



**North Liberty City Council
Regular Session
July 24, 2018**

City Administrator Memo





City Council Memo

for July 24, 2018

from the desk of Ryan C. Heiar

Meetings & Events

Tuesday, Jul 24 at 6:30p.m.
City Council

Monday, Aug 6 at 6:00p.m.
Communications Commission

Tuesday, Aug 7 at 6:30p.m.
Planning Commission

Tuesday, Aug 9 at 7:00p.m.
Parks & Recreation
Commission

Tuesday, Aug 14 at 6:30p.m.
City Council

Consent Agenda

The following items are on the consent agenda and included in your packet:

- City Council Minutes (07/10/18)
- Claims
- June Revenues
- June Treasurer Report
- Pay Application #2, Kansas Avenue RISE Project, Streb Construction Inc., \$217,639.43

Library Board Appointment

In June, the Mayor appointed residents to fill the vacancies on all of the City's boards and commissions with the exception of the Library Board. At that time, in order to comply with the gender equity law, three male applicants were needed for the Library Board. The vacant positions have now been re-advertised for 30-days and unfortunately still no male applicants have expressed an interest. At this point, the intent of the law has been met and the Mayor can appoint applicants regardless of gender and will do so at Tuesday's meeting. At the time of publication, the Mayor was still evaluating the appointees so his recommendations will be provided prior to Tuesday's meeting.

Recreation Center Rates

Included in the packet is a revised memo and fee proposal from Recreation Director Shelly Simpson regarding recreation center fees. The only change from the last proposal, which was considered at the June 12 meeting, is that North Liberty residents will not be charged for track usage. Instead of having a combined track and facility pass, individual passes will be made available so that staff can charge accordingly. Staff recommends approval of the new rate structure, to take effect September 1, 2018.

The Preserve Rezoning Request, 3rd Reading

This request is to rezone property to permit the development of single-family, duplex and multi-family lots typical in many North Liberty neighborhoods. A Good Neighbor meeting was held to allow any interested party an opportunity to comment on this rezoning prior to submission, and four resident households attended. Various concerns

Ryan C. Heiar, City Administrator

rheiar@northlibertyiowa.org • office (319) 626-5700 • fax (319) 626-3288 • cell (319) 541-8404

were expressed, including storm water management, grading issues, and street extensions into adjacent property. Zoning surrounding and in the vicinity of the site includes ID, Public (Centennial Park), RS-4, and RS-6, and this proposal includes a mix of lot types and sizes consistent with other areas of North Liberty. Kansas Avenue is a minor arterial in the major street system, and St. Andrews Drive is a collector street. The property is shown as “residential” on the Land Use Plan, and so the request is consistent with that policy. Staff and Commission, on a 4-3 vote, recommend approval of the proposed rezoning.

A&M Development Site Plan

This request is to approve a site plan for a mixed-use commercial and residential development in the Liberty Executive Park subdivision between I-380 and Kansas Avenue. The main proposed site features are two large buildings, a pedestrian plaza, and significant greenspace area. The parking is located both at the rear of the buildings, presenting a clean and upscale aesthetic, and within a large part of the ground floor of each building. An urban-scale pedestrian plaza is shown between the two buildings, and a substantial green space is planned within the parking area. Parking shown is just enough to meet requirements assuming the commercial space is filled with office and retail commercial uses but not restaurants (office requirements are 1 space per 200 square feet while restaurant requirements are 1 space per 100 square feet). No restaurants are planned by the owners. Staff has worked with the owner and architect since the original submission to add the sorts of design features routinely requested by the Commission and Council, and the Planning Commission recommended approval, subject to the addition of an enhanced outdoor area for residents, which is included in the packet.

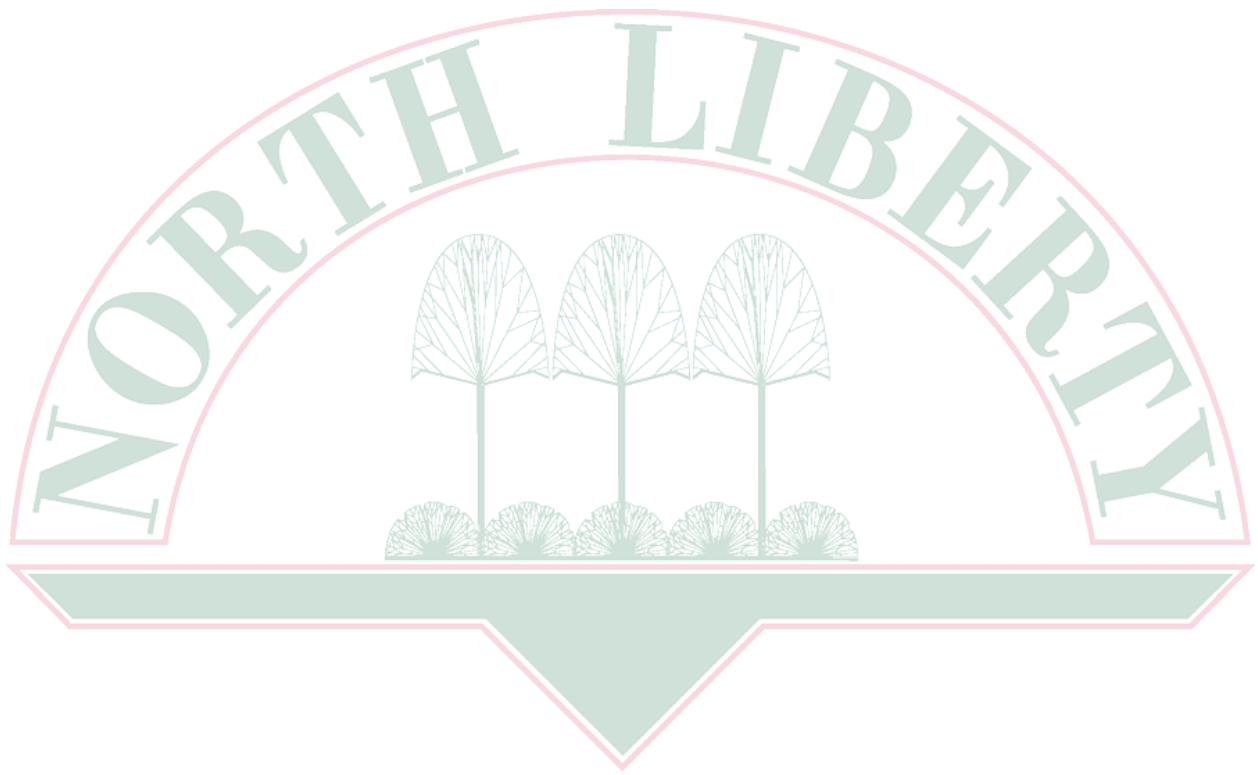
Streb Investment Rezoning

Streb Investment’s is requesting the rezoning of two commercially-zoned lots that have been marketed for sale for some years without success, to permit mixed-use development. These lots are located between highway commercial use and mobile home park use. A Good Neighbor meeting was held to allow any interested party an opportunity to comment on this rezoning prior to submission, and one adjacent commercial property owner attended to ask questions about potential development, but did not object to the rezoning. No site plan is prepared for these rezonings, but will be required before development can occur on the lots. Both rezonings are recommended for approval by staff and by the Planning Commission.

Phase III CRANDIC Passenger Rail & Rails-to-Trails Studies

Included in the packet is a memo from Kent Ralston, Executive Director of the MPO, requesting the City’s participation in the 3rd installment of a study exploring the viability of the CRANDIC railroad being used for the purpose of a commuter rail. This specific study will also evaluate the possibility of the rail line being converted to a pedestrian trail. The MPO is asking the City to participate in the study at a cost of \$10,469.20. North Liberty participated in Phase I, but did not participate in Phase II of this study. Staff is seeking direction from Council in order to respond to this request.

Agenda





Agenda

North Liberty City Council
July 24, 2018
Regular Session
6:30 p.m.
City Council Chambers
1 Quail Creek Circle

1. Call to order
2. Roll call
3. Approval of the Agenda
4. Consent Agenda
 - A. City Council Minutes, Regular Session, July 10, 2018
 - B. Claims
 - C. June Revenues
 - D. June Treasurer Report
 - E. Kansas Avenue RISE Improvements, Pay Application Number 2, Streb Construction Co., Inc., \$217,639.43
5. Public Comment
6. City Planner Report
7. City Engineer Report
8. City Attorney Report
9. City Administrator Report
10. Mayor Report
11. Library Board Appointment
 - A. Discussion and possible action regarding Mayoral board appointment effective July 24, 2018
12. Recreation Center Rates
 - A. Resolution Number 2018-106, A Resolution approving the Recreation Fee Structure

13. Rezoning – The Preserve

- A. Third consideration and adoption of Ordinance Number 2018-07, An Ordinance amending Chapter 167 of the North Liberty Code of Ordinances by amending the use regulations on property owned by Watts Group located in North Liberty, Iowa to those set forth in the Municipal Code for various residential zoning districts

14. A & M Development Site Plan

- A. Staff and Commission recommendations
- B. Applicant presentation
- C. Resolution Number 2018-105, A Resolution approving the Development Site Plan for The Villas at Liberty Executive Park, Part Two, Lot 3, North Liberty, Iowa

15. Rezoning – Golf View Commercial Part 1, Lot 2

- A. Public Hearing regarding proposed property rezoning
- B. Staff and Commission recommendations
- C. Applicant Presentation
- D. First consideration of Ordinance Number 2018-08, An Ordinance amending Chapter 167 of the North Liberty Code of Ordinances by amending the use regulations on property owned by Streb Investment Partnership LC located in North Liberty, Iowa to those set forth in the Municipal Code for the C-2-B Commercial District

16. Rezoning – Golf View Commercial Part 2, Lot 14

- A. Public Hearing regarding proposed property rezoning
- B. Staff and Commission recommendations
- C. Applicant Presentation
- D. First consideration of Ordinance Number 2018-09, An Ordinance amending Chapter 167 of the North Liberty Code of Ordinances by amending the use regulations on property owned by Streb Investment Partnership LC located in North Liberty, Iowa to those set forth in the Municipal Code for the C-2-B Commercial District

17. CRANDIC Transit Study

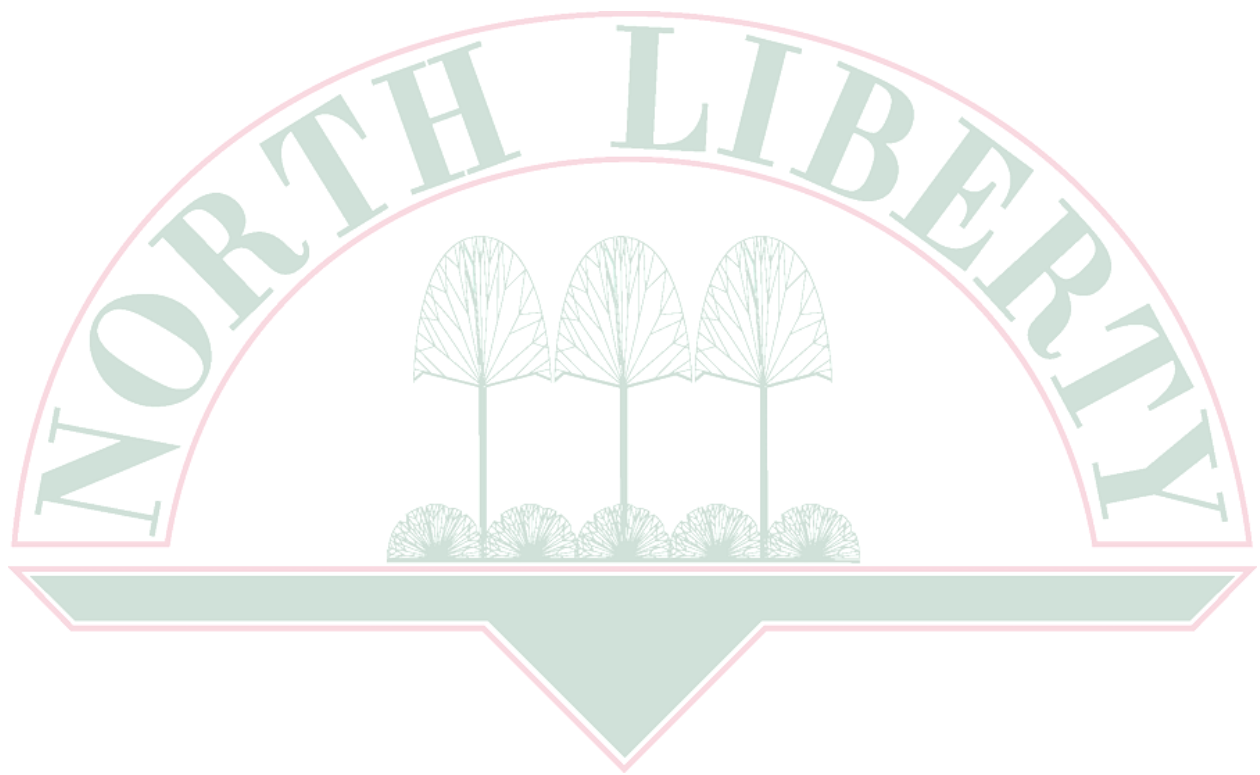
- A. Discussion and possible action regarding the CRANDIC Transit Study

18. Old Business

19. New Business

20. Adjournment

Consent Agenda





Minutes (not official until approved by City Council)

North Liberty City Council
July 10, 2018
Regular Session
City Council Chambers
1 Quail Creek Circle

Call to order

Mayor Terry Donahue called the July 10, 2018 Regular Session of the North Liberty City Council to order. Councilors present: Jennifer Goings, Chris Hoffman, Sarah Madsen, Annie Pollock, and Jim Sayre.

Others present: Ryan Heiar, Tracey Mulcahey, Scott Peterson, Kevin Trom, Dean Wheatley, Evan Runkle and other interested parties.

Approval of the Agenda

Hoffman moved, Madsen seconded to approve the agenda. The vote was all ayes. Agenda approved.

Consent Agenda

Hoffman moved, Goings seconded to approve the Consent Agenda including the City Council Minutes from the Regular Session on June 26, 2018; the attached list of Claims; Pay Application Number 31R for the Phase II WWTP Improvements Project to Tricon Construction Group in the amount of \$82,421.20; Change Order Number 13 for the Phase I Water System Improvements Div. I Water Treatment Plant Project to Portzen Construction, Inc. in the amount of \$6,472.00; Pay Application Number 21 for the Phase I Water System Improvements Div. I Water Treatment Plant Project to Portzen Construction, Inc. in the amount of \$60,991.42; Pay Application Number 4 for the Front Street Improvements Project to Dave Schmitt Construction in the amount of \$230,382.68; Pay Application Number 3 for the Highway 965, Phase 3 Project to Streb Construction in the amount of \$913,426.43; Change Order Number 2 for the Highway 965, Phase 3 Project for Streb Construction in the amount of \$2,145.00; the Liquor License Renewal for Rocky O'Brien's and the Liquor License Application, Real Deals on Home Décor. After discussion, the vote was all ayes. Consent Agenda approved.

Public Comment

No public comment was offered.

City Planner Report

City Planner Dean Wheatley reported on the charts included in the Council packet on housing units permitted.

City Engineer Report

City Engineer Kevin Trom reported on the progress of the Highway 965 Project. The Front Street Project is close to opening. The Kansas Avenue RISE Project is making some progress. The punch list has been issued for the substantially complete Cherry Street Sewer Upgrades Project. Council discussed the report with Trom.

City Attorney Report

City Attorney Scott Peterson had no report.

Assistant City Administrator Report

Assistant City Administrator Tracey Mulcahey reported on end of year work, the Summer Lunch Program, Back 2 School Bash, the Noble Knights program, Clerk School and the transition to the new trash program. Council discussed the report with staff.

City Administrator Report

City Administrator Ryan Heiar reported that the joint meeting is Monday, July 16 with a 4 p.m. reception and 4:30 p.m. meeting. Staff is working the City's Financial Advisor on the upcoming bond sale. Heiar reported that the City Attorney is retiring in September. The search process has started.

Mayor Report

Mayor Terry Donahue reported on meeting with UICCU and the Transit Committee meeting. Council offered feedback regarding the transit committee minutes and direction of the committee.

Main Street Project

Heiar presented information on the project. Goings moved, Pollock seconded to approve Resolution Number 2018-102, A Resolution approving the Services Agreement between the City of North Liberty and Shive-Hattery, Inc. for the Main Street Improvements Project. After discussion, the vote was: ayes – Goings, Madsen, Hoffman, Pollock, Sayre; nays – none. Motion carried.

Rezoning – The Preserve

Hoffman moved, Goings seconded to approve the second consideration of Ordinance Number 2018-07, An Ordinance amending Chapter 167 of the North Liberty Code of Ordinances by amending the use regulations on property owned by Watts Group located in North Liberty, Iowa to those set forth in the Municipal Code for various residential zoning districts. After discussion, the vote was: ayes – Hoffman, Madsen, Pollock, Goings; nays – Sayre. Motion carried.

Kansas Avenue Project

Heiar presented information regarding the following resolutions.

Pollock moved, Madsen seconded to approve Resolution Number 2018-103, A Resolution approving the Public Utility Easement for private utilities to locate along Kansas Avenue. The vote was: ayes – Goings, Hoffman, Sayre, Madsen, Pollock; nays – none. Motion carried.

Goings moved, Hoffman seconded to approve Resolution Number 2018-104, A Resolution approving the issuance of a Warranty Deed to create right of way. The vote was: ayes – Sayre, Goings, Hoffman, Pollock, Madsen; nays – none. Motion carried.

Old Business

Councilor Pollock offered thanks to department heads for reports. Heiar reported on the detour information on Zeller Street.

New Business

Councilor Sayre is researching other communities providing services at reduced cost or free for veteran's. He is proposing free trash and recycling for veterans. Councilor Hoffman acknowledged the Parks Department for the high quality of Penn Meadows Park ballfields during all the poor - quality weather. Hoffman is the chair for the Convention and Visitors Bureau starting next month. He also reported that Solarize Johnson County is continuing through the end of August with a Power Hour in North Liberty next Thursday. Councilor Sayre encouraged council to be thinking about how to handle the Christmas light right-of-way request.

Adjournment

At 7:16p.m., Mayor Donahue adjourned the meeting.

CITY OF NORTH LIBERTY

By: _____

Terry L. Donahue, Mayor

Attest:

Tracey Mulcahey, City Clerk

JUNE 30TH, 2018

	MONTH-TO-DATE BALANCE	YEAR-TO-DATE BALANCE
010-GENERAL FUND	2,165,500.93	12,983,497.49
011-FIRE EQUIPMENT CAPITA	81,656.00	123,003.04
012-LIBRARY CAPITAL FUND	123.10	11,704.69
013-RECREATION CAPITAL FU	385,000.00	385,000.00
014-POLICE CAPITAL FUND	31,345.00	59,701.85
015-TRANSPORTATION IMPACT	3,164.43	175,223.76
016-STORMWATER IMPACT FEE	0.00	0.00
017-TREE PROGRAM	0.00	1,168.35
018-PARK CAPITAL FUND	102,000.00	249,556.15
019-YOUTH SPORTS SCHOLARS	611.54	18,844.26
020-EQUIPMENT REVOLVING	380,955.68	399,534.13
021-TELECOMMUNICATIONS EQ	23,400.00	24,741.25
022-LIBRARY TAG	0.00	0.00
023-LIBRARY ENDOWMENT	0.00	0.00
024-DRUG TASK FORCE	21.87	773.55
025-POLICE SEIZED FUNDS	0.00	3,665.03
026-HOTEL/MOTEL TAX	0.00	81,315.61
060-ROAD USE TAX FUND	179,825.92	2,334,772.02
061-STREET CAPITAL PROJEC	1,380,980.00	2,500,875.69
062-IJOBS STREETS	0.00	0.00
090-TIF FUND	19,181.43	4,074,527.56
110-DEBT SERVICE FUND	3,855,034.90	4,736,071.95
210-TRUST AND AGENCY	10,015.82	1,735,834.27
280-CUSTOMER DEPOSITS	19,900.00	165,270.00
310-COMMUNITY CENTER II C	0.00	0.00
311-FRONT STREET RECONSTR	0.00	0.00
312-CHERRY STREET RECONST	0.00	0.00
313-TIF PROJECTS	0.00	0.00
314-ENTRYWAY DEVELOPMENT	0.00	0.00
315-HIGHWAY 965 IMPROVEME	0.00	5,000.00
316-COMMUNITY CENTER PHAS	0.00	0.00
317-TRAIL PROJECTS	0.00	0.00
318-EC DEVELOPMENT PROJEC	0.00	0.00
319-PENN STREET IMPROVEME	41,850.00	857,400.00
320-LIBERTY CENTER PROJEC	0.00	0.00
321-LAND/FACILITIES	63,046.42	63,046.42
322-LIBRARY BUILDING FUND	10.49	8,126.06
323-LIBERTY CENTRE BLUES/	0.00	0.00
324-RANSHAW HOUSE PROJECT	0.00	0.00
510-WATER FUND	324,124.46	3,741,290.66
511-WATER CAPITAL RESERVE	173,356.00	173,356.00
512-WATER SINKING FUND	101,095.58	1,213,146.96
513-WATER BOND RESERVE	0.00	0.00
514-WATER CAPITAL PROJECT	150,344.22	11,175,287.82
520-SEWER FUND	390,563.31	4,509,460.36
521-SEWER CAPITAL RESERVE	37,125.00	268,104.10
522-SEWER SINKING FUND	183,967.75	2,207,613.00
523-WASTEWATER TREATMENT	0.00	797,440.06
524-SEWER TRUNK AND I&I	0.00	262,421.00
525-SEWER DEBT SERVICE RE	0.00	0.00
530-STORMWATER MANAGEMENT	17,334.00	273,451.52
532-STORMWATER SINKING FU	0.00	0.00

GRAND TOTAL REVENUE 10,121,533.85 55,620,224.61

CITY OF NORTH LIBERTY

TREASURER'S REPORT

June 30, 2018

FUNDS	BALANCE FORWARD	REVENUE	EXPENSE	BALANCE ENDING
	06/01/2018			06/30/2018
GENERAL	7,004,002.52	3,170,606.10	-1,817,975.26	8,356,633.36
SPECIAL REVENUE	9,654,260.32	209,023.17	-7,018,965.42	2,844,318.07
DEBT SERVICE	782,432.46	3,855,034.90	-4,375,393.13	262,074.23
CAPITAL PROJECTS	-4,278,479.97	1,485,886.91	-2,242,209.45	-5,034,802.51
WATER ENTERPRISE	5,265,975.83	746,123.12	-2,533,417.73	3,478,681.22
WASTEWATER ENTERPRISE	6,766,311.12	592,762.56	-1,946,182.74	5,412,890.94
STORM WATER ENTERPRISE	262,936.51	16,700.94	-83,744.34	195,893.11
TOTAL	25,457,438.79	10,076,137.70	-20,017,888.07	15,515,688.42

Line #	Description	Quantity	UM	Unit Price	Total Price	Previous	Current			Completed		
						Quantity	Quantity	Amount	%	Quantity	Amount	%
1	P CLEARING AND GRUBBING EXCAVATION, CLASS 10,	1,000	ACRE	\$ 2,500.00	\$ 2,500.00	0.500	0.500	\$ 1,250.00	50.00%	1,000	\$ 2,500.00	100.00%
2	P ROADWAY AND BORROW	57,023.000	CY	\$ 5.25	\$ 299,370.75	6,755.000	28.574	\$ 150.01	0.05%	6,783.574	\$ 35,613.76	11.90%
3	P TOPSOIL, STRIP, SALVAGE AND SPREAD	9,520.000	CY	\$ 4.30	\$ 40,936.00	2,800.000	2,800.000	\$ 12,040.00	29.41%	5,600.000	\$ 24,080.00	58.82%
4	4 SUBGRADE TREATMENT	26,350.000	SY	\$ 0.55	\$ 14,492.50	-	-	\$ -	0.00%	-	\$ -	0.00%
5	P MODIFIED SUBBASE	4,680.000	CY	\$ 25.75	\$ 120,510.00	-	-	\$ -	0.00%	-	\$ -	0.00%
6	P SHOULDER CONSTRUCTION, EARTH	119.000	STA	\$ 150.00	\$ 17,850.00	-	-	\$ -	0.00%	-	\$ -	0.00%
7	M MACADAM STONE BASE	330.000	TON	\$ 27.00	\$ 8,910.00	-	-	\$ -	0.00%	-	\$ -	0.00%
8	A RELOCATION OF MAIL BOXES	3.000	EA	\$ 375.00	\$ 1,125.00	-	-	\$ -	0.00%	-	\$ -	0.00%
9	STD / S-F PCC PAVEMENT, CLASS C, CLASS 3DURABILITY, 10 IN.	22,715.000	SY	\$ 46.50	\$ 1,056,247.50	-	-	\$ -	0.00%	-	\$ -	0.00%
10	P TEMPORARY PAVEMENT	1,650.000	SY	\$ 51.75	\$ 85,387.50	1,650.000	-	\$ -	0.00%	1,650.000	\$ 85,387.50	100.00%
11	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT THICKNESS	20,444.000	EA	\$ 1.00	\$ 20,444.00	-	-	\$ -	0.00%	-	\$ -	0.00%
12	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT SMOOTHNESS	17,810.000	EA	\$ 1.00	\$ 17,810.00	-	-	\$ -	0.00%	-	\$ -	0.00%
13	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	55.000	TON	\$ 17.00	\$ 935.00	-	-	\$ -	0.00%	-	\$ -	0.00%
14	14 SURFACING, DRIVEWAY, CLASS A CRUSHED STONE	1,028.000	TON	\$ 17.00	\$ 17,476.00	-	-	\$ -	0.00%	-	\$ -	0.00%
15	P REMOVALS, AS PER PLAN	1.000	LS	\$ 2,500.00	\$ 2,500.00	1,000	-	\$ -	0.00%	1,000	\$ 2,500.00	100.00%
16	M PRECAST CONCRETE BOX CULVERT, 10 FT. X 3 FT.	115.000	LF	\$ 745.00	\$ 85,675.00	-	-	\$ -	0.00%	-	\$ -	0.00%
17	M PRECAST CONCRETE BOX CULVERT STRAIGHT END SECTION, 10 FT. X 3 FT.	2.000	EA	\$ 4,000.00	\$ 8,000.00	-	-	\$ -	0.00%	-	\$ -	0.00%
18	M APRONS, CONCRETE, 18 IN. DIA.	4.000	EA	\$ 800.00	\$ 3,200.00	-	-	\$ -	0.00%	-	\$ -	0.00%
19	M APRONS, CONCRETE, 24 IN. DIA.	11.000	EA	\$ 915.00	\$ 10,065.00	-	-	\$ -	0.00%	-	\$ -	0.00%
20	M APRONS, CONCRETE, 30 IN. DIA.	2.000	EA	\$ 1,100.00	\$ 2,200.00	-	-	\$ -	0.00%	-	\$ -	0.00%
21	M APRONS, CONCRETE, 36 IN. DIA.	1.000	EA	\$ 1,270.00	\$ 1,270.00	-	1,000	\$ 1,270.00	100.00%	1,000	\$ 1,270.00	100.00%
22	M MANHOLE, SANITARY SEWER, SW-301, 48 IN.	2.000	EA	\$ 4,300.00	\$ 8,600.00	-	2,000	\$ 8,600.00	100.00%	2,000	\$ 8,600.00	100.00%
23	M MANHOLE, STORM SEWER, SW-401, 48 IN.	2.000	EA	\$ 2,700.00	\$ 5,400.00	-	0.750	\$ 2,025.00	37.50%	0.750	\$ 2,025.00	37.50%
24	M MANHOLE, STORM SEWER, SW-401, 60 IN.	2.000	EA	\$ 4,250.00	\$ 8,500.00	-	0.750	\$ 3,187.50	37.50%	0.750	\$ 3,187.50	37.50%
25	M INTAKE, SW-505	1.000	EA	\$ 4,500.00	\$ 4,500.00	-	-	\$ -	0.00%	-	\$ -	0.00%
26	M INTAKE, SW-510	45.000	EA	\$ 4,000.00	\$ 180,000.00	-	4,000	\$ 16,000.00	8.89%	4,000	\$ 16,000.00	8.89%
27	M INTAKE, SW-512, 30-IN.	1.000	EA	\$ 1,850.00	\$ 1,850.00	-	-	\$ -	0.00%	-	\$ -	0.00%
28	M SUBDRAIN, LONGITUDINAL, (SHOULDER) 6 IN. DIA.	8,912.000	LF	\$ 7.00	\$ 62,384.00	-	-	\$ -	0.00%	-	\$ -	0.00%
29	M TILE, 10 IN. DIA.	104.000	LF	\$ 27.00	\$ 2,808.00	-	-	\$ -	0.00%	-	\$ -	0.00%
30	M SUBDRAIN RISER, 6 IN., AS PER PLAN	15.000	EA	\$ 325.00	\$ 4,875.00	-	-	\$ -	0.00%	-	\$ -	0.00%
31	M SUBDRAIN OUTLET, DR-303	63.000	EA	\$ 110.00	\$ 6,930.00	-	-	\$ -	0.00%	-	\$ -	0.00%
32	M SUBDRAIN OUTLET, DR-305	1.000	EA	\$ 350.00	\$ 350.00	-	-	\$ -	0.00%	-	\$ -	0.00%
33	M STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 15 IN.	1,306.000	LF	\$ 40.00	\$ 52,240.00	-	-	\$ -	0.00%	-	\$ -	0.00%
34	M STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 18 IN.	2,005.000	LF	\$ 45.50	\$ 91,227.50	-	982.000	\$ 44,681.00	48.98%	982.000	\$ 44,681.00	48.98%
35	M STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 24 IN.	1,833.000	LF	\$ 54.50	\$ 99,898.50	-	384.000	\$ 20,928.00	20.95%	384.000	\$ 20,928.00	20.95%
36	M STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 30 IN.	164.000	LF	\$ 84.00	\$ 13,776.00	-	-	\$ -	0.00%	-	\$ -	0.00%
37	M STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 36 IN.	378.000	LF	\$ 90.00	\$ 34,020.00	-	268.000	\$ 24,120.00	70.90%	268.000	\$ 24,120.00	70.90%
38	M REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	1,322.000	LF	\$ 6.00	\$ 7,932.00	-	495.000	\$ 2,970.00	37.44%	495.000	\$ 2,970.00	37.44%
39	M SANITARY SEWER GRAVITY MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC), 12 IN.	127.000	LF	\$ 65.00	\$ 8,255.00	-	127.000	\$ 8,255.00	100.00%	127.000	\$ 8,255.00	100.00%
40	M REMOVE SANITARY SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	167.000	LF	\$ 25.00	\$ 4,175.00	-	-	\$ -	0.00%	-	\$ -	0.00%
41	M REMOVE WATER MAIN	499.000	LF	\$ 7.00	\$ 3,493.00	-	-	\$ -	0.00%	-	\$ -	0.00%
42	M REVETMENT, CLASS E	614.000	TON	\$ 45.00	\$ 27,630.00	-	-	\$ -	0.00%	-	\$ -	0.00%
43	P EROSION STONE	580.000	TON	\$ 31.00	\$ 17,980.00	-	-	\$ -	0.00%	-	\$ -	0.00%
44	P REMOVAL OF PAVEMENT	4,485.000	SY	\$ 3.75	\$ 16,818.75	-	2,531.000	\$ 9,491.25	56.43%	2,531.000	\$ 9,491.25	56.43%
45	M REMOVAL OF INTAKES AND UTILITY ACCESSES	7.000	EA	\$ 600.00	\$ 4,200.00	-	6.000	\$ 3,600.00	85.71%	6.000	\$ 3,600.00	85.71%
46	P REMOVAL OF SIDEWALK	653.000	SY	\$ 2.25	\$ 1,469.25	300.000	353.000	\$ 794.25	54.06%	653.000	\$ 1,469.25	100.00%
47	47 SIDEWALK, P.C. CONCRETE, 6IN.	5,300.000	SY	\$ 50.00	\$ 265,000.00	-	-	\$ -	0.00%	-	\$ -	0.00%
48	48 DETECTABLE WARNINGS	224.000	SF	\$ 42.00	\$ 9,408.00	-	-	\$ -	0.00%	-	\$ -	0.00%
49	49 DRIVEWAY, P.C. CONCRETE, 6 IN.	394.000	SY	\$ 35.00	\$ 13,790.00	-	-	\$ -	0.00%	-	\$ -	0.00%
50	50 DRIVEWAY, P.C. CONCRETE, 7 IN.	356.000	SY	\$ 37.00	\$ 13,172.00	-	-	\$ -	0.00%	-	\$ -	0.00%
51	S FENCE, FIELD	2,835.000	LF	\$ 9.90	\$ 28,066.50	-	-	\$ -	0.00%	-	\$ -	0.00%
52	S GATE, FIELD FENCE, 20 FT.	1.000	EA	\$ 500.00	\$ 500.00	-	-	\$ -	0.00%	-	\$ -	0.00%
53	S GATE, FIELD FENCE, 24 FT.	1.000	EA	\$ 550.00	\$ 550.00	-	-	\$ -	0.00%	-	\$ -	0.00%
54	S REMOVAL OF FENCE, FIELD	4,632.000	LF	\$ 1.25	\$ 5,790.00	4,340.000	-	\$ -	0.00%	4,340.000	\$ 5,425.00	93.70%
55	N ELECTRICAL CIRCUITS	1,830.000	LF	\$ 12.00	\$ 21,960.00	-	1,274.344	\$ 15,292.13	69.64%	1,274.344440	\$ 15,292.13	69.64%
56	N HANDHOLES AND JUNCTION BOXES	5.000	EA	\$ 750.00	\$ 3,750.00	-	-	\$ -	0.00%	-	\$ -	0.00%
57	N CONTROL CABINET	1.000	EA	\$ 9,500.00	\$ 9,500.00	-	-	\$ -	0.00%	-	\$ -	0.00%
58	N LIGHT POLES	11.000	EA	\$ 4,950.00	\$ 54,450.00	-	-	\$ -	0.00%	-	\$ -	0.00%
59	A REMOVAL OF TYPE A SIGN ASSEMBLY	10.000	EA	\$ 100.00	\$ 1,000.00	10.000	-	\$ -	0.00%	10.000	\$ 1,000.00	100.00%
60	A REMOVE AND REINSTALL SIGN, AS PER PLAN	4.000	EA	\$ 125.00	\$ 500.00	-	-	\$ -	0.00%	-	\$ -	0.00%

Line #	Description	Quantity	UM	Unit Price	Total Price	Previous Quantity	Current			Completed		
							Quantity	Amount	%	Quantity	Amount	%
61	A PERFORATED SQUARE STEEL TUBE POSTS	390.000	LF	\$ 8.00	\$ 3,120.00	-	-	\$ -	0.00%	-	\$ -	0.00%
62	A PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY SOIL INSTALLATION	16.000	EA	\$ 85.00	\$ 1,360.00	-	-	\$ -	0.00%	-	\$ -	0.00%
63	A PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY CONCRETE INSTALLATION	12.000	EA	\$ 200.00	\$ 2,400.00	-	-	\$ -	0.00%	-	\$ -	0.00%
64	A TYPE A SIGNS, SHEET ALUMINUM	238.000	SF	\$ 16.00	\$ 3,808.00	-	-	\$ -	0.00%	-	\$ -	0.00%
65	A PAINTED PAVEMENT MARKINGS, DURABLE	165.000	STA	\$ 75.00	\$ 12,375.00	-	-	\$ -	0.00%	-	\$ -	0.00%
66	A PAINTED SYMBOLS AND LEGENDS, DURABLE	10.000	EA	\$ 225.00	\$ 2,250.00	-	-	\$ -	0.00%	-	\$ -	0.00%
67	A WET RETROREFLECTIVE REMOVEABLE TAPE MARKINGS	24.000	STA	\$ 135.00	\$ 3,240.00	-	-	\$ -	0.00%	-	\$ -	0.00%
68	AP* TRAFFIC CONTROL	1.000	LS	\$ 22,000.00	\$ 22,000.00	0.082	-	\$ -	0.00%	0.082	\$ 1,804.00	8.20%
69	ACMNP MOBILIZATION	1.000	LS	\$ 133,000.00	\$ 133,000.00	0.100	0.400	\$ 53,200.00	40.00%	0.500	\$ 66,500.00	50.00%
70	S BIODEGRADABLE EROSION CONTROL BLANKET	3,155.000	SQ	\$ 16.00	\$ 50,480.00	-	-	\$ -	0.00%	-	\$ -	0.00%
71	S PERMANENT SEEDING FERTILIZING AND HYDRAULIC EROSION CONTROL - TYPE 1	6.100	AC	\$ 3,600.00	\$ 21,960.00	-	-	\$ -	0.00%	-	\$ -	0.00%
72	S PERMANENT SEEDING FERTILIZING AND HYDRAULIC EROSION CONTROL - TYPE 2	5.700	AC	\$ 3,200.00	\$ 18,240.00	-	-	\$ -	0.00%	-	\$ -	0.00%
73	S STABILIZING CROP FERTILIZING AND HYDRAULIC EROSION CONTROL - TYPE 4	11.800	AC	\$ 800.00	\$ 9,440.00	-	-	\$ -	0.00%	-	\$ -	0.00%
74	S PERMEABLE DITCH CHECKS	185.000	LF	\$ 8.00	\$ 1,480.00	-	-	\$ -	0.00%	-	\$ -	0.00%
75	S COMPOST FILTER TUBE (8-IN.DIA) OR SILT FENCE	21,115.000	LF	\$ 1.50	\$ 31,672.50	4,535.000	-	\$ -	0.00%	4,535.000	\$ 6,802.50	21.48%
76	S REMOVAL OF COMPOST FILTER TUBE, SILT FENCE, OR DITCH CHECKS	21,300.000	LF	\$ 0.15	\$ 3,195.00	-	-	\$ -	0.00%	-	\$ -	0.00%
77	S MAINTENANCE OF COMPOST FILTER TUBE, SILT FENCE OR DITCH CHECKS	21,300.000	LF	\$ 0.05	\$ 1,065.00	-	-	\$ -	0.00%	-	\$ -	0.00%
78	P TEMPORARY SEDIMENT CONTROL BASIN	9.000	EA	\$ 570.00	\$ 5,130.00	-	-	\$ -	0.00%	-	\$ -	0.00%
79	P REMOVAL OF TEMPORARY SEDIMENT CONTROL BASIN	9.000	EA	\$ 1,435.00	\$ 12,915.00	-	-	\$ -	0.00%	-	\$ -	0.00%
80	P MAINTENANCE OF TEMPORARY SEDIMENT CONTROL BASIN	9.000	EA	\$ 285.00	\$ 2,565.00	-	-	\$ -	0.00%	-	\$ -	0.00%
81	S* INTAKE PROTECTION BAG OR FILTER SACK	1.000	EA	\$ 158.53	\$ 158.53	-	-	\$ -	0.00%	-	\$ -	0.00%
82	S MOBILIZATIONS, EROSION CONTROL	6.000	EA	\$ 300.00	\$ 1,800.00	1.000	-	\$ -	0.00%	1.000	\$ 300.00	16.67%
83	S MOBILIZATIONS, EMERGENCY EROSION CONTROL	2.000	EA	\$ 500.00	\$ 1,000.00	-	-	\$ -	0.00%	-	\$ -	0.00%
84	C PCC PAVERS, 8 CM, W/BITUMINOUS SETTING BED	1,054.000	SY	\$ 145.40	\$ 153,251.60	-	-	\$ -	0.00%	-	\$ -	0.00%
85	C PCC PAVER EDGER, 1 1/2 FT	378.000	LF	\$ 28.00	\$ 10,584.00	-	-	\$ -	0.00%	-	\$ -	0.00%
86	C SUBSLAB, PCC, 4 IN. FOR PCCPAVERS	1,054.000	SY	\$ 45.00	\$ 47,430.00	-	-	\$ -	0.00%	-	\$ -	0.00%
87	C AMENDED SOIL	320.000	CY	\$ 59.00	\$ 18,880.00	-	-	\$ -	0.00%	-	\$ -	0.00%
88	C ORNAMENTAL GRASSES, 1 GAL. FURNISHED AND INSTALLED (WITH WARRANTY)	276.000	EA	\$ 13.00	\$ 3,588.00	-	-	\$ -	0.00%	-	\$ -	0.00%
89	C PERENNIAL PLANTS, 1 GAL. FURNISHED AND INSTALLED (WITH WARRANTY)	260.000	EA	\$ 12.50	\$ 3,250.00	-	-	\$ -	0.00%	-	\$ -	0.00%
90	C SHRUBS, 3 GAL., FURNISHED AND INSTALLED (WITH WARRANTY)	212.000	EA	\$ 24.55	\$ 5,204.60	-	-	\$ -	0.00%	-	\$ -	0.00%
91	C TREES, 6'-8' HGT., FURNISHED AND INSTALLED (WITH WARRANTY)	15.000	EA	\$ 309.50	\$ 4,642.50	-	-	\$ -	0.00%	-	\$ -	0.00%
92	C* WATERING FOR PLANTS	22.000	MGAL	\$ 433.66	\$ 9,540.52	-	-	\$ -	0.00%	-	\$ -	0.00%
93	C LIMESTONE OUTCROPPING	365.000	SF	\$ 86.80	\$ 31,682.00	-	-	\$ -	0.00%	-	\$ -	0.00%
94	C* DECORATIVE ROCK MULCH	45.000	TON	\$ 300.00	\$ 13,500.00	-	-	\$ -	0.00%	-	\$ -	0.00%
95	M WATER MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC), 12 IN	6,480.000	LF	\$ 31.00	\$ 200,880.00	-	40.000	\$ 1,240.00	0.62%	40.000	\$ 1,240.00	0.62%
96	M WATER MAIN, TRENCHLESS, POLYVINYL CHLORIDE PIPE (PVC), 12 IN	120.000	LF	\$ 83.00	\$ 9,960.00	-	-	\$ -	0.00%	-	\$ -	0.00%
97	M FITTINGS BY COUNT, DUCTILE IRON,	17.000	EA	\$ 525.00	\$ 8,925.00	-	-	\$ -	0.00%	-	\$ -	0.00%
98	M VALVE, GATE, DIP, 12 IN.	14.000	EA	\$ 2,275.00	\$ 31,850.00	-	-	\$ -	0.00%	-	\$ -	0.00%
99	M FIRE HYDRANT ASSEMBLY, WM-201	16.000	EA	\$ 4,300.00	\$ 68,800.00	-	-	\$ -	0.00%	-	\$ -	0.00%
Original Contract Cost					\$ 3,880,275.00							
Value of Work Completed						\$ 165,947.75	\$ 229,094.14	5.90%	\$ 395,041.89	10.18%		
Materials Stored on Site					\$ 1.00	\$ -	\$ -	#DIV/0!	\$ -	#DIV/0!		
Value of Work Completed and Materials Stored						\$ 165,947.75	\$ 229,094.14		\$ 395,041.89			
Approved Change Orders												
100	Painted Pavement Markings, Waterborne	24.000	STA	\$ 71.50	\$ 1,716.00	24.280	-	\$ -	0.00%	24.280	\$ 1,736.02	101.17%
Total Change Orders					\$ 1,716.00	\$ 1,736.02	\$ -	0.00%	\$ 1,736.02	101.17%		
Original Contract Cost & Change Orders					\$ 3,881,991.00							
Value of Work Completed, Materials Stored & Change Orders						\$ 167,683.77	\$ 229,094.14	5.90%	\$ 396,777.91	10.22%		
Less Retainage					5.00%	\$ 8,384.19	\$ 11,454.71		\$ 19,838.90			
Net Amount Due Including This Statement						\$ 159,299.58	\$ 217,639.43		\$ 376,939.01			
Less Previous Payments						\$ 159,299.58			\$ 159,299.58			
Balance Due This Request						\$ -			\$ 217,639.43			

TO: CITY OF NORTH LIBERTY
FROM: STREB CONSTRUCTION CO., INC.

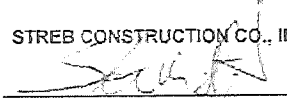
NORTH LIBERTY KANSAS RISE IMPROVEMENTS

PAY APP# 2
DATE 7/13/2018
PAGE 3 OF 3

Line #	Description	Quantity	UM	Unit Price	Total Price	Previous Quantity	Quantity	Current Amount	%	Quantity	Completed Amount	%
--------	-------------	----------	----	------------	-------------	-------------------	----------	----------------	---	----------	------------------	---

CONTRACTOR:

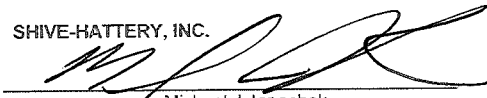
STREB CONSTRUCTION CO., INC.


Steven M. Streb
Title: Vice President

Date: 7.13.18

ENGINEER:

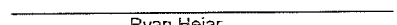
SHIVE-HATTERY, INC.


Michael J. Janecek
Title: Civil Engineer

Date: 7/16/18

OWNER:

CITY OF NORTH LIBERTY


Ryan Heiar
Title: City Administrator

Date: _____

Library Board Appointment



Application for
BOARD or COMMISSION
Appointment

Name: Malinda Allen

Address: 430 Glenmoor Place

Phone: 319-331-1055 Email: malindaallen47@gmail.com Gender: Male Female

I would like to volunteer to serve on the:

Board of Adjustment

Board of Appeals

Cemetery Board

Citizen Task Force

Library Board of Trustees

Parks & Recreation Commission

Planning & Zoning Commission

Telecommunications Commission

Tree and Storm Water Board

Place of employment and position:

UIHC - Clinical Psychologist (Pediatrics) - Retired Younkers - sales associated - soon to be retired

Are you a citizen 18 years of age or older? YES NO

Are you a resident of North Liberty? YES NO

Length of residence in North Liberty: 5 yrs.

Please give a brief statement of why you would like serve on this Board or Commission:

I love reading & learning. I get excited about books & libraries. I've been involved in education all my life, as a student, teacher, school psychologist & pediatric psychologist. I'm an "idea person" & enjoy planning & organizing programs & events. I like to interact with people & be involved in my community.
Please note any real estate, business or commercial interests within the City, other than your primary residence, for the purpose of identifying any actual or potential conflicts of interest:

Currently employed at Younkers, which will close soon.

Please give any other background or personal information that you feel would be helpful to the City Council in making their decision: Very involved in Senior Lunch Program until I went back to work.

Active in Tree Keepers, currently "dormant" as Master Gardener. Very involved in starting NL Pantry Garden, helped plan it & write the grant proposal. Tree & Stormwater Board, 3yrs.

Signature of Applicant: _____ Date: _____

Malinda Allen

Application for
BOARD or COMMISSION
Appointment

Name: Laura Hefley

Address: 620 Jessie St.

Phone: 319-936-4158 Email: laura-hefley@uiowa.edu Gender: Male Female

I would like to volunteer to serve on the:

Board of Adjustment

Board of Appeals

Cemetery Board

Citizen Task Force

Library Board of Trustees

Parks & Recreation Commission

Planning & Zoning Commission

Telecommunications Commission

Tree and Storm Water Board

Place of employment and position:

The University of Iowa, Secretary for Free Radical & Radiation Biology Program

Are you a citizen 18 years of age or older? YES NO

Are you a resident of North Liberty? YES NO

Length of residence in North Liberty: 14 years

Please give a brief statement of why you would like serve on this Board or Commission:

I love books and everything that the NL public library has to offer. It would be an honor to serve on this board that oversees and sets policies for the operation of the NL Community Library. The public library is an important resource to the community and one I use on a regular basis.

Please note any real estate, business or commercial interests within the City, other than your primary residence, for the purpose of identifying any actual or potential conflicts of interest:

None

Please give any other background or personal information that you feel would be helpful to the City Council in making their decision:

Signature of Applicant:  Date: 5/10/18

Application for
BOARD or COMMISSION
Appointment

Name: Deborah L. Seymour-Guard

Address: 535 Penn Court North Liberty, IA 52317

Phone: 319-855-9747 Email: dguard12@gmail.com

I would like to volunteer to serve on the:

- Board of Adjustment
- Board of Appeals
- Cemetery Board
- Transit Task Force
- Library Board of Trustees
- Citizen Task Force
- Parks & Recreation Commission
- Planning & Zoning Commission
- Telecommunications Commission
- Tree & Stormwater Board

Place of employment and position: Johnson County; Mental Health/Disability Services De

Length of residence in North Liberty: 15 years; 9 months

Please give a brief statement of why you would like serve on this Board or Commission:

I have a passion for libraries and their srv. They are a vibrant part of any community.

Please note any real estate, business or commercial interests within the City, other than your primary residence, for the purpose of identifying any actual or potential conflicts of interest:

none

Please give any other background or personal information that you feel would be helpful to the City Council in making their decision:

I have a long professional history in government finance and administration. Books of all genres have been a very important part of my life since early childhood. I feel my background and passion would be a great asset to the Library Board of Trustees. Thank you for your consideration.

Signature of Applicant: Deborah L. Seymour-Guard Date: 04/26/2018

Application for
BOARD or COMMISSION
Appointment

Name: Cherrie Weih

Address: 695 Strathmoor Dr., North Liberty, IA 52317

Phone: 319-594-0771 Email: jcweih@southslope.net

I would like to volunteer to serve on the:

- Board of Adjustment
- Board of Appeals
- Cemetery Board
- Transit Task Force
- Library Board of Trustees
- Citizen Task Force
- Parks & Recreation Commission
- Planning & Zoning Commission
- Telecommunications Commission
- Tree & Stormwater Board

Place of employment and position: Kirkwood Community College-Coordinator Patient Car

Length of residence in North Liberty: 10 years

Please give a brief statement of why you would like serve on this Board or Commission:

I love the Library! Reading has been a passion since elementary school. I would love to share that in some way.

Please note any real estate, business or commercial interests within the City, other than your primary residence, for the purpose of identifying any actual or potential conflicts of interest:

None

Please give any other background or personal information that you feel would be helpful to the City Council in making their decision:

We have been a part of Heritage Christian School for 20 years and I have served on almost every committee possible and chaired fundraising events as well. My favorite-the book fair! I am a detail person and work great with others. At Kirkwood I coordinate one of the high school academies that start with over 300 students every fall. I enjoy working with every age of student!

Signature of Applicant: *Cherrie Weih* Date: 5/11/18

Application for
BOARD or COMMISSION
Appointment

Name: Heidi Wood

Address: 1655 Timber Wolf Dr., North Liberty, IA 52317

Phone: 319-640-7469 Email: heidimwood@gmail.c Gender: Male Female

I would like to volunteer to serve on the:

Board of Adjustment

Board of Appeals

Cemetery Board

Citizen Task Force

Library Board of Trustees

Parks & Recreation Commission

Planning & Zoning Commission

Telecommunications Commission

Tree and Storm Water Board

Place of employment and position:

University of Iowa Hospitals and Clinics, Clinical Pharmacy Specialist

Are you a citizen 18 years of age or older? YES NO

Are you a resident of North Liberty? YES NO

Length of residence in North Liberty: 10 yrs total

Please give a brief statement of why you would like serve on this Board or Commission:

Reading, utilizing resources to access information, and lifelong learning are all passions of mine. The North Liberty Community Library is a very valuable asset to our community. My goal for serving on the Library Board of Trustees is to protect and develop this valuable resource for all of our community members, in light of our rapidly growing city.

Please note any real estate, business or commercial interests within the City, other than your primary residence, for the purpose of identifying any actual or potential conflicts of interest:

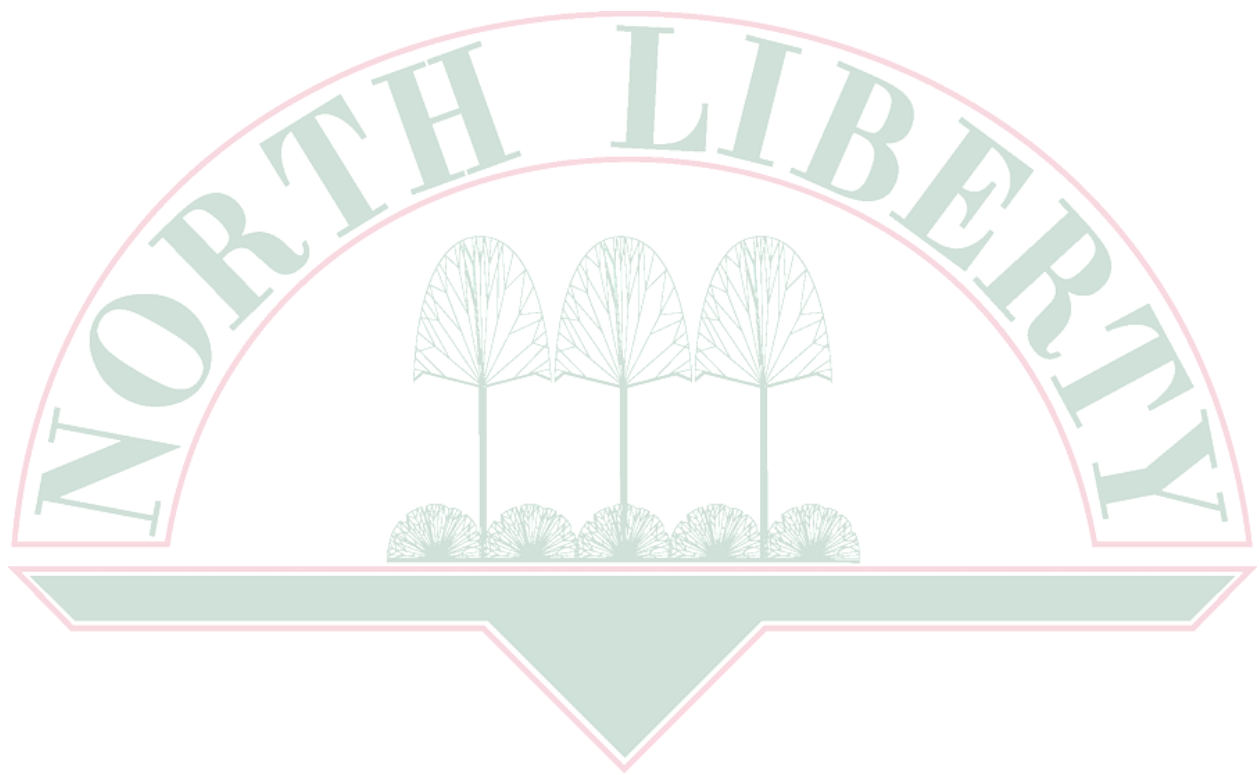
None

Please give any other background or personal information that you feel would be helpful to the City Council in making their decision:

Signature of Applicant: Heidi M Wood

Date: 5/21/18

Recreation Center Rates





To: City Council, Park & Recreation Board, and City Administration
From: Shelly Simpson, Recreation Director
Re: Recreation Fee Increase Proposal
Date: July 26, 2018 - revised

Recreation Department user fees are being reevaluated due to the following:

- 1) Expenditures are increasingly being subsidized by tax dollars and covered less by direct costs to users of the facility;
- 2) Best practices suggest a comprehensive analysis of user fees on a reoccurring basis,
- 3) The City continues to increase levels of service and make upgrades to an aging facility; and
- 4) The City keeps expanding programs and equipment to meet community demand.

The North Liberty Recreation Center is approaching 21 years of age (Phase I opened to the public in March 1997). No significant membership or daily rate changes have occurred since 2004, when the pools were added. Usage and demand continues to increase with population growth; significant facility maintenance and cleaning expenses have incurred with age. Recently, the Recreation Center has experienced a concerning shift in the balance of user fees versus tax subsidy to cover operational costs, in both the recreation and aquatics budgets. Revenue from user fees is not keeping up with increasing expenses and taxes are being used to subsidize this gap. All that said, staff is recommending the following adjustments to the rate structures and membership fees.

Daily Fees: Currently, daily fees vary depending on what area of the facility is to be used (weight & exercise area, pools, or gymnasium) ranging from \$1 to \$4 per visit. Staff is proposing the following rate table for all drop-in use, which would greatly simplify operations:

	Residents	Non-Residents
Adults (age 19-59)	\$4.00	\$5.00
Children (age 3-18)/Seniors (age 60+)	\$3.00	\$4.00

Track Fees: Staff recommendation is to apply the above drop-in rate to indoor track users as well.

Membership Fees: We strive to accommodate the community by providing membership choices based on what area of the facility is of primary interest. Our memberships are very reasonably priced compared to other facilities in the area and can be purchased on an annual or monthly basis. Memberships are promoted as a better value than paying the daily drop-in fee, with a resident adult breaking even on a Gold Package after only six uses of the exercise equipment per month. For administrative purposes, memberships also allow for more detailed identification of user characteristics and demographics, which assists in tracking the usage of the facility.

Membership Types:

Black & Gold:	Access to weight & exercise area, track, pools, open gyms, etc... (all inclusive)
Gold:	Access to weight & exercise area and track only.
Silver:	Access to pools only.
Facility:	Access to open gym activities only.
Track:	Access to track use only.

Proposed new membership rates:

Changes have been made to reflect the City Council's direction, allowing North Liberty residents free use of the track. No changes were made to non-resident memberships or fees.

		Black & Gold		Gold or Silver		Facility Pass		Track Pass Only	
		Resident	Non-res	Resident	Non-res	Resident	Non-res	Resident	Non-res
Monthly	Individual	\$ 54.00	\$ 68.00	\$ 36.00	\$ 45.00	\$ 10.00	\$ 13.00	\$ -	\$ 13.00
	Child-Student-	\$ 45.00	\$ 56.00	\$ 30.00	\$ 38.00	\$ 5.00	\$ 6.00	\$ -	\$ 6.00
	Military-Senior								
	Couple	\$ 93.00	\$ 116.00	\$ 62.00	\$ 78.00	\$ 15.00	\$ 19.00	\$ -	\$ 19.00
	Family	\$ 180.00	\$ 225.00	\$ 120.00	\$ 150.00	\$ 20.00	\$ 25.00	\$ -	\$ 25.00
	Addtl member	\$ 22.00	\$ 28.00	\$ 15.00	\$ 19.00	\$ 3.00	\$ 4.00	\$ -	\$ 4.00
Annual	Individual	\$ 324.00	\$ 405.00	\$ 216.00	\$ 270.00	\$ 60.00	\$ 75.00	\$ -	\$ 75.00
	Child-Student-	\$ 270.00	\$ 338.00	\$ 180.00	\$ 225.00	\$ 30.00	\$ 38.00	\$ -	\$ 38.00
	Military-Seniors								
	Couple	\$ 558.00	\$ 698.00	\$ 372.00	\$ 465.00	\$ 90.00	\$ 113.00	\$ -	\$ 113.00
	Family	\$ 1,080.00	\$ 1,350.00	\$ 720.00	\$ 900.00	\$ 120.00	\$ 150.00	\$ -	\$ 150.00
	Addtl member	\$ 135.00	\$ 169.00	\$ 90.00	\$ 113.00	\$ 18.00	\$ 23.00	\$ -	\$ 23.00

Rate changes: As outlined in the above table, this proposal simplifies the package offerings. It decreases the cost of annual memberships - in several instances – to be competitive in the market and encourage purchase of longer term packages. The Gold and Silver memberships are priced the same. **The Facility package is for individuals that only use open gym activities and track memberships are for track use only and free to residents.**

Financial aid: Financial aid will continue to be an option for residents that meet requirements. In calendar year 2017, residents received aid in the amount of \$3,746 to cover recreation costs. Income verification is administered through Hawkeye Area Community Action Program (HACAP) Low Income Energy Assistance Program and cross referenced with a chart used by Iowa City School District reduced lunch guidelines. Financial aid applies to annual memberships only and most qualified applicants who receive financial aid pay only 15% of the regular annual fee. For example, the Facility annual, resident, family membership, set at \$20 would only pay \$3.00 for a year.

Resident versus non-resident: Our facility is used by both residents and patrons from surrounding areas, with residents considered those who have zip code as 52317. We are proposing to utilize google maps and verify addresses are within City of North Liberty boundaries as residents only in conjunction with this rate change proposal. The level of subsidy for non-resident users should approach zero, as resident taxes should not directly support a service provided to persons who do not pay city taxes. Therefore, it is recommended that non-resident rates are set at 125% of resident fees.

The North Liberty Recreation Center remains community-service-oriented by providing reasonably-priced programs & activities, free community special events, and family-oriented areas of the facility. Staff is proposing to implement the new fee structure **beginning September 1, 2018**. Thank you for your consideration.

Shelly Simpson, Recreation Director

Resolution No. 2018-106

RESOLUTION APPROVING THE RECREATION FEE STRUCTURE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

WHEREAS, Recreation fees have not been updated since 2004;

WHEREAS, staff has reviewed the cost of operations to propose an updated fee structure; and

WHEREAS, the Parks and Recreation Board has reviewed the proposed fee structure and recommends approval for implementation.

NOW, THEREFORE, BE IT RESOLVED that updated Recreation Fee Structure is approved and will go into effect after approval of this resolution.

APPROVED AND ADOPTED this 24th day of July, 2018.

CITY OF NORTH LIBERTY:

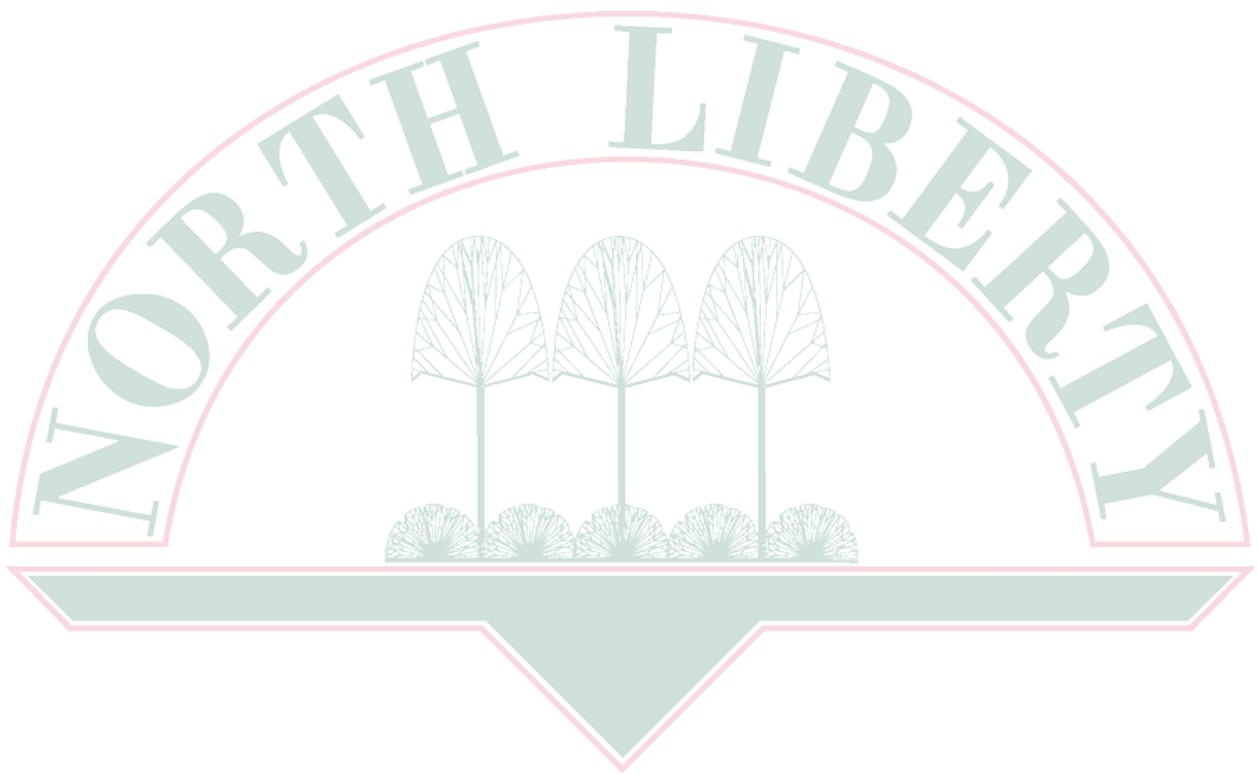
TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK

Rezoning - The Preserve



RS-4 Zoning

Beginning at the Southeast Corner of the Northeast Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa; Thence S89°08'29" W, along the South Line of said Northeast Quarter of the Southwest Quarter, 193.96 feet; Thence N00°51'44"W, 1336.26 feet to a point on the North line of said Northeast Quarter of the Southwest Quarter; Thence N88°56'48"E, along said North Line, 194.62 feet to the Northeast Corner of said Northeast Quarter of the Southwest Quarter; Thence S00°50'03"E, along the East line of said Northeast Quarter of the Southwest Quarter, 1336.92, to the said Point of Beginning. Said tract of land contains 5.96 acres.

RS-6 Zoning

Commencing at the Southeast Corner of the Northeast Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West, of the 5th Principal Meridian, North Liberty, Johnson County, Iowa; Thence S89°08'29" W, along the South line of said Northeast Quarter of the Southwest Quarter, 193.96 feet, to the Point of Beginning; Thence continuing S89°08'29" W, along said South line, 960.00 feet; Thence N00°51'44"W, 170.14 feet; Thence S89°08'16"W, 160.00 feet; Thence N00°51'44"W, 530.65 feet; Thence N89°08'16"E, 31.18 feet; Thence N00°51'44"W, 165.07 feet, Thence N88°56'48"E, 933.38 feet; Thence N01°03'12"W, 466.70 feet, to a point on the North line of said Northeast Quarter of the Southwest Quarter; Thence N88°56'48"E, along said North line, 157.00 feet; Thence S00°51'44"E, 1336.26 feet to the said Point of Beginning. Said tract of land contains 23.24 acres.

RD-8 Zoning

Commencing at the Southwest Corner of the Northwest Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N89°08'29" E, along the

South line of said Northwest Quarter of the Southwest Quarter, 740.46 feet, to the Point of Beginning. Thence N00°51'44" W, 170.10 feet; Thence N89°08'16" E, 771.00 feet; Thence S00°51'44"E, 170.14 feet, to a point on the South line of the North One -Half of the Southwest Quarter of said Section 14; Thence S89°08'29"W, along said South line, 771.01 feet, to the said Point of Beginning. Said tract of land contains 3.01 acres.

RD-10 Zoning

Commencing at the Northwest Corner of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N88°56'48"E, along the North line of said Southwest Quarter, 1073.33 feet, to the Point of Beginning; Thence continuing N88°56'48"E, along said North line, 305.67 feet; Thence S01°03'12"E, 466.70 feet; Thence S00°51'44"E, 165.07 feet; Thence S89°08'16"W, 31.18 feet; Thence S00°51'44"E, 530.65 feet; Thence S89°08'16"W, 771.00 feet; Thence Northwesterly, 296.88 feet, along an arc of a 189.00 foot radius curve, concave Northeasterly, whose 267.29 foot chord bears N45°51'44"W; Thence N00°51'44"W, 341.65 feet; Thence N89°08'16"E, 480.00 feet; Thence N00°51'44"W, 205.00 feet; Thence N25°14'10"E, 102.44 feet; Thence N10°03'12"W, 333.75 feet, to the said Point of Beginning. Said tract of land contains 14.26 acres.

RM-8 Zoning

Beginning at the Northwest Corner of the Northwest Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N88°56'48"E, along the North line of said Northwest Quarter of the Southwest Quarter, 1073.33 feet; Thence S01°03'12"E, 333.75 feet; Thence S25°14'10"W, 102.44 feet; Thence S00°51'44"E, 205.00 feet; Thence S89°08'16"W, 480.00 feet; Thence S00°51'44"E, 341.65 feet; Thence Southeasterly 296.88 feet, along an arc of a 189.00 foot radius curve, concave Northeasterly, whose 267.29 foot chord bears S45°51'44"E; Thence S00°51'44"E, 170.10 feet, to a point on the South line of said Northwest

Quarter of the Southwest Quarter; Thence $S89^{\circ}08'29''W$, along said South line, 740.46 feet to the Southwest Corner of said Northwest Quarter of the Southwest Quarter; Thence $N00^{\circ}46'20''W$, along the West line of said Northwest Quarter of the Southwest Quarter, 1327.87 feet, to the said Point of Beginning. Said tract of land contains 25.03 acres.



Ordinance No. 2018-07

AN ORDINANCE AMENDING CHAPTER 167 OF THE NORTH LIBERTY CODE OF ORDINANCES BY AMENDING THE USE REGULATIONS ON PROPERTY OWNED BY WATTS GROUP LOCATED IN NORTH LIBERTY, IOWA TO THOSE SET FORTH IN THE MUNICIPAL CODE FOR VARIOUS RESIDENTIAL ZONING DISTRICTS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

SECTION 1. AMENDMENT. Chapter 167 Zoning Code Definitions of the North Liberty Code of Ordinances (2013) is hereby amended by amending the zoning on property legally described as:

RS-4 Zoning

Beginning at the Southeast Corner of the Northeast Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa; Thence S89°08'29" W, along the South Line of said Northeast Quarter of the Southwest Quarter, 193.96 feet; Thence N00°51'44"W, 1336.26 feet to a point on the North line of said Northeast Quarter of the Southwest Quarter; Thence N88°56'48"E, along said North Line, 194.62 feet to the Northeast Corner of said Northeast Quarter of the Southwest Quarter; Thence S00°50'03"E, along the East line of said Northeast Quarter of the Southwest Quarter, 1336.92, to the said Point of Beginning. Said tract of land contains 5.96 acres.

RS-6 Zoning

Commencing at the Southeast Corner of the Northeast Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West, of the 5th Principal Meridian, North Liberty, Johnson County, Iowa; Thence S89°08'29" W, along the South line of said Northeast Quarter of the Southwest Quarter, 193.96 feet, to the Point of Beginning; Thence continuing S89°08'29" W, along said South line, 960.00 feet; Thence N00°51'44"W, 170.14 feet; Thence S89°08'16"W, 160.00 feet; Thence N00°51'44"W, 530.65 feet; Thence N89°08'16"E, 31.18 feet; Thence N00°51'44"W, 165.07 feet, Thence N88°56'48"E, 933.38 feet; Thence N01°03'12"W, 466.70 feet, to a point on the North line of said Northeast Quarter of the Southwest Quarter; Thence N88°56'48"E, along said North line, 157.00 feet; Thence S00°51'44"E, 1336.26 feet to the said Point of Beginning. Said tract of land contains 23.24 acres.

RD-8 Zoning

Commencing at the Southwest Corner of the Northwest Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N89°08'29" E, along the South line of said Northwest Quarter of the Southwest Quarter, 740.46 feet, to the Point of Beginning. Thence N00°51'44" W, 170.10 feet; Thence N89°08'16" E, 771.00 feet; Thence S00°51'44"E, 170.14 feet, to a point on the South line of the North One -Half of the Southwest Quarter of said Section 14; Thence S89°08'29"W, along said South line, 771.01 feet, to the said Point of Beginning. Said tract of land contains 3.01 acres.

RD-10 Zoning

Commencing at the Northwest Corner of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N88°56'48"E, along the North line of said Southwest Quarter, 1073.33 feet, to the Point of Beginning; Thence continuing N88°56'48"E, along said North line, 305.67 feet; Thence S01°03'12"E, 466.70 feet; Thence S00°51'44"E, 165.07 feet; Thence S89°08'16"W, 31.18 feet; Thence S00°51'44"E, 530.65 feet; Thence S89°08'16"W, 771.00 feet; Thence Northwesterly, 296.88 feet, along an arc of a 189.00 foot radius curve, concave Northeasterly, whose 267.29 foot chord bears N45°51'44"W; Thence N00°51'44"W, 341.65 feet; Thence N89°08'16"E, 480.00 feet; Thence N00°51'44"W, 205.00 feet; Thence N25°14'10"E, 102.44 feet; Thence N10°03'12"W, 333.75 feet, to the said Point of Beginning. Said tract of land contains 14.26 acres.

RM-8 Zoning

Beginning at the Northwest Corner of the Northwest Quarter of the Southwest Quarter of Section 14, Township 80 North, Range 7 West of the 5th Principal Meridian, North Liberty, Johnson County, Iowa, Thence N88°56'48"E, along the North line of said Northwest Quarter of the Southwest Quarter, 1073.33 feet; Thence S01°03'12"E, 333.75 feet; Thence S25°14'10"W, 102.44 feet; Thence S00°51'44"E, 205.00 feet; Thence S89°08'16"W, 480.00 feet; Thence S00°51'44"E, 341.65 feet; Thence Southeasterly 296.88 feet, along an arc of a 189.00 foot radius curve, concave Northeasterly, whose 267.29 foot chord bears S45°51'44"E; Thence S00°51'44"E, 170.10 feet, to a point on the South line of said Northwest Quarter of the Southwest Quarter; Thence S89°08'29"W, along said South line, 740.46 feet to the Southwest Corner of said Northwest Quarter of the Southwest Quarter; Thence N00°46'20"W, along the West line of said Northwest Quarter of the Southwest Quarter, 1327.87 feet, to the said Point of Beginning. Said tract of land contains 25.03 acres.

SECTION 2. REPEALER. All Ordinances and parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 3. SEVERABILITY. If any section, provision or part of this Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval and publication as provided by law.

First reading on June 26, 2018.

Second reading on July 10, 2018.

Third and final reading on _____.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK

I certify that the forgoing was published as Ordinance No. 2018-07 in the *North Liberty Leader* on _____.

TRACEY MULCAHEY, CITY CLERK

A & M Development Site Plan







NEUMANN MONSON ARCHITECTS

LIBERTY EXECUTIVE PARK

17.106

07.18.18

RENDERING

P - 102



NEUMANN MONSON ARCHITECTS

RENDERING

P - 103

LIBERTY EXECUTIVE PARK

17.106

07.17.18



NEUMANN MONSON ARCHITECTS

LIBERTY EXECUTIVE PARK

17.106

07.17.18

RENDERING

P - 104



NEUMANN MONSON ARCHITECTS

LIBERTY EXECUTIVE PARK

17.106

07.18.18

RENDERING

P - 105



Brick Area Calculation
 $27,228 \text{ sf} - 5,800 \text{ sf} = 21,428 \text{ sf}$ $19,305 \text{ sf} / 21,428 \text{ sf} = 0.901 \times 100 = 90.1\%$
(Total Area) (Window/Doors) (Net Wall Area) (Total Brick Area) (Net Wall Area) (Percent of Brick)

NEUMANN MONSON ARCHITECTS

LIBERTY VILLAGE
 17.106
 07.19.18

ELEVATIONS



June 28, 2018

Memo

To: North Liberty Planning Commission
From: Dean Wheatley, Planning Director
Subject: Site Plan Approval Request
(Liberty Executive Park Part 2 Lot 3)

Your North Liberty city staff has reviewed the subject submission, and offer comments presented in this memo. The staff review team includes the following personnel:

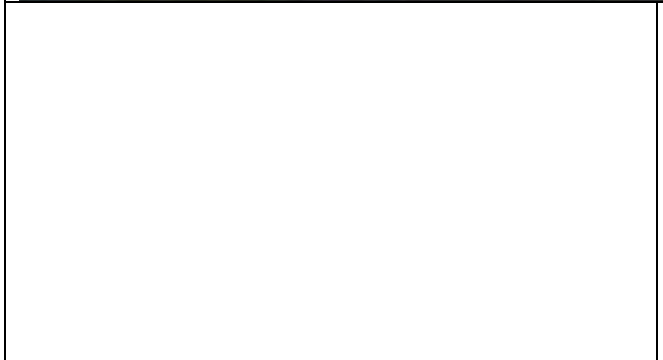
Ryan Heiar, City Administrator
Tracey Mulcahey, Assistant City Administrator
Tom Palmer, City Building Official
Scott Peterson, City Attorney
Kevin Trom, City Engineer
Dean Wheatley, Planning Director

This request is to approve a site plan for a mixed-use commercial and residential development in the Liberty Executive Park subdivision between I-380 and Kansas Avenue. The main proposed site features are two very large buildings, a pedestrian plaza, and both inside parking as well as surface parking with significant greenspace area.

The site layout is different for North Liberty in that parking is located both at the rear of the buildings, presenting a clean and upscale aesthetic, and within a large part of the ground floor of each building. An urban-scale pedestrian plaza is shown between the two buildings, and a substantial green space is planned within the parking area. Parking shown is just enough to meet requirements assuming the commercial space is filled with office and retail commercial uses but not restaurants (office requirements are 1 space per 200 square feet while restaurant requirements are 1 space per 100 square feet). No restaurants are planned by the owners. This is a large site with an interesting layout of several high quality ideas and substantial buildings.

The buildings, which at 288' are each a typical legacy city block long, are a modern design that might be seen as somewhat sterile and monolithic. HVAC is screened at the tops of the buildings. Staff has worked with the owner and architect since the original submission to add the sorts of design features routinely requested by the Commission and Council, and significant progress has been made; however, the buildings are still on the bland side of design. We discussed building offsets, protective awnings, materials variations, interesting rooflines, or other features differentiating the proposal from large boxes; and in response the architect was able to introduce different masonry colors and offset parts of the building façade as seen in the site plan documents. Examples of desirable designs provided to the developer to help understand City goals included the following images:

This site plan was recommended for approval by Planning Commission at their regular meeting 7/3/2018, subject to the developer providing an enhanced outdoor area for residents. That detail has been completed and included in the Council packet.



A site plan of this significance should include a more detailed landscape plan than is included in the documents. Staff encouraged the developer to work with a professional landscaper, not only to add character to the site with shrubs, edging, and other appropriate materials, but also to more fully develop and detail the proposed plaza area, but that has not been done. Many developments of this scale provide amenities for renters such as a clubroom and outdoor grilling and gathering areas, and

we encouraged this developer to consider adding something similar, but nothing like that is included in the plans.

This is a significant development that will set trends and precedents for the large area around it, and as such the City needs to insist on high standards. The site plan meets code provisions, and the owner has made efforts to upgrade the design, and so staff can recommend approval, but we urge the Commission and Council to carefully consider whether this design and level of detail is consistent with design goals, and to consider approval with the following conditions:

1. That a professional landscape plan be developed that better defines the outdoor areas including the plaza, and works with the plans to complement the site.
2. That indoor or outdoor gathering spaces are added to the plan.
3. That additional design features are incorporated to add visual interest to the building. Those might be color, awnings, materials, parapet treatments, corner treatments, or other means.

Notes

- a. The Villas preliminary plat and the recorded developer's agreement requires all direct lot access restricted to Landon Road (no direct lot access allowed to Kansas Avenue). If this site plan is approved, a resolution amending the developer's agreement will be necessary.
- b. An access easement will need to be established over the access drive so that the lot to the south is also served from it.



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

SITE PLAN THE VILLAS AT LIBERTY EXECUTIVE PARK PART TWO, LOT 3 NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2320 LANDON ROAD
NORTH LIBERTY, IA 52317

DEVELOPER:
MIKE HAHN
1310 HIGHLAND CT
IOWA CITY, IOWA 52240

STANDARD LEGEND AND NOTES

- PROPERTY &/or BOUNDARY LINES
 - CONGRESSIONAL SECTION LINES
 - RIGHT-OF-WAY LINES
 - EXISTING RIGHT-OF-WAY LINES
 - CENTER LINES
 - EXISTING CENTER LINES
 - PROPOSED CENTER LINES
 - PROPOSED EASEMENT LINES
 - EXISTING EASEMENT LINES
 - BENCHMARK
 - RECORDED DIMENSIONS
 - CURVE SEGMENT NUMBER
- EXIST - 22-1
- POWER POLE
 - POWER POLE W/DROP
 - POWER POLE W/TRANS
 - POWER POLE W/LIGHT
 - GUY POLE
 - LIGHT POLE
 - SANITARY MANHOLE
 - FIRE HYDRANT
 - WATER VALVE
 - DRAINAGE MANHOLE
 - CURB INLET
 - FENCE LINE
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER
 - WATER LINES
 - ELECTRICAL LINES
 - TELEPHONE LINES
 - GAS LINES
 - CONTOUR LINES (1' INTERVAL)
 - PROPOSED TREE LINE
 - EXISTING TREE LINE
 - EXISTING DECIDUOUS TREE & SHRUB
 - EXISTING EVERGREEN TREES & SHRUBS
- THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.

LEGAL DESCRIPTION
LOT 3, THE VILLAS AT LIBERTY EXECUTIVE PARK - PART TWO, NORTH LIBERTY, IOWA, IN ACCORDANCE WITH THE RECORDED PLAT THEREOF, AND ADJUTOR'S PARCEL 2006150, IN ACCORDANCE WITH THE RECORDED PLAT THEREOF. SAID RESULTANT TRACT OF LAND CONTAINS 5.48 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

APPLICANT
MIKE HAHN
1310 HIGHLAND CT
IOWA CITY, IOWA 52240

DEVELOPMENT CHARACTERISTICS
CURRENT ZONING: C-3
REQUESTED LAND USE: (OFFICE/RESEARCH PARK)
LOT AREA: 238,768 SF (5.48 ACRES)

SETBACK REQUIREMENTS
BUILDING SETBACKS: 25 FEET
FRONT YARD: 5 FEET
SIDE YARD: 25 FEET
REAR YARD: 25 FEET

PARKING SETBACKS:
FRONT: 10 FEET
SIDE: 5 FEET
REAR: 5 FEET

MINIMUM LOT REQUIREMENTS
LOT FRONTAGE: 35 FEET
LOT WIDTH: 35 FEET
MAXIMUM BUILDING HEIGHT: 35 FEET

LOT CHARACTERISTICS
LOT AREA: 238,768 SF (100%)(5.48 AC)
BUILDING AREA - PROPOSED: 37,744 SF (16.2%)
PAVING AREA - PROPOSED: 129,488 SF (54.2%)
GREEN SPACE AREA: 71,536 SF (30%)

BUILDING CHARACTERISTICS:
OFFICE BUILDING
RESIDENTIAL
PARKING REQUIREMENTS:
PROPOSED OFFICE: 1 / 200 SF = 70 SPACES
14,000 SF / 200 = 70 SPACES

PROPOSED RESIDENTIAL: 1 UNIT(2.2)
36 UNITS(2.2) = 124 SPACES
PARKING REQUIRED = 194 SPACES (6 ADA)

PROVIDED PARKING: 194 (8ADA) SPACES TOTAL, WITH 56 SPOTS AND 24DA SPACES PROVIDED INSIDE, 194 STANDARD SPACES PROVIDED.

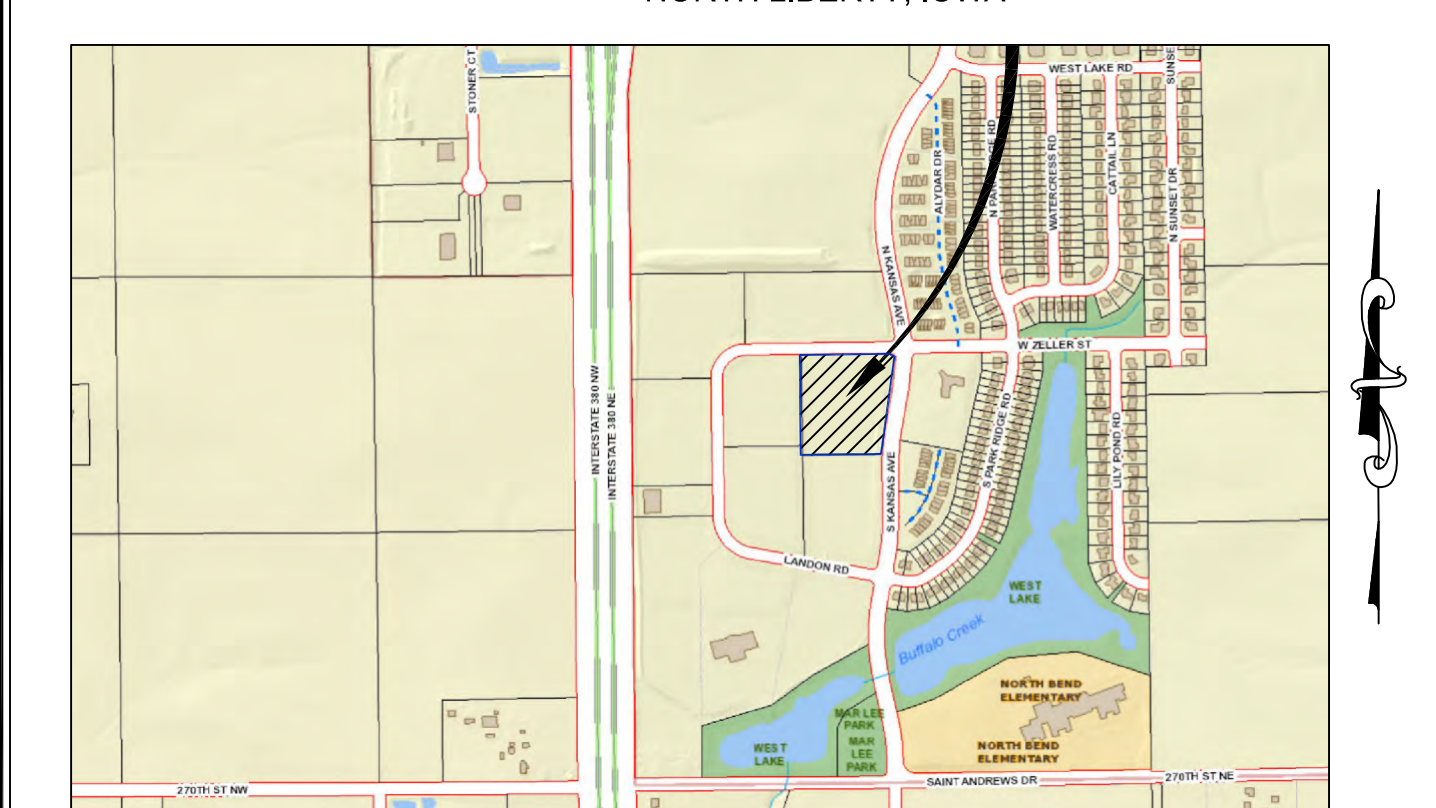
ALL EXISTING EASEMENTS ARE IN ACCORDANCE WITH THE RECORDED RECORD OF PLAT LOCATED IN BOOK 52, PAGE 189

ALL GROUND MOUNTED MECHANICAL UNITS SHALL BE SCREENED WITH LANDSCAPING.

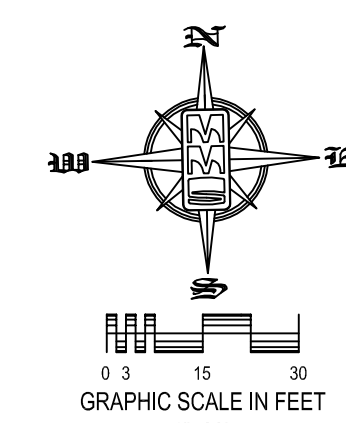
SHEET INDEX

- OVERALL SITE PLAN
- LAYOUT AND DIMENSION PLAN
- GRADING PLAN
- EROSION CONTROL AND SWPPP PLAN
- UTILITY PLAN
- LANDSCAPE PLAN
- GENERAL NOTES AND DETAILS

THE VILLAS AT EXECUTIVE PARK, PART TWO, LOT 3 NORTH LIBERTY, IOWA



LOCATION MAP
NOT TO SCALE

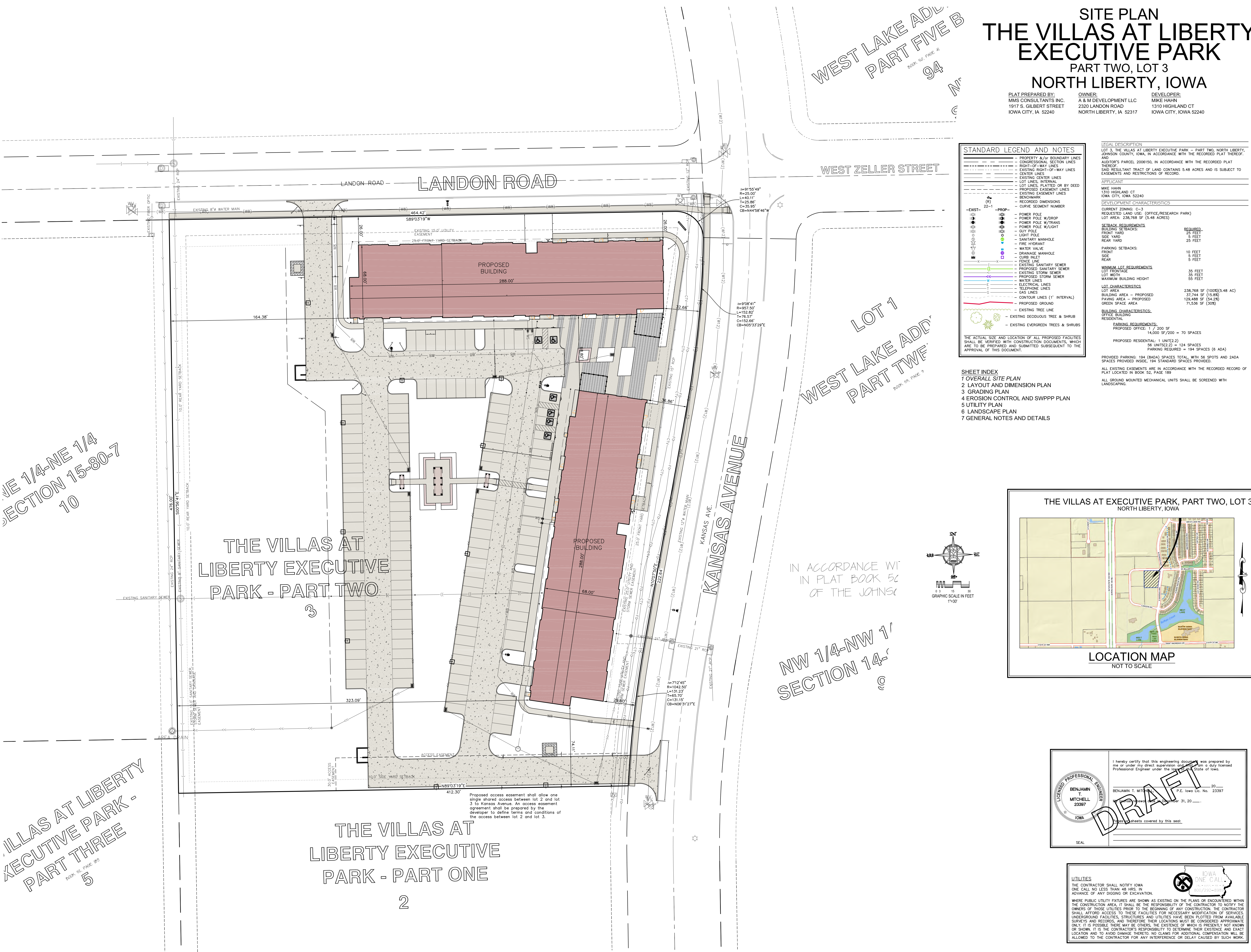


IN ACCORDANCE WITH
IN PLAT BOOK 52
OF THE JOHNSON

NW 1/4-NW 1/
SECTION 14-

NE 1/4-NE 1/4
SECTION 15-80-7
10

VILLAS AT LIBERTY
EXECUTIVE PARK -
PART THREE
BOOK 52, PAGE 189
5



THE VILLAS AT
LIBERTY EXECUTIVE
PARK - PART TWO
3

THE VILLAS AT
LIBERTY EXECUTIVE
PARK - PART ONE
2

Proposed access easement shall allow one single shared access between lot 2 and lot 3 to Kansas Avenue. An access easement agreement shall be prepared by the developer to define terms and conditions of the access between lot 2 and lot 3.

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

BENJAMIN T. MITCHELL
P.E. Iowa Lic. No. 23397
IOWA PROFESSIONAL ENGINEER
23397

SEAL

DRAFT

Pages / sheets covered by this seal:

UTILITIES
THE CONTRACTOR SHALL NOTIFY IOWA ONE CALL NO LESS THAN 48 HRS. IN ADVANCE OF ANY DIGGING OR EXCAVATION.

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 AFFORD 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, IF 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 EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERE TO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK.

IOWA ONE CALL
800-368-5878

THE VILLAS AT LIBERTY PARK - PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.
Date: 6-1-2018
Designed by: BTM Field Book No:
Drawn by: KLE Scale: 1"=30'
Checked by: BTM Sheet No:
Project No: 1
9271-004 of 7



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

Date	Revision
6-19-2018	CITY COMMENTS
6-28-2018	CITY COMMENTS - MAX
7-11-2018	ROAD SERVICE SIGNAGE REVISIONS
7-17-2018	REVISED LANDSCAPING - KLE

SITE PLAN THE VILLAS AT LIBERTY EXECUTIVE PARK PART TWO, LOT 3 NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS, INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2320 LANDON ROAD
NORTH LIBERTY, IA 52317

DEVELOPER:
MIKE HAHN
1310 HIGHLAND CT
IOWA CITY, IOWA 52240

STANDARD LEGEND AND NOTES

---	PROPERTY &/OR BOUNDARY LINES
---	CONGRESSIONAL SECTION LINES
---	RIGHT-OF-WAY LINES
---	EXISTING RIGHT-OF-WAY LINES
---	CENTER LINES
---	EXISTING CENTER LINES
---	LOT LINES, INTERNAL
---	LOT LINES, PLATTED OR BY DEED
---	PROPOSED EASEMENT LINES
---	EXISTING EASEMENT LINES
---	BENCHMARK
---	RECORDED DIMENSIONS
---	CURVE SEGMENT NUMBER
●	POWER POLE
●	POWER POLE W/DROP
●	POWER POLE W/TRANS
●	POWER POLE W/LIGHT
●	GLY POLE
●	LIGHT POLE
●	SANITARY MANHOLE
●	FIRE HYDRANT
●	WATER VALVE
●	DRAINAGE MANHOLE
●	CURB INLET
●	EXISTING SANITARY SEWER
●	PROPOSED SANITARY SEWER
●	EXISTING STORM SEWER
●	PROPOSED STORM SEWER
●	WATER LINES
●	ELECTRICAL LINES
●	TELEPHONE LINES
●	GAS LINES
●	CONTOUR LINES (1' INTERVAL)
●	PROPOSED GROUND
●	EXISTING TREE LINE
●	EXISTING DECIDUOUS TREE & SHRUB
●	EXISTING EVERGREEN TREES & SHRUBS

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

UTILITY COMPANY CONTACTS

SERVICE	SUPPLIER	PHONE NO.
COMMUNICATIONS	SOUTH SLOPE COOPERATIVE ATTN: BRIAN FREESE	319-227-7111
COMMUNICATIONS	MEDIACOM ATTN: DARWIN DRISCOLL	888-847-4757
COMMUNICATIONS	CENTURYLINK ATTN: TOM STURMER	720-678-8090
COMMUNICATIONS	ALUREON NETWORK SERVICES ATTN: JEFF KLOCKO	515-830-0445
COMMUNICATIONS	UNIVERSITY OF IOWA ATTN: CHRIS HATLAND	515-321-3336
COMMUNICATIONS	WINDSTREAM MCLEOD ATTN: JOE GREEN	319-790-7510
COMMUNICATIONS	UNITE PRIVATE NETWORKS, LLC ATTN: CLARK LUNDY	515-321-3336
NATURAL GAS	MIDAMERICAN ENERGY ATTN: DONALD WASTON	319-341-4461
ELECTRIC	MIDAMERICAN ENERGY ATTN: JASON WARREN	319-341-4425
STATE OF IOWA	IOWA DEPT. OF TRANSPORTATION ATTN: TIM ZEIMET	319-626-2386
SEWER	CITY OF CORALVILLE WASTEWATER ATTN: CHRIS GILSTRAP	319-248-1745
WATER	CITY OF CORALVILLE WATER ATTN: KEVIN CALLAHAN	319-351-1830

PAVING LEGEND

[Pattern]	7" PCC W/ 4" GRANULAR SUBBASE (135,908 SF.) 4500 PSI DESIGNED TO SUPPORT THE SINGLE AXLE WEIGHT OF THE NORTH LIBERTY 75,000 LBS GROSS WEIGHT FIRE TRUCK
[Pattern]	5" PCC W/ 4" GRANULAR SUBBASE (23,724 SF.)
[Pattern]	4" PCC (18,371 SF)

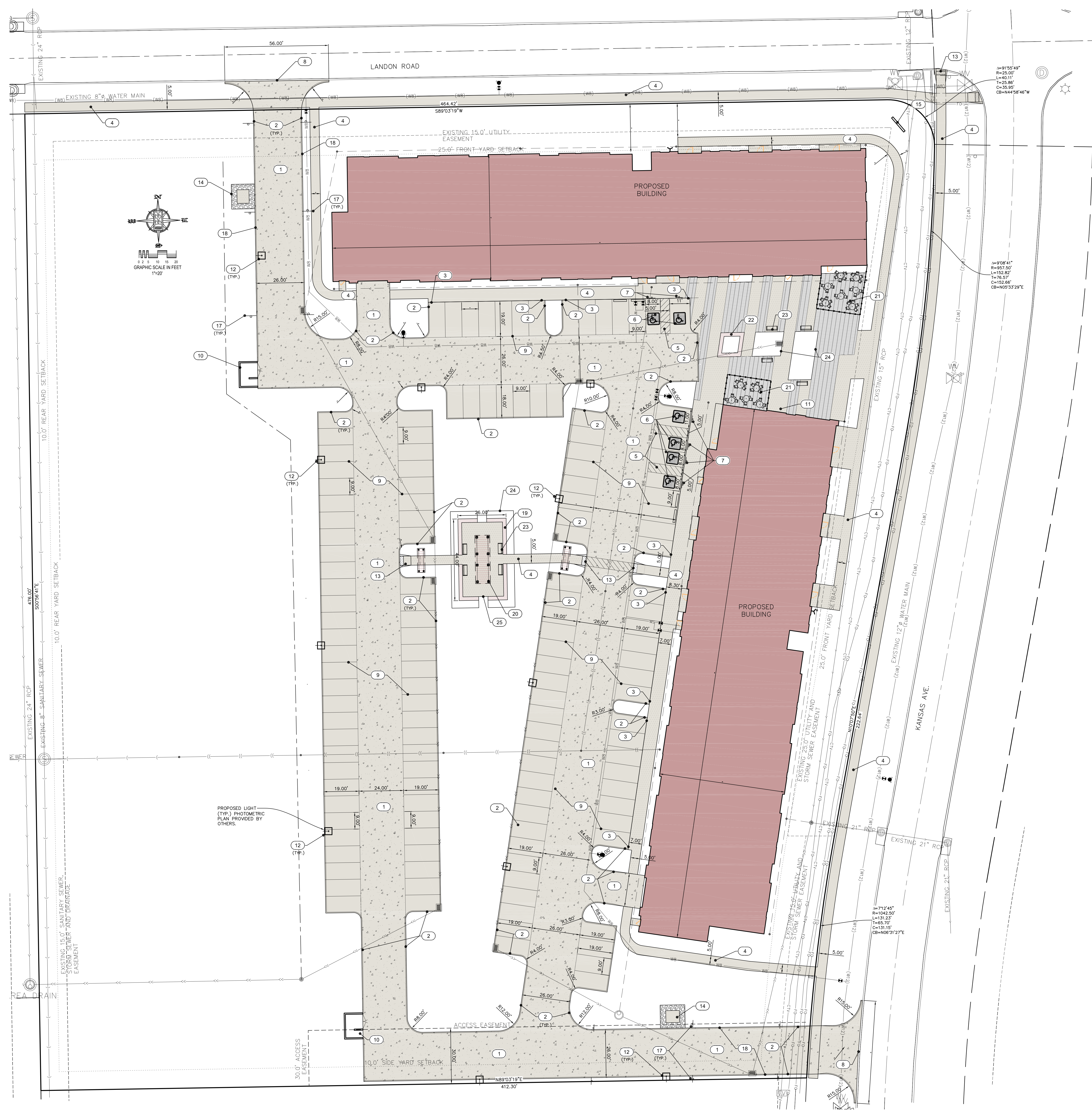
- ### SHEET INDEX
- OVERALL SITE PLAN
 - LAYOUT AND DIMENSION PLAN
 - GRADING PLAN
 - EROSION CONTROL AND SWPPP PLAN
 - SANITARY AND STORM SEWER PLAN AND PROFILE (PUBLIC)
 - UTILITY PLAN
 - LANDSCAPE PLAN
 - GENERAL NOTES AND DETAILS

KEYNOTES

NUMBER	KEYNOTE	DETAIL SHEET
1	INSTALL DRIVE (THICKNESS AND MATERIAL AS NOTED)	7
2	INSTALL 6" STANDARD CURB	7
3	INSTALL THICKENED EDGE SIDEWALK	7
4	INSTALL P.C.C. SIDEWALK PER NORTH LIBERTY MUNICIPAL DESIGN STANDARDS	7
5	INSTALL ACCESSIBLE PARKING AND STRIPING	7/8
6	INSTALL ACCESSIBLE PARKING SYMBOL (TYP.)	5/7
7	INSTALL ACCESSIBLE PARKING SIGN (TYP.)	
8	GRIND EXISTING CURB AND INSTALL TYPE A ENTRANCE PER SUDAS DETAIL 7030.101	
9	INSTALL 4" WIDE PAVEMENT MARKINGS (TYP.)	
10	TRASH ENCLOSURE	14/7
11	INSTALL BIKE RACK	7/6
12	INSTALL LIGHTING - LIGHTING BY OTHERS, COORDINATE LOCATION WITH ELECTRICAL CONTRACTOR.	
13	INSTALL ADA CURB RAMP	4/7
14	INSTALL TRANSFORMER PAD. SIZE TO BE DETERMINED BY ELECTRICAL COMPANY AT THE TIME OF CONSTRUCTION.	
15	MONUMENT SIGN	
16	BOLLARDS	
17	FIRE LANE SIGN PROVIDED BY FIRE DEPARTMENT	
18	PAINT CURB RED PER FIRE DEPARTMENT	
19	INSTALL CONCRETE LANDSCAPE WALL	
20	INSTALL PERGOLA W/ BRICK COLUMNS AND WOOD STRUCTURE	
21	FUTURE SEATING AREA WITH SURROUNDING FENCE	
22	INSTALL LOW CONCRETE LANDSCAPE SEAT WALL	
23	BENCHES - SEE LANDSCAPING	
24	INSTALL LANDSCAPE BED - SEE LANDSCAPING	
25	CENTRAL SEATING AREA	

LAYOUT AND DIMENSION PLAN

THE VILLAS AT LIBERTY PARK
PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA





CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

Date	Revision
6-19-2018	CITY COMMENTS
6-28-2018	CITY COMMENTS - MAX
7-11-2018	ROAD SERVICE SIGNAGE DETAILS
7-17-2018	REVISED LANDSCAPING KLE

SITE PLAN THE VILLAS AT LIBERTY EXECUTIVE PARK PART TWO, LOT 3 NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2320 LANDON ROAD
NORTH LIBERTY, IA 52317

DEVELOPER:
MIKE HAHN
1310 HIGHLAND CT
IOWA CITY, IOWA 52240

GRADING TOPSOIL NOTE:
PRIOR TO FINAL SEEDING, ALL GREEN SPACE SHALL BE TILLED TO A MINIMUM DEPTH OF 6" AND COVERED WITH A MINIMUM OF 6" OF TOPSOIL. REFER TO TOPSOIL EXHIBIT FOR AREAS OF EXCESS TOPSOIL TO EXCAVATE AND STOCKPILE. CONTRACTOR SHALL BE RESPONSIBLE FOR STOCKPILING ADEQUATE TOPSOIL FOR ALL GREEN SPACE.

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PER IDOT STANDARD ROAD PLANS AND CITY OF NORTH LIBERTY REQUIREMENTS AT ALL TIMES DURING WORK WITHIN PUBLIC R.O.W. OF BERNARDY DRIVE AND CITY OF CORALVILLE AT ALL TIMES DURING WORK IN PUBLIC R.O.W. OF FOREVERGREEN ROAD.

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ANY REQUIRED RELOCATION OF EXISTING UTILITIES.

STABILIZATION SEEDING
STABILIZATION SEEDING SHALL BE IN ACCORDANCE WITH I.D.O.T. STANDARD SPECIFICATION SECTION 2601.03 STABILIZING CROP SEEDING AND FERTILIZING.
IMMEDIATELY FOLLOWING SEEDING AND COMPACTING, APPLY MULCH TO A THICKNESS OF 1/8 INCHES (3 MM). MAINTAIN CLEAR OF SHRUBS AND TREES.
SEED MIXTURES SHALL BE ONE OF THE FOLLOWING:
SPRING - MARCH 1 TO MAY 20
DAT
GRASS RYE 2 BUSHEL PER ACRE
RED CLOVER 25 LBS PER ACRE
TIMOTHY 5 LBS PER ACRE
SUMMER - MAY 21 TO JULY 20
DAT
GRASS RYE 3 BUSHEL PER ACRE
RED CLOVER 35 LBS PER ACRE
TIMOTHY 5 LBS PER ACRE
FALL - JULY 21 TO SEPTEMBER 30
DAT
GRASS RYE 2 BUSHEL PER ACRE
RED CLOVER 35 LBS PER ACRE
TIMOTHY 5 LBS PER ACRE
FERTILIZER SHALL BE APPLIED AT A RATE OF 450 LBS PER ACRE USING CHEMICALLY COMBINED COMMERCIAL 13-13-13 FERTILIZER.

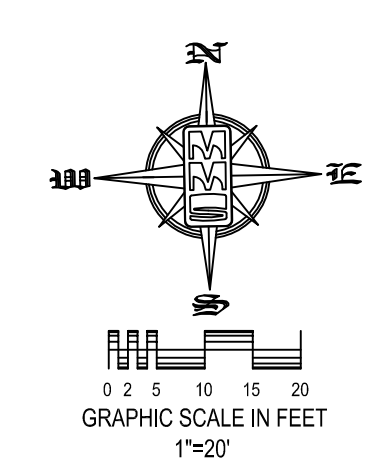
STANDARD LEGEND AND NOTES

- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- EXISTING RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES, PLATTED OR BY DEED
- PROPOSED EASEMENT LINES
- EXISTING EASEMENT LINES
- BENCHMARK
- RECORDED DIMENSIONS
- CURVE SEGMENT NUMBER
- EXISTING 22" RCP
- PROPOSED POWER POLE W/DROP
- PROPOSED POWER POLE W/TRANS
- PROPOSED POWER POLE W/LIGHT
- CITY POLE
- LIGHT POLE
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- DRAINAGE MANHOLE
- CURB INLET
- FENCE LINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- WATER LINES
- ELECTRICAL LINES
- TELEPHONE LINES
- GAS LINES
- CONTOUR LINES (1' INTERVAL)
- PROPOSED GROUND
- EXISTING DECIDUOUS TREE & SHRUB
- EXISTING EVERGREEN TREES & SHRUBS

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

- GRADING NOTES**
- MAXIMUM SLOPE ON CUTS AND FILLS SHALL BE 3:5; HORIZONTAL TO 1: VERTICAL.
 - NO EXCAVATION SHALL BE ALLOWED WITHIN 2' OF PROPERTY LINES.
 - COMPACTION TO BE 95% STANDARD PROCTOR WHERE > 6:1 SLOPE.
 - ALL TREES OUTSIDE THE LIMITS OF GRADING OPERATIONS SHALL BE SAVED, UNLESS OTHERWISE INDICATED TO BE REMOVED. TREES NEAR THE EDGES OF GRADING LIMITS AND IN THE STORM WATER DETENTION BASIN AREAS SHALL BE SAVED IF POSSIBLE, WITHIN THE REQUIREMENTS OF THE SPECIFICATIONS.
 - PRIOR TO ANY GRADING A CONSTRUCTION SAFETY FENCE SHALL BE INSTALLED 50 FEET FROM TRUNKS OF ANY TREES THAT ARE TO BE PROTECTED.
 - STABILIZATION SEEDING SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT MORE THAN 14 DAYS, UPON COMPLETION OF GRADING IN ANY AREA OF GRADING OPERATIONS. DISTURBED AREAS SHALL BE KEPT AS SMALL AS POSSIBLE TO PREVENT LARGE SCALE EROSION PROBLEMS. IF THE GRADING CONTRACTOR STOPS GRADING OPERATIONS FOR MORE THAN 14 DAYS, THEN STABILIZATION SEEDING SHALL BE DONE ON ALL DISTURBED AREAS.
 - SILT FENCE LOCATIONS AND LENGTHS, AS INDICATED, ARE APPROXIMATE ONLY. FINAL LOCATIONS AND LENGTHS WILL BE DETERMINED, AS NEEDED, UPON COMPLETION OF GRADING OPERATIONS IN THAT AREA.
 - ALL STREET SUBGRADES SHALL BE CONSTRUCTED AND COMPACTED IN ACCORDANCE WITH DESIGN AND CONSTRUCTION STANDARDS AND PROCEDURES.
 - PRIOR TO FINAL SEEDING, ALL COMPACTED SOILS SHALL BE TILLED TO A MINIMUM DEPTH OF 12" AND RESPIRED A MINIMUM OF 6" OF TOPSOIL OVER ALL DISTURBED AREAS.
 - ALL CONSTRUCTION MUST BE COMPLETED ACCORDING TO THE REQUIREMENTS OF THE CURRENT NPDES PERMIT FOR THE PROJECT.

- SHEET INDEX**
- OVERALL SITE PLAN
 - LAYOUT AND DIMENSION PLAN
 - GRADING PLAN
 - EROSION CONTROL AND SWPPP PLAN
 - SANITARY AND STORM SEWER PLAN AND PROFILE (PUBLIC)
 - UTILITY PLAN
 - LANDSCAPE PLAN
 - GENERAL NOTES AND DETAILS



GRADING PLAN

THE VILLAS AT LIBERTY PARK
PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

Date	Revision
6-19-2018	CITY COMMENTS
6-28-2018	CITY COMMENTS - MAX
7-11-2018	ROAD SERVICE SIGNAGE REVISIONS
7-17-2018	REVISED LANDSCAPING KLE

EROSION CONTROL AND SWPPP PLAN

SITE PLAN THE VILLAS AT LIBERTY EXECUTIVE PARK PART TWO, LOT 3 NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2320 LANDON ROAD
NORTH LIBERTY, IA 52317

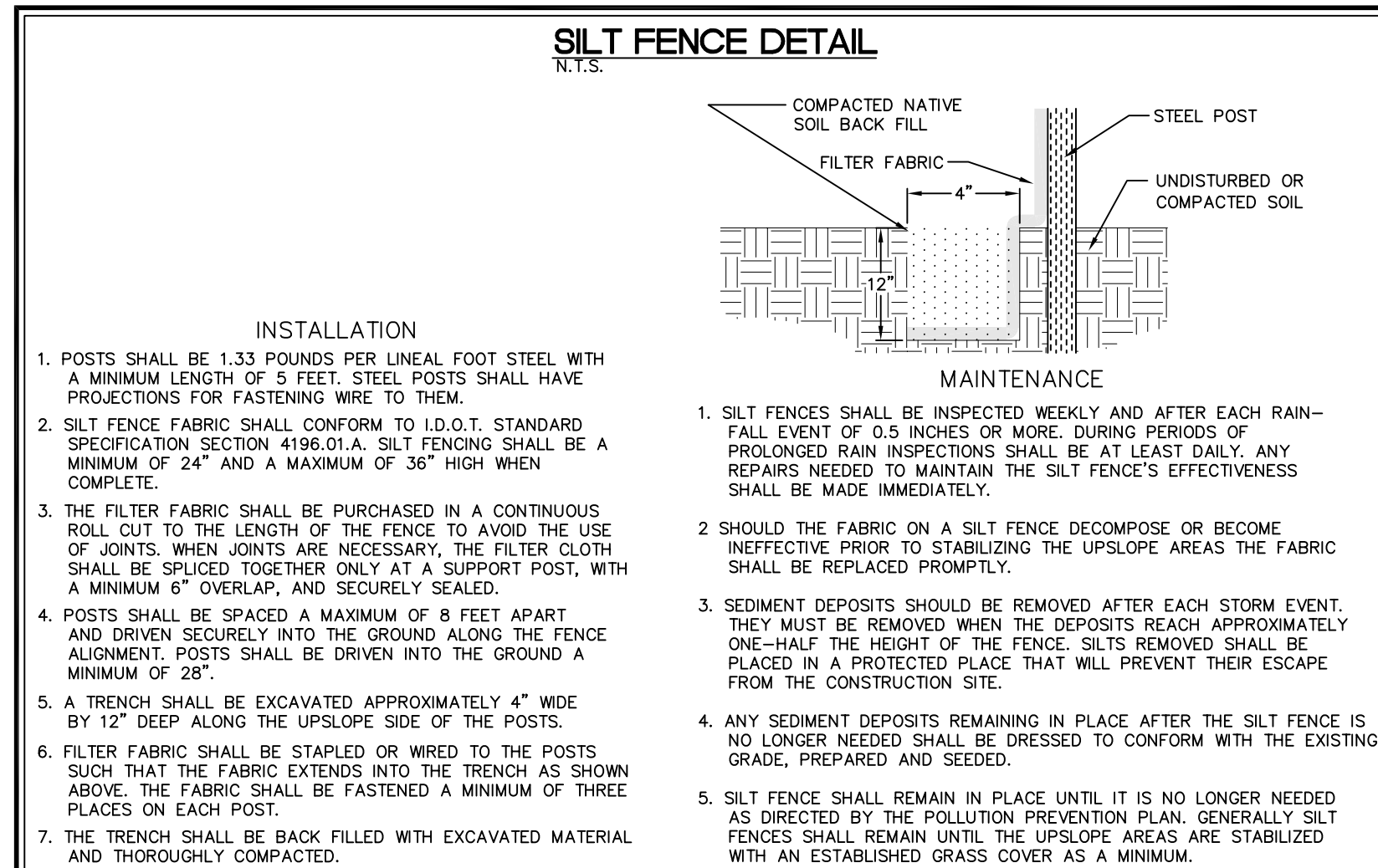
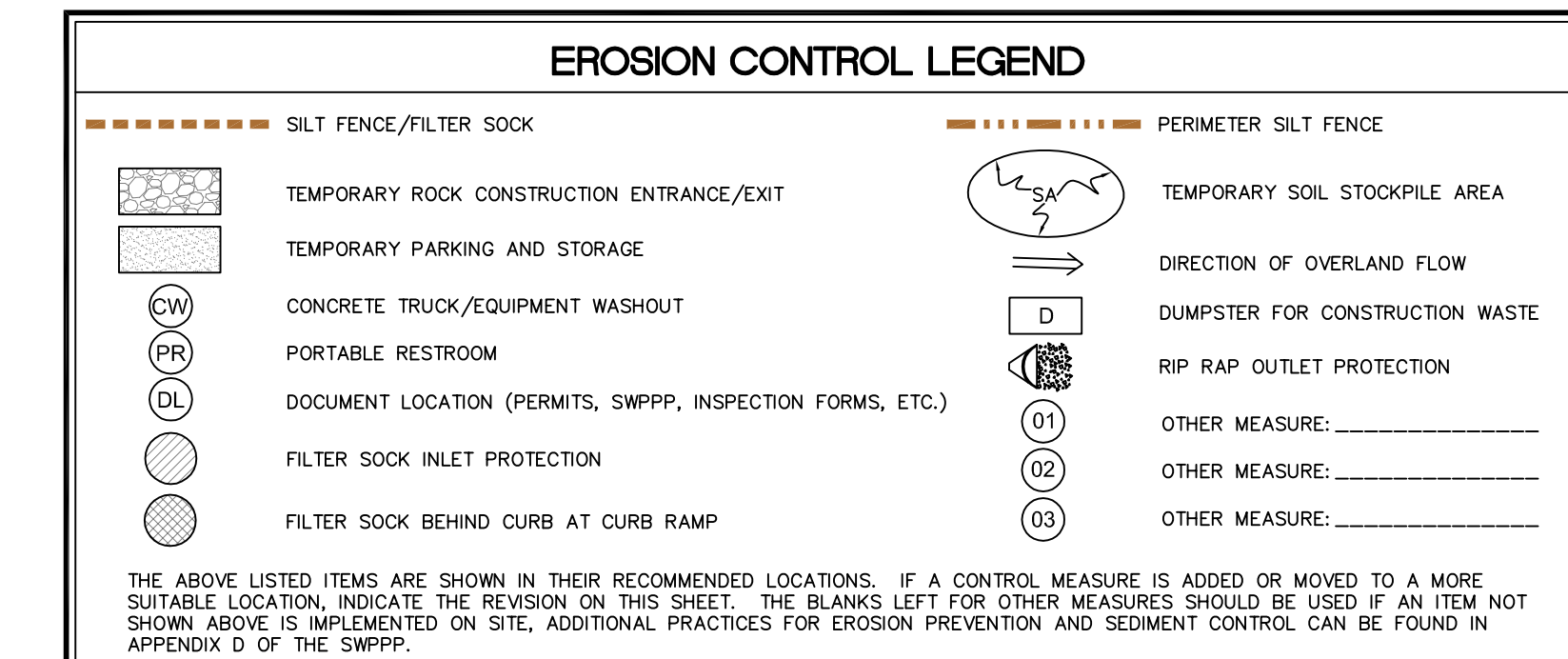
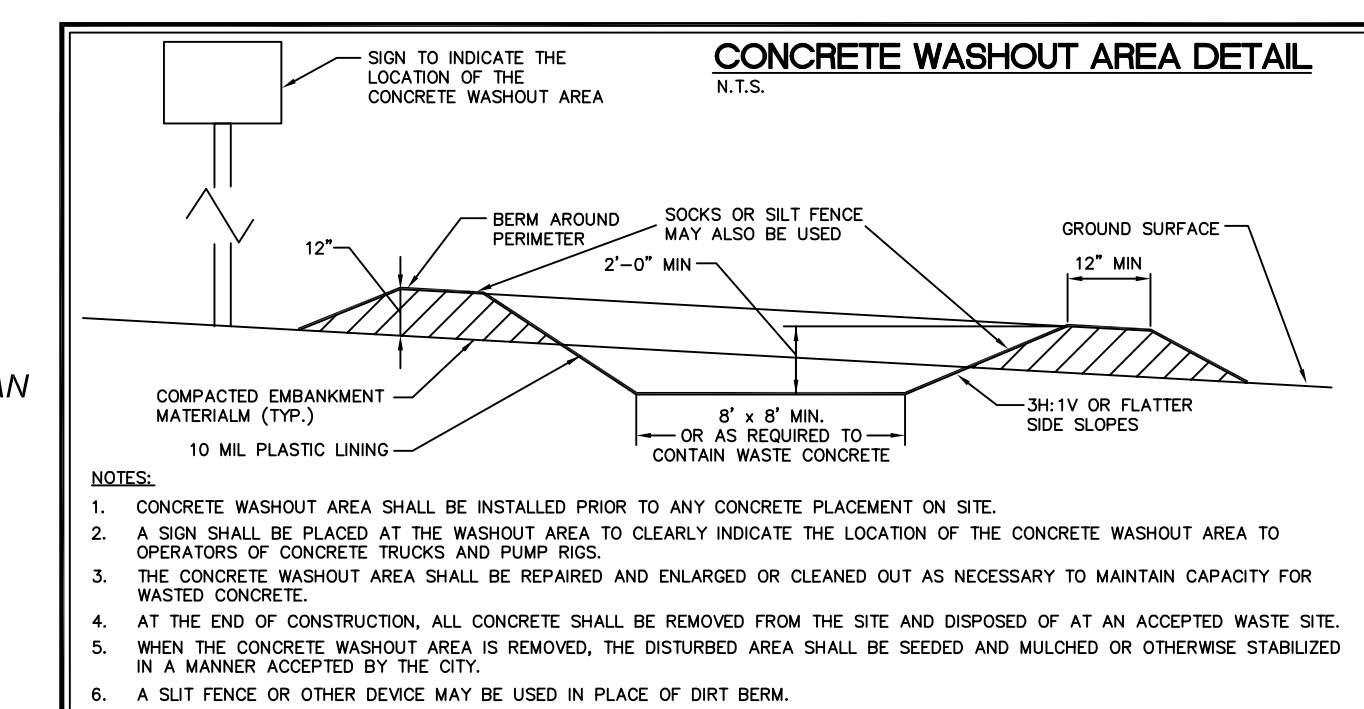
DEVELOPER:
MIKE HAHN
1310 HEHLAND CT
IOWA CITY, IOWA 52240

STANDARD LEGEND AND NOTES

---	PROPERTY &/or BOUNDARY LINES
---	CONGRESSIONAL SECTION LINES
---	RIGHT-OF-WAY LINES
---	EXISTING RIGHT-OF-WAY LINES
---	CENTER LINES
---	EXISTING CENTER LINES
---	LOT LINES, PLATTED OR BY DEED
---	PROPOSED EASEMENT LINES
---	EXISTING EASEMENT LINES
---	BENCHMARK
---	RECORDED DIMENSIONS
---	CURVE SEGMENT NUMBER
(R)	22-1
-EXIST-	EXISTING
-PROP-	PROPOSED
⊙	POWER POLE
⊙	POWER POLE W/DROP
⊙	POWER POLE W/TRANS
⊙	POWER POLE W/LIGHT
⊙	GUY POLE
⊙	LIGHT POLE
⊙	SANITARY MANHOLE
⊙	FIRE HYDRANT
⊙	WATER VALVE
⊙	DRAINAGE MANHOLE
⊙	CONCRETE SANITARY SEWER
⊙	PROPOSED SANITARY SEWER
⊙	EXISTING STORM SEWER
⊙	PROPOSED STORM SEWER
⊙	WATER LINES
⊙	ELECTRICAL LINES
⊙	TELEPHONE LINES
⊙	GAS LINES
⊙	CONTOUR LINES (1' INTERVAL)
---	PROPOSED GROUND
---	EXISTING TREE LINE
---	EXISTING DECIDUOUS TREE & SHRUB
---	EXISTING EVERGREEN TREES & SHRUBS

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

- ### SHEET INDEX
- 1 OVERALL SITE PLAN
 - 2 LAYOUT AND DIMENSION PLAN
 - 3 GRADING PLAN
 - 4 EROSION CONTROL AND SWPPP PLAN
 - 5 UTILITY PLAN
 - 6 LANDSCAPE PLAN
 - 7 GENERAL NOTES AND DETAILS



THE VILLAS AT LIBERTY PARK
-PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date:	6-1-2018
Designed by:	BTM
Field Book No.:	
Drawn by:	KLE
Scale:	1"=20'
Checked by:	BTM
Sheet No.:	4
Project No.:	9271-004
of:	7



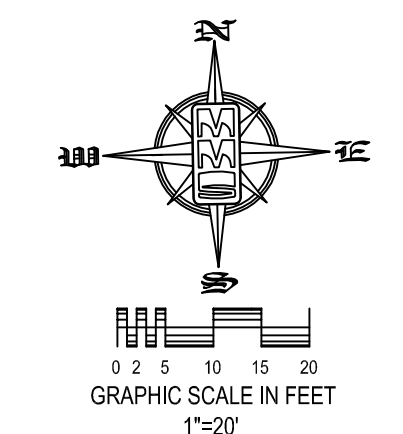
CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

SITE PLAN THE VILLAS AT LIBERTY EXECUTIVE PARK PART TWO, LOT 3 NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS, INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2320 LANDON ROAD
NORTH LIBERTY, IA 52317

DEVELOPER:
MIKE HAHN
1310 HIGHLAND CT
IOWA CITY, IOWA 52240



STANDARD LEGEND AND NOTES

PROPERTY &/or BOUNDARY LINES
CONVEYANCIAL SECTION LINES
RIGHT-OF-WAY LINES
EXISTING RIGHT-OF-WAY LINES
CENTER LINES
EXISTING CENTER LINES
LOT LINES, INTERNAL
PROPOSED GASEMENT LINES
EXISTING EASEMENT LINES
BENCHMARK
RECORDED DIMENSIONS
CURVE SEGMENT NUMBER

EXISTING:
- POWER POLE W/DROP
- POWER POLE W/TRANS
- WATER LINE
- GUY POLE
- LIGHT POLE
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- DRAINAGE MANHOLE
- GUY INLET
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- WATER LINES
- ELECTRICAL LINES
- TELEPHONE LINES
- GAS LINES
- CONTOUR LINES (1' INTERVAL)

PROPOSED:
- EXISTING TREE LINE
- EXISTING DECIDUOUS TREE & SHRUB
- EXISTING EVERGREEN TREES & SHRUBS

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

SHEET INDEX

- 1 COVER ALL SITE PLAN
- 2 LAYOUT AND DIMENSION PLAN
- 3 GRADING PLAN
- 4 EROSION CONTROL AND SWPPP PLAN
- 5 UTILITY PLAN
- 6 LANDSCAPE PLAN
- 7 GENERAL NOTES AND DETAILS

NOTE:
1. ALL ROOF DRAIN LINES SHALL BE INSTALLED PER SUDAS FIGURE 3010.103 CLASS F-2.
2. ALL CLEANOUTS SHALL BE INSTALLED PER SUDAS FIGURE 4040.232 TYPE A-2.

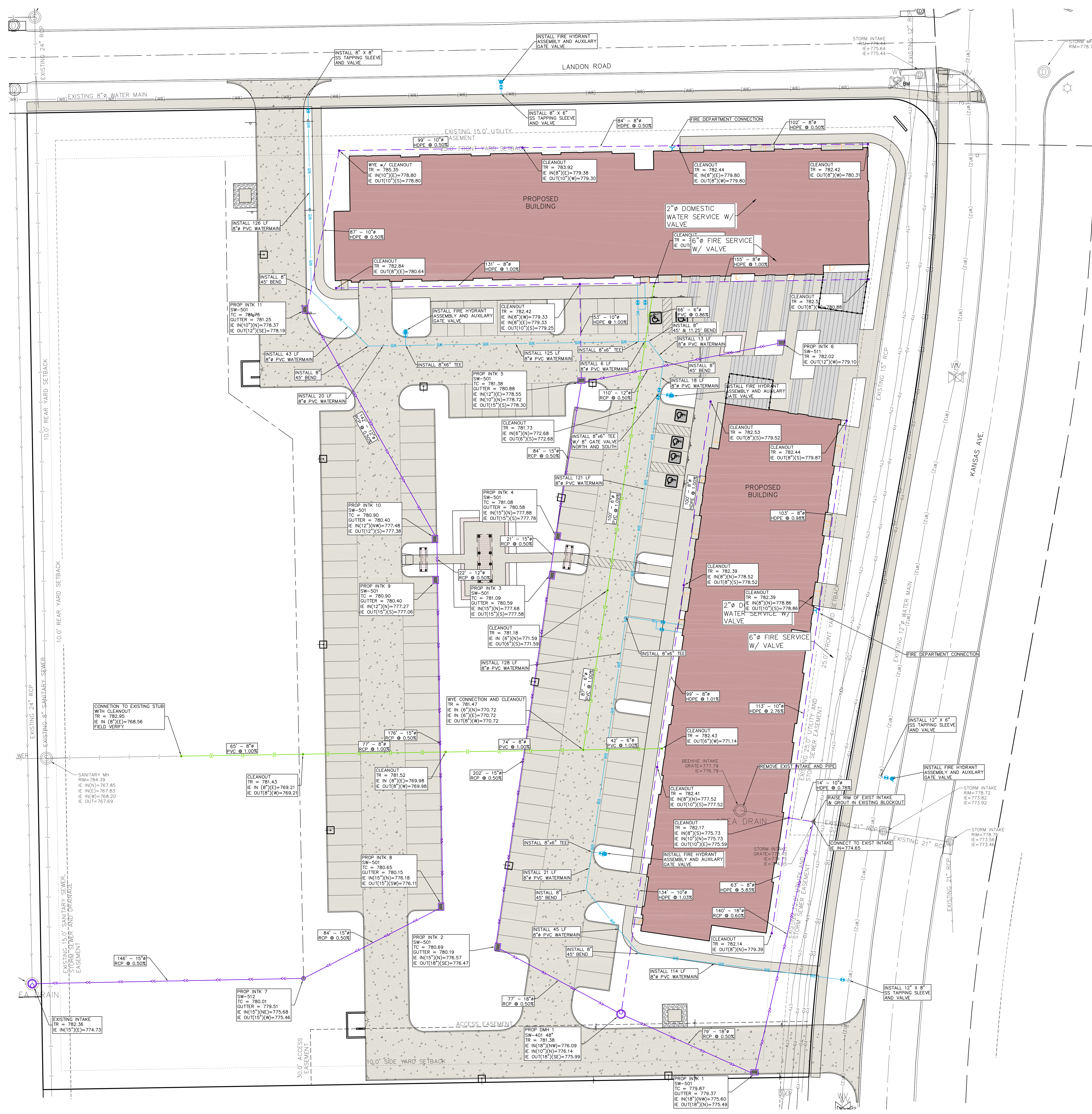
UTILITY COMPANY CONTACTS

SERVICE	SUPPLIER	PHONE NO.
COMMUNICATIO NS	SOUTH SLOPE TELEPHONE ATTN: BRIAN FREESE	319-227-7111
COMMUNICATIO NS	MEDIACOM ATTN: TIM EAGEN	888-847-4757
COMMUNICATIO NS	WINDSTREAM COMMUNICATIONS	800-289-1901
COMMUNICATIO NS	IOWA COMMUNICATIONS NETWORK ATTN: DOUG EBELSHSEISER	515-725-4742
NATURAL GAS	MIDAMERICAN ENERGY ATTN: DONALD WASTON	319-341-4461
ELECTRIC	ALLIANT ENERGY ATTN: LAURA BARR	319-286-1315
ELECTRIC	LINN COUNTY REC ATTN: JOHNA NUNEMAKER	319-377-1587
SEWER/WATER	CITY OF NORTH LIBERTY ATTN: DAN LANGE	319-626-5719

UTILITY PLAN

THE VILLAS AT LIBERTY PARK
-PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.
Date: 6-1-2018
Designed by: BTM
Checked by: KLE
Project No: 9271-004
Field Book No:
Scale: 1"=20'
Sheet No: 5
of: 7





CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

SITE PLAN

THE VILLAS AT LIBERTY EXECUTIVE PARK

PART TWO, LOT 3

NORTH LIBERTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
A & M DEVELOPMENT LLC
2330 LANDON ROAD
NORTH LIBERTY, IA 52317

DEVELOPER:
MIKE HAHN
1510 HIGHLAND CT
IOWA CITY, IOWA 52240

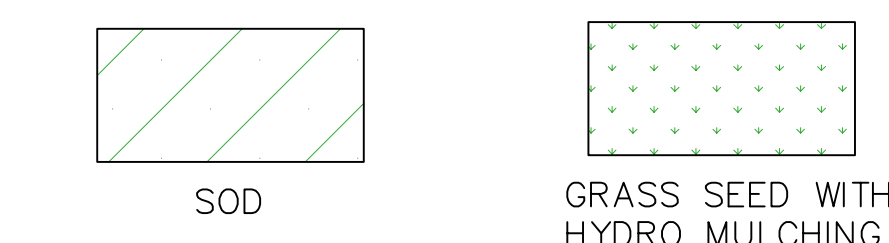
- SHEET INDEX**
- 1 OVERALL SITE PLAN
 - 2 LAYOUT AND DIMENSION PLAN
 - 3 GRADING PLAN
 - 4 EROSION CONTROL AND SWPPP PLAN
 - 5 UTILITY PLAN
 - 6 LANDSCAPE PLAN
 - 7 GENERAL NOTES AND DETAILS

LANDSCAPE REQUIREMENTS

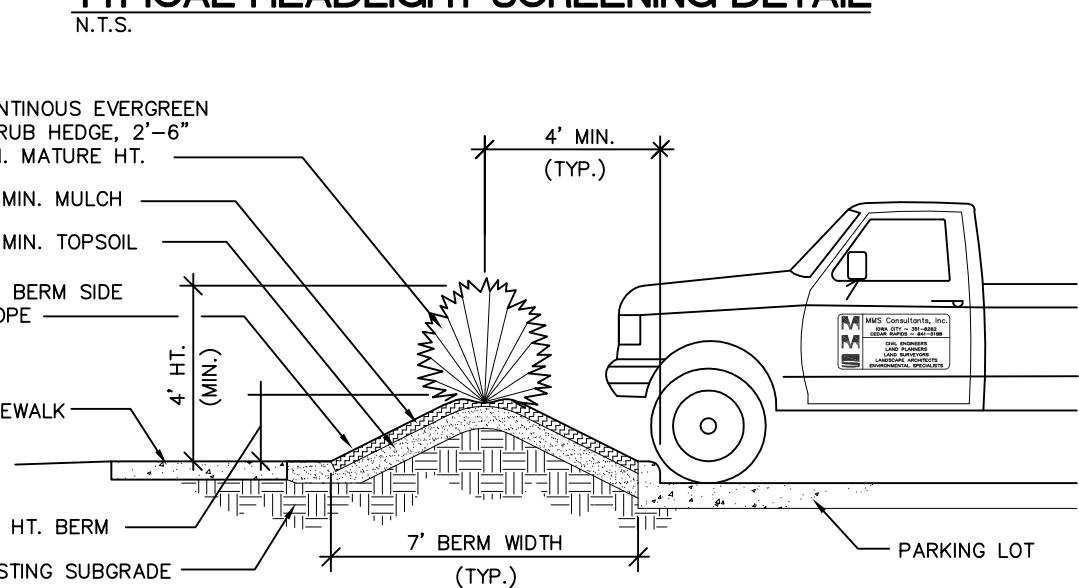
- 1 TREE WITHIN 40' OF EVERY PARKING SPACE. - PROVIDED
- 1 TREE FOR EVERY 750 SF OF BUILDING FOOTPRINT. - 37,854.90 / 750 = 51 TREES REQUIRED
52 TREES PROVIDED

*NOTE: ALL PARKING SHALL BE SCREENED FROM PUBLIC STREETS BY PLANTINGS AND BERMS.

LANDSCAPE LEGEND:

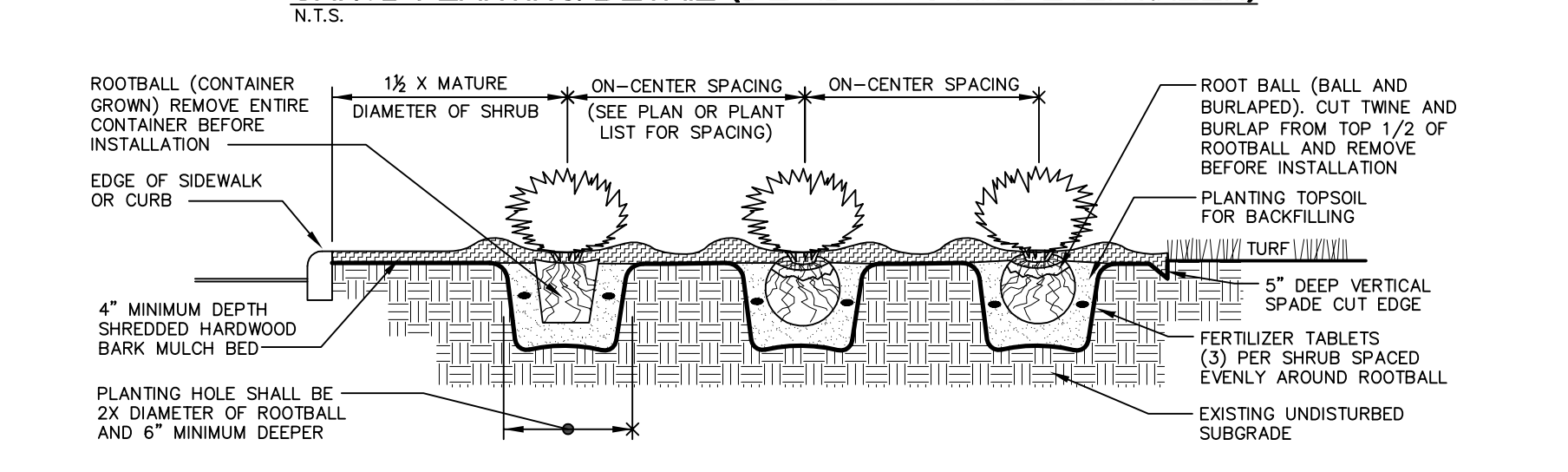


TYPICAL HEADLIGHT SCREENING DETAIL

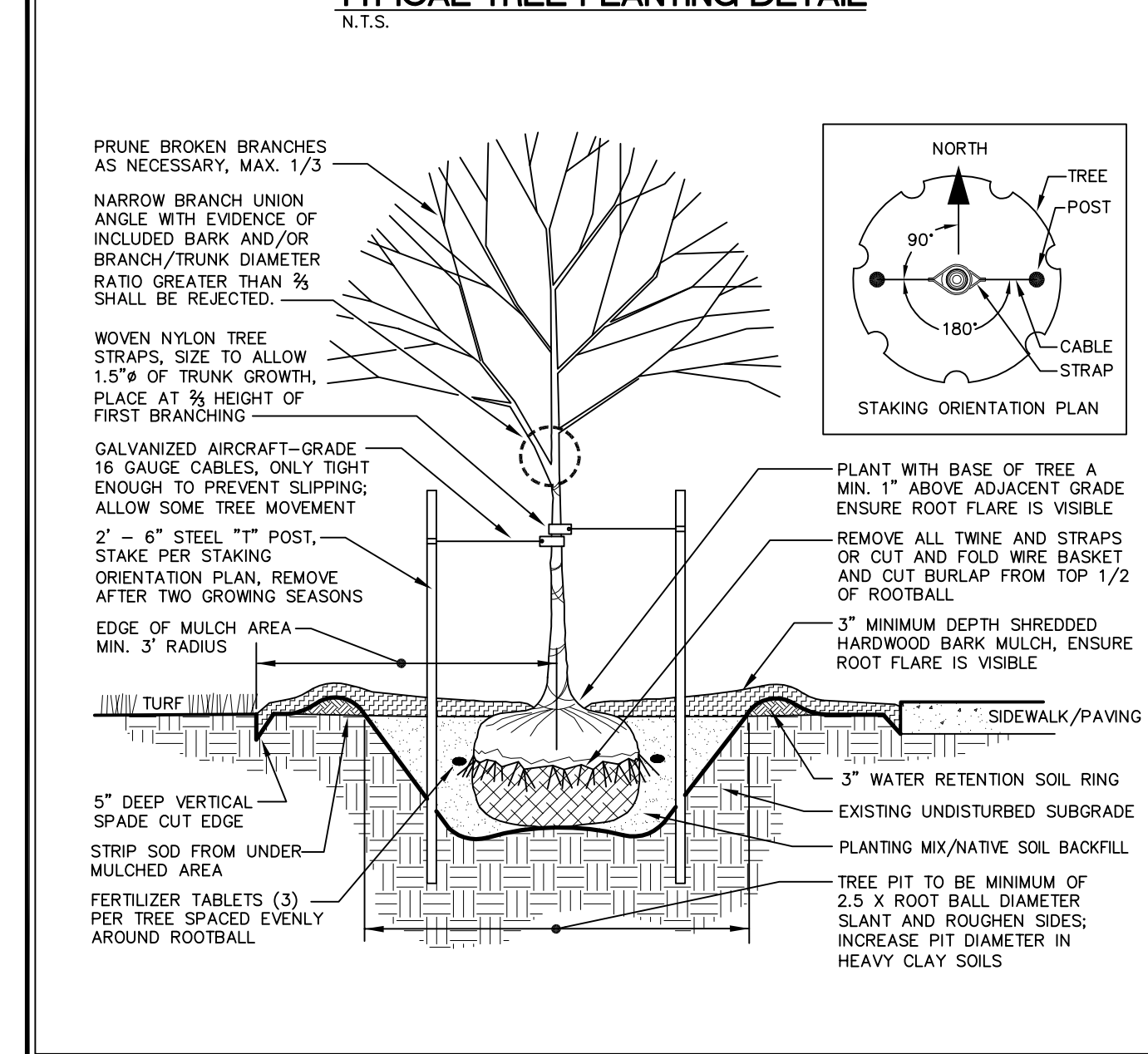


QTY	KEY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	COMMENT	MATURE SIZE
15		SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	1 1/2" CAL.	P & D	25' X 20'
5		LIRIODENDRON TULIPIFERA	TULIPTREE	1 1/2" CAL.	P & D	80' X 50'
7		GINKGO BILOBA	GINKGO	1 1/2" CAL.	P & D	60' X 30'
5		ULMUS AMERICANA NEW HARMONY	NEW HARMONY ELM	1 1/2" CAL.	P & D	70' X 30'
4		GLEHETIA TRIACANTHOS INTERMIS 'SKYLINE'	SKYLINE THORNTLESS HONEYLOCUST	1 1/2" CAL.	P & D	60' X 30'
3		ACER PLATANODES 'COLLUMAR'	COLLUMAR MAPLE	1 1/2" CAL.	P & D	40' X 15'
7		ZELKOVA GERRATA 'MUSASHINO'	COLLUMAR ZELKOVA	1 1/2" CAL.	P & D	45' X 15'
16		MISCANTHUS SINENSIS 'YAKU JIMA'	DWARF MAIDEN GRASS	18" HT.	CONT.	5' X 3'
25		TARAXACUM MEDIA 'DENSIFORMIS'	PENNE YEW	18" HT.	CONT.	5' X 5'

SHRUB PLANTING DETAIL (DECIDUOUS AND EVERGREEN)



TYPICAL TREE PLANTING DETAIL



NOTE:
1. ALL HVAC EQUIPMENT LOCATED ON THE GROUND SHALL BE SCREENED FROM VIEW.

TREE REQUIREMENTS:
1 TREE WITHIN 40' OF EACH PARKING SPACE
PARKING LOT SCREENING WITH PLANTINGS AND BERMS

1 TREE / 2,000 SF BUILDING FOOTPRINT
251,33 SF @ 1/2,000 SF = 13 TREES

TOTAL TREES REQUIRED = 13 TREES
TOTAL TREES PROVIDED = 64 TREES

Date	Revision
6-19-2018	CITY COMMENTS
6-28-2018	CITY COMMENTS - MAX
7-11-2018	ROAD SERVICE SIGNAGE REVISIONS
7-17-2018	REVISED LANDSCAPING PLAN

LANDSCAPE PLAN

THE VILLAS AT LIBERTY PARK
-PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.
Date: 6-1-2018
Designed by: BTM
Drawn by: KLE
Checked by: BTM
Project No: 9271-004
Field Book No:
Scale: 1"=20'
Sheet No: 6
of 7



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-6282
www.mmsconsultants.net

Date	Revision
6-19-2018	CITY COMMENTS
6-26-2018	CITY COMMENTS - MAX
7-11-2018	GOOD SERVICE SEWING, REVISIONS
7-17-2018	REVISED LANDSCAPING - KLE

GENERAL NOTES AND DETAILS

SANITARY SEWER AND WATERMAIN NOTES

- SANITARY SEWER & WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) MANUAL, 2017 EDITION.
- SANITARY SEWERS SHALL BE PVC TRUSS PIPE (SUDAS 4010.2.01.E), AS NOTED ON THE PLANS. SANITARY SEWER SERVICE LINES SHALL BE PVC SDR-23.5 WITH GASKETED JOINTS.
- WATER MAINS SHALL BE PVC DR-18 PIPE.
- CONTRACTOR TO PROVIDE FERRIC "BAND-SEAL" COUPLINGS FOR DISSIMILAR PIPE CONNECTIONS.
- GRANULAR TRENCH BACKFILL SHALL BE CRUSHED STONE CONFORMING TO I.D.O.T. STANDARD SPECIFICATION 4120.04 WITH 1" MAXIMUM AGGREGATE SIZE. COMPACT TO 90% MODIFIED PROCTOR DENSITY.
- ALL SANITARY SEWERS SHOWN ON THE PROFILE VIEW AND ALL SANITARY SEWERS AND WATER MAINS UNDER PAVING OR WITHIN 5 FEET OF PAVEMENT SHALL BE BACKFILLED WITH EITHER OF THE FOLLOWING COMPACTED TO 90% MODIFIED PROCTOR DENSITY:
 - SUITABLE EXCAVATED MATERIAL. IF EXCAVATED MATERIAL IS NOT SUITABLE, THEN
 - CRUSHED STONE AS SPECIFIED FOR GRANULAR TRENCH BACKFILL.
- ALL SANITARY SEWER SERVICE LINES CROSSING STREET RIGHT-OF-WAY SHALL BE SANITARY SEWERS IN ACCORDANCE WITH THE PRECEDING NOTE.
- CONTRACTOR SHALL PROVIDE SUDAS CLASS F-3 BEDDING FOR ALL PVC TRUSS TRUSS PIPE UNLESS OTHERWISE NOTED.
- ALL SANITARY SEWER SERVICE LINES SHALL BE EXTENDED:
 - TO THE UTILITY EASEMENT LINE FOR THOSE LOCATIONS WHERE THE LOTS BEING SERVED ARE ON THE OPPOSITE SIDE OF THE STREET FROM THE SEWER MAIN.
 - TO THE UTILITY EASEMENT LINE FOR THOSE LOCATIONS WHERE THE LOTS BEING SERVED ARE ADJACENT TO THE SEWER MAIN.
 - THE END OF ALL SANITARY SEWER SERVICES MUST BE MARKED WITH A WOOD 2 x 4 PAINTED GREEN.
 - SANITARY SEWER MANHOLES IN PAVING AREAS OR AREAS SUBJECT TO WATER INUNDATION SHALL BE PROVIDED WITH CRETEK EXTERIOR GIMNEY SEAL OR APPROVED EQUAL. ALL SANITARY MANHOLES IN PAVING SHALL HAVE 3-PIECE FLOATING CASTING AIR TESTING.
- ALL SANITARY SEWER AND SERVICE LINES SHALL BE AIR TESTED TO PASS THE FOLLOWING TEST:

NOTE: CITY REPRESENTATIVE MUST BE PRESENT DURING TESTING.

 - PERFORM FROM MANHOLE-TO-MANHOLE AFTER BACKFILL.
 - PLACE PNEUMATIC PULVERIZER (1) SEALING LENGTH EQUAL TO OR GREATER THAN PIPE DIAMETER.
 - CAPABLE OF RESISTING INTERNAL TEST PRESSURE WITHOUT EXTERNAL BRACING OR BLOTTING.
 - INTRODUCE LOW-PRESSURE AIR INTO SEALED LINE AND ACHIEVE INTERNAL AIR PRESSURE OF 5 psi & MAINTAIN FOR A MINIMUM OF 5 MINUTES.
 - LIMIT INTERNAL PRESSURE IN SEALED LINE BELOW 8 PSIG.
 - ALLOW 2 MINUTES MINIMUM FOR AIR PRESSURE TO STABILIZE. DISCONNECT LOW-PRESSURE AIR HOSE FROM CONTROL PANEL.
 - MINIMUM TIME FOR PRESSURE TO DROP FROM 3.5 TO 2.5 PSIG GREATER THAN MAXIMUM PRESSURE EXERTED BY GROUNDWATER ABOVE PIPE INVERT.

PIPE DIAMETER IN INCHES	TIME IN MINUTES
4	2.0
6	3.0
8	4.0
10	5.0
12	5.5
15	7.5
- IN AREAS WHERE GROUND WATER IS KNOWN TO EXIST, THE HEIGHT OF WATER ABOVE THE TOP OF THE PIPE BEING TESTED IN FEET SHALL BE DETERMINED AND THAT HEIGHT DIVIDED BY 2.3 TO ESTABLISH THE PRESSURE THAT WILL BE ADDED TO ALL READINGS ABOVE. ALTERNATIVELY, THE ENGINEER MAY ALLOW THE CONTRACTOR TO MEASURE INFILTRATION INTO THE SEWER BY USING A V-NOTHING WEIR OR OTHER SUITABLE DEVICE.
- LOCATE, REPAIR AND RETEST LEAKS.
- AIR TESTING SHALL BE CONSIDERED INCIDENTAL TO SANITARY SEWER CONSTRUCTION.
- ALL PVC TRUSS SEWERS SHALL HAVE A DEFLECTION TEST PERFORMED AS FOLLOWS:
 - DEFLECTION TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS.
 - DEFLECTION TEST TO BE CONDUCTED USING A RIGID BALL OR MANDREL WITH A DIAMETER EQUAL TO 95% OF THE INSIDE DIAMETER OF THE PIPE. NO MECHANICAL PULLING DEVICES ALLOWED.
 - NO PIPE SHALL EXCEED A DEFLECTION OF 5%.

PAVING CONSTRUCTION NOTES

- PAVEMENT CONSTRUCTION SHALL BE IN ACCORDANCE WITH I.D.O.T. SPECIFICATION SECTION 2301.
- I.D.O.T. CLASS C-3 CONCRETE SHALL BE USED, UNLESS NOTED OTHERWISE.
- PAVEMENT JOINTS SHALL CONFORM TO I.D.O.T. STANDARD ROAD PLAN PAV-101.
- SUBGRADE UNDER PROPOSED PAVEMENT SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY, TO A DEPTH OF SIX (6) INCHES, UNLESS NOTED OTHERWISE.
- ALL SAWED PAVEMENT JOINTS SHALL BE SEALED.

ACCESSIBLE SIGN DETAIL

N.T.S.

CONTINUOUS BIKE LOOP

N.T.S.

STORM SEWER NOTES

- STORM SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD DETAILED SPECIFICATIONS AND DETAILED SPECIFICATION REQUIREMENTS PREPARED FOR THIS PROJECT. CITY OF CORALVILLE DESIGN AND CONSTRUCTION STANDARDS AND PROCEDURES SHALL PREVAIL.
- ALL STORM SEWERS SHALL BE CLASS 3 RCP UNLESS NOTED OTHERWISE IN THE PLANS.
- AT PLACES WHERE A FLARED END SECTION IS REQUIRED, PIPE LENGTH INCLUDES THE FLARED END. THE LAST TWO JOINTS ARE TO BE TIED WHERE FLARED END SECTIONS ARE REQUIRED.
- ALL RCP STORM SEWERS SHALL BE PROVIDED WITH CLASS "C" BEDDING, UNLESS NOTED OTHERWISE. PVC SEWERS SHALL BE PROVIDED WITH CRUSHED STONE ENCASEMENT.
- STORM SEWERS SHOWN ON THE PROFILE VIEW SHALL BE BACKFILLED WITH EITHER OF THE FOLLOWING COMPACTED TO 90% MODIFIED PROCTOR DENSITY:
 - SUITABLE EXCAVATED MATERIAL. IF EXCAVATED MATERIAL IS NOT SUITABLE, THEN
 - CRUSHED STONE AS SPECIFIED FOR GRANULAR TRENCH BACKFILL.
- GRANULAR TRENCH BACKFILL SHALL BE CRUSHED STONE CONFORMING TO I.D.O.T. STANDARD SPECIFICATION 4120.04 WITH 1" MAXIMUM AGGREGATE SIZE. COMPACT TO 90% MODIFIED PROCTOR DENSITY.
- ALL STORM SEWERS SHALL HAVE CONFIRMED "O" RING GASKETS. STORM SEWERS 36" AND SMALLER SHALL HAVE BELL AND SPIGOT JOINTS. STORM SEWERS LARGER THAN 36" MAY HAVE TONGUE AND GROOVE JOINTS. NO MASTIC JOINTS ALLOWED.
- ALL PIPE SHALL BE CERTIFIED.
- ALL STORM INTAKES SHALL BE A MINIMUM OF 48 INCHES FROM TOP OF CURB/RM TO SUBGRADE. IF INVERT ELEVATIONS ARE INSUFFICIENT TO PROVIDE THIS REQUIRED DEPTH, THE CONTRACTOR TO PROVIDE DEEPER STRUCTURE AND POUR CONCRETE FILLET IN INVERT TO MAKE INTAKE PIPES DRAIN AT INVERT ELEVATIONS LISTED.
- LIFT HOLES IN STORM SEWER WILL NOT BE ALLOWED.
- PROVIDE CONCRETE FILLETS IN ALL NEW & EXISTING DRAINAGE STRUCTURES PER REFERENCED DETAILS.

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 AFFORD ACCESS TO THOSE 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 THAT THERE MAY BE OTHER FACILITIES IN THE CONSTRUCTION AREA, THE EXISTENCE OF WHICH IS NOT PRESENTLY KNOWN OR SHOWN HEREON. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION, AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK.

NOTES:

- PIPE SHALL BE PLACED ON CRUSHED STONE MATERIAL.
- BELL HOLES SHALL BE HAND SHAPED SO THAT ONLY PIPE BARREL RECEIVES BEARING PRESSURE.
- PLACE BEDDING TO ENSURE THAT THERE ARE NO VOIDS UNDER OR ALONGSIDE THE LENGTH OF PIPE.
- BACKFILL SHALL BE HAND TAMPED UP TO 12" ABOVE TOP OF PIPE.
- SEE TABLE FOR ALLOWABLE TRENCH WIDTH BE.

ID INCHES	Bd FEET & INCHES
12	2-3
15	3-0
18	4-0
21	5-0
24	6-0
27	7-0
30	8-0
36	9-0
48	12-0

TRASH ENCLOSURE DETAIL

N.T.S.

ACCESSIBLE PARKING SYMBOL

N.T.S.

IOWA STANDARD ROAD PLAN DETAIL: PM-111 "WPS"

TYPICAL DRIVE/PARKING SECTION

N.T.S.

6" STANDARD CURB DETAIL

N.T.S.

SIDEWALK THICKENED EDGE

N.T.S.

ACCESSIBLE PARKING DETAIL

N.T.S.

TYPICAL BOLLARD DETAIL

N.T.S.

TYPICAL HYDRANT

N.T.S.

TYPICAL TREE PLANTING DETAIL

N.T.S.

SHRUB PLANTING DETAIL (DECIDUOUS AND EVERGREEN)

N.T.S.

CURB DROP FOR SIDEWALK

N.T.S.

TYPICAL BOLLARD DETAIL

N.T.S.

TYPICAL HYDRANT

N.T.S.

TYPICAL TREE PLANTING DETAIL

N.T.S.

SHRUB PLANTING DETAIL (DECIDUOUS AND EVERGREEN)

N.T.S.

CURB DROP FOR SIDEWALK

N.T.S.

TYPICAL BOLLARD DETAIL

N.T.S.

TYPICAL HYDRANT

N.T.S.

TYPICAL TREE PLANTING DETAIL

N.T.S.

SHRUB PLANTING DETAIL (DECIDUOUS AND EVERGREEN)

N.T.S.

CURB DROP FOR SIDEWALK

N.T.S.

TYPICAL BOLLARD DETAIL

N.T.S.

TYPICAL HYDRANT

N.T.S.

TYPICAL TREE PLANTING DETAIL

N.T.S.

SHEET INDEX

- OVERALL SITE PLAN
- LAYOUT AND DIMENSION PLAN
- GRADING PLAN
- EROSION CONTROL AND SWPPP PLAN
- UTILITY PLAN
- LANDSCAPE PLAN
- GENERAL NOTES AND DETAILS

THE VILLAS AT LIBERTY PARK
PART TWO, LOT 3
NORTH LIBERTY
JOHNSON COUNTY
IOWA

MMS CONSULTANTS, INC.

Date: 6-1-2018

Designed by: BTM Field Book No:

Drawn by: KLE Scale: 1"=20'

Checked by: BTM Sheet No: 7

Project No: 9271-004 of 7

Resolution No. 2018-105

**RESOLUTION APPROVING THE DEVELOPMENT SITE PLAN
FOR THE VILLAS AT LIBERTY EXECUTIVE PARK, PART
TWO, LOT 3, NORTH LIBERTY, IOWA**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY,
IOWA:**

WHEREAS, the owner, A & M Development LLC, and developer, Mike Hahn, have filed with the City Clerk a development site plan;

WHEREAS, the property is legally described as:

Lot 3, The Villas at Liberty Executive Park – Part Two, North Liberty, Johnson County, Iowa, in accordance with the recorded plat thereof, and Auditor’s Parcel 2006150, in accordance with the recorded plat thereof. Said resultant tract of land contains 5.48 acres and is subject to easements and restrictions of record;

WHEREAS, said site plan is found to conform with the Comprehensive Plan and the Zoning Ordinance of the City of North Liberty; and

WHEREAS, said site plan has been examined by the North Liberty Planning and Zoning Commission, which recommended that the site plan be approved subject to the developer providing an enhanced outdoor area for residents.

NOW, THEREFORE, BE IT RESOLVED that the City Council of North Liberty, Iowa, does hereby approve the development site plan for The Villas at Liberty Executive Park, Part Two, Lot 3.

APPROVED AND ADOPTED this 24th day of July, 2018.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK

Rezoning - Golf View Commercial Part 1, Lot 2





Recommended for approval by the Planning Commission at their 7/3/2018 regular meeting.

June 13, 2018

Memo

To: North Liberty Planning Commission

From: Dean Wheatley, Planning Director

Subject: Request from Streb Investment Partnership LC to approve a commercial rezoning for a .56 acre property located east of 965-Ranshaw Way south of Hawkeye Drive, from C-2-A to C-2-B.

(Legal: Golf View Commercial Part 1 Lot 2)

Your North Liberty city staff has reviewed the subject submission, and offer comments presented in this memo. The staff review team includes the following personnel:

Ryan Heiar, City Administrator

Tracey Mulcahey, Assistant City Administrator

Tom Palmer, City Building Official

Scott Peterson, City Attorney

Kevin Trom, City Engineer

Dean Wheatley, Planning Director

Background and Statistics

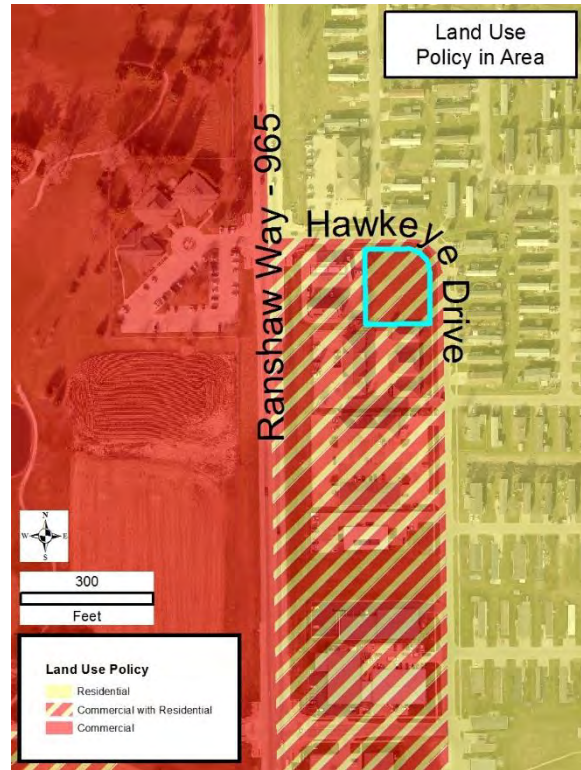
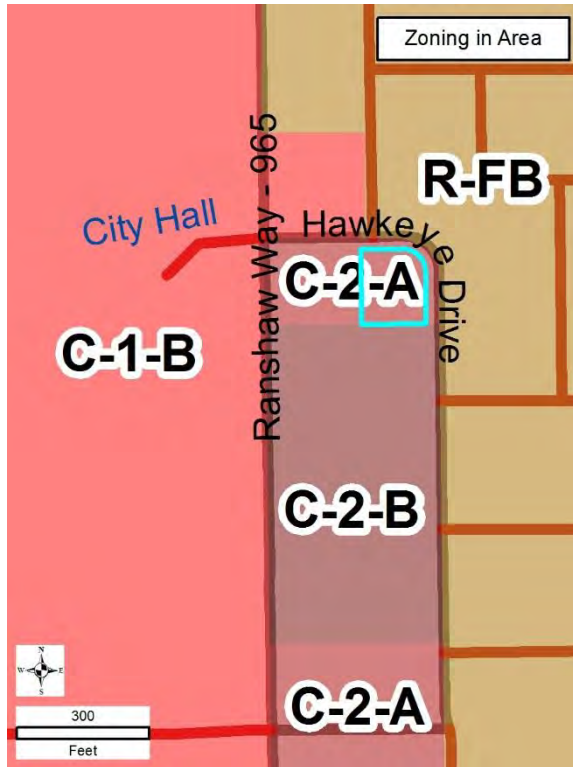
This request is to rezone property to permit mixed-use development on a single lot that has been marketed for sale for some years without success. It is located awkwardly between highway commercial use and mobile home park use, where visibility is marginal for commercial development. A Good Neighbor meeting was held to allow any interested party an opportunity to comment on this rezoning prior to submission, and one adjacent commercial property owner attended to ask questions about potential development. No site plan is prepared for this rezoning, and that is considered acceptable for these reasons:

1. The request is a rezoning from one commercial zone to another commercial zone, so it is not considered to be a significant change (although the requested district does allow residential uses above the ground floor while the existing district does not).
2. A formal site plan will be required prior to any development on the property.
3. The owner does not plan to develop the site, but is attempting to enhance its marketability.

The property is shown as “Commercial with Residential” on the Land Use Plan, and so the request is consistent with that policy. A concept plan for development on the property is not required and has not been submitted.

Subdivision Ordinance Provisions Affecting This Development

None; it is an existing lot.



Zoning Ordinance Provisions Affecting This Development

It should be noted again the main difference between the existing zoning district and the proposed district is that residential uses are not allowed with the current zoning but would be, above the ground floor, if the request is approved.

Staff Comments Regarding the Proposed Zoning

Storm water impacts. This is an existing lot in an existing subdivision, so storm water management requirements are limited to quality of release, which can be treated in several different ways in site plan development.

Street/Traffic impacts. Substantial traffic impacts are not anticipated from this single-lot rezoning from one commercial district to another.

Land use impacts and adjacent properties.

This general area best-suited for urban-scale density, and mixed-use development at this location provides a good transition from the more intense commercial use adjacent to Ranshaw Way to the mobile home court to the east.

Land use and zoning recommendation. In rezoning considerations, *suitability* and *compatibility* are key issues in addition to land use policy. In this case, the site is physically suitable for the development proposed, and the mixed-use zone proposed is compatible with surrounding uses.

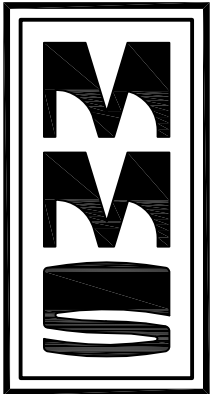
Staff recommends approval of the rezoning request.

REZONING EXHIBIT

LOT 2 OF GOLF VIEW COMMERCIAL SUBDIVISION PART ONE
NORTH LIBERTY, JOHNSON COUNTY, IOWA

PLAT PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

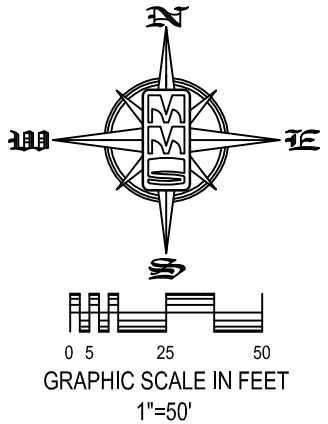
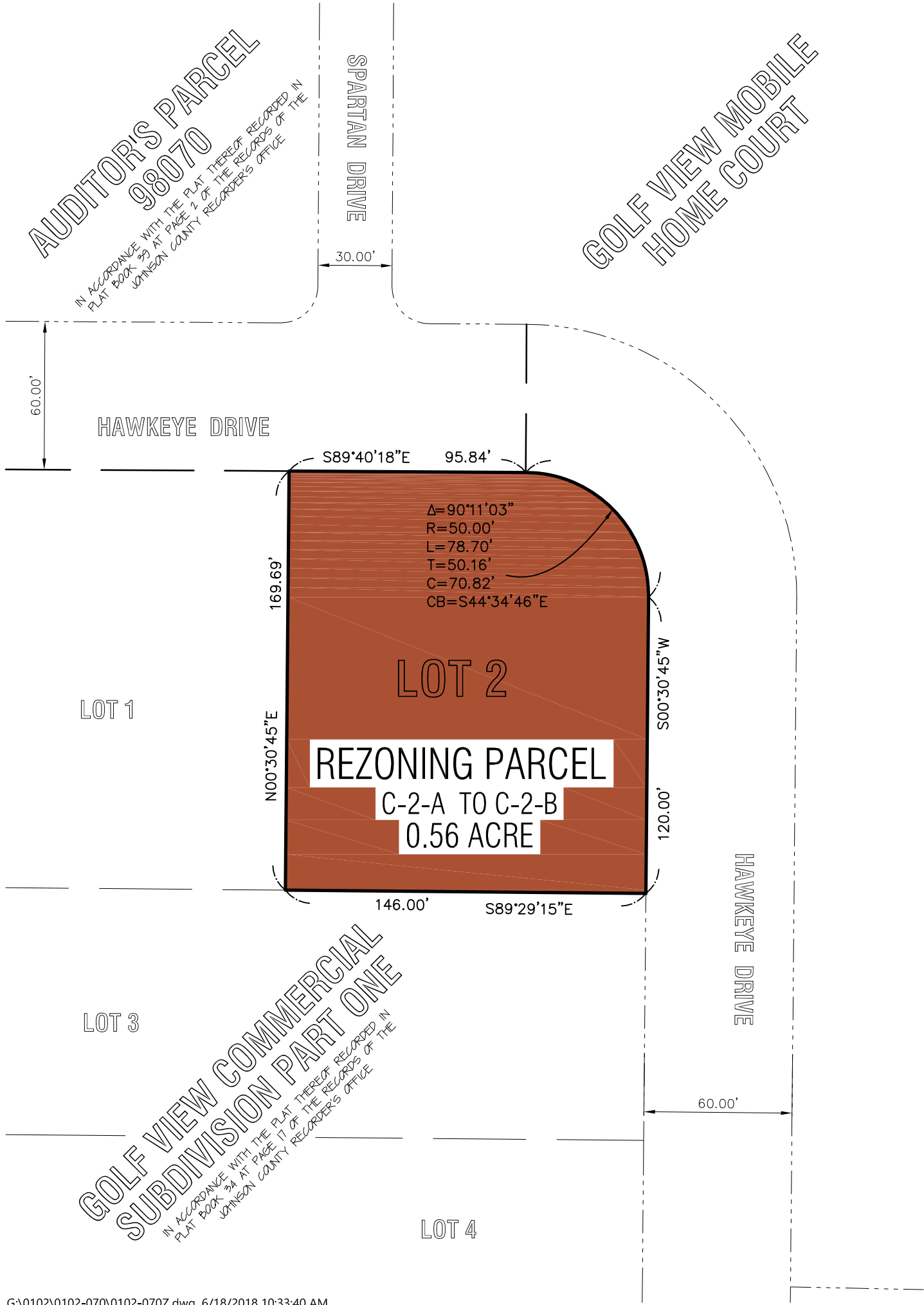
OWNER
STREB & STREB
PO BOX 48
NORTH LIBERTY, IA 52317-0048



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

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

www.mmsconsultants.net

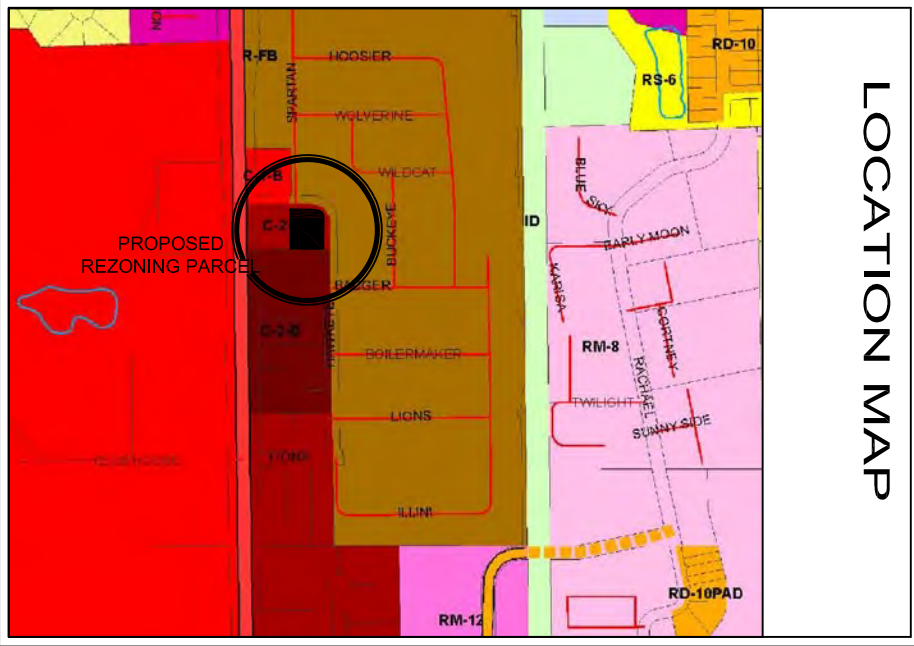


LEGEND AND NOTES

- CONGRESSIONAL CORNER, FOUND
- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- CENTER LINES
- LOT LINES, PLATTED OR BY DEED
- EXISTING EASEMENT LINES, PURPOSE NOTED
- RECORDED DIMENSIONS
- MEASURED DIMENSIONS

(R) - RECORDED DIMENSIONS
(M) - MEASURED DIMENSIONS

UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE IN FEET AND HUNDREDTHS



LOCATION MAP

Date	Revision
06-18-18	CITY AGENDA -JDM

REZONING EXHIBIT

LOT 2 OF GOLF VIEW COMMERCIAL SUBDIVISION PART ONE

NORTH LIBERTY
JOHNSON COUNTY
IOWA
MMS CONSULTANTS, INC.

Date:	05-30-2018	
Designed by:	JDM	Field Book No:
Drawn by:	RLW	Scale: 1"=50'
Checked by:	JEL	Sheet No: 1
Project No:	IC 0102-070	of: 1

DESCRIPTION - REZONING PARCEL C-2-A TO C-2-B

LOT 2 OF GOLF VIEW COMMERCIAL SUBDIVISION PART ONE TO NORTH LIBERTY, IOWA, IN ACCORDANCE WITH THE PLAT THEREOF RECORDED IN PLAT BOOK 34 AT PAGE 17 OF THE RECORDS OF THE JOHNSON COUNTY RECORDER'S OFFICE. SAID LOT 2 CONTAINS 0.56 ACRE, AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

Ordinance No. 2018-08

AN ORDINANCE AMENDING CHAPTER 167 OF THE NORTH LIBERTY CODE OF ORDINANCES BY AMENDING THE USE REGULATIONS ON PROPERTY OWNED BY STREB INVESTMENT PARTNERSHIP LC LOCATED IN NORTH LIBERTY, IOWA TO THOSE SET FORTH IN THE MUNICIPAL CODE FOR THE C-2-B COMMERCIAL DISTRICT

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

SECTION 1. AMENDMENT. Chapter 167 Zoning Code Definitions of the North Liberty Code of Ordinances (2013) is hereby amended by amending the zoning on property legally described as:

C-2-B Zoning

Lot 2 of Golf View Commercial Subdivision Part One to North Liberty, Iowa, in accordance with the plat thereof recorded in Plat Book 34 at Page 17 of the records of the Johnson County Recorder's Office. Said Lot 2 contains 0.56 acre, and is subject to easements and restrictions of record.

SECTION 2. REPEALER. All Ordinances and parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 3. SEVERABILITY. If any section, provision or part of this Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval and publication as provided by law.

First reading on ____.

Second reading on _____.

Third and final reading on _____.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK

I certify that the forgoing was published as Ordinance No. 2018-08 in the *North Liberty Leader* on _____.

TRACEY MULCAHEY, CITY CLERK

Rezoning - Golf View Commercial Part 2, Lot

14





Recommended for approval by the Planning Commission at their 7/3/2018 regular meeting.

June 13, 2018

Memo

To: North Liberty Planning Commission

From: Dean Wheatley, Planning Director

Subject: Request from Streb Investment Partnership LC to approve a commercial rezoning for a .8 acre property located east of 965-Ranshaw Way south of Hawkeye Drive, from C-2-A to C-2-B.

(Legal: Golf View Commercial Part 2 Lot 14)

Your North Liberty city staff has reviewed the subject submission, and offer comments presented in this memo. The staff review team includes the following personnel:

Ryan Heiar, City Administrator

Tracey Mulcahey, Assistant City Administrator

Tom Palmer, City Building Official

Scott Peterson, City Attorney

Kevin Trom, City Engineer

Dean Wheatley, Planning Director

Background and Statistics

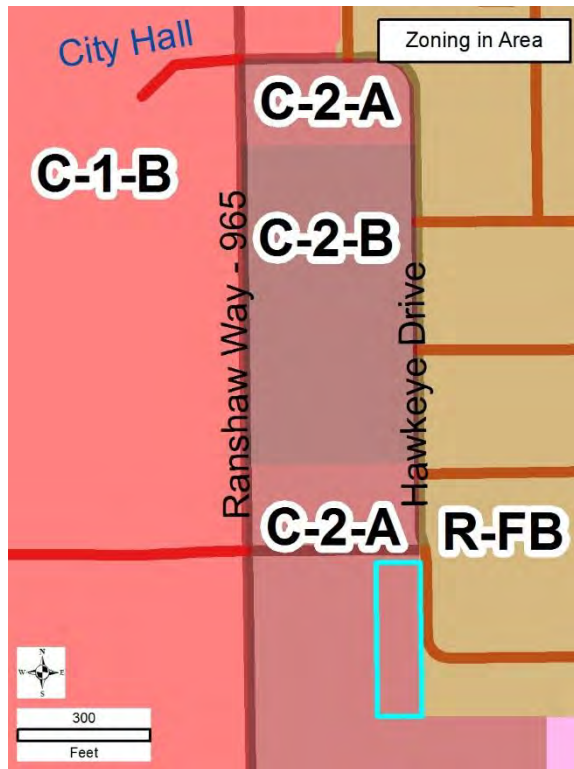
This request is to rezone property to permit mixed-use development on a single lot that has been marketed for sale for some years without success. It is located awkwardly between highway commercial use and mobile home park use, where visibility is marginal for commercial development. A Good Neighbor meeting was held to allow any interested party an opportunity to comment on this rezoning prior to submission, and no one from the public attended. No site plan is prepared for this rezoning, and that is considered acceptable for these reasons:

1. The request is a rezoning from one commercial zone to another commercial zone, so it is not considered to be a significant change (although the requested district does allow residential uses above the ground floor while the existing district does not).
2. A formal site plan will be required prior to any development on the property.
3. The owner does not plan to develop the site, but is attempting to enhance its marketability.

The property is shown as “Commercial with Residential” on the Land Use Plan, and so the request is consistent with that policy. A concept plan for development on the property is not required and has not been submitted.

Subdivision Ordinance Provisions Affecting This Development

None; it is an existing lot.



Zoning Ordinance Provisions Affecting This Development

It should be noted again the main difference between the existing zoning district and the proposed district is that residential uses are not allowed with the current zoning but would be, above the ground floor, if the request is approved.

Staff Comments Regarding the Proposed Zoning

Storm water impacts. This is an existing lot in an existing subdivision, so storm water management requirements are limited to quality of release, which can be treated in several different ways in site plan development.

Street/Traffic impacts. Substantial traffic impacts are not anticipated from this single-lot rezoning from one commercial district to another.

Land use impacts and adjacent properties.

This general area best-suited for urban-scale density, and mixed-use development at this location provides a good transition from the more intense commercial use adjacent to Ranshaw Way to the mobile home court to the east.

Land use and zoning recommendation. In rezoning considerations, *suitability* and *compatibility* are key issues in addition to land use policy. In this case, the site is physically suitable for the development proposed, and the mixed-use zone proposed is compatible with surrounding uses.

Staff recommends approval of the rezoning request.

Ordinance No. 2018-09

AN ORDINANCE AMENDING CHAPTER 167 OF THE NORTH LIBERTY CODE OF ORDINANCES BY AMENDING THE USE REGULATIONS ON PROPERTY OWNED BY STREB INVESTMENT PARTNERSHIP LC LOCATED IN NORTH LIBERTY, IOWA TO THOSE SET FORTH IN THE MUNICIPAL CODE FOR THE C-2-B COMMERCIAL DISTRICT

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NORTH LIBERTY, IOWA:

SECTION 1. AMENDMENT. Chapter 167 Zoning Code Definitions of the North Liberty Code of Ordinances (2013) is hereby amended by amending the zoning on property legally described as:

C-2-B Zoning

Lot 14 of Golf View Commercial Subdivision - Part Two to North Liberty, Iowa, in accordance with the plat thereof recorded in Plat Book 36 at Page 190 of the records of the Johnson County Recorder's Office. Said Lot 14 contains 0.80 acre, and is subject to easements and restrictions of record.

SECTION 2. REPEALER. All Ordinances and parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION 3. SEVERABILITY. If any section, provision or part of this Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

SECTION 4. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval and publication as provided by law.

First reading on _____.

Second reading on _____.

Third and final reading on _____.

CITY OF NORTH LIBERTY:

TERRY L. DONAHUE, MAYOR

ATTEST:

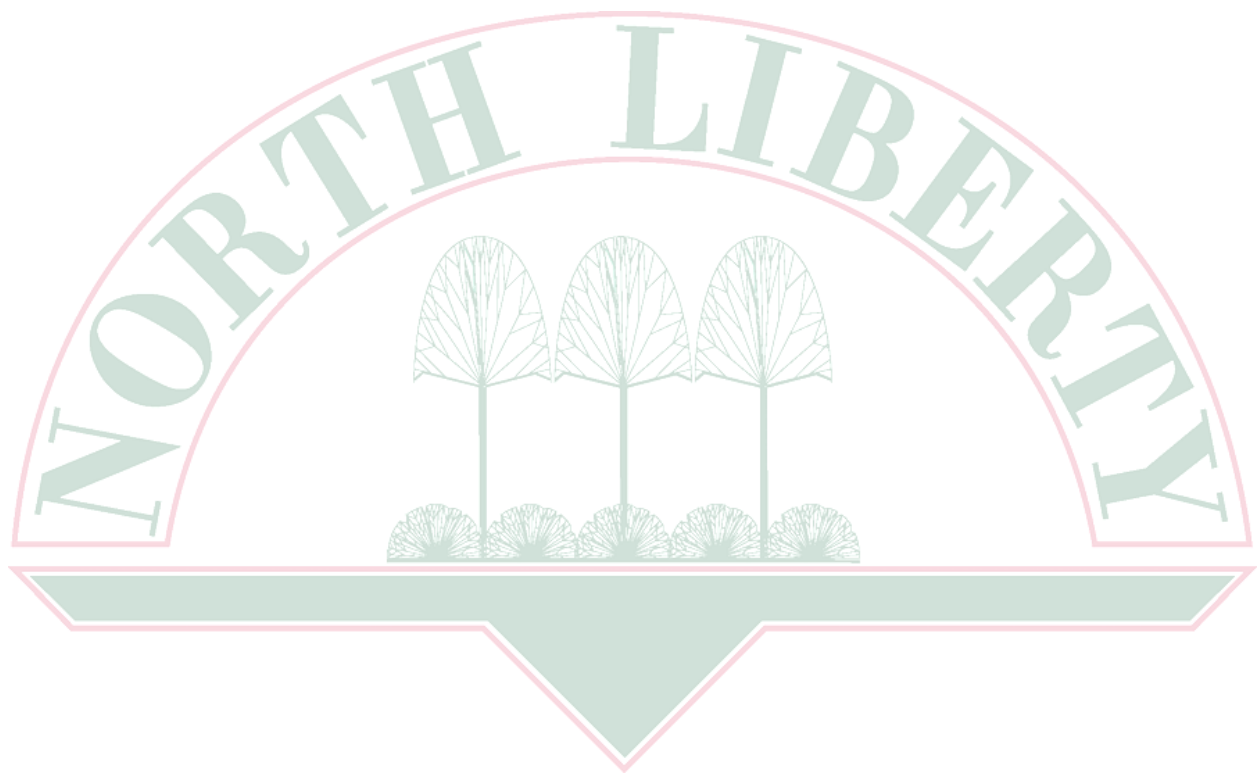
I, Tracey Mulcahey, City Clerk of the City of North Liberty, hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings, the above was adopted.

TRACEY MULCAHEY, CITY CLERK

I certify that the forgoing was published as Ordinance No. 2018-08 in the *North Liberty Leader* on _____.

TRACEY MULCAHEY, CITY CLERK

CRANDIC Transit Study



From: [Ryan Heiar](#)
To: [Tracey Mulcahey](#)
Subject: FW: Phase III CRANDIC Passenger Rail & Rails-to-Trails Studies
Date: Friday, July 20, 2018 3:13:24 PM
Attachments: [Passenger rail update Board May 2018.pdf](#)
[180502 CRANDIC IC-NL Comm Rail Proposal.pdf](#)
[180709 Iowa City-Oakdale CRANDIC Cor Rail toTrails Study Proposal DRAFT.PDF](#)

All of this, including email, can be included in packet.

Ryan Heiar
City Administrator
City of North Liberty

319.626.5700 (P)
319.626.3288 (F)

www.northlibertyiowa.org

From: Kent Ralston [mailto:Kent-Ralston@iowa-city.org]
Sent: Thursday, July 12, 2018 10:58 AM
To: Ryan Heiar
Subject: Phase III CRANDIC Passenger Rail & Rails-to-Trails Studies

Greetings – As you may remember, your entity has assisted with financing two phases of a study evaluating the feasibility of implementing passenger rail service on portions of the CRANDIC rail line between Iowa City and Cedar Rapids. For your reference, I have attached a memo that was recently presented to the Urbanized Area Policy Board that summarizes each phase of the study.

The final phase of the study, Phase III – between Iowa City and North Liberty, was discussed with the MPO Policy Board at their January meeting and the Board gave staff the direction to move forward with the study. The general goals of the final proposed study are to: refine ridership forecasts, generate revenue forecasts, discuss financial strategies for operations, explore benefits to the community, and to provide conceptual station designs. As discussed at the meeting, we indicated that we would work with each entities' respective administrators to determine those willing to participate after the final scope and fee were finalized (attached). Similar to the first two phases, the Iowa DOT and CRANDIC Railroad are proposing to fund 2/3 of the total project cost, with the remaining 1/3 funded by local governments. As such, the total local project cost of the Phase III study is **\$33,800**.

At their January meeting, the Policy Board also directed staff to obtain a scope and fee for a “rails-to-trails” study (attached) in the CRANDIC corridor between Iowa City and Coralville. The general goals of this study are to: understand the regulations and process for railroad abandonment and potential reactivation of a corridor for future passenger rail service, assess the feasibility of the CRANDIC corridor right-of-way to accommodate a multi-use trail, and develop a conceptual cost to construct a multi-use trail between Gilbert Street in Iowa City and Oakdale Boulevard in Coralville. The total project cost for the “rails-to-trails” study between Iowa City and Coralville is **\$18,546**. Neither

CRANDIC Railroad or the Iowa DOT will be participating financially. In addition to the Phase III study, we are asking for financial support to help complete the rails-to-trails study.

As has been done with past studies, we're asking the 5 largest MPO entities to participate financially (Iowa City, North Liberty, Coralville, Johnson County, and the University). Should any one of these entities choose not to participate, the request for funding would change.

Please let me know if your entity is willing to participate in both studies in the total amount of \$10,469.20. Should you have any questions regarding the scope of the studies or the request for funding, please don't hesitate to contact me directly.

Thanks

Kent Ralston, AICP

Executive Director | Metropolitan Planning Organization of Johnson County
Transportation Planner | City of Iowa City
410 E. Washington St. Iowa City, IA 52240
319.356.5253

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.



Date: May 23, 2018

To: MPOJC Urbanized Area Policy Board

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda item #3(d): Update on CRANDIC Passenger Rail Study

MPO staff continues to work with the Iowa Department of Transportation (Iowa DOT), CRANDIC, and HDR Consulting on a scope and cost estimate for the Phase III Iowa City to North Liberty Passenger Rail Service Study. More information will be provided to you at the July meeting.

A summary of the recent studies and proposed studies on the CRANDIC Corridor is provided below.

Phase I - Iowa City to Cedar Rapids Passenger Rail Conceptual Feasibility Study:

This 2015 study was commissioned by MPOJC, the Iowa DOT, and the CRANDIC Railroad (completed by HDR Inc.). The study explored the conceptual feasibility of a passenger rail service operating in the existing 20.5 mile CRANDIC Corridor between Gilbert Street in Iowa City and the Eastern Iowa Airport in Cedar Rapids. The study identified potential types and modes of passenger rail service for the Corridor and identified general capital and operating maintenance costs, service frequencies, service capabilities, environmental regulations, and funding options. Capital costs for this service ranged from \$250 million to \$500 million for the commuter rail service option. Most of this estimated cost was attributed to the rail portion north of North Liberty due to the distance and dealing with rail congestion near Cedar Rapids.

Phase I identified the Iowa City to North Liberty segment as feasible and further study was warranted. Stakeholders agreed to focus a Phase II feasibility study on rail service between Iowa City and North Liberty only.

Phase II - Iowa City to North Liberty Passenger Rail Conceptual Feasibility Study:

Phase II was completed in 2016. This phase explored the feasibility of passenger rail service between Gilbert Street in Iowa City and Forevergreen Road in North Liberty, a distance of 7.1 miles. The Study provided stakeholders with a conceptual assessment of existing corridor conditions, conceptual passenger rail equipment and service plan, probable conceptual capital and operations and maintenance costs, and potential alternatives that could reduce the capital cost to implement the service. The capital cost identified in Phase II was approximately \$40 million.

Again, stakeholders agreed to continue study on the Iowa City to North Liberty segment and focus a Phase III study on ridership, revenue forecasts, financial strategies, project funding, benefits to the community, and conceptual station design.

Iowa DOT's study on impacts of Alternative Modes on Interstate 380:

After it was announced by the Iowa DOT, the MPOJC Policy Board elected to wait for ridership estimates produced in the Iowa DOT's 2017 study that examined the long-term potential for commuter rail and/or automated bus transit as a component of an enhanced multimodal transportation network in the Iowa City-Cedar Rapids Corridor. The study was developed concurrently with the broader Iowa DOT Interstate 380 Corridor Planning and Environmental Linkage (PEL) Study that evaluated safety, capacity, and infrastructure deficiencies on the principal roadway between the two cities and made recommendations for improvements to increase regional mobility in the near-term horizon. The study also explored alternative transportation use of the parallel CRANDIC Corridor right-of-way to supplement capacity on I-380 during a longer-term horizon.

Iowa DOT provided favorable ridership estimates for passenger rail service between Iowa City and North Liberty and recommended further study of this segment.

Phase III - Iowa City to North Liberty Passenger Rail Conceptual Feasibility Study:

At your January 2018 meeting, the MPOJC Policy Board gave staff direction to move forward with a Phase III Study. The scope and fee of the Phase III Passenger Rail Conceptual Feasibility Study is currently being deliberated by MPOJC, Iowa DOT, CRANDIC, and HDR Consulting. The intent in the Phase III study is to focus on ridership, revenue forecasts, financial strategies, benefits to the community, and conceptual station design.

MPO staff intends to provide an update regarding the Phase III study at the May MPOJC Policy Board meeting.

Proposed Rails-to-Trails Study:

At your January 2018 meeting, the MPOJC Policy Board also directed MPO staff to provide a draft scope proposal and cost estimate for a "rails-to-trails" study in the CRANDIC corridor between Iowa City and North Liberty. Additional funding will be required for this study since the Iowa DOT declined to participate in this study. The intent of this project is to provide an additional option that could be used to preserve the existing rail corridor for future use.

MPO staff will follow up with local administrators to see if your respective entity is willing to help fund a "rails-to-trails" study once a scope and cost proposal is developed.

I will be at the May 30 meeting to discuss this item.

cc: Kent Ralston

Iowa City – North Liberty Commuter Rail Conceptual Feasibility Study Project

Cedar Rapids & Iowa City Railway (CRANDIC) Project Segment

Scope of Services

May 2, 2018 DRAFT

Introduction

The potential for preservation and repurposing for alternative transportation use some or all of the Cedar Rapids & Iowa City Railway (CRANDIC) Corridor right-of-way between Iowa City and Cedar Rapids, Iowa, has been the subject of ongoing feasibility studies and discussions by state and local stakeholders since 2015, including the CRANDIC and MPOJC, as described below.

The Iowa City – Cedar Rapids Passenger Rail Conceptual Feasibility Study Project

(Phase 1) completed by the CRANDIC; Metropolitan Planning Organization of Johnson County, Iowa (MPOJC); Iowa Department of Transportation (Iowa DOT); and other local stakeholders in 2015 explored the conceptual feasibility of a passenger rail service operating in the existing 20.5-mile CRANDIC Corridor between Gilbert Street in Iowa City and the Eastern Iowa Airport at Cedar Rapids. The Study and a workshop enabled stakeholders of the proposed passenger service to identify likely potential types and modes of passenger rail service for the Corridor, and to understand the general capital and operating maintenance costs, service frequencies, service capabilities, and the regulatory environment and funding environment for a passenger rail service in the Corridor. Stakeholders decided to pursue an additional phase of feasibility study for an initial phase of passenger rail service implementation between Iowa City and North Liberty, Iowa.

The Iowa City – North Liberty Passenger Rail Conceptual Feasibility Study Project (Phase 2)

completed by CRANDIC, MPOJC, and Iowa DOT in 2016 explored the feasibility of an initial phase of passenger rail service implementation in the existing CRANDIC Corridor between Gilbert Street in Iowa City and Forever Green Road in North Liberty, a distance of approximately 7.1 miles. The Study provided stakeholders with a conceptual assessment of existing corridor conditions, conceptual passenger rail equipment and service plan, probable conceptual capital and operations and maintenance costs, potential alternatives that could reduce the capital cost to implement the service, and a summary description of the federal regulatory requirements for the implementation of passenger rail service.

The Impact of Alternative Modes on Interstate 380 Technical Memorandum completed independently by Iowa DOT in 2017 examined the long-term potential for commuter rail and/or automated bus transit as a component of an enhanced multimodal transportation network for growing communities in the Iowa City-Cedar Rapids Corridor. The Technical Memorandum was developed concurrently with the broader Iowa DOT Interstate 380 Corridor Planning and Environmental Linkage Study (I-380 PEL Study) that evaluated safety, capacity, and infrastructure deficiencies on the principal roadway between the two cities and made recommendations for improvements to increase regional mobility in the near-term horizon. In terms of exploring alternative transportation use of the parallel CRANDIC Corridor right-of-way to supplement capacity on I-380, and to provide additional modal options to the public during a longer-term horizon, Iowa DOT:

- Conducted additional public outreach;
- Developed a conceptual short-term and long-term vision for CRANDIC Corridor right-of-way alternative uses;

- Conceptually explored the feasibility of four different alternative use scenarios that involve some or all of the CRANDIC Corridor right-of-way between Iowa City and the Eastern Iowa Airport at Cedar Rapids which included conceptual ridership forecasts, probable conceptual cost of implementation, and general findings and recommendations; and
- Presented next steps for potential study, preservation of the corridor right-of-way, and alternative transportation implementation in the CRANDIC Corridor right-of-way.

Based on a favorable public benefits assessment and ridership forecasts for commuter rail implementation between Iowa City and North Liberty, as determined during development of this Technical Memorandum in 2017 and reinforced by other previous study developed during 2015-2016, project stakeholders decided to pursue an additional and more comprehensive phase of feasibility study for an initial phase of commuter rail service implementation between Iowa City and North Liberty. That additional and more comprehensive phase of feasibility study will developed by HDR through consultation with project stakeholders. The CRANDIC segment of this study is the subject of this Scope of Services (note that other study activities will be developed by HDR through a separate Scope of Services and contract with Iowa DOT).

This Scope of Services for the **Iowa City – North Liberty Commuter Rail Conceptual Feasibility Study Project (Phase 3)**, by CRANDIC and MPOJC, will explore the feasibility of an initial phase of commuter rail service implementation in the existing CRANDIC Corridor right-of-way between Gilbert Street in Iowa City, Iowa, and Penn Street in North Liberty, Iowa, a distance of approximately 9.3 miles. The study will incorporate or reference the work developed in the ongoing study of alternative transportation use of the CRANDIC Corridor during 2015-2017 as outlined above, and will provide a more detailed understanding of the potential benefits, costs, funding, and oversight for development, operation, and maintenance of a commuter rail service. The outputs from this study will enable project stakeholders to begin the process to consider next steps for future implementation of commuter rail service between Iowa City and North Liberty.

Background

The proposed Iowa City-North Liberty Corridor commuter rail service would utilize existing CRANDIC trackage and right-of-way and would be in concert with the conceptual vision for alternative use of the CRANDIC Corridor right-of-way as developed by stakeholders in recent study of the Corridor. The goals of project stakeholders CRANDIC, MPOJC, and Iowa DOT in the Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study is to understand, at a conceptual level:

- The ridership and revenue potential and the general impacts, public benefits, and value of corridor preservation and commuter rail implementation.
- Commuter rail service, operations, and equipment plans for commuter rail service operating on 30-minute headways.
- Infrastructure and equipment requirements and the probable capital and operations and maintenance costs of the commuter rail service, updated and refined from prior studies.
- The general regulatory requirements for implementing commuter rail service.
- Potential methods of securing capital and operating funds for the commuter rail service.
- Requirements and framework of a transit authority that would develop and operate a commuter rail service.

Scope of Services

HDR Engineering, Inc. (HDR) proposes to provide the following services. The overall cost of the project will be shared between CRANDIC, MPOJC, and Iowa DOT and the scope will be divided between project clients and contracts. The scope and a fee estimate for providing these HDR services to CRANDIC for its segment of the project only, and all related CRANDIC project segment tasks, are outlined below.

Task 0 – Project Management and Coordination

HDR will report to the CRANDIC Project Manager and will work with CRANDIC and MPOJC to accomplish project-related activities, including administrative functions such as invoicing and progress reporting. Invoices will be submitted monthly. Quality Assurance/Quality Control procedures for the project will be conducted under this task.

Deliverables:

- Monthly Invoices.

Key Understandings:

Initial project coordination between HDR, CRANDIC, MPOJC, and Iowa DOT will occur by phone or email, as required, in lieu of a Kick Off coordination call.

Project Coordination:

- Internal HDR coordination conference calls, as needed.
- Coordination calls with CRANDIC, MPOJC, and Iowa DOT, as needed.

Task 1 – Revised Existing CRANDIC Corridor Right-of-Way Assessment

HDR will provide a revised general assessment and summary of the general characteristics and current conditions of the 9.3-mile CRANDIC Corridor right-of-way between Gilbert Street in Iowa City (CRANDIC Milepost 25.8) and a location north of Penn Street in North Liberty (CRANDIC Milepost 16.5).

Task 1.1 – HDR will coordinate with CRANDIC on a field assessment, to include one general visual assessment of track, bridges and other structures, and grade crossing signals and roadway surfaces in the Corridor between Forever Green Road (CRANDIC Milepost 18.7) and a location north of Penn Street (CRANDIC Milepost 16.5) in North Liberty. Note that in a previous study phase, HDR and CRANDIC conducted a field assessment between Gilbert Street in Iowa City (CRANDIC Milepost 25.8) and Forever Green Road (Milepost 18.7), and that the assessment conducted under the task will also include a windshield observation of this segment of the Corridor from public property to identify any potential changes in existing conditions since the 2016 field assessment. The assessment will be performed by HDR to the extent possible based upon safety, railroad operating considerations, and weather conditions. The existing alignment will be generally reviewed for its applicability to commuter rail service. HDR will use this assessment and the assessment made during the previous Iowa City – North Liberty Passenger Rail Conceptual Feasibility Study Project (2016) to develop the conceptual capital cost estimate developed in Task 4.

Task 1.2 – HDR will summarize the general characteristics and current conditions of the CRANDIC Corridor and the assessment undertaken in Task 1.1 and during the previous Iowa City – North Liberty Passenger Rail Conceptual Feasibility Study Project (2016).

Key Understandings:

- CRANDIC will provide HDR with recent CRANDIC system employee timetable and special instructions, track chart, valuation and station maps, bridge and other drainage structures inspection and inventory reports, grade crossing signal inspection reports, and other data for the segment of the Corridor between Forever Green Road and Penn Street in North Liberty.
- Access to CRANDIC right-of-way will be limited to one field assessment facilitated by CRANDIC. A one-day track walk between Forever Green Road (CRANDIC Milepost 18.7) and a location north of Penn Street (CRANDIC Milepost 16.5) in North Liberty will be conducted by two HDR representatives, and in coordination with a CRANDIC engineering representative. Costs for providing CRANDIC data and a CRANDIC vehicle during the assessment will be the responsibility of CRANDIC.

Deliverable:

- Draft Existing Corridor Assessment, which will be included in the Draft Iowa City – North Liberty Commuter Rail Conceptual Feasibility Study developed in Task 4.

Task 2 – Conceptual Commuter Rail Ridership and Revenue Forecasts

HDR will develop conceptual ridership and revenue forecasts for commuter rail implementation on the CRANDIC Corridor between Iowa City and North Liberty using the Federal Transit Administration (FTA) Simplified Trips on Project Software (STOPS) model Version 2.01 and recent FTA guidance. Forecasts will be developed for the base year 2017 and for two future years within a 25-year planning horizon (interim year 2027 and horizon year 2042). For each of the three forecast years, one scenario will be developed for daily commuter rail service operating on 30-minute headways from Iowa City and North Liberty. All scenarios assume a daily commuter rail operation with southbound departures from North Liberty approximately 6 a.m. to 7 p.m. and northbound departures from Iowa City approximately 6:45 a.m. to 7:15 p.m. The ridership and revenue forecasts will consider the following seven potential station locations identified by CRANDIC and MPOJC:

- Dubuque Street (Iowa City)
- Downtown Iowa City / University of Iowa
- VA Hospital
- Coralville
- Oakdale
- Forever Green Road
- Penn Street (North Liberty)

The proposed budget assumes time for HDR to analyze, utilize, and revise a previously assembled STOPS model in Version 2.0 developed by Iowa DOT for the Impact of Alternative Modes on Interstate 380 Technical Memorandum (2017) to address updates to the base model validation due to the reduced geographical extent of rail service, and the inclusion of an additional potential commuter rail station, as compared to the prior study and to code and run modified and updated ridership forecast scenarios.

HDR will also enhance base STOPS ridership projections through concurrent use of the MPOJC travel demand model transit and university trip components to supplement STOPS findings. STOPS centers its transit ridership forecasts on data sources that do not account for university student travel. FTA allows for supplemental consideration of projected university riders in grant consideration, but does not offer a direct method for generating their ridership of a new transit line. Given the over 33,000 students currently enrolled at the University of Iowa and the cost and constrained capacity associated with university parking, university students can comprise a large portion of transit riders affecting transit operating plans and station design. As the MPOJC travel demand model already uses a transit component, the opportunity exists to capture the value of the potentially large University of Iowa ridership market to enhance the merit of the proposed commuter rail line for FTA grant opportunities.

The MPOJC model will be modified in coordination with MPOJC and the Iowa DOT to represent university student travel. To establish the fitness of the travel demand model transit component for future FTA consideration in grant support, HDR will coordinate with the MPOJC to collect recent ground truth data (e.g. on-board surveys, automated passenger counters) from local transit providers. The budget for this task allows for 1) Coordination, collection, and examination of model, count, and survey data, 2) Adjustment of the travel demand model transit and university model components to systematically remove overlap with STOPS projections, 3) Application of the travel demand model for each of the three (3) forecast years (2017, 2027, and 2042) for two (2) scenarios – a No-Build scenario, and a scenario for daily commuter rail service operating on 30-minute headways from Iowa City and North Liberty [6 total runs], and 4) Review and synthesis of the joint ridership findings of the STOPS and travel demand model. As part of the coordination and data analysis subtask, HDR will conduct one (1) conference call with FTA and client representatives to obtain buy-in for the proposed approach. The FTA coordination call is assumed to last up to two (2) hours and be attended by three (3) HDR staff (Project Manager, Senior Model Advisor, Model Lead) and CRANDIC, MPOJC, and Iowa DOT staff as determined by project stakeholders.

The outputs from STOPS forecasting and the travel demand model will be used by HDR to support the development of a conceptual estimate of revenue in Task 2, discussion in Task 3 regarding public benefits of commuter rail service, and development of a conceptual service and equipment plan in Task 4.

The conceptual ridership forecasts will be used to support a conceptual estimate of revenue from the operation of commuter rail service on the Corridor with 30-minute headways and will be presented for base year 2017, interim year 2027, and horizon year 2042. The conceptual revenue estimate will be based primarily on fares and potential advertising revenue, but other potential forms of revenue will also be identified for consideration to supplement fare revenue. HDR will perform the following work to assess revenue:

- Conduct a commuter rail fare peer review of existing U.S. commuter rail systems
- Develop a conceptual fare policy for the potential commuter rail service on the Corridor, based on the peer review and other potential customers as identified in the ridership forecast
- Develop an annualization factor that would be used to assess fare revenue
- Assume advertisement revenue from information identified in peer city review
- Assess whether there are any potential opportunities for other revenue options
- Calculate annual revenue

The methodology for deriving the costs in the estimate will be documented. Federal grant programs require applicants to develop a fare policy and conduct a comprehensive revenue

estimate that matches current Federal guidance and requirements. These requirements can vary by Federal grant program. A comprehensive revenue estimate that is compatible with the requirements of a specific Federal grant program will therefore not be developed during this task but can be developed in a future project phase from the work developed during this task.

Key Understandings:

- Ridership and revenue forecasts will only consider a commuter rail service operating on 30-minute headways from Iowa City and North Liberty, and will not consider the potential for a commuter rail service operating on longer headways as was explored in past studies of commuter rail implementation on the CRANDIC Corridor.
- Iowa DOT will provide HDR with the STOPS model used for development of the Impact of Alternative Modes on Interstate 380 Technical Memorandum (2017) and the following data to support development of the new STOPS model: 1) Shapefiles of zone structure used in base modeling, 2) Shapefiles of stop locations in base model, 3) MPO population / employment projections in GIS format, and 4) Auto travel times for mode choice calculations.
- Iowa DOT will provide HDR with the latest version of the regional travel demand model Iowa DOT developed for MPOJC, including scripts and all supporting data files. In particular, supporting data should include base (2017 or similar), interim (2027 or similar), and horizon year (2040 or similar) socioeconomic data and transportation networks representing roadways and transit for the existing, existing + committed, and constrained long-range plan conditions.
- MPOJC will coordinate with local transit agencies to provide HDR with updated General Transit Feed Specification (GTFS) files of the transit agencies' existing service lines and provide available transit ground truth data, such as on-board surveys, automated passenger counter records, transfer records, etc.
- HDR understands that MPOJC and CRANDIC do not desire to pursue a scope of work that includes comprehensive engagement with FTA or the development of deliverables necessary to specifically meet current FTA grant requirements or project development at the present time; therefore, FTA coordination undertaken for this study will be limited to one coordination call necessary to seek guidance and comments from FTA on the approach to development of the ridership forecasts as described above. This coordination would not commit project stakeholders to any FTA process.

Deliverable:

- Draft Conceptual Commuter Rail Ridership and Revenue Forecast, which will be included in the Draft Iowa City – North Liberty Commuter Rail Conceptual Feasibility Study developed in Task 4.

Task 3 – Financial Plan Strategies

HDR will develop a general summary of strategies for pursuing potential funding sources that could be used for commuter rail development on the CRANDIC Corridor right-of-way between Iowa City and North Liberty, including known current and potential future federal (e.g., FTA Capital Investment Grant Program and related FTA Small Starts Program), state (e.g., Iowa State Transit and Infrastructure Funding Programs), and local sources and programs and the potential for private sector funding and public-private partnerships. The summary will include methods of securing capital funds for the construction of a commuter rail service and methods of securing assistance funds for ongoing operations and maintenance of the commuter rail service. The summary will also identify components of the construction and ongoing operations

and maintenance of the commuter rail service (e.g., stations and parking at stations) that could potentially be the responsibility of local municipalities and private partners including universities and colleges, major area employers, developers, and other parties. The summary will also present at a high-level the next steps for pursuit and development of required documentation and work to be completed prior to entering into the Project Development phase for pursuit of an FTA federal grant as identified in the current version of FTA's Capital Investment Grant Program Guidance. The outputs from this summary can be used to consider the required capital funding formula necessary for commuter rail project development and to preposition for project capital funding, which could potentially include any of the following: federal, state, and local sources and private sector / in-kind matches or offers.

Deliverable:

- Draft Financial Plan Strategies Summary, which will be included with the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study, developed in Task 4.

Task 4 – Draft Study

HDR will prepare a Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study, which will include the work completed during Tasks 1 through 4 above and also all work completed under the separate Iowa DOT project segment.

Key Understandings:

The audience and intended distribution for the study will be CRANDIC, MPOJC, and Iowa DOT. CRANDIC, MPOJC, and Iowa DOT may share the feasibility study with public agencies, freight railroads, and other stakeholders.

Deliverable:

- Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study (in PDF format).

Task 5 – Stakeholder Presentation

Within two (2) weeks of submittal of the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study to CRANDIC, MPOJC, and Iowa DOT, a stakeholder presentation will be conducted by three (3) HDR experts (Senior Advisor, Rail Planning Lead, and Engineering Lead) with the stakeholders (CRANDIC, MPOJC, and Iowa DOT, and any other local stakeholders selected by CRANDIC, MPOJC, and Iowa DOT to participate) to present the findings of the Study and to collect preliminary inputs and comments from stakeholders. HDR will develop one PowerPoint to support the presentation through coordination with CRANDIC, MPOJC, and Iowa DOT, and will develop notes from the Stakeholder Presentation for delivery to CRANDIC, MPOJC, and Iowa DOT.

Deliverable:

- Stakeholder Presentation PowerPoint.
- Draft Stakeholder Coordination Notes (in PDF format).

Assumptions:

- The one (1) day stakeholder presentation will be up to three (3) hours in duration and will be held at CRANDIC, MPOJC, or Iowa DOT offices in Iowa City or Cedar Rapids. All costs associated with hosting the presentation will be the responsibility of CRANDIC, MPOJC, or Iowa DOT.

Task 6 – Final Study

After reconciliation of formal comments received from CRANDIC, MPOJC, and Iowa DOT, a Final Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study document will be developed by HDR. This will include the work completed and previously presented as the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study.

Key Understandings:

- CRANDIC, MPOJC, and Iowa DOT will provide formal review comments on the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study to HDR within two (2) weeks of the stakeholder presentation conducted in Task 5.
- Final Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study will be completed by HDR within two (2) weeks of receipt of all formal review comments from CRANDIC, MPOJC, and Iowa DOT.

Deliverable:

- Final Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study (in PDF format).

Schedule

HDR will coordinate with CRANDIC, MPOJC, and Iowa DOT to define the specific schedule for project meetings, and for input, review, and comment on elements of the project and the resulting Iowa City – North Liberty Commuter Rail Conceptual Feasibility Study. HDR has identified the following potential schedule:

1. Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study completed 120 days after Notice to Proceed (NTP). Assumes Kick Off call will occur within one (1) week of NTP and that all data inputs from CRANDIC, MPOJC, and Iowa DOT will be provided to HDR within three (3) weeks of NTP. Note that weather conditions may potentially impact completion of the Corridor assessment and that any delay in receipt of data inputs could potentially delay Draft Study development and the schedule.
2. Ridership Model coordination call with HDR, client representatives, and FTA representatives would occur no later than five (5) weeks after NTP. Note that any delay in scheduling the coordination call could potentially delay Draft Study development and the schedule.
3. Stakeholder Presentation will be held within two (2) weeks of delivery of the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study to CRANDIC, MPOJC, and Iowa DOT.
4. CRANDIC, MPOJC, and Iowa DOT will provide formal review comments on the Draft Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study within two (2) weeks of the of the Stakeholder Presentation.

5. The Final Iowa City-North Liberty Commuter Rail Conceptual Feasibility Study will be completed two (2) weeks after receiving review comments from CRANDIC, MPOJC, and Iowa DOT.

Professional Services Fee Estimate

HDR will provide these Services for the CRANDIC project segment in accordance with the terms and conditions provided in the Engineering Services Agreement between HDR Engineering, Inc. and CRANDIC dated July 18, 2008. Based on the tasks described for the CRANDIC segment of the project in this proposal, HDR has estimated that the scope of work can be completed for \$67,600. This amount will not be exceeded without the written consent of CRANDIC.

Proposal Acceptance

CRANDIC acceptance of the Scope of Services and Professional Services Fee Estimate contained in this Proposal will be signified by the issuance of a written Notice to Proceed by CRANDIC.

Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study Project

Revised Scope of Services

July 9, 2018

Introduction

This Scope of Services will outline the regulatory requirements, process, liabilities, cost for conversion, and functionality of a trail of using some of the Cedar Rapids & Iowa City Railway (CRANDIC) Corridor right-of-way between Iowa City and the Eastern Iowa Airport at Cedar Rapids, Iowa (20.5 miles). Conversion of this right-of-way for alternative transportation use has been the subject of feasibility studies and discussions by state and local stakeholders since 2015. These studies have also conceptually explored the potential for development of a passenger rail service within the CRANDIC Corridor right-of-way; a study for a first phase of commuter rail implementation between Gilbert Street in Iowa City and Penn Street in North Liberty (9.3 miles) is under development concurrently by CRANDIC, the Metropolitan Planning Organization of Johnson County (MPOJC), and the Iowa Department of Transportation (Iowa DOT).

This proposal, for CRANDIC and MPOJC, will explore the conceptual feasibility for potential development of a multi-use recreational rail trail within a 6.1-mile preserved segment of the CRANDIC Corridor right-of-way between Gilbert Street in Iowa City (CRANDIC Milepost 25.8) and Oakdale Boulevard in Oakdale, Iowa (CRANDIC Milepost 19.7). A rail trail from Iowa City to Oakdale could connect with the existing North Ridge Trail (situated parallel to the CRANDIC Corridor right-of-way) from Oakdale to North Liberty, Iowa, and other existing and potential future multi-use recreational trails in Johnson County, Iowa.

Background

The goal of CRANDIC and MPOJC in the Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study is to:

- Describe in general the regulations and process of railroad abandonment, railbanking and interim use, federal preemption, permissible uses of railbanked corridors, and potential reactivation of a corridor for future passenger rail service.
- In respect to typical rail-trail characteristics, conceptually assess the feasibility of the CRANDIC Corridor right-of-way to accommodate a trail, and describe the connectivity of a rail trail on the CRANDIC Corridor right-of-way with existing trails and known potential future trails.
- Describe at a high level potential liability issues that railroads have typically considered when converting a railroad line from rail use to trail use, and related operations of a rail trail.
- Estimate a conceptual cost to develop trail infrastructure on the CRANDIC Corridor right-of-way and modify at-grade crossings of the trail with roadways that currently cross the CRANDIC right-of-way.

Scope of Services

HDR Engineering, Inc. (HDR) proposes to provide the following services during the project. A fee estimate for providing these HDR services follows this scope. The scope of work and the cost to complete the study will be shared between a partnership of the CRANDIC and MPOJC, referenced as CRANDIC throughout this scope of services. Project tasks are outlined below.

Task 0 – Project Management and Coordination

HDR will report to the CRANDIC Project Manager and will work with CRANDIC and MPOJC to accomplish project-related activities, including administrative functions such as invoicing and progress reporting. Invoices will be submitted monthly. Quality Assurance/Quality Control procedures for the project will be conducted under this task.

Deliverables:

- Monthly Invoices.

Project Coordination:

- Kick Off coordination call with HDR, CRANDIC, and MPOJC.
- Internal HDR coordination conference calls, as needed.
- Coordination calls with CRANDIC and MPOJC, as needed.

Task 1 – Existing CRANDIC Corridor Right-of-Way General Assessment

HDR will develop a high-level summary of general characteristics and current conditions on the 6.1-mile Iowa City-Oakdale segment of the CRANDIC Corridor right-of-way, as supported by conceptual assessments of the CRANDIC Corridor right-of-way conducted for recent past passenger rail studies developed by CRANDIC, MPOJC, and Iowa DOT. No field assessments of the CRANDIC Corridor will occur as a part of this proposal, and available Google Earth imagery may be used to support the assessment under this task.

Deliverable:

- Draft Existing Corridor Assessment, which will be included in the Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study developed in Task 5.

Task 2 – Railroad Abandonment, Railbanking, Rails-to-Trails Conversion, Rails-with-Trails Development, and Reactivation of Rail Service Description

HDR will describe and summarize U.S. Surface Transportation Board (STB) regulations and processes, and related challenges and implications, regarding railroad abandonment, railbanking and interim use, federal preemption, permissible uses of railbanked corridors, and potential future reactivation of rail service on railbanked corridors. Scenarios involving rail-to-trail conversion on an existing railroad roadbed and rails-with-trails development in which tracks are retained and a trail is constructed parallel to the tracks within the right-of-way will be described. Publically available resources from the Rails-to-Trails Conservancy and various U.S. public agencies that have recently developed rail trails will be consulted. The discussion will also identify and describe at a high-level potential general liability issues and related challenges for

railroads with regard to a conversion of a corridor right-of-way to include a multi-use rail trail and the operation of a rail trail.

Key Understandings:

- CRANDIC will coordinate with MPOJC directly on the development of a discussion identifying and describing potential liability issues and related challenges for CRANDIC in particular with regard to any conversion of the CRANDIC Corridor right-of-way to include a multi-use rail trail and the operation of a rail trail. CRANDIC will provide HDR with the draft discussion and HDR will incorporate it into the project deliverable.

Deliverable:

- Draft Railroad Abandonment, Railbanking, Rails-to-Trails Conversion, Rails-with-Trails Development, and Reactivation of Rail Service Assessment, which will be included in the Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study developed in Task 5.

Task 3 – Typical Rail Trail Characteristics and Applicability of the CRANDIC Corridor Right-of-Way for Trail Development Assessment

HDR will describe typical rail trail characteristics (e.g., trail surface, interface with at-grade crossings and grade separations with roadways, crossings of waterways, drainage, signage and lighting, fencing, wayside amenities, and Americans with Disabilities Act [ADA] accessibility measures), conceptually assess the ability for the existing CRANDIC Corridor right-of-way to accommodate a trail, and assess the potential connectivity of a rail trail on the CRANDIC Corridor right-of-way with existing multi-use trails and known potential future multi-use trails in the Iowa City Area.

The potential applicability for implementation of rail-to-trail conversion and rails-with-trail development within the 6.1-mile segment of the CRANDIC Corridor right-of-way between Iowa City and Oakdale will be assessed based upon the existing corridor right-of-way conceptual assessment conducted in Task 1 and in consideration of the federal regulations and process and related challenges and implications assessed in Task 2.

Connectivity of a rail trail in the CRANDIC Corridor right-of-way between Iowa City and Oakdale with existing and known potential future multi-use trails, bike lanes, signed-shared roadways, and anticipated adjacent land use will be identified and described.

Key Understandings:

- The assessment developed in this task will consider recent trail development in the U.S. and previous recent planning and resources developed by the Johnson County Council of Governments (JCGOC) and successor agency MPOJC, including the Metropolitan Bicycle Master Plan (2009), Johnson County Bicycling and Multi-Use Trails Plan (2012), and Iowa City Metro Area Trails Map (2017).
- The assessment will include stakeholder outreach by HDR to area jurisdictions as identified by CRANDIC and MPOJC (e.g. Cities of Iowa City, Coralville, and North Liberty; University of Iowa; etc.) in order to collect input with regard to use of the

CRANDIC Corridor right-of-way by pedestrians and bicyclists, connectivity with existing and potential future multi-use trails, and consistency with current and potential future land use adjacent to the CRANDIC Corridor right-of-way. Outreach will consist of a one (1) hour conference call facilitated by up to three (3) HDR staff.

- The assessment will include outreach to CRANDIC by HDR in order to collect input with regard to use of the CRANDIC Corridor right-of-way by pedestrians and bicyclists, connectivity with existing and potential future multi-use trails and roadways, consistency with current and potential future land use adjacent to the CRANDIC Corridor right-of-way, and consistency with current and potential future use of the right-of-way as anticipated by CRANDIC for railway operations, utility easements, and other purposes. Outreach will consist of a one (1) hour conference call facilitated by up to two (2) HDR staff.

Deliverable:

- Draft Typical Rail Trail Characteristics and Applicability of the CRANDIC Corridor Right-of-Way for Trail Development Assessment, which will be included in the Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study developed in Task 5.

Task 4 –Conceptual Cost Estimate for a Rails-to-Trails Conversion of the CRANDIC Corridor Right-of-Way

HDR will develop a conceptual cost estimate for the construction of a rail trail within 6.1 miles of CRANDIC Corridor right-of-way between Gilbert Street in Iowa City and Oakdale Boulevard in Oakdale.

Key Understandings:

- The conceptual cost estimate for the construction of a trail and development of interfaces with at-grade crossings of the area roadway network in the CRANDIC Corridor right-of-way will be on a per-mile, order-of-magnitude basis. Costs will be based on recent similar capital projects and typical industry costs to implement rail trails in the U.S.
- The conceptual cost estimate will assume all railroad bridges and structures in the CRANDIC Corridor right-of-way can be adapted for trail use and that no new bridges and structures will be constructed. Recent bridge inspection reports, if available from CRANDIC, will be consulted to determine if there are current conditions on any existing rail bridges in the CRANDIC Corridor right-of-way that could potentially present challenges to repurposing for rail trail purposes.
- The conceptual cost estimate will include costs associated with the abandonment, removal, and disposal of unneeded railroad infrastructure from the CRANDIC Corridor right-of-way (e.g., rail, ties, and other track material and ballast or subballast; grade crossing signals and surfaces; communications infrastructure; facilities; fencing; and signage) based on recent averages for similar work in the U.S. and in consultation with CRANDIC. Cost will be presented on a per-mile, order-of-magnitude basis.

- The cost estimate will not include any costs associated with any administrative and legal costs for development of a trail; costs for the development of adjacent parking facilities; costs for public art; or costs for the ongoing operation and maintenance of the trail.
- The conceptual cost estimate will not include any cost for acquisition of fee title, easements, or licenses for use of or occupancy of the real property underlying the CRANDIC Corridor right-of-way and any adjacent real estate between Iowa City and Oakdale that may be included with the CRANDIC Corridor right-of-way.
- The conceptual cost estimate will assume that a trail can be fully incorporated within the existing CRANDIC Corridor right-of-way and that no additional real estate will be required for that purpose.
- The conceptual cost estimate will assume that no new grade separations with roadways will be constructed for the trail.
- The conceptual cost estimate will assume that no utility relocation costs or utility accommodations will be constructed for the trail.
- The conceptual cost estimate will be presented in 2018 dollars.

Deliverable:

- Draft Conceptual Cost Estimate, which will be included in the Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study developed in Task 5.

Task 5 – Draft and Final Study

HDR will prepare a Draft Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study, which will include the work completed during Tasks 1 through 4 above, and provide it to CRANDIC and MPOJC for review. After receipt and reconciliation of comments from CRANDIC and MPOJC, final content will be developed by HDR and provided to CRANDIC and MPOJC as the Final Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study.

Deliverable:

- Draft Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study (in PDF format).
- Final Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study (in PDF format).

Schedule

HDR will coordinate with CRANDIC and MPOJC to define the specific schedule for project coordination, and for input, review, and comment on elements of the project and the resulting Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study. HDR has identified the following potential schedule:

1. Draft Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study completed ninety (90) days after Notice to Proceed. Assumes Kick Off call will occur within two (2) weeks of NTP and that all data inputs from CRANDIC and MPOJC

will be provided to HDR within thirty (30) days of NTP. Assumes outreach with area stakeholders and with CRANDIC will occur within thirty (30) days of NTP. Note that any delay in receipt of inputs or completion of the stakeholder outreach could delay Draft Study development and the schedule.

2. CRANDIC and MPOJC will provide review comments on the Draft Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study within two (2) weeks of submittal by HDR.
3. The Final Iowa City-Oakdale CRANDIC Corridor Right-of-Way Rails to Trails Conversion Study will be completed two (2) weeks after receiving review comments from CRANDIC and MPOJC.

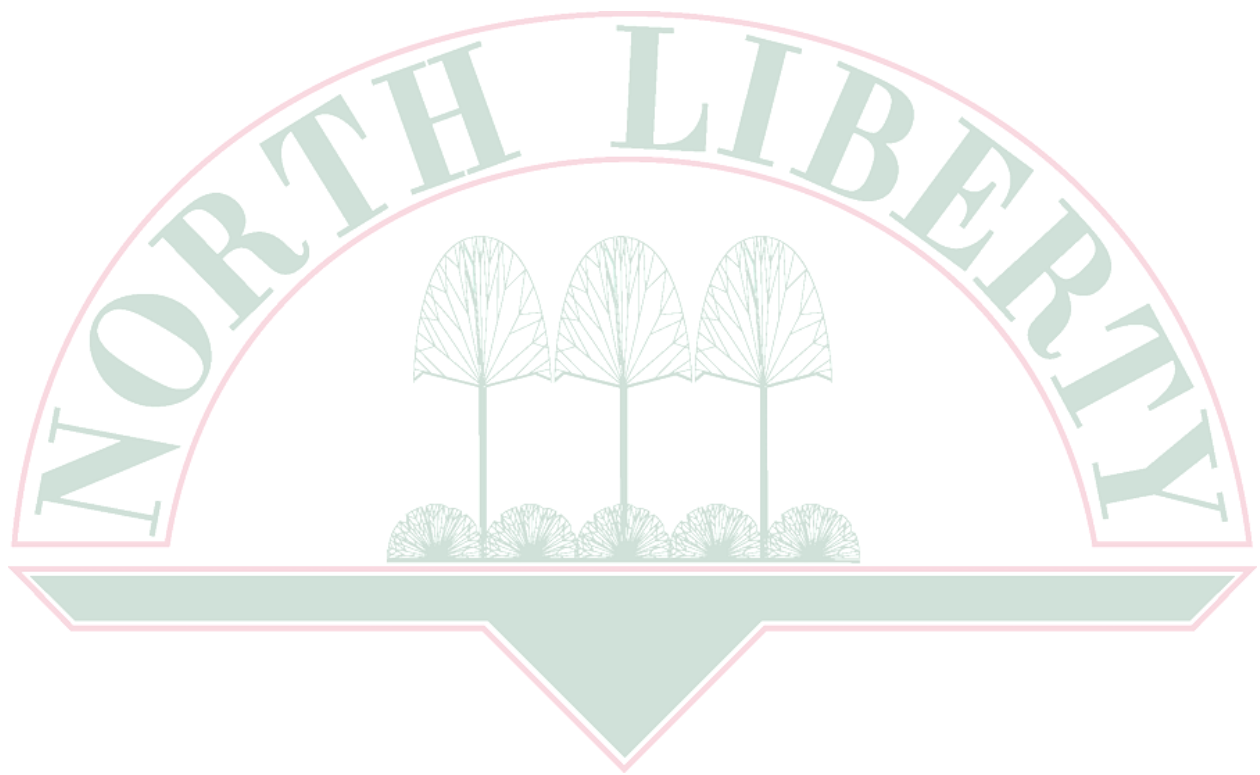
Scope of Services Fee Estimate

HDR will provide the tasks described in this Scope of Services on a time-and-material, not-to-exceed basis, in accordance with the terms and conditions provided in the Engineering Services Agreement between HDR and CRANDIC dated July 18, 2008. Based on the tasks described in this proposal, HDR has estimated that the scope of work can be completed for \$18,546. This amount will not be exceeded without the written consent of CRANDIC. No travel, site visits, or in-person meetings are contemplated as a part of this Scope of Services.

Proposal Acceptance

CRANDIC acceptance of the Scope of Services and Professional Services Fee Estimate contained in this Proposal will be signified by the issuance of a written Notice to Proceed by CRANDIC.

Additional Information



Joint Meeting

Johnson County Board of Supervisors - Iowa City Community School District - City of Iowa City - City of Coralville - City of North Liberty - Other Johnson County Municipalities and School Districts

July 16, 2018

North Liberty City Council Chambers
1 Quail Creek Circle

Minutes

Call to order

North Liberty Mayor Terry Donahue called the July 16, 2018 Joint Entities Meeting to order at 4:30 p.m. Elected officials present: Johnson County Board of Supervisors - Rod Sullivan, Lisa Green-Douglass, Kurt Friese and Janelle Rettig; City of Iowa City – Susan Mimms, Pauline Taylor, Jim Throgmorton, John Thomas and Rockne Cole; City of North Liberty – Terry Donahue; Iowa City Community School District – J.P. Claussen, Janet Godwin and Shawn Eyestone; City of Coralville – Meghann Foster, Jill Dodds and Laurie Goodrich; and City of Hills – Tim Kemp and Cathy Knebel.

Others present: Josh Busard, Johnson County; Matt Miller, Johnson County; Geoff Fruin, Iowa City; Ryan Heiar, City of North Liberty; Ellen Habel, City of Coralville; Bob Welsh and other interested parties.

Update on Solarize Johnson County, a group purchasing program for residential solar – Becky Soglin, Johnson County Sustainability Coordinator (Johnson County)

Josh Busard presented an update regarding Solarize Johnson County. Moxie Solar was selected as the installer. The group has hosted 18 solar power hours. Additional information is available at www.solarizejohnsoncounty.com.

Update on the Behavioral Health Urgent Care Center – Matt Miller, Johnson County Project Manager (Johnson County)

Johnson County hired Matt Miller as the Project Manager. Miller presented that items that are being worked on include the purchase of property, working on the legal entity, determining who the managing entity will be and determining solid figures for the budget to create a specific ask from entities.

Annexation Policy on Affordable Housing (Iowa City)

Mayor Throgmorton reported that Iowa City is considering an amendment for voluntary annexations that include a certain number of units would be required to have affordable housing units or payment in lieu of.

ICCSD Redistricting (Iowa City) Elementary Attendance Areas (Iowa City Community School District)

ICCSB Board Member Eyestone provided the elected officials with a PowerPoint presentation printout regarding an upcoming process where the School Board will be working with the community to implement boundary changes in 2019. The Board is looking at how integration and equity is important in educational experiences. The Board will hold community sessions to help the community understand the why behind the changes.

Johnson County Comprehensive Plan (Iowa City)

Mayor Throgmorton asked for a brief summary of Johnson County's Comprehensive Plan. Josh Busard presented an update on the County's updated Comprehensive Plan. The County will be updating the fringe area agreements with cities. The entire plan is available at the following link: http://www.johnson-county.com/dept_zoning.aspx?id=4811.

Iowa City's Climate Action and Adaptation Plan (Iowa City)

Mayor Throgmorton presented an update on the development of Iowa City's Climate Action Plan. The draft will be in front of the City Council soon.

RAGBRAI Update (Iowa City)

Geoff Fruin presented an update on RAGBRAI. Mayor Kemp provided the Hills update. Fruin thanked all the organizations at the table for the help in planning. Volunteers are still needed. Housing will happen in a variety of parks. 90 extra hotel rooms just opened at The Graduate, allowing for extra housing. Only RAGBRAI support vehicles will be allowed on the Park Road bridge.

Major Road Project Updates (Iowa City)

Fruin presented an update on Iowa City construction projects including Park Road, Burlington/Governor, Highway 6, Myrtle and Burlington/Clinton. Ryan Heiar updated the group on North Liberty construction including Front Street, Highway 965/ Ranshaw Way, Kansas Avenue, Adaptive Signalization, Roundabouts on North Front Street, I380/Forevergreen and the new water plant. Kemp updated on Hills projects including the updated wastewater treatment plant, permeable pavers on Main Street and new splash pad. Ellen Habel updated on Coralville projects including Coral Ridge Avenue, First Avenue and zipper merge. Janelle Rettig updated on Tiffin and County projects including construction between Tiffin and North Liberty, IWV, Oakcrest Hill Road, Ely Road and trail projects.

Next meeting date and time

Iowa City will host the next Joint Meeting on October 15. Johnson County will host the meeting after that on January 14, 2019.

Public comment

Bob Welsh spoke regarding cooperating with one another, statements from the school and the importance of a unified vision.

Adjournment

At 6:10 p.m., Mayor Donahue adjourned the meeting.

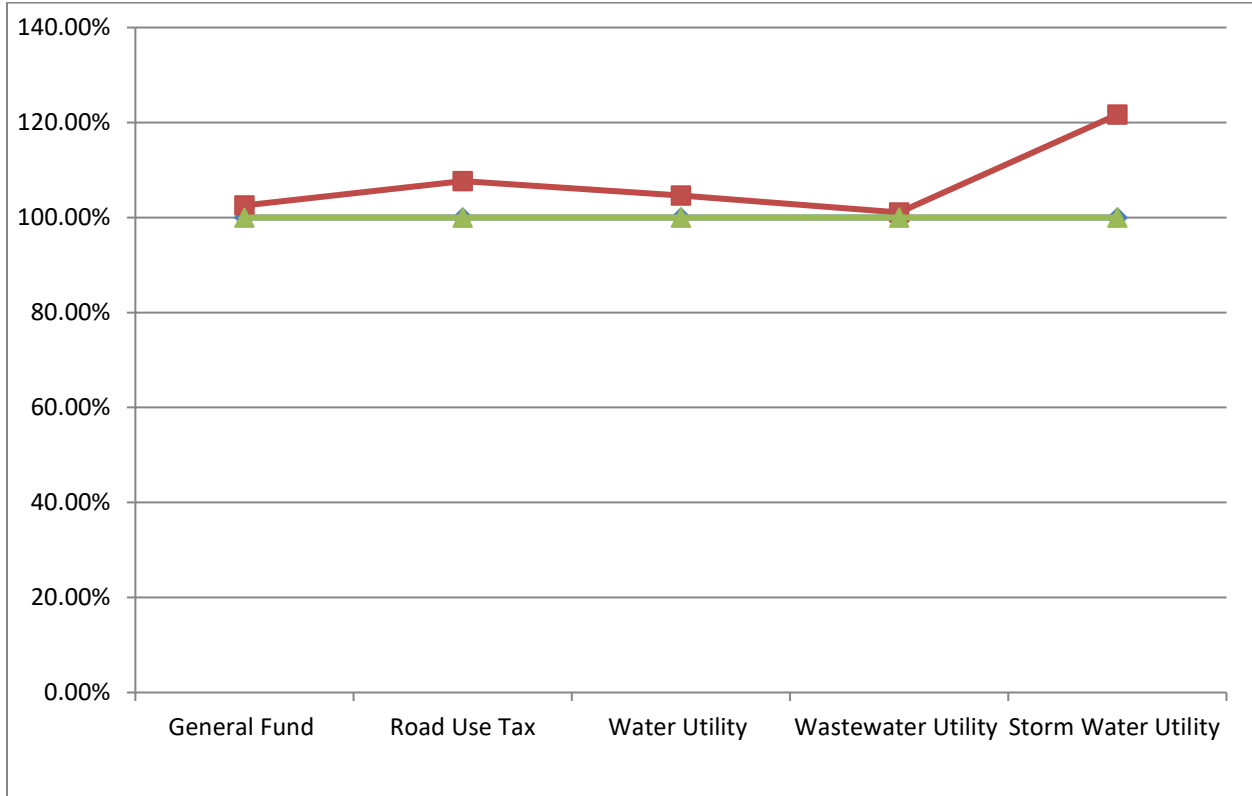


Monthly Report Summarization

June 30, 2018

This report provides a summarization of the budget status after the end of June 2018. At the end of the month, the City was completely through the budget year. The red line indicates the percentage where the budget area is and green/blue line is the percentage of the budget year. Any particular area falling approximately 10% below or above the percentage of the budget year will be explained below. The data includes the amended budget. These numbers do not become official until the audit is completed.

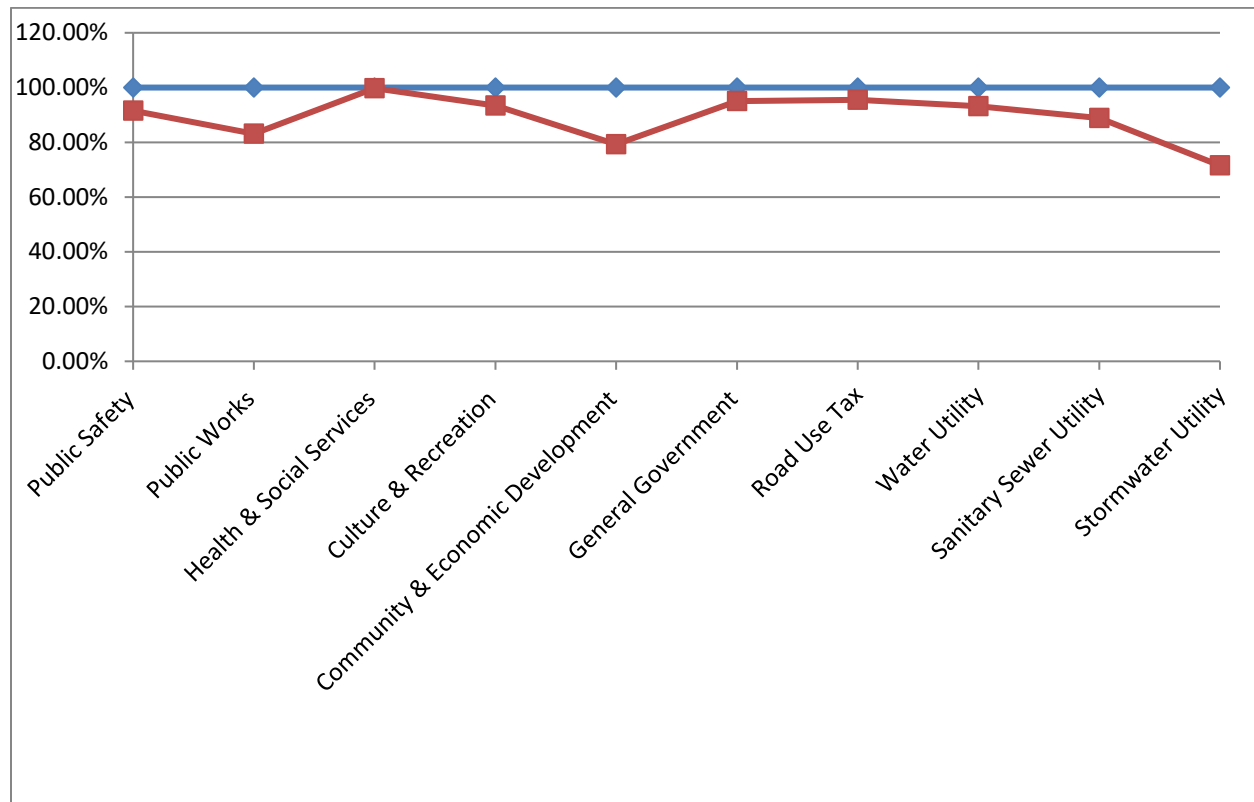
Revenues: The following chart demonstrates the condition of the City's budgeted revenues as of June 30, 2018:



- This chart represents the historical view at the end of the fiscal year.
- The General Fund is right in line with the budget projection at 102.53%. Additional revenues are from Licenses and Permits, Charges for Services and Miscellaneous Revenues.
- Road Use Tax revenues finished the fiscal year at 107.22% of budgeted revenues.
- Water Utility revenues were at 104.62% of the budgeted revenue amount.
- Wastewater Revenues were really close the budgeted revenue amount with an end of year percentage of 101.67%
- Stormwater Utility funds are above budgeted revenues, 121.66%, due to SRF proceed receipts for the Soil Quality Restoration Project.

Overall revenues for the fiscal year were \$55,620,224.61, 95.61% of the budgeted amount. Debt for project expenses was not borrowed during the year resulting in the less than 100% amount.

Expenditures: The following chart demonstrates the condition of the City’s budgeted expenditures as of June 30, 2018:



- Public Works finished the year at 83.09%. Annual garbage stickers would have been paid for and sold in the month of June. With the revision to the trash program, that expenditure was not needed.
- Community and Economic Development expenditures to date are almost 20% below expected. Anticipated expenses were not incurred in the fiscal year.
- Sanitary Sewer Utility expenditures are lower than expected. Projected expenses with the new plant coming online were not incurred due to the delay in that transition.

- Stormwater expenditures are lower than projected due to projected expenditures not being required.

Year to date total expenditures are \$59,872,256.96 or 83.42% of the projected budget amounts. This amount is significantly below the 100% of the fiscal year completed. Project expenses are slower to come in than budgeted. Departments maintained a reasonable expense line. Overall, a great year for fund balances.

Following is the Treasurer's Report for June. The General Fund Balance is comprised of more than just the 010 General Fund. For accounting purposes of the budget and reporting, other funds such as Hotel/Motel Tax, Library Capital, Fire Capital and others are incorporated into the General total. The General Fund for operating expenses has a fund balance of \$ 6,016,594. The other funds in the total shown here are obligated to specific departments or types of activities. The other funds are separated out to keep those funds obligated for future specific expenditures.

CITY OF NORTH LIBERTY

TREASURER'S REPORT

June 30, 2018

FUNDS	BALANCE FORWARD	REVENUE	EXPENSE	BALANCE ENDING
	06/01/2018			06/30/2018
GENERAL	7,004,002.52	3,170,606.10	-1,817,975.26	8,356,633.36
SPECIAL REVENUE	9,654,260.32	209,023.17	-7,018,965.42	2,844,318.07
DEBT SERVICE	782,432.46	3,855,034.90	-4,375,393.13	262,074.23
CAPITAL PROJECTS	-4,278,479.97	1,485,886.91	-2,242,209.45	-5,034,802.51
WATER ENTERPRISE	5,265,975.83	746,123.12	-2,533,417.73	3,478,681.22
WASTEWATER ENTERPRISE	6,766,311.12	592,762.56	-1,946,182.74	5,412,890.94
STORM WATER ENTERPRISE	262,936.51	16,700.94	-83,744.34	195,893.11
TOTAL	25,457,438.79	10,076,137.70	20,017,888.07	15,515,688.42

If you have questions regarding this document or would like additional information, please contact Tracey Mulcahey.