

CITY OF MUSCATINE
IN-DEPTH CITY COUNCIL MINUTES
Council Chambers – 7:00 p.m. – July 14, 2016

Mayor Broderson called the City Council meeting for Thursday, July 14, 2016, to order at 7:00 p.m. Councilmembers present were Rehwaldt, Fitzgerald, Natvig, Saucedo, Bynum, Harvey, and Spread.

The first item on the agenda was a request to approve a Quiet Zone Funding Agreement.

Community Development Director David Gobin stated the Quiet Zone will begin at the Mad Creek pedestrian crossing and extend down to the Hershey Avenue Lift Station on Mississippi Drive. He stated the train horns will stop approximately ¼ mile from each of these locations. He stated two Quiet Zone feasibility studies will be required with the first being how to declare a Quiet Zone and the second being the application process. He stated that tonight staff is looking to enter into a funding agreement with a local trust to conduct the two studies. He stated there are federal and state requirements that have to be addressed.

There were questions and comments from City Council concerning the Quiet Zone that were addressed by Mr. Gobin.

#23479. Councilmember Spread moved to authorize the Quiet Zone Funding Agreement. Seconded by Councilmember Harvey. All ayes; motion carried.

The next item on the agenda was a review of the recommendation being made by the Chamber Commercial Dumpster Committee.

Greg Jenkins of the Greater Muscatine Chamber of Commerce and Industry stated that at the May 12, 2016 In-Depth meeting staff had provided City Council with a power point presentation of the commercial dumpster account review that took place earlier in the spring. He stated it was recommended at that meeting that the proposed new rates be reviewed by a Chamber Committee which would include members of the Chamber Landfill Committee. He stated the new committee met in June and reviewed the power point presentation, related backup information, and the initial proposed rate schedule. He stated there was discussion concerning the significant increases to many of the customers and they asked the city if there was some way to soften the blow.

Mr. Jenkins stated the city was able to provide a rate scenario that would best address the Committee's request and that would cover the city's direct costs of providing the commercial dumpster services. He stated the proposed rate schedule was based on 80% of the original rates and also allowed for a 25% fee reduction for the second or third dumpsters for businesses with multiple dumpsters. He stated that under this schedule, revenues would be increased by an estimated \$65,800 which would bring revenues to a level that would cover the direct costs of providing this service. He also stated that the proposed schedule would not fund the allocation of indirect costs but would ease the immediate impact of the overall rate increase and would be less likely to result in a significant reduction in the number of commercial customers and waste volume.

Mr. Jenkins stated it is the Committee's recommendation the new rate schedule be implemented by the city and that prior to its implementation, the current customers be provided with 60 to 90 day notices. He stated the Committee also recommended the city work with customers to ensure they have the right size dumpsters and look into providing greater access to recycling containers. He stated that items that are recycled could result in reduced dumpster space.

There was discussion from City Council concerning the Committee's recommendation and the need for more recycling containers.

Mr. Jenkins then recognized Tom Spread and Bill Trent who both were part of the Committee.

The next item on the agenda was a Creekside Development Project TIF request.

Chris Ales, speaking on behalf of DN Development LLC, stated his application submitted to the Iowa Finance Authority in December 2015 was not approved. He stated the competition for IFA tax credits is very strong and his project did not score high enough to obtain the tax credits in 2016. He stated he would like to submit a new application to the IFA and that local incentives will enhance the project's competitive scoring.

Mr. Ales then gave an overview of the senior housing project which includes 48 units (24 duplexes).

Mr. Ales stated this year he is requesting the city provide tax increment financing for the project which will add an additional 21 points to the application score. He stated the project's estimated cost is approximately \$9 million and will require a substantial commitment from the state which is why they would like to see a substantial commitment from the city.

Councilmember Fitzgerald asked if Mr. Ales was seeking \$7.8 from the state, and he answered yes.

Councilmember Fitzgerald then asked who would make up the difference, and Mr. Ales stated it would be handled through a conventional mortgage.

There were questions and comments from City Council concerning the senior housing project that were addressed by Mr. Ales.

Councilmember Saucedo asked if the city has done this type of TIF before.

City Administrator Mandsager stated the Harrison Street Lofts TIF request that was approved by City Council last year was the first one similar to this project. He pointed out there is no TIF District in place for this project so City Council would need to create the TIF District in addition to the development agreement and then amend the Urban Renewal Plan to include the new TIF District.

Councilmember Saucedo asked Mr. Ales if the project could move forward without the TIF, and Mr. Ales answered no.

There was discussion by City Council concerning Mr. Ales' tax increment financing request.

City Administrator Mandsager asked if there is a consensus from City Council to move forward with this TIF request.

It was the consensus of City Council to move forward with Mr. Ales' request for tax increment financing for the project.

The final item on the agenda was an update of the Mississippi Drive Corridor Project.

Jim Harbaugh of Bolton-Menk stated he would be reviewing the power point that was presented at the last public meeting. He stated that some modifications have been made to the power point.

Mr. Harbaugh stated this project is a financial partnership between the city, the Canadian Pacific Railroad, and Muscatine Power & Water. He stated the elevation of the railroad along Mississippi Drive has been raised already and will need to be leveled. He stated the final product will be designed to handle the existing and future traffic demands, including large trucks and will be sensitive to our climate, and be cost conscious.

Mr. Harbaugh stated the project goals are as follows:

- Modernize Mississippi Drive
- Incorporate Complete Streets design principles
- Provide a safe and attractive environment for all users
- Improve connectivity to the riverfront
- Enhance overall aesthetics of the Corridor
- Effectively engage the public throughout the process
- Implement a community supported and technically sound project

Mr. Harbaugh stated the project has four sections which are the Carver Corner, Bluff-Residential, Downtown, and HNI Campus.

Mr. Harbaugh stated that in-progress work includes finalizing the corridor vertical roadway alignment, determining the finish grade of the roadway surface, coordinating the utility design with Muscatine Power & Water, coordinating the railroad design with Canadian Pacific, developing a concept design of streetscape elements, and developing a staging plan to minimize construction impacts. He stated that one component in the staging plan that has been completed is the conversion of 2nd Street from a one-way street to a two-way street.

Mr. Harbaugh then gave an explanation of the corridor design using the typical three lane section. He stated the posted speed limit will be 25 miles per hour and there will be one travel lane each direction with a center left-turn lane where applicable. He stated the variable median widths will be based on the district and right-of-way width. He stated the design will include surmountable curbs and mow streets with EMS access and back-in angled parking on the north side of the road only throughout the downtown area.

Mr. Harbaugh then showed what the roadway might look like in each of the four sections.

Mr. Harbaugh then discussed the three alternatives for the Carver Corner which included a roundabout, a roadway sweep, and the EA preferred alternative.

Mr. Harbaugh stated the cost range for the three alternatives were \$1 million for the roundabout, \$1.1 million for the “sweep”, and \$1.7 million for the EA preferred alternative. He stated the estimate for the “sweep” alternative includes traffic signal costs and the EA preferred alternative includes right-of-way and signal costs.

Mr. Harbaugh then discussed the alternatives for 2nd and Mulberry which included a roundabout, a traditional signalized intersection, and the EA preferred alternative.

He stated the cost for the roundabout would be approximately \$700,000 and for the four-way intersection the approximate cost would be \$850,000.

Mr. Harbaugh then touched on the community feedback stemming from the public meetings.

Casey Byers, also of Bolton-Menk, provided an overview of the project's landscape design.

Mr. Harbaugh then discussed the Environmental Assessment stipulations for the project as well as Environmental Assessment options.

Mr. Harbaugh then gave a summary of the community driven design recommendations which are as follows:

- 3 lane typical cross section
- Back-in angled parking (north side only)
- Roundabouts at Carver at Carver Corner and 2nd and Mulberry (roundabouts bid separately to allow for EA resolution)
- Two-way traffic on 2nd Street
- Historic lighting
- Mix of hardscape and light landscaping

There were questions and comments from City Council that were answered by Mr. Harbaugh and staff.

Under comments, Councilmember Bynum stated that after the horrendous rain earlier in the week there are still ponds of water. He asked if staff had any idea what really happened.

City Administrator Gregg Mandsager stated the city received approximately 3 ¼" of rain in 1 ½ hours. He stated it was a 75 year rain event and there is no way to plan infrastructure for this type of rainfall. He stated that with this much rainfall, there are going to be issues. He stated staff appreciates the patience residents have shown.

Councilmember Harvey asked if there are bottlenecks in the sewer systems that can be identified.

City Administrator Mandsager stated his answer is that there was too much water in a short period of time.

Mayor Broderson reminded everyone about Coffee with the Mayor on July 23, 2016 at Happy Joe's Pizza on Lake Park Boulevard beginning at 9:00 a.m.

Councilmember Harvey moved the meeting be adjourned at 9:07 p.m.

Gregg Mandsager, City Administrator