Exhibit A

Ed Cain

26 Indian Hills Road

Council Bluffs, Iowa, 51503

To whom it may concern,

My name is Ed Cain, I own the property directly south of the proposed subdivision, my land is mostly zoned A-2 and R-1, and I live on a designated Century Farm. The first piece of the farm was purchased by my great grandfather in 1907.

After reviewing the preliminary plan for the 27 lot subdivision and with the statement that the developer intends to develop lot 27 as a future phase of the subdivision that would almost certainly include as many units as possible to maximize profits, I object to the change in zoning from A-2 Parks, Estates and Agricultural District to R-2/ Family Residential District on the grounds that the change would leave the proposal too open ended and allow for far more density than the neighborhood is comprised of, (most of nearby property is zoned A-2) and certainly more traffic than the already overused streets can handle. Also, the proposed request includes variances for lot size, lot widths, and lot depth to width ratios, for a zoning designation that allows for a density level of 100% 2 family structures.

Looking at the City code of Ordinances, Chapter 15.01.020-Purpose of a zoning ordinance, some points that stand out;

A. Development of the city in accordance with the comprehensive plan
B. Preserve agricultural and environmentally sensitive lands
C. Minimize traffic congestion
D. Protect value of property
E. Avoid undue concentration of population

It appears that a suitable compromise would be to allow a change of the zoning to R-1. The subdivision proposal could be modified to fit the zoning requirements, the townhomes removed from the proposal, and replaced with single family homes, and the future development of lot 27 would be restricted to single family homes.

These changes to the proposed subdivision would still have a higher density of population than the College Road neighborhood, but would add less to the area than 2 family units, and considering the recent addition of the developments on the east side of the railroad tracks, and IWCC, the traffic has already increased considerably on the area roads.

Respectfully,

Ed Cain