical role in keeping rates in Iowa among the lowest in the country – giving you a competitive advantage in building and maintaining a sustainably responsible business.

Together, we can achieve a 100% renewable energy future that keeps rates low, is great for the environment and is important for our economy.

Sincerely,

Kathryn Kunert
Vice President
Economic Connections and Integration

800-329-6261
BusinessAdvantage@MidAmerican.com
MidAmericanEnergy.com/green-advantage
CERTIFICATE OF VERIFICATION

This certificate verifies that 51.4%* of electricity delivered to customers came from renewable resources.

MidAmerican Energy Company is proud to advance our 100% Renewable Energy Vision

*Energy delivered in 2018, as verified by the Iowa Utilities Board
ATTACHMENTS:
Description
Planning and Zoning Commission - August 15
MINUTES
PLANNING AND ZONING COMMISSION
AUGUST 15, 2019 – 7:00 PM – FORMAL MEETING
EMMA J. HARVAT HALL, CITY HALL

MEMBERS PRESENT: Larry Baker, Carolyn Dyer, Mike Hensch, Max Parsons, Mark Signs, Billie Townsend

MEMBERS ABSENT: Phoebe Martin

STAFF PRESENT: Sara Hektoen, Anne Russett

OTHERS PRESENT: Mike Welch, Debra Brandt, Terry Protextor, Kristina Thiel, Michelle Edwards, Scott Rude, Bruce Tarwater, Jan Kardos, William Thiel

RECOMMENDATIONS TO CITY COUNCIL:

By a vote of 6-0 the Commission recommends approval of SUB19-08 an application submitted by TRD, LLC for a preliminary plat for Tamarack Ridge subdivision, a 36.81 acre, 60-lot residential subdivision with one outlot located south of Scott Boulevard and north of Tamarack Trail.

CALL TO ORDER:

Hensch called the meeting to order at 7:00 PM.

PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA:

None.

CASE NOS. ZCA19-03 and REZ19-07:
Applicant: Capstone Collegiate Communities, LLC
Location: 305 and 315 E. Prentiss Street and 625 S. Gilbert Street

a. An application submitted by Capstone Collegiate Communities, LLC for an amendment to the Riverfront Crossings regulating plan to include the property located at 625 S. Gilbert Street in the Central Crossing Subdistrict. (ZCA19-03)

b. An application submitted by Capstone Collegiate Communities, LLC for a rezoning of approximately 1.6 acres of property located at 305 and 315 E. Prentiss Street and 625 S. Gilbert Street from Community Commercial (CC-2) and Intensive Commercial (CI-1) to Riverfront Crossings-Central Crossings (RFC-CC). (REZ19-07)

Russett noted staff received a request from the applicant to defer both agenda items 4a and 4b to the September 5 meeting and staff is recommending the Commission make a motion to defer.

Dyer moves to defer items 4a and 4b to the September 5, 2019 meeting. Parsons seconded the motion. A vote was taken and the motion passed 6-0.
CASE NO. SUB19-08:
Applicant: TRD, LLC
Location: South of Scott Boulevard and north of Tamarack Trail

An application submitted by TRD, LLC for a preliminary plat for Tamarack Ridge subdivision, a 36.81 acre, 60-lot residential subdivision with one outlet located south of Scott Boulevard and north of Tamarack Trail.

Russett noted this is an application for a preliminary plat and showed a map of the proposed plat, it is located south of Scott Boulevard and north of Tamarack Trail. Regarding the application background, in addition to the application for a preliminary plat, the applicant has requested a rezoning from Interim Development Single Family to Low-Density Single Family. The Commission considered that rezoning at their last meeting and recommended approval subject to two conditions, the first substantial compliance with the preliminary plat, particularly the incorporation of the traffic circles and the planting of trees in the right-of-way. Additionally the applicant has held a good neighbor meeting for both the rezoning and the preliminary plat on June 10. In terms of compliance with the Comprehensive Plan, the land use map identifies this area as appropriate for conservation design due to the environmentally sensitive areas. The Northeast District Plan identifies this area as appropriate for single-family residential and also identifies that higher density uses could be more appropriate close to Scott Boulevard. Lastly, Russett noted the Comprehensive Plan does have goals of achieving an interconnected street network, which this plat is accomplishing through the extension of Tamarack Trail.

Russett showed the preliminary plat and sensitive areas development plan. The applicant is proposing 60 single family lots and an extension of Tamarack Trail north to Scott Boulevard. There will be no street connections to the east or west due to development constraints and sensitive areas. Due to the long block length that has been created by Tamarack Trail, staff has concerns with travel speed. Therefore the plat incorporates two traffic circles and a pavement width of 26 feet, which allows parking on one side of the street. The traffic circles and the reduced pavement width will help with traffic calming. In terms of traffic implications, Russett said staff has estimated the total trips generated by the 60 lots to be around 571 trips per day to and from the development and staff estimates the extension of Tamarack Trail and the additional access point will reduce total trips accessing North 1st Avenue. Scott Boulevard and 1st Avenue are both arterial streets and have the capacity to handle the additional traffic generated by the proposed development. Staff is aware there are congestion issues during peak hours at the intersection of 1st Avenue and Scott Boulevard and the City has a program planned for 2020 to address those congestion issues.

Russett noted there are environmentally sensitive areas on the site, there are critical and protected slopes. The proposed development would disturb 12% of the critical slopes and the Code allows up to 35%. No protected slopes will be impacted by the proposed development. Russett added there are also woodlands on the site, around 18.5 acres, and the development would preserve 52% of those woodlands, and the retention requirement for the Code is 50%. The plat does identify a conservation easement over both the persevered woodland areas and the woodland buffer. In terms of archeological resources, Russett stated it was listed as a deficiency in the staff report, but since the publication of the staff report the applicant has provided the Phase 1 Study which was completed by the Office of the State Archeologist and the OAS concluded that no further archeological work is recommended. Therefore this is no longer a deficiency. In terms of public open space, it is addressed at final platting, dedication
requirement of around 0.79 acres or a payment of an in-lieu fee would be required and based on the proximity of another park an in-lieu fee would be appropriate. Russett next discussed the stormwater management stating the preliminary plat identifies three stormwater management basins. Public Works staff has approved the preliminary grading plan and the preliminary stormwater calculations. Stormwater management was originally listed as a deficiency in the staff report because Public Works staff identified some developed areas where runoff would not be captured by the stormwater management basin. The applicant’s consultant has provided some additional information to the Public Works staff, which has been reviewed and accepted, and the Public Works staff will work through the additional stormwater management details during the review of the construction drawings which will happen at final platting.

Regarding neighborhood correspondence, Russett noted staff has received some correspondence from residents in the area with concerns expressed regarding the preliminary plat. The Commission has been given copies of all the correspondence but to summarize the concerns are related to traffic, the extension of Tamarack Trail and stormwater management.

Russett noted the role of the Commission in the review of the preliminary plat is for the Commission to determine whether or not the plat complies with the subdivision regulations and other applicable Codes and whether or not it complies with the Comprehensive Plan.

Next steps will be a public hearing and first reading held by City Council next Tuesday for the rezoning, pending recommendation of approval regarding the preliminary plat that will also move onto Council. Pending City Council approval of the preliminary plat and the proposed rezoning, the applicant could submit an application for a final plat.

Staff recommends approval of SUB19-08 an application submitted by TRD, LLC for a preliminary plat for Tamarack Ridge subdivision, a 36.81 acre, 60-lot residential subdivision with one outlot located south of Scott Boulevard and north of Tamarack Trail.

Baker asked about the traffic estimates of 60 units producing 571 trips per day, which would be about 10 trips per household per day, and that seems high to him. Russett said those figures came from the Transportation Planner who uses a trip generation manual to determine the approximate trips per day based on the use.

Hensch noted in the staff report there were two different deficiencies listed, one the archeological study and the other the stormwater management calculations and asked for confirmation that both those items have been resolved. Russett assured the Commission that both those items have been resolved to staff satisfaction.

Dyer asked if the stormwater management basins shown on the map modified from earlier versions. Russett stated those have not changed, what is shown on the preliminary plat now is the most recent version and have not changed, there were modifications through the review process.

Hensch opened the public hearing.

Mike Welch (Axiom Consultants) is representing the applicant and was the one to prepare the plans and the preliminary plat. He acknowledged staff did a nice job summarizing plat but he would like to talk about the changes they did make with the stormwater management. The
applicants worked with staff to do more analysis than required by Code to discover where the runoff was being generated, where it was going and how it was impacting the existing development to the south. They did then modify the basin outlets to hold back more water. They began by looking at the area today, before any development, and determined the run-off was going and were able to make modifications to their plans to help with the current issues. The water that flows to the southeast, to the existing development, will be reduced with the new development and the stormwater basins because it will reduce the run-off rates. This reduction in run-off can be seen in 5, 10 and 100 year storm scenarios. With the new development and the grading plan the stormwater flow to the south will be reduced from what it is currently. Welch also stated they had a meeting a couple weeks ago with a few of the neighbors and City engineering staff and went through some of the stormwater concerns.

Baker asked Welch to clarify the time process of getting the 60 units built. Welch said he cannot say how long it will be for the development of each house, for the development itself if things go according to schedule they would do utility work this winter, paving in the spring, and then the developer could sell lots. Baker noted one of the concerns raised by the neighbors was construction traffic, is it possible even if the road is in place to have it blocked off so all of the construction traffic would have to come from Scott Boulevard. Welch said all the construction traffic before the road is constructed will have to come from Scott Boulevard, but once the road is complete and the City accepts the road, it would be up to Public Works if they would be able to or willing to block off access through Tamarack Trail. As the developer they have no ability to keep the road closed. Baker asked if they would have any objection to having it closed during the construction process, Welch stated he personally would not.

Debra Brandt (973 Tamarack Trail) stated she is a researcher so when staff mentioned a study the City had based some of their decisions on her first indication was to do to Google Scholar and find the study. Brandt showed the Commission the article Russett sent her that the City is using to base their decision to put trees on the parkway, the $45,000 worth of trees. On the left hand side of the article it states “this pilot” and as a researcher Brandt said this is a pilot study and a pilot study is used to see if there is something to look at, if a study is feasible, how much the study may cost, and how many participants are needed to do a real study of the question. Brandt showed the conclusion of the pilot study was they did not have any conclusions, but they should study it more, the study was done on a simulator, not on a real street, and the simulator had an entire canopy of trees. Brandt found a study, but it was really a literature review, which is where someone looks at all the articles that have been written, and what was found is the canopy, while it initially reduced speed by one mile per hour, it actually became a risk. Brandt showed an image of Brown Street as an example of trees along the streets, and asked how many grandchildren they see on the image, in the next slide she showed there are three kids in the image, hidden behind each tree. She stated that by narrowing the street and putting trees out there and that means the driver has less time to react to children darting out. Brandt also noted there are studies that look at these canopies and found it actually changes the environment under them. Concrete is destabilized and it may actually deteriorate the road more quickly. By obligating the use of these trees the City is providing false reassurance to the neighborhood and increasing costs to the future homeowners. Her concern is if the City is basing this decision on evidence that is poorly collected, what other decisions are being based on speculation rather than evidence. Brandt showed from the City’s own information regarding
zoning it states “one cannot grow trees where they become an impedance to sight or traffic” and here the City is putting those out there knowing there are risks but doing it anyway. Brandt asked what else could be done to make these streets safe. She showed an article about cul-de-sacs and the benefits of cul-de-sacs of which the most important one is they are safe, one cannot drive as fast on a cul-de-sac, they also promote neighborhoods, they promote reduced costs, they are beneficial to neighborhoods. Brandt noted if one were to ask any realtor in Iowa City if they had a house on a cul-de-sac to sell versus a through-street they will take the cul-de-sac. Knowing that, Brandt reviewed Iowa City to look at the evidence, she pulled crash data from July and no crashes occurred on a cul-de-sac – all on through-streets. With regards to crash related to speed, same information, none on cul-de-sacs. Next she pulled crime data, again no crimes were on cul-de-sacs. She did a search of pedestrians hit by cars, none happened on a cul-de-sac. Therefore Brandt would encourage this Commission to reconsider the plans. This should be a combined effort between the developer, the City and the residents. She does not oppose the development of this area, but there is a large neighborhood concern about traffic.

Terry Protector (1007 Tamarack Trail) noted he sent an email to the Commission so would not reiterate those points. He has spent a lot of time in the past two weeks exploring all the City Codes pertaining to street access, meeting requirements, Commission and City staff process and after looking at all this he developed a concern about where the citizen fits into this process. There are really four parties that have standing, the developer, City staff, the Commission and City Council. Clearly the citizens have no standing, other than five minutes to speak at a public hearing, so it is difficult for him to understand how 75 tax paying citizens (who all signed a petition) have no standing other than this presentation this evening. When decisions are being made about their neighborhood, their street, their safety, their children and their physical environment as far as the tranquility of where they live, citizens should be able to sit down with City staff and the developer and have discussions to try to come up with what is a reasonable and fair solution for all parties. Protector questions why the City Code or City staff doesn’t have any process to do that. It feels like no one wants to hear from the citizens. Protector stated the citizens feel they have a reasonable solution to this, even the City Code pertaining to streets and circulation states “use of cul-de-sacs and other roadways within a point of access should be avoided” but the key word is “should”, and one does not have to be a lawyer to understand that is not an absolute term. Using the word should allow for flexibility on the part of City staff and the Commission to come up with a reasonable solution for this problem and winners on all sides of the issue. Protector mentioned at an earlier meeting, the Peninsula neighborhood, which was developed by the City, not by a development group, and the City chose to ignore all the coding rules and created the Peninsula with a single access point. Apparently since the city was developing the project the Code went by the wayside. Protector asks that the Planning and Zoning Commission postpone the decision tonight and request the City staff, the developer and the neighborhood concerned citizen group meet and sit down and work out a fair and appropriate response on how they can prevent the traffic issues and come up with a better solution. Protector acknowledged the Commission is to represent the citizens just as the City Council does and asks that they do so.
Kristina Thiel (2755 Hickory Trail) Dr. Thiel and her husband William just closed on a house on Hickory Trail on June 19. Therefore they weren’t property owners in this subdivision for the June 10 good neighbor meeting. They were also not aware of a subdivision being planned that would significantly increase the traffic flow on Hickory Trail prior to them closing on this house. She has lived in Iowa City for 12 and her husband for 14 years, they have chosen to stay here and build their careers here, have children here and raise their families here. They chose this neighborhood because it had a single access point, it was a quiet street, and it was a safe neighborhood. As Deb Brandt pointed out (she and Brandt are actually colleagues at the University of Iowa Department of Obstetrics and Gynecology) she compels the Commission to please consider the extra traffic on Hickory Trail, things can be unpredictable and an increased traffic flow of 571 cars per day is more than 60% increase in the current traffic flow now. This is not the kind of neighborhood she and her husband wanted to move into. She is in agreement with a development, it will likely increase all their property values, but they need to make sure the existing neighborhood is not impeded and their children can be safe. Additionally there are the other issues of water run-off, her house abuts the creek that runs behind and they already have drainage and water issues and are concerned how that will increase. Therefore she compels the Commission to think about how they will be affecting their current taxpayer in Iowa City (they could have easily bought in Coralville).

Michelle Edwards (2745 Hickory Trail) is Thiel’s next door neighbor and wants to speak also about the traffic. She feels the Commission needs to come to Hickory Trail to see what it would mean to have an extra 571 trips on that street. It will adversely affect the neighborhood. She cannot speak to the water drainage, she can only have faith in engineers for that, but she does not need an engineer to tell her how this traffic will impact her street, what she needs is for you people to understand and to come see their street and how it will change. Edwards cannot believe that the best interest for the City of Iowa City in increasing development would be to take a peaceful existing neighborhood and make it a city neighborhood with city traffic and that is what they will be doing. She agrees they all need to stop a moment and take some time and look at what they will be doing. They would not be people coming on summer evenings to repeatedly plead their cases if this wasn’t important to them. It is important to them because their neighborhood is a place of peacefulness right now, it is quiet, kids feel safe, and that is all about to change and there isn’t anyone up and down Hickory Trail and up and down Tamarack Trail that doesn’t know that. The only people that don’t seem to know that are the people sitting here and making these decisions. She implores them to take some time, visit the neighborhood and see how it will all change.

Scott Rude (1035 Tamarack Trail) wants to concur with previous speakers and asks the Commission to take in to consideration the 75 people who have signed the petition and asks how many more do they need to see, they can get them. The neighborhood wants to slow this process down because they have great solutions, they can make it a great development, but they need the help to do that.
Bruce Tarwater (2669 Hickory Trail) also concurs with everything that has been said by his neighbors and implores the Commission to take into consideration the concerns raised today.

Baker asked Protextor about the two concerns, one being the stormwater run-off which will be handled by people smarter than they, but the other is if Tamarack Trail is extended it will increase the traffic flow on Tamarack and Hickory Trails and it is the position of the citizens that the increased traffic is inherently dangerous. Protextor said from his standpoint yes for two reasons, one even though the developer along with engineers have tried to do their best by using roundabout circles that may slow it a little bit but by the time someone gets to his end of Tamarack Trail and around their little cul-de-sac circle it is a straight shot down to Hickory and then full speed on Hickory. The other thing, that hasn't been mentioned, is when one drives down Tamarack Trail and turn right onto Hickory, it is a sharp turn and the mailbox for the house on the end has been knocked down four or five times just because people weren't slowing down to turn, or a snow plow didn't make the corner. So that is a concern. Baker stated the only way to mitigate that concern is to not have Tamarack Trail extended. Protextor agrees and notes they have suggested keeping their current cul-de-sac and have another cul-de-sac abutting it on the new development side and have sidewalks connected so everyone can have access but not through traffic. Baker asked if Tamarack Trail were extended there is no speed reducing mechanism that would help. Protextor doesn't, and is concerned that speed bumps and circles don't slow people down enough to protect the children. Baker said then the sitting down with the citizens, developer and the City will lead to an either or situation, either the Tamarack Trail is extended or it is not, there is no other alternative being suggested. Protextor confirmed that was correct. Baker asked if there were any comparable streets in Iowa City of length and traffic flow. Protextor said the Peninsula was a classic example of people making poor decisions and having one access route. Baker asked if that example also includes the same data on accidents, injuries, etc. Protextor does not know the answer to that question, all he knows is what Brandt was suggesting which is cul-de-sacs don't produce issues like through-streets. Protextor looked at the east side of Iowa City and there are cul-de-sacs all over the place, he stopped circling them on the map at eight. His subdivision has been there for over 30 years, if they felt there had been a problem with a cul-de-sac they would have been the first to say something. Baker said if there were a comparable street somewhere in Iowa City in length and traffic flow that does not seem to have the accident and injury problems you seem to think will happen, would that make a difference. Protextor said they have the research that shows it doesn't happen on cul-de-sacs, it happens on through-streets and they will become a busy through-street if this goes development goes though as proposed. They point they are trying to make is if they can all come together and look at facts. Baker noted the facts will lead to assumptions. Baker noted he lives on the east side of Iowa City, and he is looking for comparable examples of traffic flow and neighborhoods and the first that comes to his mind is Friendship Street which has higher traffic flows than what is anticipated on this development extension and doesn't seem to have a problem with injuries or accidents from the length of road or intensity of traffic. Baker understands the concerns of the residents of Tamarack Trail and Hickory Trail but there are examples of similar neighborhoods in Iowa City without those concerns. Protextor suggests they give them all time to look at Friendship or other streets and see if the concerns they have for their neighborhood are warranted. Baker said they could sit down and study but they already know the extension will increase the number of cars on their street, but the question from that is
if one can assume danger based on increase traffic because it is not shown elsewhere. Decisions are made based on experiences of other neighborhoods.

Jan Kardos (956 Tamarack Trail) has two quick points, one is everyone on the Commission needs to come see their neighborhood, taking from the new subdivision down Tamarack is downhill and comes to a steep turn and that is where accidents happen and while she doesn’t agree there will be 571 new trips per day, even half that number would make it more dangerous.

Debra Brandt (973 Tamarack Trail) noted that when it is said research leads to assumptions as a researcher she takes great offense to that, research leads to conclusions which is much different than assumptions. With regards to Friendship Street, she grew up in that neighborhood and she noted Friendship Street just put in speed bumps because it was a dangerous area, there was enough concern by those neighbors, who by the way all would say they prefer a cul-de-sac. Baker acknowledged everyone would prefer a cul-de-sac, which is not feasible. Baker wants to know what the distinction is between the increased traffic and increased speed because is the danger increased traffic or increased speed. Brandt said if you have more attempts then you probably increase your probability of a hit. But her point is this shouldn’t be her research study, this should be the City’s research study, the onus of burden shouldn’t be on the citizens, this is why the Commission was appointed, to take data and come to conclusions. Baker said then they need to find a comparable street and study the traffic and accident rate. Brandt asked isn’t that was City Engineering is supposed to do. Signs confirmed that is who they rely on for their data and information and they use nationally recognized methods. Brandt asked if those statistics are released anywhere for citizens to see. Signs said the comments and details are in the staff report. Brandt also noted that when doing research and looking at studies is if they can be generalized to our area, it is the problem with the pilot study where they based the decision on for $45,000 worth of trees, it was taken out of context, when doing research one must look at the results and look at who they are applying them to.

Michelle Edwards (2745 Hickory Trail) appreciates the attention the Commission is giving to Brandt and Protextor’s research on this subject, but what she cares about is the feeling in the neighborhood and what it is like on their street and that is the concern for a lot of people. Even since the creation of Tamarack Trail there has been a lot more traffic on the street, kids going down the hill fast, it’s hard not to go down that hill fast, and Hickory Trail is a straight shot. They do have a petition now about the speed on that street, so increasing the number of cars it is just logical they will increase the number of cars driving fast on that street. Whether it increase accidents or not, she can’t speak to that, but she can say it will change what the street is like for the people who live there. Adding 60 houses, 571 new trips going right past her house everyday will change the complexion and feeling of the neighborhood.

Kristina Thiel (2755 Hickory Trail) showed a study published in 1995 in the International Journal of Epidemiology "A case control study of traffic risk factors and child pedestrian injury" noting the data is over 25 years old. She read the abstract:

Background: Pedestrian injuries in children constitute an important cause of mortality and morbidity. Specific hazards which contribute to these injuries need to be identified to enable the development of preventive strategies.

Methods: A population-based case-control study was conducted in which 40 aspects of
traffic and road environment that contribute to the likelihood of childhood pedestrian injury were examined. The factors of interest were measured at 100 places of injury and 200 control sites between December 1991 and December 1993. Results: The volume of traffic (odds ratio [OR] = 2.16 for an increase of 100 vehicles per hour) in combination with the proportion of vehicles exceeding the speed limit (OR = 1.04) for each 1% increase in average speed, and the presence of footpaths (OR = 11.0) were associated with significant increase in the risk of injury. A graded inverse relationship was present between socioeconomic status and the odds of pedestrian injury. Conclusions: These findings have obvious implications for public health as features of the physical environment are potentially modifiable.

Baker said he really is trying to work this out, he is looking at other neighborhoods, other comparable experiences and he doesn’t see how the increase in traffic on Tamarack is going to be more dangerous than a situation that already exists in Iowa City in other comparable neighborhoods. He acknowledged increase traffic is one problem, it does affect the ambiance of a neighborhood, but it is when does the increase in traffic become dangerous and increased danger probably comes from increase in speed. Thiel noted in this study the odds ratio for increase in speed was 1.04 which means there was only a 4% increase in incidents whereas the volume had increase odds ratio of 2.16 as an increase of 100 vehicles per hour. Baker asks where does this show up in Iowa City. Thiel said this is data across the country, Iowa City is a representative sampling of data across the country. City Planners should take knowledge from other cities and apply that knowledge to their city.

Bruce Tarwater (2669 Hickory Trail) asked Russett about increased traffic safety that was mentioned in her presentation. Russett said they had the transportation planner look at the traffic that would be generated from the new development and based on trip generation manuals he had estimated 571 more trips per day from the new development. But he also estimated with the additional access along Scott Boulevard trips could be diverted and traffic that accesses 1st Avenue could be reduced.

Terry Protextor (1007 Tamarack Trail) noted the averting traffic to 1st Avenue is not helpful, they are already backed up. He also noted that if the citizens cannot ask questions why they don’t have standing. Where are their rights, the City Codes are not cast in stone, they were written to protect the citizens but in this case are they really protecting the citizens or really preventing the citizens from having a say.

William Thiel (2755 Hickory Trail) stated a concern regarding traffic is off Hickory Trail is 1st Avenue and 1st Avenue is a lot of traffic off the highway, the main thoroughfare to get to a lot of schools. To make a left turn off Hickory Trail onto 1st Avenue is hard and must be done quickly. His concern is having more traffic coming down Hickory Trail and increased left hand turns onto 1st Avenue. After a quick search he found 61% of all accidents typically involve a left-hand turn, so it is logical that if there are more left hand turns, there will be more accidents. If the new development is kept as a separate subdivision those cars would be forced to take Scott Boulevard which is actually a fairly empty road because there are not any other roads that dump out onto Scott Boulevard. He wonders if it was taken into consideration the increase number of left hand turns from Hickory Trail onto 1st Avenue by the traffic planners. Russet said they do not have specific counts on that they just have estimates.

Hensch closed the public hearing.
Parsons moved to recommend approval of SUB19-08 an application submitted by TRD, LLC for a preliminary plat for Tamarack Ridge subdivision, a 36.81 acre, 80-lot residential subdivision with one outlet located south of Scott Boulevard and north of Tamarack Trail.

Townsend seconded the motion.

Hensch stated he has not only driven through the neighborhood, he has gotten out and walked around twice. He does this for every case that comes before the Commission. As far as citizen standing, this Commission is very strong and vocal advocates for good neighbor meetings and of course any citizen can schedule a meeting with City staff anytime they want to. Regarding the postponement issues, there are City Codes that state within 45 days of a completed application submitted if it is not acted upon it is assumed by default to be approved by the City Planning & Zoning Commission and goes directly to City Council so that is why the Commission cannot just on their own postpone things, there are rules they have to follow. Hensch also stated as a former police officer and state trooper and 15 years as a medical examiner he does know a lot about accidents and death investigations so it is very difficult when one tries to cherry pick information and try to draw conclusions from that.

Hektoen also noted regarding standing the State Code allows property owners within 200 feet of property being rezoned to file a protest with City Council and that will trigger a super majority requirement. The same rights don’t apply to plat approvals.

Hensch also stated the Commission has a defined role, they do like public input, and they are here as unpaid public members to represent the public to make sure the views are looked at. However their role is to look at if this subdivision complies with the requirements of the Zoning Ordinance, does it comply with the Comprehensive Plan, and does it comply with State Law. That is the fundamental responsibility of the Commission and the public helps them look at the examination.

Signs wants to talk about process and was offended by accusations from the public that the Commission is not paying attention to the public. In Iowa City, the public involvement process in everything they do is extensive. The Comprehensive Plan is reviewed every 10 years, the neighborhood plans are reviewed, traffic studies are updated, projects come before this Commission twice a month, he has been on this commission for three years and hasn’t seen anyone in the audience here prior to this application. That is because it didn’t matter what else was going on, it only matters when it is in your backyard, and it is very frustrating to have people come with that approach. The truth is nothing would ever get done because everyone doesn’t want something in their backyard, the process is there to set what can happen in your backyards. There are many times the Commission votes based on what is said during public comments when it is evident that it changes the information. The Commission relies on City staff for data and information, who are trained professionals, who use industry proven methods to evaluate applications. Signs noted there is a study that can be found for everything, he spent 10 years in the tree business and knows the person that wrote that study and he believes from his years of experience in the tree business it has been proven that trees and landscape plantings do slow down traffic in an environment. Do they add a safety issue with children hiding behind trees, possibility so, but they do take all this seriously. They do take public comment seriously and then they must take those comments and go back to the Code and Comprehensive Plan and Neighborhood Plans (that the citizens of Iowa City developed) and make decisions based on all
that information, not just bits and pieces.

Parsons noted it states in the Comprehensive Plan they do not want more cul-de-sacs in the City and he just doesn’t see this as a unique enough circumstance to warrant a cul-de-sac. They have had plenty of discussions as a Commission that they want to see interconnected neighborhoods across the City and while you can construct trails and such having two cul-de-sacs with back to back houses facing each other doesn’t accomplish that goal. He cannot also ignore the fact that the street is stubbed at both ends from the beginning which means the door is open not only to the extension to the north but to the southeast as well. When looking at this map it is a better use of City resources and planning that the road be connected.

Dyer noted that over time in any city you can see the standards for development change as lots of things change. There are a lot of cul-de-sacs in Iowa City and while they may create safe neighborhoods they also isolate people from each other and make it difficult for people to get around. People who would live in lots 1 and 60 would probably just as likely want to go down Tamarack Trail as the people who live on the other side of that development. Artificially preventing them from making that trip doesn’t seem to be an appropriate thing to do when it is possible for the street to go through. She has been on this Commission for seven or eight years and many times when a new subdivision is proposed a big group of people come and say “not on our street, the traffic will be too heavy” and they have not witnessed major increases in accidents in those neighborhoods. Dyer thinks the plan is a good plan, she has a friend that lives on Tamarack Trail, she has visited there quite often, she is quite familiar with that street and she is not convinced the fears of people warrant changing this plan.

Baker thanked everyone for their input, he noted the reason he got into politics and city government 30 years ago was because of comparable issues, he got angry and then got involved. He understands the neighborhoods frustration, but he is trying to break this down into the greatest public good, and yes traffic will increase if Tamarack is extended. There is a risk involved, but there is a risk involved in any development in Iowa City which leads to higher traffic. His concern is the safety involved and how to mitigate the danger of the extension. He likes trees, but he doesn’t have a lot of faith in trees slowing down cars, nor does he think trees put children in greater danger, children are in danger all the time, stepping in between parked cars. His concern is if this is extended how they mitigate the impact on the neighborhoods. The circles are a good start. Mr. Teal raised a good point about the 1st Avenue and Hickory Trail intersection, the City is doing traffic studies on 1st Avenue and Scott Boulevard but they know traffic will also increase at 1st Avenue and Hickory Trail, so something should be done at that intersection as well. Baker does make a distinction between increased risk and danger, everything they do in Iowa City that increases the population and increases the traffic increases the risk of living in an area. He looks at comparable neighborhoods and how they have adjusted and he doesn’t see the statistics that show them to be any more dangerous than they were in the past. He admits he would be in the audience tonight with them if he lived on their street, but sitting on the Commission and looking at the facts he does not see a compelling reason to deny the application.

Townsend acknowledged change is difficult for everyone, she also has been in Iowa City for 30 years and has watched Iowa City grow from a small community to a pretty large metropolitan area and we all have watched it change. Sometimes for the best, sometimes not for the best. But to deprive 60 families from being able to go through their neighborhood and out more than one exit we are asking a lot of those new families. She thought Iowa City was a place where
people opened their arms and hearts to new people coming in and she is hoping we can do more of that.

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

CONSIDERATION OF MEETING MINUTES: JULY 18, 2019

Townsend moved to approve the meeting minutes of July 18, 2019.

Signs seconded.

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

PLANNING AND ZONING INFORMATION:

Russett gave a few updates. First she introduced Jade Peterson in the audience, Jade is the planning intern, an undergrad getting her degree in environmental planning and policy.

At the last meeting Commissioner Baker had a question regarding the noise at the Kum & Go on 1st Avenue and Muscatine Avenue. Russett passed that along to a colleague who went out and investigated and did issue a violation because the noise from the speakers was too loud.

Russett noted several months ago the City Council recommended approval of a rezoning at 12 East Court (the Pentacrest Garden apartments) and that is now going through the design review process, it will come before the Commission per the condition of the rezoning that the Commission must approve the elevations.

The text amendment regarding the separation distance between fuel pumps and residential zones was approved by Council, as were the two local landmark zonings on North Gilbert Street across from Mercy Hospital.

Regarding the Forest View development, there has been a request from the applicant to change what they are requesting in terms of their economic development incentives (Tax Increment Financing) from what was originally proposed. They have come back to the City and are requesting some additional funds to change the size of the single-family homes. This is something the Council is looking at since it is related to TIF. Townsend asked if that would delay the whole progress on that subdivision. Parsons said it may, he read a report from City Manager Fruin where he said it would take months to put the TIF together.

Russett discussed the Planning & Zoning Commission and City Council joint consult meeting discussing the land development process. The City Council continued that discussion a couple weeks ago and have directed staff to look into threshold projects.

Dyer asked to find out how much affordable housing has been located in the Riverfront Crossings District as opposed to other areas of the City. Russett said they will look into it.
Baker asked how to get it so no music would be allowed at gas stations. Russett said there would need to be a Code Amendment.

**Adjournment:**

Parsons moved to adjourn.

Townsend seconded.

A vote was taken and the motion passed 6-0.
# PLANNING & ZONING COMMISSION
## ATTENDANCE RECORD
### 2018 - 2019

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