HIAWATHA PLANNING AND ZONING COMMISSION
REGULAR MEETING
June 24, 2019

The Hiawatha Planning and Zoning Commission met on June 24, 2019. Chairperson, Mark Powers called the meeting to order at 5:30 P.M. Members present: Vice Chairperson, Mark Ross, Darryl Cheney, Lisa Jepsen, Terry Trimpe. Members Absent: Kenny Jones, Eric Hoover. Staff present: Community Development Director Patrick Parsley, City Engineer, John Bender. Guests in Attendance: Denny Norton.

Board Member, Darryl Cheney moved to approve the agenda. Second by Terry Trimpe. Motion carried.

Vice Chairperson, Mark Ross moved to approve the meeting minutes of May 20th, 2019. Second by Lisa Jepsen. Motion carried.

Vice Chairperson, Mark Ross moved to approve the work session minutes of April 22nd, 2019. Second by Lisa Jepsen. Motion carried

Consider Resolution for recommendation to City Council for acceptance of the Robins Road Study Report as delivered by Bolton and Menk including the implementation plan.

Community Development Director Patrick Parsley started by presenting a PowerPoint presentation of the Robins Road Corridor Study that should answer questions related to the three proposed resolutions.

- This overview will summarize the high points of the study and show where we are going to go moving forward and what we as staff are recommending to go to Council. So, staff recommendations to go to council are the three resolutions, it is not the complete combination of what we have to do from this report. There will be additional implementation steps that will come afterwards, the main one being whether or not we want to create a Robins Road overlay district or if we think the addition of this report to our guidelines and to our comprehensive plan would be enough for us to move forward of what we want on Robins Road. Overall the study was good and had good ideas and the projected plans sticking with our goals to boost community. We know this is a gateway to the City of Hiawatha and it’s an extension to our plan for a downtown and we think this could be one of the important spokes in terms of an area for a close commerce and dense residential area. We also went through this because we need to do a redevelopment of the infrastructure on Robins Road to try to attract additional investment in this area.
- There are three major owners in this area that would help facilitate this project. We informed the business owners of what we have in mind and looked at what we would recommend in terms of zones. Now we are looking at what we need to do to implement these ideas.

- This report includes conceptual designs on the right of way, including pedestrian area and pedestrian facilities. Also, the best uses for the future land uses.
- Divided into three sections of the downtown area
    - South
    - Middle
    - North
- South section would be a transition from Midtown. In that area we would have center medians. In the middle section we would transition into a three-lane road with a center turn lane. All of these would include a trail and sidewalk on one side, which would tie into out trail system. The middle section would also include a revamped Northwood/Robins Road intersession to make it pedestrian friendly and it would include the tie in at Parsons. The North section would have on-street parking. This design would slow traffic and incorporate existing building locations already on the lots.
- For future land uses we broadened the area to Center Point Road. We also looked at the various uses and the owners involved and took a general prospective. The various zones give us a big picture idea of where we would like this to go. The present land use includes industrial uses and zoning so part of the implementation would be changing the present zones to fit what we see as future land use opportunity.
- As we move forward with the implementations, we will first look at public right of way and how to get that moving forward. We had them do estimates based on those implementations for the three separate phases for the improvements of Robins Road.

City Engineer, John Bender stated the Robins Road numbers include lowing the utilities, which does increase the cost on the Robins Road side but as we looked at the numbers, we think it's a place to start. Once you get into the details you get a lot more information but I think they are a good order of magnitude.

Community Development Director, Patrick Parsley agreed and added what else effect these number is how fast we decide to move forward. The numbers for the public right of way end up being about 8 million.
The implementation for the land use is more intricate, what we would do tonight is to recognize the study and to put it in line with our Design Guidelines and Comprehensive Plan and the future land use map.

- The main changes to the future land use map are to get rid of all the little zones along Robins Road and try to distinguish them into the comprehensive plan as either mixed use, medium density residential or high density residential.

Board member Mark Ross asked how the committee, the major stakeholder like Darrah's, Hawkeye Communication and GoDaddy accepted the changes?
Community Development Director, Patrick Parsley answered only a few stakeholders would be experiencing the changes like Darrah's and Gary Moose which are industrial. The main changes would be

getting rid of those industrial properties and recommending the manufactured home park would be rezoned as multifamily zone. Most of these ideas are extensions of the Midtown plans.

Board member Terry Trimpe asked for clarification on the location of the road improvements.

Community Development Director, Patrick Parsley showed the map of the location and explained what changes would be made also agreeing the map of the road improvements need a compass as reference.

Community Development Director, Patrick Parsley started he met with the owner of Darrah's, Cedar Graphics and Gary Moose and they were receptive to the changes presented.

Chairperson, Mark Powers asked if we had input from the garbage company owner?

Community Development Director, Patrick Parsley answered we did not get input from the garbage company but they will be impacted by the changes going from industrial to commercial, as would Darrah's.

Chairperson, Mark Powers asked if the process stops at Boyson Road?

Community Development Director, Patrick Parsley answered yes, this stops at Boyson Road.

Vice Chairperson Mark Ross asked if Boyson Road will tie into this someday?

Community Development Director, Patrick Parsley answered once we hit Tower Terrace that's almost the end of Hiawatha. Our Design Guidelines we have put together turn at Tower Terrace. So, Tower Terrace, Robins Road, Center Point Road and Edgewood Road become the boulevards that enclose the City of Hiawatha. So, the design guidelines do continue beyond Boyson. Which means moving forward any development along Robins Road are all within the design guidelines. As for the right of way in that area John can speak for that.

City Engineer, John Bender continued stating there are improvements in the CIP for Boyson, the S curve has been there for many years and to realign that there are improvements in the property north of that as industrial. Hopefully extra work on Boyson Road will enhance that property. Boyson will absolutely tie into this.

Chairperson, Mark Powers asked if there was a time frame to get this Boyson back on track.

City Engineer, John Bender answered there is a timeline, it's back in the CIP although it was delayed due to when that road is realigned there is only one way to do that and that is to close it and we are not sure where all the traffic would go.

Board member Terry Trimpe asked if they are planning on doing work on the Tower Terrace interchange first before they start working on Boyson?

City Engineer, John Bender responded they are at least getting the Tower Terrace all planned out before working on Boyson. I think they may be happening close to the same time of each other or right after.

Board member Darryl Cheney asked how much of the cost for the right of way work will get transferred to the property owners?

Community Development Director, Patrick Parsley answered that the City of Hiawatha in its present policies does not assess the adjacent properties but those improvements are paid for through our capital improvements program which is paid for by everybody.

City Engineer, John Bender agreed with that statement.

Board member Lisa Jepsen stated the big picture is, if we build it, they will come strategy.

Community Development Director, Patrick Parsley answer yes, that is the bigger picture.

Board member Lisa Jepsen continued best case scenario the city has an improved tax base and worst-case scenario the city invests in the infrastructure to bury utilities which is expensive but it would improve the aesthetics and the traffic flow.

Community Development Director, Patrick Parsley answered you are correct. The infrastructure will have to be improved.

Chairperson, Mark Powers agreed and stated some of that infrastructure is old and needs replaced.

Chairperson, Mark Powers moved to approve recommendation to City Council for acceptance of the Robins Road Study Report as delivered by Bolton and Menk including the implementation plan. Second by Darryl Cheney. Motion carried

AYES: DARRYL CHENEY, LISA JEPSEN, TERRY TRIMPE, MARK ROSS, MARK POWERS.
NAYS: NONE
ABSENT: KENNY JONES, ERIC HOOVER
Motion Carried.
Resolution #19-005 Approved

Consider Resolution for recommendation to City Council to amend the Comprehensive Plan 2036 and the Future Land Use Map as detailed in the Robins Road Study.

Vice Chairperson, Mark Ross moved to approve recommendation to City Council to amend the Comprehensive Plan 2036 and the Future Land Use Map as detailed in the Robins Road Study. Second by Lisa Jepsen Cheney. Motion carried

AYES: DARRYL CHENEY, LISA JEPSEN, TERRY TRIMPE, MARK ROSS, MARK POWERS.
NAYS: NONE
ABSENT: KENNY JONES, ERIC HOOVER
Motion Carried.
Resolution #19-006 Approved

Consider Resolution for recommendation to City Council to amend the Design Guidelines to recognize the Robins Road Study Right of Way design changes.

Board member, Darryl Cheney moved to approve resolution with some changes to the wording of the resolution to:

Consider Resolution for recommendation to City Council to amend the Design Guideline to recognize the Robins Road Study, Right of Way design concept changes

Second by Lisa Jepsen Cheney. Motion carried

AYES: DARRYL CHENEY, LISA JEPSEN, TERRY TRIMPE, MARK ROSS, MARK POWERS.
NAYS: NONE
ABSENT: KENNY JONES, ERIC HOOVER
Motion Carried.
Resolution #19-007 Approved

Lisa Jepsen moved to adjourn the meeting at 6:11 P.M. Second by Terry Trimpe. Motion Carried.

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Mark Powers, Chairperson

ATTEST:

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Tiffany Stinson, Permit Clerk