



City of Muscatine

PLANNING AND ZONING COMMISSION

Tuesday, June 10, 2025

The Planning and Zoning Commission meets on the 2nd Tuesday of each month at 5:30 p.m. in City Hall Council Chambers.

June 10, 2025, 5:30 PM

AGENDA

1. CALL TO ORDER/ROLL CALL

2. MISSION STATEMENT

3. MINUTES

A. Approval of minutes from the May 13, 2025 meeting

4. REZONING

A. **9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive – R-3 Residential to R-4 Residential (Hackett Development)**

T&T Hackett Development Group LLC, seeks to rezone 9.25 acres to R-4 Residential to allow for a 28-lot subdivision. The proposed development requires this rezoning because 4 of the 28 lots fail to meet either the minimum lot size or frontage requirements of the current R-3 district, and an additional 9 lots do not meet the required street frontage standards.

5. SUBDIVISION

A. Preliminary Plat – Hackett Development

T&T Hackett Development Group LLC Development Group LLC, has submitted a preliminary plat, for the Hackett Development subdivison, a 28-lot residential subdivision on a 9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive. The subdivision will include 18 zero-lot-line duplexes, with each unit situated on its own parcel and the property line dividing the common wall. The remaining 10 lots will be for detached, single-family homes.

B. Final Plat – Hackett Development, First Addition

T&T Hackett Development Group LLC has submitted a final plat for the nine northernmost lots of the Hackett Development's preliminary plat. This concurrent submittal allows construction on these lots to begin while the subdivision's infrastructure is still being built.

6. RIGHT OF WAY VACATION

A. Clint Church • (Porfons of alley Right of Way adjoining Parcel 1303456016 and 1303456012)

Clint Church is requesting the vacation of the portion of the alley right-of-way that bisects Parcels 1303456016 and 1303456012, located on Roby Ave. The intent is to vacate the undeveloped alley for continue use of the entire property.

7. ADJOURNMENT

MINUTES
May 13, 2025 – 5:30 p.m.
Planning and Zoning Commission
Muscatine City Hall
City Council Chambers

Present: Andrew Anderson, Kayla Bendorf, Sharon Froelich, Jodi Hansen, Kent Jurgensen and Mark Seaman

Unexcused:

Excused: Vacant position

Staff: Andrew Fangman, Senior City Planner, Community Development
April Limburg, City Planner, Community Development
Christa Bailey, Office Manager, Community Development

Chairperson Jodi Hansen opened the meeting at 5:30 p.m. and read the mission statement.

Minutes:

Andrew Anderson motioned to approve the March 11, 2025 minutes; seconded by Mark Seaman. All ayes, motion carried.

Subdivision:

506 Spring Street Subdivision – 2 lots at 506 Spring St

Ron Monahan with Muscatine Center for Social Action (MCSA), 312 Iowa Ave, was present to discuss the proposed subdivision. Mr. Monahan explained that MCSA plans to use the additional parcel to fulfill a grant from the Iowa Finance Authority which is allowing MCSA to take the savings from the six originally proposed houses to build a seventh house.

Kent Jurgensen questioned if the proposed house is the only type allowed by the grant. Mr. Monahan stated the house type is not mandated by the grant but they chose the house type to maximum the use of the parcels and because they already own the construction plans of the proposed houses. Andrew Fangman commented that the proposed split allows alley access for both lots and Mr. Monahan added that it also allows them to add concrete pads off the alley for parking.

Mark Seaman motioned to approve the subdivision; seconded by Kayla Bendorf. All ayes, motion carried.

Right of Way Vacation:

Sulzco LLC • Portions of alley Right of Way adjoining Parcel 1303456014

Zack Sulzberger with Sulzco LLC, 2909 172nd St, was present to discuss the proposed right of way vacation. Mr. Sulzberger explained that he purchased parcel 1303456014 which he is cleaning up to make it a level buildable site and plans to develop the lot for commercial, residential or recreational use but the parcel is split by the alley right of way.

Clint Church, 802 E 9th St, stated he owns the adjacent lot which the alley continues through so if the proposed alley closure is approved traffic may be pushed to the alley through his lot depending on the future use of Sulzco's lot. Mr. Church suggested to close the entire alley and vacate the right of way to the adjacent owners so they will not have to worry about Sulzco's future use. Kent Jurgensen commented that it would be possible to close the entire alley as if Sulzco needs access then a city street can be developed off of Roby Ave. Andrew Fangman added that the entire alley right of way could be vacated but the adjacent lot owners will also need to apply for the right of way vacation, to which Mr. Church stated they plan to do so.

Andrew Anderson motioned to approve the right of way vacation; seconded by Kayla Bendorf. All ayes, motion carried.

Meeting adjourned at 5:50 p.m.

ATTEST:

Jodi Hansen, Chairperson
Planning and Zoning Commission

Respectfully Submitted,

Andrew Fangman, Secretary
Assistant Community Development Director



COMMUNITY DEVELOPMENT DEPARTMENT

City Hall - 215 Sycamore St
Muscatine, IA 52761-3840
(563) 262-4141
Fax (563) 262-4142

Planning • Zoning • Building Safety • Construction Inspection Services • Public Health • Housing Inspections • Code Enforcement

To: Planning and Zoning Commission

From: Andrew Fangman, Senior Planner

Date: June 10, 2025

Re: Hackett Development - 9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive

- Rezoning: R-3 Residential to R-4 Residential
- Preliminary Plat – 28 lots
- Final Plat (First Addition) – 9 lots

INTRODUCTION: The Hackett Development, proposed by T&T Hackett Development Group LLC, is a 28-lot residential subdivision on a 9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive. The subdivision will include 18 zero-lot-line duplexes, with each unit situated on its own parcel and the property line dividing the common wall. The remaining 10 lots will be for detached, single-family homes. The average assessed value of the 28 homes created by the project is projected to be \$400,000. The new streets will create a connection between Clarabeck Lane and Green Acres Drive. A hammerhead turnaround will be constructed at the new terminus of Clarabeck Lane. A site plan can be found on Page 9.

There are three items on this Planning and Zoning Commission agenda that are directly related to the proposed Hackett Development:

- A request to rezone the subject property from R-3 to R-4.
- A 28-lot preliminary plat for the entire proposed subdivision.
- A final plat for a first phase of nine lots within the proposed subdivision.

BACKGROUND: The subject property is currently located in the R-3 Residential Zoning District, which establishes a minimum lot size of 7,000 square feet and a minimum frontage of 60 feet along the street right-of-way. Within the proposed subdivision, 4 of the 28 lots do not meet either the minimum lot size or frontage standards of the R-3 district, and an additional 9 lots do not meet the required street frontage standards. Therefore, in order for the proposed development to proceed, a rezoning to R-4 Residential is necessary. The R-4 District allows for greater residential density on smaller lots, having a minimum lot size of 5,000 square feet and a requirement of 50 feet of street frontage.

The proposed rezoning would allow for development that is compatible with surrounding land uses. Despite zoning that would permit smaller lots, the proposed mix of larger and smaller lots (ranging from 6,715 to 38,547 square feet) results in an overall density of 3.03 dwelling units per acre. This density is largely consistent with that of adjoining neighborhoods, such as the West Bay Drive neighborhood (3.21 dwelling units per acre) and the Green Acres Drive neighborhood (3.23 dwelling units per acre). Furthermore, a timbered drainageway will effectively screen the development from the medical offices to the north. A map depicting the zoning of the surrounding area can be found on Page 6.

A preliminary plat for the entire 28-lot subdivision, Page 7, and a final plat for a first phase, Page 8, consisting of the nine most northerly lots, have been submitted. The developer's intent is to begin construction on the infrastructure for the entire subdivision immediately upon final

approval of the plats and rezoning. The developer will also submit a completion bond in the amount necessary to cover infrastructure for the lots contained within the first phase. This will allow the developer to begin construction on homes within this phase before the final completion of all subdivision infrastructure. It should be noted that a certificate of occupancy for a structure would only be granted upon the completion of infrastructure needed to support habitation of that given home. A final plat for the remaining 18 lots would be filed later this year upon the completion of all infrastructure shown on the preliminary plat. The developer is proposing to phase the project this way so that home construction can begin this year, if approved.

The proposed streets would be 27 feet wide, matching the existing width of both Clarabeck Lane and Green Acres Drive. This street extension would create a new three-way intersection connecting Clarabeck Lane and Green Acres Drive, which will be signed as a three-way stop. Upon completion, these streets will be dedicated to the City of Muscatine and thereafter maintained as public streets. Details of the proposed street improvements can found on the diagram on Page 9.

This project's stormwater management plan focuses on using grass swales in most rear and side yards, as agreed with the City Engineer, which negates the need for traditional detention improvements. These swales, designed to manage water quality and quantity, will maintain the property's natural eastward drainage. Additionally, a private storm sewer system has been designed for a 10-year storm event, featuring curb inlets and specific pipe types, with emergency overflow routes directing water to a nearby ravine. A complete grading plan can be found on Page 10.

RECOMMENDATION/RATIONALE:

Staff recommends that the proposed rezoning and plats be approved. This recommendation is based on the compatibility of the proposed development with surrounding land uses, the creation of needed housing stock in an optimal location, and the utility of the proposed street improvements to the wider community.

The proposed development would benefit the community by significantly address specific housing-related needs. Increasing the availability of housing has been identified as the most critical community need in Muscatine. For Muscatine to prosper, the available housing stock must grow in both quantity and quality. Without the needed housing stock, Muscatine will not be able to maintain the workforce or tax base necessary to support a thriving community with a high quality of life. Recognizing this, a goal of creating 2,000 new housing units by 2033 has been set.

High-quality, new single-family homes in desirable locations are a significant component of the needed housing stock in Muscatine. Constructing these needed homes requires the availability of desirable lots, but the current availability is increasingly a barrier to this type of housing construction. Over the past 17 years, only one new residential subdivision, Arbor Commons, completed in 2020, has been built within the City of Muscatine. As Arbor Commons nears build-out, only a few scattered lots are currently available for constructing new high-quality, single-family homes. Without creating new, attractive building lots within Muscatine, this type of construction will soon halt due to the lack of suitable lots. If this occurs, it is very unlikely that the additional housing stock needed to secure Muscatine's prosperous future will be built.

The proposed development's location strongly supports community growth through infill development. This approach leverages existing infrastructure and benefits from its proximity to desirable community amenities and facilities. Few locations in Muscatine offer a more advantageous proximity to schools, with Muscatine High School, Susan Clark Junior High School, McKinley Elementary School, and Saints Mary and Mathias Catholic School all within a half-mile. Furthermore, Fuller Park, Discovery Park, the Community Y, and the city-wide trail network are all less than a mile from the proposed development.

Beyond utilizing existing street and sewer infrastructure, the proposed development would improve existing street functionality by extending and connecting Clarabeck Lane and Green Acres Drive. This connection of two dead-end streets would benefit more than just the residents of the newly constructed homes.

Green Acres Drive was originally intended for a future northern extension and was therefore built without a turnaround. This resulted in an 830-foot-long street that is difficult for large vehicles to navigate. For example, due to the lack of a turnaround, trash and recycling trucks must back down the entire length of Green Acres twice during collection. The trucks pick up one side while driving to the end of Green Acres, then back out to Fulliam Avenue, re-enter Green Acres facing the other direction, then back up to the end of the street, to pick up the other side while driving out. Similarly, snow plowing and leaf pickup operations are made more difficult by the lack of a suitable turnaround. In an emergency, fire trucks responding to incidents on Green Acres would have to back out the entire length of the street. Current fire code would not permit the construction of such a long dead-end street without a turnaround. Clarabeck Lane also dead-ends without a vehicle turnaround. Similar to Green Acres Drive, Clarabeck Lane was constructed in the late 1960s with the expectation that future development would extend it, which explains the lack of a turnaround in what was intended as its first phase.

The proposed development's connection of Clarabeck and Green Acres would resolve the issues caused by the current dead-ends' lack of turnarounds for large vehicles. Eliminating the need for large vehicles, such as trash trucks, snowplows, fire trucks, and delivery vehicles, to back out of these streets will improve safety and efficiency for both existing residents and vehicle operators.

The proposed connection of Green Acres Drive and Clarabeck Lane would significantly improve access for existing homes on West Bay Drive, Clarabeck Lane, and Green Acres Drive. Currently, West Bay Drive and Clarabeck Lane are only accessible from Cedar Street, while Green Acres Drive is only accessible from Fulliam Avenue. Completing this connection would allow homes on these three streets to be reached from either Cedar Street or Fulliam Avenue.



Having more than one route in and out of a subdivision benefits residents by allowing them to take more direct routes to their destinations. Multiple entrances/exits to a subdivision significantly ease access during road construction or in the event of an emergency road closure.

The increased street connectivity created by connecting Clarabeck Lane and Green Acres Drive would benefit more than just those residing in the immediate vicinity. An additional connection between Cedar Street and Fulliam Avenue would be created in an area currently lacking such connections between Cedar Street and Houser Street, for the three-quarters of a mile between Houser Street and Logan Street. Currently, there are no connections between Cedar Street and Fulliam Avenue. The proposed project creates this connection.

Creating a connection between Cedar Street and Fulliam Avenue would provide a valuable detour route for construction or emergency incidents within the square of roads defined by Cedar Street, Logan Street, Fulliam Avenue, and Houser Street. Currently, there are few viable detour routes for closures on these street segments.

The winding design of the new connection will limit its use as a shortcut between Fulliam and Cedar, with Houser and Logan streets remaining more direct routes for most drivers. However, the diverted traffic will help reduce existing congestion without significantly increasing traffic on Clarabeck Lane and Green Acres Drive, thus preserving the area's residential character.

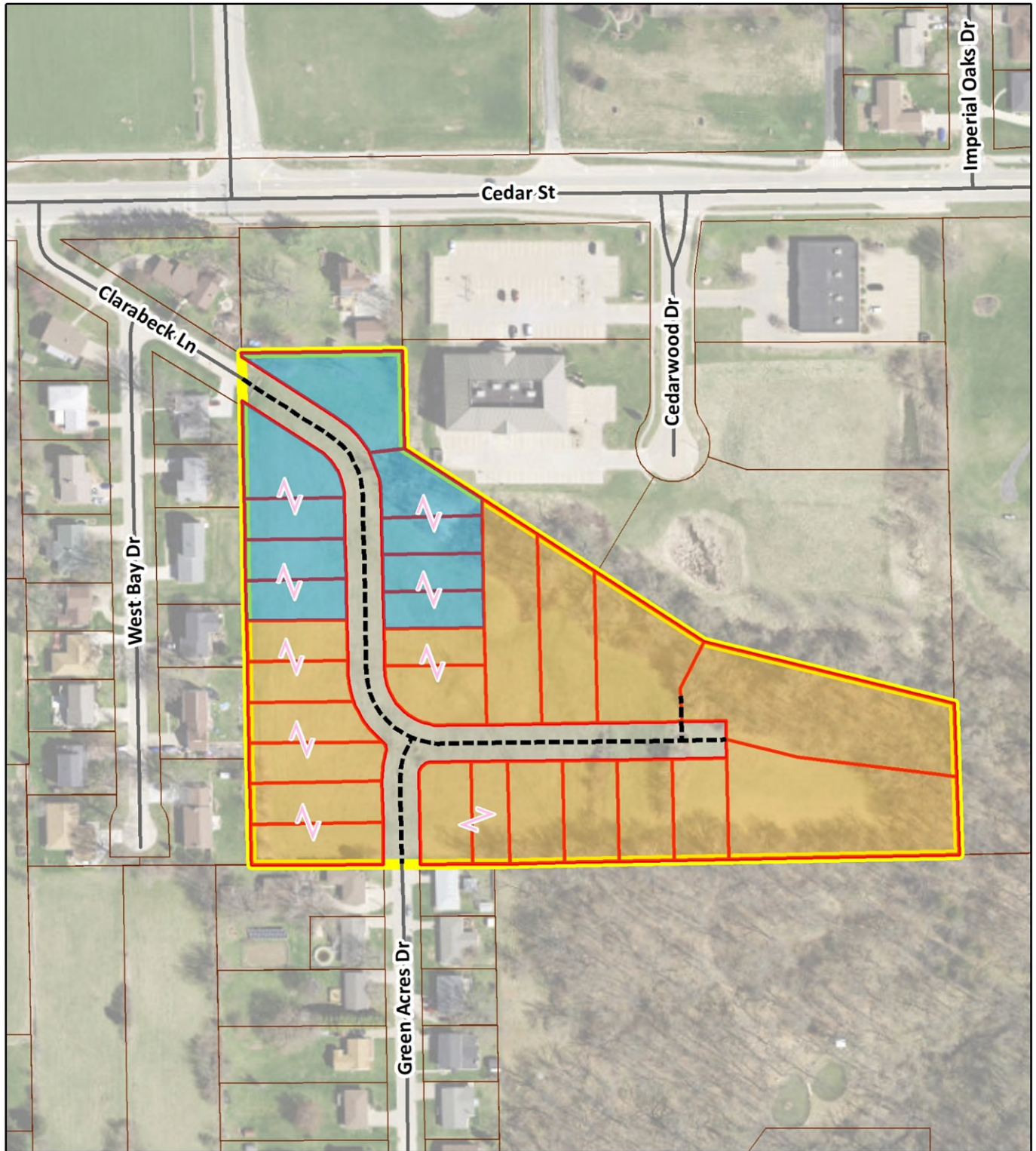
BACKUP INFORMATION:

1. Map
2. Zoning District Map
3. Preliminary Plat
4. Final Plat (First Addition)
5. Site Plan
6. Grading Plan



Hackett Development

0 100 200 400 Feet



Legend



Subject Area

--- Centerline of Proposed Street Extension

Proposed New Lots (28 Lots)



Property Line that Will Follow a Common Wall



First Addition (9 lots)

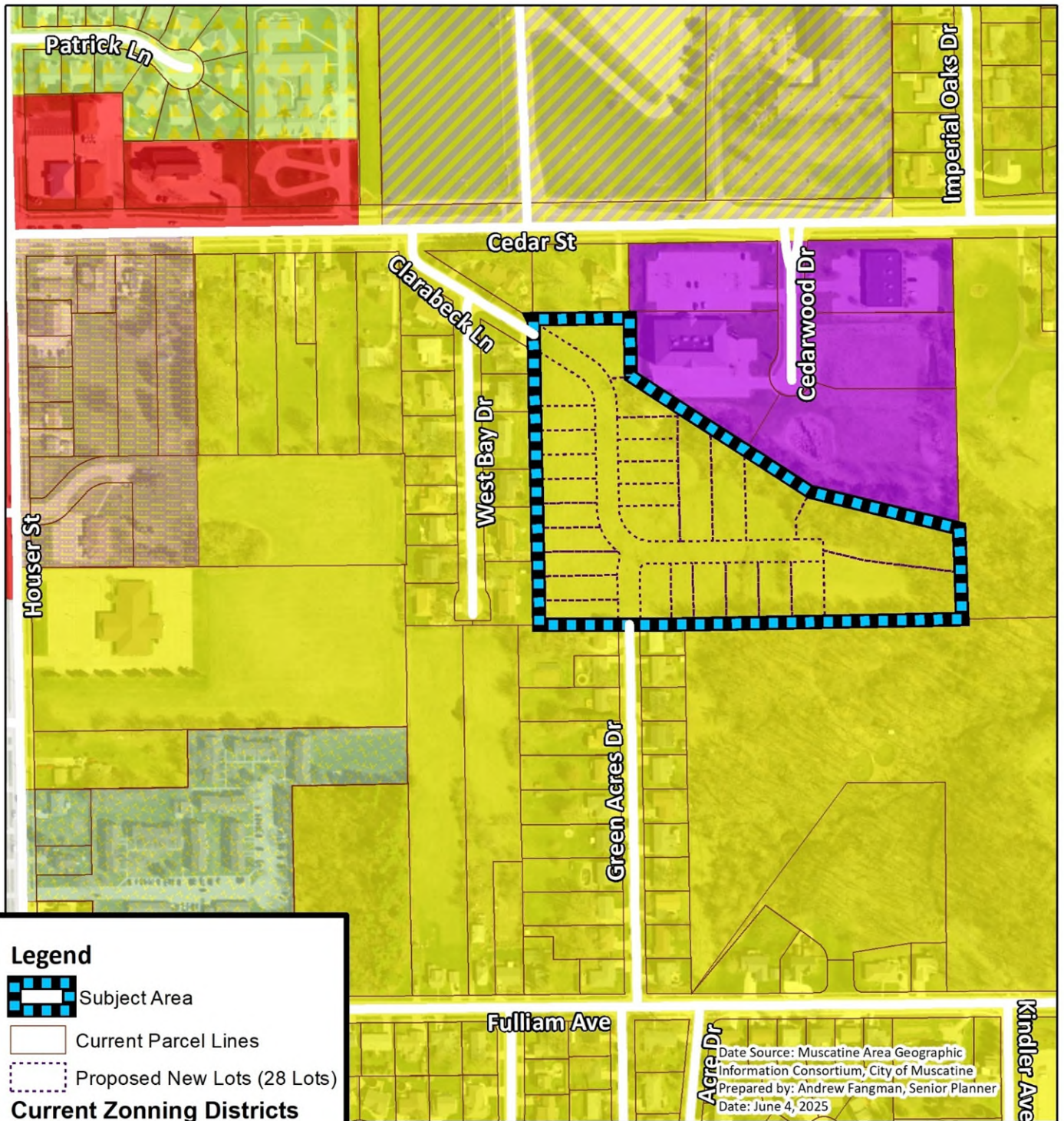


Second Addition (19 lots)



Current Parcel Lines

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, Senior Planner
Date: June 4, 2025



MUSCATINE

Hackett Development

Rezoning

0 200 400 800 Feet



HACKETT DEVELOPMENTPRELIMINARY PLAT

CEDAR ST. S 88°46'51" E - 2634.156'

(CITY OF MUSCATINE)

(BOBBIE OR LEO SHAWR)

(MUSCATINE MEDICAL ASSOCIATES LLC)

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NORTHWEST CORNER SEC. 34, T11N, R21W

(KAREN HINTERMEISTER)

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NORTH 1/4 CORNER SEC. 34, T11N, R21W



80 0 80

BASIS OF BEARINGS
IOWA REGIONAL COORDINATE SYSTEM
ZONE 14

LEGEND

- SET 1/2" X 3/8" REBAR W/BLUE CAP # 18374
- FOUND 1/2" REBAR W/YELLOW CAP # 10316
- FOUND 1/2" REBAR
- FOUND 1/2" REBAR
- FOUND 1/2" PIPE
- FOUND CITY MONUMENT
- PROPERTY LINE
- EXISTING PROPERTY LINE
- APPROXIMATE PROPERTY LINE
- ROAD CENTERLINE
- SANITARY SEWER
- STORM SEWER
- WATER MAIN OR SERVICE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- UNDERGROUND GAS LINE
- UNDERGROUND FIBER OPTIC LINE
- SANITARY SEWER MANHOLE
- STORM SEWER AREA INTAKE
- FIRE HYDRANT
- WATER VALVE
- POWER POLE
- TELEPHONE RISER

LOT #	AREA (ACRES)	SQ. FT.
1	0.35	15388.8
2	0.20	8608.4
3	0.15	6715.7
4	0.16	6792.2
5	0.15	6750.0
6	0.15	6750.0
7	0.20	8547.2
8	0.47	20358.8
9	0.37	16073.1
10	0.42	18178.0
11	0.82	35821.4
12	0.88	38547.9
13	0.23	10007.0
14	0.23	10116.9
15	0.23	10116.9
16	0.23	10116.9
17	0.15	6715.7
18	0.21	8884.4
19	0.26	11284.4
20	0.21	9248.1
21	0.22	9474.0
22	0.19	8124.2
23	0.17	7213.3
24	0.16	7150.8
25	0.16	7151.4
26	0.16	7152.1
27	0.16	7152.7
28	0.29	12420.8

I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Iowa.

Seth A. Whitacre

Reg. No. 18779

Date: December 31, 2025

My license renewed date is December 31, 2025

Pages or sheets covered by this plat: 1

OWNER

EMERGENCY MEDICAL SERVICES P.C.
1821 ASHFORD AVE
MUSCATINE, IOWA 52761

DEVELOPER

T & T HACKETT GROUP LLC
DEVELOPMENT ZONING
CITY - M-R3

PROPOSED ZONING

CITY - M-R4

SETBACKS M-R4

FRONT 25'

SIDE 6'

REAR 25'

LOT 1 SINGLE FAMILY HOME
LOTS 2-5 & 25-28- ATTACHED TOWNHOMES

(DEBRA M. HAZELWOOD)

(LOUISE OR GERALD FLEMING)

(JEFFREY OR GINA OTHER)

(OSCAR OR CRISTINA LOPEZ)

(NEIL PRUSSMAN)

(JINA OR GOLIEN HERNANDEZ)

(CHARLES DANIELS)

(KIRK OR KIM SEARS)

(BRIAN OR TRACI SCHORER)

(ALEXANDER TOMTSCHKE)

(CLAYDE EVANS)

(MIDELL OR DENNIS HRIGHT)

(MICHAEL OR FAUNA FRY)

(PILLIAM OR BARBARA SCHENK)

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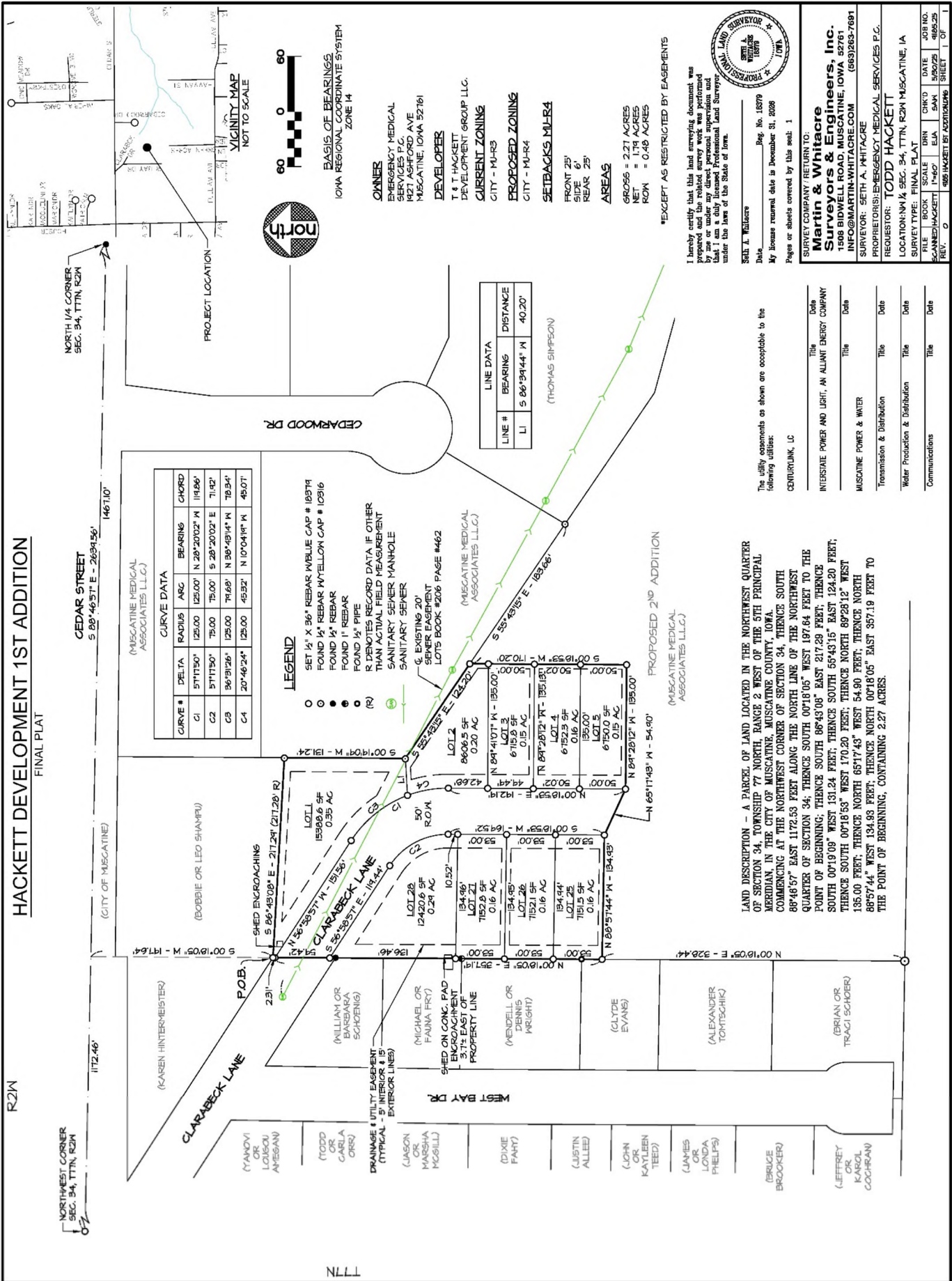
(MUSCATINE MEDICAL ASSOCIATES LLC)

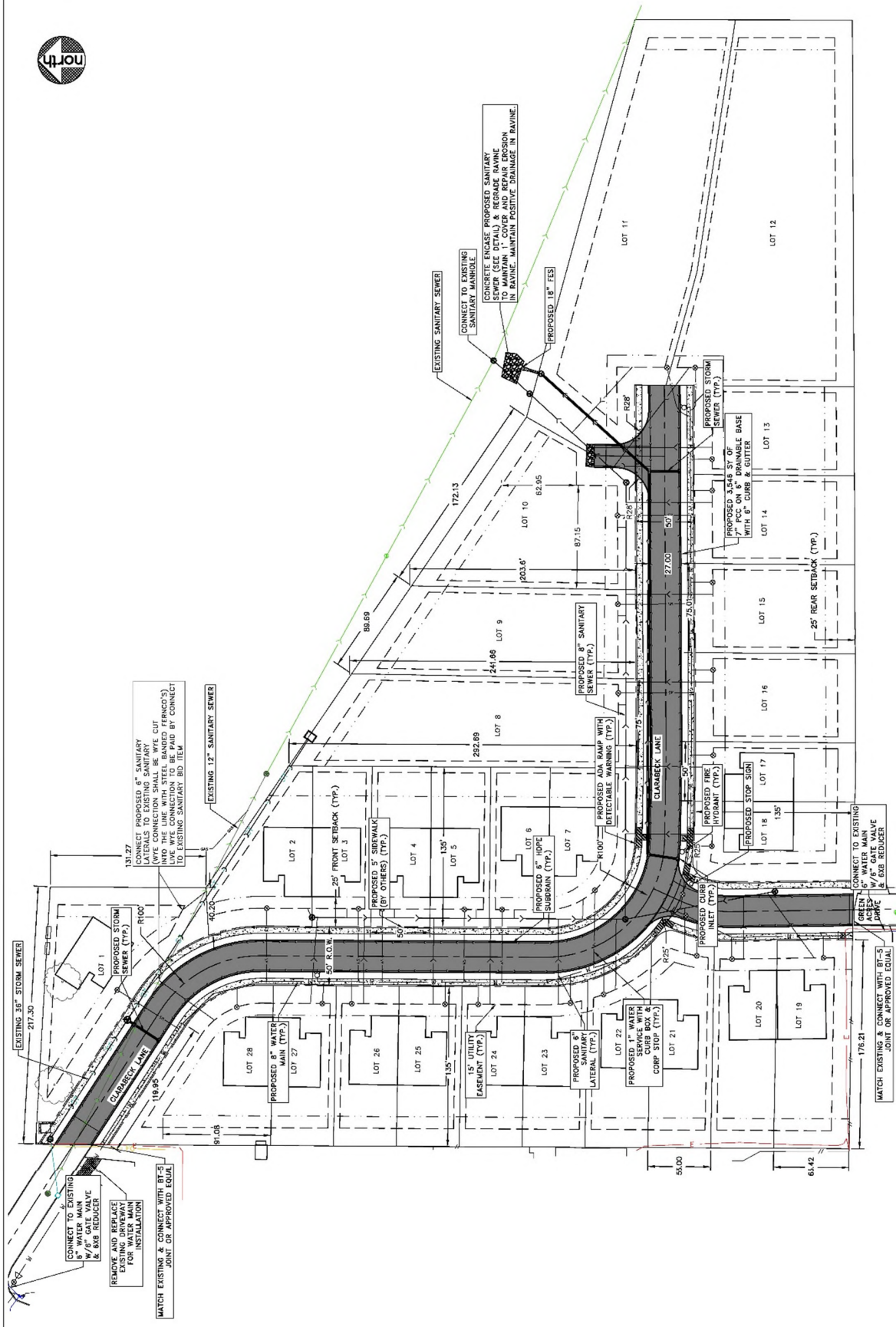
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HACKETT DEVELOPMENT 1ST ADDITION

FINAL PLAT





DATE:	DISCUSSION	BY:	DESIGNED BY:	 Martin & Whitacre Surveyors & Engineers, Inc. 1508 BIDWELL ROAD MUSCATINE, IOWA PHONE (563) 262-7881 EMAIL info@martin-whitacre.com	HACKETT DEVELOPMENT SUBDIVISION T&T HACKETT DEVELOPMENT GROUP LLC MUSCATINE, IOWA	PROPOSED SITE & UTILITY PLAN	PROJECT NO:	4985.25
		DRAWN BY:	MMB				CONST PROJ:	000
							SHEET:	AS NOTED
		PROJECT IN CHARGE	MMB				DATE:	6/3/25



COMMUNITY DEVELOPMENT DEPARTMENT

City Hall - 215 Sycamore St
Muscatine, IA 52761-3840
(563) 262-4141
Fax (563) 262-4142

Planning • Zoning • Building Safety • Construction Inspection Services • Public Health • Housing Inspections • Code Enforcement

To: Planning and Zoning Commission

From: Andrew Fangman, Senior Planner

Date: June 10, 2025

Re: Hackett Development - 9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive

- Rezoning: R-3 Residential to R-4 Residential
- Preliminary Plat – 28 lots
- Final Plat (First Addition) – 9 lots

INTRODUCTION: The Hackett Development, proposed by T&T Hackett Development Group LLC, is a 28-lot residential subdivision on a 9.25-acre parcel located between the south end of Clarabeck Lane and the north end of Green Acres Drive. The subdivision will include 18 zero-lot-line duplexes, with each unit situated on its own parcel and the property line dividing the common wall. The remaining 10 lots will be for detached, single-family homes. The average assessed value of the 28 homes created by the project is projected to be \$400,000. The new streets will create a connection between Clarabeck Lane and Green Acres Drive. A hammerhead turnaround will be constructed at the new terminus of Clarabeck Lane. A site plan can be found on Page 9.

There are three items on this Planning and Zoning Commission agenda that are directly related to the proposed Hackett Development:

- A request to rezone the subject property from R-3 to R-4.
- A 28-lot preliminary plat for the entire proposed subdivision.
- A final plat for a first phase of nine lots within the proposed subdivision.

BACKGROUND: The subject property is currently located in the R-3 Residential Zoning District, which establishes a minimum lot size of 7,000 square feet and a minimum frontage of 60 feet along the street right-of-way. Within the proposed subdivision, 4 of the 28 lots do not meet either the minimum lot size or frontage standards of the R-3 district, and an additional 9 lots do not meet the required street frontage standards. Therefore, in order for the proposed development to proceed, a rezoning to R-4 Residential is necessary. The R-4 District allows for greater residential density on smaller lots, having a minimum lot size of 5,000 square feet and a requirement of 50 feet of street frontage.

The proposed rezoning would allow for development that is compatible with surrounding land uses. Despite zoning that would permit smaller lots, the proposed mix of larger and smaller lots (ranging from 6,715 to 38,547 square feet) results in an overall density of 3.03 dwelling units per acre. This density is largely consistent with that of adjoining neighborhoods, such as the West Bay Drive neighborhood (3.21 dwelling units per acre) and the Green Acres Drive neighborhood (3.23 dwelling units per acre). Furthermore, a timbered drainageway will effectively screen the development from the medical offices to the north. A map depicting the zoning of the surrounding area can be found on Page 6.

A preliminary plat for the entire 28-lot subdivision, Page 7, and a final plat for a first phase, Page 8, consisting of the nine most northerly lots, have been submitted. The developer's intent is to begin construction on the infrastructure for the entire subdivision immediately upon final

approval of the plats and rezoning. The developer will also submit a completion bond in the amount necessary to cover infrastructure for the lots contained within the first phase. This will allow the developer to begin construction on homes within this phase before the final completion of all subdivision infrastructure. It should be noted that a certificate of occupancy for a structure would only be granted upon the completion of infrastructure needed to support habitation of that given home. A final plat for the remaining 18 lots would be filed later this year upon the completion of all infrastructure shown on the preliminary plat. The developer is proposing to phase the project this way so that home construction can begin this year, if approved.

The proposed streets would be 27 feet wide, matching the existing width of both Clarabeck Lane and Green Acres Drive. This street extension would create a new three-way intersection connecting Clarabeck Lane and Green Acres Drive, which will be signed as a three-way stop. Upon completion, these streets will be dedicated to the City of Muscatine and thereafter maintained as public streets. Details of the proposed street improvements can found on the diagram on Page 9.

This project's stormwater management plan focuses on using grass swales in most rear and side yards, as agreed with the City Engineer, which negates the need for traditional detention improvements. These swales, designed to manage water quality and quantity, will maintain the property's natural eastward drainage. Additionally, a private storm sewer system has been designed for a 10-year storm event, featuring curb inlets and specific pipe types, with emergency overflow routes directing water to a nearby ravine. A complete grading plan can be found on Page 10.

RECOMMENDATION/RATIONALE:

Staff recommends that the proposed rezoning and plats be approved. This recommendation is based on the compatibility of the proposed development with surrounding land uses, the creation of needed housing stock in an optimal location, and the utility of the proposed street improvements to the wider community.

The proposed development would benefit the community by significantly address specific housing-related needs. Increasing the availability of housing has been identified as the most critical community need in Muscatine. For Muscatine to prosper, the available housing stock must grow in both quantity and quality. Without the needed housing stock, Muscatine will not be able to maintain the workforce or tax base necessary to support a thriving community with a high quality of life. Recognizing this, a goal of creating 2,000 new housing units by 2033 has been set.

High-quality, new single-family homes in desirable locations are a significant component of the needed housing stock in Muscatine. Constructing these needed homes requires the availability of desirable lots, but the current availability is increasingly a barrier to this type of housing construction. Over the past 17 years, only one new residential subdivision, Arbor Commons, completed in 2020, has been built within the City of Muscatine. As Arbor Commons nears build-out, only a few scattered lots are currently available for constructing new high-quality, single-family homes. Without creating new, attractive building lots within Muscatine, this type of construction will soon halt due to the lack of suitable lots. If this occurs, it is very unlikely that the additional housing stock needed to secure Muscatine's prosperous future will be built.

The proposed development's location strongly supports community growth through infill development. This approach leverages existing infrastructure and benefits from its proximity to desirable community amenities and facilities. Few locations in Muscatine offer a more advantageous proximity to schools, with Muscatine High School, Susan Clark Junior High School, McKinley Elementary School, and Saints Mary and Mathias Catholic School all within a half-mile. Furthermore, Fuller Park, Discovery Park, the Community Y, and the city-wide trail network are all less than a mile from the proposed development.

Beyond utilizing existing street and sewer infrastructure, the proposed development would improve existing street functionality by extending and connecting Clarabeck Lane and Green Acres Drive. This connection of two dead-end streets would benefit more than just the residents of the newly constructed homes.

Green Acres Drive was originally intended for a future northern extension and was therefore built without a turnaround. This resulted in an 830-foot-long street that is difficult for large vehicles to navigate. For example, due to the lack of a turnaround, trash and recycling trucks must back down the entire length of Green Acres twice during collection. The trucks pick up one side while driving to the end of Green Acres, then back out to Fulliam Avenue, re-enter Green Acres facing the other direction, then back up to the end of the street, to pick up the other side while driving out. Similarly, snow plowing and leaf pickup operations are made more difficult by the lack of a suitable turnaround. In an emergency, fire trucks responding to incidents on Green Acres would have to back out the entire length of the street. Current fire code would not permit the construction of such a long dead-end street without a turnaround. Clarabeck Lane also dead-ends without a vehicle turnaround. Similar to Green Acres Drive, Clarabeck Lane was constructed in the late 1960s with the expectation that future development would extend it, which explains the lack of a turnaround in what was intended as its first phase.

The proposed development's connection of Clarabeck and Green Acres would resolve the issues caused by the current dead-ends' lack of turnarounds for large vehicles. Eliminating the need for large vehicles, such as trash trucks, snowplows, fire trucks, and delivery vehicles, to back out of these streets will improve safety and efficiency for both existing residents and vehicle operators.

The proposed connection of Green Acres Drive and Clarabeck Lane would significantly improve access for existing homes on West Bay Drive, Clarabeck Lane, and Green Acres Drive. Currently, West Bay Drive and Clarabeck Lane are only accessible from Cedar Street, while Green Acres Drive is only accessible from Fulliam Avenue. Completing this connection would allow homes on these three streets to be reached from either Cedar Street or Fulliam Avenue.



Having more than one route in and out of a subdivision benefits residents by allowing them to take more direct routes to their destinations. Multiple entrances/exits to a subdivision significantly ease access during road construction or in the event of an emergency road closure.

The increased street connectivity created by connecting Clarabeck Lane and Green Acres Drive would benefit more than just those residing in the immediate vicinity. An additional connection between Cedar Street and Fulliam Avenue would be created in an area currently lacking such connections between Cedar Street and Houser Street, for the three-quarters of a mile between Houser Street and Logan Street. Currently, there are no connections between Cedar Street and Fulliam Avenue. The proposed project creates this connection.

Creating a connection between Cedar Street and Fulliam Avenue would provide a valuable detour route for construction or emergency incidents within the square of roads defined by Cedar Street, Logan Street, Fulliam Avenue, and Houser Street. Currently, there are few viable detour routes for closures on these street segments.

The winding design of the new connection will limit its use as a shortcut between Fulliam and Cedar, with Houser and Logan streets remaining more direct routes for most drivers. However, the diverted traffic will help reduce existing congestion without significantly increasing traffic on Clarabeck Lane and Green Acres Drive, thus preserving the area's residential character.

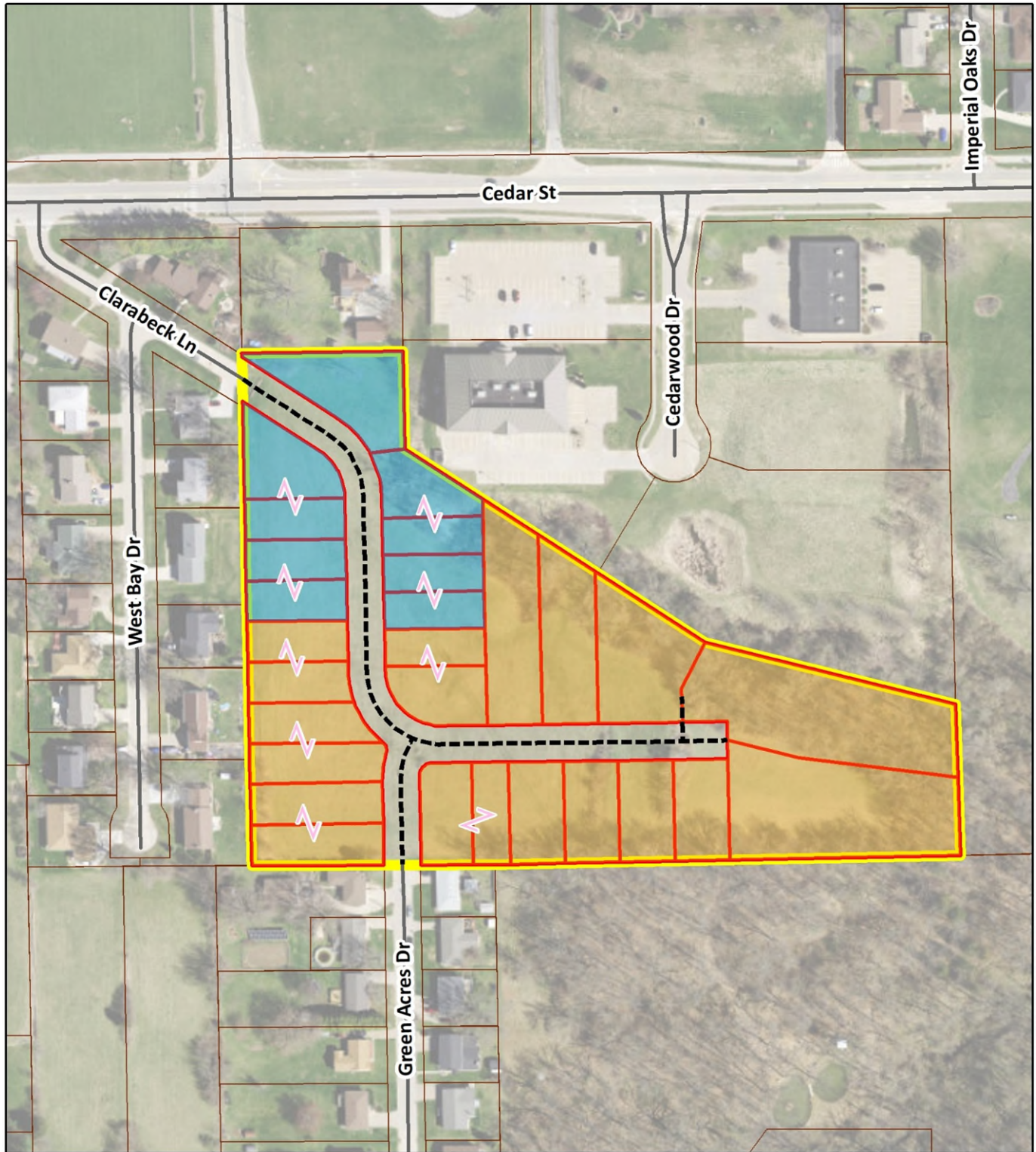
BACKUP INFORMATION:

1. Map
2. Zoning District Map
3. Preliminary Plat
4. Final Plat (First Addition)
5. Site Plan
6. Grading Plan



Hackett Development

0 100 200 400 Feet



Legend



Subject Area

--- Centerline of Proposed Street Extension

Proposed New Lots (28 Lots)



Property Line that Will Follow a Common Wall



First Addition (9 lots)

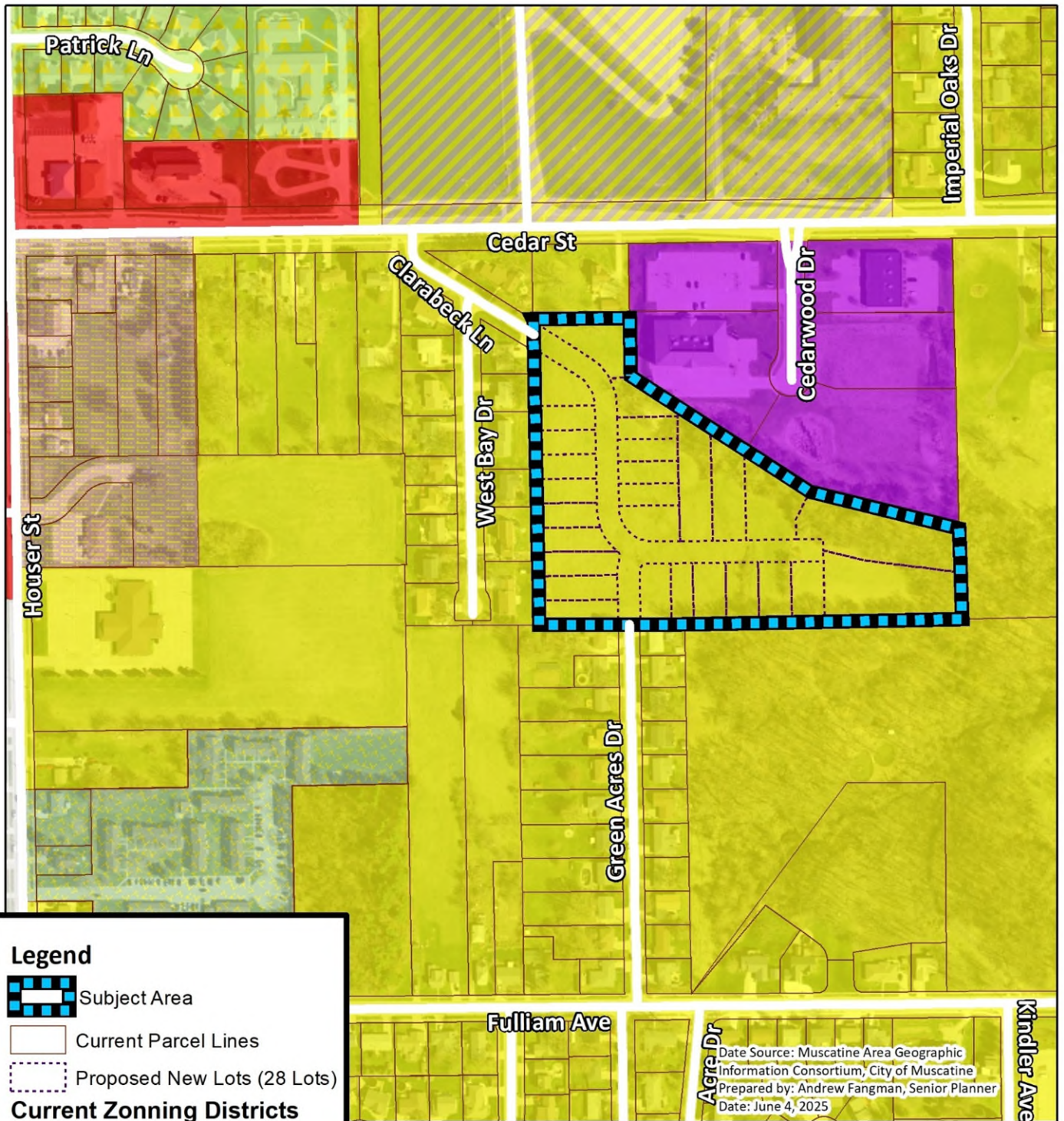


Second Addition (19 lots)



Current Parcel Lines

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, Senior Planner
Date: June 4, 2025



MUSCATINE

Hackett Development

Rezoning

0 200 400 800 Feet



HACKETT DEVELOPMENTPRELIMINARY PLAT

CEDAR ST. S 88°46'51" E - 2634.156'

(CITY OF MUSCATINE)

(BOBBIE OR LEO SHAWR)

(MUSCATINE MEDICAL ASSOCIATES LLC)

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NORTH 1/4 CORNER SEC. 34, T11N, R21W



BASIS OF BEARINGS
IOWA REGIONAL COORDINATE SYSTEM
ZONE 14

LEGEND

- SET 1/2" X 36" REBAR W/ELLE CAP # 18374
- FOUND 1/2" REBAR W/ELLE CAP # 10316
- FOUND 1/2" REBAR
- FOUND 1/2" REBAR
- FOUND 1/2" PIPE
- FOUND CITY MONUMENT
- PROPERTY LINE
- EXISTING PROPERTY LINE
- APPROXIMATE PROPERTY LINE
- ROAD CENTERLINE
- SANITARY SEWER
- STORM SEWER
- WATER MAIN OR SERVICE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- UNDERGROUND GAS LINE
- UNDERGROUND FIBER OPTIC LINE
- SANITARY SEWER MANHOLE
- STORM SEWER AREA INTAKE
- FIRE HYDRANT
- WATER VALVE
- POWER POLE
- TELEPHONE RISER

LOT #	AREA (ACRES)	SQ. FT.
1	0.35	15388.8
2	0.20	8608.4
3	0.15	6715.7
4	0.16	6792.2
5	0.15	6750.0
6	0.15	6750.0
7	0.20	8547.2
8	0.47	20358.8
9	0.37	16073.1
10	0.42	18178.0
11	0.82	35821.4
12	0.88	38547.9
13	0.23	10007.9
14	0.23	10116.9
15	0.23	10116.9
16	0.23	10116.9
17	0.15	6715.7
18	0.21	8884.4
19	0.26	11284.4
20	0.21	9248.1
21	0.22	9474.0
22	0.19	8124.2
23	0.17	7213.3
24	0.16	7150.8
25	0.16	7151.4
26	0.16	7152.1
27	0.16	7152.7
28	0.29	12420.8

I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Iowa.

Seth A. Whitacre

Reg. No. 18779

Date: December 31, 2025

My license renewed date is December 31, 2025

Pages or sheets covered by this plat: 1

OWNER

EMERGENCY MEDICAL SERVICES P.C.
1821 ASHFORD AVE
MUSCATINE, IOWA 52761

DEVELOPER

T & T HACKETT GROUP LLC
DEVELOPMENT ZONING
CITY - M-R3

PROPOSED ZONING

CITY - M-R4

SETBACKS M-R4

FRONT 25'

SIDE 6'

REAR 25'

LOT 1 SINGLE FAMILY HOME

LOTS 2-5 & 25-28- ATTACHED TOWNHOMES

(DEBRA M. HAZELWOOD)

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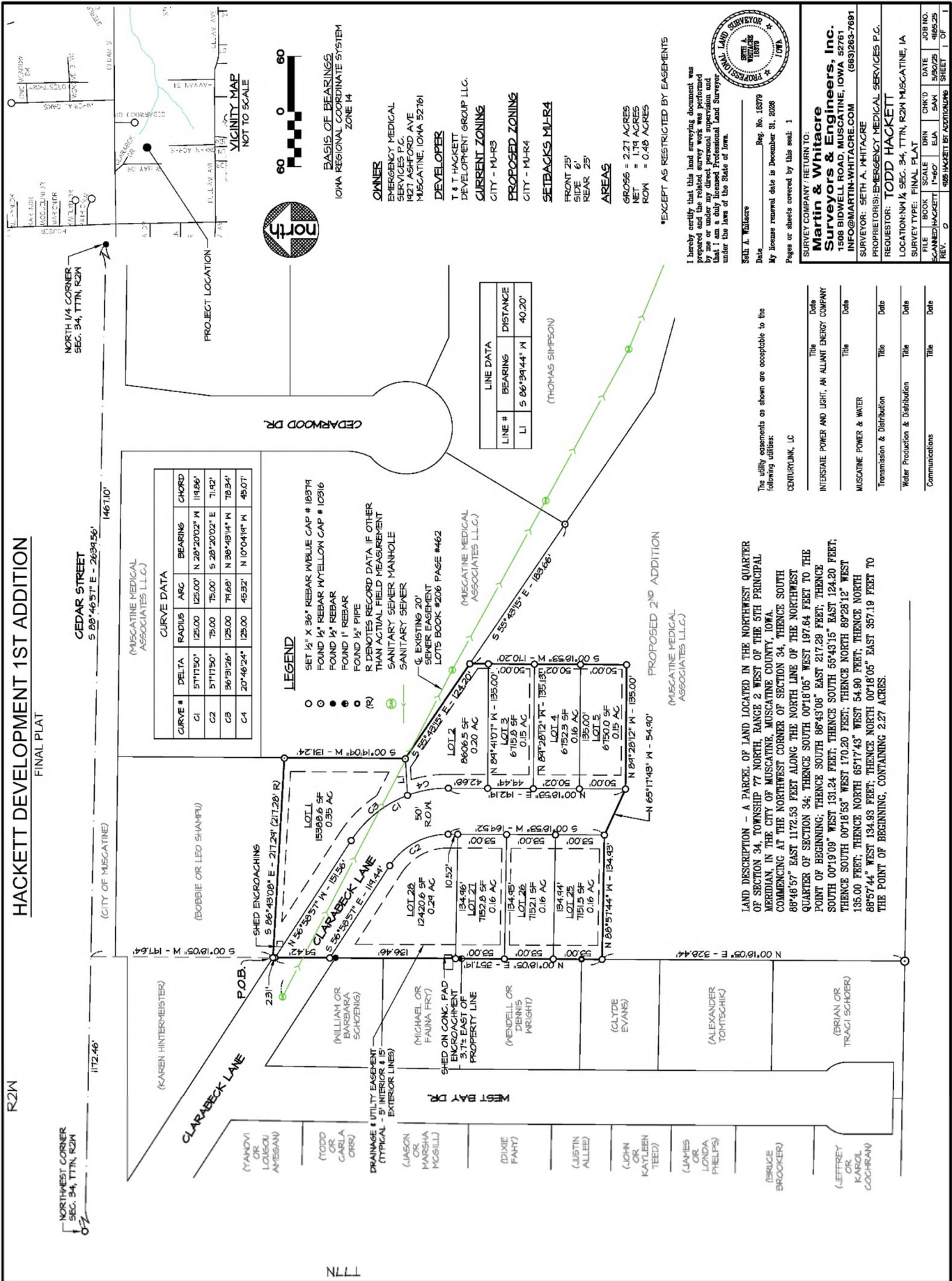
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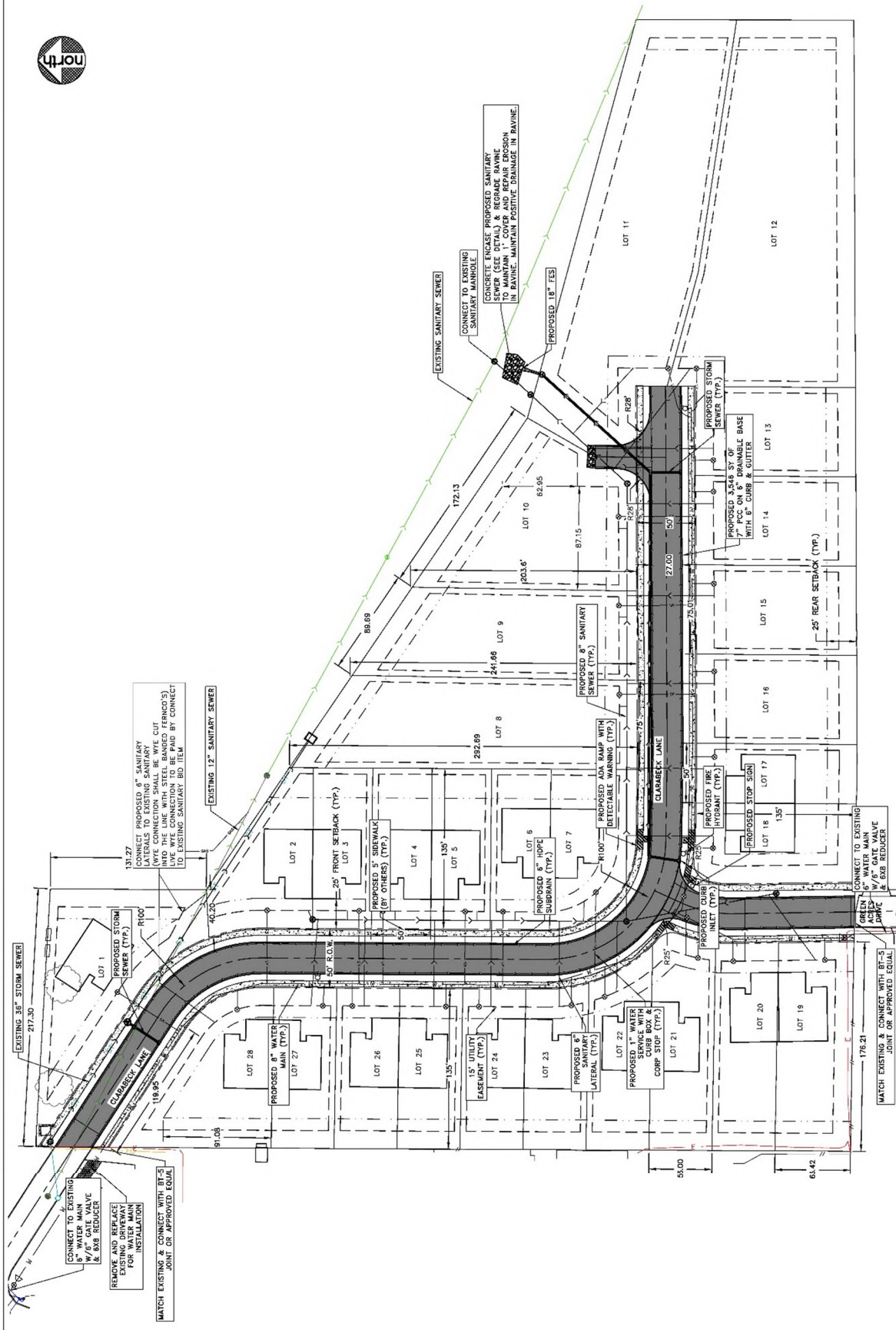
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FINAL PLAT





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COMMUNITY DEVELOPMENT DEPARTMENT

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Planning • Zoning • Building Safety • Construction Inspection Services • Public Health • Housing Inspections • Code Enforcement

To: Planning and Zoning Commission

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This project's stormwater management plan focuses on using grass swales in most rear and side yards, as agreed with the City Engineer, which negates the need for traditional detention improvements. These swales, designed to manage water quality and quantity, will maintain the property's natural eastward drainage. Additionally, a private storm sewer system has been designed for a 10-year storm event, featuring curb inlets and specific pipe types, with emergency overflow routes directing water to a nearby ravine. A complete grading plan can be found on Page 10.

RECOMMENDATION/RATIONALE:

Staff recommends that the proposed rezoning and plats be approved. This recommendation is based on the compatibility of the proposed development with surrounding land uses, the creation of needed housing stock in an optimal location, and the utility of the proposed street improvements to the wider community.

The proposed development would benefit the community by significantly address specific housing-related needs. Increasing the availability of housing has been identified as the most critical community need in Muscatine. For Muscatine to prosper, the available housing stock must grow in both quantity and quality. Without the needed housing stock, Muscatine will not be able to maintain the workforce or tax base necessary to support a thriving community with a high quality of life. Recognizing this, a goal of creating 2,000 new housing units by 2033 has been set.

High-quality, new single-family homes in desirable locations are a significant component of the needed housing stock in Muscatine. Constructing these needed homes requires the availability of desirable lots, but the current availability is increasingly a barrier to this type of housing construction. Over the past 17 years, only one new residential subdivision, Arbor Commons, completed in 2020, has been built within the City of Muscatine. As Arbor Commons nears build-out, only a few scattered lots are currently available for constructing new high-quality, single-family homes. Without creating new, attractive building lots within Muscatine, this type of construction will soon halt due to the lack of suitable lots. If this occurs, it is very unlikely that the additional housing stock needed to secure Muscatine's prosperous future will be built.

The proposed development's location strongly supports community growth through infill development. This approach leverages existing infrastructure and benefits from its proximity to desirable community amenities and facilities. Few locations in Muscatine offer a more advantageous proximity to schools, with Muscatine High School, Susan Clark Junior High School, McKinley Elementary School, and Saints Mary and Mathias Catholic School all within a half-mile. Furthermore, Fuller Park, Discovery Park, the Community Y, and the city-wide trail network are all less than a mile from the proposed development.

Beyond utilizing existing street and sewer infrastructure, the proposed development would improve existing street functionality by extending and connecting Clarabeck Lane and Green Acres Drive. This connection of two dead-end streets would benefit more than just the residents of the newly constructed homes.

Green Acres Drive was originally intended for a future northern extension and was therefore built without a turnaround. This resulted in an 830-foot-long street that is difficult for large vehicles to navigate. For example, due to the lack of a turnaround, trash and recycling trucks must back down the entire length of Green Acres twice during collection. The trucks pick up one side while driving to the end of Green Acres, then back out to Fulliam Avenue, re-enter Green Acres facing the other direction, then back up to the end of the street, to pick up the other side while driving out. Similarly, snow plowing and leaf pickup operations are made more difficult by the lack of a suitable turnaround. In an emergency, fire trucks responding to incidents on Green Acres would have to back out the entire length of the street. Current fire code would not permit the construction of such a long dead-end street without a turnaround. Clarabeck Lane also dead-ends without a vehicle turnaround. Similar to Green Acres Drive, Clarabeck Lane was constructed in the late 1960s with the expectation that future development would extend it, which explains the lack of a turnaround in what was intended as its first phase.

The proposed development's connection of Clarabeck and Green Acres would resolve the issues caused by the current dead-ends' lack of turnarounds for large vehicles. Eliminating the need for large vehicles, such as trash trucks, snowplows, fire trucks, and delivery vehicles, to back out of these streets will improve safety and efficiency for both existing residents and vehicle operators.

The proposed connection of Green Acres Drive and Clarabeck Lane would significantly improve access for existing homes on West Bay Drive, Clarabeck Lane, and Green Acres Drive. Currently, West Bay Drive and Clarabeck Lane are only accessible from Cedar Street, while Green Acres Drive is only accessible from Fulliam Avenue. Completing this connection would allow homes on these three streets to be reached from either Cedar Street or Fulliam Avenue.



Having more than one route in and out of a subdivision benefits residents by allowing them to take more direct routes to their destinations. Multiple entrances/exits to a subdivision significantly ease access during road construction or in the event of an emergency road closure.

The increased street connectivity created by connecting Clarabeck Lane and Green Acres Drive would benefit more than just those residing in the immediate vicinity. An additional connection between Cedar Street and Fulliam Avenue would be created in an area currently lacking such connections between Cedar Street and Houser Street, for the three-quarters of a mile between Houser Street and Logan Street. Currently, there are no connections between Cedar Street and Fulliam Avenue. The proposed project creates this connection.

Creating a connection between Cedar Street and Fulliam Avenue would provide a valuable detour route for construction or emergency incidents within the square of roads defined by Cedar Street, Logan Street, Fulliam Avenue, and Houser Street. Currently, there are few viable detour routes for closures on these street segments.

The winding design of the new connection will limit its use as a shortcut between Fulliam and Cedar, with Houser and Logan streets remaining more direct routes for most drivers. However, the diverted traffic will help reduce existing congestion without significantly increasing traffic on Clarabeck Lane and Green Acres Drive, thus preserving the area's residential character.

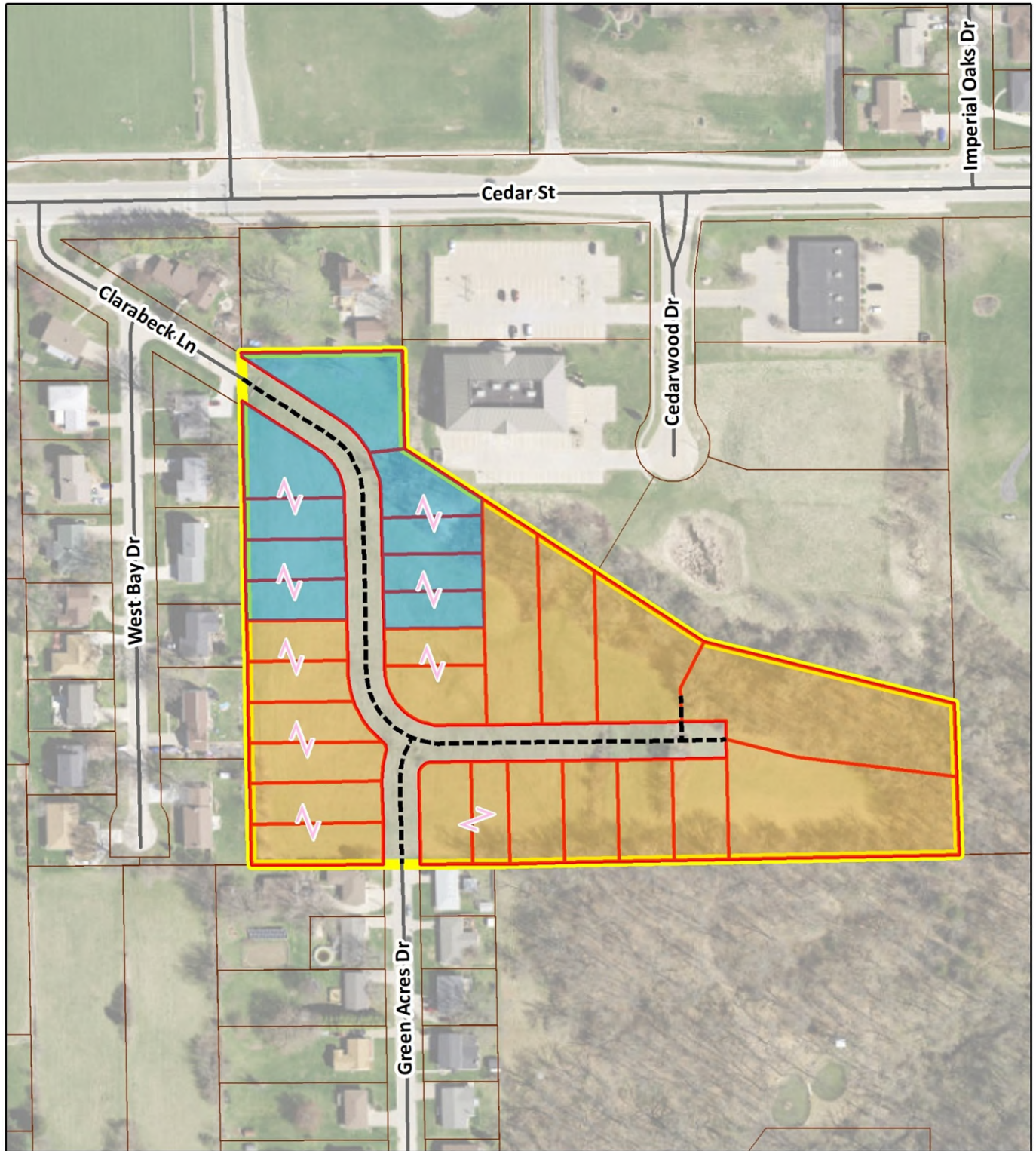
BACKUP INFORMATION:

1. Map
2. Zoning District Map
3. Preliminary Plat
4. Final Plat (First Addition)
5. Site Plan
6. Grading Plan



Hackett Development

0 100 200 400 Feet



Legend



Subject Area

--- Centerline of Proposed Street Extension

Proposed New Lots (28 Lots)



Property Line that Will Follow a Common Wall



First Addition (9 lots)

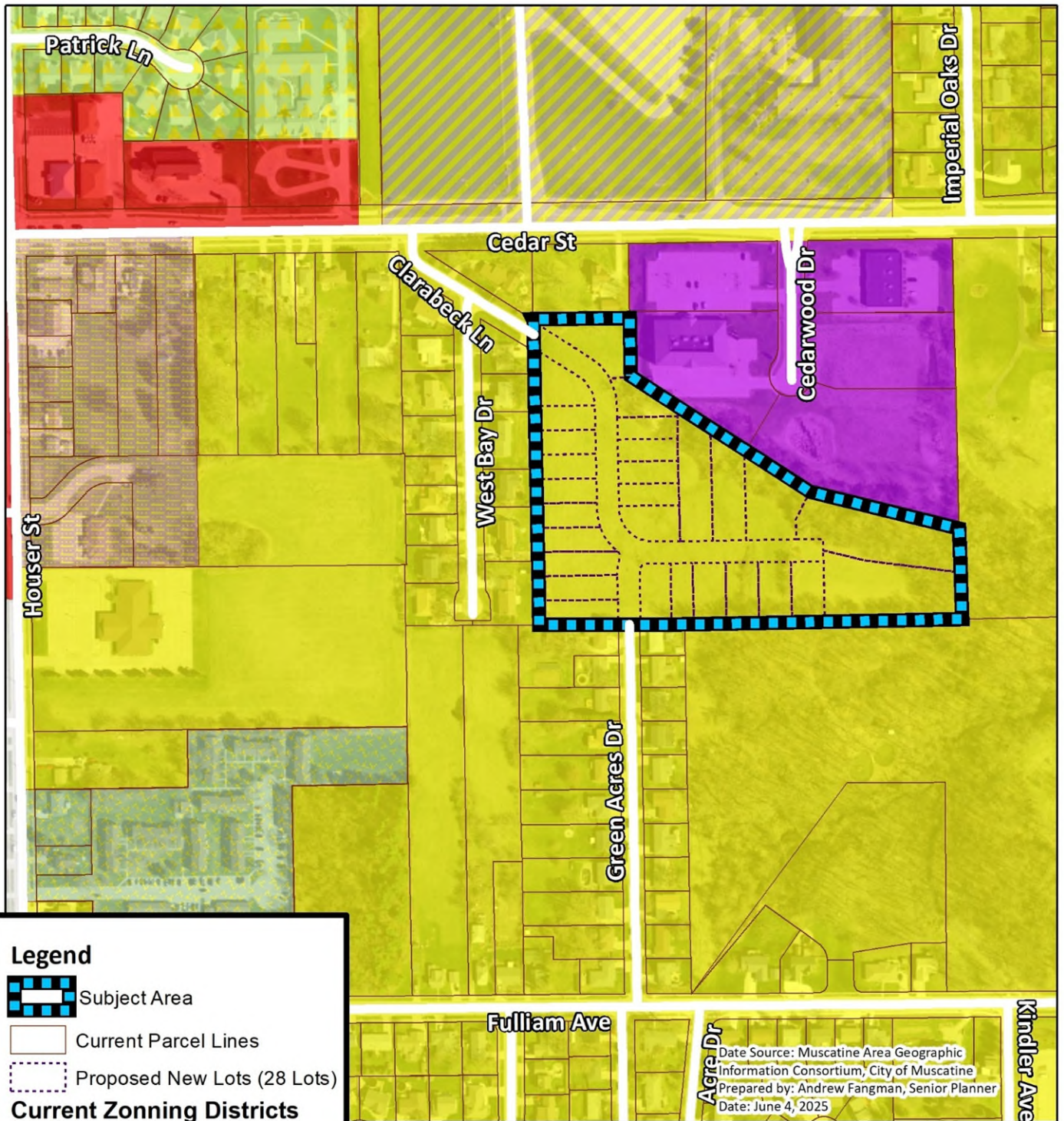


Second Addition (19 lots)



Current Parcel Lines

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, Senior Planner
Date: June 4, 2025



MUSCATINE
Hackett Development
Rezoning



HACKETT DEVELOPMENTPRELIMINARY PLAT

CEDAR ST. S 88°46'51" E - 263'41.56'

(CITY OF MUSCATINE)

(BOBBIE OR LEO SHAWR)

(MUSCATINE MEDICAL ASSOCIATES LLC)

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NORTH 1/4 CORNER SEC. 34, T11N, R21W



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BASIS OF BEARINGS
IOWA REGIONAL COORDINATE SYSTEM
ZONE 14

LEGEND

- SET 1/2" X 3/8" REBAR W/BLUE CAP # 18374
- FOUND 1/2" REBAR W/YELLOW CAP # 10316
- FOUND 1/2" REBAR
- FOUND 1/2" REBAR
- FOUND 1/2" PIPE
- FOUND CITY MONUMENT
- PROPERTY LINE
- EXISTING PROPERTY LINE
- APPROXIMATE PROPERTY LINE
- ROAD CENTERLINE
- SANITARY SEWER
- STORM SEWER
- WATER MAIN OR SERVICE
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- UNDERGROUND GAS LINE
- UNDERGROUND FIBER OPTIC LINE
- SANITARY SEWER MANHOLE
- STORM SEWER AREA INTAKE
- FIRE HYDRANT
- WATER VALVE
- POWER POLE
- TELEPHONE RISER

LOT #	AREA (ACRES)	SQ. FT.
1	0.35	15388.8
2	0.20	8606.4
3	0.15	6715.7
4	0.16	6792.2
5	0.15	6750.0
6	0.15	6750.0
7	0.20	8547.2
8	0.47	20358.8
9	0.37	16073.1
10	0.42	18178.0
11	0.82	35821.4
12	0.88	38547.9
13	0.23	10007.9
14	0.23	10116.9
15	0.23	10116.9
16	0.23	10116.9
17	0.15	6715.7
18	0.21	8884.4
19	0.26	11284.4
20	0.21	9248.1
21	0.22	9474.0
22	0.19	8124.2
23	0.17	7213.3
24	0.16	7150.8
25	0.16	7151.4
26	0.16	7152.1
27	0.16	7152.7
28	0.29	12420.8

I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Iowa.

Seth A. Whitacre

Reg. No. 18779

Date: December 31, 2025

Pages or sheets covered by this plat: 1

OWNER
EMERGENCY MEDICAL SERVICES P.C.
1821 ASHFORD AVE
MUSCATINE, IOWA 52761

DEVELOPER
T & T HACKETT GROUP LLC
DEVELOPMENT ZONING
CITY - M-R3

PROPOSED ZONING
CITY - M-R4

SETBACKS: M-R4
FRONT 25'
SIDE 6'
REAR 25'

LOT 1 SINGLE FAMILY HOME
LOTS 2-5 & 25-28- ATTACHED TOWNHOMES

DEBRA M. HAZELWOOD

LOTTICE OR GERALD PLEMMONS

(JEFFREY OR GINA OTHER)

(OSCAR OR CRISTINA LOPEZ)

(NEIL PRUSSMAN)

(JINA OR GOLIEN HERNANDEZ)

(CHARLES DANIELS)

(KIRK OR KIM SEARS)

(BRIAN OR TRACI SCHORER)

(ALEXANDER TOMTSCHKE)

(CLYDE EVANS)

(MELISSA OR DENNIS HRIGHT)

(MICHAEL OR FAUNA FRY)

(PILLIAM OR BARBARA SCHENK)

(KAREN HINTERHEISTER)

CLARABECK LANE

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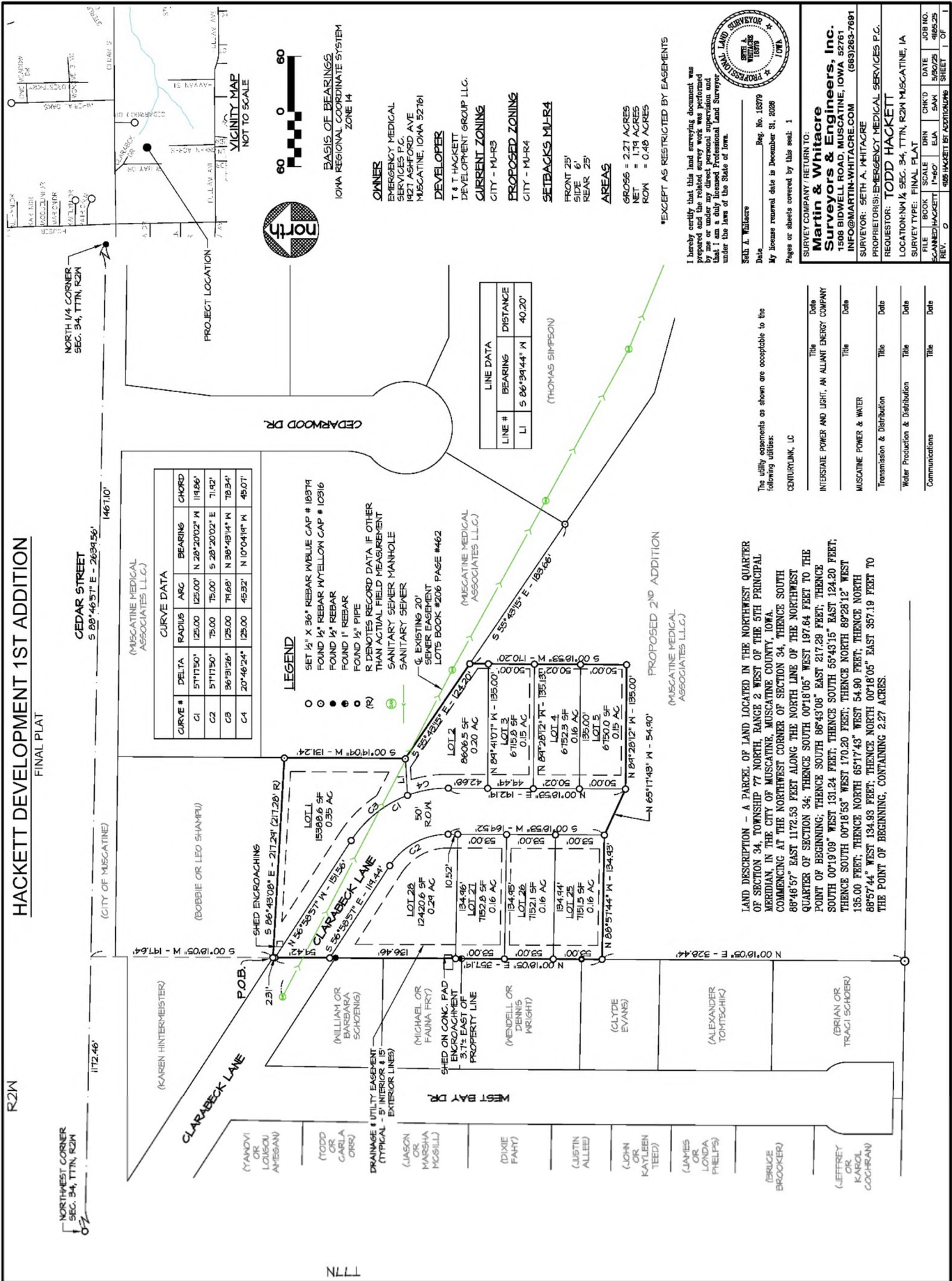
LOT 73

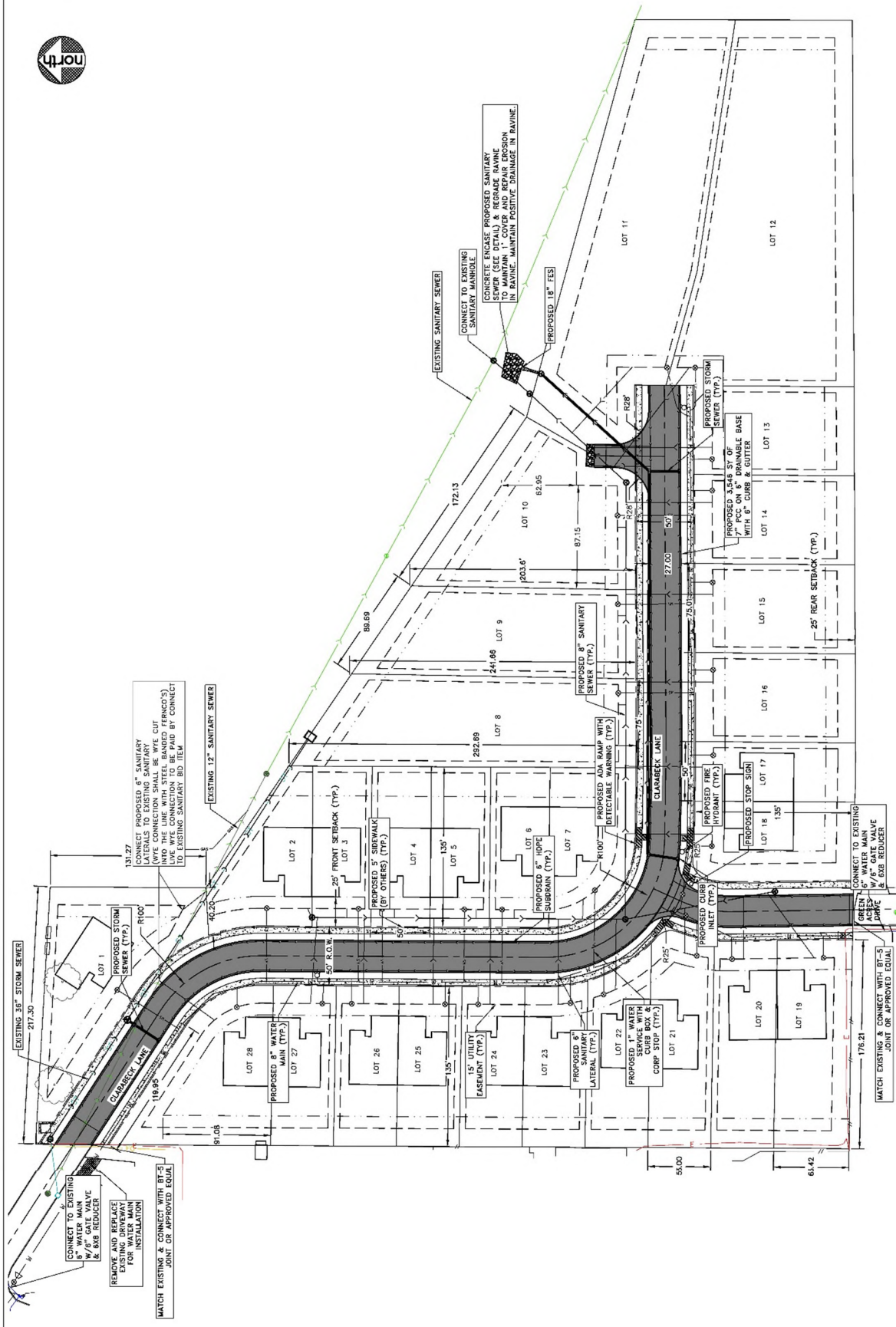
LOT 74

LOT 75

HACKETT DEVELOPMENT 1ST ADDITION

FINAL PLAT



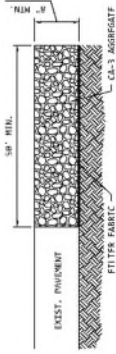
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GRADING SUMMARY

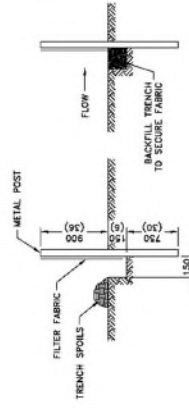
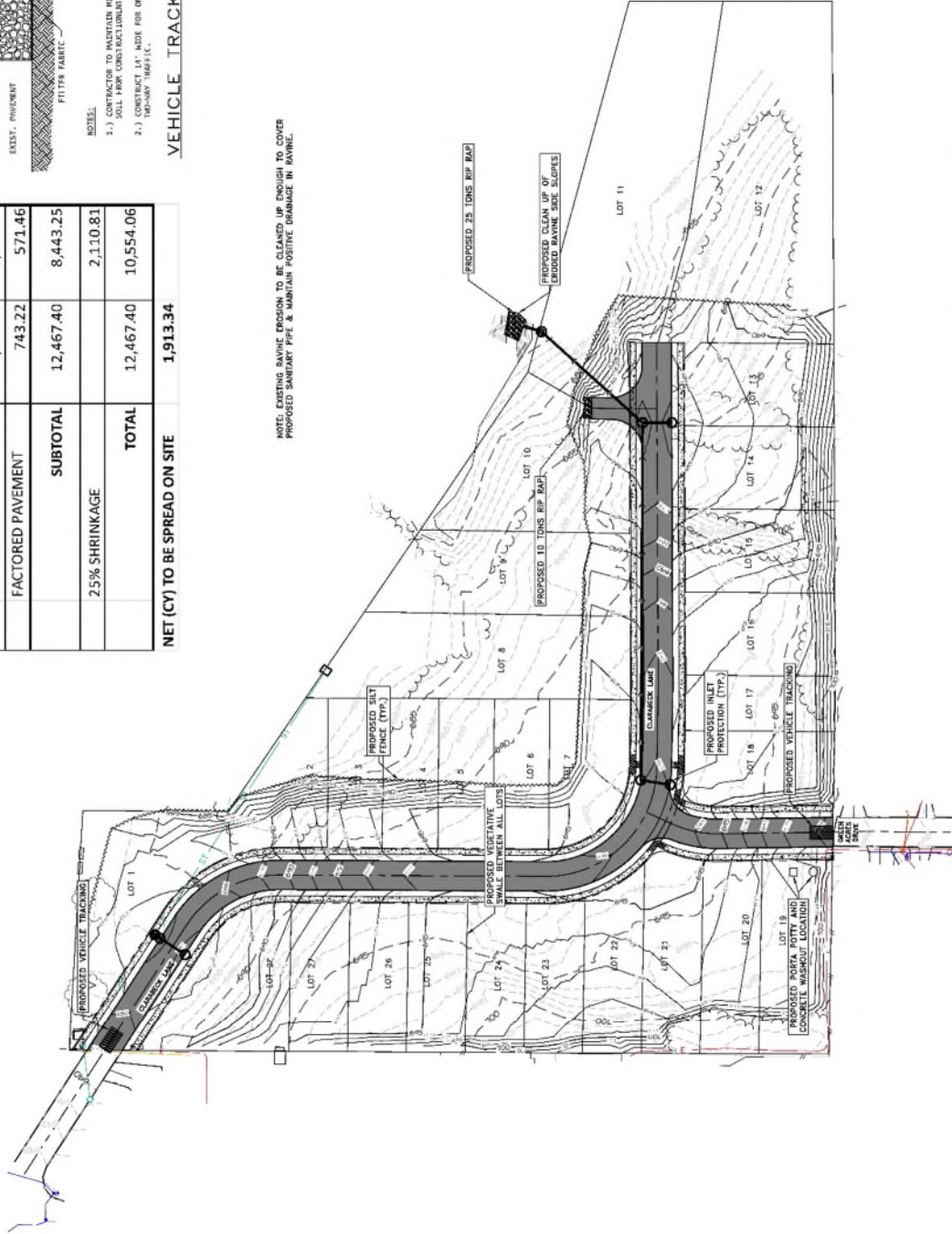
	CUT (CY)	FILL (CY)
UNADJUSTED	11,724.18	9,014.71
FACTORED PAVEMENT	743.22	571.46
SUBTOTAL	12,467.40	8,443.25
25% SHRINKAGE		2,110.81
TOTAL	12,467.40	10,554.06
NET (CY) TO BE SPREAD ON SITE	1,913.34	



- NOTES:
1. CONTRACTOR TO MAINTAIN EXISTING DEPTH AND SHALL REMOVE SOIL FROM CONSTRUCTION AREA AS REQUIRED.
 - 2.1. CONSTRUCT 14\"/>
 - 2.2. CONSTRUCT 14\"/>

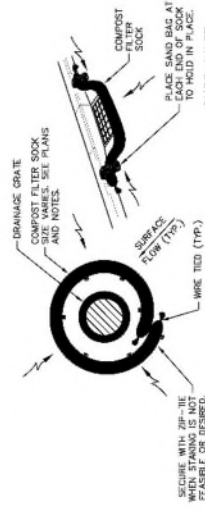
VEHICLE TRACKING CONTROL

NOTE: EXISTING SAVINNE EROSION TO BE CLEANED UP ENOUGH TO COVER PROPOSED SANITARY PIPE & MAINTAIN POSITIVE DRAINAGE IN SAVINNE.



SILT FILTER FENCE AS A PERIMETER EROSION BARRIER

NOT TO SCALE



DROP INLET PLAN

COMPOST FILTER SOCK INLET PROTECTION

NOT TO SCALE

- NOTES:
1. ANCHORING STAPLES SHALL BE USED TO SECURE THE FILTER SOCK TO THE EXISTING PAVEMENT. THE STAPLES SHALL BE A MAXIMUM OF 1\"/>
 2. OVERLAP ENDS OF SOCK PER MANUFACTURER'S RECOMMENDATIONS (1\"/>
 3. USE 8\"/>
 4. CURBSIDE IN TRAFFIC AREAS SHALL BE CONSTRUCTED IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.

DATE	DESCRIPTION	BY	APPROVED BY

Martin & Whitacre
Surveyors & Engineers, Inc.
MUSCATINE, IOWA
1508 BIDWELL ROAD
PHONE (562) 252-7191
EMAIL: info@martin-whitacre.com

ILACKETT DEVELOPMENT SUBDIVISION
T&T ILACKETT DEVELOPMENT GROUP
LLC
MUSCATINE, IOWA

PROJECT	DATE	SCALE	SHEET NO.	TOTAL SHEETS
11/15/22	000	AS NOTED	C-7	7 OF 18



City Hall, 215 Sycamore St.
Muscatine, IA 52761-3840
(563) 262-4141
Fax (563) 262-4142

COMMUNITY DEVELOPMENT

Planning,
Zoning,
Building Safety,
Construction Inspection Services,
Public Health,
Housing Inspections,
Code Enforcement

To: Planning and Zoning Commission
From: April Limburg, City Planner
Date: June 10, 2025
Re: Right of Way Vacation – PZVROW-3-2025

INTRODUCTION: Clint Church is requesting that the City vacate then sell to him the portion of the undeveloped right of way between his parcels and the adjoining parcel.

BACKGROUND: In 2019 Clint and Dana Church purchased parcel 1303456016 and parcel 1303456012 down on Roby Ave. It is bounded by a commercial property to the east, railroad to the south, and the public right of way of Roby Avenue to the north. It is located south of Roby Avenue, east of League Street, west of Division Street, and north of the Canadian Pacific Railroad in Muscatine, Iowa. The goal is to vacate the undeveloped alley for continue use of the entire property.

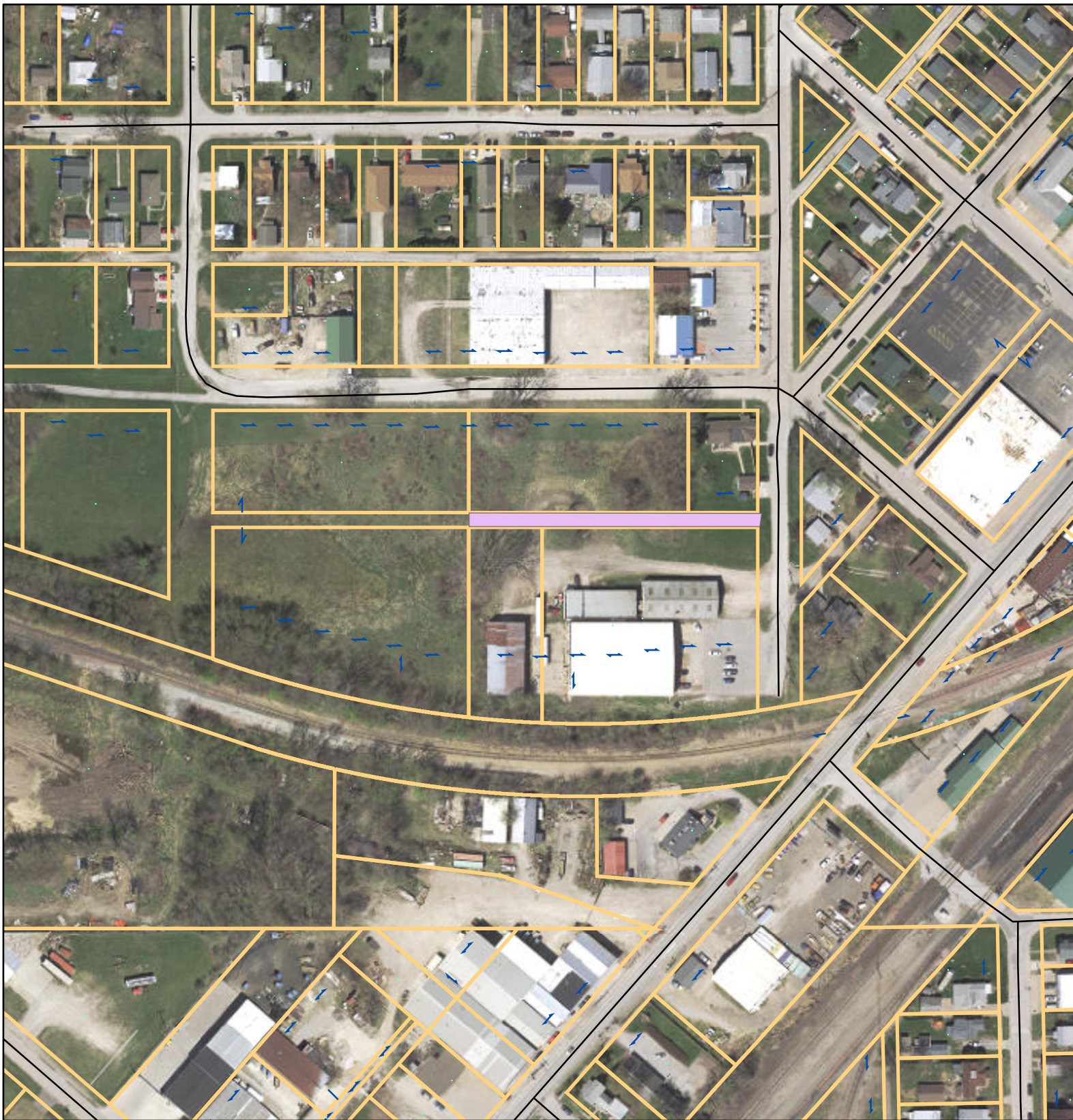
RECOMMENDATION/RATIONALE: Staff recommends approval of this request. The right of way being proposed for vacation serve no useful public purpose. The sale of the Right of Way will be benefiting the community by allowing for the continued growth of the tax base.

Legal description of the Right of Way being requested to be vacated:

"I remember Muscatine for its sunsets. I have never seen any
on either side of the ocean that equaled them" — Mark Twain

Legal Description for vacated right of way.

A STRIP OF LAND 10 FEET BY 164.83 FEET ADJOINING LOTS 14 & 15 PLATTED AS PUBLIC RIGHT OF WAY AND DEPICTED ON THE FINAL PLAT OF PEARLMAN'S SUBDIVISION IN THE CITY OF MUSCATINE, AS RECORDED IN BOOK 6 PAGE 102 IN THE OFFICE OF THE RECORDER, MUSCATINE COUNTY, IOWA.



Legend

-  ROW
-  Parcels

PZROWV-3-2024 Right of Way
A STRIP OF LAND 20 FEET BY 397 FEET
ADJOINING PARCELS 1303456016
AND 1303456012

