

Josiah D. Bilskemper

From: Greg Stiltner <gstiltner@stiltnerelectric.com>
Sent: Monday, July 31, 2017 1:58 PM
To: Josiah D. Bilskemper
Cc: ballard@lefflaw.com; Jim Glasgow; Laura A. Hawks; Steven Boyd; Bill Boyd
Subject: Re: ULP - Updated Site Plan Drawing

Categories: Filed by Newforma

Josiah,

I think we have answered the questions below, hope this helps and look forward to working through each item. Thanks a bunch.

Greg Stiltner
President
Stiltner Electric Inc
340 Herky St
North Liberty, IA 52317
Ph: 319-626-2800
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From: "Josiah D. Bilskemper" <jbilskemper@shive-hattery.com>
Date: Friday, July 28, 2017 at 12:16 PM
To: Greg Stiltner <gstiltner@stiltnerelectric.com>
Cc: "ballard@lefflaw.com" <ballard@lefflaw.com>
Subject: ULP - Updated Site Plan Drawing

Greg,

I have the updated site plan now, thank you for resending. I am going to look at the impact of the proposed entrance drive on 905 Melrose and also discuss with City Attorney Steve Ballard today.

However, after reviewing this for about 5 minutes, I have identified two potential issues with how the proposal impacts 905 Melrose property.

1. The first is that it doesn't look like you can build the entrance drive as proposed and still maintain access into the north side of the house at 905 Melrose. It doesn't look like there is even enough room for one vehicle to sit on the north side of the house (where the garage entrances are located) without conflicting with the proposed entrance drive. If you zoom in on the aerial image from the update site plan, I think you can actually see (faintly) the outline of a vehicle sitting in the driveway on the north side of the house and it extends all the way to where the proposed drive is located. **It does look a little tight but I think when we do a topo and do preliminary site plans we will adjust the parking of 905 Melrose and the proposed drive to the hotel accordingly. If we run into a situation where we can't make it work then we will either pick the house up and move it back or move it to a**

different location or tear it down. We assumed the cost of the property to be part of the cost of this project when we did our budget proforma, so we will work with the city to do what is needed at that time.

I'm not sure this would actually work to build the proposed driveway entrance shown without removing the house at 905 Melrose...or moving the house to a different location on the lot, or some other revision to the way it lays out on the site?

2. Second, even if you split off a portion of the north side of that lot (905 Melrose) to rezone for the proposed development, the size of the remaining residential lot looks like it might not be big enough (square footage) to meet the University Heights ordinance for minimum residential lot size. I'll discuss this with Steve Ballard. If the city will not in any form reduce the lot size then I would hope an easement contract of some sort like the one the railroad has with 901 Melrose could potentially be a viable option.

Also have two questions about the site layout around the proposed hotel on 901 Melrose.

3. It looks like there is about 10-feet of vertical grade difference on the site from the north end to the south end of the proposed hotel footprint. All the images of hotels shown have level grade all the way around the buildings. Your site plan depicts sidewalks and parking stalls and drive aisles all the way around the building, and that paving extends in every direction out to the outer limits of the property.

Here's the question. Conceptually, with this much grade difference across the site, isn't there going to be a need somewhere on the outer perimeter of the site to construct potentially significant height retaining walls to make up the difference if the building and pavement around it will be more level? If this is the case (that retaining walls would be necessary on a site like this), where would they be, and what impact would that have to plans for saving existing trees around the perimeter, or planting new trees around the perimeter, and possibly the impact to overall geometry and number of parking stalls, etc.? Yes, there is an approximate 10 foot grade change from the north end of the proposed hotel to the south end. At this preliminary stage in the design process, the existing site's topography, based upon the Lidar information as provided by MMS shows the topography of the site at having a knoll towards the center of the site (where the farm house and barn are now located), and it shows the site's grades dropping off forming a gully to the north and a drainage swale that slopes to the southeast. Generally, the proposed grading plan would bring the knoll elevations in the center of the site down and utilize that "Cut" to gently re-grade the gully to the north and fill some areas to the south to allow for hotel parking area and the utility access drive to the south. The utility access drive will have an approximate 10% slope to reach required grades at the existing drive at the southeast corner of the site. The proposed site will have the following retaining walls: at the north east corner of the proposed parking lot and near the entry drive; the existing stone wall that is located along the south property line will be salvaged and rebuilt to accommodate the new grades (many of the existing trees will be removed along the south property line with trees to be preserved located at the far south east corner of the property) and there will be a retaining wall located at the southeast corner of the parking lot and utility access drive. The retaining wall at the southeast corner of the parking lot will require that some trees be removed; however because the adjacent land is owned by Iowa Interstate Railroad and the slopes are "critical" and protected, the vegetation on this adjacent site will be preserved. As the design process progresses, the grading design for the site will include challenges and opportunities, we plan to work with University Heights on developing the best possible solution.

4. Along the west bay of parking stalls there is a break in the parking stall layout, and shows what looks like two islands notched out, and in between, instead of parking stalls, appears to be a vehicular drive aisle connecting to the proposed trail/sidewalk running through the 22-foot alley. This is located just north of the text that reads "15' BUILDING SETBACK". What is drive aisle connection to the trail shown for? This opening was put there just in case in the future any development to the property to the west was done. If someone went in there and put up some kind of extended stay type dwelling etc, then this would be there available to access the hotel easily. We can take it out or leave it in either way is good with us.

Thanks,

Josiah D. Bilskemper, P.E.

Shive-Hattery, Inc.
2839 Northgate Drive
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(319) 354-3040

From: Greg Stiltner [mailto:gstiltner@stiltnerelectric.com]
Sent: Friday, July 28, 2017 8:07 AM
To: Josiah D. Bilskemper <jbilskemper@shive-hattery.com>
Subject: print

Resending, just in case you didn't get it.

Greg Stiltner
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Josiah D. Bilskemper

From: Greg Stiltner <gstiltner@stiltnelectric.com>
Sent: Monday, July 31, 2017 8:21 AM
To: Josiah D. Bilskemper
Cc: ballard@lefflaw.com; Kent Ralston (Kent-Ralston@iowa-city.org); jimglasgow; Steven Boyd
Subject: Re: ULP PUD Application
Attachments: AERIAL - Lytham Condominium Sidewalk.pdf

Categories: Filed by Newforma

Josiah,

I think you are correct about this being mentioned as the Iowa city bike trail. I'm enclosing a document with a red arrow, the arrow indicates where we plan on connecting the 2 sidewalks together. Jim and I currently own the property all the way to the proposed connection and people constantly are walking thru our property at 101 Woodside Drive to get the 22 foot gravel path. Either way, if they object or not we would take it to that point for all the people that walk that way. I would hope they would see it as a benefit and agree to connect the short distance between, but to answer your question no we haven't bothered them with questions just yet, we wanted to wait until he had somewhat of an idea if we could get the rezoning or not. Thanks for all the input, good questions.

Greg Stiltner
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From: "Josiah D. Bilskemper" <jbilskemper@shive-hattery.com>
Date: Thursday, July 27, 2017 at 4:04 PM
To: Greg Stiltner <gstiltner@stiltnelectric.com>
Cc: "ballard@lefflaw.com" <ballard@lefflaw.com>, "Kent Ralston (Kent-Ralston@iowa-city.org)" <Kent-Ralston@iowa-city.org>, jimglasgow <jimglasgow@q.com>
Subject: RE: ULP PUD Application

Hi Greg,

A quick question for you just to get clarification on the intent of the trail on the site plan. It is shown conceptually continuing south of the property and beyond the bottom of the page. See the attached aerial image and let me know the answer to the two questions noted.

Thanks,

Josiah D. Bilskemper, P.E.

Shive-Hattery, Inc.
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MidAmerican Energy Company
1630 Lower Muscatine Road
Iowa City, Iowa 52240

July 25, 2017

Mr. Greg Stiltner
Stiltner Electric Inc.
340 Herky St
North Liberty, IA 52317

Re: Availability of natural gas to serve Courtyard Marriott at 901 Melrose Ave, Iowa City, IA 52246

Dear Mr. Stiltner;

According to the conditions of our Tariff, on file with the Iowa Utilities Board, MidAmerican Energy Company will install natural gas facilities to serve the above project.

If you need anything else or if you have any questions, please contact me at 319-341-4455.

Sincerely,

A handwritten signature in black ink, appearing to read "Curt Mattingly", written over a white background.

Curt Mattingly
Customer Technician - Iowa City Service Center

7/24/2017

Greg Stiltner
Stiltner Electric Inc
340 Herky St.
North Liberty, IA 52317

Reference: Availability of electric to serve **Courtyard Marriott** at 901 Melrose Ave.,
Iowa City, IA 52246

Dear Mr. Stiltner:

According to the conditions of our Tariff, on file with the Iowa Utilities Board, MidAmerican Energy Company will install underground electric facilities to serve the above project. Below is a concern MidAmerican Energy has regarding the project.

There is possible conflict between the new driveway, bike path and the three-phase wood pole on Melrose Avenue adjacent to the driveway. MidAmerican will work with the customer or the City of University Heights to relocate this pole.

Please call me at (319) 341-4471 if you have any questions regarding this matter.

Sincerely,

Trey Nguyen
MidAmerican Energy Company

Josiah D. Bilskemper

From: Josiah D. Bilskemper
Sent: Monday, July 31, 2017 8:29 PM
To: 'pbb338koser@aol.com'
Cc: louisebob@mchsi.com; ballard@lefflaw.com
Subject: RE: A Couple of Technical Questions (ULP)

Categories: Filed by Newforma

Pat,

You asked below about generally recognized engineering or safety standards as it relates to the proposed development access on Melrose Avenue. We have been using the "Statewide Urban Design and Specifications" (SUDAS) design manual and specifications for University Heights projects. This design manual and specifications are reviewed and updated each year based on multiple regularly occurring work sessions of technical and district committees, the SUDAD Board of Directors, construction and contractor representatives, and engineering consultants throughout the state of Iowa. I think these design standards would be applicable to the proposed project's access layout.

The SUDAS design standards address recommended minimum intersection clearance between an intersecting road and an adjacent driveway. As I mentioned at a previous zoning meeting, the minimum distance varies depending on the classification of the main street (Melrose Avenue). If you evaluate Melrose as an arterial, the recommended minimum clearance is 145-feet. If you evaluate it as a major collector street, the recommended minimum clearance is 100-feet. Using the PDF site plan submitted by the applicant, and scaling the distance between Olive Court and the proposed hotel access drive on Melrose results in a clearance distance of approximately 95-feet. However, please keep in mind that at this stage, the measurement is based off a conceptual drawing so is approximate.

Melrose is noted as a minor arterial for federal functional classification (determining eligibility for funding), but it functions much like the definition of a collector street through this particular area of University Heights with many direct residential accesses. Based on the existing conditions, it would not be possible to obtain 145-feet of clearance between an access drive and Olive Court. That measurement would push the access drive into the side of the railroad bridge.

Aside from the clearance distance between Olive Court, it's important to note that there are several other design factors (noted in the SUDAS design manual) that work together to create a safe and efficient access drive: smooth vertical geometrics, adequate driveway width, adequate sight distance, providing left-turn lanes to remove turning traffic from the through traffic, clearly delineating and defining the entrance and exit lanes on the access (pavement markings, geometry, signage), adequate radii of the driveway edges connecting to the street.

It's possible that the driveway could end up being designed to be narrower, for example, to get an additional 5-feet to get from 95-feet clearance from Olive Court to 100-feet. However, that action reduces access width, and perhaps impacts entrance radii or vehicle turning movements that makes it easier for vehicles to enter or exit smoothly. This is just an example, but shows that there can be a balance to be struck between the various design principles.

The other equally important component (aside from design side of things) is the traffic impact analysis, and estimate of peak hour traffic and trips generated, which was the subject of the MPOJC traffic impact analysis. I know you didn't ask about that aspect in your question below, but it's somewhat of a prerequisite before even getting to the design side of things. The summary finding from that report was that "staff does not expect the proposed development to have a detrimental effect on overall traffic operations in the study area, nor does it appear that traffic generated by the development will experience undue delays entering/exiting the property."

Josiah D. Bilskemper, P.E.
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From: pbb338koser@aol.com [mailto:pbb338koser@aol.com]
Sent: Tuesday, July 25, 2017 4:29 PM
To: Josiah D. Bilskemper <jbilskemper@shive-hattery.com>
Cc: louisebob@mchsi.com; ballard@lefflaw.com
Subject: A Couple of Technical Questions (ULP)

Dear Josiah,

Calculation of Building Height

For OUP, permissible height was calculated from “the highest point of the finished grade of any street on which [the] property abuts.”

As changed two years back, permissible height is now calculated from “grade” with that term being defined as “the average point of elevation of the finished surface of the ground, paving, or sidewalk within the area ... between the building and a line five (5) feet from the building. If the finished surface of the ground has been raised by adding fill to create a higher grade around a building, the slope of the fill within twenty (20) feet of the building shall not exceed four (4) horizontal to one (1) vertical or twenty-five (25) percent.”

With a parcel the size of 901 Melrose and a building as large as the hotel being proposed, what are your thoughts about the calculation of grade where the building might “cut across” varying grades (i.e., might it be the average of (presumably) perpendicularly measured average elevations at all points around the building’s perimeter?).

Design Standards Regarding Proposed Exit/Entrance

MPOjc’s Traffic Impact Analysis includes a review of collision data at Melrose Avenue’s intersections with Olive Court and Evahevski Drive. Some residents have raised concerns about the location of the proposed project’s exit/entrance relatively close between Olive Court to the west and the bridge to the east.

I do not know whether a city’s approval of a PUD would come within its scope, but Iowa law provides an exemption from municipal tort liability for “[a]ny claim based upon or arising out of a claim of ... negligent adoption of design or specification ... of a highway, secondary road, or street ... that was constructed or reconstructed in accordance with a generally recognized engineering or safety standard, criteria, or design theory in existence at the time of the construction or reconstruction.” Iowa Code Sec. 670.4(1)(g).

Please let me know if you are aware of any “enerally recognized engineering or safety standard, criteria, or design theory” that might be applicable to the proposed project’s exit/entrance.

Thanks in advance for getting back to me on these two questions, and feel free to call me tomorrow or Thursday if either of is in need of clarification or elaboration. I’m going to be out-of-town from early Friday morning through late Sunday evening, and to be included as an agenda attachment for next Tuesday’s Zoning Commission meeting any written response should be sent to me by the end of the work day next Monday.

Best regards,

Pat