AGENDA
CITY OF CEDAR FALLS, IOWA
REGULAR MEETING, CITY COUNCIL
MONDAY, FEBRUARY 19, 2018
7:00 PM AT CITY HALL

A. Call to Order by the Mayor.

B. Roll Call.

C. Approval of Minutes of the Regular Meeting of February 5, 2018.

D. Agenda Revisions.

E. Special Order of Business:

1. Public hearing on the proposed FY19 Budget for the City of Cedar Falls.

    a. Receive and file proof of publication of notice of hearing. (Notice published February 7, 2018)

    b. Written objections filed with the City Clerk.

    c. Oral comments.

2. Resolution approving and adopting the FY19 Budget for the City of Cedar Falls.

3. Resolution approving a Highway Corridor and Greenbelt (HCG) Overlay Zoning District site plan for construction of a grocery store on Lots 32 & 33 of Pinnacle Prairie Business Center North. (4500 South Main Street)

4. Resolution approving a Highway Corridor and Greenbelt (HCG) Overlay Zoning District site plan for construction of a convenience store/gas station and detached carwash on Lots 33 & 34 of Pinnacle Prairie Business Center North. (4515 Coneflower Parkway)

5. Public hearing on a proposed vacation and dedication of utility easements on Lots 32, 33 & 34 of Pinnacle Prairie Business Center North. (Contingent upon approval of Items E-3 and E-4)

    a. Receive and file proof of publication of notice of hearing. (Notice published February 9, 2018)

    b. Written objections filed with the City Clerk.

    c. Oral comments.

6. Resolution approving and authorizing vacation and dedication of utility easements on Lots 32, 33 & 34 of Pinnacle Prairie Business Center North. (Contingent upon approval of Items E-3 and E-4)

7. Resolution approving and authorizing execution of a Developmental Procedures Agreement with Greenhill Estates, Inc. relative to public improvements on Greenhill Road in the vicinity of the

Coneflower Parkway intersection. (Contingent upon approval of Items E-3 and E-4)

F. Old Business:

1. Pass Ordinance #2917, amending Chapter 26, Traffic and Motor Vehicles, of the Code of Ordinances relative to changing the speed limit on University Avenue from Hudson Road to the east city limits from 45 miles per hour to 35 miles per hour, upon its third & final consideration.

2. Remove from the table the motion by Miller and second by Wieland to adopt a resolution approving a College Hill Neighborhood Overlay Zoning District site plan for a commercial/residential mixed use development at 2119 College Street.

    a. Resolution approving a College Hill Neighborhood Overlay Zoning District site plan for a commercial/residential mixed use development at 2119 College Street.

G. New Business:

1. Consent Calendar: (The following items will be acted upon by voice vote on a single motion without separate discussion, unless someone from the Council or public requests that a specific item be considered separately.)

    a. Receive and file the Committee of the Whole minutes of February 5, 2018 relative to the following items:
    (1) Vine Street parking restrictions.
    (2) FY19 Budget.
    (3) Public Safety Services Update.
    (4) Bills & Payroll.

    b. Approve and adopt action taken at the Committee of the Whole meeting of February 5, 2018 relative to Vine Street parking restrictions.

    c. Receive and file the plans, specifications, form of contract & estimate of cost for the 2018 Sanitary Sewer Rehabilitation Project.

    d. Receive and file the bids received for the 2018 Street Construction Project.

    e. Approve the following applications for beer permits and liquor licenses:
    (1) Panchero's Mexican Grill, 6421 University Avenue, Class B beer - renewal.
    (2) Asian Fusion Vietnamese and Thai Cuisine, 5725 University Avenue, Special Class C liquor - renewal.
    (3) Chad's Pizza and Restaurant, 909 West 23rd Street, Class C liquor & outdoor service - renewal.
    (4) Sakura Japanese Steakhouse & Sushi Bar, 5719 University Avenue, Class C liquor - renewal.

2. Resolution Calendar: (The following items will be acted upon by roll call vote on a single motion without separate discussion, unless someone from the Council or public requests that a specific item be considered separately.)

    a. Resolution establishing the pay for a new employee hired in the position of Planner I in the Planning & Community Services Division.

    b. Resolution establishing the pay for an employee reclassified to the position of PT-Maintenance Worker in the Public Works & Parks Division.

    c. Resolution establishing the pay for an employee reclassified to the position of Police

Captain-PSO in the Police Operations Division.

d. Resolution establishing the pay for three employees reclassified to the position of Police Lieutenant-PSO in the Police Operations Division.

e. Resolution establishing the pay for eight employees reclassified to the position of Public Safety Officer in the Police Operations Division.

f. Resolution establishing the pay for an employee assigned to the position of Acting Police Lieutenant-PSO in the Police Operations Division.

g. Resolution adjusting the pay for four employees in the position of Public Safety Officer in the Police Operations Division.

h. Resolution declaring an official intent under Treasury Regulation 1.150-2 to issue debt to reimburse the City for certain original expenditures paid in connection with a specified project.

i. Resolution approving and authorizing execution of an Amendment, Assignment and Assumption Agreement between the University of Northern Iowa, University Book and Supply Company, Inc. and the City of Cedar Falls relative to a ground lease agreement.

j. Resolution approving and adopting the recommendation of the Parks & Recreation Commission relative to the FY19 Municipal Cemetery Fee Schedule.

k. Resolution approving and authorizing execution of a Lease relative to property vacated by the 2008 flood buyout programs.

l. Resolution approving the completion and accepting the work of WHKS & Co., and authorizing final payment relative to a Professional Service Agreement for the Sanitary Sewer Inflow/Infiltration Control Project, Phase I.

m. Resolution approving and accepting the low bid of Peterson Contractors, Inc., in the amount of $4,676,551.93, for the 2018 Street Construction Project.

n. Resolution approving and accepting a Temporary Easement, in conjunction with the 2017 Levee/Floodwall System Improvements Project.

o. Resolution approving and authorizing submission of the Iowa Certified Local Government (CLG) 2017 Annual Report of the Historic Preservation Commission to the State Historical Society of Iowa.

p. Resolution approving a College Hill Neighborhood Overlay Zoning District site plan for façade improvements at 917 West 23rd Street.

q. Resolution approving and authorizing execution of Agreement to Amend Restrictions in Deed of Dedication of Northern Cedar Falls Industrial Park, Phase I Addition.

r. Resolution approving and authorizing execution of a Professional Service Agreement with the Iowa Northland Regional Council of Governments (INRCOG) relative to the Community Development Block Grant (CDBG) Program.

s. Resolution setting March 5, 2018 as the date of public hearing on the proposed plans, specifications, form of contract & estimate of cost for the 2018 Sanitary Sewer Rehabilitation Project.

t. Resolution setting March 5, 2018 as the date of public hearing on a proposal to undertake a public improvement project for the Campus Street Bridge Replacement University Branch of Dry Run Creek Project and to authorize acquisition of private property for said project.

H. Allow Bills and Payroll.

I. City Council Referrals.

J. City Council Updates.

K. Executive Session to discuss Legal Matters per Iowa Code Section 21.5(1)(c) to discuss strategy with counsel in matters that are presently in litigation or where litigation is imminent where its disclosure would be likely to prejudice or disadvantage the position of the governmental body in that litigation.

L. Public Forum. (Speakers will have one opportunity to speak for up to 5 minutes on topics germane to City business.)

M. Adjournment.

CITY HALL
CEDAR FALLS, IOWA, FEBRUARY 5, 2018
REGULAR MEETING, CITY COUNCIL
MAYOR JAMES P. BROWN PRESIDING

The City Council of the City of Cedar Falls, Iowa, met in Regular Session, pursuant to law, the rules of said Council and prior notice given each member thereof, in the City Hall at Cedar Falls, Iowa, at 7:00 P.M. on the above date. Members present: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Absent: None.

51709 - It was moved by Darrah and seconded by Kruse that the minutes of the Regular Meeting of January 15, 2018 be approved as presented and ordered of record. Motion carried unanimously.

51710 - Public Safety Services Director Olson provided an introduction and Mayor Brown proceeded with the Administration of Oath to new Public Safety Officers Admir Babic, Adam Hancock, Kevin Hernandez and Nolan Young.

51711 - Mayor Brown announced that in accordance with the public notice of January 19, 2018, this was the time and place for a public hearing on the proposed plans, specifications, form of contract & estimate of cost for the 2018 Street Construction Project. It was then moved by Blanford and seconded by Darrah that the proof of publication of notice of hearing be received and placed on file. Motion carried unanimously.

51712 - The Mayor then asked if there were any written objections filed to the proposed plans, etc. Upon being advised that there were no written objections on file, the Mayor then called for oral comments. City Engineer Resler provided a brief summary of the project and Dr. Michael Crall, 412 Chateau Court commented about grading issues. There being no one else present wishing to speak either for or against the proposed plans, etc., the Mayor declared the hearing closed and passed to the next order of business.

51713 - It was moved by Miller and seconded by Green that Resolution #20,926, approving and adopting the plans, specifications, form of contract & estimate of cost for the 2018 Street Construction Project, be adopted. Following due consideration by the Council, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried. The Mayor then declared Resolution #20,926 duly passed and adopted.

51714 - Mayor Brown announced that in accordance with the public notice of January 19, 2018, this was the time and place for a public hearing on a proposal to undertake a public improvement project for the West 1st Street Reconstruction Project and to authorize acquisition of private property for said project. It was then moved by deBuhr and seconded by Blanford that the proof of publication of notice of hearing be received and placed on file. Motion carried unanimously.

51715 - The Mayor then asked if there were any written objections filed to the proposed undertaking. Upon being advised that there were no written objections on file, the Mayor then called for oral comments. City Planner III Sturch provided a brief summary

of the project, and Roger White, 2303 Greenwood Avenue, and Jeff Johnson, 923 West 1st Street, commented. There being no one else present wishing to speak either for or against the proposed plans, etc., the Mayor declared the hearing closed and passed to the next order of business.

51716 - It was moved by Wieland and seconded by Kruse that Resolution #20,927, approving a public improvement for the West 1st Street Reconstruction Project and authorizing acquisition of private property for said project, be adopted. Following a question by Councilmember Darrah and response by City Planner III Sturch, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried. The Mayor then declared Resolution #20,927 duly passed and adopted.

51717 - It was moved by Darrah and seconded by Miller that Ordinance #2917, amending Chapter 26, Traffic and Motor Vehicles, of the Code of Ordinances relative to changing the speed limit on University Avenue from Hudson Road to the east city limits from 45 miles per hour to 35 miles per hour, be passed upon its second consideration. Following due consideration by the Council, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried.

51718 - It was moved by Green and seconded by deBuhr that the following items and recommendations on the Consent Calendar be received, filed and approved:

Receive and file the resignation of Paul Gray as a member of the Library Board of Trustees.

Approve the recommendation of the Mayor relative to the appointment of Kim Kranz to the Board of Rental Housing Appeals, term ending 05/01/2018.

Receive and file the Committee of the Whole minutes of January 15, 2018 relative to the following items:

(1) Capital Improvements Program (CIP) – Joint Meeting with Planning & Zoning Commission.
(2) Bills & Payroll.

Receive and file a communication from the Civil Service Commission relative to a certified list for the position of Traffic Operations Supervisor.

Receive and file Departmental Monthly Reports of December 2017.

Receive and file the 2017 Annual Reports of the Planning & Zoning Commission, Board of Adjustment, Historic Preservation Commission, Group Rental Committee/Board of Rental Housing Appeals, and the Bicycle & Pedestrian Advisory Committee.

Approve the following applications for beer permits and liquor licenses:

(1) Hy-Vee Gas, 6527 University Avenue, Class C beer - renewal.
(2) AmericInn Lodge and Suites, 5818 Nordic Drive, Class B beer - renewal.

(3) Second State Brewing Company, 203 State Street, Class B beer - renewal.
(4) Cottonwood Canyon, 419 Washington Street, Special Class C liquor & outdoor service - renewal.
(5) Hy-Vee Tasting Room, 6301 University Avenue, Special Class C liquor - renewal.
(6) The Hydrant Firehouse Grill, 2002 College Street, Class C liquor - renewal.

Motion carried unanimously.

51719 - It was moved by Kruse and seconded by Green that the following resolutions be introduced and adopted:

Resolution #20,928, deleting the pay for an employee in the position of Land Surveyor in the Engineering Services Division.

Resolution #20,929, deleting the pay for an employee in the position of Inspector in the Inspection Services Division.

Resolution #20,930, deleting the pay for an employee in the position of Equipment Mechanic in the Public Works & Parks Division.

Resolution #20,931, establishing the pay for a new employee hired in the position of PT-Laborer in the Public Works & Parks Division.

Resolution #20,932, establishing the pay for three new employees hired in the position of Public Safety Officer in the Police Operations Division.

Resolution #20,933, establishing the pay for an employee reclassified to the position of Maintenance Worker in the Public Works & Parks Division.

Resolution #20,934, establishing the pay for an employee reclassified to the position of Public Safety Officer in the Police Operations Division.

Resolution #20,935, approving and authorizing execution of the renewal of an Advertising Agreement with Lee Enterprises, Incorporated, d/b/a Courier Communications, relative to recruitment advertising.

Resolution #20,936, approving and authorizing execution of an extension of a three-year Agreement for Audit Services with Eide Bailly, LLP.

Resolution #20,937, approving and authorizing execution of a contract for CLEAR for Law Enforcement Plus with West Publishing Corporation relative to investigations and background checks conducted by the Public Safety Services Department.

Resolution #20,938, approving and authorizing execution of a Farm Lease Agreement with Luhring & Luhring Farms relative to agricultural land known as the Belz Farm.

Resolution #20,939, approving and accepting a Temporary Easement, in conjunction with the 2017 Levee/Floodwall System Improvements Project.

Resolution #20,940, approving and accepting completion of public improvements in Prairie West 7th Addition.

Resolution #20,941, approving the Certificate of Completion and accepting the work of Feldman Concrete for the 2017 Sidewalk Assessment Project, Zone 8.

Resolution #20,942, approving the Final Statement of Expenditures for the 2017 Sidewalk Assessment Project, Zone 8.

Resolution #20,943, approving the Certificate of Completion and accepting the work of Peterson Contractors, Inc. for the 2017 Street Reconstruction Project.

Resolution #20,944, approving the Certificate of Completion and accepting the work of Mike Dolan Concrete & Masonry, Inc. for the 2016 Public Sidewalk Repair, Pedestrian Ramp and Patching Project.

Resolution #20,945, approving the Certificate of Completion and accepting the work of Mike Dolan Concrete & Masonry, Inc. for the 2016 Permeable Alley Project.

Resolution #20,946, approving the Certificate of Completion and accepting the work of Mike Dolan Concrete & Masonry, Inc. for the Cedar Falls Industrial Park Street Patching Project.

Resolution #20,947, approving and authorizing execution of Supplemental Agreement No. 2 to the Standard Consultant Contract with IIW, P.C. for construction engineering services relative to the West 20th Street Bridge Replacement Project.

Resolution #20,948, approving and authorizing execution of Supplemental Agreement No. 4 to the Professional Services Agreement with Foth Infrastructure & Environmental, LLC relative to the 2018 Bridge Inspection Project.

Resolution #20,949, approving the partial release of retainage funds to K. Cunningham Construction Company, Inc. for the University Avenue Reconstruction Project, Phase I.

Resolution #20,950, approving and authorizing execution of a Cooperative Agreement for Primary Road Project with the Iowa Department of Transportation for reconstruction of ramp terminals relative to the University Avenue Reconstruction Project, Phase 3.

Resolution #20,951, approving and authorizing execution of an Assignment and Assumption Agreement relative to an Agreement for Private Development and conveyance of development property by CV Properties Housing Cooperative Association to CV Properties 2, LLC.

Resolution #20,952, setting February 19, 2018 as the date of public hearing on the proposed FY19 Budget for the City of Cedar Falls.

Resolution #20,953, setting February 19, 2018 as the date of public hearing on the proposed vacation and dedication of utility easements on Lots 32, 33 & 34 of Pinnacle Prairie Business Center North.

Following due consideration by the Council, the Mayor put the question on the motion

and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried. The Mayor then declared Resolutions #20,928 through #20,953 duly passed and adopted.

51720 - It was moved by Wieland and seconded by Darrah that Resolution #20,954, deleting the pay for an employee in the position of Firefighter in the Fire Operations Division, be adopted. Following comments by Councilmember Green and questions by Councilmember Miller and responses by Finance & Business Operations Director Rodenbeck and Public Safety Services Director Olson, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland. Nay: Green. Motion carried. The Mayor then declared Resolution #20,954 duly passed and adopted.

51721 - It was moved by Darrah and seconded by deBuhr that Resolution #20,955, establishing the pay for an employee assigned to the position of Acting Police Lieutenant-Public Safety Officer in the Police Operations Division, be adopted. Following a question by Councilmember Green and response by Public Safety Services Director Olson, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried. The Mayor then declared Resolution #20,955 duly passed and adopted.

51722 - It was moved by Green and seconded by Blanford that Resolution #20,956, approving and authorizing the purchase of a fire rescue pumper apparatus from Toyne, Inc., be adopted. Following a question by Councilmember Green and response by Public Safety Services Director Olson, the Mayor put the question on the motion and upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried. The Mayor then declared Resolution #20,956 duly passed and adopted.

51723 - It was moved by Miller and seconded by Wieland that a resolution approving a College Hill Neighborhood Overlay Zoning District site plan for a commercial/residential mixed use development at 2119 College Street be adopted. City Planner II Graham provided a brief summary of the project, and Graham and Community Development Director Sheetz responded to questions by Councilmembers deBuhr, Darrah, Green, Wieland, Kruse, Miller and Blanford.

The following individuals spoke in opposition to the site plan as proposed:
Dave Manning, 317 6th Avenue, representing clients with interest in College Hill area
Maggie Miller, 615 West 20th Street, Northern Iowa Student Government Director of Government Relations
Dr. Brian Sires, 1939 College Street
Danny Bigelow, 3909 Beaver Ridge Circle
Kara Bigelow Baker, 1826 Quail Run Lane

The following individuals spoke in support of the proposed site plan:
Dave Diebler, 1616 Campus Street
Jon Taiber, 1005 West 16th Street

It was then moved by deBuhr and seconded by Kruse to call the question. Motion to call the question failed 3-4, with Green, Darrah, Blanford and Miller voting nay. It was

then moved by Miller and seconded by Darrah that the original motion be tabled. Motion to table carried 5-2, with deBuhr and Kruse voting nay.

51724 - It was moved by deBuhr and seconded by Blanford that the bills and payrolls be allowed as presented, and that the Controller/City Treasurer be authorized to issue City checks in the proper amounts and on the proper funds in payment of the same. Upon call of the roll, the following named Councilmembers voted. Aye: Miller, deBuhr, Kruse, Blanford, Darrah, Wieland, Green. Nay: None. Motion carried.

51725 - It was moved by Miller and seconded by Kruse to refer to the Committee of the Whole the Council's role in Boards and Commissions relative to conflict of interest. Motion carried unanimously.

It was moved by Darrah and seconded by Green to refer to the Committee of the Whole the review of existing ordinances relative to all components of development within C-3 zoned areas. Following a question by Councilmember Wieland and response by Community Development Director Sheetz, the motion carried unanimously.

It was then moved by Green and seconded by Wieland to direct staff to provide to the Council clarification and interpretation of ex parte communication. Following questions and comments by Councilmembers Green and Kruse, and responses by City Attorney Rogers and City Administrator Gaines, the motion carried unanimously.

51726 - Finance & Business Operations Director Rodenbeck recognized City Clerk Jacqueline Danielsen for receiving the designation of Master Municipal Clerk (MMC) from the International Institute of Municipal Clerks.

51727 - Brent Dahlstrom, 5016 Samantha Circle, spoke about his investment in the City and his development being proposed at 2119 College Street.

Chris Wernimont, 415 ½ Washington Street, inquired about parking spaces being required for the proposed mixed use development and interpretation of the City Code.

Kara Bigelow Baker, 1826 Quail Run Lane, expressed concerns about the proposed mixed use development.

51728 - It was moved by Blanford and seconded by Kruse that the meeting be adjourned at 9:15 P.M. Motion carried unanimously.

_____

Jacqueline Danielsen, MMC, City Clerk

DEPARTMENT OF FINANCE & BUSINESS OPERATIONS

CITY OF CEDAR FALLS, IOWA
220 CLAY STREET
CEDAR FALLS, IOWA 50613
319-273-8600
FAX 319-268-5126

INTEROFFICE MEMORANDUM

TO: Mayor Brown and City Council Members

FROM: Jennifer Rodenbeck, Director of Finance & Business Operations

DATE: February 16, 2018

SUBJECT: FY2019 Budget

Attached are the state budget forms for the FY19 budget. This sets the $11.22 rate that was approved at the Committee of the Whole budget worksession on February 5th and the maximum budget amount of $91,749,100 that the hearing was set for. The budget, as proposed will cause a 1.53% decrease on residential properties, a .81% increase on commercial/industrial properties, and a 3.77% decrease on multi-residential properties.

Council was provided with the full budget document prior to the budget worksession. Once the budget is formally approved, new books will be printed and published on our website.

If you have any questions about the budget or the budget process, please feel free to contact me.

Item E.1.

07-046

Adoption of Budget and Certification of City Taxes

FISCAL YEAR BEGINNING JULY 1, 2018 - ENDING JUNE 30, 2019

Resolution No.: _____

The City of: Cedar Falls **County Name:** BLACK HAWK **Date Budget Adopted:** _____ (Date) xx/xx/xx

The below-signed certifies that the City Council, on the date stated above, lawfully approved the named resolution adopting a budget for next fiscal year, as summarized on this and the supporting pages.
Attached is Long Term Debt Schedule Form 703 which lists any and all of the debt service obligations of the City.

319-273-8600 Telephone Number _____ Signature

County Auditor Date Stamp

January 1, 2017 Property Valuations

		With Gas & Electric		Without Gas & Electric	Last Official Census
Regular	2a	1,837,202,491	2b	1,832,652,499	39,260
DEBT SERVICE	3a	1,972,918,265	3b	1,968,368,273	
Ag Land	4a	6,010,597			

TAXES LEVIED

Code Sec.	Dollar Limit	Purpose		(A) Request with Utility Replacement		(B) Property Taxes Levied		(C) Rate
384.1	8.10000	Regular General levy	5	14,881,340		14,844,485	43	8.10000
(384)		Non-Voted Other Permissible Levies						
12(8)	0.67500	Contract for use of Bridge	6			0	44	0
12(10)	0.95000	Opr & Maint publicly owned Transit	7	376,180		375,254	45	0.20476
12(11)	Amt Nec	Rent, Ins. Maint of Civic Center	8			0	46	0
12(12)	0.13500	Opr & Maint of City owned Civic Center	9			0	47	0
12(13)	0.06750	Planning a Sanitary Disposal Project	10			0	48	0
12(14)	0.27000	Aviation Authority (under sec.330A.15)	11			0	49	0
12(15)	0.06750	Levee Impr. fund in special charter city	13			0	51	0
12(17)	Amt Nec	Liability, property & self insurance costs	14	241,340		240,737	52	0.13136
12(21)	Amt Nec	Support of a Local Emerg.Mgmt.Comm.	462	396,060		395,083	465	0.21558
(384)		Voted Other Permissible Levies						
12(1)	0.13500	Instrumental/Vocal Music Groups	15	30,000		29,927	53	0.01633
12(2)	0.81000	Memorial Building	16			0	54	0
12(3)	0.13500	Symphony Orchestra	17			0	55	0
12(4)	0.27000	Cultural & Scientific Facilities	18			0	56	0
12(5)	As Voted	County Bridge	19			0	57	0
12(6)	1.35000	Missi or Missouri River Bridge Const.	20			0	58	0
12(9)	0.03375	Aid to a Transit Company	21			0	59	0
12(16)	0.20500	Maintain Institution received by gift/devise	22			0	60	0
12(18)	1.00000	City Emergency Medical District	463			0	466	0
12(20)	0.27000	Support Public Library	23	496,035		494,798	61	0.26999
28E.22	1.50000	Unified Law Enforcement	24			0	62	0
		Total General Fund Regular Levies (5 thru 24)	25	16,420,955		16,380,284		
384.1	3.00375	Ag Land	26	18,054		18,054	63	3.00375
		Total General Fund Tax Levies (25 + 26)	27	16,439,009		16,398,338		Do Not Add
		Special Revenue Levies						
384.8	0.27000	Emergency (if general fund at levy limit)	28			0	64	0
384.6	Amt Nec	Police & Fire Retirement	29	1,608,410		1,604,432		0.87547
	Amt Nec	FICA & IPERS (if general fund at levy limit)	30	1,247,130		1,244,041		0.67882
Rules	Amt Nec	Other Employee Benefits	31	853,480		851,359		0.46455
		Total Employee Benefit Levies (29,30,31)	32	3,709,020		3,699,832	65	2.01884
		Sub Total Special Revenue Levies (28+32)	33	3,709,020		3,699,832		
386	As Req	Valuation *With Gas & Elec* / *Without Gas & Elec*						
	SSMID 1	(A) 44,395,051 (B) 44,395,051	34	172,697		172,697	66	3.89001
	SSMID 2	(A) 10,307,454 (B) 10,307,454	35	28,345		28,345	67	2.74995
	SSMID 3	(A) (B)	36			0	68	0
	SSMID 4	(A) (B)	37			0	69	0
	SSMID 5	(A) (B)	555			0	565	0
	SSMID 6	(A) (B)	556			0	566	0
	SSMID 7	(A) (B)	1177			0	###	0
	SSMID 8	(A) (B)	1185			0	###	0
		Total Special Revenue Levies	39	3,910,062		3,900,874		
384.4	Amt Nec	**Debt Service Levy 76.10(6)**	40	522,480	40	521,283	70	0.26483
384.7	0.67500	**Capital Projects (Capital Improv. Reserve)**	41		41	0	71	0
		Total Property Taxes (27+39+40+41)	42	20,871,551	42	20,820,495	72	11.22169

COUNTY AUDITOR - I certify the budget is in compliance with ALL the following:
Budgets that **DO NOT** meet **ALL** the criteria below are not statutorily compliant & must be returned to the city for correction.

_____ 1) The prescribed Notice of Public Hearing Budget Estimate (Form 631.1) was lawfully published, or posted if applicable, and notarized, filed proof was evidenced.
_____ 2) Budget hearing notices were published or posted not less than 10 days, nor more than 20 days, prior to the budget hearing.
_____ 3) Adopted property taxes do not exceed published or posted amounts.
_____ 4) Adopted expenditures do not exceed published or posted amounts in each of the nine program areas, or in total.
_____ 5) Number of the resolution adopting the budget has been included at the top of this form.
_____ 6) The budget file uploaded to the SUBMIT Area matched the paper copy certified by the city to this office.
_____ 7) The long term debt schedule (Form 703) shows sufficient payment amounts to pay the G.O. debt certified by the cil

_____ (County Auditor)

 office.

CHECK CITY VALUATIONS

Taxable Valuations By Class By Levy Authority
100% Valuations By Class By Levy Authority

Commercial & Industrial Replacement Claim Estimation

This sheet has been designed to allow each city to estimate the amount of property tax reimbursement that will be received from the State for each fund.

The City of Cedar Falls

		(A) Commercial - Non-TIF	(B) Commerical - TIF	(C) Industrial - Non-TIF	(D) Industrial - TIF
1	**Taxable**	404,182,955	109,583,453	29,027,392	21,589,544
2	**100% Assessed**	452,393,968	118,457,594	34,447,800	21,793,240

		REPLACEMENT $	FILLS TO:
3	**General Fund**	$479,359	REVENUES, LINE 18, COL (C)
4	**Special Fund**	$108,273	REVENUES, LINE 18, COL (D)
5	**Debt Fund**	$16,607	REVENUES, LINE 18, COL (F)
6	**Capital Reserve Fund**	$0	REVENUES, LINE 18, COL (G)

REPLACEMENT PAYMENT PERCENTAGE

100%
99%
98%
97%
96%

Beginning in FY 2017-2018, the a[dropdown] of commercial & industrial replacement payments paid by the State of Iowa to local governments becomes limited by the total amount of pay[dropdown]ade in FY 2016-2017. This limitation of total dollars available for repayment of commercial & industrial replacement claims may cause a[dropdown] nts to local governments to be pro-rated. The amount of proratation necessary for the budget year will not be known until August, but the dropdown below will allow the estimated commercial & industrial replacement payments to be reduced by a selected proration percentage.

To reduce that estimated amount of commercial & industrial replacement payment budgeted for the coming fiscal year, complete an esitmation of the replacement payment above. Once complete, select a proration percentage from the list below. The proration percentage will limit the amount of estimated replacement payment budgeted. This will hopefully prevent an over estimation in the budget year revenues.

*** Please input the amount of revenue being received from any grants or reimbursements from the State of Iowa, excluding the replacement amounts on lines 3 through 6 above. Separate the revenues by fund receiving the money.**

		(A) General	(B) Special Revenue	(C) TIF Sp. Revenue	(D) Debt Service	(E) Capital Projects	(F) Proprietary
Other State Grants & Reimbursements	18	$174,000					

Commercial & Industrial Replacement Claim Estimation

For SSMIDs

The City of Cedar Falls

SSMID 1

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable	45,133,824	1,591,704	
2	Assessed	50,148,692	1,768,560	$20,196

SSMID 2

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable	9,509,912	0	
2	Assessed	10,566,568	0	$2,906

SSMID 3

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

SSMID 4

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

SSMID 5

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

SSMID 6

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

SSMID 7

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

SSMID 8

		(A) Commercial - Reg	(B) Industrial - Reg	Replacement $
1	Taxable			
2	Assessed			$0

		REPLACEMENT $
1	Special Fund	$23,102

Form FBW

Department of Management

Fund Balance Worksheet for City of Cedar Falls

		General (A)	Special Rev (B)	TIF Special Rev (C)	Debt Serv (D)	Capt Proj (E)	Permanent (G)	Total Government (H)	Proprietary (I)	Grand Total (J)
(1) ***Annual Report FY 2017**										
Beginning Fund Balance July 1 (pg 5, line 134) *	1	9,519,789	35,025,338	0	463,054	33,535,012	0	78,543,193	9,991,111	88,534,304
Actual Revenues Except Beg Bal (pg 5, line 132) *	2	25,087,406	17,489,111	7,897,709	1,772,669	17,724,635	0	69,971,530	17,658,500	87,630,030
Actual Expenditures Except End Bal (pg 12, line 259) *	3	24,548,357	13,035,432	7,897,709	1,744,215	16,039,940	0	63,265,653	14,802,885	78,068,538
Ending Fund Balance June 30 (pg 12, line 261) *	4	10,058,838	39,479,017	0	491,508	35,219,707	0	85,249,070	12,846,726	98,095,796
(2) ** Re-Estimated FY 2018		General	Spec Rev	TIF Special Rev	Debt Serv	Capt Proj	Permanent	Tot Govt	Proprietary	Grand Total
Beginning Fund Balance	5	10,058,838	39,479,017	0	491,508	35,219,707	0	85,249,070	12,846,726	98,095,796
Re-Est Revenues	6	24,601,608	17,607,631	4,400,916	5,612,352	12,157,690	0	64,380,197	10,658,046	75,038,243
Re-Est Expenditures	7	24,601,608	21,547,841	4,400,916	5,655,020	18,488,072	0	74,693,457	11,047,558	85,741,015
Ending Fund Balance	8	10,058,838	35,538,807	0	448,840	28,889,325	0	74,935,810	12,457,214	87,393,024
(3) **Budget FY 2019**		General	Spec Rev	TIF Special Rev	Debt Serv	Capt Proj	Permanent	Tot Govt	Proprietary	Grand Total
Beginning Fund Balance	9	10,058,838	35,538,807	0	448,840	28,889,325	0	74,935,810	12,457,214	87,393,024
Revenues	10	25,814,490	17,967,500	3,753,970	4,193,347	22,058,335	0	73,787,642	11,082,420	84,870,062
Expenditures	11	25,814,490	19,443,440	3,753,970	4,176,740	27,340,050	0	80,528,690	11,220,410	91,749,100
Ending Fund Balance	12	10,058,838	34,062,867	0	465,447	23,607,610	0	68,194,762	12,319,224	80,513,986

* The figures in section (1) are taken from FORM F-66(IA-2) STATE OF IOWA FINANCIAL REPORT FOR FISCAL YEAR ENDED JUNE 30, 2017

** The remaining two sections are filled in by the software once ALL worksheets are completed.

Form EMC

CITY OF Cedar Falls

As provided in Iowa Code Section 384.12, subsection 22, a city may levy the amount necessary in support of a local Emergency Management Commission. In addition to this individual levy, Emergency Management Commission support may also be included as part of the General Fund Levy. Iowa Code Section 29C.17, subsection 5 states that any support from cities or counties must be separately reported on tax statements issued by the county treasurer.

Input the amount of General Fund Levy request to be used

		Request with Utility Replacement (A)	Property Taxes Levied (B)
1	Portion of General Fund Levy Used for Emerg. Mgmt. Comm.		0
2	Support of a Local Emerg.Mgmt.Comm.	396,060	395,083
3	TOTAL FOR FISCAL YEAR 2018	396,060	395,083

Form 631 E P1

CITY OF Cedar Falls

Department of Management

RE-ESTIMATED EXPENDITURES SCHEDULE PAGE 1

RE-ESTIMATED Fiscal Year Ending 2018

Fiscal Years

GOVERNMENT ACTIVITIES (A)	(B)	GENERAL (C)	SPECIAL REVENUE (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	RE-ESTIMATED 2018 (J)	ACTUAL 2017 (K)
PUBLIC SAFETY										
Police Department/Crime Prevention	1	4,727,530	1,061,431						5,788,961	4,970,092
Jail	2								0	0
Emergency Management	3	370,280							370,280	327,991
Flood Control	4								0	0
Fire Department	5	3,102,534	492,882						3,595,416	3,609,246
Ambulance	6								0	0
Building Inspections	7	798,331							798,331	789,742
Miscellaneous Protective Services	8								0	0
Animal Control	9	82,500							82,500	103,335
Other Public Safety	10	38,000							38,000	91,325
TOTAL *(lines 1 - 10)*	11	9,119,175	1,554,313				0		10,673,488	9,891,731
PUBLIC WORKS										
Roads, Bridges, & Sidewalks	12		14,592,613						14,592,613	7,775,772
Parking - Meter and Off-Street	13		194,673						194,673	137,300
Street Lighting	14								0	0
Traffic Control and Safety	15								0	0
Snow Removal	16								0	0
Highway Engineering	17	1,386,087							1,386,087	1,237,449
Street Cleaning	18								0	0
Airport *(if not Enterprise)*	19								0	0
Garbage *(if not Enterprise)*	20								0	0
Other Public Works	21								0	0
TOTAL *(lines 12 - 21)*	22	1,386,087	14,787,286				0		16,173,373	9,150,521
HEALTH & SOCIAL SERVICES										
Welfare Assistance	23								0	0
City Hospital	24		127,500						127,500	146,428
Payments to Private Hospitals	25								0	0
Health Regulation and Inspection	26	13,000							13,000	13,000
Water, Air, and Mosquito Control	27								0	0
Community Mental Health	28								0	0
Other Health and Social Services	29								0	0
TOTAL *(lines 23 - 29)*	30	13,000	127,500				0		140,500	159,428
CULTURE & RECREATION										
Library Services	31	1,810,907							1,810,907	1,734,667
Museum, Band and Theater	32	466,246							466,246	521,017
Parks	33	1,918,729							1,918,729	1,721,638
Recreation	34	1,890,526							1,890,526	1,689,138
Cemetery	35	314,006							314,006	301,017
Community Center, Zoo, & Marina	36		22,374						22,374	31,503
Other Culture and Recreation	37	426,053	1,251,617						1,677,670	714,777
TOTAL *(lines 31 - 37)*	38	6,826,467	1,273,991				0		8,100,458	6,713,757

Form 631 E P2

CITY OF Cedar Falls

Department of Management

RE-ESTIMATED EXPENDITURES SCHEDULE PAGE 2

RE-ESTIMATED Fiscal Year Ending 2018

GOVERNMENT ACTIVITIES CONT. (A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	Fiscal Years RE-ESTIMATED 2018 (J)	ACTUAL 2017 (K)
COMMUNITY & ECONOMIC DEVELOPMENT										
Community Beautification	39		103,920						103,920	201,364
Economic Development	40								0	0
Housing and Urban Renewal	41		1,431,795						1,431,795	1,436,821
Planning & Zoning	42	787,426							787,426	639,148
Other Com & Econ Development	43	183,624							183,624	183,532
	44									
TOTAL *(lines 39 - 44)*	45	971,050	1,535,715	0			0		2,506,765	2,460,865
GENERAL GOVERNMENT										
Mayor, Council, & City Manager	46	423,819							423,819	429,733
Clerk, Treasurer, & Finance Adm.	47	1,185,909							1,185,909	986,280
Elections	48	30,000							30,000	0
Legal Services & City Attorney	49	421,668							421,668	434,814
City Hall & General Buildings	50	764,475							764,475	723,770
Tort Liability	51	168,140							168,140	169,760
Other General Government	52	1,541,502	561,536						2,103,038	1,172,030
TOTAL *(lines 46 - 52)*	53	4,535,513	561,536	0			0		5,097,049	3,916,387
DEBT SERVICE	54				2,644,480				2,644,480	1,744,215
Gov Capital Projects	55					15,452,561			15,452,561	16,039,940
TIF Capital Projects	56					3,035,511			3,035,511	0
TOTAL CAPITAL PROJECTS	57	0	0	0		18,488,072	0		18,488,072	16,039,940
TOTAL Governmental Activities Expenditures *(lines 11+22+30+38+44+52+53+54)*	58	22,851,292	19,840,341	0	2,644,480	18,488,072	0		63,824,185	50,076,844
BUSINESS TYPE ACTIVITIES Proprietary: Enterprise & Budgeted ISF										
Water Utility	59							0	0	0
Sewer Utility	60							3,002,912	3,002,912	2,672,954
Electric Utility	61							0	0	0
Gas Utility	62							0	0	0
Airport	63							0	0	0
Landfill/Garbage	64							2,720,924	2,720,924	2,546,635
Transit	65							0	0	0
Cable TV, Internet & Telephone	66							0	0	0
Housing Authority	67							0	0	0
Storm Water Utility	68							921,330	921,330	1,597,293
Other Business Type (city hosp., ISF, parking, etc.)	69							0	0	0
Enterprise DEBT SERVICE	70							1,682,590	1,682,590	1,244,268
Enterprise CAPITAL PROJECTS	71							1,386,652	1,386,652	5,297,067
Enterprise **TIF** CAPITAL PROJECTS	72							0	0	0
TOTAL BUSINESS TYPE EXPENDITURES *(lines 56 - 68)*	73							9,714,408	9,714,408	13,358,217
TOTAL ALL EXPENDITURES *(lines 58+74)*	74	22,851,292	19,840,341	0	2,644,480	18,488,072	0	9,714,408	73,538,593	63,435,061
Regular Transfers Out	75	1,750,316	1,707,500					1,333,150	4,790,966	6,735,768
Internal **TIF** Loan Transfers Out	76			4,400,916	3,010,540				7,411,456	7,897
Total ALL Transfers Out	77	1,750,316	1,707,500	4,400,916	3,010,540	0	0	1,333,150	12,202,422	14,633,
Total Expenditures and Other Fin Uses (lines 73+74)	78	24,601,608	21,547,841	4,400,916	5,655,020	18,488,072	0	11,047,558	85,741,015	78,068,
Ending Fund Balance June 30	79	10,058,838	35,538,807	0	448,840	28,889,325	0	12,457,214	87,393,024	98,095,

THE USE OF THE CONTINUING APPROPRIATION IS VOLUNTARY. SUCH EXPENDITURES DO NOT REQUIRE AN AMENDMENT. HOWEVER THE ORIGINAL AMOUNT OF THE CAPITAL PROJECT MUST HAVE APPEARED ON A PREVIOUS YEAR'S BUDGET TO OBTAIN THE SPENDING AUTHORITY. THE CONTINUING APPROPRIATION CAN NOT BE FOR A YEAR PRIOR TO THE ACTUAL YEAR. CONTINUING APPROPRIATIONS END WITH THE ACTUAL YEAR. SEE INSTRUCTIONS.

Form 631.D

CITY OF **Cedar Falls**

Department of Management

RE-ESTIMATED REVENUES DETAIL

RE-ESTIMATED Fiscal Year Ending 2018 — **Fiscal Years**

(A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	RE-ESTIMATED 2018 (J)	ACTUAL 2017 (K)
REVENUES & OTHER FINANCING SOURCES										
Taxes Levied on Property	1	15,458,325	3,009,252		1,060,379				19,527,956	17,895,800
Less: Uncollected Property Taxes - Levy Year	2								0	0
Net Current Property Taxes *(line 1 minus line 2)*	3	15,458,325	3,009,252		1,060,379	0			19,527,956	17,895,800
Delinquent Property Taxes	4								0	0
TIF Revenues	5			4,400,916					4,400,916	7,828,894
Other City Taxes:										
Utility Tax Replacement Excise Taxes	6	48,148							48,148	52,913
Utility francise tax *(Iowa Code Chapter 364.2)*	7								0	0
Parimutuel wager tax	8								0	0
Gaming wager tax	9								0	0
Mobile Home Taxes	10	31,434							31,434	28,337
Hotel/Motel Taxes	11	437,500	437,500						875,000	878,318
Other ***Local Option Taxes***	12		5,010,506						5,010,506	5,397,376
Subtotal - Other City Taxes *(lines 6 thru 12)*	13	517,082	5,448,006		0	0			5,965,088	6,356,944
Licenses & Permits	14	1,242,159							1,242,159	1,162,760
Use of Money & Property	15	74,758	537,926			256,166		239,088	1,107,938	1,179,037
Intergovernmental:										
Federal Grants & Reimbursements	16		1,464,038			612,090			2,076,128	1,698,243
Road Use Taxes	17		4,770,090						4,770,090	4,874,253
State Grants & Reimbursements	18	731,040							731,040	2,981,290
Grants & Reimbursements	19	2,507,041			1,094,700	1,560,000			5,161,741	4,055,655
Subtotal - Intergovernmental *(lines 16 thru 19)*	20	3,238,081	6,234,128	0	1,094,700	2,172,090		0	12,738,999	13,609,441
Charges for Fees & Service:										
Water Utility	21								0	0
Sewer Utility	22							6,017,771	6,017,771	5,469,777
Electric Utility	23								0	0
Gas Utility	24								0	0
Parking	25		156,452						156,452	174,906
Airport	26								0	0
Landfill/Garbage	27							2,877,595	2,877,595	2,653,056
Hospital	28								0	0
Transit	29								0	0
Cable TV, Internet & Telephone	30		562,145						562,145	558,460
Housing Authority	31								0	0
Storm Water Utility	32							876,075	876,075	864,158
Other Fees & Charges for Service	33	2,052,756	173,573						2,226,329	2,771,754
Subtotal - Charges for Service *(lines 21 thru 33)*	34	2,052,756	892,170		0	0	0	9,771,441	12,716,367	12,492,111
Special Assessments	35								0	24,853
Miscellaneous	36	115,207	652,148			3,911,926		457,117	5,136,398	2,603,806
Other Financing Sources:										
Regular Operating Transfers In	37	1,903,240	834,001		293,500	1,569,825		190,400	4,790,966	6,735,763
Internal TIF Loan Transfers In	38				3,163,773	4,247,683			7,411,456	7,897,709
Subtotal ALL Operating Transfers In	39	1,903,240	834,001	0	3,457,273	5,817,508	0	190,400	12,202,422	14,633,477
Proceeds of Debt *(Excluding TIF Internal Borrowing*	40								0	9,842,907
Proceeds of Capital Asset Sales	41								0	0
Subtotal-Other Financing Sources *(lines 36 thru 38)*	42	1,903,240	834,001	0	3,457,273	5,817,508	0	190,400	12,202,422	24,476,384
Total Revenues except for beginning fund balance ***(lines 3, 4, 5, 12, 13, 14, 19, 33, 34, 35, & 39)***	43	24,601,608	17,607,631	4,400,916	5,612,352	12,157,690	0	10,658,046	75,038,243	87,630,030
Beginning Fund Balance July 1	44	10,058,838	39,479,017	0	491,508	35,219,707	0	12,846,726	98,095,796	88,534,304
TOTAL REVENUES & BEGIN BALANCE *(lines 41+42)*	45	34,660,446	57,086,648	4,400,916	6,103,860	47,377,397	0	23,504,772	173,134,039	176,164,334

Form 631 A P1

CITY OF Cedar Falls

Department of Management

EXPENDITURES SCHEDULE PAGE 1

Fiscal Year Ending 2019

Fiscal Years

GOVERNMENT ACTIVITIES (A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	BUDGET 2019 (J)	RE-ESTIMATED 2018 (K)	ACTUAL 2017 (L)
PUBLIC SAFETY											
Police Department/Crime Prevention	1	5,366,100	974,590						6,340,690	5,788,961	4,970,092
Jail	2								0	0	0
Emergency Management	3	396,060							396,060	370,280	327,991
Flood Control	4								0	0	0
Fire Department	5	3,116,760	683,860						3,800,620	3,595,416	3,609,246
Ambulance	6								0	0	0
Building Inspections	7	940,120							940,120	798,331	789,742
Miscellaneous Protective Services	8								0	0	0
Animal Control	9	86,000							86,000	82,500	103,335
Other Public Safety	10	38,000							38,000	38,000	91,325
TOTAL *(lines 1 - 10)*	11	9,943,040	1,658,450				0		11,601,490	10,673,488	9,891,731
PUBLIC WORKS											
Roads, Bridges, & Sidewalks	12		11,771,690						11,771,690	14,592,613	7,775,772
Parking - Meter and Off-Street	13		300,960						300,960	194,673	137,300
Street Lighting	14								0	0	0
Traffic Control and Safety	15								0	0	0
Snow Removal	16								0	0	0
Highway Engineering	17	1,480,370							1,480,370	1,386,087	1,237,449
Street Cleaning	18								0	0	0
Airport *(if not Enterprise)*	19								0	0	0
Garbage *(if not Enterprise)*	20								0	0	0
Other Public Works	21								0	0	0
TOTAL *(lines 12 - 21)*	22	1,480,370	12,072,650				0		13,553,020	16,173,373	9,150,521
HEALTH & SOCIAL SERVICES											
Welfare Assistance	23								0	0	0
City Hospital	24		7,500						7,500	127,500	146,428
Payments to Private Hospitals	25								0	0	0
Health Regulation and Inspection	26	13,000							13,000	13,000	13,000
Water, Air, and Mosquito Control	27								0	0	0
Community Mental Health	28								0	0	0
Other Health and Social Services	29								0	0	0
TOTAL *(lines 23 - 29)*	30	13,000	7,500				0		20,500	140,500	159,428
CULTURE & RECREATION											
Library Services	31	1,916,840							1,916,840	1,810,907	1,734,667
Museum, Band and Theater	32	496,070							496,070	466,246	521,017
Parks	33	1,964,640							1,964,640	1,918,729	1,721,638
Recreation	34	1,901,240							1,901,240	1,890,526	1,689,138
Cemetery	35	305,730							305,730	314,006	301,017
Community Center, Zoo, & Marina	36		56,600						56,600	22,374	31,503
Other Culture and Recreation	37	411,110	952,320						1,363,430	1,677,670	714,777
TOTAL *(lines 31 - 37)*	38	6,995,630	1,008,920				0		8,004,550	8,100,458	6,713,757

Form 631 A P2

CITY OF Cedar Falls

Department of Management

EXPENDITURES SCHEDULE PAGE 2

Fiscal Year Ending 2019

GOVERNMENT ACTIVITIES CONT. (A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	Fiscal Years BUDGET 2019 (J)	RE-ESTIMATED 2018 (K)	ACTUAL 2017 (L)
COMMUNITY & ECONOMIC DEVELOPMENT											
Community Beautification	39		201,050						201,050	103,920	201,364
Economic Development	40								0	0	0
Housing and Urban Renewal	41		1,547,190						1,547,190	1,431,795	1,436,821
Planning & Zoning	42	970,390							970,390	787,426	639,148
Other Com & Econ Development	43	196,970							196,970	183,624	183,532
	44										
TOTAL *(lines 39 - 44)*	45	1,167,360	1,748,240	0			0		2,915,600	2,506,765	2,460,865
GENERAL GOVERNMENT											
Mayor, Council, & City Manager	46	465,940							465,940	423,819	429,733
Clerk, Treasurer, & Finance Adm.	47	1,298,770							1,298,770	1,185,909	986,280
Elections	48								0	30,000	0
Legal Services & City Attorney	49	464,080							464,080	421,668	434,814
City Hall & General Buildings	50	786,270							786,270	764,475	723,770
Tort Liability	51	241,340							241,340	168,140	169,760
Other General Government	52	1,182,180	584,970						1,767,150	2,103,038	1,172,030
TOTAL *(lines 46 - 52)*	53	4,438,580	584,970	0			0		5,023,550	5,097,049	3,916,387
DEBT SERVICE	54				1,007,000				1,007,000	2,644,480	1,744,215
Gov Capital Projects	55					15,033,500			15,033,500	15,452,561	16,039,940
TIF Capital Projects	56					11,906,550			11,906,550	3,035,511	0
TOTAL CAPITAL PROJECTS	57	0	0	0		26,940,050	0		26,940,050	18,488,072	16,039,940
AL Government Activities Expenditures *(lines 11+22+30+38+45+53+54+57)*	58	24,037,980	17,080,730	0	1,007,000	26,940,050	0		69,065,760	63,824,185	50,076,844
BUSINESS TYPE ACTIVITIES **Proprietary: Enterprise & Budgeted ISF**											
Water Utility	59							0	0	0	0
Sewer Utility	60							3,071,950	3,071,950	3,002,912	2,672,954
Electric Utility	61								0	0	0
Gas Utility	62								0	0	0
Airport	63								0	0	0
Landfill/Garbage	64							2,896,430	2,896,430	2,720,924	2,546,635
Transit	65								0	0	0
Cable TV, Internet & Telephone	66								0	0	0
Housing Authority	67								0	0	0
Storm Water Utility	68							1,039,060	1,039,060	921,330	1,597,293
Other Business Type (city hosp., ISF, parking, etc.)	69								0	0	0
Enterprise DEBT SERVICE	70							1,638,110	1,638,110	1,682,590	1,244,268
Enterprise CAPITAL PROJECTS	71							1,220,000	1,220,000	1,386,652	5,297,067
Enterprise **TIF** CAPITAL PROJECTS	72								0	0	0
TOTAL Business Type Expenditures *(lines 59 - 73)*	73							9,865,550	9,865,550	9,714,408	13,358,217
TOTAL ALL EXPENDITURES *(lines 58+74)*	74	24,037,980	17,080,730	0	1,007,000	26,940,050	0	9,865,550	78,931,310	73,538,593	63,435,061
Regular Transfers Out	75	1,776,510	2,362,710			400,000		1,354,860	5,894,080	4,790,966	6,735,768
Internal **TIF** Loan / Repayment Transfers Out	76			3,753,970	3,169,740				6,923,710	7,411,456	7,897,709
Total ALL Transfers Out	77	1,776,510	2,362,710	3,753,970	3,169,740	400,000	0	1,354,860	12,817,790	12,202,422	14,633,477
Total Expenditures & Fund Transfers Out (lines 75+78)	78	25,814,490	19,443,440	3,753,970	4,176,740	27,340,050	0	11,220,410	91,749,100	85,741,015	78,068,538
Ending Fund Balance June 30	79	10,058,838	34,062,867	0	465,447	23,607,610	0	12,319,224	80,513,986	87,393,024	98,095,796

* A continuing appropriation is the unexpended budgeted amount from a prior year's capital project. The entry is made on the Con Approps page that must accompany the budget forms if used. SEE INSTRUCTIONS FOR USE.

Form 631 B

CITY OF **Cedar Falls**

Department of Management

The last two columns will fill in once the Re-Est forms are completed

REVENUES DETAIL

Fiscal Year Ending 2019 **Fiscal Years**

(A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	BUDGET 2019 (J)	RE-ESTIMATED 2018 (K)	ACTUAL 2017 (L)
REVENUES & OTHER FINANCING SOURCES											
Taxes Levied on Property	1	16,398,338	3,900,874		521,283	0			20,820,495	19,527,956	17,895,800
Less: Uncollected Property Taxes - Levy Year	2								0	0	0
Net Current Property Taxes *(line 1 minus line 2)*	3	16,398,338	3,900,874		521,283	0			20,820,495	19,527,956	17,895,800
Delinquent Property Taxes	4								0	0	0
TIF Revenues	5			3,753,970					3,753,970	4,400,916	7,828,894
Other City Taxes:											
Utility Tax Replacement Excise Taxes	6	40,671	9,188		1,197	0			51,056	48,148	52,913
Utility franchise tax *(Iowa Code Chapter 364.2)*	7								0	0	0
Parimutuel wager tax	8								0	0	0
Gaming wager tax	9								0	0	0
Mobile Home Taxes	10	31,000							31,000	31,434	28,337
Hotel/Motel Taxes	11	437,500	437,500						875,000	875,000	878,318
Other ***Local Option Taxes***	12		5,000,000						5,000,000	5,010,506	5,397,376
Subtotal - Other City Taxes *(lines 6 thru 12)*	13	509,171	5,446,688		1,197	0			5,957,056	5,965,088	6,356,944
Licenses & Permits	14	934,000							934,000	1,242,159	1,162,760
Use of Money & Property	15	61,260	450,115			50,000		162,000	723,375	1,107,938	1,179,037
Intergovernmental:											
Federal Grants & Reimbursements	16		1,547,190			12,407,620			13,954,810	2,076,128	1,698,243
Road Use Taxes	17		4,770,090						4,770,090	4,770,090	4,874,253
ther State Grants & Reimbursements	18	653,359	131,375	0	16,607	0		0	801,341	731,040	2,981,290
ocal Grants & Reimbursements	19	2,025,362				1,560,000			3,585,362	5,161,741	4,055,655
Subtotal - Intergovernmental *(lines 16 thru 19)*	20	2,678,721	6,448,655	0	16,607	13,967,620		0	23,111,603	12,738,999	13,609,441
Charges for Fees & Service:											
Water Utility	21								0	0	0
Sewer Utility	22							5,735,000	5,735,000	6,017,771	5,469,777
Electric Utility	23								0	0	0
Gas Utility	24								0	0	0
Parking	25		167,000						167,000	156,452	174,906
Airport	26								0	0	0
Landfill/Garbage	27							2,662,000	2,662,000	2,877,595	2,653,056
Hospital	28								0	0	0
Transit	29								0	0	0
Cable TV, Internet & Telephone	30		555,000						555,000	562,145	558,460
Housing Authority	31								0	0	0
Storm Water Utility	32							865,000	865,000	876,075	864,158
Other Fees & Charges for Service	33	2,040,550	156,300						2,196,850	2,226,329	2,771,754
Subtotal - Charges for Service *(lines 21 thru 33)*	34	2,040,550	878,300		0	0	0	9,262,000	12,180,850	12,716,367	12,492,111
Special Assessments	35								0	0	24,853
Miscellaneous	36	196,010	3,493			1,144,830		240,000	1,584,333	5,136,398	2,603,806
Other Financing Sources:											
Regular Operating Transfers In	37	2,996,440	839,375		293,680	1,566,165		198,420	5,894,080	4,790,966	6,735,768
Internal TIF Loan Transfers In	38				3,360,580	3,563,130			6,923,710	7,411,456	7,897,709
Subtotal ALL Operating Transfers In	39	2,996,440	839,375	0	3,654,260	5,129,295	0	198,420	12,817,790	12,202,422	14,633,477
Proceeds of Debt *(Excluding TIF Internal Borrowing)*	40					1,766,590		1,220,000	2,986,590	0	9,842,907
Proceeds of Capital Asset Sales	41								0	0	0
Subtotal-Other Financing Sources *(lines 38 thru 40)*	42	2,996,440	839,375	0	3,654,260	6,895,885	0	1,418,420	15,804,380	12,202,422	24,476,384
Total Revenues except for beginning fund balance ***(lines 3, 4, 5, 13, 14, 15, 20, 34, 35, 36, & 41)***	43	25,814,490	17,967,500	3,753,970	4,193,347	22,058,335	0	11,082,420	84,870,062	75,038,243	87,630
Beginning Fund Balance July 1	44	10,058,838	35,538,807	0	448,840	28,889,325	0	12,457,214	87,393,024	98,095,796	88,534
TOTAL REVENUES & BEGIN BALANCE *(lines 42+43)*	45	35,873,328	53,506,307	3,753,970	4,642,187	50,947,660	0	23,539,634	172,263,086	173,134,039	176,164

Form 635.2A

CITY OF Cedar Falls

Department of Management

ADOPTED BUDGET SUMMARY

YEAR ENDED JUNE 30, 2019

Fiscal Years

(A)	(B)	GENERAL (C)	SPECIAL REVENUES (D)	TIF SPECIAL REVENUES (E)	DEBT SERVICE (F)	CAPITAL PROJECTS (G)	PERMANENT (H)	PROPRIETARY (I)	BUDGET 2019 (J)	RE-ESTIMATED 2018 (K)	ACTUAL 2017 (L)
Revenues & Other Financing Sources											
Taxes Levied on Property	1	16,398,338	3,900,874		521,283	0			20,820,495	19,527,956	17,895,800
Less: Uncollected Property Taxes-Levy Year	2	0	0		0	0			0	0	0
Net Current Property Taxes	3	16,398,338	3,900,874		521,283	0			20,820,495	19,527,956	17,895,800
Delinquent Property Taxes	4	0	0		0	0			0	0	0
TIF Revenues	5			3,753,970					3,753,970	4,400,916	7,828,894
Other City Taxes	6	509,171	5,446,688		1,197	0			5,957,056	5,965,088	6,356,944
Licenses & Permits	7	934,000	0					0	934,000	1,242,159	1,162,760
Use of Money and Property	8	61,260	450,115	0	0	50,000	0	162,000	723,375	1,107,938	1,179,037
Intergovernmental	9	2,678,721	6,448,655	0	16,607	13,967,620		0	23,111,603	12,738,999	13,609,441
Charges for Fees & Service	10	2,040,550	878,300		0	0	0	9,262,000	12,180,850	12,716,367	12,492,111
Special Assessments	11	0	0		0	0		0	0	0	24,853
Miscellaneous	12	196,010	3,493		0	1,144,830	0	240,000	1,584,333	5,136,398	2,603,806
Sub-Total Revenues	13	22,818,050	17,128,125	3,753,970	539,087	15,162,450	0	9,664,000	69,065,682	62,835,821	63,153,646
Other Financing Sources:											
Total Transfers In	14	2,996,440	839,375	0	3,654,260	5,129,295	0	198,420	12,817,790	12,202,422	14,633,477
eeds of Debt	15	0	0	0	0	1,766,590		1,220,000	2,986,590	0	9,842,907
eeds of Capital Asset Sales	16	0	0	0	0	0	0	0	0	0	0
Revenues and Other Sources	17	25,814,490	17,967,500	3,753,970	4,193,347	22,058,335	0	11,082,420	84,870,062	75,038,243	87,630,030
Expenditures & Other Financing Uses											
Public Safety	18	9,943,040	1,658,450	0			0		11,601,490	10,673,488	9,891,731
Public Works	19	1,480,370	12,072,650	0			0		13,553,020	16,173,373	9,150,521
Health and Social Services	20	13,000	7,500	0			0		20,500	140,500	159,428
Culture and Recreation	21	6,995,630	1,008,920	0			0		8,004,550	8,100,458	6,713,757
Community and Economic Development	22	1,167,360	1,748,240	0			0		2,915,600	2,506,765	2,460,865
General Government	23	4,438,580	584,970	0			0		5,023,550	5,097,049	3,916,387
Debt Service	24	0	0	0	1,007,000		0		1,007,000	2,644,480	1,744,215
Capital Projects	25	0	0	0		26,940,050	0		26,940,050	18,488,072	16,039,940
Total Government Activities Expenditures	26	24,037,980	17,080,730	0	1,007,000	26,940,050	0		69,065,760	63,824,185	50,076,844
Business Type Proprietray: Enterprise & ISF	27							9,865,550	9,865,550	9,714,408	13,358,217
Total Gov & Bus Type Expenditures	28	24,037,980	17,080,730	0	1,007,000	26,940,050	0	9,865,550	78,931,310	73,538,593	63,435,061
Total Transfers Out	29	1,776,510	2,362,710	3,753,970	3,169,740	400,000	0	1,354,860	12,817,790	12,202,422	14,633,477
Total ALL Expenditures/Fund Transfers Out	30	25,814,490	19,443,440	3,753,970	4,176,740	27,340,050	0	11,220,410	91,749,100	85,741,015	78,068,538
Excess Revenues & Other Sources Over	31										
(Under) Expenditures/Transfers Out	32	0	-1,475,940	0	16,607	-5,281,715	0	-137,990	-6,879,038	-10,702,772	9,561,492
Beginning Fund Balance July 1	33	10,058,838	35,538,807	0	448,840	28,889,325	0	12,457,214	87,393,024	98,095,796	88,534,304
Ending Fund Balance June 30	34	10,058,838	34,062,867	0	465,447	23,607,610	0	12,319,224	80,513,986	87,393,024	98,095,796

Form 703

Department of Management

LONG TERM DEBT SCHEDULE
GENERAL OBLIGATION BONDS, TIF BONDS, REVENUE BONDS, LOANS, LEASE-PURCHASE PAYMENTS

City Name: **Cedar Falls**

Fiscal Year 2019

	Debt Name (A)	Amount of Issue (B)	Type of Debt Obligation (C)	Date Certified to County Auditor (D)	Debt Resolution Number (E)	Principal Due FY 2019 (F)	Interest Due FY 2019 +(G)	Bond Reg./ Paying Agent Fees Due FY 2019 +(H)	Total Obligation Due FY 2019 =(I)	Paid from Funds OTHER THAN Current Year Debt Service Taxes =-(J)	Amount Paid Current Year Debt Service Levy =(K)
(1)	2009 GO Capital Loan Notes	1,880,000	GO	12/09	16752	210,000	13,880		223,880		223,880
(2)	2009 TIF Capital Loan Notes	1,560,000	GO	12/09	16752	155,000	35,840		190,840	190,840	0
(3)	2016 GO Capital Loan Notes	2,865,000	GO	07/16	20019	255,000	43,600		298,600		298,600
(4)	2016 Sewer GO Capital Loan Notes	6,790,000	GO	07/16	20019	560,000	122,300		682,300	682,300	0
(5)	2018 GO Capital Loan Notes		GO			215,000	78,680		293,680	293,680	0
(6)	2018 Sewer Capital Loan Notes		NON - GO			370,000	104,380		474,380	474,380	0
(7)	2014 SRF Loan	6,998,104	NON - GO	08/11	17391	298,000	183,430		481,430	481,430	0
(8)			NO SELECTION						0		0
(9)			NO SELECTION						0		0
(10)			NO SELECTION						0		0
(11)			NO SELECTION						0		0
( )			NO SELECTION						0		0
( )			NO SELECTION						0		0
(14)			NO SELECTION						0		0
(15)			NO SELECTION						0		0
(16)			NO SELECTION						0		0
(17)			NO SELECTION						0		0
(18)			NO SELECTION						0		0
(19)			NO SELECTION						0		0
(20)			NO SELECTION						0		0
(21)			NO SELECTION						0		0
(22)			NO SELECTION						0		0
(23)			NO SELECTION						0		0
(24)			NO SELECTION						0		0
(25)			NO SELECTION						0		0
(26)			NO SELECTION						0		0
(27)			NO SELECTION						0		0
(28)			NO SELECTION						0		0
(29)			NO SELECTION						0		0
(30)			NO SELECTION						0		0
				TOTALS		2,063,000	582,110	0	2,645,110	2,122,630	52

Form 631.1 Department of Management

NOTICE OF PUBLIC HEARING
BUDGET ESTIMATE

FISCAL YEAR BEGINNING JULY 1, 2018 - ENDING JUNE 30, 2019

City of **Cedar Falls**, Iowa

The City Council will conduct a public hearing on the proposed Budget at Cedar Falls City Hall 220 Clay St

on 2/19/2018 *(Date) xx/xx/xx* *at* 7:00 pm *(hour)*

The Budget Estimate Summary of proposed receipts and expenditures is shown below. Copies of the the detailed proposed Budget may be obtained or viewed at the offices of the Mayor, City Clerk, and at the Library.

The estimated Total tax levy rate per $1000 valuation on regular property . . . . . $ 11.22169

The estimated tax levy rate per $1000 valuation on Agricultural land is . . . . . $ 3.00375

At the public hearing, any resident or taxpayer may present objections to, or arguments in favor of, any part of the proposed budget.

319-273-8600
phone number

Jennifer Rodenbeck, Dir of Finance & Bus Op
City Clerk/Finance Officer's NAME

		Budget FY 2019	Re-estimated FY 2018	Actual FY 2017
		(a)	(b)	(c)
Revenues & Other Financing Sources				
Taxes Levied on Property	1	20,820,495	19,527,956	17,895,800
Less: Uncollected Property Taxes-Levy Year	2	0	0	0
Net Current Property Taxes	3	20,820,495	19,527,956	17,895,800
Delinquent Property Taxes	4	0	0	0
TIF Revenues	5	3,753,970	4,400,916	7,828,894
Other City Taxes	6	5,957,056	5,965,088	6,356,944
Licenses & Permits	7	934,000	1,242,159	1,162,760
Use of Money and Property	8	723,375	1,107,938	1,179,037
Intergovernmental	9	23,111,603	12,738,999	13,609,441
Charges for Fees & Service	10	12,180,850	12,716,367	12,492,111
Special Assessments	11	0	0	24,853
Miscellaneous	12	1,584,333	5,136,398	2,603,806
Other Financing Sources	13	2,986,590	0	9,842,907
Transfers In	14	12,817,790	12,202,422	14,633,477
Total Revenues and Other Sources	15	84,870,062	75,038,243	87,630,030
Expenditures & Other Financing Uses				
Public Safety	16	11,601,490	10,673,488	9,891,731
Public Works	17	13,553,020	16,173,373	9,150,521
Health and Social Services	18	20,500	140,500	159,428
Culture and Recreation	19	8,004,550	8,100,458	6,713,757
Community and Economic Development	20	2,915,600	2,506,765	2,460,865
General Government	21	5,023,550	5,097,049	3,916,387
Debt Service	22	1,007,000	2,644,480	1,744,215
Capital Projects	23	26,940,050	18,488,072	16,039,940
Total Government Activities Expenditures	24	69,065,760	63,824,185	50,076,844
Business Type / Enterprises	25	9,865,550	9,714,408	13,358,217
Total ALL Expenditures	26	78,931,310	73,538,593	63,435,061
Transfers Out	27	12,817,790	12,202,422	14,633,477
Total ALL Expenditures/Transfers Out	28	91,749,100	85,741,015	78,068,538
Excess Revenues & Other Sources Over (Under) Expenditures/Transfers Out	29	-6,879,038	-10,702,772	9,561,492
Beginning Fund Balance July 1	30	87,393,024	98,095,796	88,534,304
Ending Fund Balance June 30	31	80,513,986	87,393,024	98,095,796

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Mayor and Council

FROM: David Sturch, Planner III

DATE: February 15, 2018

SUBJECT: MU District Site Plan Review – Fareway Grocery Store

---

REQUEST: Site plan review and approval for a new Fareway Grocery Store

PETITIONER: Fareway Stores, Inc.

LOCATION: A part of Lot 33 and all of Lot 32 of the Pinnacle Prairie Business Center North.

PROPOSAL

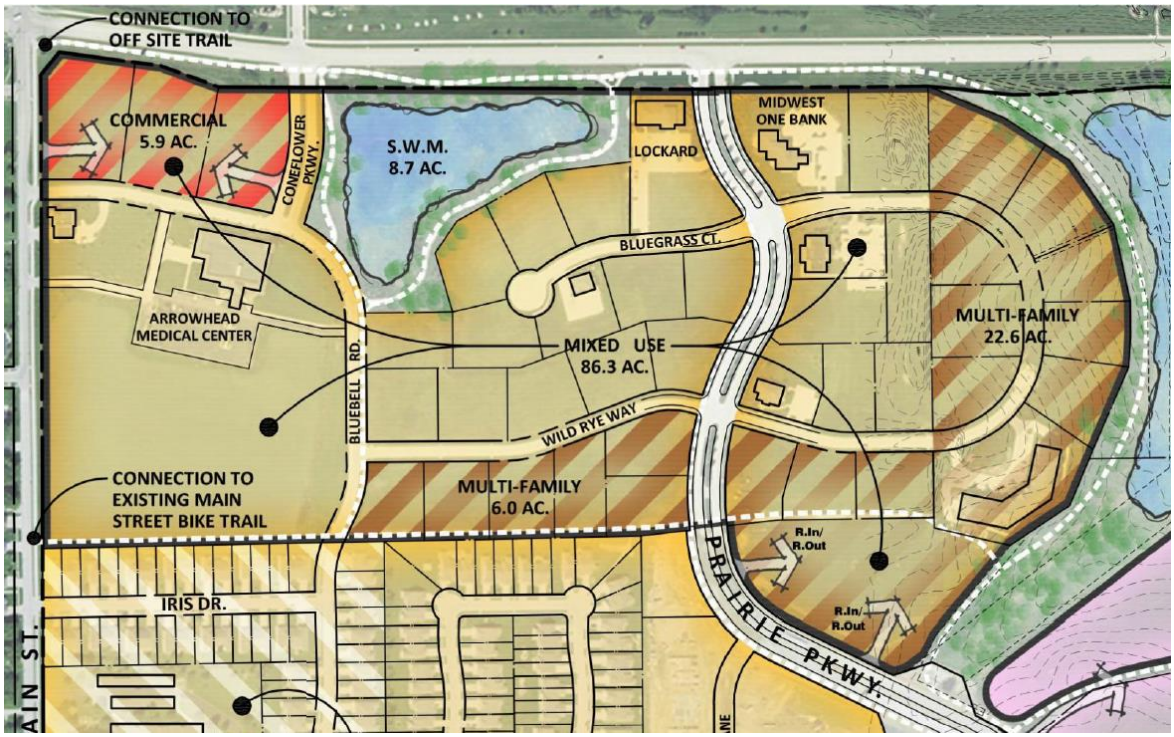
The petitioner is proposing a single story 20,784 square foot Fareway grocery store near the southeast corner of the property. The property is 3.03 acres with a driveway onto S. Main Street and Bluebell Road. This Fareway store will operate during their normal business hours from 7:00 am to 9:00 pm, Monday through Saturday.

BACKGROUND

The Pinnacle Prairie Master Plan was approved in the summer of 2004 for the Pinnacle Prairie area, when the property was rezoned to MU, Mixed Use Residential District. This property is included in the Pinnacle Prairie Business Center North subdivision. The preliminary plat and final plat was approved by the Planning and Zoning Commission and the City Council in the spring of 2005.

In August 2014, staff met with the developer to discuss changes that have occurred since the rezoning and the importance of updating the Master Plan (see below). The Master Plan was formally adopted by the Planning and Zoning Commission and the City Council in the spring of 2015. Even though a grocery store is a permitted use under the MU zoning district, this plan classified the land uses for the area in the northwest portion of the development for commercial uses while the remaining area of the subdivision is mixed use with office, medical and residential.

The MU District is established for the purpose of accommodating integrated residential and neighborhood commercial uses. Appropriate uses would include: grocery, drug store, restaurant, retail shops, gasoline station, bookstore, theatre, household appliance store, etc.



Pinnacle Prairie Master Plan

ANALYSIS

This property is located in the MU, Mixed Use Residential, District which is intended to integrate residential and neighborhood commercial land uses for the purpose of creating viable, self-supporting neighborhood districts. A detailed site plan review is required to ensure that the development site satisfies a number of standards. Attention to details such as parking, open green space, landscaping, signage, building design, traffic and other similar factors help to ensure orderly development in the entire area.

Following is a review of the zoning ordinance requirements:

1) Use: This site plan includes a 20,784 square foot single story grocery store. A Master Plan was developed and recently revisited considering the mix of uses, of which this site was identified for neighborhood commercial uses. **Use is allowed and consistent with the Master Plan.**

2) Building Location: The setbacks for this district are as follows:
   - North setback along Greenhill Road is 50-feet (50' utility and landscape easement).
   - West setback along S. Main Street is 30-feet.
   - South setback along Bluebell Road is 20 feet.
   - East setback is 8 feet due to the new utility easement.

   These setbacks must be free and clear of all buildings, parking areas and signage. The proposed building is located on the east half of the lot and the parking lot occupies the west half of the lot. All driveways, parking areas, buildings and signs are located outside the aforementioned setback areas. **All setbacks satisfied.**

3) Parking: The parking requirement for a grocery store is 4.5 stalls for every 1,000 square feet of gross floor area. The proposed grocery store is 20,784 square feet in area. This yields to 94 parking stalls. The plan has a total of 119 stalls around the building.

   Access to the parking lot was a point of discussion at the Planning and Zoning Commission meeting on December 13, 2017. The proposal is for two driveways that access this site, one from S. Main Street and the other from Bluebell Road. During the last Commission meeting, it was questioned as to the location of the S. Main Street driveway and the distance from Bluebell Road. The driveway onto S. Main Street is approximately 90 feet north of Bluebell Road. The driveway onto Bluebell Road is approximately 160 feet east of S. Main Street. The City has determined that these driveway locations are acceptable for this site.

   According to the Pinnacle Prairie Design Guidelines parking for all commercial uses should be behind the building. The Design Guidelines are part of the Development Agreement; therefore the city should consider the extent to which they are met in a site plan review. The point of having parking in the back of a commercial development is that parking will not be the focal point of the development. The Fareway site plan has their parking in front and on the north side of the building. The Design Guidelines state that if the parking is in front of the building, enhanced landscaping will be required around the parking lot. There is enhanced landscaping with a line of overstory trees and flowering shrubs along the north and west side of the parking lot along Greenhill Road and S. Main Street. This plan also satisfies the perimeter parking lot landscaping requirements. **The parking plan is satisfied.**

4) Open Green Space/Landscaping: The MU District requires that open green space be provided at the rate of 10% of the total development site area excluding the required setbacks. The development site is 3.03 acres or 132,000 square feet. The proposed plan offers 1.16 acres or 50,563 square feet (38%) of open space. When deducting the setbacks for this property, the open space area is 22,032 square feet or 17% of the property. Since this property is adjacent to Greenhill Road, the property is located in the Highway Corridor and Greenbelt Overlay District (HCG). This overlay requires all commercial lots exceeding one acre in area to have a minimum of 25% open space for the entire property. Again, the site plan shows approximately 38% of the total site reserved for open space.

   The required landscape plantings in the HCG is 0.03 points per square foot of lot area and the MU district equals 0.02 points per square foot of lot is required. Below is a table listing the planting requirements and what is being provided:

Landscaping			
Type	HCG Points	MU Points	Points Provided
Development site	3,495	2,640	3,605
Street Trees	819	819	835
Parking trees	8	8	8

The table above summarizes the landscaping requirements for the HCG and MU districts. The total development site exceeds the MU district standards and the HCG requirements. The focus of the landscaping is two-fold: along roadways, for buffering and around the building/parking lot. The landscaping is well distributed. In addition to the required landscape plantings, the site includes a mixture of overstory trees, understory trees, evergreen trees, shrubs and ornamental grasses. The Design Guidelines require additional plantings 10%-15% greater than what is outlined in the MU district. These guidelines will be satisfied since the HCG district requires more plantings. **Open green space and landscaping requirements are satisfied.**

5) Building Design: The MU District requires a design review of various elements to ensure architectural compatibility to surrounding structures. These are noted below with a review on how each element is addressed. While the proposed building is in the Business Center North development, there are multiple buildings in this area from which to relate the design. These buildings were designed to meet the Pinnacle Prairie Design Guidelines. As the Pinnacle Prairie Design Guidelines are part of the Development Agreement and all commercial buildings currently in the MU district meet these design requirements; staff review will not only cover how the Zoning Ordinance is met but also the Pinnacle Prairie Design Guidelines.

Below are examples of existing commercial buildings Business Center North district:

226 Bluebell Road (Covenant Medical Center)

Corner of S. Main Street and Bluebell Road (Cedar Falls Fire and Ambulance Building)

a) ***Proportion:*** *The relationship between the width and height of the front elevations of adjacent buildings shall be considered in the construction or alteration of a building; the relationship of width and height of windows and doors of adjacent buildings shall be considered in the construction or alteration of a building.*

The scale and height of this grocery store is comparable to the other buildings in the Business Center North development including the recently approved Public Safety building. The overall height of the Fareway store is approximately 23 feet. The finish floor of the proposed building will be at 949' as compared to the Kwik Star store at 943' and the Public Safety building at 952'.

The design of the building includes windows on the west and north side of the building. The window design includes a sash bar that separates the transom on the top third of the windows. These features are found on other buildings in this MU District. The main entrance is at the northwest corner of the store.

b) ***Roof shape, pitch, and direction****: The similarity or compatibility of the shape, pitch, and direction of roofs in the immediate area shall be considered in the construction or alteration of a building.*

The proposed Fareway store includes a flat roof to replicate the long horizontal lines of the prairie design. Other buildings in the immediate area have long horizontal features with a hip style roof. There are buildings in the Pinnacle Prairie development with flat roof features including the Unity Point Clinic on Prairie Parkway and the new Public Safety building on S. Main Street. A parapet wall is located along the north and west side of the building in order to break up the massing of the wall. The roof line is topped with a decorative cornice to match the dark bronze color on the window frames. Metal screen panels are located on the roof to conceal the heating and cooling units and other features on top of the building.

c) ***Pattern:*** *Alternating solids and openings (wall to windows and doors) in the front facade and sides and rear of a building create a rhythm observable to viewers. This pattern of solids and openings shall be considered in the construction or alteration of a building.*

Overall, the design of the store is an attractive building which represents a new design for Fareway. The pattern includes long horizontal and vertical lines repeated around the building with a two tone color of bricks to separate these patterns. The corners of the building extend out from the rest of the facade to interrupt the massing of the wall. The windows and doors create a nice pattern around the building. These openings are encased in a dark bronze frame. Again, these design features are found on other buildings in this MU District.

d) ***Materials and texture****: The similarity or compatibility of existing materials and textures on the exterior walls and roofs of buildings in the immediate area shall be considered in the construction or alteration of a building. A building or alteration shall be considered compatible if the materials and texture used are appropriate in the context of other buildings in the immediate area.*

The primary materials used on the building are brick, stone, glass and metal treatments. The building has a brick wainscot along the bottom third of the facade with horizontal and vertical lines in complementary brick colors. The entry at the northwest corner of the building includes a cultured stone material with aluminum panels over the doors. One would find these materials on other buildings in this MU District.

The Pinnacle Prairie Design Guidelines outline the design for the buildings to be prairie style architecture, with naturally occurring stone and large overhangs. The materials commonly used are brick and Anamosa limestone. The windows shall be bronze or champagne color to blend with the color choice of the brick. All MU commercial buildings have met these requirements. More details on the cultured stone material are needed to support the design guidelines.

e) ***Color****: The similarity or compatibility of existing colors of exterior walls and roofs of buildings in the area shall be considered in the construction or alteration of a building.*

The building design includes a golden brick face color with dark sandstone accent brick colors. Earth tones are the common color in this MU District. The dark sandstone base will match the horizontal and vertical brick banding. The cornice, window trim, overhang/awnings and roof top screens are a dark bronze color. These details are found on other buildings in this MU District.

f) ***Architectural features****: Architectural features, including but not limited to, cornices, entablatures, doors, windows, shutters, and fanlights, prevailing in the immediate area, shall be considered in the construction or alteration of a building. It is not intended that the details of existing buildings be duplicated precisely, but those features should be regarded as suggestive of the extent, nature, and scale of details that would be appropriate on new buildings or alterations.*

The proposed Fareway store's design matches that of others in this MU District utilizing the prairie style architecture with vertical and horizontal window openings, horizontal lines in the brick design and brick columns to around the building. Metal awnings cover the top of the windows on the north and west facade. This is not only a modern type of design but also replicates the design elements found on other commercial buildings in the MU District. **Overall, the design of the building fits the intent of this MU District. It should be noted that the developer approved the design of this new Fareway store.**

6) Trash Dumpster and Refrigeration Unit Site: The site plan shows a trash dumpster area and refrigeration unit near the southeast corner of the building. The building design shows a brick wall enclosure for the dumpster. The refrigeration unit is placed in a bed of river rock surrounded with a viburnum landscape and enclosed with a 10-foot privacy fence. This creates a thick hedge 8-10 feet in height that will provide a nice screen from Bluebell Circle. **Dumpster plan satisfied.**

7) Lighting: The intent of the the MU District encourages innovative designs with a common theme for all properties in the district. This includes the type and style of lights distributed throughout each site. The applicant submitted a plan for a flat LED fixture on a 20-foot pole that is commonly found in the Prairie Business Park along the east side of Prairie Parkway. This lighting change is a diversion from the standard lantern style lights found on other nearby properties. The developer indicated that these LED light fixtures are acceptable for the commercial properties on Greenhill Road.

Proposed Light Fixtures

It is proposed to install a 20-foot tall light pole on a 3-foot base. The plan includes a total of six poles in the parking lot area. See attached design sheets. Since this store closes at 9:00 pm, the only light near the front entry will be on at night. A photometric lighting design was submitted and attached to this staff report. This plan shows the LED lights poles to cast a downward light just beyond the paved portion of the site. **Lighting plan satisfied.**

8) Signage: The site plan indicates a number of wall signs for the proposed Fareway store. The "Fareway" signs are located on the west and north wall of the building. These signs are approximately 120 square feet in area which is well below the 20% wall area maximum for these signs. There are Fareway "shield" signs over the front entry on the west and north side of the building. **The submitted signage plan conforms to this district's requirements. All signs will require a separate permit prior to installation.**

9) Sidewalks: A public sidewalk will be installed along Bluebell Road to connect into the existing trail along S. Main Street. A recreational trail will connect the parking area along the north side of the store to the Greenhill Road trail. **Sidewalk requirements are met.**

10) Storm water management: The site includes two stormwater detention basins. One basin is located at the southwest corner of site near S. Main Street and Bluebell Road. This will collect the 100 year event and release it into the existing storm sewer on Bluebell Road. The other basin is located near the northeast corner of the property. This will collect the 10 year event and release it into the basin that will be graded for the Kwik Star site to the east of this property. From there, the storm water will be released under Coneflower Parkway to the area wide detention basin. A maintenance and repair agreement has been submitted for this detention basin. **Stormwater maintenance and repair agreement approved.**

11) Easement Vacation and Dedication: The petitioner is purchasing the west half of Lot 33 to merge it with Lot 32 for this development. The plat includes a 10-foot utility easement on the original lot line. Those easements will be vacated as part of this project. A new 8' wide utility easement will be dedicated along the easterly property line of this site. **The easement vacation and dedication is accepted by staff and CFU personnel.**

12) Other Site Plan Details: The site plan includes bike racks located near the northeast corner of the building. The loading dock is located at the southeast corner of the building which includes an overhead door and service door.

13) Traffic Impact Study: Fareway submitted a Traffic Impact Study (TIS) for this proposed store at the corner of S. Main Street and Greenhill Road. The four intersections surrounding this site were evaluated for current traffic volumes, projected traffic volumes, crash rates and growth rates. This site will have access onto S. Main Street between Balboa Avenue and Bluebell Road. An additional driveway is located off of Bluebell Road.

    This area has experienced development and growth over the past five years with the expansion of the Western Home campus, residential development, and commercial projects in the Viking Road corridor. The City realizes that this intersection at Greenhill and S. Main will need to be upgraded in the future and this is the reason that this project has been placed in the Capital Improvements Program for construction in 2021. Short term, the City will develop a traffic model to analyze the turning movements at this intersection to determine the near and long term improvement options.

14) Petitions: Attached to this staff report are a number of letters and comments from the adjoining neighborhood. Also attached are additional comments, documents and photos that were presented at the Commission meetings on December 13, 2017 and January 10, 2018.

TECHNICAL COMMENTS:

All basic utility services are available to the property. The property owner/contractor is responsible to extend all utility services to the building. These utility extensions will be reviewed by CFU personnel as part of the building plan review. An 8" water service stub has been installed to both lots 32 and 33 off of Bluebell Rd. Both of the water services will be in the new proposed lot. One water service will be required to be abandoned at the owners cost. The owner/contractor must coordinate all utility accommodations with CFU personnel.

The site plan review fee has been submitted. A notice of this meeting was mailed to the adjacent neighborhoods on February 13, 2018.

PLANNING & ZONING COMMISSION

Discussion 12/13/2017	Chair Oberle introduced the item and Mr. Sturch provided background information, noting that this item will just be for discussion at this time. It is proposed to construct a new Fareway grocery store at the southeast corner of Greenhill Road and S. Main Street. He summarized the site plan details and recommendations listed in the staff report. There were some comments from the Commission members. Garrett Piklapp from Fareway came forward to address the questions and concerns that were presented by the Commission. There were several neighbors that had some concerns on the additional traffic that the store will create at the already busy intersection at Main and Greenhill. A full summary of these comments are found in the attached minutes. The discussion ended and Chair Oberle reminded everyone that this item will be back on the agenda in the coming weeks for discussion.

Vote 1/10/18

Acting Chair Holst introduced the item and Mr. Sturch provided background information. He explained that this item was introduced for discussion at the last Planning and Zoning meeting and he reviewed the details of the site plan and proposals. He discussed the various requirements and design elements and stated that staff recommends approval of the site plan subject to the submittal of a storm water maintenance and repair agreement prior to City Council approval, conformance with technical comments and any additional comments or direction from the Planning and Zoning Commission.

Garrett Piklapp, Fareway Stores, commented on the photometrics, said that the suggested bike trail connection was accommodated, and noted that Fareway is just as eager to address traffic improvements as well as everyone else.

There was a discussion on the traffic impacts to the area with this new development. The City needs to plan for intersection improvements at S. Main and Greenhill Road as a short term priority. A petition was presented in favor of this project.

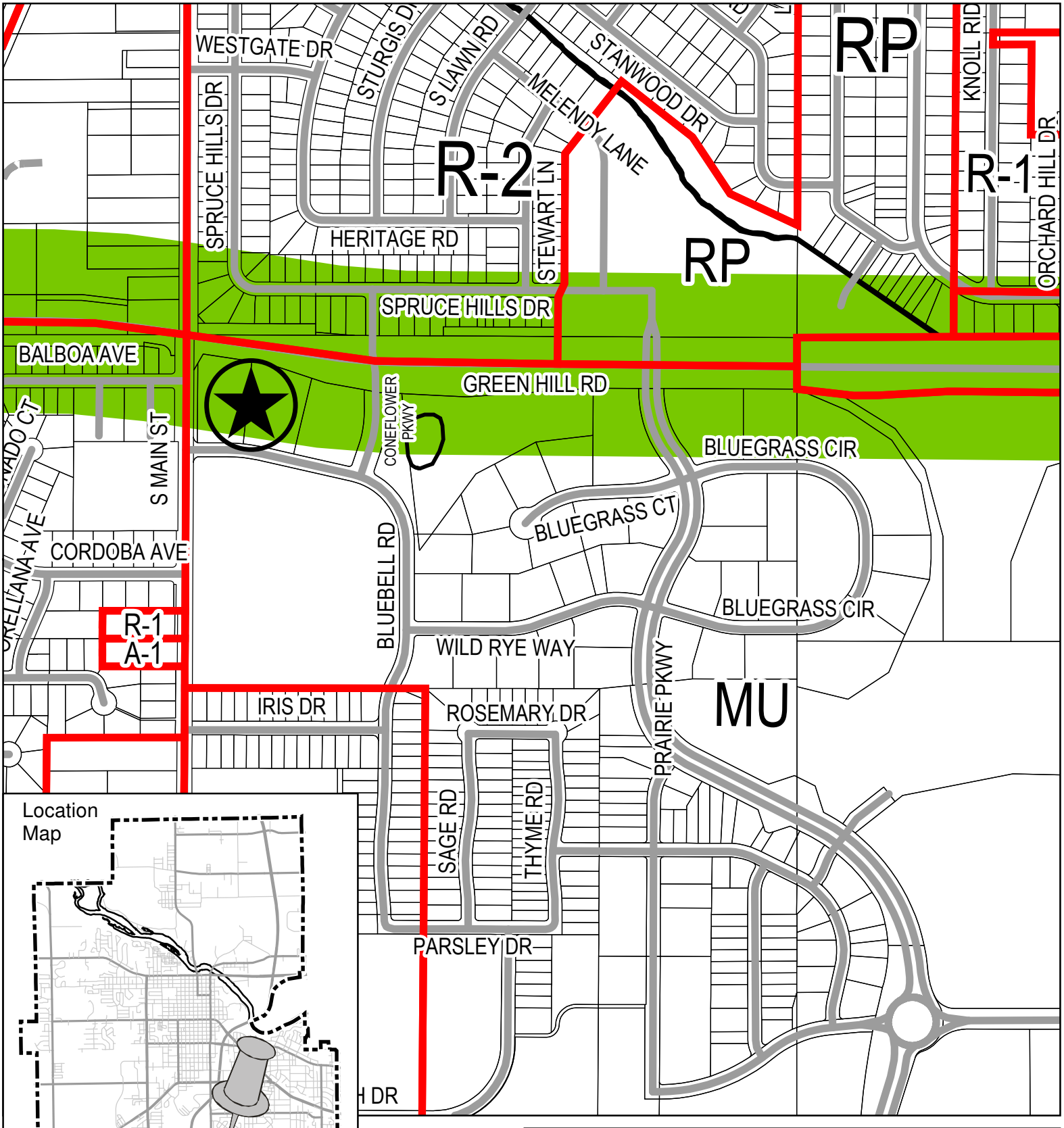
The Commission discussed this project and made a motion to approve the Fareway site plan and easement vacation/dedication. The motion was approved with 7 ayes, 0 nays and 1 abstention.

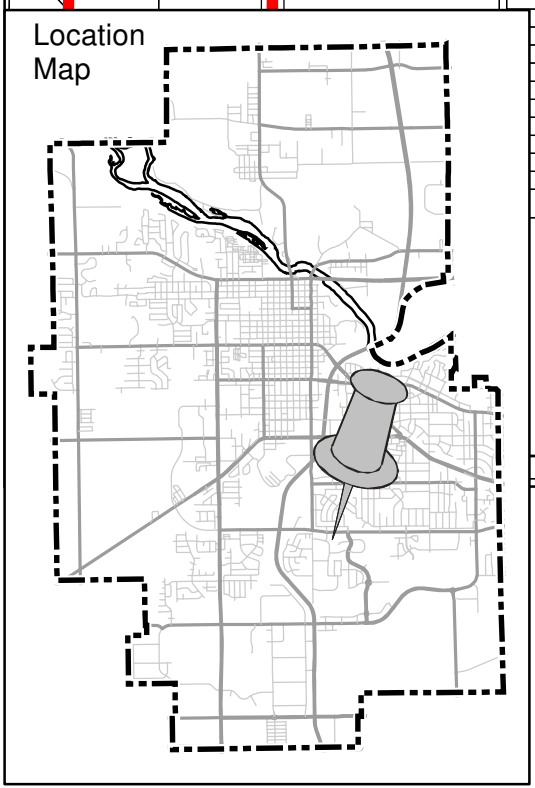
STAFF RECOMMENDATION

The Community Development Department recommends approval of the Fareway site plan and utility easement vacation/dedication subject to the following conditions:

1) Conformance with the technical comments identified in the staff report.
2) Submit a plat of survey for this project to include the revised easement for this property.

Cedar Falls City Council
February 19, 2018





CEDAR FALLS Iowa

MU District Site Plan Review -
New Fareway Grocery Store

-33-

SITE PLANS

FOR

CEDAR FALLS FAREWAY

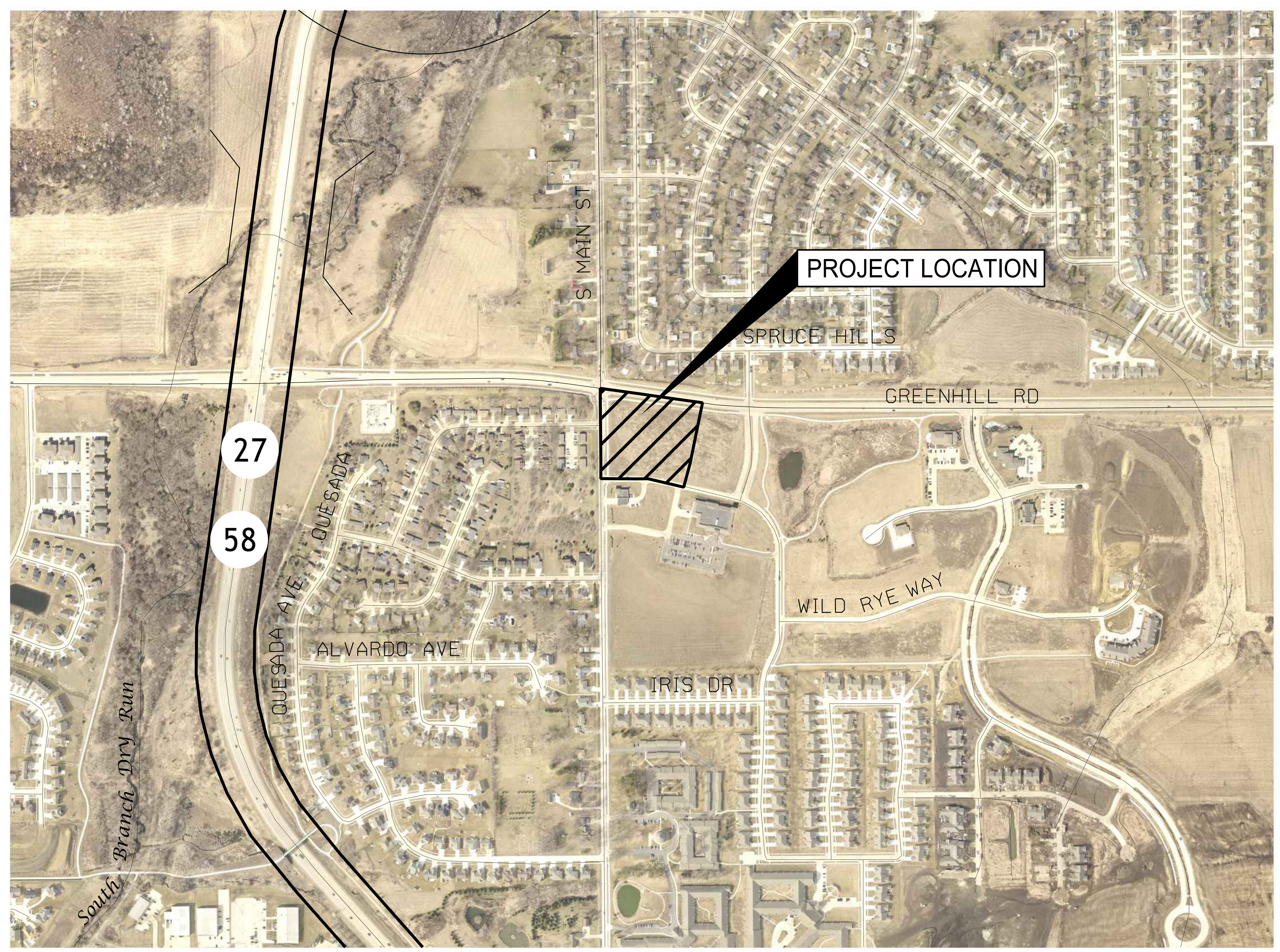
CITY OF CEDAR FALLS, BLACKHAWK COUNTY, IOWA

OWNER/DEVELOPER

FAREWAY STORES, INC.
715 8TH STREET
PO BOX 70
BOONE, IOWA 50036-0070

ENGINEER/SURVEYOR

SNYDER & ASSOCIATES, INC.
2727 SNYDER BLVD.
ANKENY, IOWA 50023
(515) 964-2020



NOT TO SCALE

VICINITY MAP

INDEX OF SHEETS

LICENSED PROFESSIONAL ENGINEER JASON A. LEDDEN 24117 IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Jason A. Ledden, P.E. Date

License Number 24117

My License Renewal Date is December 31, 2018

Pages or sheets covered by this seal:
Sheets 1-5, 7

STATE OF IOWA LARA F. GULDENPFENNIG LANDSCAPE ARCHITECT NO. 668 PROFESSIONAL LANDSCAPE ARCHITECT

I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed Professional Landscape Architect under the laws of the State of Iowa.

Lara F. Guldenpfennig, ASLA Date

License Number 668

Pages or sheets covered by this seal:
Sheet 6

License Expires: June 30, 2018

MARK	REVISION	DATE	BY
4.	REVISED AS PER OWNER COMMENTS	12/29/17	RMM
3.	REVISED AS PER CITY COMMENTS	12/18/17	RMM
2.	REVISED AS PER OWNER COMMENTS	12/12/17	KSS
1.	REVISED AS PER CITY COMMENTS	10/30/17	GJC

Engineer: JAL Checked By: TLW
Technician: LFG Date: 10/11/17 Field Bk: Pg:
Project No: 117.0829 Sheet 1 of 7

CEDAR FALLS FAREWAY SITE PLAN

TITLE SHEET

CEDAR FALLS, IA

SNYDER & ASSOCIATES, INC.

2727 S.W. SNYDER BLVD.
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

SNYDER & ASSOCIATES

Project No: 117.0829

Sheet 1 of 7

Item E.3.

LEGEND

Features	Existing	Proposed
Spot Elevation	93.0	×93.0
Contour Elevation	93	93
Fence (Barbed, Field, Hog)		
Fence (Chain Link)		
Fence (Wood)		
Fence (Silt)		
Tree Line		
Tree Stump		
Deciduous Tree \ Shrub		
Coniferous Tree \ Shrub		
Communication	C(*)	C
Overhead Communication	OC(*)	OC
Fiber Optic	FO(*)	FO
Underground Electric	E(*)	E
Overhead Electric	OE(*)	OE
Gas Main with Size	4" G(*)	4" G
High Pressure Gas Main with Size	4" HPG(*)	4" HPG
Water Main with Size	8" W(*)	8" W
Sanitary Sewer with Size	8" S(*)	8" S
Duct Bank	DUCT(*)	
Test Hole Location for SUE w/ID	1	

(*) Denotes the survey quality service level for utilities

Features	Existing	Proposed
Sanitary Manhole		
Storm Sewer with Size	12" ST	12" ST
Storm Manhole		
Single Storm Sewer Intake		
Double Storm Sewer Intake		
Fire Hydrant		
Fire Hydrant on Building		
Water Main Valve		
Water Service Valve		
Well		
Utility Pole		
Guy Anchor		
Utility Pole with Light		
Utility Pole with Transformer		
Street Light		
Yard Light		
Electric Box	EB	
Electric Transformer		
Traffic Sign		
Communication Pedestal		
Communication Manhole		
Communication Handhole		
Fiber Optic Manhole		
Fiber Optic Handhole		
Gas Valve		
Gas Manhole		
Gas Apparatus		
Fence Post or Guard Post		
Underground Storage Tank		
Above Ground Storage Tank		
Sign		
Satellite Dish		
Mailbox		
Soil Boring		

UTILITY QUALITY SERVICE LEVELS

QUALITY LEVELS OF UTILITIES ARE SHOWN IN THE PARENTHESES WITH THE UTILITY TYPE AND WHEN APPLICABLE, SIZE. THE QUALITY LEVELS ARE BASED ON THE CI/ ASCE 38-02 STANDARD.

QUALITY LEVEL (D) INFORMATION IS DERIVED FROM EXISTING UTILITY RECORDS OR ORAL RECOLLECTIONS.

QUALITY LEVEL (C) INFORMATION IS OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION WITH QUALITY D INFORMATION.

QUALITY LEVEL (B) INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES.

QUALITY LEVEL (A) IS HORIZONTAL AND VERTICAL POSITION OF UNDERGROUND UTILITIES OBTAINED BY ACTUAL EXPOSURE OR VERIFICATION OF PREVIOUSLY EXPOSED SUBSURFACE UTILITIES, AS WELL AS THE TYPE, SIZE, CONDITION, MATERIAL, AND OTHER CHARACTERISTICS.

UTILITY WARNING

THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORDS OBTAINED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES OR SUBSURFACE FEATURES SHOWN COMPRISE ALL SUCH ITEMS IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES OR SUBSURFACE FEATURES SHOWN ARE IN THE EXACT LOCATION INDICATED EXCEPT WHERE NOTED AS QUALITY LEVEL A.

UTILITY CONTACT INFORMATION

UTILITY CONTACT FOR MAPPING INFORMATION SHOWN AS RECEIVED FROM THE IOWA ONE CALL DESIGN REQUEST SYSTEM, TICKET NUMBER 551703943.

E1-ELECTRIC
HPG1-HIGH PRESSURE GAS
G1-GAS
FO1-FIBER OPTIC
C1-COMMUNICATION
W1-WATER
S-SANITARY SEWER

CEDAR FALLS UTILITIES
JERALD LUKENSMEYER
319-268-5330
jlukensmeyer@cfu.net

CITY OF CEDAR FALLS
RANDY LORENZEN
319-268-5176
randy.lorenzen@cedarfalls.com

C2
CENTURYLINK
TOM STURMER
720-578-8090
thomas.sturmer@centurylink.com

C3
MEDIACOM
KEVIN PARKER
845-867-0932
kparker@mediacomcc.com

IOWA ONE CALL
1-800-292-8989
www.iowaonecall.com
811

GENERAL NOTES

A. NOTIFY UTILITY PROVIDERS PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES AND COORDINATE WITH UTILITY PROVIDERS AS NECESSARY DURING CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXISTENCE, EXACT LOCATION, AND DEPTH OF ALL UTILITIES. PROTECT ALL UTILITY LINES AND STRUCTURES NOT SHOWN FOR REMOVAL OR MODIFICATION. ANY DAMAGES TO UTILITY ITEMS NOT SHOWN FOR REMOVAL OR MODIFICATION SHALL BE REPAIRED TO THE UTILITY OWNER'S SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE.

B. LENGTH OF UTILITIES SHOWN ON PLANS ARE DIMENSIONED FROM CENTERLINE OF STRUCTURE TO CENTERLINE OF STRUCTURE.

C. ALL TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). WHEN CONSTRUCTION ACTIVITIES OBSTRUCT PORTIONS OF THE ROADWAY, FLAGGERS SHALL BE PROVIDED. FLAGGERS SHALL CONFORM TO THE MUTCD IN APPEARANCE, EQUIPMENT AND ACTIONS.

D. NOTIFY OWNER, ENGINEER, AND CITY OF CEDAR FALLS PUBLIC WORKS, AT LEAST 48 HOURS PRIOR TO BEGINNING WORK.

E. CONSTRUCT MANHOLES AND APPURTENANCES AS WORK PROGRESSES. BACKFILL WITH SUITABLE MATERIAL AND COMPACT TO 95% MAXIMUM DENSITY.

F. IN THE EVENT OF A DISCREPANCY BETWEEN THE QUANTITY ESTIMATES AND THE DETAILED PLANS, THE DETAILED PLANS SHALL GOVERN.

G. ALL FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE RECONNECTED AND NOTED ACCORDINGLY ON THE AS-BUILT DOCUMENTS.

H. DIMENSIONS, BUILDING LOCATION, UTILITIES AND GRADING OF THIS SITE ARE BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. DEVIATIONS MAY BE NECESSARY IN THE FIELD. ANY SUCH CHANGES OR CONFLICTS BETWEEN THIS PLAN AND FIELD CONDITIONS ARE TO BE REPORTED TO THE ARCHITECT/ENGINEER PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT VERIFICATION OF ALL SITE IMPROVEMENTS PRIOR TO CONSTRUCTION.

I. CONTRACTOR TO LOAD AND TRANSPORT ALL MATERIALS CONSIDERED TO BE UNDESIRABLE TO BE INCORPORATED INTO THE PROJECT TO AN APPROVED OFF-SITE WASTE SITE.

J. CONTRACTOR TO STRIP AND STOCKPILE TOPSOIL FROM ALL AREAS TO BE CUT OR FILLED. RESPREAD TO MINIMUM 6" DEPTH TO FINISH GRADES.

K. ALL PROPOSED CONTOURS AND SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AND/OR TOP OF PAVING SLAB (GUTTER), UNLESS OTHERWISE NOTED.

L. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING DIRT AND DEBRIS FROM NEIGHBORING STREETS, DRIVEWAYS, AND SIDEWALKS CAUSED BY CONSTRUCTION ACTIVITIES IN A TIMELY MANNER.

M. THE ADJUSTMENT OF ANY EXISTING UTILITY APPURTENANCES TO FINAL GRADE IS CONSIDERED INCIDENTAL TO THE SITE WORK.

N. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING EROSION CONTROL MEASURES AS NECESSARY. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING ANY EXISTING EROSION CONTROL MEASURES ON SITE AT THE TIME OF CONSTRUCTION. GRADING AND SOIL EROSION CONTROL CODE REQUIREMENTS SHALL BE MET BY CONTRACTOR. A GRADING PERMIT IS REQUIRED FOR THIS PROJECT.

O. CONTRACTOR TO COORDINATE NATURAL GAS, ELECTRICAL, TELEPHONE AND ANY OTHER FRANCHISE UTILITY SERVICES WITH UTILITY SERVICE PROVIDER, THE CITY AND THE OWNER PRIOR TO CONSTRUCTION.

P. CONTRACTOR TO VERIFY ALL UTILITY CROSSINGS AND MAINTAIN MINIMUM 18" VERTICAL AND HORIZONTAL CLEARANCE BETWEEN UTILITIES. CONTRACTOR TO COORDINATE UTILITY ROUTING TO BUILDING AND VERIFY CONNECTION LOCATIONS AND INVERTS PRIOR TO CONSTRUCTION.

Q. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT VERIFICATION OF ALL SITE IMPROVEMENTS PRIOR TO CONSTRUCTION. CONTRACTOR TO CONSTRUCT ALL SITE IMPROVEMENTS AND UTILITIES IN ACCORDANCE WITH THE STATEWIDE URBAN DESIGN AND SPECIFICATIONS PROGRAM.

R. SAW-CUT AT TERMINATION TO FULL DEPTH ALL PAVEMENTS TO BE REMOVED.

S. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING AND MAINTAINING A SET OF RECORD DRAWINGS. RECORD DRAWINGS SHALL SHOW ALL CHANGES TO PLANS, AND REPRESENT THE AS-BUILT CONDITION. SUBMIT RECORD DRAWINGS TO ENGINEER PRIOR TO FINAL PAYMENT.

T. MINIMUM COMPRESSIVE STRENGTH FOR PCC PAVEMENT SHALL BE 4,000 PSI AT 28 DAYS.

U. ALL PARKING LOT JOINTS SHALL BE 15' X 15' MAXIMUM SPACING. ALL JOINTS SHALL BE 1/4" SAWED AND SEALED FULL DEPTH WITH OWNER APPROVED SEALANT. NO BACKER ROD ALLOWED. UNLESS OTHERWISE NOTED, JOINTS SHALL BE TYPE 'C'. TYPE 'CT' AT ALL COLD JOINTS. ALL TIE BARS SHALL BE EPOXY COATED NO. 5 BARS.

V. ALL GREEN SPACE AREAS (PERVIOUS SURFACES) SHALL BE DRILL SEEDED WITH LAWN SEED MIX WITH HYDRAULIC MULCH COVER AT A RATE OF 300 LBS/ACRE.

W. LANDSCAPER TO WATER ALL TREES AND SHRUBS UNTIL THEY ARE ESTABLISHED THROUGH FIRST GROWING SEASON. ALL LANDSCAPE PLANTINGS SHALL HAVE A ONE YEAR WARRANTY.

HORIZONTAL CONTROL

IOWA REGIONAL COORDINATE SYSTEM ZONE 5 (WATERLOO)
NAD83(2011)(EPOCH 2010.00) IARTN DERIVED - US SURVEY FEET

CP1 N=8844400.92 E=15447233.03
1/2" REBAR WITH YELLOW CAP 15' NORTHEAST OF INTAKE, SOUTHWEST CORNER OF SITE.

CP2 N=8844789.28 E=15447250.52
1/2" REBAR WITH YELLOW CAP 35' SOUTHEAST OF MAST ARM, NORTHWEST CORNER OF SITE.

CP3 N=8844683.84 E=15447721.90
1/2" REBAR WITH YELLOW CAP 60' SOUTH OF TRAIL, NORTHEAST CORNER OF SITE.

CP4 N=8844381.33 E=15447514.55
1/2" REBAR WITH YELLOW CAP 12' NORTH OF INTAKE, SOUTH SIDE OF SITE.

BENCHMARKS

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88 - GEOID12A)
IARTN DERIVED - US SURVEY FEET

BM1 ELEV=946.24
ARROW ON HYDRANT ON NORTH SIDE OF BLUEBELL ROAD 20' NORTHEAST OF INTAKE, SOUTHEAST CORNER OF SITE.

BM2 ELEV=950.77
ARROW ON HYDRANT IN NORTHEAST QUADRANT OF SOUTH MAIN STREET & BLUEBELL ROAD, SOUTHWEST CORNER OF SITE.

GENERAL USE

GROCERY STORE

BUILDING DESCRIPTION

TOTAL BUILDING HEIGHT= 22'-8" TO TOP PARAPET
FLOOR SF = 20,784 SF

PARKING REQUIREMENTS:

119 STALLS PROVIDED (5 HC STALLS)
4.5 STALLS PER 1000 SF OF BUILDING SF
20,784 SF/1000 SF X 4.5 = 94 STALLS REQUIRED

PROPERTY ADDRESS:

XXX XXXXXXX X
CEDAR FALLS, IOWA 5XXXX

ZONING

MU - MIXED - USE RESIDENTUAL

PROPOSED LAND USE

NEIGHBORHOOD - GROCERY STORE

EMPLOYEES (COMMERCIAL)

60 - 80 FULL/PART TIME EMPLOYEES (TOTAL)

MARK	REVISION	DATE	BY
4.	REVISED AS PER OWNER COMMENTS	12/29/17	RMM
3.	REVISED AS PER CITY COMMENTS	12/18/17	RMM
2.	REVISED AS PER OWNER COMMENTS	12/12/17	KSS
1.	REVISED AS PER CITY COMMENTS	10/30/17	GJC

Engineer: JAL Checked By: TLW
Techni
Proj

Item E.3.

CEDAR FALLS FAREWAY SITE PLAN

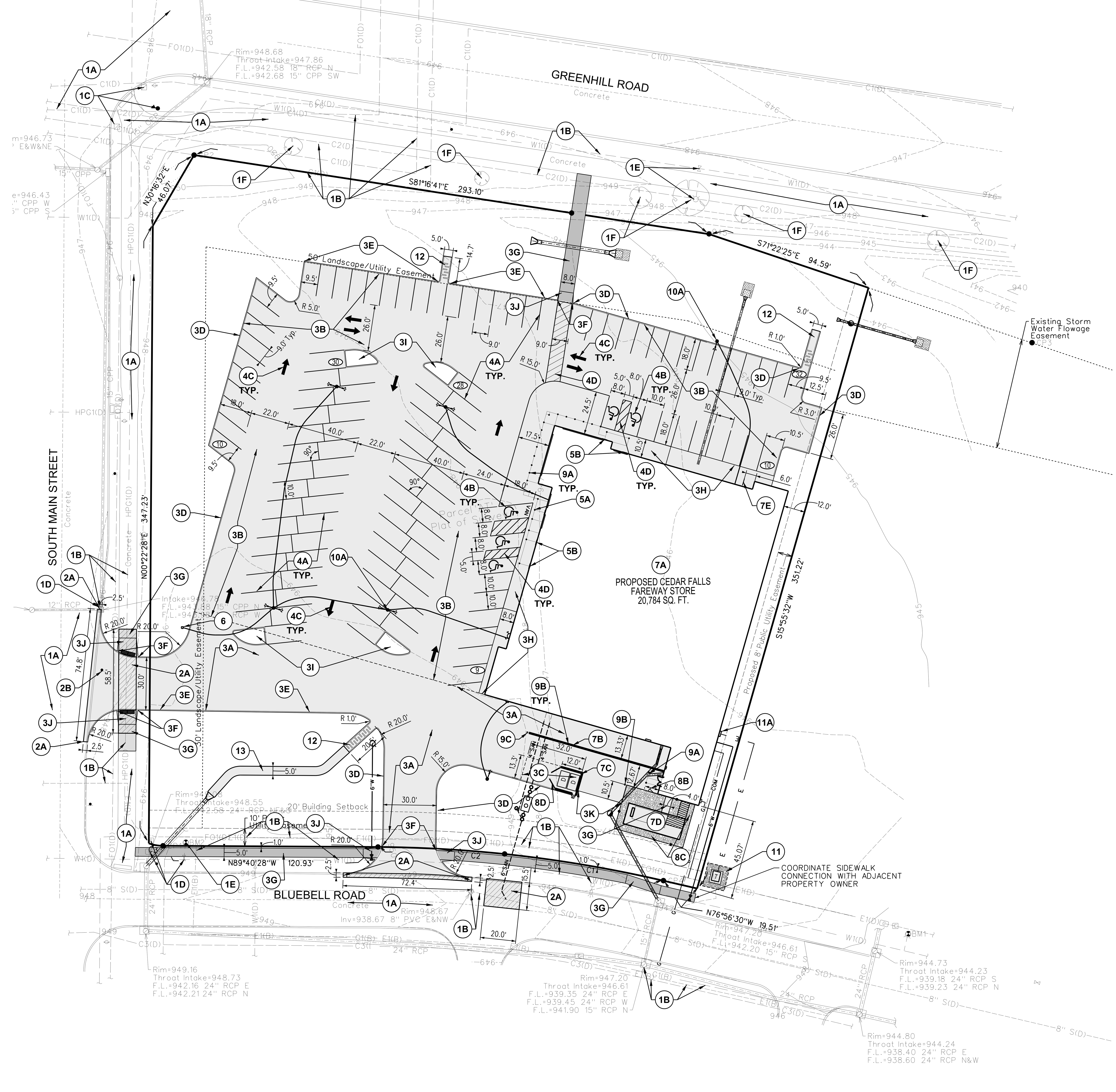
CEDAR FALLS, IA

PROJECT INFORMATION

SNYDER & ASSOCIATES, INC.
2727 S.W. SNYDER BLVD.
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

SNYDER & ASSOCIATES

Project No: 117.0829



DIMENSION PLAN CONSTRUCTION NOTES

1. EXISTING FEATURES, PROTECT THE FOLLOWING:
   - A. PAVEMENTS TO REMAIN.
   - B. PROTECT EXISTING UTILITIES.
   - C. EXISTING TRAFFIC SIGNAL AND ASSOCIATED TRAFFIC VAULTS.
   - D. ADJUST EXISTING UTILITY TO GRADE AS NEEDED.
   - E. EXISTING HYDRANT ASSEMBLY.
   - F. PROTECT EXISTING TREES.

2. DEMOLITION, REMOVE THE FOLLOWING:
   - A. EXISTING PAVEMENT. SAW CUT TO FULL DEPTH ALL PAVEMENTS TO BE REMOVED.
   - B. EXISTING STREET SIGN. COORDINATE REMOVAL/RELOCATION WITH CITY.

3. PAVEMENTS, PROVIDE THE FOLLOWING:
   - A. PCC DRIVES, 8" DEPTH PAVEMENT WITH INTEGRAL CURB AND 4" GRANULAR SUBBASE.
   - B. PCC PARKING, 6" DEPTH PAVEMENT WITH INTEGRAL CURB AND 4" GRANULAR SUBBASE.
   - C. 8" DEPTH REINFORCED PCC AT TRASH ENCLOSURE.
   - D. 6" CURB.
   - E. 3" ROLL CURB.
   - F. TAPER CURB.
   - G. PCC SIDEWALKS, 4" DEPTH PAVEMENT.
   - H. INTEGRAL CURB AND 4" PCC SIDEWALK.
   - I. MEDIAN WITH 6" PCC CURB.
   - J. PEDESTRIAN RAMP WITH A MAXIMUM SLOPE OF 8.33%. INSTALL DETECTABLE WARNING SYSTEM AS PROVIDED BY CITY AT RAMPS WHERE SHOWN.
   - K. NO CURB.

4. PAVEMENT MARKINGS, PROVIDE THE FOLLOWING:
   - A. 4" WIDE PAINTED PARKING STALL LINES.
   - B. PAINTED STATE OF IOWA APPROVED ACCESSIBLE PARKING SYMBOL.
   - C. TRAFFIC FLOW ARROW.
   - D. 45°STRIPING AT 3' O.C. SPACE WHERE SHOWN.

5. SIGNS, PROVIDE THE FOLLOWING:
   - A. PROVIDE VAN ACCESSIBLE PARKING SIGNAGE AS PER ADAAG REQUIREMENTS.
   - B. PROVIDE ACCESSIBLE PARKING SIGNAGE AS PER ADAAG REQUIREMENTS. MOUNT ON BUILDING.

6. PLACE WATERPROOF ELECTRICAL JUNCTION BOX PER THIS CONTRACT.

7. BUILDING IMPROVEMENTS. REFER TO ARCHITECTURAL PLANS.
   - A. BUILDING. SEE ARCHITECTURAL PLANS.
   - B. DOCK WALL.
   - C. TRASH ENCLOSURE.
   - D. REFRIGERATION UNIT AND PAD.
   - E. BIKE RACKS.

8. FENCING
   - A. 10' HT COMPOSITE SOLID FENCE, RAINIER HEAVY DUTY, TAN COLOR.
   - B. 1 EA. 3' WIDE GATE TO MATCH FENCING.
   - C. 1 - 1/2" WASHED RIVER ROCK OVER ENGINEERING FABRIC, ROCK TO BE 3" MIN. DEPTH WITH PERIMETER TREATED 2"X6" WOOD EDGING.
   - D. 2 - 6' GATES (12' TOTAL OPENING) TO BE 2X COMPOSITE WOOD.

9. BOLLARDS. SEE STRUCTURAL PLANS FOR DETAIL LAYOUT. SEE DETAIL 5 ON SHEET 8.
   - A. ENTRY BOLLARD 6" DIAMETER.
   - B. DOCK BOLLARD 4" DIAMETER.
   - C. DOCK BOLLARD 10" DIAMETER.

10. SITE LIGHTING, PROVIDE THE FOLLOWING:
    - A. SITE LIGHTING SHOWN IS FOR ILLUSTRATION PURPOSES ONLY. CONTRACTOR TO COORDINATE WITH THE OWNER AND ELECTRICAL ENGINEER ALL ASPECTS OF SITE LIGHTING PRIOR TO CONSTRUCTION. SEE SCHEDULE ON UTILITY PLAN.

11. TRANSFORMER/TRANSFORMER MOAT TO BE CONSTRUCTED AS PER UTILITY PROVIDER'S REQUIREMENTS. COORDINATE INSTALLATION WITH ADJACENT PROPERTY OWNER.
    - A. CT CABINET (MOUNTED TO BACK OF BUILDING)

12. CONCRETE FLUME WITH ENERGY DISSIPATOR AND 12" HIGH CURB EXTENSIONS. SEE DETAILS 6 AND 10 ON SHEET 7.

13. 6" DEPTH CONCRETE FLUME V-CHANNEL WITH NO CURB. PROVIDE #4 EPOXY COATED BARS 12" ON-CENTERS BOTH WAYS.

MARK	REVISION	DATE	BY
4.	REVISED AS PER OWNER COMMENTS	12/29/17	RMM
3.	REVISED AS PER CITY COMMENTS	12/18/17	RMM
2.	REVISED AS PER OWNER COMMENTS	12/12/17	KSS
1.	REVISED AS PER CITY COMMENTS	10/30/17	GJC

Engineer: JAL | Checked By: TLW | 30'
Technician: LFG | Date: 10/11/17 | Field Bk: | Pg:
Project No: 117.0829 | Sheet 3 of 7

CEDAR FALLS FAREWAY SITE PLAN

LAYOUT AND DIMENSION PLAN

CEDAR FALLS, IA

SNYDER & ASSOCIATES, INC.
2727 S.W. SNYDER BLVD.
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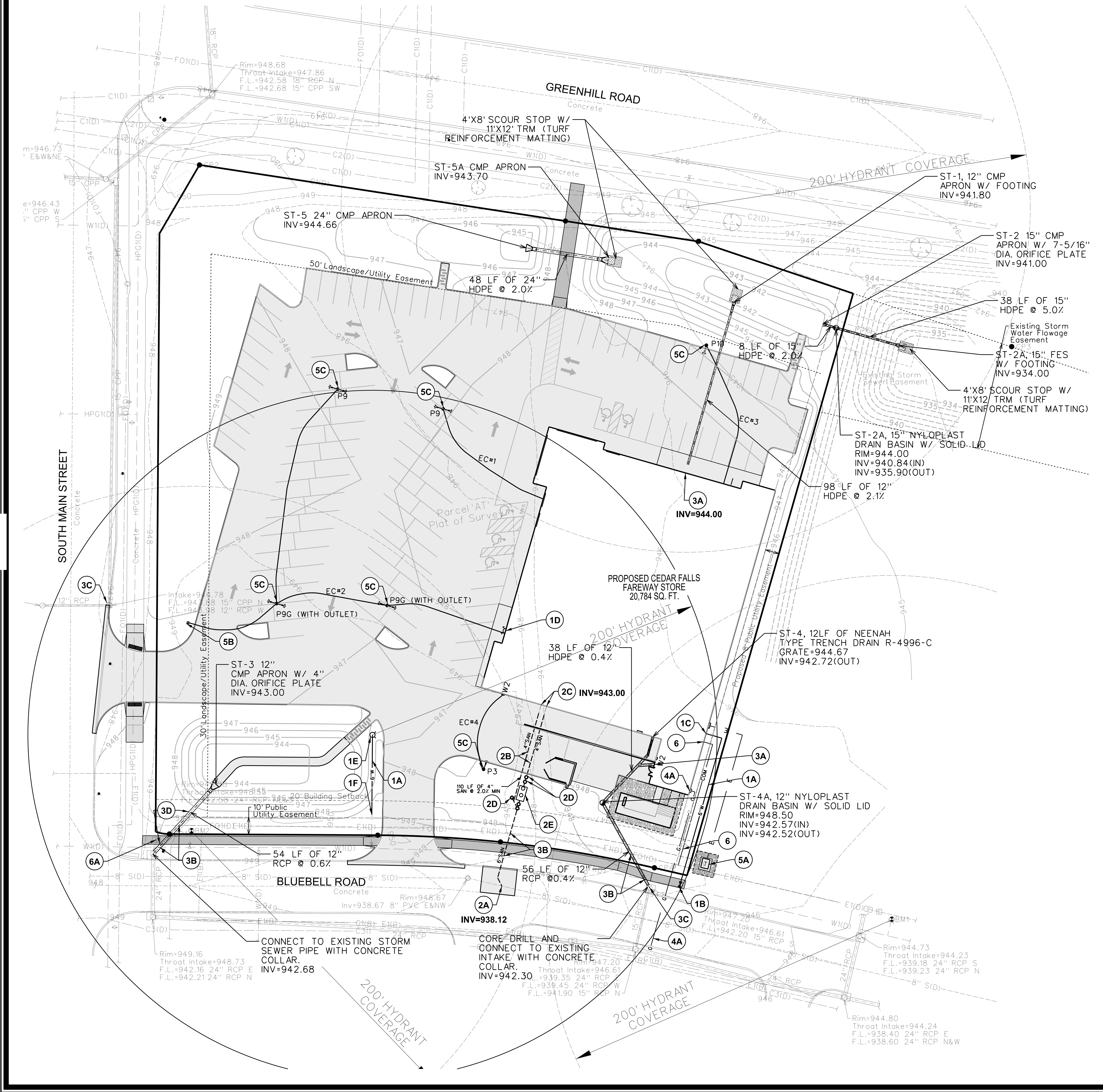
Project No: 11
Sheet 3 o



UTILITY PLAN CONSTRUCTION NOTES

1. WATER SERVICE, PROVIDE THE FOLLOWING AS PER CITY OF CEDAR FALLS STANDARDS:
   A. 6" WATER SERVICE WITH FITTINGS, BENDS AND THRUST BLOCKS AS NECESSARY. DOMESTIC AND FIRE PROTECTION LINES TO BE SPLIT INTERNAL.
   B. CONNECT TO EXISTING WATER MAIN WITH TAPPING VALVE AND SLEEVE.
   C. CONNECT TO BUILDING WATER SERVICE. VERIFY LOCATION WITH PLUMBING PLANS PRIOR TO CONSTRUCTION. DOMESTIC WATER SERVICE TO SPLIT IN BUILDING.
   D. REMOTE FIRE DEPARTMENT CONNECTION.
   E. FIRE HYDRANT ASSEMBLY.
   F. CONNECT TO EXISTING 6" WATER SERVICE STUB.

2. SANITARY SEWER SERVICE, PROVIDE THE STRUCTURES AND SERVICE LINE AS SHOWN AND LISTED BELOW AS PER CITY OF CEDAR FALLS STANDARDS:
   A. CONNECT TO CITY SANITARY SEWER MAIN WITH 1:1 RISER PIPE. CONTRACTOR TO VERIFY LOCATION AND ELEVATION PRIOR TO CONSTRUCTION.
   B. 4" SANITARY SEWER SERVICE AT MINIMUM 2% SLOPE.
   C. CONNECT TO BUILDING SANITARY SERVICE. VERIFY LOCATION AND ELEVATION WITH PLUMBING PLANS PRIOR TO CONSTRUCTION.
   D. SANITARY SEWER CLEAN OUT. SEE PLUMBING PLANS FOR ADDITIONAL INFORMATION.
   E. CONNECT TO 1,000 GALLON GREASE INTERCEPTOR. SEE PLUMBING PLANS FOR DETAILS.

3. PROVIDE STORM SEWER IMPROVEMENTS AS SHOWN ON THE PLANS AND AS PER CITY OF CEDAR FALLS STANDARDS.
   A. ROOF DRAINS TO CONNECT TO PROPOSED STORM SEWER. VERIFY LOCATION AND ELEVATION WITH PLUMBING PLANS PRIOR TO CONSTRUCTION.
   B. CRITICAL CROSSING. PROVIDE MINIMUM 18" OF COVER BETWEEN PIPE WALLS.
   C. PROTECT EXISTING INTAKE DURING CONSTRUCTION. ANY DAMAGE TO STRUCTURE WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
   D. REMOVE EXISTING PIPE TO LIMITS SHOWN.

4. PROVIDE GAS SERVICE. COORDINATE WITH FRANCHISE UTILITY PROVIDER PRIOR TO CONSTRUCTION.
   A. GAS METER TO BE MOUNTED ON BUILDING. COORDINATE WITH FRANCHISE UTILITY PROVIDER PRIOR TO CONSTRUCTION.

5. PROVIDE ELECTRIC SERVICE, BY OTHERS. COORDINATE WITH FRANCHISE UTILITY PROVIDER PRIOR TO CONSTRUCTION
   A. PROPOSED TRANSFORMER LOCATION. COORDINATE LOCATION WITH OWNER, ADJACENT PROPERTY OWNER AND FRANCHISE UTILITY PROVIDER.
   B. INSTALL UNDERGROUND CONDUIT WITH WEATHER-PROOF JUNCTION BOX FOR FUTURE MONUMENT SIGN.
   C. SEE PHOTOMETRIC PLAN AND LUMINAIRE SCHEDULE FOR SITE LIGHTING INFORMATION.

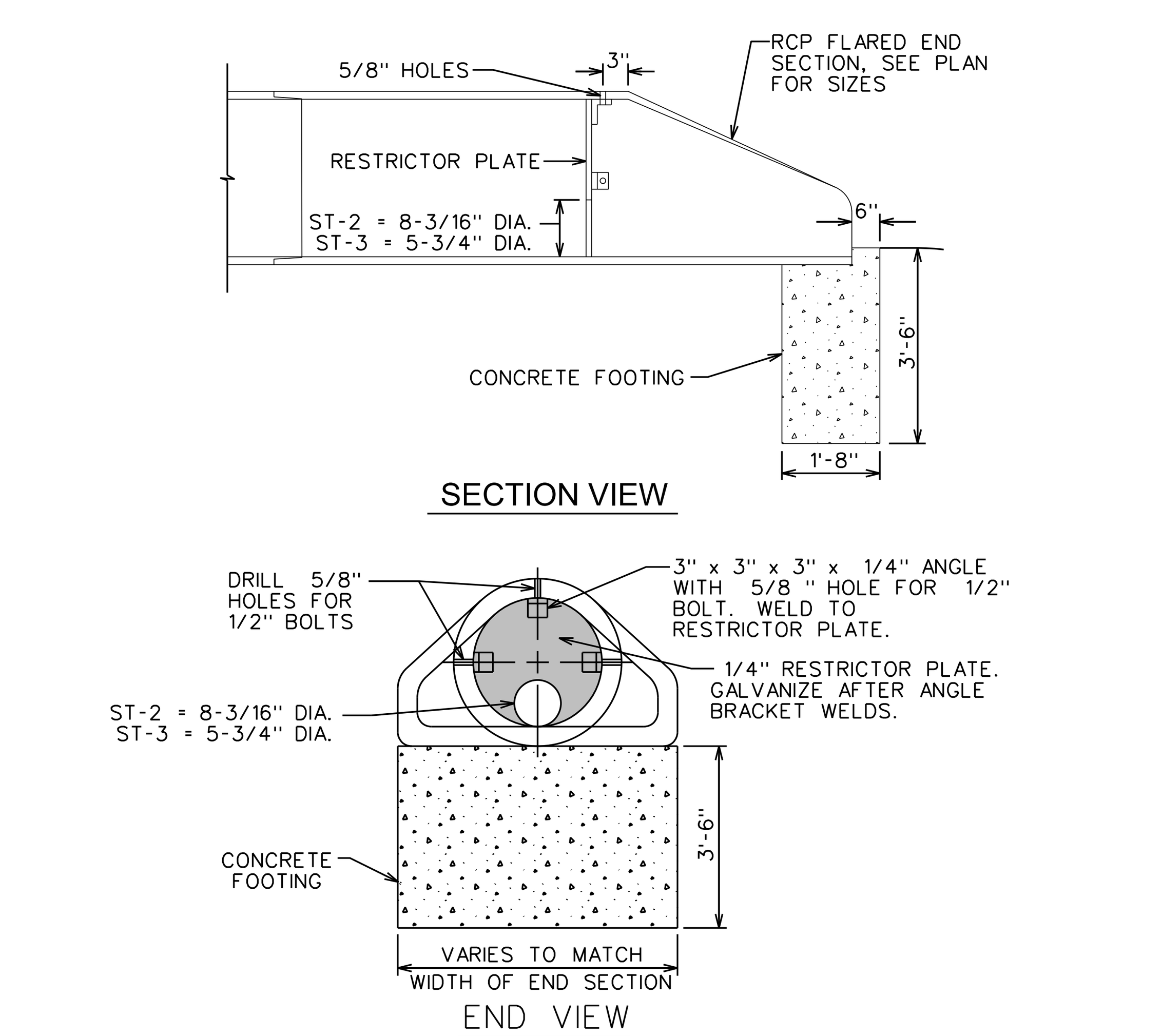
6. COMMUNICATION SERVICE. COORDINATE WITH CEDAR FALLS FRANCHISE UTILITY PROVIDER.
   A. ADJUST EXISTING COMMUNICATION HANDHOLE TO PROPOSED GRADE AS NEEDED.

7. VERIFY CONNECTION ELEVATIONS TO PUBLIC UTILITIES PRIOR TO CONSTRUCTION.

LUMINAIRE SCHEDULE

QTY	LABEL	Arrangement	DISCRIPTION
1	P10	Single	CREE ARE-EDG-4M-DA-12-E-UL-525-40K - LYTEPOLES 101-4011-20-AB-MODBASE-D1-TMB **L/ABT** POLE
1	P3	Single	CREE ARE-EDG 3M-DA-12-E-UL-525-40K - LYTEPOLES 101-4011-20-AB-MODBASE-D1-TMB **L/ABT** POLE
4	P9	Back-Back	CREE ARE-EDG 5M-DA-12-E-UL-525-40K - LYTEPOLES 101-4011-20-AB-MODBASE-D2-TMB **L/ABT** POLE
4	P9G	Back-Back	CREE ARE-EDG 5M-DA-12-E-UL-525-40K - LYTEPOLES 101-4011-20-AB-MODBASE-D2-TMB **L/ABT** **GFI** POLE
2	W2	Single	HUBBELL LNC2-18LU-4K-4

ALL LIGHT POLES ARE 20'-0" IN LENGTH, SET ON TOP OF A 3'-0" CONCRETE POLE BASE



1/4 FLARED END SECTION CIRCULAR RESTRICTOR PLATE
NO SCALE

MARK	REVISION	DATE	BY
4.	REVISED AS PER OWNER COMMENTS	12/29/17	RMM
3.	REVISED AS PER CITY COMMENTS	12/18/17	RMM
2.	REVISED AS PER OWNER COMMENTS	12/12/17	KSS
1.	REVISED AS PER CITY COMMENTS	10/30/17	GJC

Engineer: JAL Checked By: TLW

Item E.3.

CEDAR FALLS, IA

CEDAR FALLS FAREWAY SITE PLAN

UTILITY PLAN

SNYDER & ASSOCIATES, INC.

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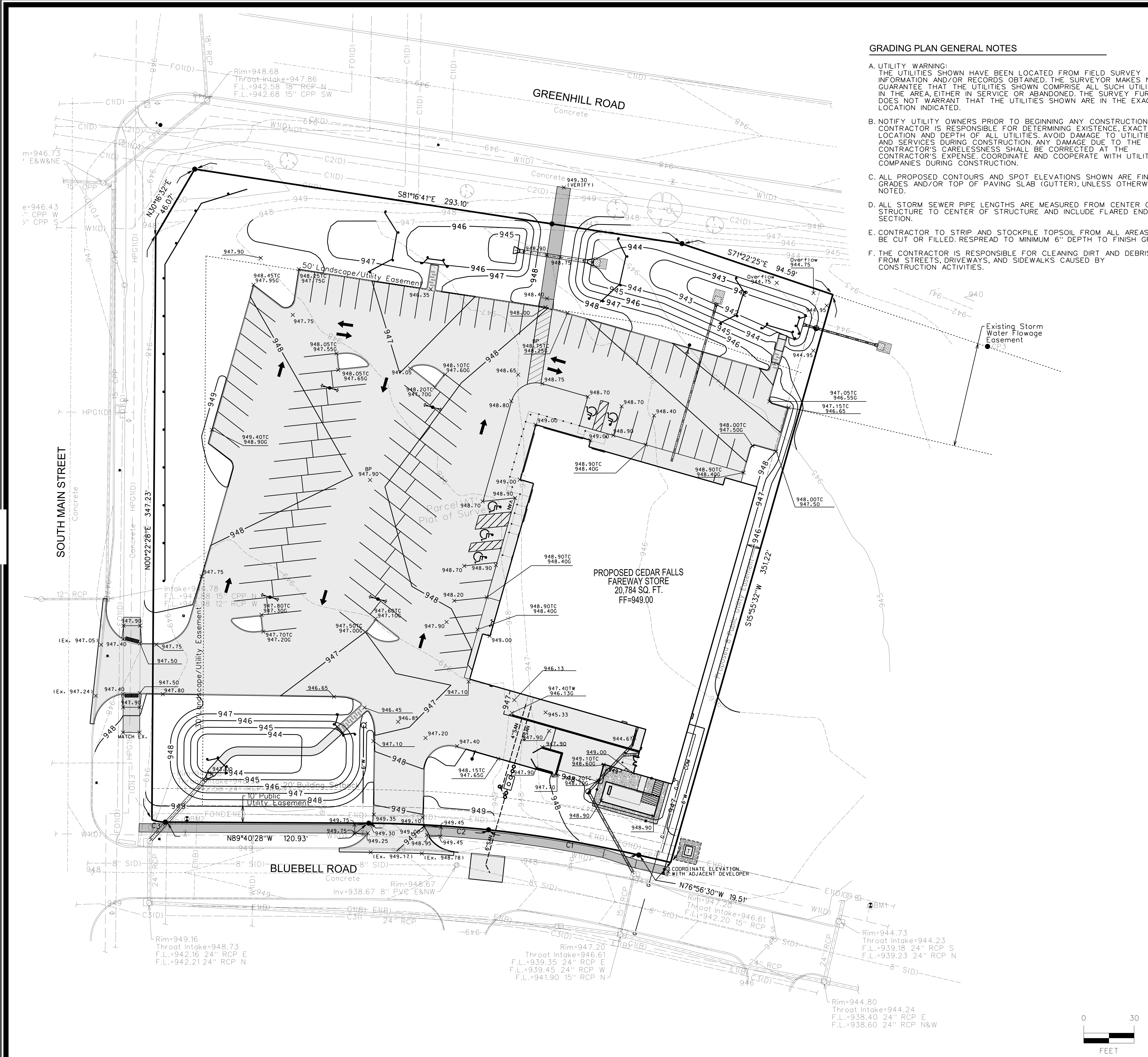
SNYDER & ASSOCIATES

Project No: 117.0829



GRADING PLAN GENERAL NOTES

A. UTILITY WARNING:
THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORDS OBTAINED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED.

B. NOTIFY UTILITY OWNERS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXISTENCE, EXACT LOCATION AND DEPTH OF ALL UTILITIES. AVOID DAMAGE TO UTILITIES AND SERVICES DURING CONSTRUCTION. ANY DAMAGE DUE TO THE CONTRACTOR'S CARELESSNESS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. COORDINATE AND COOPERATE WITH UTILITY COMPANIES DURING CONSTRUCTION.

C. ALL PROPOSED CONTOURS AND SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AND/OR TOP OF PAVING SLAB (GUTTER), UNLESS OTHERWISE NOTED.

D. ALL STORM SEWER PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND INCLUDE FLARED END SECTION.

E. CONTRACTOR TO STRIP AND STOCKPILE TOPSOIL FROM ALL AREAS TO BE CUT OR FILLED. RESPREAD TO MINIMUM 6" DEPTH TO FINISH GRADES.

F. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING DIRT AND DEBRIS FROM STREETS, DRIVEWAYS, AND SIDEWALKS CAUSED BY CONSTRUCTION ACTIVITIES.

POLLUTION PREVENTION NOTES

A. POLLUTION PREVENTION AND EROSION PROTECTION

1. CODE COMPLIANCE: THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL POTENTIAL POLLUTION AND SOIL EROSION CONTROL REQUIREMENTS OF THE IOWA CODE, THE IOWA DEPARTMENT OF NATURAL RESOURCES (IDNR) NPDES PERMIT, THE U.S. CLEAN WATER ACT AND ANY LOCAL ORDINANCES. THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO PROTECT AGAINST EROSION AND POLLUTION FROM THIS PROJECT SITE AND ALL OFF-SITE BORROW OR DEPOSIT AREAS DURING PERFORMANCE OR AS A RESULT OF PERFORMANCE.

2. DAMAGE CLAIMS: THE CONTRACTOR WILL HOLD THE OWNER AND ARCHITECT / ENGINEER HARMLESS FROM ANY AND ALL CLAIMS OF ANY TYPE WHATSOEVER RESULTING FROM DAMAGES TO ADJOINING PUBLIC OR PRIVATE PROPERTY, INCLUDING REASONABLE ATTORNEY FEES INCURRED TO OWNER. FURTHER, IF THE CONTRACTOR FAILS TO TAKE NECESSARY STEPS TO PROMPTLY REMOVE EARTH SEDIMENTATION OR DEBRIS WHICH COMES ONTO ADJOINING PUBLIC OR PRIVATE PROPERTY, THE OWNER MAY, BUT NEED NOT, REMOVE SUCH ITEMS AND DEDUCT THE COST THEREOF FROM AMOUNTS DUE TO THE CONTRACTOR.

B. STORM WATER DISCHARGE PERMIT

1. THIS PROJECT REQUIRES COVERAGE UNDER THE NPDES GENERAL PERMIT NO. 2 FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDNR, AS REQUIRED BY THE ENVIRONMENTAL PROTECTION AGENCY (EPA). THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS ARE RESPONSIBLE FOR COMPLIANCE WITH AND FULFILLMENT OF ALL REQUIREMENTS OF THE NPDES GENERAL PERMIT NO. 2 INCLUDING CREATING OR MAINTAINING THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND POSSIBLY OBTAINING THE GENERAL PERMIT COVERAGE FROM THE IDNR.

2. ALL DOCUMENTS RELATED TO THE STORM WATER DISCHARGE PERMIT, INCLUDING, BUT NOT LIMITED TO, THE NOTICE OF INTENT, PROOF OF PUBLICATIONS, DISCHARGE AUTHORIZATION LETTER, CURRENT SWPPP, SITE INSPECTION LOG, AND OTHER ITEMS, SHALL BE KEPT ON SITE AT ALL TIMES AND MUST BE PRESENTED TO ANY JURISDICTIONAL AGENCIES UPON REQUEST. FAILURE TO COMPLY WITH THE NPDES PERMIT REQUIREMENTS IS A VIOLATION OF THE CLEAN WATER ACT AND THE CODE OF IOWA.

3. A "NOTICE OF DISCONTINUATION" MUST BE FILED WITH THE IDNR UPON FINAL STABILIZATION OF THE DISTURBED SITE AND REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURES. ALL PLANS, INSPECTION REPORTS, AND OTHER DOCUMENTS MUST BE RETAINED FOR A PERIOD OF THREE YEARS AFTER PROJECT COMPLETION. THE CONTRACTOR SHALL RETAIN A RECORD COPY AND PROVIDE THE ORIGINAL DOCUMENTS TO THE OWNER UPON PROJECT ACCEPTANCE AND/OR SUBMITTAL OF THE NOTICE OF DISCONTINUATION.

C. POLLUTION PREVENTION PLAN:

1. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS A SEPARATE DOCUMENT IN ADDITION TO THESE PLAN DRAWINGS. THE CONTRACTOR SHOULD REFER TO THE SWPPP FOR ADDITIONAL REQUIREMENTS AND MODIFICATIONS TO THE POLLUTION PREVENTION PLAN MADE DURING CONSTRUCTION.

2. THE SWPPP ILLUSTRATES GENERAL MEASURES AND BEST MANAGEMENT PRACTICES (BMP) FOR COMPLIANCE WITH THE PROJECT'S NPDES PERMIT COVERAGE. ALL BMP'S AND EROSION CONTROL MEASURES REQUIRED AS A RESULT OF CONSTRUCTION ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY, NOTE AND IMPLEMENT. ADDITIONAL BMP'S FROM THOSE SHOWN ON THE PLAN MAY BE REQUIRED.

3. THE SWPPP AND SITE MAP SHOULD BE EXPEDITIOUSLY REVISED TO REFLECT CONSTRUCTION PROGRESS AND CHANGES AT THE PROJECT SITE.

4. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE GENERAL PERMIT AND SWPPP, INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING BMP'S UNLESS INFEASIBLE OR NOT APPLICABLE:

a. UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE WHEN DISCHARGING FROM BASINS, PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS, DIRECT STORM WATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORM WATER INFILTRATION, AND MINIMIZE SOIL COMPACTION.

b. INSTALL PERIMETER AND FINAL SEDIMENT CONTROL MEASURES SUCH AS SILT BARRIERS, DITCH CHECKS, DIVERSION BERMS, OR SEDIMENTATION BASINS DOWNSTREAM OF SOIL DISTURBING ACTIVITIES PRIOR TO SITE CLEARING AND GRADING OPERATIONS.

c. PRESERVE EXISTING VEGETATION IN AREAS NOT NEEDED FOR CONSTRUCTION AND LIMIT TO A MINIMUM THE TOTAL AREA DISTURBED BY CONSTRUCTION OPERATIONS AT ANY TIME.

d. MAINTAIN ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES IN WORKING ORDER, INCLUDING CLEANING, REPAIRING, REPLACEMENT, AND SEDIMENT REMOVAL THROUGHOUT THE PERMIT PERIOD. CLEAN OR REPLACE SILT CONTROL DEVICES WHEN THE MEASURES HAVE LOST 50% OF THEIR ORIGINAL CAPACITY.

e. INSPECT THE PROJECT AREA AND CONTROL DEVICES (BY QUALIFIED PERSONNEL ASSIGNED BY THE CONTRACTOR) EVERY SEVEN CALENDAR DAYS. RECORD THE FINDINGS OF THESE INSPECTIONS AND ANY RESULTING ACTIONS IN THE SWPPP WITH A COPY SUBMITTED WEEKLY TO THE OWNER OR ENGINEER DURING CONSTRUCTION. REVISE THE SWPPP AND IMPLEMENT ANY RECOMMENDED MEASURES WITHIN 7 DAYS.

f. PREVENT ACCUMULATION OF EARTH AND DEBRIS FROM CONSTRUCTION ACTIVITIES ON ADJOINING PUBLIC OR PRIVATE PROPERTIES, INCLUDING STREETS, DRIVEWAYS, SIDEWALKS, DRAINAGEWAYS, OR UNDERGROUND SEWERS. REMOVE ANY ACCUMULATION OF EARTH OR DEBRIS IMMEDIATELY AND TAKE REMEDIAL ACTIONS FOR FUTURE PREVENTION.

g. INSTALL NECESSARY CONTROL MEASURES SUCH AS SILT BARRIERS, EROSION CONTROL MATS, MULCH, DITCH CHECKS OR RIPRAP AS SOON AS AREAS REACH THEIR FINAL GRADES AND AS CONSTRUCTION OPERATIONS PROGRESS TO ENSURE CONTINUOUS RUNOFF CONTROL. PROVIDE INLET AND OUTLET CONTROL MEASURES AS SOON AS STORM SEWERS ARE INSTALLED.

h. RESPREAD A MINIMUM OF 4 INCHES OF TOPSOIL (INCLUDING TOPSOIL FOUND IN SOD) ON ALL DISTURBED AREAS, EXCEPT WHERE PAVEMENT, BUILDINGS OR OTHER IMPROVEMENTS ARE LOCATED.

i. STABILIZE UNDEVELOPED, DISTURBED AREAS WITH MULCH, TEMPORARY SEED MIX, PERMANENT SEED MIX, OR SOD AS SOON AS PRACTICAL UPON COMPLETION OR DELAY OF GRADING OPERATIONS. INITIATE STABILIZATION MEASURES NO LATER THAN 14 CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY HAS FINISHED OR IS PLANNED TO BE DELAYED MORE THAN 21 CALENDAR DAYS.

j. COORDINATE LOCATIONS OF STAGING AREAS WITH THE OWNER AND RECORD IN THE SWPPP. UNLESS NOTED OTHERWISE, STAGING AREAS SHOULD CONTAIN THE FOLLOWING: JOB TRAILERS, FUELING / VEHICLE MAINTENANCE AREA, TEMPORARY SANITARY FACILITIES, MATERIALS STORAGE, AND CONCRETE WASHOUT FACILITY. CONTROL RUNOFF FROM STAGING AREAS WITH DIVERSION BERMS AND/OR SILT BARRIERS AND DIRECT TO A SEDIMENT BASIN OR OTHER CONTROL DEVICE WHERE POSSIBLE. CONCRETE WASHOUT MUST BE CONTAINED ONSITE.

k. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AND SITE WASTE PRIOR TO FILING OF THE "NOTICE OF DISCONTINUATION".

CEDAR FALLS FAREWAY SITE PLAN

GRADING AND EROSION CONTROL PLAN

CEDAR FALLS, IA

SNYDER & ASSOCIATES, INC.

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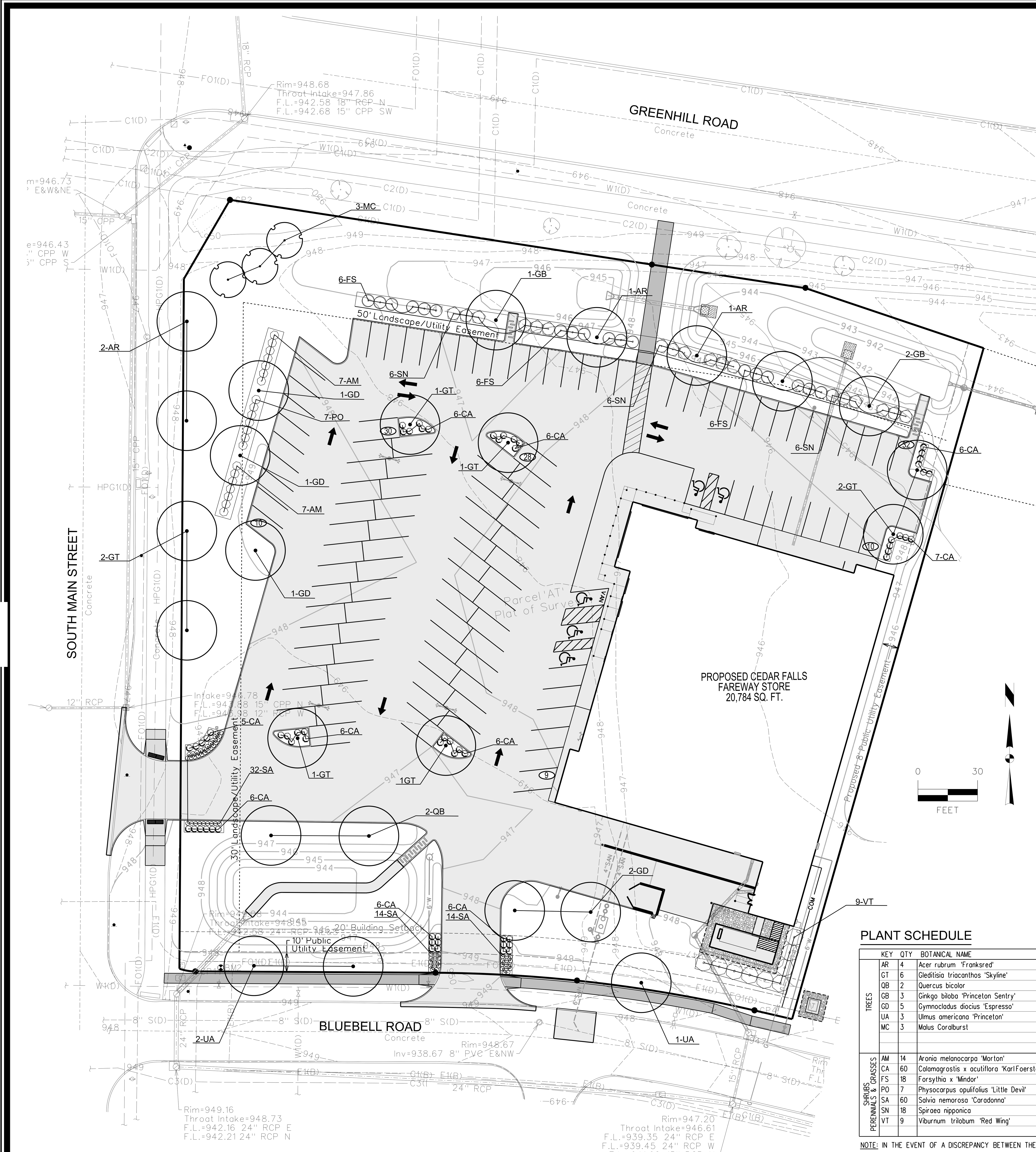
Engineer: JAL Checked By: TLW
Technician: LFG Date: 10/11/17 Field Bk: Pg:
Project No: 117.0829 Sheet 5 of 7

Item E.3.



PLANTING PLAN GENERAL NOTES

A. UTILITY WARNING:
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B. NOTIFY UTILITY OWNERS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXISTENCE, EXACT LOCATION AND DEPTH OF ALL UTILITIES. AVOID DAMAGE TO UTILITIES AND SERVICES DURING CONSTRUCTION. ANY DAMAGE DUE TO THE CONTRACTOR'S CARELESSNESS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. COORDINATE AND COOPERATE WITH UTILITY COMPANIES DURING CONSTRUCTION.

C. ALL PLANT MATERIAL SHALL AT LEAST MEET MINIMUM REQUIREMENTS SHOWN IN THE "AMERICAN STANDARDS FOR NURSERY STOCK" (ANSI Z60.1-LATEST EDITION).

D. CONTRACTOR TO WATER ALL TREES AND SHRUBS UNTIL THEY ARE ESTABLISHED THROUGH FIRST GROWING SEASON. ALL LANDSCAPE PLANTINGS SHALL HAVE A ONE YEAR WARRANTY.

E. PROVIDE 3-INCH DEPTH SHREDDED HARDWOOD MULCH AROUND ALL PLANTINGS TO A MIN. 3-FOOT PERIMETER WITH TOOLED EDGE, AND IN ALL AREAS INDICATED ON PLAN.

LANDSCAPE REQUIREMENTS

(AS PER MIXED USED RESIDENTIAL DISTRICT CITY OF CEDAR FALLS MUNICIPAL CODE)

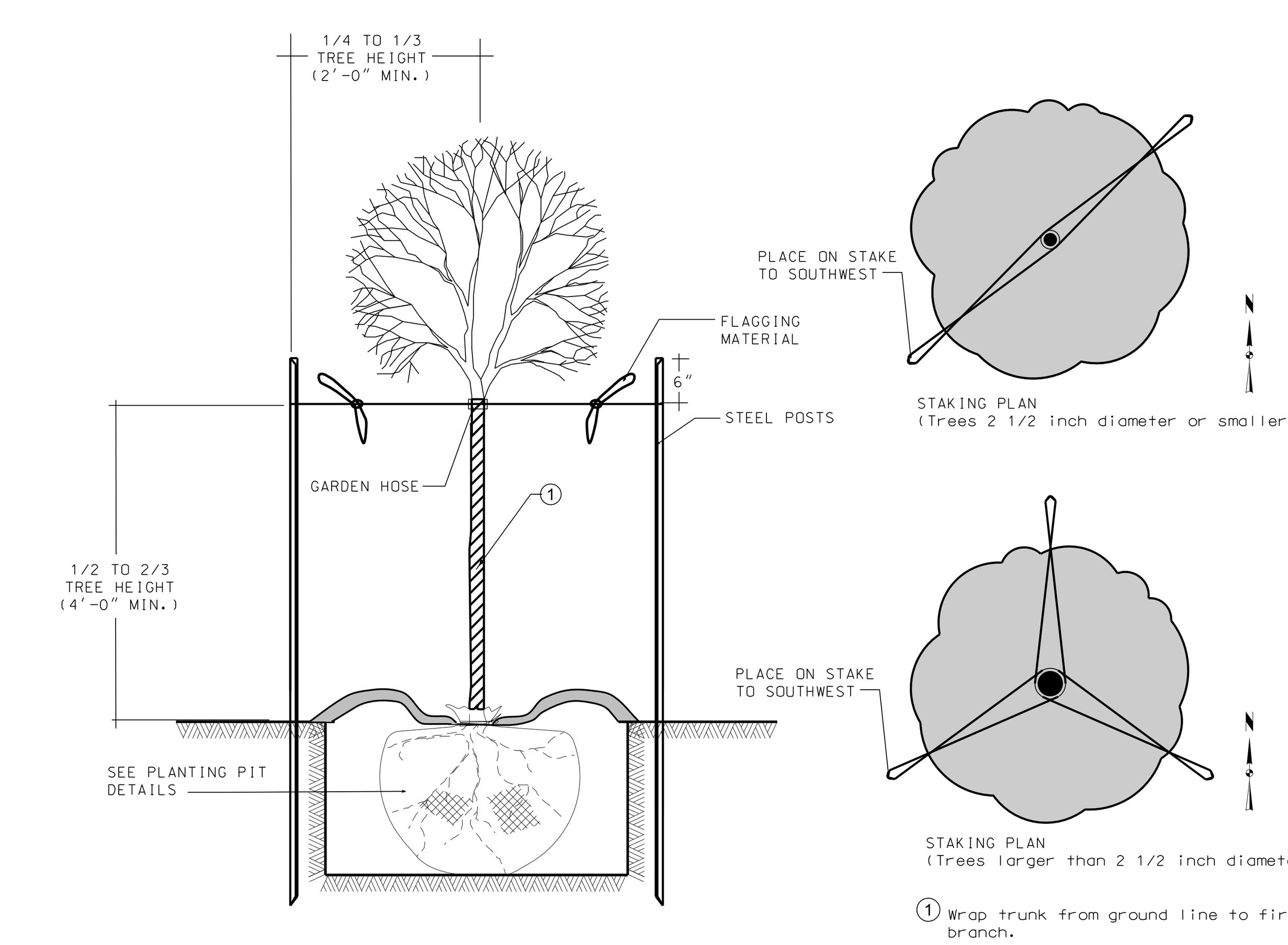
OPEN SPACE REQUIREMENTS:
- TOTAL LOT AREA: 132,147 SF X 10% (MINIMUM) = 13,215 SF MINIMUM OPEN SPACE
- 50,563 SF PROVIDED (38.26%) - 28,531 SF (REQ. LANDSCAPE SETBACKS) = 22,032 SF (16.67%)

- POINTS REQUIRED: 132,147 X .02 = 2,643 POINTS REQUIRED
- MINIMUM 65% OF POINTS SHALL BE TREES (1,718 POINTS)
  - 1,750 POINTS PROVIDED
- MINIMUM 10% OF POINTS SHALL BE EVERGREEN/SHRUBS (265 POINTS)
  - 1040 POINTS PROVIDED
- TOTAL POINTS PROVIDED: 2,790

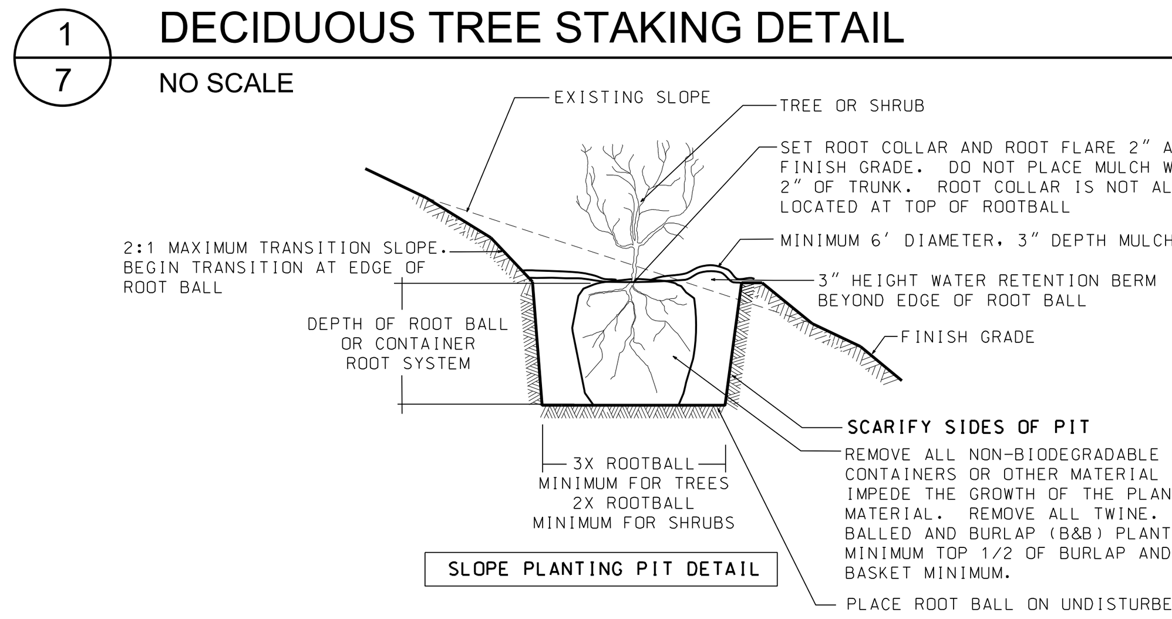
STREET FRONTAGE REQUIREMENTS:
- BLUEBELL ROAD: 311 LF X .75 = 233.25 POINTS REQUIRED
  - TOTAL POINTS PROVIDED: 255
- SOUTH MAIN STREET: 394 LF X .75 = 295.5 POINTS REQUIRED
  - TOTAL POINTS PROVIDED: 340
- GREENHILL ROAD: 388 LF X .75 = 291 POINTS REQUIRED
  - TOTAL POINTS PROVIDED: NONE - 5 EXISTING TREES

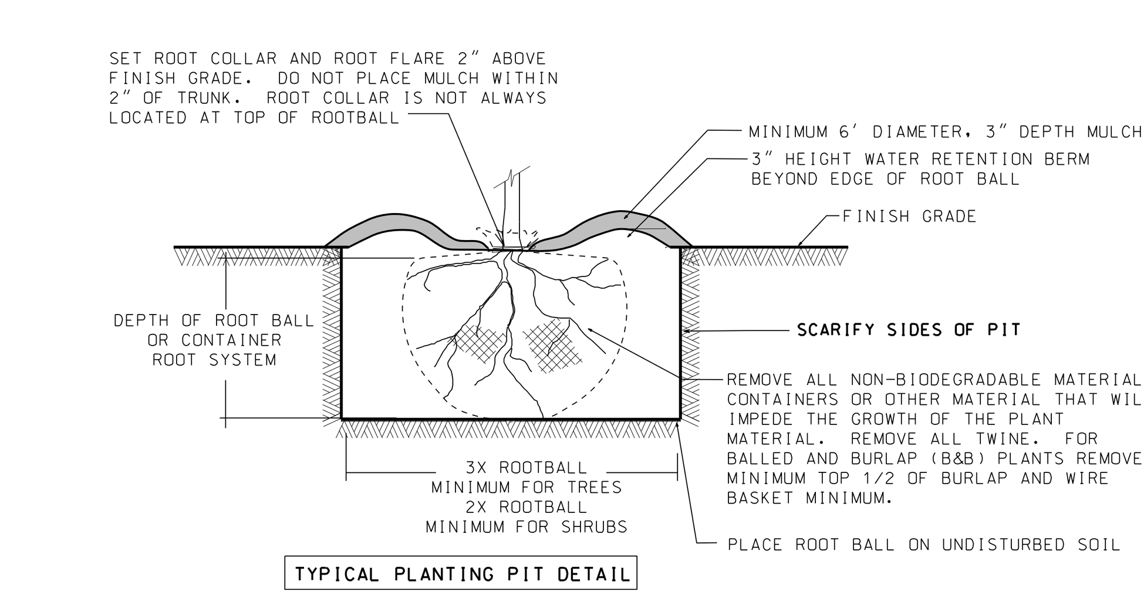
PERIPHERAL PARKING LOT REQUIREMENTS:
- TOTAL PARKING AREA: 57,664 SF (119 PARKING STALLS)
- 1 TREE PER 15 PARKING STALLS: 119/15 = 7.93 TREES REQUIRED
- 8 TREES PROVIDED
- HEADLIGHT SCREENING REQUIRED: 57 SHRUBS PROVIDED

INTERIOR PARKING LOT REQUIREMENTS:
- MINIMUM 5% LANDSCAPED AREA LOCATED WITHIN PARKING LOT AREA
- 57,664 SF X 5% = 2,883.20 SF REQUIRED LANDSCAPED AREA
- 1 TREE PER 21 PARKING STALLS: 119/21 = 5.66 TREES REQUIRED
- 6 TREES PROVIDED
- TOTAL LANDSCAPED AREA PROVIDED: 1,328 SF



1/7 DECIDUOUS TREE STAKING DETAIL
NO SCALE





2/7 PLANTING PIT DETAILS
NO SCALE

PLANT SCHEDULE

	KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
TREES	AR	4	Acer rubrum 'Franksred'	RED SUNSET MAPLE	2.5" CAL.	B&B
	GT	6	Gleditisia triacanthos 'Skyline'	SKYLINE HONEYLOCUST	2.5" CAL.	B&B
	QB	2	Quercus bicolor	SWAMP WHITE OAK	2.5" CAL.	B&B
	GB	3	Ginkgo biloba 'Princeton Sentry'	PRINCETON SENTRY GINKGO	2.5" CAL.	B&B
	GD	5	Gymnocladus diocius 'Espresso'	ESPRESSO KENTUCKY COFFEETREE	2.5" CAL.	B&B
	UA	3	Ulmus americana 'Princeton'	PRINCETON AMERICAN ELM	2.5" CAL.	B&B
	MC	3	Malus Coralburst	CORALBURST CRABAPPLE	6' HT.	B&B
SHRUBS PERENNIALS & GRASSES	AM	14	Aronia melanocarpa 'Morton'	IROQUOIS BEAUTY BLACK CHOKEBERRY	24" HT.	2 GAL. CONT.; 5' O.C.
	CA	60	Calamagrostis x acutiflora 'KarlFoerster'	KARL FOERSTER FEATHER REED GRASS	24" HT.	2 GAL. CONT.; 3' O.C.
	FS	18	Forsythia x 'Mindor'	SHOW OFF FORSYTHIA	24" HT.	5 GAL. CONT.; 6' O.C.
	PO	7	Physocarpus opulifolius 'Little Devil'	LITTLE DEVIL NINEBARK	24" HT.	2 GAL. CONT.; 5' O.C.
	SA	60	Salvia nemorosa 'Caradonna'	CARADONNA SALVIA	12" HT.	2 GAL. CONT.; 2' O.C.
	SN	18	Spiraea nipponica	SNOWMOUND SPIREA	36" HT.	5 GAL. CONT.; 6' O.C.
	VT	9	Viburnum trilobum 'Red Wing'	REDWING AMERICAN CRANBERRYBUSH VIBURNUM	36" HT.	5 GAL. CONT.; 8' O.C.

NOTE: IN THE EVENT OF A DISCREPANCY BETWEEN THE QUANTITY SHOWN IN THE PLANT SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE QUANTITY SHOWN ON THE PLAN SHALL GOVERN.

MARK	REVISION	DATE	BY
4.	REVISED AS PER OWNER COMMENTS	12/29/17	RMM
3.	REVISED AS PER CITY COMMENTS	12/18/17	RMM
2.	REVISED AS PER OWNER COMMENTS	12/12/17	KSS
1.	REVISED AS PER CITY COMMENTS	10/30/17	GJC

Engineer: JAL Checked By: TLW

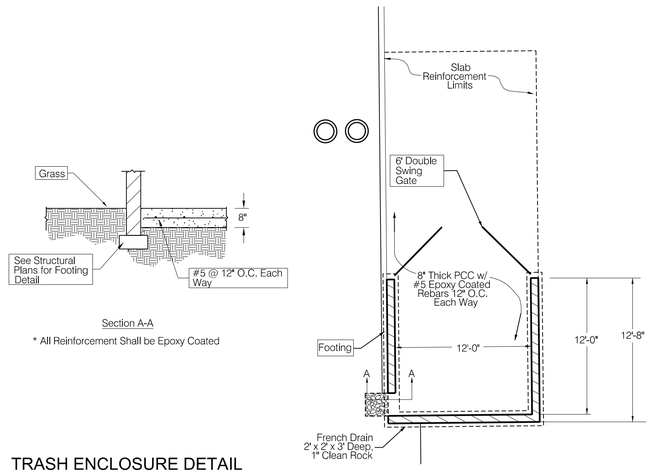
CEDAR FALLS FAREWAY SITE PLAN

PLANTING PLAN

CEDAR FALLS, IA

SNYDER & ASSOCIATES, INC.
2727 S.W. SNYDER BLVD.
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

Project No: 117.0829

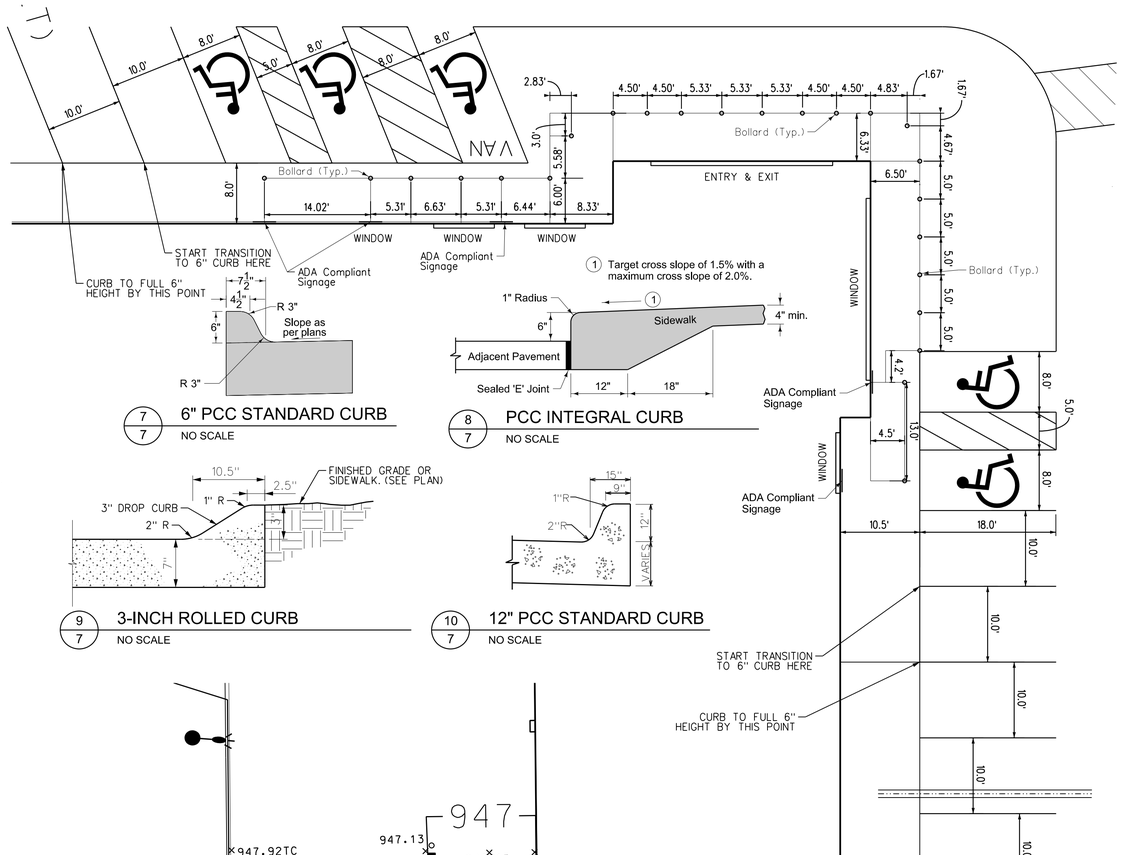


1/7 TRASH ENCLOSURE DETAIL
NO SCALE

HEAVY DUTY RAINIER T&G PRIVACY FENCE

INSTALL AS PER MANUFACTURER'S SPECIFACATIONS. REQUIREMENTS AND RECOMMENDATIONS.

4/7 10' TALL PRIVACY FENCE
NO SCALE



7/7 6" PCC STANDARD CURB
NO SCALE

8/7 PCC INTEGRAL CURB
NO SCALE

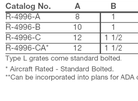
9/7 3-INCH ROLLED CURB
NO SCALE

10/7 12" PCC STANDARD CURB
NO SCALE

R-4996 Series
SELF-FORMING TRENCH PAN

Heavy Duty

- Durability and permanence of cast iron
- Labor and material saving installation
- Competitively priced
- Quick, inexpensive forms & installation
- Iron pans will withstand rough jobsite handling
- Tested and proven hydraulic performance
- Assembly materials are reusable



Illustrating R-4996-B frame with 6" outlet

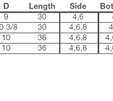
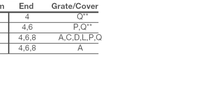


Figure 7

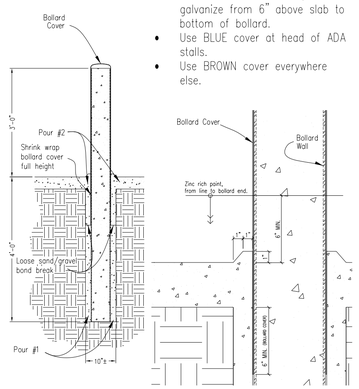


Illustrating R-4996-C with Type A grate

All grates/covers and frames can be bolted if required.

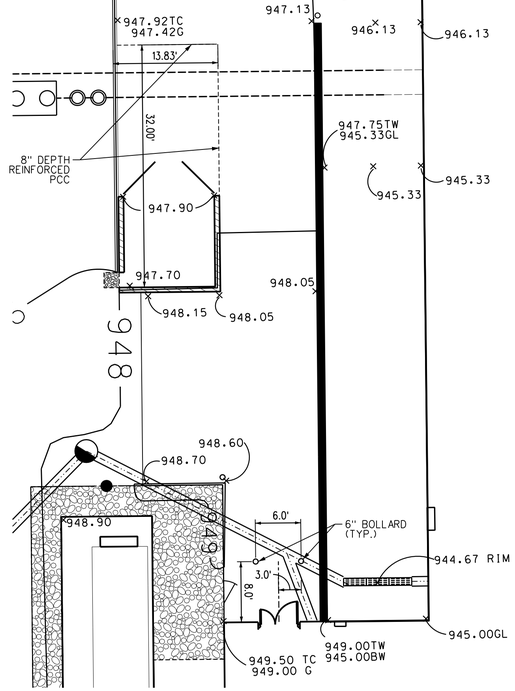
Catalog No.	Standard Cover Dimensions A	B	C	D	Frame Length	Outlet Location/Sizes Side	Bottom	End	Available Grate/Cover
R-4996-A	8	1	6	9	30	4,6	4	4	Q**
R-4996-B	10	1	8	10 3/8	30	4,6,8	4,6	4,6	P,Q**
R-4996-C	12	1 1/2	10	10	36	4,6,8	4,6,8	4,6,8	A,C,D,L,P,Q
R-4996-CA*	12	1 1/2	10	10	36	4,6,8	4,6,8	4,6,8	A

Type L grates come standard bolted.
* Aircraft Rated - Standard Bolted.
**Can be incorporated into plans for ADA compliance.

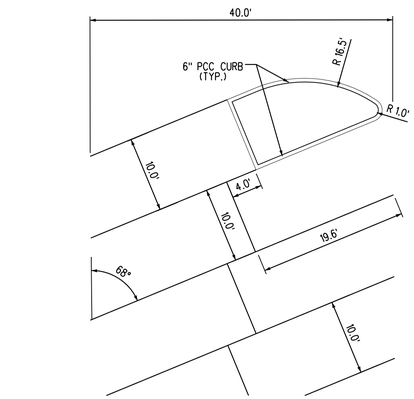


- Coat steel in zinc-rich paint or galvanize from 6" above slab to bottom of bollard.
- Use BLUE cover at head of ADA stalls.
- Use BROWN cover everywhere else.

5/7 TYPICAL 6" DIA BOLLARD DETAIL
NO SCALE

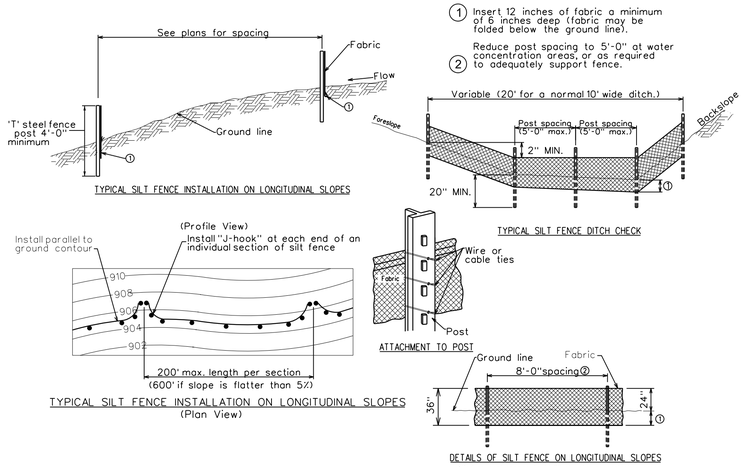


11/7 DOCK AREA DETAIL
1" = 10' - 0"

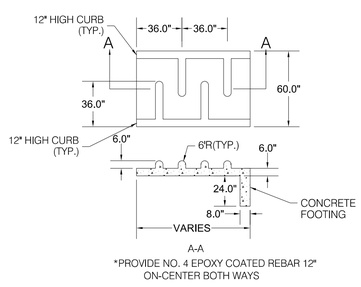


12/7 PARKING LOT DETAIL
1" = 10' - 0"

13/7 TYPICAL PARKING STALL LAYOUT
1" = 10' - 0"



3/7 SILT FENCE DETAIL
NO SCALE



6/7 FLUME ENERGY DISSIPATOR DETAIL
NO SCALE

MARK	REVISION	BY	DATE
4.	REVISED AS PER OWNER COMMENTS	RMM	12/29/17
3.	REVISED AS PER CITY COMMENTS	RMM	12/18/17
2.	REVISED AS PER OWNER COMMENTS	KSS	12/12/17
1.	REVISED AS PER CITY COMMENTS	GJC	10/30/17

Engineer: JAL | Checked By: TLW | Field Bk: | Pg:
Technician: LFG | Date: 10/11/17

Project No: 117.0829

Sheet 7 of 7

CEDAR FALLS, IA

CEDAR FALLS FAREWAY SITE PLAN

SITE DETAILS

SNYDER & ASSOCIATES, INC.
2727 S.W. SNYDER BLVD.
ANKENY, IOWA 50023
515-964-2020 | www.snyder-associates.com

Item E.3.

Project No: 11

Sheet 7 o

View from Southwest

View from Northwest

PRELIMINARY

REVIEW

REVISION	DATE	DESCRIPTION

New Retail Store: Cedar Falls, IA 50613
Fareway Stores, Inc.
2300 East Eighth Street
Boone, Iowa 50036

ISOMETRIC VIEWS

PROJECT NO.
17-021-01
ISSUE DATE:
29 SEP 2017

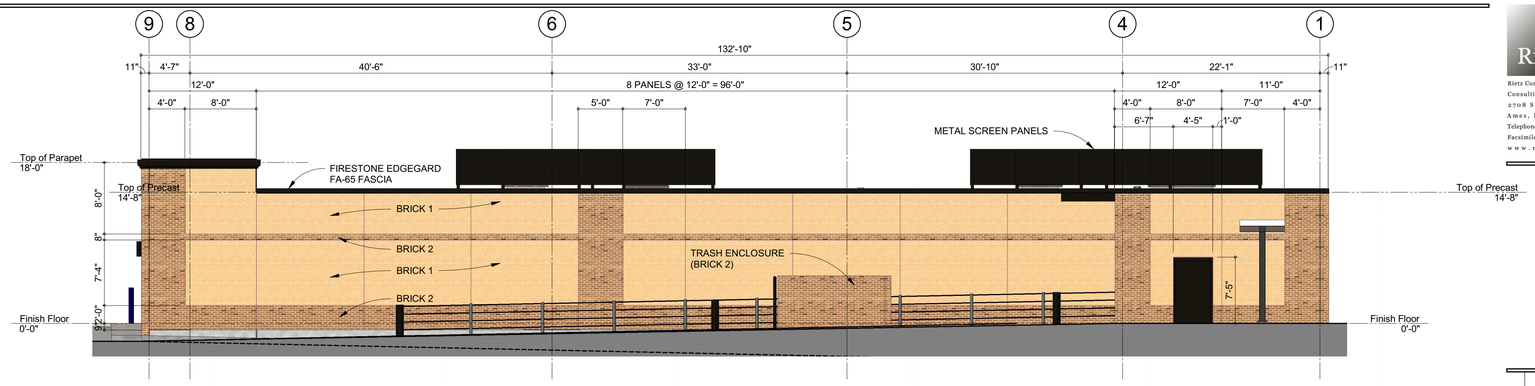
P.1

Building Materials - South Elevation		
Building Material	**Area (SF)**	**Material %**
Brick	2,073	95%
Door	32	1%
Fascia / Cornice	80	4%
Totals	2,185	100%

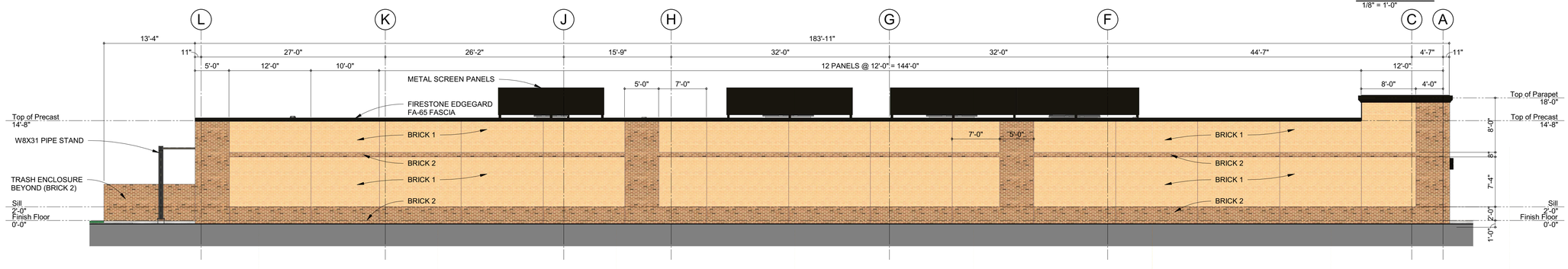
Building Materials - East Elevation		
Building Material	**Area (SF)**	**Material %**
Brick	2,741	96%
Fascia / Cornice	108	4%
Totals	2,849	100%

Building Materials - West Elevation		
Building Materials	**Area (SF)**	**Material %**
Brick	1,868	57%
Stone Veneer	208	6%
Doors	125	4%
Windows	464	14%
Awnings	133	4%
Aluminum Panels	244	7%
Fascia / Cornice	251	8%
Totals	3,293	100%

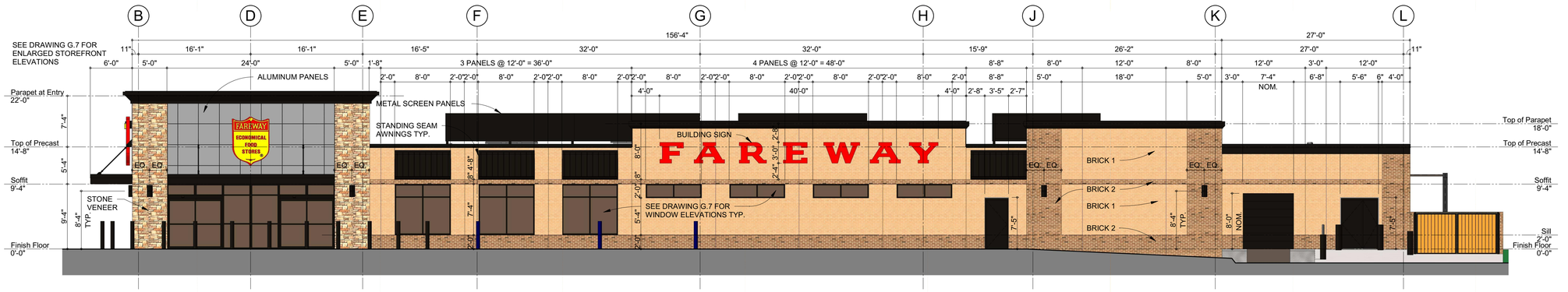
Building Materials - North Elevation		
Building Materials	**Area (SF)**	**Material %**
Brick	1,507	59%
Stone Veneer	205	8%
Doors	25	1%
Windows	315	12%
Awnings	67	3%
Aluminum Panels	244	9%
Fascia / Cornice	195	8%
Totals	2,558	100%



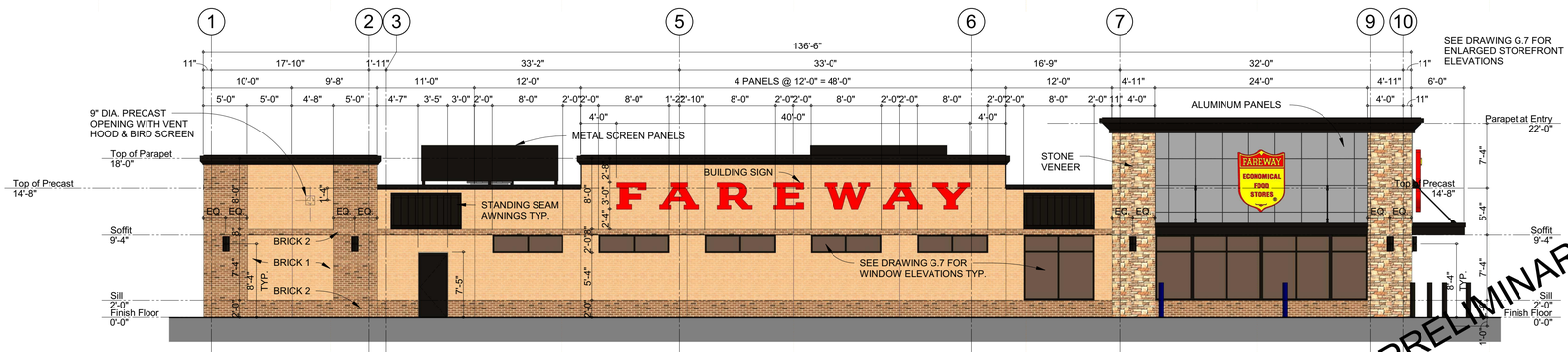
South Elevation
1/8" = 1'-0"



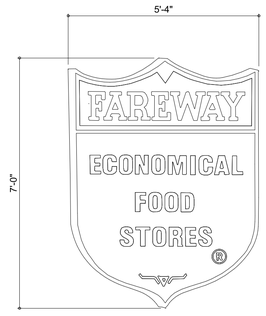
East Elevation
1/8" = 1'-0"



West Elevation
1/8" = 1'-0"



North Elevation
1/8" = 1'-0"



Shield Elevation

NOTES	
Modular Thin Brick 1:	Main Brick Field (Light Brick) Endicott Modular Keyback Thin Brick Embedded in Precast Color: 100% Golden Buff Texture: Velour
Modular Thin Brick 2:	Brick Below +2'-0", 8" Horizontal Band & Vertical Columns (Dark Brick) Endicott Modular Keyback Thin Brick Embedded in Precast Color: 70% Dark Sandstone, 20% Executive Ironspot, 10% Sienna Ironspot Texture: Velour
Stone Veneer at Entry:	Cultured Stone. Country Ledgestone. Color: Caramel
Fascia, Flashing & Trim:	Firestone UNA-CLAD 24 Gage Galvanized Steel Dark Bronze Kynar 500 / Hylar 5000 Siliconized Modified Polyester
Metal Soffit Panels:	Firestone UNA-CLAD UC-500 12" Panel Width 24 Gage Galvanized Steel Dark Bronze Kynar 500 / Hylar 5000 Siliconized Modified Polyester
Standing Seam at Sloped Awnings:	Firestone UNA-CLAD UC-4 9.75" Panel Width 24 Gage Galvanized Steel Dark Bronze Kynar 500 / Hylar 5000 Siliconized Modified Polyester
Steel Doors & Frames, Steel Sectional Door:	See Door Schedule Exterior Door Paint Color: Dark Bronze Field Painted Finish Interior Door Paint Color: Sherwin Williams - Fareway Tan
Metal Panels Above Entry Canopies:	Firestone Series 1000 Composite Panel System Color: Aluminum Cityscape
Aluminum Storefront:	2" x 4.1/2" Thermally Broken Framing Dark Bronze Anodized
Metal Screen Panels:	24" Panel Width, 1.1/2" Panel Depth, 24 Gage Galvanized Steel Dark Bronze Kynar 500 / Hylar 5000 Siliconized Modified Polyester
Building Sign:	Individual Letter Backlit Red Molded Plastic

Rietz
Rietz Consultants, Ltd.
Consulting Engineers
2708 Stange Road
Ames, Iowa 50010
Telephone 515.292.7026
Facsimile 515.292.7101
www.rietz.com

New Retail Store: Cedar Falls, IA 50613
Fareway Stores, Inc.
2300 East Eighth Street
Boone, Iowa 50036

DESCRIPTION
DATE
REVISION

PRELIMINARY

REVIEW

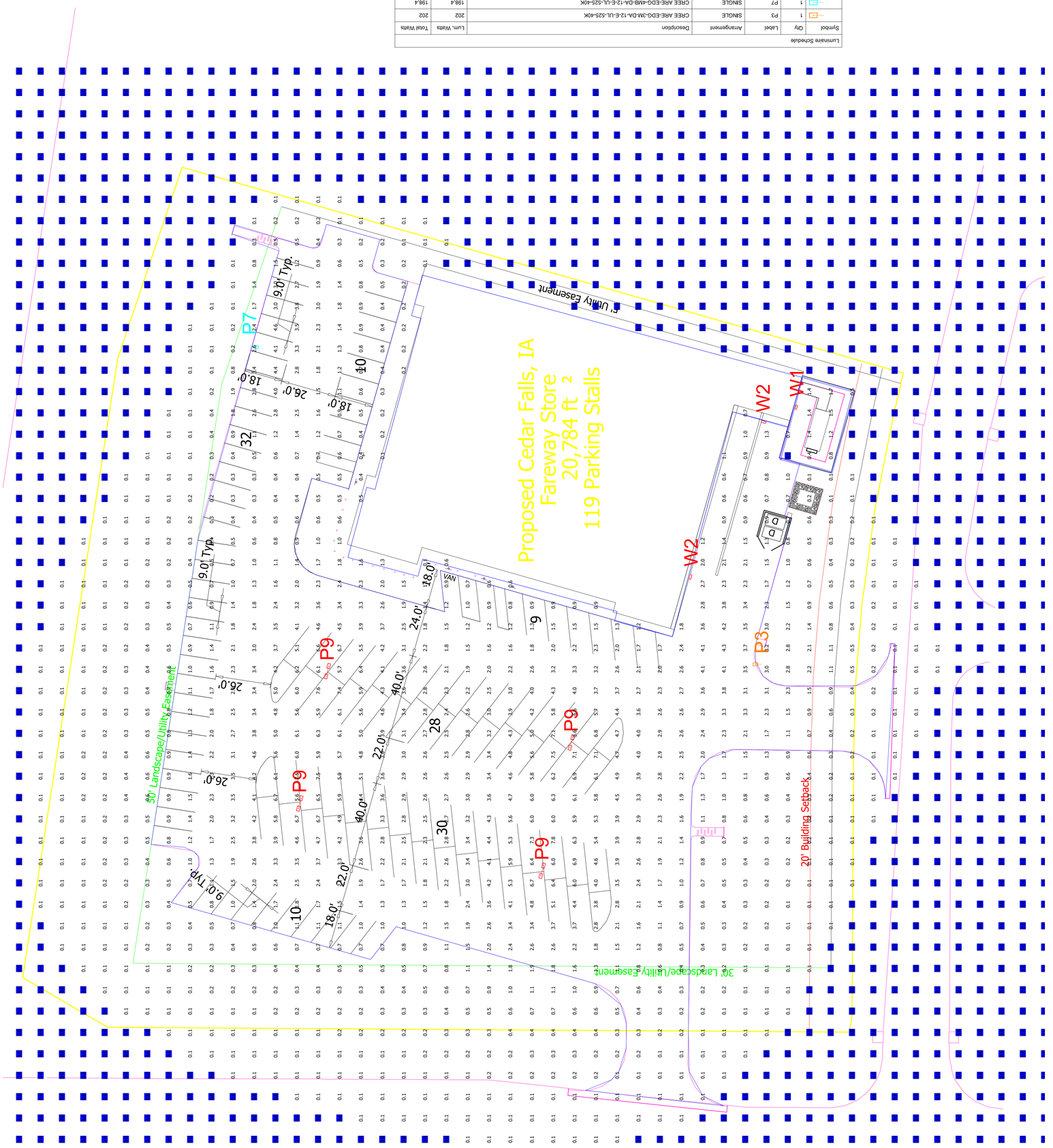
Item E.3.

41 -

Item E.3.

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	
CalcPts_1	Illuminance	Fc	0.59	7.5	0.0	N.A.	N.A.	

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Description	Lum. Watts	Total Watts	
	1	P3	SINGLE	CREE ARE-EDG-3M-DA-12-E-UL-525-40K	202	202	
	1	P7	SINGLE	CREE ARE-EDG-4MB-DA-12-E-UL-525-40K	198.4	198.4	
	4	P9	BACK-BACK	CREE ARE-EDG-5M-DA-12-E-UL-525-40K	202	1616	
	1	W1	SINGLE	LNC-9LU-SK-4	22.2	22.2	
	2	W2	SINGLE	LNC2-18LU-HK-4	43	86	



Luminaire Schedule

Symbol	Qty	Label	Arrangement	Description	Lum. Watts	Total Watts
	1	P9	BACK-BACK	CREE ARE-EDG-5MDA-12-E-UL-525-40K	202	404
	1	W1	SINGLE	LNC-BLU-5K-4	22.2	22.2
	2	W2	SINGLE	LNC2-18LU-4K-4	22.2	43

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.13	6.2	0.0	N.A.	N.A.

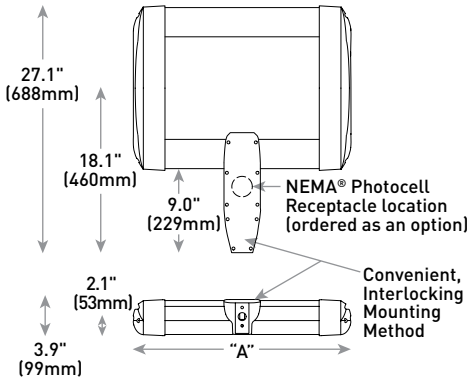
Cree Edge™ Series

LED Area/Flood Luminaire

Product Description

The Cree Edge™ Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaf/debris guard.
Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways

DA Mount



Performance Summary

- Patented NanoOptic® Product Technology
- Made in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

†See http://lighting.cree.com/warranty for warranty terms

Accessories

Field-Installed	
Bird Spikes XA-BRDSPK **Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required	**Backlight Control Shields** XA-20BLS-4 - Four-pack - Unpainted stainless steel

LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	16.1" (408mm)	28 lbs. (13kg)
10	18.1" (459mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (560mm)	37 lbs. (17kg)
16	24.1" (611mm)	41 lbs. (19kg)

AA/DL/SA Mount - see page 22 for weight & dimensions

Ordering Information

Example: ARE-EDG-2M-AA-12-E-UL-SV-350

					E				
Product	**Optic**			**Mounting***	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
ARE-EDG	**2M** Type II Medium **2MB** Type II Medium w/BLS **2MP** Type II Medium w/Partial BLS **3M** Type III Medium	**3MB** Type III Medium w/BLS **3MP** Type III Medium w/Partial BLS **4M** Type IV Medium **4MB** Type IV Medium w/BLS	**4MP** Type IV Medium w/Partial BLS **5M** Type V Medium **5S** Type V Short	**AA** Adjustable Arm **DA** Direct Arm **DL** Direct Long Arm	**02** **04** **06** **08** **10** **12** **14** **16**	**E**	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700** 700mA - Available with 20-60 LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current **F Fuse** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only - Available for U.S. applications only - When code dictates fusing, use time delay fuse **HL Hi/Low (Dual Circuit Input)** - Refer to HL spec sheet for details - Sensor not included **ML Multi-Level** - Refer to ML spec sheet for details - Intended for downlight applications at 0° tilt **P Photocell** - Refer to ML spec sheet for availability with ML options - Available with UL voltage only **PML Programmable Multi-Level, 20-40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **R NEMA® Photocell Receptacle** - Intended for downlight applications with maximum 45° tilt - Photocell by others - Refer to ML spec sheet for availability with ML options **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire
FLD-EDG	**25** 25° Flood **40** 40° Flood	**70** 70° Flood **SN** Sign	**N6** NEMA® 6	**AA** Adjustable Arm **SA** Side Arm - Available with 20-60 LEDs						

* Reference EPA and pole configuration suitability data beginning on page 19
NOTE: Price adder may apply depending on configuration

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment and high performance heat sinks
- DA and DL mount utilizes convenient interlocking mounting method. Mounting is rugged die cast aluminum, mounts to 3-6" (76-152mm) square or round pole and secures to pole with 5/16-18 UNC bolts spaced on 2" (51mm) centers
- AA and SA mounts are rugged die cast aluminum and mount to 2" (51mm) IP, 2.375" (60mm) O.D. tenons
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available
- **Weight:** See Dimensions and Weight Charts on pages 1 and 22

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- DA and DL mounts designed with integral weathertight electrical box with terminal strips (12Ga–20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- **Maximum 10V Source Current:** 20 LED (350mA): 10mA; 20 LED (525 & 700mA) and 40-80 LED: 0.15mA; 100-160 LED: 0.30mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards when ordered with AA, DA and DL mounts
- 10kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A standards for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- DLC qualified with select FLD-EDG SKUs. Refer to https://www.designlights.org/search/ for most current information
- Meets Buy American requirements within ARRA

Electrical Data*

LED Count (x10)	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
350mA							
02	25	0.21	0.13	0.11	0.10	0.08	0.07
04	46	0.36	0.23	0.21	0.20	0.15	0.12
06	66	0.52	0.31	0.28	0.26	0.20	0.15
08	90	0.75	0.44	0.38	0.34	0.26	0.20
10	110	0.92	0.53	0.47	0.41	0.32	0.24
12	130	1.10	0.63	0.55	0.48	0.38	0.28
14	158	1.32	0.77	0.68	0.62	0.47	0.35
16	179	1.49	0.87	0.77	0.68	0.53	0.39
525mA							
02	37	0.30	0.19	0.17	0.16	0.12	0.10
04	70	0.58	0.34	0.31	0.28	0.21	0.16
06	101	0.84	0.49	0.43	0.38	0.30	0.22
08	133	1.13	0.66	0.58	0.51	0.39	0.28
10	171	1.43	0.83	0.74	0.66	0.50	0.38
12	202	1.69	0.98	0.86	0.77	0.59	0.44
14	232	1.94	1.12	0.98	0.87	0.68	0.50
16	263	2.21	1.27	1.11	0.97	0.77	0.56
700mA							
02	50	0.41	0.25	0.22	0.20	0.15	0.12
04	93	0.78	0.46	0.40	0.36	0.27	0.20
06	134	1.14	0.65	0.57	0.50	0.39	0.29

* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-480V +/- 10%

Recommended Cree Edge™ Series Lumen Maintenance Factors (LMF)[1]

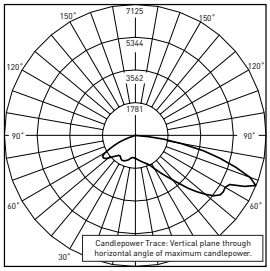
Ambient	Initial LMF	25K hr Projected[2] LMF	50K hr Projected[2] LMF	75K hr Calculated[3] LMF	100K hr Calculated[3] LMF
5˚C (41˚F)	1.04	1.01	0.99	0.98	0.96
10˚C (50˚F)	1.03	1.00	0.98	0.97	0.95
15˚C (59˚F)	1.02	0.99	0.97	0.96	0.94
20˚C (68˚F)	1.01	0.98	0.96	0.95	0.93
25˚C (77˚F)	1.00	0.97	0.95	0.94	0.92

[1] Lumen maintenance values at 25˚C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing
[2] In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)
[3] In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)

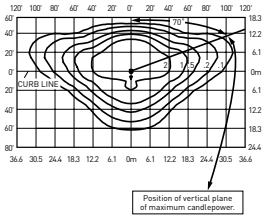
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/area/cree-edge-series-1

2M



CSA Test Report #: 6371
ARE-EDG-2M-**-06-E-UL-700-40K
Initial Delivered Lumens: 10,985



ARE-EDG-2M-**-10-E-UL-525-40K
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 17,504
Initial FC at grade

Type II Medium Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
02	2,501	B1 U0 G1	2,551	B1 U0 G1
04	5,003	B1 U0 G1	5,102	B1 U0 G1
06	7,418	B2 U0 G2	7,565	B2 U0 G2
08	9,891	B2 U0 G2	10,087	B2 U0 G2
10	12,334	B2 U0 G2	12,578	B2 U0 G2
12	14,801	B3 U0 G3	15,094	B3 U0 G3
14	17,158	B3 U0 G3	17,498	B3 U0 G3
16	19,609	B3 U0 G3	19,998	B3 U0 G3
525mA				
02	3,550	B1 U0 G1	3,624	B1 U0 G1
04	7,099	B2 U0 G2	7,248	B2 U0 G2
06	10,527	B2 U0 G2	10,748	B2 U0 G2
08	14,037	B3 U0 G3	14,331	B3 U0 G3
10	17,504	B3 U0 G3	17,870	B3 U0 G3
12	21,004	B3 U0 G3	21,444	B3 U0 G3
14	24,350	B3 U0 G3	24,860	B3 U0 G3
16	27,828	B4 U0 G3	28,411	B4 U0 G3
700mA				
02	4,189	B1 U0 G1	4,275	B1 U0 G1
04	8,379	B2 U0 G2	8,549	B2 U0 G2
06	12,425	B2 U0 G2	12,678	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf

From: denflory
Sent: Friday, December 01, 2017 9:23 AM
To:
Subject: Re: Kwik Star and Fareway plans part 2

I should also add, regarding the changing of Kwik Star to lots 32 and 33, the homes that back Greenhill across from those lots are shielded from noise and light pollution by a 6 to 8 foot earthen berm with another 5-6 foot double wooden fence. The homes that back Greenhill across from lots 33 and 34 have only 3 diseased ash trees and a drainage area of cat tails as noise and road pollution mitigation.
Since the change from MU to commercial zoning occurred in 2015, after the building of the 3 homes on Spruce Hills, and these commercial developments will increase noise and light pollution, increase litter, and reduce area real estate values, an earthen berm or other mitigation should be offered.

Sincerely,
Denise Flory
301 Spruce Hill Dr
Cedar Falls

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------

Date: 12/1/17 00:01 (GMT-06:00)

Subject: Kwik Star and Fareway plans

Dear Ms Saul and Mr. Sturch;

I oppose the proposed placement of Kwik Star and Fareway in lots 32, 33 and34 in Pinnacle Prairie Business Center North subdivision, based zoning changes, on current traffic concerns for the Greenhill and South Main area, and based on planned growth and timing of proposed development with planned road construction and reconstruction.

As written by the Cedar Falls Department of Community Development, in 2014 "staff met wit the developer to discuss changes that have occurred since the rezoning and the importance of updating the Master Plan". This update, to change the northwest section, lots 32, 33 and 34 from mixed use to commercial was formally adopted by Planning and Zoning and the City Council in Spring 2015. I do not recall, as a homeowner in the area, receiving notice of any proposed zoning change. This was wrong, oversight or not. When our home was built in 2008, we had the knowledge that with Mixed Use, professional or medical offices and businesses similar to those in the area would fill the open lots. We relied on that information to our detriment. Having a 24 / 7 gas station with a car wash with exit blowers facing residences along Greenhill does not fit with the existing development. There are currently no other 24/7 businesses in the immediate area. I understand the Public Safety Building will be operational all the time but it will not have the ongoing traffic, lights or noise pollution of the gas station.

Secondly, and this is a broken record, the traffic at Greenhill and South Main is very dense and concerning at times. With the changes to University Avenue, Greenhill has become busier. I do not have traffic studies to site, only the view from my back windows and yard, daily walking of the

trails, and driving from Estate Drive onto Greenhill. There are 5 traffic signals between 58 and Cedar Heights. With more developments along Greenhill, traffic control is critical. I understand in the next year or 2, changes will occur to "improve" the Greenhill / South Main flow of traffic. It is during that same time frame that Greenhill and HWY 58 will undergo planned changes. Planned development in the Greenhill / South Main area now include the new Public Safety Building that will need to respond to emergencies using South Main, Greenhill and Bluebell/Coneflower, the housing in the Sands Development, the Fairbanks Development, the developments by Candeo Church, Western Home expansion and other developments in Pinnacle Prairie. Each of these developments brings tax dollars to the city and traffic. A grocery store is a destination, a gas station is a destination. These two commercial developments will draw even more traffic to Greenhill and South Main.

I have heard that the businesses will pay for changes to the road to provide turn lanes. Why are turn lanes necessary? People can simply go to the light at South Main / Greenhill and make their way to Fareway and Kwik Star or make the turn at Coneflower as it is. Sure, it will take time. Traffic should be slower there because of the decrease in lanes from 4 to 3 between Coneflower and South Main that allows for the turn lane at the light. Of course, more traffic on South Main will interfere with traffic exiting Eldorado Heights. I understand that widening Greenhill for proposed turn lanes would be on the north side - closer to the established homes instead of in the currently undeveloped lots. I oppose this. I am not eager to have Greenhill Road any closer to my backyard than it already is and the infected ash trees on city property do not provide any noise mitigation.

In November, I and Kathy Barfels submitted a neighborhood petition with 132 names opposing Kwik Star at lots 34 and 33 because of high volume traffic, lack of noise mitigation for car wash blowers, a 24 hour 7 day a week gas station did not fit with the established professional office culture, the overhead lights, increased litter and pollution concerns. This list was given to David Sturch, city planner, prior to what we thought was the next P & Z meeting with Kwik Star on the agenda. That meeting ultimately was about the Public Safety Building. I understand that 2 other petitions were also provided to Mr. Sturch at or around that time.

If the area resident concerns are not heard and this commercial development continues, I would request again, that Kwik Star put the exit of the car wash to face Bluebell and install large pine trees or a fence specifically for noise mitigation, and be closed during the overnight hours.

I also suggest moving Kwik Star to the corner of Greenhill and South Main, with the entry / exit closer to the Bluebell side on lots 33 and 32. Allow Fareway to develop lots 33 and 34. I believe that Fareway, which operates reasonable daily hours, and is closed on Sundays and holidays, would be a better neighbor.

The intersection at South Main and Greenhill would work better if turn arrows and traffic patterns were installed and operated much like the intersection signal lights at Cedar Heights and Greenhill. I do not understand why this has not been done.

I would also suggest closing Estate Drive, which is only 1 block long but a point of entry and exit for Heritage Hills Development. Now that Pinnacle Drive is complete linking with Spruce Hill, Steward Lane and Melendy, traffic can flow in and out through that signaled intersection. Closing Estate Drive, which is directly across from Coneflower, would reduce entry and exit traffic onto Greenhill, making Coneflower less difficult to enter and exit. In directing traffic to Pinnacle Drive, it is possible that more traffic would use Pinnacle Drive to access 58 or Ridgeway or 20 instead of Greenhill / South Main / 58.

I thank the Planning and Zoning Commission and the Planners in Community Development for the work that is done. You have an important role in discerning whether and how submitted plans will serve the city and its citizens. There is a balance between development and quality of life. I know that this proposed development of Kwik Star and Fareway in the proposed lots will have a negative impact my family's quality of life.

Sincerely,
Denise Flory
301 Spruce Hill Dr

From: Williams Dave
Sent: Sunday, December 10, 2017 12:29 PM
To: David Sturch; Mardy Holst
Cc: David A. Wieland
Subject: Southeast Corner Greenhill Road and S. Main Street

David and Mardy -

(I am including Mardy because his address is the only one I have for P&Z folks)

This is not to deter or disagree with petitions and other public comment opposing this retail construction. Like most others in the area, I would rather see professional services.

I wonder what the traffic study for these projects has revealed. I live on South Main approximately 600 yards north of the intersection and my driveway entrance is blocked every afternoon, Monday through Friday. Maybe there is already a plan to mitigate the current traffic situation. Don't you think it's going to be much worse with retail development?

Please address lighting regarding Kwik Star and Fareway if you are going to approve this construction. We don't want garish signage lighting up the neighborhood or parking lot lights polluting the night sky anymore than it already is. The City has done a good job with streetlights and the lighting around the fire station and nearby commercial properties is pretty good when it comes to limiting "offsite" light pollution. By contrast, the lighting coming from Brandilynn Blvd has a negative impact of the aesthetics along Greenhill.

We don't want this, and Fareway and Kwik Star don't need it to attract customers.


FAREWAY

Signs this obnoxious are not needed.

From: margaret holland
Sent: Monday, December 11, 2017 3:35 PM
To: David Sturch
Subject: Community Development- Kwik Star and Fareway

David,

I live at 128 Balboa Ave, C1 and I am writing to comment on the proposal to built a Kwik Star and Fareway near the intersection of South Main and Greenhill. I am opposed to both of these proposals. The plan for the entrance to the Fareway off S Main will create a problem turning onto and off of Balboa. The traffic in that area is already a problem for those of us on Balboa, partly because Balboa is close to Greenhill and cars are accelerating from being stopped at the light. More traffic in that small area will lead to more accidents. The Kwik Star will generate more traffic and be open long hours. Both of these plans are inconsistent with what we were told would be built on those lots. Plus the design is not in keeping with the prairie style. I hope that the city decision makers will take the concerns of city residents into account and not be solely focused on the desires of the business community.

Thank you,
Margaret Holland

From: Gowans, Doug
Sent: Tuesday, December 12, 2017 4:30 PM
To: David Sturch
Subject: Site Plan Concerns: Fareway / Kwik Star

David,

Thanks for contacting me, regarding the Site Plan Review for the proposed Kwik Star and Fareway Grocery Stores.

I just want you and the Planning and Zoning Commission to know that **I am NOT in favor** of these two stores locating at the Greenhill Road and S. Main Street location. As a resident of Eldorado Heights, 506 Balboa Ave., I oppose this type of construction because I do not believe it fits well with the general office / professional services types of businesses that are currently located in this area.

Let's keep our Retail Trading types of businesses in our existing RTZ areas: Downtown, University Ave., College Hill and the Industrial Park. Spreading retail businesses and retail services throughout the city is not effective or efficient planning in my opinion.

Opening this corner up to retail development will also effect the traffic flow on South Main, Green Hill Road and Balboa Ave. Adding additional traffic (vehicle and pedestrian) at the South Main/Greenhill and Balboa Ave intersections is not a good idea. That intersection is already a traffic hazard.

Thanks again for talking with me on the phone. I hope the P&Z will reject the idea of development of this intersection for these types of businesses.

Best regards,

Doug Gowans and Julie Gowans,
506 Balboa Ave.
Cedar Falls,
(319) 404-8725 (Cell)
dgowans@eengineering.com
gowans@cfu.net

Cedar Falls Planning and Zoning Commission:

I am responding to the letter dated 12/5/2017 about the Site Plan Review.

The corner of South Main and Greenhill Road is very challenging now. It is a major route for those going South on Main who need to turn either East or West. Also those going East or West on Greenhill Road find a very busy intersection. For those of us living in the Western Home Community, the increase in traffic will make it very difficult to leave our area going North.

The new Police/Fire Department structure poses additional problems with traffic flow. Getting emergency vehicles from the new station and onto Main and/or Greenhill Road, since Main is a two lane roadway, will be a problem.

Just West of highway 27 a new convenience store/service station was built. I do not believe there is a pressing need for another such structure within that short distance.

We urge you to vote against the Kwik Star proposal.

Sincerely,
Elton and June Green
4934 Bluebell Rd.
Cedar Falls, IA

Elton Green
June L. Green

Out of town December 13, 2017

RECEIVED
DEC 11 2017
DEVELOPMENTAL SERVICES
DEPARTMENT

12 December 2017

Planning and Zone Commissioners
Cedar Falls, IA 50613

MU DISTRICT SITE PLAN REVIEW – FAREWAY GROCERY STORE

As 37-year residents of Balboa Avenue in Cedar Falls, Janice and I are requesting that you address concerns regarding the proposed Fareway Store in the Pinnacle Prairie development. After reviewing the P & Z packet and the Shive-Hattery traffic study, it's become clear that the additional traffic will adversely impact residents of the South Main community. We also have concerns with the potential visual impact of this facility on our neighborhood.

There are three traffic issues with this proposal that must be addressed before approval:

1. The Shive-Hattery traffic study has incorrectly based its recommendations on hypothetical improvements to the Greenhill-Main intersection. Please refer to Attachment 1. Approval for this project must be contingent on the city's commitment to upgrade this intersection, consistent with the study recommendations, before completing the Fareway project.

2. The proposed driveway access to Main street does not conform to Iowa SUDAS guidelines for setbacks from the Greenhill-Main intersection and Bluebell Avenue. Please refer to Attachment 2, 3 and 4 for details. This access was incorporated into the 2015 master plan without adequate consideration and must be re-considered on the basis of traffic and design considerations. There are no driveway access points between Greenhill and Bluebell that will satisfy state and federal guidelines. Fareway should instead add a second driveway access to Bluebell or incorporate Bluebell access via a shared driveway with KwikStar.

3. Access for Balboa Avenue residents must be considered with any South Main Street project. Please refer to Attachment 5. For this reason, the above issues must be addressed prior to approving a project that might affect access for Balboa residents. The proximity of Balboa to the Greenhill-Main intersection presents a special situation that is not accounted for in traffic studies. The additional queueing of northbound traffic at the Greenhill-Main stoplight makes it difficult to safely turn north onto Main from Balboa.

Regarding the visual impact, we urge commissioners to assure that recommendations of the city planners and Pinnacle Prairie architects are closely followed in the site development.

We appreciate your consideration of these issues to help assure that residents of the South Main community will continue to enjoy an excellent quality of life.

Sincerely,

Stephen R. Ephraim

Steve Ephraim

ATTACHMENT 1

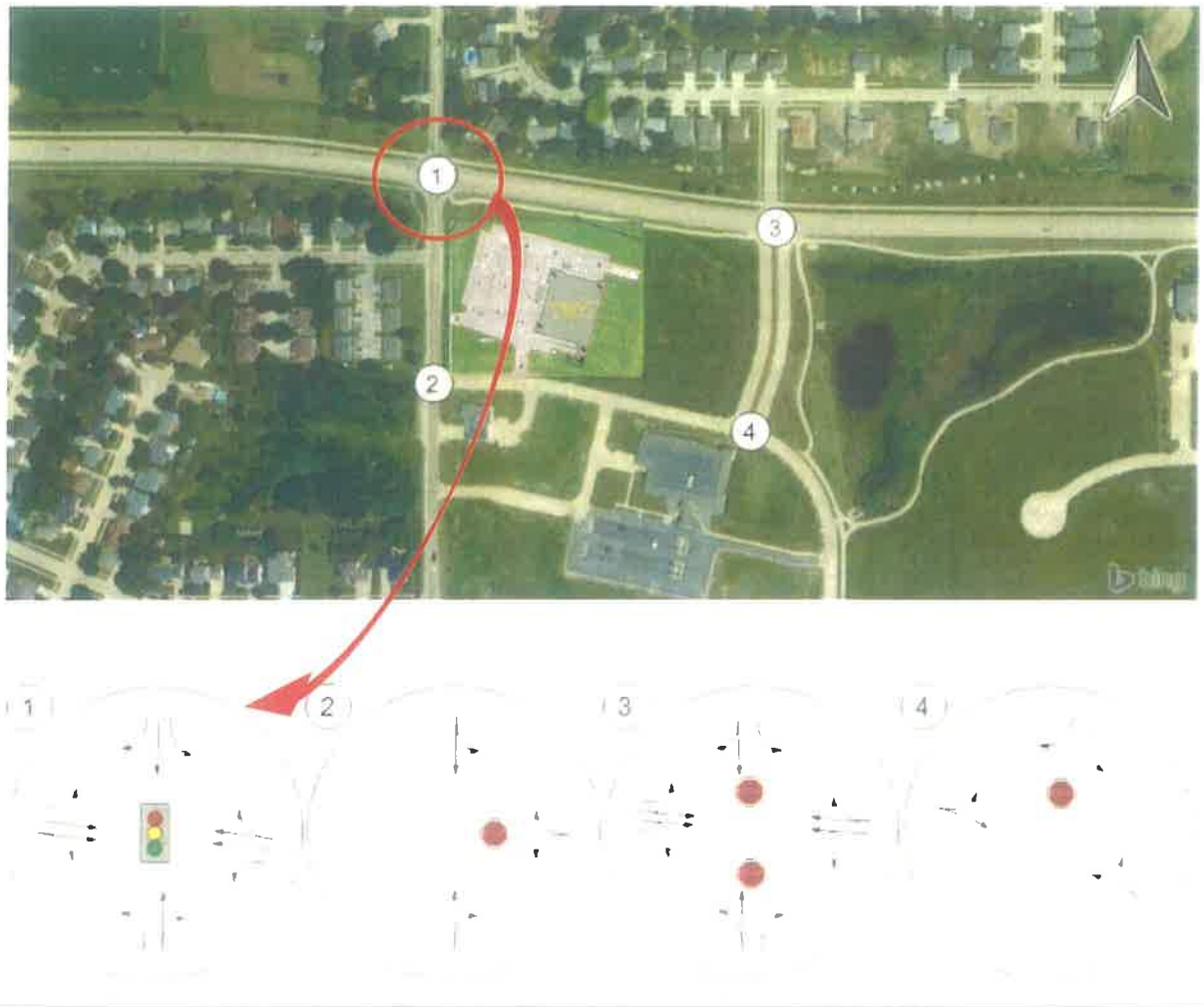
Shive-Hattery Study Based on Hypothetical Improvements to Greenhill-Main

The Shive-Hattery traffic study for Fareway Store bases its recommendations on hypothetical improvements to the Greenhill-Main intersection. As noted in Figure 10, item 1 below, these improvements include additional lanes and related upgrades to improve traffic flow. While these improvements have been slated in future plans, there is no commitment to implement them.

The study's author notes in the Conclusions of page 24 that these improvements were assumed in the traffic analysis which includes impacts of both Fareway and the adjacent KwikStar development:

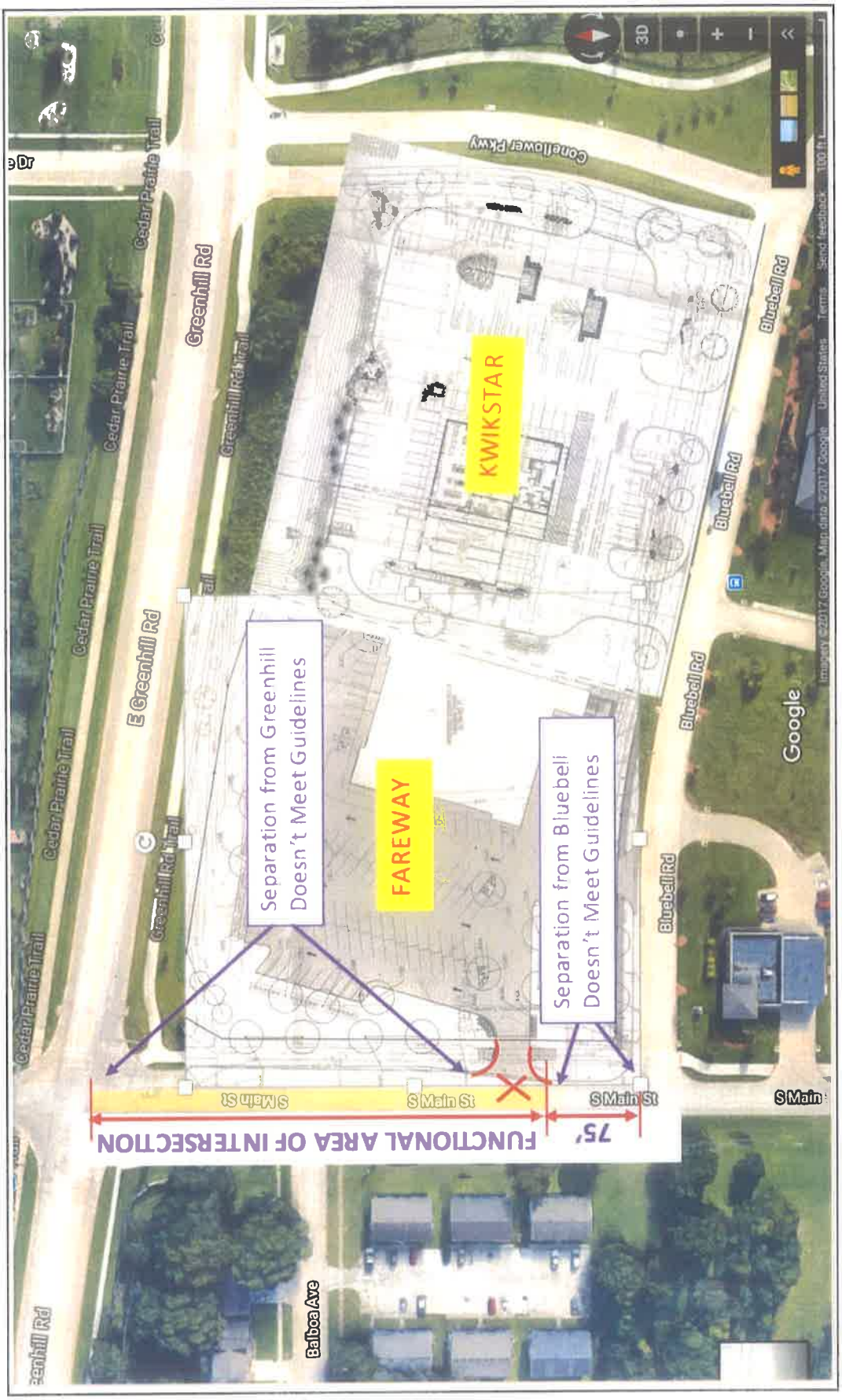
> Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 10. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by

Figure 10 Study Intersections – Recommended Lane Configuration and Control By 2038



ATTACHMENT 2

Overview Map Showing That Driveway Access to Main Street Does Not Conform to Setback Guidelines



3

ATTACHMENT 3

Proposed Driveway Access to Main Street Does Not Conform to Functional Intersection Guidelines

The proposed access to Main street does not conform to Iowa SUDAS guidelines for setback from the Greenhill-Main intersection. Section A of chapter 5L-3 of the Iowa SUDAS design manual, excerpted below, states that, "driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway." ISU's Access Management FAQ states in Chapter 5, "It is important to protect the functional area of an intersection from driveway access. Driveways located within this area may result in higher crash rates and increased congestion."

Iowa SUDAS

5L-3

Design Manual
Chapter 5 - Roadway Design
5L - Access Management

Access Location, Spacing, Turn Lanes, and Medians

This section addresses access location, spacing, turn lane and median needs, including TRB Principles of Access Management 5-9:

A. Preserve the Functional Area of Intersections and Interchanges (Principle 5)

AASHTO states, "Ideally, driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway. The functional area extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes."

1. **Upstream Functional Distance:** The upstream functional distance of the intersection can be further defined as the approach distance to an intersection that is required for the driver to change speeds in order to complete a movement, such as entering an auxiliary lane or slowing down for a turn or signal. The upstream functional distance includes the sum of:

   d_1, distance traveled during driver's perception - reaction time

   d_2, deceleration distance while the driver maneuvers to a stop

   d_3, queue storage length required (50 foot minimum)

There are two key criteria for defining the functional area of an intersection. The first, explained in the excerpt above, is to tabulate the driver's perception/reaction time, deceleration distance, and vehicle queue storage length. For Greenhill-Main, this area exceeds 400 feet in length, considerably longer than the setback of the proposed driveway.

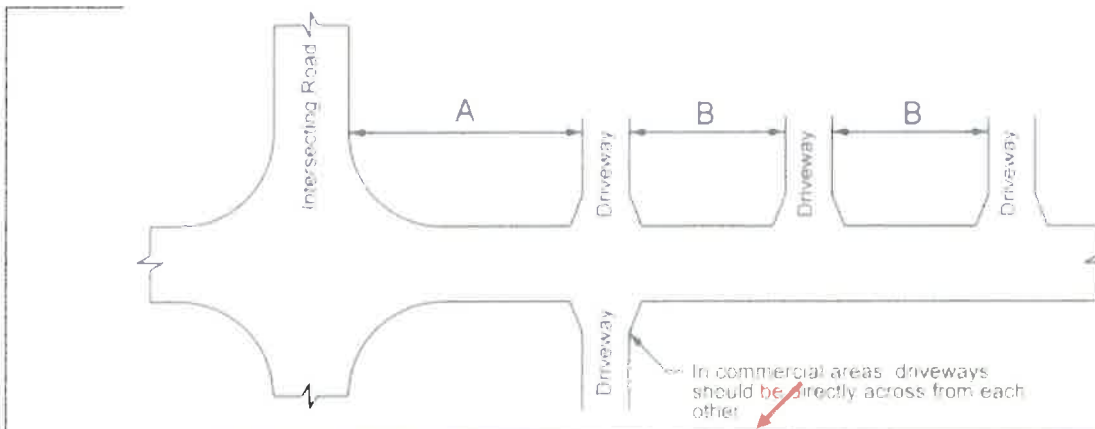
The second criteria for functional area of intersection is defined by federal AASHTO standards as including "the longitudinal limits of auxiliary lanes." For Greenhill-Main, the longitudinal limit of the northbound auxiliary lane of Main Street extends past the proposed Fareway driveway access.

ATTACHMENT 4

Driveway Setback from Bluebell Does Not Conform to Driveway to Intersection Distance Guidelines

The proposed driveway access to Main street violates Iowa SUDAS guidelines for setback from Bluebell Avenue as explained here. Table 5L-3.05 of Chapter 5L-3 of the SUDAS manual, excerpted below, depicts the minimum recommended distance between driveways and intersecting streets. As highlighted in the table, the distance from Fareway driveway to Bluebell should be a minimum of 100 feet considering that South Main is a collector street (see explanation for this classification below). As currently designed, this driveway access does not meet the minimum distance with its current location at 75 feet from the corner of Bluebell/Main.

Table 5L-3.05: Minimum Distance between Driveways or from Intersecting Streets



	Minor Arterial			Collector			Local		
	Res. Area	*C/I Area*	*Ag Area*	*Res. Area*[3]	*C/I Area*	*Ag Area*	*Res. Area*[3]	*C/I Area*	*Ag Area*
A. Minimum intersection clearance[1]	**145'**	**170'**	**300'**	100'	100'	300'	**75'**	**75'**	**150'**
B. Minimum driveway spacing[2]	**100'**	**200'**	**300'**	75'	100'	300'	---[4]	---[4]	**150'**

The justification for classifying the southern portion of Main Street as a collector is based on daily traffic counts considerably exceeding 400 vehicles per day. South Main was previous classified as a "local" street in the 2011 Cedar Falls comprehensive plan based on significantly lower traffic volumes than currently projected. See Table 2 below from the SUDAS "Roadway Design Standards for Rural and Suburban Subdivisions" which supports this "collector" classification based on volume.

Table 2. Urban and suburban cross-section geometrics

Design Elements	Connector		Collector		Local	
	Desirable	*Minimum*	*Desirable*	*Minimum*	*Desirable*	*Minimum*
Design speed (mph)	60	60	35	35	30	30
Avg. daily traffic	> 1500	>1500	400-1500	400-1500	<400	<400
Pavement width	31'	31'	31'	26'	26'	26'

ATTACHMENT 5
Proximity of Balboa Avenue to the Greenhill-Main Intersection

Balboa Avenue presents a special situation that is not accounted for in traffic studies. Contrary to federal and state guidelines, Balboa has been absorbed into the functional intersection of Greenhill-Main. It lies a mere 140 feet south of Greenhill and intersects with the northbound left-turn lane of South Main. The additional queueing of northbound traffic at the Greenhill-Main stoplight makes it difficult to safely turn onto northbound Main from Balboa. This is illustrated in Figure 1 below.

KwikStar's traffic study, which does not include hypothetical improvements to the Greenhill-Main intersection, estimates that the northbound backup for a red light (in the through/right-turn lane) will range from 62 to 113 feet. With queues beyond 70 feet a driver does not have sufficient room to turn north onto Main from Balboa, meaning that this will frequently extend wait times. This access is further complicated by conflict points with southbound Main traffic and the northbound left-turn lane. Failure to mitigate traffic impacts from KwikStar, Fareway and future Pinnacle Prairie developments will create an untenable situation for Balboa residents.

FIGURE 1
NORTHBOUND QUEUE VS. TURNING DISTANCE FOR GREENHILL-MAIL INTERSECTION

December 19, 2017

Cedar Falls Planning and Zoning Commission Members:

Sadly, I struggle to find the words to express my disappointment concerning the commission's responses to the interest Kwik Star and Fareway have expressed in building along Greenhill Road near South Main Street. This is not where these businesses should be building, due to how they will adversely affect traffic, aesthetics, and the neighborhood milieu. I don't know why they have not already been directed to the Viking Road area, especially east of Michael's or across from or around Menards, where similar businesses and the needed traffic infrastructure already exist, while residential housing does not.

The LED lighting a Kwik Star representative addressed at last week's meeting is not really a solution for the neighborhood. The reason they need fewer LED lights is because LEDs are brighter. Installing them under a canopy may reduce what shines up into the sky above the structure but does not resolve the glare that will shine out on all sides at the building and ground level. The car wash concerns were simply set aside. Neither of these businesses uses the professional type of office building that current residents were promised when they were looking to purchase homes in this neighborhood.

I doubt any of you would want these stores, valuable as they may be, to build directly across the street from your home. I don't understand why you would want other Cedar Falls residents to have that experience, especially when other locations serve their purpose better. There is even a plot of land presently for sale on the corner of Viking Road and the Parkway southwest of Menards. With the new hospital construction soon to develop on Greenhill, many professional offices will look to locate near those currently in the area around the Arrowhead and Unity Point facilities. Another possible alternative for a gas station and grocery store would be land that has not yet been developed west of Highway 58. That area will be quickly built up as the infrastructure is prepared for the new elementary school to be built farther west, perhaps between Viking Road and where a new western section of Greenhill will curve north.

Thank you for your service to the city. Please consider better alternatives to the plans you are currently considering.

Sincerely,

Mary Wallingford

Rod Larsen
4516 Quesada Ct.
Cedar Falls, Iowa 50613
E-mail: rhlarsen@cu.net

December 17, 2017

The Honorable Jim Brown
220 Clay St.
Cedar Falls, IA 50613

RE: Fareway and Kwik Trip proposals

Dear Mayor Brown,

This is to convey my support for the proposed development at Greenhill Road and South Main Street. I will be out of state for the Holidays and was hoping you and Stephanie could include this in the public comment file for the Council and P & Z as appropriate.

My planning career at INRCOG and the Iowa DOT included extensive development of the metropolitan area street and highway plan. Greenhill was constructed as part of this plan and was always envisioned to be a major, efficient, east –west arterial street supporting multiple adjacent activities including residential, neighborhood commercial, and office development.

I am aware that some of my neighbors in the El Dorado Heights Subdivision have expressed concerns over traffic and possible noise. I have never seen any development proposal that was not criticized for traffic impacts. Of course, any development creates some additional traffic; however, this proposal is consistent with the City's Land Use Plan along with the Pinnacle Prairie Master Plan.

Cedar Falls is fortunate to have these quality businesses working with a highly regarded developer to complement the vibrant growth in the southern part of our City. Coincidentally, I will personally appreciate the convenience of having both businesses at this location.

The amount of traffic generated by these businesses should be comfortably served by the existing local streets with the potential need for operational improvements at the Greenhill/South Main intersection.

Respectively submitted,

Rod

Rod Larsen

Cc Stephanie Houk Sheetz

Planning and Zoning Commission Members

City of Cedar Falls

220 Clay Street

Cedar Falls, Iowa 50613

301 Spruce Hills Drive

Cedar Falls, Iowa 50613

4 January 2018

Re: 1. Proposed Kwik Star/Trip at Greenhill/Coneflower

2. Proposed Fareway at Greenhill/South Main

Dear Planning and Zoning,

I do support the Fareway proposal, noting they are working with the city to resolve driveway issues with entrance and exit. Fareway is family oriented and would make a good neighbor. It closes by 9:30 pm, with most of its lights off by then, and is closed on Sundays and most holidays.

I do not support Kwik Trip/Star. As a 7 day per week, everyday business, with all its lights, noises, increased traffic, gas product runoff, it is not a fit for a neighborhood.

Kwik Star as a neighbor would decrease the quality of life that I value in Cedar Falls over other areas I have lived. Please do not encourage me to look somewhere else to live.

Ronald D. Flory

Ronald D. Flory, MD, retired

301 Spruce Hills Dr.
Cedar Falls, IA 50613
January 4, 2018

Dear Members of the Planning and Zoning Commission;

Re: 1. Proposed Kwik Trip / Kwik Star gas station at Greenhill Rd and Coneflower
2. Proposed Fareway at corner of Greenhill Rd and South Main St.

I write this letter as a concerned neighbor regarding these proposed developments. I live at 301 Spruce Hills Dr. My backyard is directly across Greenhill from the proposed site of the Kwik Star.

Addressing Kwik Star: I continue to oppose this development for the following reasons:

1. Increased light pollution and petroleum based pollution. Petroleum: Although Kwik Star states they have a double filter system for surface drainage and new underground storage tanks, such systems are prone to leaks. The flora and fauna in the nearby catch basin and Dry Run Creek cannot withstand additional pollution. Gas stations also emit petroleum odors and vehicle exhaust.

   Lights: The down facing lights at the new Kwik Star on Ansborough and Hwy 20 in Waterloo are as white and bright as any I have seen. If these same lights are intended for use at the proposed Kwik Star and installed at the proposed height, my home interior will be brightly lit 24 hours a day.
2. Increased litter and trash. Gas stations are dirty. People drop papers, cups, wrappers, receipts, and any number of things that blow in the wind. These will blow into the neighborhoods that surround this site, unless a wire mesh fence or other type of abatement surrounds the site.
3. Increased noise pollution – It is unclear if the car wash relocation, in the latest mailing, demonstrates the exit facing Bluebell because the interior drawing appears to exit facing Greenhill. There are no berms or noise abatement structures built into the plan. Did Kwik Star in fact change the car wash exit to face Bluebell? Supposedly this was "impossible" according to the Kwik Star representative. I wonder what other requests from the Planning Commission were considered and accepted as "impossible" – like eliminating the carwash or reducing hours of operation for the carwash and store hours of operation?
4. Hours: Kwik Star is a 24 hour 7 day a week business. Other than the planned Public Safety Building, this proposed gas station does not fit with the hours of established businesses in the area. The surrounding neighborhoods are also quiet in the overnight hours. Viking and University both have 24 hour businesses and the increased noise and traffic that accompany them. Greenhill has no 24 hour businesses.
5. Unresolved traffic concerns. Neighbors have addressed the traffic congestion at South Main and Greenhill and continue to raise concerns. With the planned area road construction / re-construction in 2018 and 2019, and increased development of area housing and businesses, Greenhill will carry even more traffic. I predict this area will become much like the current Viking and 58.
6. Saturation: There are already 4 gas stations within 0.5 to 2.0 miles from this site. Does Planning and Zoning wish to allow a glut of gas stations when diversity would better serve this area?

Addressing Fareway:

1. I support the Fareway proposal and hope the entrance / exit concerns can be resolved. Fareway is a family oriented business with a purpose and hours that would be a good fit for this area.

Sincerely,

Denise Flory

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. _____ (sign), 1238 CLAY DRIVE, CF (address)
   JOHN DUTCHER (print name), 319.240.2497 (phone)
2. _____ (sign), 120 Balboa Ave Apt 2D (address)
   Robin Snider (print name), 319-504-9901 (phone)
3. _____ (sign), 120 Balboa Ave Apt 1B (address)
   Carrigan Moser (print name), 563-880-2586 (phone)
4. _____ (sign), 120 Balboa Ave Apt B4 (address)
   Melissa Lynn (print name), (319) 504-0518 (phone)
5. _____ (sign), 120 Balboa Ave Apt B4 (address)
   David Lynn (print name), (319) 504-5687 (phone)
6. _____ (sign), _____ (address)
   Bonnie J Crabtree (print name), 515-441-4660 (phone)
7. _____ (sign), 120 Balboa Ave Apt B2 (address)
   Cheyenne Lynn (print name), 319-529-2016 (phone)
8. _____ (sign), 120 Balboa ave Apt 1B (address)
   Genesis Foost (print name), 563-380-5665 (phone)
9. _____ (sign), 120 Balboa ave Apt 3B (address)
   David Fauser (print name), 319 252 6487 (phone)
10. Angela Spiers (sign), 120 Balboa Ave Apt C4 (address)
    Angela Spiers (print name), 319-230-2363 (phone)

for more information contact John Dutcher 319.240.2497

Item E.3.

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. _____ (sign), 120 Balboa ave apt B3 (address)
   Andrew Johnson (print name), 319-334-8639 (phone)
2. Sheva Berky (sign), 120 A balboa Ave Apt A2 (address)
   Sharon Berky (print name), 319-427-1468 (phone)
3. _____ (sign), 120A Balboa Ave Apt A2 (address)
   Gaeth Berky (print name), 319-215-1662 (phone)
4. _____ (sign), 120 Balboa Ave #C4 cedar Falls (address)
   Randy Spiers (print name), (319) 230-2363 (phone)
5. _____ (sign), 120 balboa Ave apt b4 (address)
   _____ (print name), 641-456-8514 (phone)
6. _____ (sign), 108 Balboa Ave C-1 (address)
   Alyssa Johnson (print name), 319-429-9841 (phone)
7. _____ (sign), 108 Balboa Ave Apt C-1 (address)
   Mark Johnson (print name), 319-429-984 (phone)
8. _____ (sign), 120 Balboa Av. C1 (address)
   Mala Sylantic (print name), 319-240-1619 (phone)
9. Andrew Nawholz (sign), 120 Balboa Ave C1 (address)
   Andrew Nawholz (print name), 319-429-9877 (phone)
10. Chris Snider (sign), 120 Balboa Ave Apt. B2 (address)
    Chris Snider (print name), 319-493-8483 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. _____(sign), 404 3rd St P'Burg (address)
   Jill Eflen (print name), 314-230-1307 (phone)
2. Elizabeth Wyant (sign), 1003 E. Main St., LPC (address)
   Elizabeth Wyant (print name), (319) 610-66090 (phone)
3. Mary M George (sign), 1621 E Ridgeway Ave (address)
   Mary M. George (print name), 319 240 5159 (phone)
4. Andrea Herzberg (sign), 618 Ayers Ave Evansdale (address)
   Andrea Herzberg (print name), 319-830-7538 (phone)
5. _____(sign), 9710 Westbrook Rd CF (address)
   JACKIE JOHN (print name), 319-240-8341 (phone)
6. _____(sign), 411 MAPLE AVE NE - WAVERLY (address)
   TRICIA PODHAJSKY (print name), 319-239-0779 (phone)
7. Brooke Leehey (sign), 1523 Ashworth Dr. Cedar Falls (address)
   Brooke Leehey (print name), (319) 464-7297 (phone)
8. _____(sign), 1949 Crabapple Lane (address)
   NAGA NADIPURAM (print name), _____ (phone)
9. Tim Storey (sign), 1626 Robin Rd (address)
   Sutton (print name), 415-7752 (phone)
10. _____(sign), 2523 Feather Rock Drive (address)
    Sara Douglas-Prock (print name), 319-415-3315 (phone)

for more information contact John Dutcher 319.240.2497

Item E.3.

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Martin E. Bahlmann (sign), 315 Washington St. CF (address)
   Martin F. Bahlmann (print name), (319) 415-8685 (phone)
2. Michael R Murphy (sign), 515 AUTUMN LANE UNIT B (address)
   MICHAEL R MURPHY (print name), 3192340161 (phone)
3. Art Cadbois (sign), 1016 west 17th (address)
   Art Cadbois (print name), 2660404 (phone)
4. Bill RANDALL (sign), 4144 E. 10TH ST (address)
   BILL RANDALL (print name), (phone)
5. Lisa Sevcik (sign), 1421 Clay, CF (address)
   Lisa Sevcik (print name), (phone)
6. Suzy Luecke (sign), 320 Damascus Dr (address)
   Suzy Luecke (print name), 415 5277 (phone)
7. Brian Wluecke (sign), 320 Damascus Dr (address)
   Brian Luecke (print name), 415-7569 (phone)
8. Alan Leuvens (sign), 2006 Hiawatha Rd. (address)
   Alan Leuvens (print name), (phone)
9. Bev Bahlmann (sign), 1105 Cooper Cove (address)
   Bev Bahlmann (print name), 319-269-2772 (phone)
10. Debbie J Renn (sign), 620 4th Ave NW (address)
    Debbie J. Renn (print name), 319-352-4161 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Warren Brecheisen (sign), 3011 Abraham Dr. C.F. (address)
   Warren Brecheisen (print name), 319-277-2118 (phone)
2. DAVE Hummel (sign), 621 Eagle Ridge Road (address)
   _____ (print name), _____ (phone)
3. Linda L. Lewis (sign), 2006 Hilton Drive, CF (address)
   Linda L. Lewis (print name), 319-266-6461 (phone)
4. D. Michael Lewis (sign), 2006 HILTON DR (address)
   Michael Lewis (print name), 266 6461 (phone)
5. Todd Loes (sign), 155 Woodlawn Rd (address)
   Todd Loes (print name), 319-226-6346 (phone)
6. Deb Drewes (sign), 1139 Wallgate (address)
   Deb Drewes (print name), 319 287-5650 (phone)
7. Deb Drewes (sign), _____ (address)
   _____ (print name), _____ (phone)
8. Jody Lenstra (sign), 817 4th St. Dike, IA (address)
   Jody Lenstra (print name), 563-564-6395 (phone)
9. Adam (sign), 223 N. Walnut Shell-Rock IA (address)
   Adam Jacobson (print name), 319-415-0829 (phone)
10. Bailey Johnson (sign), 905 4th St Allison IA (address)
    Bailey Johnson (print name), 319-231-3962 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. _____ (sign), 113 BALBOA (address)
   ARMANDO SESMA (print name), 319-290-3275 (phone)
2. Lillian Sesma (sign), 113 Balboa (address)
   Lillian Sesma (print name), 319 266 5967 (phone)
3. Matt Boehmler (sign), 1238 Clark Dr. (address)
   Matt Boehmler (print name), 563-422-4320 (phone)
4. _____ (sign), 1061 1st NW Tripoli, IA (address)
   Scott Johnson (print name), 319-239-0608 (phone)
5. _____ (sign), Shell Rock, IA (address)
   Christina Hubbs (print name), 319-885-4341 (phone)
6. Jamie Crawford (sign), Shell Rock, IA (address)
   Jamie Crawford (print name), (319) 885-4341 (phone)
7. _____ (sign), 2105 Elizabeth St Clarksville IA (address)
   Christyna Huber (print name), 319-830-8590 (phone)
8. Carol Heidt (sign), 308 5th St Allison (address)
   Carol Heidt (print name), 319-239-9196 (phone)
9. _____ (sign), 8132 Cherry St. Shell Rock (address)
   Shirley Hulbert (print name), 39-885-6445 (phone)
10. Laura Green (sign), Clarksville IA (address)
    Laura Green (print name), 278-9064 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Bobbette Fortney (sign), 12842 Balboa Ave CF (address)
   Bobbette Fortney (print name), 277 3358 (phone)
2. Erich Simmer (sign), 210 Balboa Ave A2, CF (address)
   Erich Simmer (print name), Erich Simmer 319-429-5844 (phone)
3. Katie Norman (sign), 1820 Rainbow Dr (address)
   Katie Norman (print name), 515-707-8164 (phone)
4. [signature] (sign), 210 BALBOA AVE A1 (address)
   DAN MUSSMAN (print name), 319 404-7687 (phone)
5. Pat Hellum (sign), 128 Balboa Ave # B (address)
   Pat Hellum (print name), (phone)
6. [signature] (sign), 128 BALBOA AVE #B2 (address)
   JAMIE KLITZNER (print name), 641-751-3325 (phone)
7. [signature] (sign), 210 Balboa Ave (address)
   DAVID FISH (print name), 319-269-0199 (phone)
8. [signature] (sign), 210 Balboa Ave B-1 (address)
   Matt Crawford (print name), 319 981 2112 (phone)
9. [signature] (sign), 210 Balboa Ave #B1 (address)
   Nicole Elsbecher (print name), (phone)
10. Eric J. Mikl (sign), 119 Balboa Ave. (address)
    Eric Mikl (print name), 319-415-5424 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Lisa Simonson (sign), [redacted] 1826 Green Creek Rd., CF IA 50613 (address)
   Lisa Simonson (print name), 319-269-0902 (phone)
2. Jodee Clarke (sign), 1175 Fox Ridge Rd Dike IA (address)
   Jodee Clarke (print name), 319-231-0806 (phone)
3. Nicole Whitehead (sign), 5832 Summerland Dr. Waterloo IA (address)
   Nicole Whitehead (print name), 319-239-3577 (phone)
4. Nancy McKenna (sign), PO Box 181 Raymond IA 50667 (address)
   Nancy McKenna (print name), 319-233-9478 (phone)
5. Myra Summers (sign), 1600 Williston. Waterloo (address)
   Myra Summers (print name), 319-235-6241 (phone)
6. Joel Brumm (sign), 3713 W 9th St, Waterloo (address)
   Joel Brumm (print name), 319-269-1448 (phone)
7. Janice Breja (sign), 3158 340th St, Chelsea, IA (address)
   Janice Breja (print name), 319-899-0808 (phone)
8. Melissa Deegan (sign), 310 Mill St, Traer, IA (address)
   Melissa Deegan (print name), 319 240-1561 (phone)
9. Tempest Fischels (sign), 812 9th St Gilbertville IA (address)
   Tempest Fischels (print name), 319-239-5056 (phone)
10. Sue Armbrecht (sign), 4120 Daina Drive, CF (address)
    Sue Armbrecht (print name), 319-830-0871 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Matthew Cohea (sign), 2222 Green Creek Rd CF (address)
   Matthew Cohea (print name), 319-231-8172 (phone)
2. Kathy Cohea (sign), 2222 Green Creek Rd CF (address)
   Kathy Cohea (print name), 319-239-9570 (phone)
3. [signature] (sign), 4120 Dina Drive CF (address)
   Steve Armbrecht (print name), 712-899-0532 (phone)
4. Jesse Gleason (sign), 812 Latham Pl CF (address)
   Jesse Gleason (print name), 319 939 2104 (phone)
5. [signature] (sign), 2765 Edgemont Ave. CF (address)
   [illegible] (print name), 319-493-0003 (phone)
6. [signature] (sign), 1757 Williston Ave Waterloo IA 50702 (address)
   Rachael Gatewood (print name), 319833-0035 (phone)
7. [signature] (sign), 3019 Minnetonka Dr. CFall (address)
   Connie Snodgrass (print name), 319-230-6108 (phone)
8. [signature] (sign), 5413 Carey Dr Cedar Falls (address)
   Stacy Ellig (print name), 319-371-5868 (phone)
9. Tiffany Garrison (sign), 318 Indiana St. W100 IA (address)
   Tiffany Garrison (print name), 319-240-2350 (phone)
10. Leslie Nixon (sign), 2022 Maplewood Dr. CF (address)
    Leslie Nixon (print name), 319-240-8937 (phone)

for more information contact John Dutcher 319.240.2497

Item E.3.

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Kacie Schlamp (sign), 409. N. Cherry St. Apt 5, Shell Rock (address)
   Kacie Schlamp (print name), 319-230-8518 (phone)
2. Donnette Groeneveld (sign), Waterloo IA (address)
   Donnette Groeneveld (print name), 319-594-5307 (phone)
3. Madelyn Cain (sign), Waverly IA (address)
   Madelyn Cain (print name), 319-939-2149 (phone)
4. Madison Brewer (sign), Waverly, IA (address)
   Madison Brewer (print name), 319-215-6914 (phone)
5. Leanne Brinssen (sign), Wavrly, IA (address)
   Leanne Brinssen (print name), 319-269-3711 (phone)
6. Anne M Gardner (sign), Allison, Iowa (address)
   Anne M Gardner (print name), 3194298181 (phone)
7. Sandra Carstensen (sign), 920 North Cherry Shell Rock (address)
   Sandra Carstensen (print name), 319-885-4347 (phone)
8. Andrea Tiemessen (sign), Jesup IA (address)
   Andrea Tiemessen (print name), 319-464-8452 (phone)
9. Brandy Berky (sign), 1025 cottage Waterloo 50703 (address)
   Brandy Berky (print name), 319-429-0835 (phone)
10. Heiben Rubon (sign), 108 Balbon Ave APT C-3 (address)
    Heiben Rubon (print name), 319-466-2355 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Melissa Duncan (sign), 226 Bluebell Rd CF (address)
   Melissa Duncan (print name), 641-351-9408 (phone)
2. Christine Burchard (sign), 226 Bluebell Rd CF (address)
   Christine Burchard (print name), 319 429-9409 (phone)
3. Jan Ives (sign), 226 Bluebell Rd CF (address)
   Jan Ives (print name), 641-481-5964 (phone)
4. Jorden Redmond (sign), 226 Bluebell Rd CF (address)
   Jorden Redmond (print name), 319-575-5800 (phone)
5. Michelle Fischels (sign), 226 Bluebell Rd CF (address)
   Michelle Fischels (print name), 319-575-5800 (phone)
6. Tiffanie Bruno (sign), 226 Bluebell Rd CF (address)
   Tiffanie Bruno (print name), 319-575-5800 (phone)
7. Renee Kuse (sign), (319)429-8874 (address)
   Renee Kuse (print name), Rec 226 Bluebell Rd (phone)
8. [signature] (sign), 5314 Norse Dr. C.F (address)
   Calayna Hohenberger (print name), 319-243-5046 (phone)
9. Barbara Platt (sign), 8210 Hammond Ave. (address)
   Barbara Platt (print name), 3194154101 (phone)
10. Sarah Ringena (sign), 226 Bluebell Rd (address)
    Sarah Ringena (print name), 319-575-5800 (phone)

for more information contact John Dutcher 319.240.2497

Item E.3.

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1. _____(sign), 108 Balboa Ave #A-1 (address)
   Ben W. Grundmeier (print name), 319-521-8067 (phone)
2. _____(sign), 120 BALBOA AVE APT #4B (address)
   Dewey Nelson (print name), 319-433-8278 (phone)
3. _____(sign), 120 BALBOA Ave AP+APT 4 (address)
   Minitha Rubon (print name), 319-433-8067 (phone)
4. _____(sign), 120 BALBOA AVE AP D4 (address)
   LYNN JORAM (print name), 319-456-0178 (phone)
5. _____(sign), 108 Balboa Apt. (address)
   _____(print name), 5153938591 (phone)
6. _____(sign), Shane Roberts 319 939 6119 (address)
   Shane Roberts (print name), 108 Balboa A3 (phone)
7. _____(sign), 2703 Big Woods Rd (address)
   Amanda Baker (print name), 319-215-8759 (phone)
8. _____(sign), 304 Balboa Ave (address)
   Kenny Hernandez (print name), 319 504 2550 (phone)
9. _____(sign), 319-464-7068 (address)
   Savannah Boehmler (print name), 1238 Clark Drive (phone)
10. _____(sign), 606 Beverly Hill St (address)
    Mary Hoel (print name), 319.231.1367 (phone)

for more information contact John Dutcher 319.240.2497

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1. Connie Meisgeier (sign), 3401 Ridge Rd. Texas IA (address)
   Connie Meisgeier (print name), 319 478-8933 (phone)
2. Melissa Fields (sign), 1560 Michigan Dr. Elk Run (address)
   Melissa Fields (print name), 319-239-7870 (phone)
3. Christy Grimmett (sign), 109 Jackie Ave Elk Run (address)
   Christy Grimmett (print name), (319) 493-4346 (phone)
4. Marcia Hillman (sign), 226 Bluebell Rd (address)
   Marcia Hillman (print name), 319-575-5800 (phone)
5. Brandy Jones (sign), 3192968325 (address)
   ~~Jennifer Pawley~~ (print name), 226 Bluebell Rd (phone)
6. Jennifer Pawley (sign), 226 Bluebell Rd (address)
   Jennifer Pawley (print name), 319 575-5800 (phone)
7. Martha J Caster (sign), Works at Arrowhead 226 Bluebell, C.F. (address)
   Martha J. Caster (print name), 319-231-6304 (phone)
8. Samantha Beagmann (sign), Allison IA (address)
   Samantha Beagmann (print name), 319-240-3395 (phone)
9. Jody Curren (sign), 27901 FAVE Conrad. IA 50621 (address)
   Jody Curren (print name), _____ (phone)
10. Jennifer Blomquist (sign), 5003 Luke St Cedar Falls (address)
    _____ (print name), Jennifer Blomquist (phone)

for more information contact John Dutcher 319.240.2497

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1. Sue Hrodey (sign), 6725 N Union Rd CF. (address)
   Sue Hrodey (print name), 319-883 0663 (phone)
2. Pam Hall (sign), Pam Hall (address)
   2214 Sunnyside Dr. CF (print name), _____ (phone)
3. Sherry Whitehead (sign), 102 Fair Oaks Pl. Hudson (address)
   Sherry Whitehead (print name), 319-988-4512 (phone)
4. Sandy Lahr (sign), 1104 9th St NW Waverly (address) Work in CF
   Sandy Lahr (print name), 319-352-2857 (phone)
5. Becky Hesse (sign), 6815 Streeter Rd C.F. (address)
   Becky Hesse (print name), 319-415-3550 (phone)
6. Angie Fox (sign), Work in CF (address)
   Angie Fox (print name), 319.334.4631 (phone)
7. Sue Zimmerman (sign), 2304 Fairview Dr CF (address)
   Sue Zimmerman (print name), 319-240-0075 (phone)
8. Robin Hingtgen (sign), 3127 Hillcrest Dr C.F. (address)
   Robin Hingtgen (print name), 319-269-7476 (phone)
9. Jenice Engel (sign), 120 E Elm Clarksville (address)
   Jenice Engel (print name), 319-278-4014 (phone)
10. Jack Anhorn (sign), Waterloo 2546 Crestline Avenue (address)
    Jack Anhorn (print name), 319 240-7729 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

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1. _____(sign), 108 BALBOA AVE #B3 (address)
   MATTHEW FININ (print name), 563 271 8089 (phone)
2. melissa Gray (sign), 108 Balboa Ave #B1 (address)
   Melissa Gray (print name), 319-269-9666 (phone)
3. _____(sign), _____(address)
   _____(print name), _____(phone)
4. _____(sign), _____(address)
   _____(print name), _____(phone)
5. _____(sign), _____(address)
   _____(print name), _____(phone)
6. _____(sign), _____(address)
   _____(print name), _____(phone)
7. _____(sign), _____(address)
   _____(print name), _____(phone)
8. _____(sign), _____(address)
   _____(print name), _____(phone)
9. _____(sign), _____(address)
   _____(print name), _____(phone)
10. _____(sign), _____(address)
    _____(print name), _____(phone)

for more information contact John Dutcher 319.240.2497

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1. Amy Stran (sign), 108 A4 Balboa Ave. (address)
   Amy Stran (print name), (319) 529-7381 (phone)
2. Devin Reynolds (sign), 108 A4 Balboa Ave. (address)
   Devin Reynolds (print name), (319)-427-4985 (phone)
3. Amber Smith (sign), 108 A4 Balboa Ave. (address)
   Amber Smith (print name), (319) 504-5850 (phone)
4. Penelope Stopp (sign), 4805 S. Main St. (address)
   Penelope Stopp (print name), 3192663772 (phone)
5. Karen Barnes (sign), 118 Cordoba Ave. (address)
   Karen Barnes (print name), 319-277-1328 (phone)
6. Lynn Barnes (sign), 118 Cordoba Ave (address)
   Lynn Barnes (print name), 319-277-1328 (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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1. Richard L. Foster (sign), 221 Balboa Ave. CF (address)
   Richard L. Foster (print name), 319-242-1753 (phone)
2. Janice E Heth (sign), 227 Balboa Ave. C.F (address)
   Janice E. Heth (print name), 319-415-5126 (phone)
3. David Musser (sign), 213 BALBOA AVE (address)
   DAVID MUSSER JR (print name), 319-277-3994 (phone)
4. Josh Mathus (sign), 401 Balboa Ave. (address)
   Josh Mathus (print name), 641-328-4113 (phone)
5. [signature] (sign), 405 Cordoba Ave (address)
   Chase Schrader (print name), 319-610-1629 (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Jennifer Reese (sign), 1804 Continental (address)
   Jennifer Reese (print name), _____ (phone)
2. Patricia King (sign), 219 Lichty Blvd. (address)
   Patricia King (print name), _____ (phone)
3. Michele Schmuecker (sign), 1733 54th St (address)
   Michele Schmuecker (print name), _____ (phone)
4. Alex Bear (sign), 701 Royal Dr (address)
   Alex Bear (print name), _____ (phone)
5. Dylan Bear (sign), 701 Royal Dr. (address)
   Dylan Bear (print name), _____ (phone)
6. Michele Way (sign), 118 Elm (address)
   Michele Way (print name), _____ (phone)
7. Shawn Reese (sign), 1804 Continental (address)
   Shawn Reese (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Michelle Scherer (sign), 703 Walnut St CF (address)
   Michelle Scherer (print name), 319-240-6511 (phone)
2. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
3. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
4. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
5. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Fareway Grocery Store

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a new Fareway Grocery Store at Greenhill Road and South Main Street.....

1. Missy Miller (sign), 1022 Hilltop Rd (address)
   Missy Miller (print name), 563-380-1485 (phone)
2. Shannon Schrage (sign), 3810 Legacy LN CF (address)
   Shannon Schrage (print name), 319-240-4812 (phone)
3. Lary Hulstein (sign), 4216 Deana Dr., CF (address)
   Lary Hulstein (print name), _____ (phone)
4. Thomas J. Stubs (sign), 2229 Greenwood CF (address)
   Thomas J. Stubs (print name), 319-277-3088 (phone)
5. Jennifer Garcia (sign), 1503 Pin Oak Dr. CF 50613 (address)
   Jennifer Garcia (print name), (319)575-0005 (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

Traffic Impact Study:
Fareway – Cedar Falls Store

Cedar Falls, Iowa

December 27, 2017

Prepared for: Fareway Stores, Inc.

Prepared by:

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
316 Second Street SE, Suite 500
Cedar Rapids, IA 52406
(515) 364-0027

CONTENTS

Figures

Tables

Appendices

Executive Summary

Fareway Stores, Inc. initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Fareway Grocery Store development. The development will be located on the northeast corner of Bluebell Road and South Main Street in Cedar Falls, IA.

The following study intersections within the study area were identified for analysis:

1. East Greenhill Road & South Main Street (Greenhill Road & Main Street hereafter)
2. Bluebell Road & South Main Street (Bluebell Road & Main Street hereafter)
3. East Greenhill Road & Coneflower Parkway/Estate Drive (Greenhill Road & Coneflower Parkway hereafter)
4. Bluebell Road & Coneflower Parkway

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = Greenhill Road and Main Street).

The area immediately surrounding the proposed development generally incorporates medical, residential, and undeveloped land uses.

Two access points to the proposed Fareway Grocery Store development are being proposed, with one on Main Street and one on Bluebell Road. The development is expected to be completely built by the end of 2018. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

Morning (AM) and evening (PM) peak hour volumes at the study intersections were collected between the hours of 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM, respectively. The peak hours of the study intersections were determined based on the highest consecutive 15-minute turning movement counts at Greenhill Road and Main Street. The AM and PM peak hours at Greenhill Road and Main Street governed the AM and PM peak hour because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:30 and 8:30. The PM peak hour was determined to occur between 4:30 and 5:30. The AM and PM peak hour volumes were collected on Thursday, May 4, 2017. The raw and refined volume data are provided in Appendix 1 of this report.

Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic unrelated to the proposed Fareway Grocery Store development). In coordination with the local Metropolitan Planning Organization the Iowa Northland Regional Council of Governments, a 1.5% annual growth rate was identified for this study. As such, a 1.5% annual growth rate was applied to existing 2017 volumes to reflect projected future volumes, which could be expected through a sustained constant area growth without the Fareway Grocery Store development. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. Therefore, the use of a straight line growth rate for the prediction of future events can be thought of as conservative and should be considered as such when reviewing the output of this analysis.

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Project trip generation is based on nationally accepted trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The development is expected to be completely built by the end of 2018. Trips were generated for the expected type of project and correspond to the AM and PM peak hour of the adjacent roadway network.

Trip distribution percentages for the proposed Fareway Grocery Store development are based on recommendations from the City of Cedar Falls City Engineer.

LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 8. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 8. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. However, the LOS at this intersection is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the proposed Fareway Grocery Store development is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM peak hour conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 8 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 9.

Existing & Projected No Build Conditions

Fareway Stores, Inc. initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Fareway Grocery Store development. The development will be located on the northeast corner of Bluebell Road and South Main Street in Cedar Falls, IA.

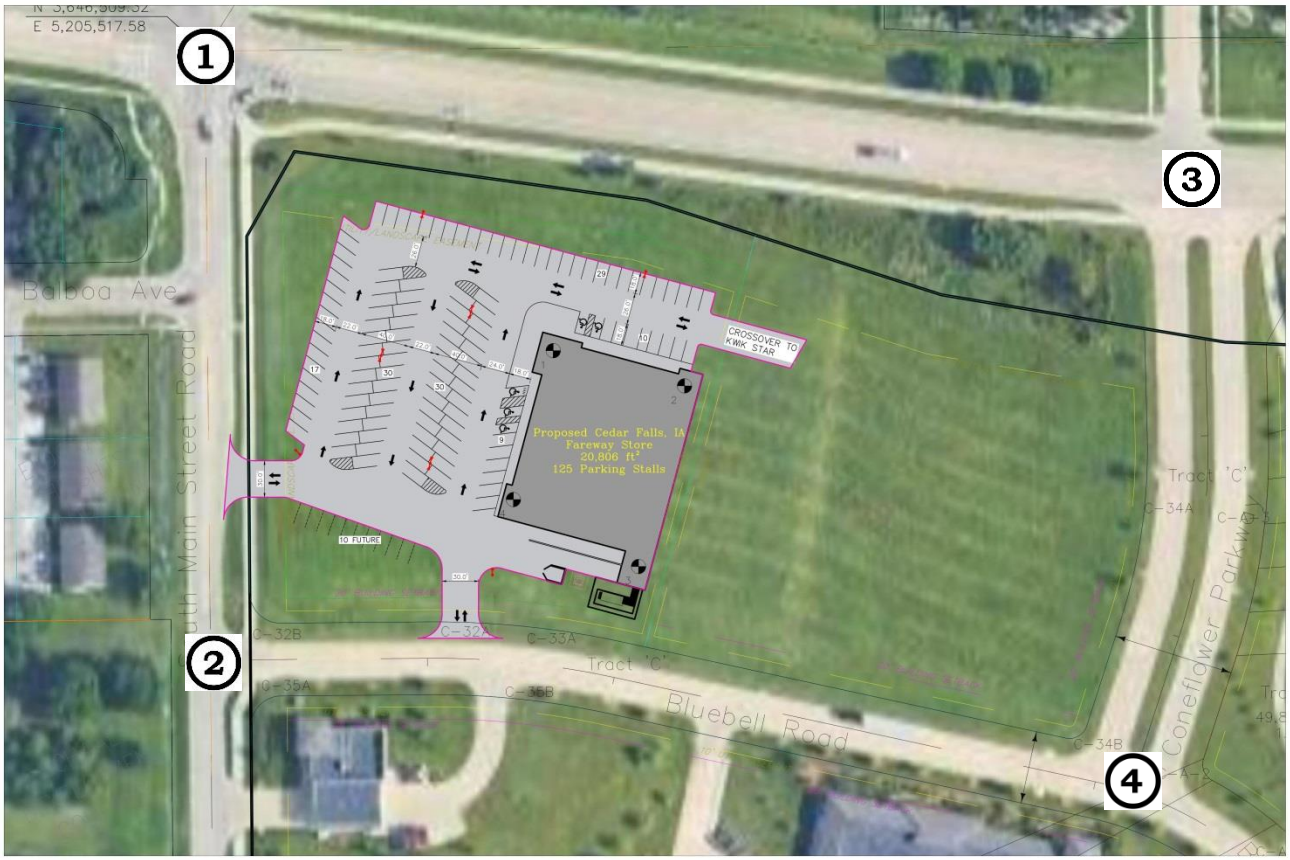
The following study intersections within the study area were identified for analysis:

1. East Greenhill Road & South Main Street (Greenhill Road & Main Street hereafter)
2. Bluebell Road & South Main Street (Bluebell Road & Main Street hereafter)
3. East Greenhill Road & Coneflower Parkway/Estate Drive (Greenhill Road & Coneflower Parkway hereafter)
4. Bluebell Road & Coneflower Parkway

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = Greenhill Road and Main Street).

The area immediately surrounding the proposed development generally incorporates medical, residential, and undeveloped land uses. A study area map depicting the location of the study intersections, as well the location of proposed development is depicted in Figure 1.

Figure 1 Study Area Map



Project Description

The proposed development is a Fareway Grocery Store. The development will be located on the northeast corner of Bluebell Road and Main Street. Two access points to the development are being proposed, with one on Main Street and one on Bluebell Road. The development is expected to be completely built by the end of 2018. A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan

Adjacent Streets

Greenhill Road is an east/west (primarily two lanes in each direction) major arterial roadway, with additional left-turn bays at its intersection with Main Street. Parking is prohibited along Greenhill Road. The posted speed limit along Greenhill Road is 45 mph.

Main Street is a north/south (one lane in each direction) roadway, with an additional northbound left-turn bay at its intersection with Greenhill Road. North of Greenhill Road Main Street is classified as major collector. South of Greenhill Road Main Street is classified as a local roadway. Parking is prohibited along Main Street. The posted speed limit along Main Street is 35 mph.

Bluebell Road, near the proposed development is an east/west (one lane in each direction) roadway with parking restrictions along both sides of the roadway. Bluebell Road is classified as a local roadway with a posted speed limit of 25 mph.

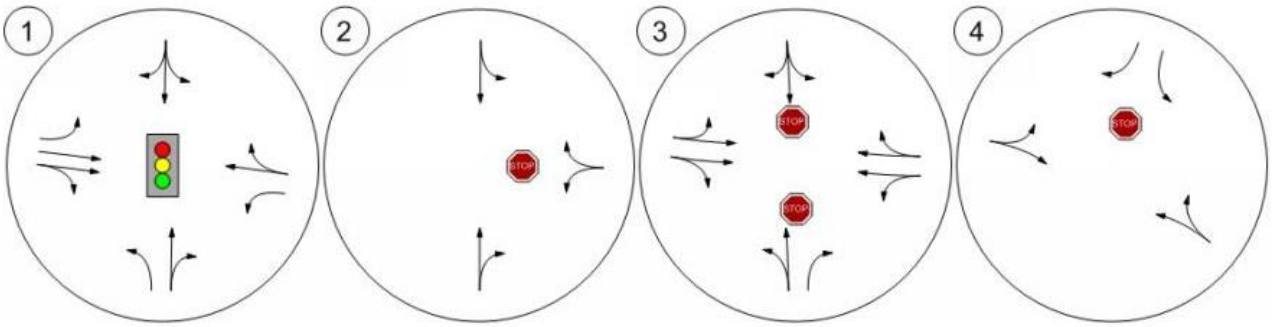
Coneflower Parkway between Greenhill Road and Bluebell Road is a north/south (two lanes in each direction) local roadway. Parking is prohibited along Coneflower Parkway. The posted speed limit along Coneflower Parkway is 25 mph.

Estate Drive is a north/south (one lane in each direction) local roadway. Parking is generally allowed on both sides of Estate Drive. The posted speed limit along Estate Drive is 25 mph.

Existing Intersection Conditions

The existing lane configuration and control for the study intersections are presented in Figure 3.

Figure 3 Study Intersections - Existing (2017) Lane Configuration and Control



Traffic Volume Data

Morning (AM) and evening (PM) peak hour volumes at the study intersections were collected between the hours of 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM, respectively. The peak hours of the study intersections were determined based on the highest consecutive 15-minute turning movement counts at Greenhill Road and Main Street. The AM and PM peak hours at Greenhill Road and Main Street governed the AM and PM peak hour because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:30 and 8:30. The PM peak hour was determined to occur between 4:30 and 5:30. The AM and PM peak hour volumes were collected on Thursday, May 4, 2017. The raw and refined volume data are provided in Appendix 1 of this report.

Background Traffic Growth

Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic unrelated to the proposed Fareway Grocery Store development). In coordination with the local Metropolitan Planning Organization the Iowa Northland Regional Council of Governments, a 1.5% annual growth rate was identified for this study. As such, a 1.5% annual growth rate was applied to existing 2017 volumes to reflect projected future volumes, which could be expected through a sustained constant area growth without the Fareway Grocery Store development. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. Therefore, the use of a straight line growth rate for the prediction of future events can be thought of as conservative and should be considered as such when reviewing the output of this analysis. Existing 2017 and projected 2018 and 2038 AM and PM peak hour turning movement volumes without the proposed development (no build) are presented in Figure 4 and Figure 5, respectively.

Cumulative Projects

Cumulative projects are City approved development projects that could affect traffic conditions at the study intersection identified in this report. The City of Cedar Falls identified one cumulative development project, which is expected to be completely built by 2018. For the purposes of this analysis this development is identified as the Kwik Star #934 Convenience Store development that will be located directly east of the proposed Fareway Grocery Store development. A separate traffic impact study was conducted for this cumulative project by Shive-Hattery and what follows is a summary of that study.

Project trip generation for the proposed Kwik Star #934 Convenience Store development was calculated based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. Trips were generated for the expected type of land use and correspond to the AM and PM peak hour of the adjacent roadway network. In addition, reductions in the quantity of total trips were accounted for due to pass-by trips. Pass-by trips are those trips that are attracted from the existing traffic stream passing the site on an adjacent street. Consequently, these types of trips do not add new traffic to the adjacent street system.

Table 1 presents trip generation estimates for the cumulative project development, which were added to the roadway network along with existing volumes and annual background traffic volume growth to estimate projected future traffic conditions at the study intersection without the proposed Fareway Grocery Store development. These projected volumes are represented as no build 2018 and 2038 volumes in Figure 5.

Table 1 Trip Generation – Cumulative Project

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Gas Station with Market & Car Wash	946	20 VFP [2]	185	51%	49%	94	91	230	51%	49%	117	113

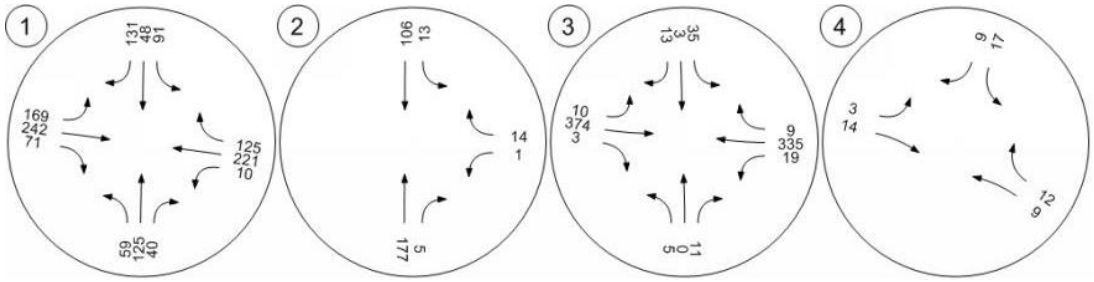
[1] Institue of Transportation Engineers Trip Generation Handbook, 9th Edition, 2012
[2] VFP = Vehicle Fueling Positions

Trip Distribution – Cumulative Project

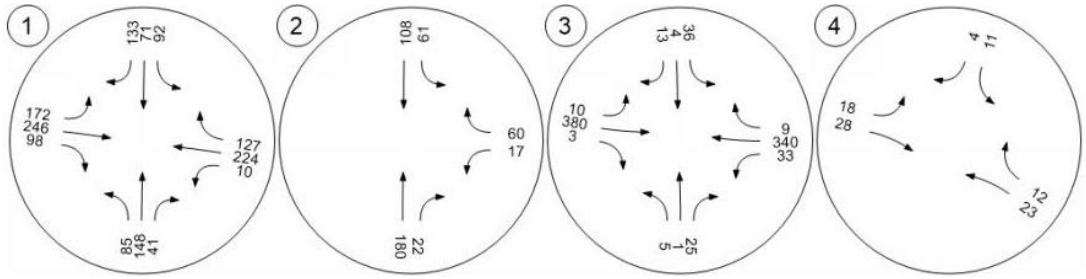
Trip distribution percentages for the proposed Kwik Star #934 Convenience Store development are based on recommendations from the City of Cedar Falls City Engineer. Existing 2017 and projected 2018 and 2038 no build AM peak hour turning movement volumes are presented in Figure 4. Existing 2017 and projected 2018 and 2038 no build PM peak hour turning movement volumes are presented in Figure 5. Figure 4 and Figure 5 include trips generated by the proposed Kwik Star #934 Convenience Store development, but not the proposed Fareway Grocery Store development.

Figure 4 Study Intersections – AM Peak Hour No Build Volumes

2017 AM Peak Hour



2018 AM Peak Hour (Cumulative Projects Trips Included)



2038 AM Peak Hour (Cumulative Project Trips Included)

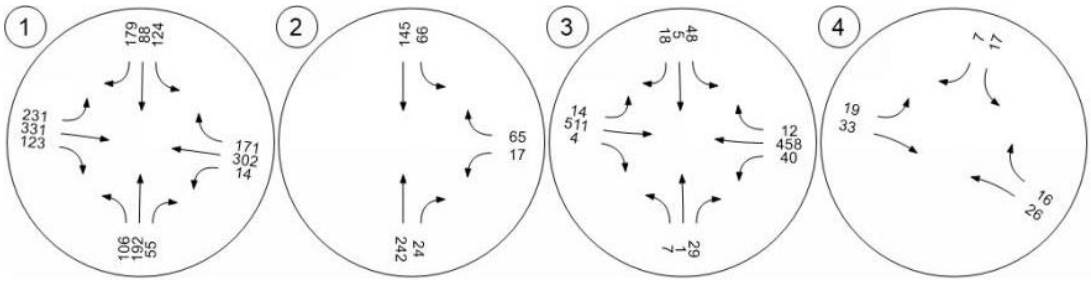
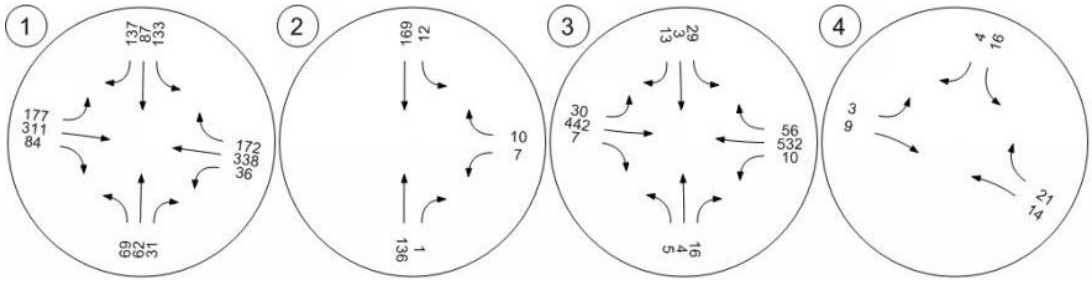
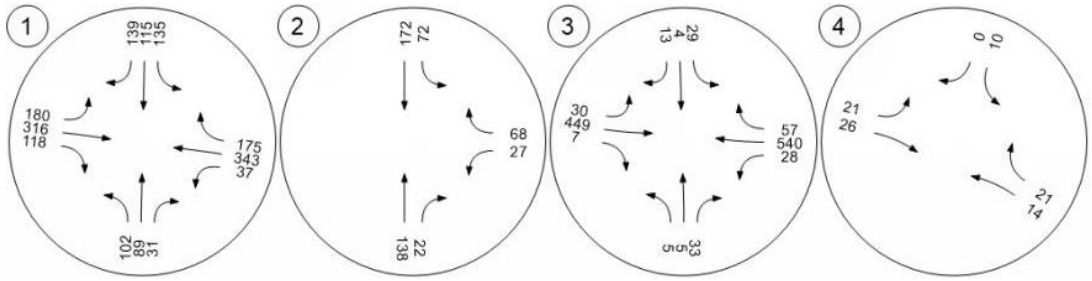


Figure 5 Study Intersections – PM Peak Hour No Build Volumes

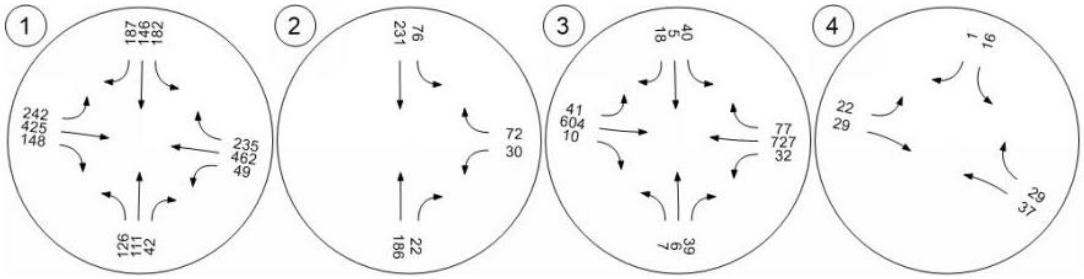
2017 PM Peak Hour



2018 PM Peak Hour (Cumulative Project Trips Included)



2038 PM Peak Hour (Cumulative Project Trips Included)



Crash Analysis

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016.

Table 2 presents crash statistics at each study intersection organized by crash type.

Table 2 Crash Type by Intersection (1/1/12 – 12/31/16)

Study Intersection		Crash Type						
		Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Oncoming Left Turn	Broadside	Single Vehicle	Total
1	Greenhill Rd & Main St	4	1	1	7	0	0	**13**
2	Bluebell Rd & Main St	0	0	0	0	1	0	**1**
3	Greenhill Rd & Coneflower Pkwy	0	0	0	0	0	1	**1**
4	Bluebell Rd & Coneflower Pkwy	0	0	0	0	0	1	**1**
Total		**4**	**1**	**1**	**7**	**1**	**2**	**16**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

A total of 16 crashes occurred at the study intersections over the analysis period. 11 of the 16 crashes occurred during dry conditions; the remaining 5 crashes occurred during inclement weather (wet, snow, and ice/frost).

The intersection of Greenhill Road and Main Street experienced the highest number of crashes, which is not unexpected given the relatively higher volume of entering vehicles. Major contributing factors for the crashes at this intersection include failure to yield the right-of-way, crossed the centerline, distracted driving, and driving too fast. Crossing the centerline was identified as a major contributing factor at the intersections of Greenhill Road and Coneflower Parkway and Bluebell Road and Coneflower Parkway. Losing control was the major contributing factor identified at the intersection of Bluebell Road and Main Street.

Intersection crash rates are expressed in crashes per million entering vehicles (crashes/MEV) and can be calculated with the following equation:

$$\text{Crash Rate} = \frac{1{,}000{,}000 \times \text{Total Crashes}}{\text{AADT}_{\text{Entering vpd}} \times 365 \times \#\text{ of Years in Study Period}}$$

Table 3 summarizes crash rates at the study intersections and compares it to average statewide crash rates for intersections with a similar volume of entering vehicles. For the purposes of this analysis, the weekday PM peak hour entering traffic volume at the study intersections was assumed to be 10% of the daily weekday entering volume, which is standard for urban intersections and is consistent with methodology used by the Federal Highway Administration. The statewide average crash rate for intersections with a similar volume of entering vehicles was prepared by the Iowa Department of Transportation, Bureau of Transportation Safety.

Table 3 Intersection Crash Rate Summary

Study Intersection		Total Crashes	Daily Entering Volume	Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV)	Comparison to Statewide Average Crash Rate
1	Greenhill Rd & Main St	13	13,320	0.53	0.8	**Lower**
2	Bluebell Rd & Main St	1	3,160	0.17	1.0	**Lower**
3	Greenhill Rd & Coneflower Pkwy	1	8,170	0.07	0.7	**Lower**
4	Bluebell Rd & Coneflower Pkwy	1	640	0.86	1.3	**Lower**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Table 4 presents crash injury statistics at the study intersections organized by severity.

Table 4 Crash Injuries at each Intersection by Crash Severity (1/1/12 – 12/31/16)

Study Intersection		Number of Crashes	Severity					
			Suspected Injury		Possible Injury	Uninjured	Unknown	Injuries per Crash
			Serious	Minor				
1	Greenhill Rd & Main St	13	0	0	2	25	0	0.15
2	Bluebell Rd & Main St	1	0	0	0	2	0	0.00
3	Greenhill Rd & Coneflower Pkwy	1	0	0	0	1	0	0.00
4	Bluebell Rd & Coneflower Pkwy	1	0	0	0	1	0	0.00

2 out of the 31 individuals involved in the 16 crashes were identified as possibly injured. Both of these crashes occurred at the intersection of Greenhill Road and Main Street. The remaining 29 individuals involved in the 16 crashes were identified as uninjured.

Projected Buildout Conditions & Mitigation

Trip Generation

Project trip generation is based on nationally accepted trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The development is expected to be completely built by the end of 2018. Trips were generated for the expected type of project and correspond to the AM and PM peak hour of the adjacent roadway network.

The proposed Fareway Grocery Store development is most closely represented by ITE's Supermarket (ITE Code 850). Table 5 presents trip generation estimates for the development.

Table 5 Trip Generation

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Supermarket	850	20.806 KSF [2]	71	62%	38%	44	27	244	51%	49%	124	120

[1] Institue of Transportation Engineers Trip Generation Handbook, 9th Edition, 2012
[2] KSF = Thousand Square Feet

Trip Classifications

Traffic impact studies for supermarkets will generally consider two types of trips, pass-by trips and primary trips. As discussed in the ITE Trip Generation Handbook, Second Edition, June 2004, pass-by trips are those trips that are attracted from the existing traffic stream passing the site on an adjacent street with direct access to the site. Consequently, these types of trips do not add new traffic to the adjacent street system, but do add trips to the development's access points. For this study, it can be reasonably assumed some pass-by trips will be attracted from the direct access points along Main Street and Bluebell Road. Primary trips, as discussed by ITE, are trips generally made for the specific purpose of visiting the generator. The stop at the generator (i.e. the proposed Fareway Grocery Store development) is the primary reason for the trip. Primary trips typically go from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

The percent of pass-by and non-pass-by trips attracted to the proposed Fareway Grocery Store development are based upon the ITE Trip Generation Handbook, Second Edition, June 2004, as well as existing traffic patterns as reflected in the existing PM peak hour turning movement volumes. Please note the ITE Trip Generation Handbook does not contain pass-by trip percentages for supermarkets in the AM peak hour. The Assumed pass-by and non-pass-by trip percentages are presented in Table 6.

Table 6 Pass-by & Primary Trips

Trip Classification	AM Peak Hour				PM Peak Hour			
	Percent	In	Out	Total	Percent	In	Out	Total
Pass-by Trips [1]	0%	0	0	0	36%	45	43	88
Primary Trips [1]	100%	44	27	71	64%	79	77	156
Total Generation	**100%**	**44**	**27**	**237**	**100%**	**124**	**136**	**244**

[1] Calculated based on the expected amount of pass-by trips and primary trips as reported by ITE Trip Generation Handbook, Second Edition, June 2004 as well as existing traffic patterns as reflected in the existing PM peak hour turning movement volumes.

Trip Distribution

Trip distribution percentages for the proposed Fareway Grocery Store development are based on recommendations from the City of Cedar Falls City Engineer. Projected 2018 and 2038 AM and PM peak hour turning movement volumes upon buildout of the Fareway Grocery Store are presented in Figure 6 and Figure 7, respectively. In coordination with the City of Cedar Falls the following improvements are recommended by the design year of 2038:

Intersection of Greenhill Road and Main Street

- Dedicated southbound left, through, and right-turn lanes
- An additional westbound through lane

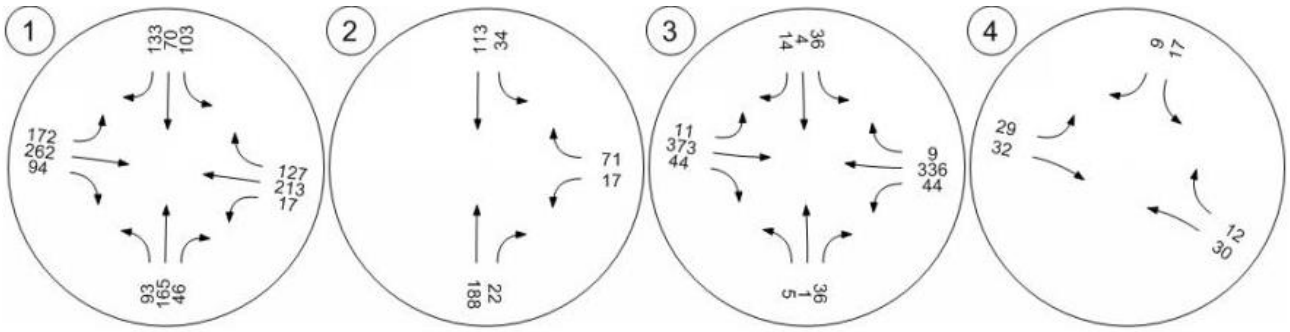
Intersection of Greenhill Road and Coneflower Parkway

- Dedicated southbound left-turn lane
- Eastbound and westbound center two-way left-turn lane
- Dedicated eastbound right-turn lane

The recommended lane configuration and control at each study intersection by the design year of 2038 is presented in Figure 8.

Figure 6 Study Intersections – AM Peak Hour Buildout Volumes

2018 AM Peak Hour



2038 AM Peak Hour

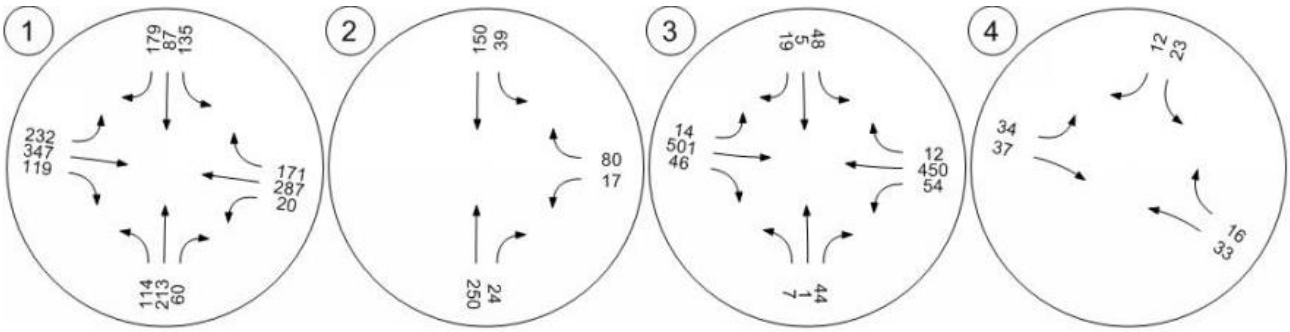
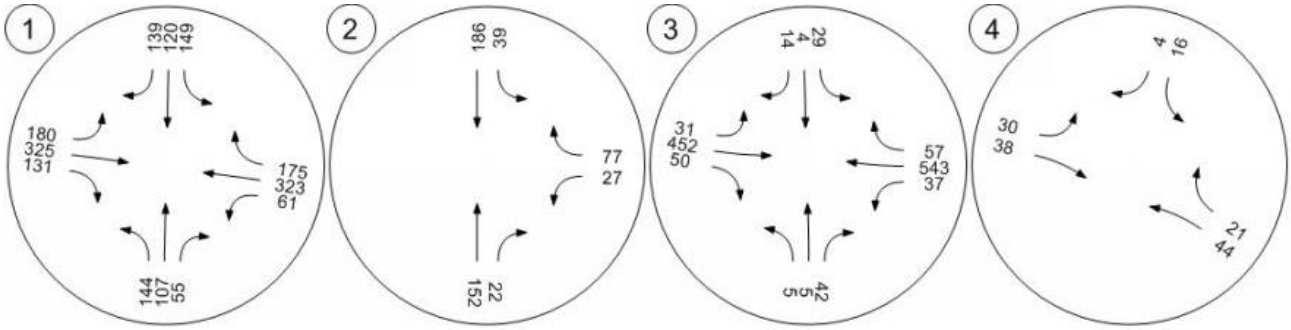


Figure 7 Study Intersections – PM Peak Hour Buildout Volumes

2018 PM Peak Hour



2038 PM Peak Hour

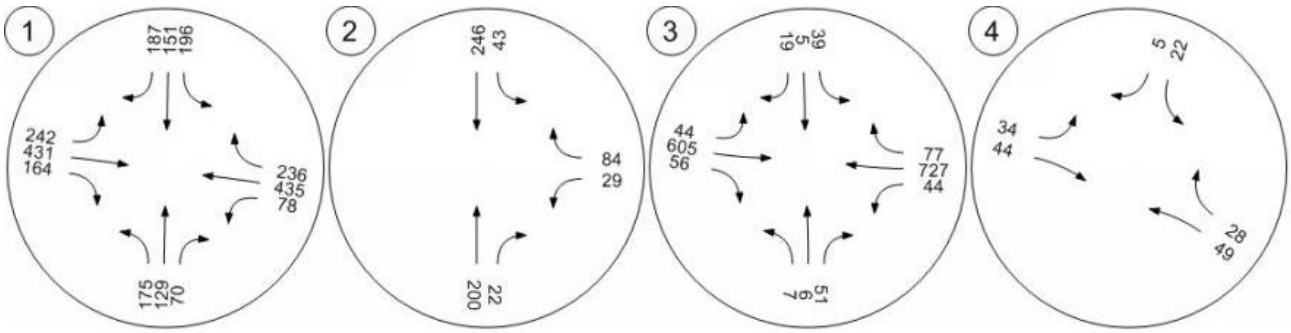
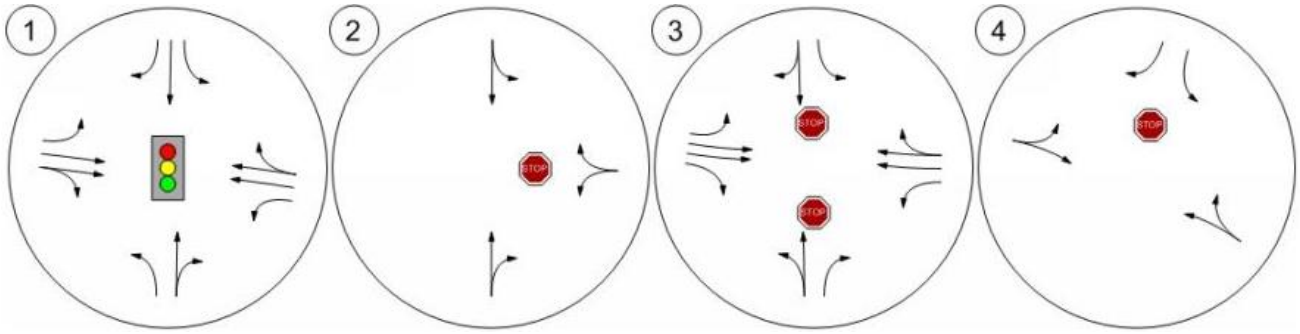


Figure 8 Study Intersections – Recommended Lane Configuration and Control By 2038



Traffic Modeling

Operational Analysis

Vehicular operational analysis for this study was performed using the methodology of the 2010 Highway Capacity Manual through Synchro 8 traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions.

Procedures outlined in Chapter 18 of the HCM 2010 were used to analyze intersection performance at signalized intersections. The primary measure used to quantify LOS at signalized intersections is control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches.

Procedures outlined in Chapter 19 of the HCM 2010 were used to analyze intersection performance at unsignalized intersections. While LOS for signalized intersections is primarily based on the volume weighted average delay per vehicle traveling through the intersection (intersection control delay), LOS for unsignalized intersections is based primarily on the approach with the longest delay.

Table 7 presents the range of traffic delays associated for signalized and unsignalized intersections.

Table 7 LOS Criteria for Signalized and Unsignalized Intersections

LOS	Signalized Intersection Average Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: HCM 2010, Exhibit 18-4 LOS Criteria for Signalized Intersections and HCM 2010, Exhibit 19-1 LOS Criteria for Unsignalized Intersections.
sec/veh = seconds per vehicle

LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 8. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 8. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the proposed Fareway Grocery Store development is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM

peak hour conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 8 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 9.

Table 8 and Table 9 presents signalized and unsignalized AM and PM peak hour operational conditions for existing 2017, as well as projected 2018 and 2038 conditions under no build and buildout conditions, respectively. The signalized operations assume optimized cycle lengths and phasing splits as identified through Synchro 8. Operational analysis worksheets are contained in Appendix 3.

Table 8 Existing & Projected Signalized Intersection Operations

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				EB	WB	NB	SB	EB	WB	NB	SB
1	Greenhill Rd & Main St	2017 Existing Conditions	Approach Delay	14.6	12.7	14.8	20.1	14.8	14.3	13.8	19.9
			Approach LOS	B	B	B	C	B	B	B	B
			95th %tile Queue	L	TR	TR	LTR	L	TR	TR	LTR
			(Longest Movement) in Feet	130	146	91	127	220	198	64	177
			Intersection Delay & LOS	15.2, B				15.6, B			
		2018 No Build	Approach Delay	14.8	13.1	13.0	18.4	14.6	14.4	13.5	19.9
			Approach LOS	B	B	B	C	B	B	B	B
			95th %tile Queue	L	TR	TR	LTR	T	TR	TR	LTR
			(Longest Movement) in Feet	139	137	103	138	390	238	88	215
			Intersection Delay & LOS	14.8, B				15.5, B			
		2018 Buildout	Approach Delay	14.4	13.1	12.2	19.0	14.9	14.7	14.2	21.9
			Approach LOS	B	B	B	B	B	B	B	C
			95th %tile Queue [2]	L	TR	TR	LTR	T	TR	L	LTR
			(Longest Movement) in Feet	138	132	92	142	279	206	103	255
			Intersection Delay & LOS	14.6, B				15.5, B			
		2038 No Build [1]	Approach Delay	18.4	26.4	19.2	17.2	20.8	37.1	18.3	19.9
			Approach LOS	B	C	B	C	C	D	B	B
			95th %tile Queue [2]	TR	TR	TR	T	TR	TR	TR	L
			(Longest Movement) in Feet	153	132	154	75	187	210	105	107
			Intersection Delay & LOS	20.3, B				25.5, C			
		2038 Buildout [1]	Approach Delay	20.9	16.0	18.5	25.2	19.7	14.7	23.3	30.6
			Approach LOS	C	B	B	C	B	B	C	C
			95th %tile Queue [2]	T	TR	TR	L	T	TR	TR	TR
			(Longest Movement) in Feet	330	116	173	123	552	150	134	213
			Intersection Delay & LOS	20.1, C				21.1, C			

Queue, Delay, and LOS analysis based on HCM 2010 Signalized Methodology
[1] Arrival rates are assumed to be more consistent by 2038.

Table 9 Existing & Projected Unsignalized Intersection Operations

Intersection		Scenario	AM Peak Hour			PM Peak Hour		
			Worst Approach Movement Delay (sec)		HCM LOS	Worst Approach Movement Delay (sec)		HCM LOS
2	Bluebell Rd & Main St	2017 Existing Conditions	WB	9.7	A	WB	9.8	A
		2018 No Build	WB	11.3	B	WB	10.8	A
		2018 Buildout	WB	11.2	B	WB	10.6	B
		2038 No Build [1]	WB	10.9	B	WB	11.4	B
		2038 Buildout [1]	WB	10.9	B	WB	11.2	B
3	Greenhill Rd & Coneflower Pkwy	2017 Existing Conditions	SB	17.9	C	SB	21.6	C
		2018 No Build	SB	20.1	C	SB	21.9	C
		2018 Buildout	SB	21.1	C	SB	26.2	D
		2038 No Build [1]	SB	20.4	C	SB	41.2	E
		2038 Buildout [1]	SB	21.3	C	SB	45.3	E
4	Bluebell Rd & Coneflower Pkwy	2017 Existing Conditions	SB	8.7	A	SB	8.8	A
		2018 No Build	SB	9.0	A	SB	9.3	A
		2018 Buildout	SB	9.2	A	SB	9.7	A
		2038 No Build [1]	SB	9.0	A	SB	9.3	A
		2038 Buildout [1]	SB	9.2	A	SB	9.5	A

Delay and LOS analysis based on HCM 2010 Two-way Stop Control Methodology
[1] Arrival rates are assumed to be more consistent by 2038.

Conclusion and Recommendations

The proposed development is a Fareway Grocery Store. The development will be located on the northeast corner of Bluebell Road and Main Street. Two access points to the development are being proposed, with one on Main Street and one on Bluebell Road. The development is expected to be completely built by the end of 2018. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at this access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 8. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 8. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the proposed Fareway Grocery Store development is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM peak hour conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 8 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 9.

Appendix 1

Background Traffic Counts (Raw Data)

(1) Main Street and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	15	3	17	2	40	20	13	11	12	11	38	13	195	1212
7:15 - 7:30	10	5	29	2	56	35	18	18	7	25	48	9	262	1311
7:30 - 7:45	27	11	34	3	58	36	19	28	10	29	52	15	322	1332
7:45 - 8:00	27	13	30	4	75	35	23	52	11	68	75	20	433	1298
8:00 - 8:15	19	12	35	2	43	24	9	29	12	39	48	22	294	1203
8:15 - 8:30	18	12	32	1	45	30	8	16	7	33	67	14	283	
8:30 - 8:45	23	12	47	4	59	24	8	10	5	38	45	13	288	
8:45 - 9:00	26	12	54	6	54	29	18	17	7	36	61	18	338	

4:00 - 4:15	41	22	40	13	81	47	23	19	15	45	71	19	436	1618
4:15 - 4:30	39	26	30	9	77	35	20	17	6	47	76	15	397	1605
4:30 - 4:45	33	18	35	14	96	42	18	14	9	35	78	25	417	1637
4:45 - 5:00	27	23	29	9	65	36	10	21	12	50	63	23	368	1569
5:00 - 5:15	37	22	35	7	84	42	27	10	8	49	91	11	423	1201
5:15 - 5:30	36	24	38	6	93	52	14	17	2	43	79	25	429	
5:30 - 5:45	34	15	36	9	83	34	10	10	10	39	58	11	349	
5:45 - 6:00	23	13	28	3	44	40	9	17	8	42	56	13	296	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.77
PM Intersection Peak Hour Factor (PHF) = 0.95

(1) Main Street and Greenhill Road - Articulated Trucks

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	0	0	1	0	0	0	0	0	0	0	1	5
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:15 - 8:30	0	0	0	0	2	0	0	0	0	0	0	0	2	
8:30 - 8:45	0	0	0	0	2	0	0	0	0	0	0	0	2	
8:45 - 9:00	0	0	0	0	0	0	1	0	0	1	0	0	2	

4:00 - 4:15	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(2) Main Street and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	1	16		1		3		28	0				49	295
7:15 - 7:30	3	13		0		0		41	0				57	320
7:30 - 7:45	4	21		1		5		47	4				82	316
7:45 - 8:00	4	32		0		3		68	0				107	286
8:00 - 8:15	1	33		0		4		36	0				74	253
8:15 - 8:30	4	20		0		2		26	1				53	
8:30 - 8:45	3	26		0		1		21	1				52	
8:45 - 9:00	5	29		0		3		36	1				74	
4:00 - 4:15	3	44		2		2		49	2				102	351
4:15 - 4:30	4	39		1		3		32	0				79	335
4:30 - 4:45	3	46		3		3		35	1				91	335
4:45 - 5:00	4	40		0		2		33	0				79	301
5:00 - 5:15	2	38		4		1		41	0				86	283
5:15 - 5:30	3	45		0		4		27	0				79	
5:30 - 5:45	3	26		2		3		23	0				57	
5:45 - 6:00	1	23		1		2		32	2				61	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.75
PM Intersection Peak Hour Factor (PHF) = 0.92

(2) Main Street and Bluebell Road - Articulated Trucks

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0		0		0		0	0				0	0
7:15 - 7:30	0	0		0		0		0	0				0	0
7:30 - 7:45	0	0		0		0		0	0				0	0
7:45 - 8:00	0	0		0		0		0	0				0	0
8:00 - 8:15	0	0		0		0		0	0				0	0
8:15 - 8:30	0	0		0		0		0	0				0	
8:30 - 8:45	0	0		0		0		0	0				0	
8:45 - 9:00	0	0		0		0		0	0				0	
4:00 - 4:15	0	0		0		0		0	0				0	0
4:15 - 4:30	0	0		0		0		0	0				0	0
4:30 - 4:45	0	0		0		0		0	0				0	0
4:45 - 5:00	0	0		0		0		0	0				0	0
5:00 - 5:15	0	0		0		0		0	0				0	0
5:15 - 5:30	0	0		0		0		0	0				0	
5:30 - 5:45	0	0		0		0		0	0				0	
5:45 - 6:00	0	0		0		0		0	0				0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(3) Estate Drive/Cornflower Parkway and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	8	0	2	6	58	2	0	0	0	1	65	0	142	791
7:15 - 7:30	12	1	2	3	91	2	0	0	2	1	66	0	180	820
7:30 - 7:45	14	0	5	3	95	4	0	0	2	1	86	0	210	817
7:45 - 8:00	10	0	3	7	106	3	0	0	1	4	124	1	259	777
8:00 - 8:15	9	1	2	6	64	1	3	0	5	4	76	0	171	716
8:15 - 8:30	2	2	3	3	70	1	2	0	3	1	88	2	177	
8:30 - 8:45	5	0	4	1	80	3	1	0	1	1	73	1	170	
8:45 - 9:00	6	0	5	4	80	2	3	0	4	2	90	2	198	

4:00 - 4:15	4	0	5	1	130	10	1	0	6	8	121	0	286	1098
4:15 - 4:30	4	0	4	6	115	12	2	0	3	9	106	0	261	1105
4:30 - 4:45	8	1	6	4	144	13	2	1	5	7	109	5	305	1147
4:45 - 5:00	5	1	2	4	112	15	1	0	1	4	101	0	246	1083
5:00 - 5:15	8	0	0	1	130	11	1	1	6	9	126	0	293	1026
5:15 - 5:30	8	1	5	1	146	17	1	2	4	10	106	2	303	
5:30 - 5:45	3	0	6	0	117	10	1	0	1	2	101	0	241	
5:45 - 6:00	3	1	3	2	81	5	3	0	4	2	84	1	189	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.79
PM Intersection Peak Hour Factor (PHF) = 0.95

(3) Estate Drive/Cornflower Parkway and Greenhill Road - Articulated Trucks

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 - 8:00	0	0	0	0	1	0	0	0	0	1	0	0	2	5
8:00 - 8:15	0	0	0	0	1	0	0	0	0	0	0	0	1	3
8:15 - 8:30	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

4:00 - 4:15	0	0	1	0	0	0	0	0	0	0	0	0	1	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(4) Cornflower Parkway and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	4		2		2	0				0	4		12	46
7:15 - 7:30	2		1		1	1				1	1		7	54
7:30 - 7:45	0		4		3	0				1	6		14	64
7:45 - 8:00	5		2		3	0				0	3		13	55
8:00 - 8:15	6		2		2	7				2	1		20	62
8:15 - 8:30	6		1		1	5				0	4		17	
8:30 - 8:45	1		0		1	2				0	1		5	
8:45 - 9:00	4		1		3	6				0	6		20	
4:00 - 4:15	1		0		5	4				4	3		17	69
4:15 - 4:30	5		0		3	4				0	4		16	69
4:30 - 4:45	8		1		5	7				1	2		24	67
4:45 - 5:00	3		2		2	2				0	3		12	52
5:00 - 5:15	1		1		4	7				1	3		17	55
5:15 - 5:30	4		0		3	5				1	1		14	
5:30 - 5:45	0		0		5	3				0	1		9	
5:45 - 6:00	3		0		3	5				1	3		15	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.80
PM Intersection Peak Hour Factor (PHF) = 0.72

(4) Cornflower Parkway and Bluebell Road - Articulated Trucks

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0		0		0	0				0	0		0	0
7:15 - 7:30	0		0		0	0				0	0		0	0
7:30 - 7:45	0		0		0	0				0	0		0	0
7:45 - 8:00	0		0		0	0				0	0		0	0
8:00 - 8:15	0		0		0	0				0	0		0	0
8:15 - 8:30	0		0		0	0				0	0		0	
8:30 - 8:45	0		0		0	0				0	0		0	
8:45 - 9:00	0		0		0	0				0	0		0	
4:00 - 4:15	0		0		0	0				0	0		0	0
4:15 - 4:30	0		0		0	0				0	0		0	0
4:30 - 4:45	0		0		0	0				0	0		0	0
4:45 - 5:00	0		0		0	0				0	0		0	0
5:00 - 5:15	0		0		0	0				0	0		0	0
5:15 - 5:30	0		0		0	0				0	0		0	
5:30 - 5:45	0		0		0	0				0	0		0	
5:45 - 6:00	0		0		0	0				0	0		0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Peak Hour Turning Movement Volumes

(1) Main Street and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	27	11	34	3	58	36	19	28	10	29	52	15	322
7:45 - 8:00	27	13	30	4	75	35	23	52	11	68	75	20	433
8:00 - 8:15	19	12	35	2	43	24	9	29	12	39	48	22	294
8:15 - 8:30	18	12	32	1	45	30	8	16	7	33	67	14	283
2017 Volumes	**91**	**48**	**131**	**10**	**221**	**125**	**59**	**125**	**40**	**169**	**242**	**71**	**1332**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**92**	**49**	**133**	**10**	**224**	**127**	**60**	**127**	**41**	**172**	**246**	**72**	**1353**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**124**	**66**	**179**	**14**	**302**	**171**	**81**	**171**	**55**	**231**	**331**	**97**	**1822**
Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.77
4:30 - 4:45	33	18	35	14	96	42	18	14	9	35	78	25	417
4:45 - 5:00	27	23	29	9	65	36	10	21	12	50	63	23	368
5:00 - 5:15	37	22	35	7	84	42	27	10	8	49	91	11	423
5:15 - 5:30	36	24	38	6	93	52	14	17	2	43	79	25	429
2017 Volumes	**133**	**87**	**137**	**36**	**338**	**172**	**69**	**62**	**31**	**177**	**311**	**84**	**1637**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**135**	**88**	**139**	**37**	**343**	**175**	**70**	**63**	**31**	**180**	**316**	**85**	**1662**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**182**	**119**	**187**	**49**	**462**	**235**	**94**	**85**	**42**	**242**	**425**	**115**	**2237**
Percent Heavy Vehicle	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.95

(2) Main Street and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	4	21		1		5		47	4				82
7:45 - 8:00	4	32		0		3		68	0				107
8:00 - 8:15	1	33		0		4		36	0				74
8:15 - 8:30	4	20		0		2		26	1				53
2017 Volumes	**13**	**106**	**0**	**1**	**0**	**14**	**0**	**177**	**5**	**0**	**0**	**0**	**316**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**13**	**108**	**0**	**1**	**0**	**14**	**0**	**180**	**5**	**0**	**0**	**0**	**321**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**18**	**145**	**0**	**1**	**0**	**19**	**0**	**242**	**7**	**0**	**0**	**0**	**432**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.74
4:30 - 4:45	3	46		3		3		35	1				91
4:45 - 5:00	4	40		0		2		33	0				79
5:00 - 5:15	2	38		4		1		41	0				86
5:15 - 5:30	3	45		0		4		27	0				79
2017 Volumes	**12**	**169**	**0**	**7**	**0**	**10**	**0**	**136**	**1**	**0**	**0**	**0**	**335**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**12**	**172**	**0**	**7**	**0**	**10**	**0**	**138**	**1**	**0**	**0**	**0**	**340**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**16**	**231**	**0**	**10**	**0**	**14**	**0**	**186**	**1**	**0**	**0**	**0**	**458**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.92

Peak Hour Turning Movement Volumes

(3) Estate Drive/Cornflower Parkway and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	14	0	5	3	95	4	0	0	2	1	86	0	210
7:45 - 8:00	10	0	3	7	106	3	0	0	1	4	124	1	259
8:00 - 8:15	9	1	2	6	64	1	3	0	5	4	76	0	171
8:15 - 8:30	2	2	3	3	70	1	2	0	3	1	88	2	177
2017 Volumes	**35**	**3**	**13**	**19**	**335**	**9**	**5**	**0**	**11**	**10**	**374**	**3**	**817**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**36**	**3**	**13**	**19**	**340**	**9**	**5**	**0**	**11**	**10**	**380**	**3**	**829**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**48**	**4**	**18**	**26**	**458**	**12**	**7**	**0**	**15**	**14**	**511**	**4**	**1117**
Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%	0%	0%	-
												PHF =	0.79

4:30 - 4:45	8	1	6	4	144	13	2	1	5	7	109	5	305
4:45 - 5:00	5	1	2	4	112	15	1	0	1	4	101	0	246
5:00 - 5:15	8	0	0	1	130	11	1	1	6	9	126	0	293
5:15 - 5:30	8	1	5	1	146	17	1	2	4	10	106	2	303
2017 Volumes	**29**	**3**	**13**	**10**	**532**	**56**	**5**	**4**	**16**	**30**	**442**	**7**	**1147**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**29**	**3**	**13**	**10**	**540**	**57**	**5**	**4**	**16**	**30**	**449**	**7**	**1163**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**40**	**4**	**18**	**14**	**727**	**77**	**7**	**5**	**22**	**41**	**604**	**10**	**1569**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.95

(4) Cornflower Parkway and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	0		4		3	0				1	6		14
7:45 - 8:00	5		2		3	0				0	3		13
8:00 - 8:15	6		2		2	7				2	1		20
8:15 - 8:30	6		1		1	5				0	4		17
2017 Volumes	**17**	**0**	**9**	**0**	**9**	**12**	**0**	**0**	**0**	**3**	**14**	**0**	**64**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**17**	**0**	**9**	**0**	**9**	**12**	**0**	**0**	**0**	**3**	**14**	**0**	**64**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**23**	**0**	**12**	**0**	**12**	**16**	**0**	**0**	**0**	**4**	**19**	**0**	**86**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.80

4:30 - 4:45	8		1		5	7				1	2		24
4:45 - 5:00	3		2		2	2				0	3		12
5:00 - 5:15	1		1		4	7				1	3		17
5:15 - 5:30	4		0		3	5				1	1		14
2017 Volumes	**16**	**0**	**4**	**0**	**14**	**21**	**0**	**0**	**0**	**3**	**9**	**0**	**67**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**16**	**0**	**4**	**0**	**14**	**21**	**0**	**0**	**0**	**3**	**9**	**0**	**67**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**22**	**0**	**5**	**0**	**19**	**29**	**0**	**0**	**0**	**4**	**12**	**0**	**91**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.70

Appendix 2

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

201 Third Ave. SE Suite 500, PO Box 1803
Cedar Rapids, Iowa 52406-1803
Telephone (319) 364-0227
FAX (319) 364-1778

TRAFFIC SIGNAL WARRANTS – 2038 Future With Project

PROJECT NUMBER: 2172660 DATE: May 16, 2017
PROJECT NAME: Fareway Grocery Store – Cedar Falls
PREPARED BY: Shive-Hattery

Major Street: Greenhill Road — Critical Approach Speed: **45** mph
Minor Street: Estate Drive/Coneflower Parkway — Critical Approach Speed: **25** mph

Critical speed of major street traffic > 40mph ☐ RURAL (R)
In built up area of isolated community of < 10,000 population ☐ RURAL (R)
☒ URBAN (U)

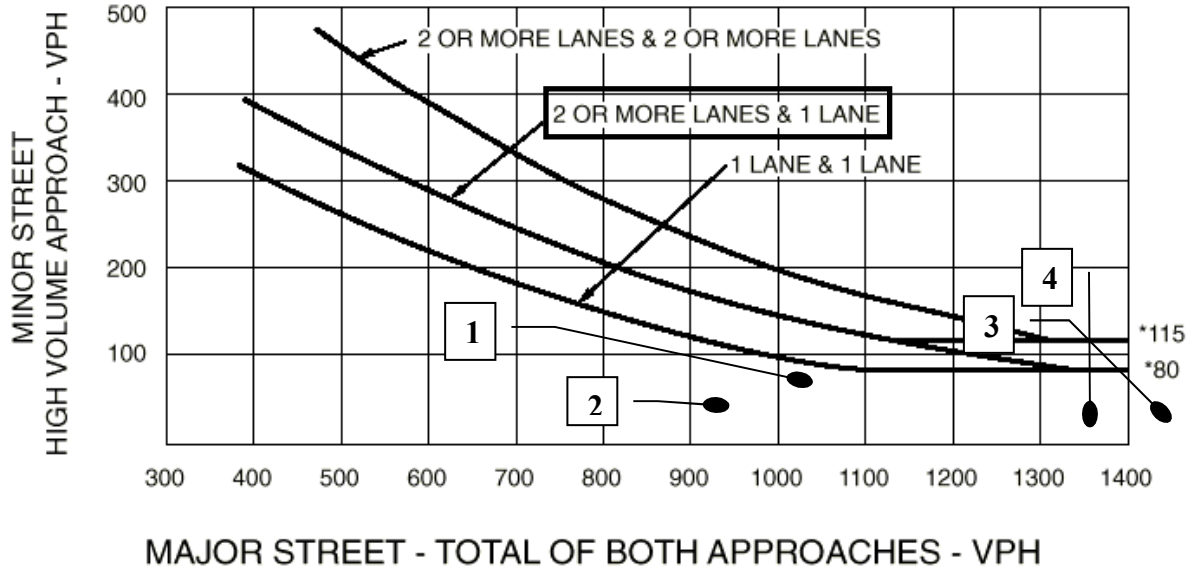
WARRANT 2 – Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

	APPROACH LANES		4-Hours			
APPROACH LANES	ONE	2 or MORE	7-8 AM	8-9 AM	4-5 PM	5-6 PM
Both Approaches – Major Street		**X**	**1022**	**922**	**1458**	**1360**
Highest Approach – Minor Street	**X**		**79**	**44**	**56**	**39**

*Refer to Figure-1 to determine if this warrant is satisfied.

FIGURE 1 - FOUR HOUR VEHICULAR VOLUME



*Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor street approach with one lane.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

1

Appendix 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	169	242	71	10	221	125	59	125	40	91	48	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	314	92	13	287	162	77	162	52	118	62	170
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	377	1254	361	501	514	290	475	499	160	219	130	253
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	956	2767	797	995	1135	640	1167	1379	443	380	359	699
Grp Volume(v), veh/h	219	203	203	13	0	449	77	0	214	350	0	0
Grp Sat Flow(s),veh/h/ln	956	1805	1759	995	0	1775	1167	0	1822	1438	0	0
Q Serve(g_s), s	12.9	4.1	4.2	0.5	0.0	11.0	0.0	0.0	5.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	23.9	4.1	4.2	4.7	0.0	11.0	3.8	0.0	5.0	12.5	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.36	1.00		0.24	0.34		0.49
Lane Grp Cap(c), veh/h	377	818	797	501	0	804	475	0	659	601	0	0
V/C Ratio(X)	0.58	0.25	0.25	0.03	0.00	0.56	0.16	0.00	0.32	0.58	0.00	0.00
Avail Cap(c_a), veh/h	387	835	814	511	0	821	475	0	659	601	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.7	10.0	10.0	11.5	0.0	11.9	13.3	0.0	13.7	16.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.2	0.2	0.0	0.0	0.8	0.7	0.0	1.3	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.1	2.1	0.1	0.0	5.5	1.0	0.0	2.7	5.5	0.0	0.0
LnGrp Delay(d),s/veh	22.7	10.2	10.2	11.5	0.0	12.7	14.1	0.0	15.0	20.1	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	C		
Approach Vol, veh/h		625			462			291			350	
Approach Delay, s/veh		14.6			12.7			14.8			20.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		32.4		27.0		32.4
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		7.0		25.9		14.5		13.0
Green Ext Time (p_c), s		3.5		1.0		2.3		5.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	14	177	5	13	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	239	7	18	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	243	0	0	246	0
Stage 1	243	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	593	801	-	-	1332	-
Stage 1	802	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	584	801	-	-	1332	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	782	1332	-
HCM Lane V/C Ratio	-	-	0.026	0.013	-
HCM Control Delay (s)	-	-	9.7	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	374	3	19	335	9	5	0	11	35	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	473	4	24	424	11	6	0	14	44	4	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	477	0	0	763	985	239	740	981	218
Stage 1	-	-	-	-	-	-	501	501	-	478	478	-
Stage 2	-	-	-	-	-	-	262	484	-	262	503	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1066	-	-	1096	-	-	297	250	768	309	251	792
Stage 1	-	-	-	-	-	-	526	546	-	543	559	-
Stage 2	-	-	-	-	-	-	726	555	-	726	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1096	-	-	277	239	768	293	240	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	239	-	293	240	-
Stage 1	-	-	-	-	-	-	517	537	-	534	543	-
Stage 2	-	-	-	-	-	-	685	539	-	701	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	12.5	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	768	1066	-	-	1096	-	-	344
HCM Lane V/C Ratio	0.023	0.018	0.012	-	-	0.022	-	-	0.188
HCM Control Delay (s)	18.3	9.8	8.4	0.1	-	8.4	0.1	-	17.9
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	14	9	12	17	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	18	11	15	21	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	44	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1601	-	-	-	972	1065
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	969	1065
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.7
HCM LOS			A

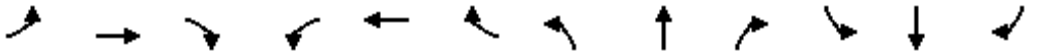
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1601	-	-	-	969	1065
HCM Lane V/C Ratio	0.002	-	-	-	0.022	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8	8.4
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	155	83	84	43	177	75	103	151
Average Queue (ft)	75	45	35	7	87	31	52	72
95th Queue (ft)	130	77	66	27	146	64	91	127
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	0						0	
Queuing Penalty (veh)	0						0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2017 Existing PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	177	311	84	36	338	172	69	62	31	133	87	137
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1893	1900
Adj Flow Rate, veh/h	186	327	88	38	356	181	73	65	33	140	92	144
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1294	343	501	545	277	485	426	216	259	170	215
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	882	2824	749	987	1189	604	1162	1190	604	493	475	601
Grp Volume(v), veh/h	186	207	208	38	0	537	73	0	98	376	0	0
Grp Sat Flow(s),veh/h/ln	882	1805	1768	987	0	1793	1162	0	1793	1569	0	0
Q Serve(g_s), s	12.4	4.2	4.3	1.5	0.0	13.9	0.0	0.0	2.2	8.9	0.0	0.0
Cycle Q Clear(g_c), s	26.3	4.2	4.3	5.8	0.0	13.9	3.4	0.0	2.2	11.9	0.0	0.0
Prop In Lane	1.00		0.42	1.00		0.34	1.00		0.34	0.37		0.38
Lane Grp Cap(c), veh/h	320	827	810	501	0	822	485	0	643	645	0	0
V/C Ratio(X)	0.58	0.25	0.26	0.08	0.00	0.65	0.15	0.00	0.15	0.58	0.00	0.00
Avail Cap(c_a), veh/h	320	827	810	501	0	822	485	0	643	645	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	9.9	10.0	11.8	0.0	12.6	13.4	0.0	13.1	16.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.2	0.2	0.1	0.0	1.9	0.7	0.0	0.5	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.1	2.1	0.4	0.0	7.1	0.9	0.0	1.2	5.9	0.0	0.0
LnGrp Delay(d),s/veh	25.4	10.1	10.1	11.8	0.0	14.4	14.1	0.0	13.6	19.9	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	B		
Approach Vol, veh/h		601			575			171			376	
Approach Delay, s/veh		14.8			14.3			13.8			19.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		33.0		27.0		33.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		5.4		28.3		13.9		15.9
Green Ext Time (p_c), s		3.0		0.0		2.0		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	10	136	1	12	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	148	1	13	184

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	358	148	0	0	149	0
Stage 1	148	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	644	904	-	-	1445	-
Stage 1	884	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	638	904	-	-	1445	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1445	-
HCM Lane V/C Ratio	-	-	0.024	0.009	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	442	7	10	532	56	5	4	16	29	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	465	7	11	560	59	5	4	17	31	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	473	0	0	835	1172	236	909	1147	309
Stage 1	-	-	-	-	-	-	532	532	-	611	611	-
Stage 2	-	-	-	-	-	-	303	640	-	298	536	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	971	-	-	1099	-	-	264	194	772	233	201	693
Stage 1	-	-	-	-	-	-	504	529	-	453	487	-
Stage 2	-	-	-	-	-	-	687	473	-	692	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	1099	-	-	244	182	772	214	189	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	182	-	214	189	-
Stage 1	-	-	-	-	-	-	481	505	-	433	480	-
Stage 2	-	-	-	-	-	-	659	466	-	641	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	14.5	21.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	772	971	-	-	1099	-	-	264
HCM Lane V/C Ratio	0.045	0.022	0.033	-	-	0.01	-	-	0.179
HCM Control Delay (s)	22.8	9.8	8.8	0.2	-	8.3	0.1	-	21.6
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	9	14	21	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	13	20	30	23	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	56	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	957	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	954	1044
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1570	-	-	-	954	1044
HCM Lane V/C Ratio	0.003	-	-	-	0.024	0.005
HCM Control Delay (s)	7.3	0	-	-	8.9	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	225	340	293	73	220	82	68	204
Average Queue (ft)	128	78	62	20	124	33	33	105
95th Queue (ft)	220	237	199	50	198	64	61	177
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	9							
Queuing Penalty (veh)	13							

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2018 AM Peak Hour No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	246	98	10	224	127	85	148	41	92	71	133
Future Volume (veh/h)	172	246	98	10	224	127	85	148	41	92	71	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	319	127	13	291	165	110	192	53	119	92	173
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	345	1051	410	458	469	266	488	525	145	218	165	237
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	950	2539	991	959	1132	642	1132	1434	396	337	452	647
Grp Volume(v), veh/h	223	225	221	13	0	456	110	0	245	384	0	0
Grp Sat Flow(s),veh/h/ln	950	1805	1725	959	0	1775	1132	0	1830	1435	0	0
Q Serve(g_s), s	10.6	4.2	4.3	0.5	0.0	10.1	0.0	0.0	4.9	7.0	0.0	0.0
Cycle Q Clear(g_c), s	20.7	4.2	4.3	4.8	0.0	10.1	4.8	0.0	4.9	11.9	0.0	0.0
Prop In Lane	1.00		0.57	1.00		0.36	1.00		0.22	0.31		0.45
Lane Grp Cap(c), veh/h	345	747	714	458	0	735	488	0	670	620	0	0
V/C Ratio(X)	0.65	0.30	0.31	0.03	0.00	0.62	0.23	0.00	0.37	0.62	0.00	0.00
Avail Cap(c_a), veh/h	345	747	714	458	0	735	488	0	670	620	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.2	9.8	9.8	11.4	0.0	11.6	11.6	0.0	11.6	13.8	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.2	0.2	0.0	0.0	1.6	1.1	0.0	1.5	4.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.1	2.1	0.1	0.0	5.3	1.2	0.0	2.7	5.4	0.0	0.0
LnGrp Delay(d),s/veh	24.4	10.0	10.1	11.5	0.0	13.2	12.6	0.0	13.1	18.4	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	B		
Approach Vol, veh/h		669			469			355			384	
Approach Delay, s/veh		14.8			13.1			13.0			18.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.8		26.2		23.8		26.2
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		18.3		20.7		18.3		20.7
Max Q Clear Time (g_c+I1), s		6.9		22.7		13.9		12.1
Green Ext Time (p_c), s		1.4		0.0		1.0		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	60	180	22	61	108
Future Vol, veh/h	17	60	180	22	61	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	81	243	30	82	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	568	258	0	0	273	0
Stage 1	258	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	488	786	-	-	1302	-
Stage 1	790	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	454	786	-	-	1302	-
Mov Cap-2 Maneuver	454	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	677	1302	-
HCM Lane V/C Ratio	-	-	0.154	0.063	-
HCM Control Delay (s)	-	-	11.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	380	3	33	340	9	5	1	25	36	4	13
Future Vol, veh/h	10	380	3	33	340	9	5	1	25	36	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	481	4	42	430	11	6	1	32	46	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	485	0	0	811	1034	243	787	1031	221
Stage 1	-	-	-	-	-	-	509	509	-	520	520	-
Stage 2	-	-	-	-	-	-	302	525	-	267	511	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1061	-	-	1088	-	-	274	234	764	286	235	789
Stage 1	-	-	-	-	-	-	520	541	-	512	535	-
Stage 2	-	-	-	-	-	-	688	533	-	721	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1061	-	-	1088	-	-	250	218	764	259	219	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	218	-	259	219	-
Stage 1	-	-	-	-	-	-	511	532	-	503	508	-
Stage 2	-	-	-	-	-	-	633	506	-	678	531	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	11.9	20.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	244	764	1061	-	-	1088	-	-	305
HCM Lane V/C Ratio	0.031	0.041	0.012	-	-	0.038	-	-	0.22
HCM Control Delay (s)	20.2	9.9	8.4	0.1	-	8.4	0.2	-	20.1
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	28	23	12	11	4
Future Vol, veh/h	18	28	23	12	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	35	29	15	14	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	118	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	883	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	870	1041
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1577	-	-	-	870	1041
HCM Lane V/C Ratio	0.014	-	-	-	0.016	0.005
HCM Control Delay (s)	7.3	0	-	-	9.2	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	172	81	82	39	164	91	122	172
Average Queue (ft)	80	43	38	7	80	37	56	79
95th Queue (ft)	139	74	71	28	137	72	103	138
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	0					0	0	
Queuing Penalty (veh)	0					0	0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2018 AM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	262	94	17	213	127	93	165	46	103	70	133
Future Volume (veh/h)	172	262	94	17	213	127	93	165	46	103	70	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	340	122	22	277	165	121	214	60	134	91	173
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	339	1018	359	440	432	257	493	524	147	232	152	212
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	962	2618	924	945	1110	661	1133	1429	401	340	413	579
Grp Volume(v), veh/h	223	233	229	22	0	442	121	0	274	398	0	0
Grp Sat Flow(s),veh/h/ln	962	1805	1737	945	0	1771	1133	0	1829	1332	0	0
Q Serve(g_s), s	8.4	4.1	4.2	0.8	0.0	9.1	0.0	0.0	5.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	17.5	4.1	4.2	4.9	0.0	9.1	4.8	0.0	5.0	12.6	0.0	0.0
Prop In Lane	1.00		0.53	1.00		0.37	1.00		0.22	0.34		0.43
Lane Grp Cap(c), veh/h	339	702	675	440	0	689	493	0	671	595	0	0
V/C Ratio(X)	0.66	0.33	0.34	0.05	0.00	0.64	0.25	0.00	0.41	0.67	0.00	0.00
Avail Cap(c_a), veh/h	339	702	675	440	0	689	493	0	671	595	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	9.6	9.7	11.4	0.0	11.2	10.5	0.0	10.6	13.1	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.3	0.3	0.0	0.0	2.0	1.2	0.0	1.8	5.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.1	2.0	0.2	0.0	4.8	1.3	0.0	2.9	5.4	0.0	0.0
LnGrp Delay(d),s/veh	23.8	9.9	10.0	11.5	0.0	13.2	11.7	0.0	12.5	19.0	0.0	0.0
LnGrp LOS	C	A	A	B		B	B		B	B		
Approach Vol, veh/h		685			464			395			398	
Approach Delay, s/veh		14.4			13.1			12.2			19.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		23.0		22.0		23.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		16.5		17.5		16.5		17.5
Max Q Clear Time (g_c+I1), s		7.0		19.5		14.6		11.1
Green Ext Time (p_c), s		1.5		0.0		0.5		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	71	188	22	34	113
Future Vol, veh/h	17	71	188	22	34	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	96	254	30	46	153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	514	269	0	0	284	0
Stage 1	269	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	524	775	-	-	1290	-
Stage 1	781	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	775	-	-	1290	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	702	1290	-
HCM Lane V/C Ratio	-	-	0.169	0.036	-
HCM Control Delay (s)	-	-	11.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	373	44	44	336	9	5	1	36	36	3	14
Future Vol, veh/h	11	373	44	44	336	9	5	1	36	36	3	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	472	56	56	425	11	6	1	46	46	4	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	436	0	0	528	0	0	855	1076	264	808	1099	218
Stage 1	-	-	-	-	-	-	528	528	-	543	543	-
Stage 2	-	-	-	-	-	-	327	548	-	265	556	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1065	-	-	1049	-	-	255	221	741	276	214	792
Stage 1	-	-	-	-	-	-	507	531	-	497	523	-
Stage 2	-	-	-	-	-	-	665	520	-	723	516	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1049	-	-	229	201	741	240	195	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	201	-	240	195	-
Stage 1	-	-	-	-	-	-	497	521	-	488	486	-
Stage 2	-	-	-	-	-	-	599	483	-	664	506	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.1	11.8	21.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	741	1065	-	-	1049	-	-	290
HCM Lane V/C Ratio	0.034	0.061	0.013	-	-	0.053	-	-	0.231
HCM Control Delay (s)	21.6	10.2	8.4	0.1	-	8.6	0.2	-	21.1
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.2	-	-	0.9

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	32	30	12	17	9
Future Vol, veh/h	29	32	30	12	17	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	40	38	15	21	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	158	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1566	-	-	-	838	1029
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	818	1029
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1566	-	-	-	818	1029
HCM Lane V/C Ratio	0.023	-	-	-	0.026	0.011
HCM Control Delay (s)	7.4	0	-	-	9.5	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	163	86	91	34	168	100	104	168
Average Queue (ft)	77	39	40	11	76	39	56	82
95th Queue (ft)	138	70	73	33	132	77	92	142
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)						0	0	
Queuing Penalty (veh)						0	0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2018 PM Peak Hour No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	316	118	37	343	175	102	89	31	135	115	139
Future Volume (veh/h)	180	316	118	37	343	175	102	89	31	135	115	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1893	1900
Adj Flow Rate, veh/h	189	333	124	39	361	184	107	94	33	142	121	146
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	309	1154	422	475	529	270	472	477	167	250	197	199
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	875	2590	948	949	1188	605	1130	1345	472	458	555	562
Grp Volume(v), veh/h	189	230	227	39	0	545	107	0	127	409	0	0
Grp Sat Flow(s),veh/h/ln	875	1805	1733	949	0	1793	1130	0	1817	1574	0	0
Q Serve(g_s), s	11.2	4.5	4.6	1.5	0.0	13.3	0.0	0.0	2.7	9.4	0.0	0.0
Cycle Q Clear(g_c), s	24.5	4.5	4.6	6.1	0.0	13.3	5.0	0.0	2.7	12.2	0.0	0.0
Prop In Lane	1.00		0.55	1.00		0.34	1.00		0.26	0.35		0.36
Lane Grp Cap(c), veh/h	309	804	772	475	0	799	472	0	644	646	0	0
V/C Ratio(X)	0.61	0.29	0.29	0.08	0.00	0.68	0.23	0.00	0.20	0.63	0.00	0.00
Avail Cap(c_a), veh/h	309	804	772	475	0	799	472	0	644	646	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	9.7	9.7	11.7	0.0	12.1	13.1	0.0	12.3	15.3	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.2	0.2	0.1	0.0	2.4	1.1	0.0	0.7	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.2	2.2	0.4	0.0	7.0	1.3	0.0	1.5	6.2	0.0	0.0
LnGrp Delay(d),s/veh	25.8	9.9	9.9	11.7	0.0	14.5	14.2	0.0	13.0	19.9	0.0	0.0
LnGrp LOS	C	A	A	B		B	B		B	B		
Approach Vol, veh/h		646			584			234			409	
Approach Delay, s/veh		14.6			14.4			13.5			19.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		30.0		25.0		30.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		19.5		24.5		19.5		24.5
Max Q Clear Time (g_c+I1), s		7.0		26.5		14.2		15.3
Green Ext Time (p_c), s		0.8		0.0		1.2		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	68	138	22	72	172
Future Vol, veh/h	27	68	138	22	72	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	74	150	24	78	187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	505	162	0	0	174	0
Stage 1	162	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	530	888	-	-	1415	-
Stage 1	872	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	888	-	-	1415	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	2.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	726	1415	-
HCM Lane V/C Ratio	-	-	0.142	0.055	-
HCM Control Delay (s)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	449	7	28	540	57	5	5	33	29	4	13
Future Vol, veh/h	30	449	7	28	540	57	5	5	33	29	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	473	7	29	568	60	5	5	35	31	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	480	0	0	885	1227	240	959	1200	314
Stage 1	-	-	-	-	-	-	541	541	-	656	656	-
Stage 2	-	-	-	-	-	-	344	686	-	303	544	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	964	-	-	1093	-	-	243	180	767	214	187	688
Stage 1	-	-	-	-	-	-	498	524	-	426	465	-
Stage 2	-	-	-	-	-	-	650	451	-	687	522	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	964	-	-	1093	-	-	219	165	767	187	171	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	165	-	187	171	-
Stage 1	-	-	-	-	-	-	476	500	-	407	446	-
Stage 2	-	-	-	-	-	-	605	433	-	620	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	13.5	24.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	767	964	-	-	1093	-	-	233
HCM Lane V/C Ratio	0.056	0.045	0.033	-	-	0.027	-	-	0.208
HCM Control Delay (s)	25.3	9.9	8.9	0.2	-	8.4	0.2	-	24.5
HCM Lane LOS	D	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	26	14	21	10	0
Future Vol, veh/h	21	26	14	21	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	37	20	30	14	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	132	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	867	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	850	1044
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	9.3
HCM LOS			A

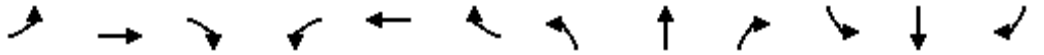
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1570	-	-	-	850	-
HCM Lane V/C Ratio	0.019	-	-	-	0.017	-
HCM Control Delay (s)	7.3	0	-	-	9.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	-

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	229	408	347	72	293	98	93	261
Average Queue (ft)	149	136	113	21	143	50	41	131
95th Queue (ft)	257	390	345	52	238	88	78	215
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	23	0				0	0	
Queuing Penalty (veh)	36	0				0	0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2018 PM Peak Hour Buildout



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	325	131	61	323	175	144	107	55	149	120	139
Future Volume (veh/h)	180	325	131	61	323	175	144	107	55	149	120	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1894	1900
Adj Flow Rate, veh/h	189	342	138	64	340	184	152	113	58	157	126	146
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	1093	434	449	502	272	463	435	223	255	187	182
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	892	2526	1002	929	1161	628	1125	1185	608	451	510	496
Grp Volume(v), veh/h	189	243	237	64	0	524	152	0	171	429	0	0
Grp Sat Flow(s),veh/h/ln	892	1805	1723	929	0	1789	1125	0	1793	1457	0	0
Q Serve(g_s), s	10.9	4.8	5.0	2.7	0.0	12.9	0.0	0.0	3.7	11.1	0.0	0.0
Cycle Q Clear(g_c), s	23.8	4.8	5.0	7.7	0.0	12.9	7.9	0.0	3.7	14.8	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.35	1.00		0.34	0.37		0.34
Lane Grp Cap(c), veh/h	307	781	746	449	0	774	463	0	658	625	0	0
V/C Ratio(X)	0.61	0.31	0.32	0.14	0.00	0.68	0.33	0.00	0.26	0.69	0.00	0.00
Avail Cap(c_a), veh/h	307	781	746	449	0	774	463	0	658	625	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	10.2	10.3	12.8	0.0	12.5	13.5	0.0	12.2	15.8	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.2	0.2	0.1	0.0	2.4	1.9	0.0	1.0	6.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.4	2.4	0.7	0.0	6.8	2.0	0.0	2.0	6.9	0.0	0.0
LnGrp Delay(d),s/veh	26.0	10.4	10.5	12.9	0.0	14.9	15.4	0.0	13.1	21.9	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	C		
Approach Vol, veh/h		669			588			323			429	
Approach Delay, s/veh		14.9			14.7			14.2			21.9	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.7		29.3		25.7		29.3
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		20.2		23.8		20.2		23.8
Max Q Clear Time (g_c+I1), s		9.9		25.8		16.8		14.9
Green Ext Time (p_c), s		1.1		0.0		0.9		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	77	152	22	39	186
Future Vol, veh/h	27	77	152	22	39	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	84	165	24	42	202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	463	177	0	0	189	0
Stage 1	177	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	561	871	-	-	1397	-
Stage 1	859	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	542	871	-	-	1397	-
Mov Cap-2 Maneuver	542	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	752	1397	-
HCM Lane V/C Ratio	-	-	0.15	0.03	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	452	50	37	543	57	5	5	42	29	4	14
Future Vol, veh/h	31	452	50	37	543	57	5	5	42	29	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	476	53	39	572	60	5	5	44	31	4	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	632	0	0	529	0	0	935	1279	265	987	1275	316
Stage 1	-	-	-	-	-	-	569	569	-	680	680	-
Stage 2	-	-	-	-	-	-	366	710	-	307	595	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	960	-	-	1048	-	-	223	167	739	205	168	686
Stage 1	-	-	-	-	-	-	479	509	-	412	454	-
Stage 2	-	-	-	-	-	-	631	440	-	683	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	960	-	-	1048	-	-	197	150	739	173	151	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	150	-	173	151	-
Stage 1	-	-	-	-	-	-	456	484	-	392	428	-
Stage 2	-	-	-	-	-	-	576	414	-	604	472	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	13.5	26.2
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	170	739	960	-	-	1048	-	-	219
HCM Lane V/C Ratio	0.062	0.06	0.034	-	-	0.037	-	-	0.226
HCM Control Delay (s)	27.6	10.2	8.9	0.2	-	8.6	0.2	-	26.2
HCM Lane LOS	D	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	38	44	21	16	4
Future Vol, veh/h	30	38	44	21	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	54	63	30	23	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	218	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1514	-	-	-	775	988
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	753	988
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1514	-	-	-	753	988
HCM Lane V/C Ratio	0.028	-	-	-	0.03	0.006
HCM Control Delay (s)	7.4	0	-	-	9.9	8.7
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	219	288	268	86	248	131	106	280
Average Queue (ft)	124	91	81	32	128	59	51	143
95th Queue (ft)	222	279	236	64	206	103	92	255
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	12					0	0	
Queuing Penalty (veh)	19					0	0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2038 AM Peak Hour No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	331	123	14	302	171	106	192	55	124	88	179
Future Volume (veh/h)	231	331	123	14	302	171	106	192	55	124	88	179
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	338	126	14	308	174	108	196	56	127	90	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	383	758	278	318	426	235	520	400	114	441	553	470
Arrive On Green	0.12	0.29	0.29	0.01	0.19	0.19	0.06	0.28	0.28	0.07	0.29	0.29
Sat Flow, veh/h	1810	2589	949	1810	2233	1232	1810	1422	406	1810	1900	1615
Grp Volume(v), veh/h	236	234	230	14	246	236	108	0	252	127	90	183
Grp Sat Flow(s),veh/h/ln	1810	1805	1733	1810	1794	1671	1810	0	1828	1810	1900	1615
Q Serve(g_s), s	6.0	6.4	6.5	0.4	7.8	8.0	2.5	0.0	6.9	2.9	2.1	5.5
Cycle Q Clear(g_c), s	6.0	6.4	6.5	0.4	7.8	8.0	2.5	0.0	6.9	2.9	2.1	5.5
Prop In Lane	1.00		0.55	1.00		0.74	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	383	529	508	318	342	319	520	0	515	441	553	470
V/C Ratio(X)	0.62	0.44	0.45	0.04	0.72	0.74	0.21	0.00	0.49	0.29	0.16	0.39
Avail Cap(c_a), veh/h	383	568	545	413	475	443	542	0	515	445	553	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	17.3	17.4	19.2	22.9	23.0	13.8	0.0	18.1	14.0	15.9	17.1
Incr Delay (d2), s/veh	3.0	0.6	0.6	0.1	3.2	4.2	0.2	0.0	3.3	0.4	0.6	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.2	3.2	0.2	4.1	4.0	1.3	0.0	4.0	1.5	1.2	2.7
LnGrp Delay(d),s/veh	19.2	17.9	18.0	19.3	26.1	27.2	14.0	0.0	21.4	14.4	16.6	19.5
LnGrp LOS	B	B	B	B	C	C	B		C	B	B	B
Approach Vol, veh/h		700			496			360			400	
Approach Delay, s/veh		18.4			26.4			19.2			17.2	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	22.5	4.8	23.2	9.3	23.1	11.0	17.0
Change Period (Y+Rc), s	5.5	5.5	4.0	5.5	5.5	5.5	4.0	5.5
Max Green Setting (Gmax), s	4.5	17.0	4.0	19.0	4.5	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	4.9	8.9	2.4	8.5	4.5	7.5	8.0	10.0
Green Ext Time (p_c), s	0.0	0.9	0.0	2.0	0.0	0.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	65	242	24	66	145
Future Vol, veh/h	17	65	242	24	66	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	66	247	24	67	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	541	259	0	0	271	0
Stage 1	259	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	506	785	-	-	1304	-
Stage 1	789	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	478	785	-	-	1304	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1304	-
HCM Lane V/C Ratio	-	-	0.121	0.052	-
HCM Control Delay (s)	-	-	10.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	511	4	40	458	12	7	1	29	48	5	18
Future Vol, veh/h	14	511	4	40	458	12	7	1	29	48	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	521	4	41	467	12	7	1	30	49	5	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	479	0	0	525	0	0	867	1110	261	844	1108	240
Stage 1	-	-	-	-	-	-	549	549	-	555	555	-
Stage 2	-	-	-	-	-	-	318	561	-	289	553	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1025	-	-	1052	-	-	250	211	744	260	212	767
Stage 1	-	-	-	-	-	-	493	520	-	489	516	-
Stage 2	-	-	-	-	-	-	673	513	-	700	518	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	1052	-	-	230	200	744	239	201	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	200	-	239	201	-
Stage 1	-	-	-	-	-	-	486	513	-	482	496	-
Stage 2	-	-	-	-	-	-	625	493	-	662	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	12.5	20.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	226	744	1025	-	-	1052	-	-	239	476
HCM Lane V/C Ratio	0.036	0.04	0.014	-	-	0.039	-	-	0.205	0.049
HCM Control Delay (s)	21.5	10	8.6	-	-	8.6	-	-	23.9	13
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.8	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	33	26	16	17	7
Future Vol, veh/h	19	33	26	16	17	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	34	27	16	17	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	107	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1579	-	-	-	895	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1579	-	-	-	884	1044
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1579	-	-	-	884	1044
HCM Lane V/C Ratio	0.012	-	-	-	0.02	0.007
HCM Control Delay (s)	7.3	0	-	-	9.2	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	180	127	173	40	113	155	134	210	101	96	94
Average Queue (ft)	84	30	90	11	67	77	45	86	42	35	43
95th Queue (ft)	144	91	153	33	107	132	92	154	81	75	73
Link Distance (ft)		1196	1196	734	734	734		397	984	984	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	0						0	1			
Queuing Penalty (veh)	0						0	1			

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2038 AM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	347	119	20	287	171	114	213	60	135	87	179
Future Volume (veh/h)	232	347	119	20	287	171	114	213	60	135	87	179
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	237	354	121	20	293	174	116	217	61	138	89	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	331	873	294	331	721	417	571	422	119	176	620	527
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.07	0.30	0.30	0.10	0.33	0.33
Sat Flow, veh/h	941	2654	894	934	2191	1267	1810	1428	401	1810	1900	1615
Grp Volume(v), veh/h	237	239	236	20	238	229	116	0	278	138	89	183
Grp Sat Flow(s),veh/h/ln	941	1805	1742	934	1794	1665	1810	0	1829	1810	1900	1615
Q Serve(g_s), s	13.2	6.1	6.2	1.0	6.1	6.3	2.6	0.0	7.5	4.4	2.0	5.1
Cycle Q Clear(g_c), s	19.5	6.1	6.2	7.2	6.1	6.3	2.6	0.0	7.5	4.4	2.0	5.1
Prop In Lane	1.00		0.51	1.00		0.76	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	331	594	573	331	590	548	571	0	540	176	620	527
V/C Ratio(X)	0.72	0.40	0.41	0.06	0.40	0.42	0.20	0.00	0.51	0.78	0.14	0.35
Avail Cap(c_a), veh/h	331	594	573	331	590	548	616	0	540	198	620	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	15.4	15.4	18.2	15.4	15.5	12.9	0.0	17.3	26.1	14.1	15.2
Incr Delay (d2), s/veh	7.3	0.4	0.5	0.1	0.4	0.5	0.2	0.0	3.5	16.6	0.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	3.1	3.0	0.3	3.1	2.9	1.3	0.0	4.3	3.0	1.1	2.5
LnGrp Delay(d),s/veh	31.1	15.8	15.9	18.3	15.8	16.0	13.1	0.0	20.8	42.8	14.6	17.0
LnGrp LOS	C	B	B	B	B	B	B		C	D	B	B
Approach Vol, veh/h		712			487			394			410	
Approach Delay, s/veh		20.9			16.0			18.5			25.2	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	23.0		25.0	9.4	24.8		25.0
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	6.5	17.5		19.5	5.4	18.6		19.5
Max Q Clear Time (g_c+I1), s	6.4	9.5		21.5	4.6	7.1		9.2
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	0.8		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	80	250	24	39	150
Future Vol, veh/h	17	80	250	24	39	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	82	255	24	40	153

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	500	267	0	0	279	0
Stage 1	267	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	534	777	-	-	1295	-
Stage 1	782	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	516	777	-	-	1295	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1295	-
HCM Lane V/C Ratio	-	-	0.139	0.031	-
HCM Control Delay (s)	-	-	10.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	501	46	54	450	12	7	1	44	48	5	19
Future Vol, veh/h	14	501	46	54	450	12	7	1	44	48	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	511	47	55	459	12	7	1	45	49	5	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	471	0	0	558	0	0	881	1120	256	859	1161	236
Stage 1	-	-	-	-	-	-	539	539	-	575	575	-
Stage 2	-	-	-	-	-	-	342	581	-	284	586	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1033	-	-	1023	-	-	244	208	749	253	197	772
Stage 1	-	-	-	-	-	-	499	525	-	475	506	-
Stage 2	-	-	-	-	-	-	652	503	-	705	500	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1033	-	-	1023	-	-	221	194	749	225	184	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	194	-	225	184	-
Stage 1	-	-	-	-	-	-	492	518	-	468	479	-
Stage 2	-	-	-	-	-	-	595	476	-	652	493	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	12	21.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	217	749	1033	-	-	1023	-	-	225	463
HCM Lane V/C Ratio	0.038	0.06	0.014	-	-	0.054	-	-	0.218	0.053
HCM Control Delay (s)	22.2	10.1	8.5	-	-	8.7	-	-	25.4	13.2
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.2	-	-	0.8	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	37	33	16	23	12
Future Vol, veh/h	34	37	33	16	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	38	34	16	23	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	150	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	847	1034
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	828	1034
Mov Cap-2 Maneuver	-	-	-	-	828	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1570	-	-	-	828	1034
HCM Lane V/C Ratio	0.022	-	-	-	0.028	0.012
HCM Control Delay (s)	7.3	0	-	-	9.5	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	229	356	277	62	114	135	154	205	161	73	76
Average Queue (ft)	164	111	111	14	57	67	49	100	67	29	40
95th Queue (ft)	266	330	203	42	96	116	102	173	123	62	69
Link Distance (ft)		1196	1196	734	734	734		397	984	984	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	25	0						3			
Queuing Penalty (veh)	43	0						4			

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2038 PM Peak Hour No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	425	148	49	462	235	126	111	42	182	146	187
Future Volume (veh/h)	242	425	148	49	462	235	126	111	42	182	146	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1881
Adj Flow Rate, veh/h	247	434	151	50	471	240	129	113	43	186	149	191
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	1
Cap, veh/h	340	815	281	323	551	279	448	356	135	480	515	433
Arrive On Green	0.11	0.31	0.31	0.04	0.24	0.24	0.06	0.27	0.27	0.06	0.27	0.27
Sat Flow, veh/h	1810	2636	909	1810	2322	1176	1810	1312	499	1810	1900	1599
Grp Volume(v), veh/h	247	296	289	50	366	345	129	0	156	186	149	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1740	1810	1805	1693	1810	0	1812	1810	1900	1599
Q Serve(g_s), s	6.3	8.7	8.8	1.3	12.4	12.6	3.3	0.0	4.4	4.1	4.0	6.4
Cycle Q Clear(g_c), s	6.3	8.7	8.8	1.3	12.4	12.6	3.3	0.0	4.4	4.1	4.0	6.4
Prop In Lane	1.00		0.52	1.00		0.69	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	340	558	538	323	428	401	448	0	491	480	515	433
V/C Ratio(X)	0.73	0.53	0.54	0.15	0.85	0.86	0.29	0.00	0.32	0.39	0.29	0.44
Avail Cap(c_a), veh/h	340	558	538	370	450	422	448	0	491	480	515	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	18.3	18.4	17.6	23.4	23.5	15.4	0.0	18.7	16.6	18.5	19.4
Incr Delay (d2), s/veh	7.5	1.0	1.1	0.2	14.3	15.9	0.4	0.0	1.7	0.5	1.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.4	4.4	0.7	7.9	7.6	1.7	0.0	2.4	0.7	2.3	3.2
LnGrp Delay(d),s/veh	24.1	19.3	19.4	17.8	37.7	39.3	15.8	0.0	20.4	17.1	19.9	22.6
LnGrp LOS	C	B	B	B	D	D	B		C	B	B	C
Approach Vol, veh/h		832			761			285			526	
Approach Delay, s/veh		20.8			37.1			18.3			19.9	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	22.9	6.4	25.4	9.6	22.9	11.0	20.7
Change Period (Y+Rc), s	5.5	5.5	4.0	5.5	5.5	5.5	4.0	5.5
Max Green Setting (Gmax), s	4.1	17.4	4.0	19.0	4.1	17.4	7.0	16.0
Max Q Clear Time (g_c+I1), s	6.1	6.4	3.3	10.8	5.3	8.4	8.3	14.6
Green Ext Time (p_c), s	0.0	0.6	0.0	2.3	0.0	1.0	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	25.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	72	186	22	76	231
Future Vol, veh/h	30	72	186	22	76	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	73	190	22	78	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	593	201	0	0	212	0
Stage 1	201	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	472	845	-	-	1370	-
Stage 1	838	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	441	845	-	-	1370	-
Mov Cap-2 Maneuver	441	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	666	1370	-
HCM Lane V/C Ratio	-	-	0.156	0.057	-
HCM Control Delay (s)	-	-	11.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	604	10	32	727	77	7	6	39	40	5	18
Future Vol, veh/h	41	604	10	32	727	77	7	6	39	40	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	616	10	33	742	79	7	6	40	41	5	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	821	0	0	626	0	0	1140	1587	308	1243	1558	411
Stage 1	-	-	-	-	-	-	700	700	-	848	848	-
Stage 2	-	-	-	-	-	-	440	887	-	395	710	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	817	-	-	965	-	-	158	109	694	133	114	596
Stage 1	-	-	-	-	-	-	401	444	-	327	380	-
Stage 2	-	-	-	-	-	-	571	365	-	607	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	817	-	-	965	-	-	138	100	694	112	105	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	100	-	112	105	-
Stage 1	-	-	-	-	-	-	381	421	-	310	367	-
Stage 2	-	-	-	-	-	-	527	353	-	535	418	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	17.8	41.2
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	117	694	817	-	-	965	-	-	112	296
HCM Lane V/C Ratio	0.113	0.057	0.051	-	-	0.034	-	-	0.364	0.079
HCM Control Delay (s)	39.7	10.5	9.6	-	-	8.9	-	-	54.5	18.2
HCM Lane LOS	E	B	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.4	0.2	0.2	-	-	0.1	-	-	1.5	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	29	37	29	16	1
Future Vol, veh/h	22	29	37	29	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	30	38	30	16	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	127	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1546	-	-	-	872	1020
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	860	1020
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1546	-	-	-	860	1020
HCM Lane V/C Ratio	0.015	-	-	-	0.019	0.001
HCM Control Delay (s)	7.4	0	-	-	9.3	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	208	217	220	58	200	261	124	128	126	133	108
Average Queue (ft)	101	66	124	25	109	130	50	57	61	55	47
95th Queue (ft)	181	156	187	51	168	210	97	105	107	103	81
Link Distance (ft)		1196	1196	734	734	734		397	984	984	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	1	0					0	0			
Queuing Penalty (veh)	2	0					0	0			

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Fareway Grocery - Cedar Falls
2038 PM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	431	164	78	435	236	175	129	70	196	151	187
Future Volume (veh/h)	242	431	164	78	435	236	175	129	70	196	151	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1890	1900
Adj Flow Rate, veh/h	247	440	167	80	444	241	179	132	71	200	154	191
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	331	1119	421	365	988	532	306	308	165	423	199	246
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.07	0.26	0.26	0.06	0.26	0.26
Sat Flow, veh/h	769	2568	966	826	2268	1221	1810	1164	626	1810	768	953
Grp Volume(v), veh/h	247	308	299	80	353	332	179	0	203	200	0	345
Grp Sat Flow(s),veh/h/ln	769	1805	1730	826	1805	1684	1810	0	1790	1810	0	1721
Q Serve(g_s), s	20.8	8.1	8.3	5.1	9.6	9.7	4.9	0.0	6.6	4.5	0.0	13.0
Cycle Q Clear(g_c), s	30.5	8.1	8.3	13.4	9.6	9.7	4.9	0.0	6.6	4.5	0.0	13.0
Prop In Lane	1.00		0.56	1.00		0.73	1.00		0.35	1.00		0.55
Lane Grp Cap(c), veh/h	331	786	754	365	786	734	306	0	473	423	0	445
V/C Ratio(X)	0.75	0.39	0.40	0.22	0.45	0.45	0.58	0.00	0.43	0.47	0.00	0.78
Avail Cap(c_a), veh/h	331	786	754	365	786	734	306	0	473	423	0	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	13.4	13.5	18.0	13.9	13.9	19.5	0.0	21.4	19.6	0.0	24.1
Incr Delay (d2), s/veh	8.9	0.3	0.3	0.3	0.4	0.4	2.9	0.0	2.8	0.8	0.0	12.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	4.1	4.0	1.2	4.8	4.5	1.2	0.0	3.6	2.9	0.0	7.7
LnGrp Delay(d),s/veh	34.3	13.8	13.8	18.3	14.3	14.3	22.4	0.0	24.2	20.4	0.0	36.5
LnGrp LOS	C	B	B	B	B	B	C		C	C		D
Approach Vol, veh/h		854			765			382			545	
Approach Delay, s/veh		19.7			14.7			23.3			30.6	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	24.0		36.0	10.4	23.6		36.0
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	4.5	18.5		30.5	4.9	18.1		30.5
Max Q Clear Time (g_c+I1), s	6.5	8.6		32.5	6.9	15.0		15.4
Green Ext Time (p_c), s	0.0	0.7		0.0	0.0	0.6		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.1
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	84	200	22	43	246
Future Vol, veh/h	29	84	200	22	43	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	86	204	22	44	251

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	215	0	0	226	0
Stage 1	215	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	497	830	-	-	1354	-
Stage 1	826	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	478	830	-	-	1354	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	1354	-
HCM Lane V/C Ratio	-	-	0.165	0.032	-
HCM Control Delay (s)	-	-	11.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	605	56	44	727	77	7	6	51	39	5	19
Future Vol, veh/h	44	605	56	44	727	77	7	6	51	39	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	617	57	45	742	79	7	6	52	40	5	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	821	0	0	674	0	0	1171	1618	309	1274	1636	411
Stage 1	-	-	-	-	-	-	707	707	-	872	872	-
Stage 2	-	-	-	-	-	-	464	911	-	402	764	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	817	-	-	927	-	-	150	104	693	126	102	596
Stage 1	-	-	-	-	-	-	397	441	-	316	371	-
Stage 2	-	-	-	-	-	-	553	356	-	601	416	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	817	-	-	927	-	-	128	93	693	102	92	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	128	93	-	102	92	-
Stage 1	-	-	-	-	-	-	375	417	-	299	353	-
Stage 2	-	-	-	-	-	-	502	339	-	518	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	17.1	45.3
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	109	693	817	-	-	927	-	-	102	278
HCM Lane V/C Ratio	0.122	0.075	0.055	-	-	0.048	-	-	0.39	0.088
HCM Control Delay (s)	42.6	10.6	9.7	-	-	9.1	-	-	61.3	19.2
HCM Lane LOS	E	B	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.4	0.2	0.2	-	-	0.2	-	-	1.6	0.3

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	44	49	28	22	5
Future Vol, veh/h	34	44	49	28	22	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	45	50	29	22	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	79	0	-	0	180	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1532	-	-	-	814	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	795	1005
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1532	-	-	-	795	1005
HCM Lane V/C Ratio	0.023	-	-	-	0.028	0.005
HCM Control Delay (s)	7.4	0	-	-	9.7	8.6
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	230	504	412	137	134	181	145	168	162	223
Average Queue (ft)	188	234	196	55	76	88	74	77	75	130
95th Queue (ft)	280	552	405	115	124	150	120	134	132	213
Link Distance (ft)		1209	1209	734	734	734		397	987	987
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	205						130			
Storage Blk Time (%)	48	0					0	1		
Queuing Penalty (veh)	104	0					0	2		

WES & BONNIE POLEY 109 Cordoba Ave. ~ Cedar Falls, IA 50613 ~ 319/266-3423 ~ poley@cfu.net

February 15, 2018

City Council/Mayor
c/o Dept. of Community Development
220 Clay St.
Cedar Falls, IA 50613

Re: Kwik Star, Fareway projects

To the Council Members and Mayor Brown:

Thank you for notification that the *Site Plan Review* for the SE corner of Greenhill Rd. and S. Main St. is on the agenda for the 2/19/18 meeting. We live about a block south of the area at the corner of Cordoba and S. Main and have concerns.

First, we are frequent customers of both Kwik Star and Fareway and appreciate both businesses.

Our primary concern, along with many of our neighbors, is the intersection of Greenhill and Main St. We travel through this intersection several times a day and it often feels like dodge 'em while coming from the south trying to turn left on to the single lane of Greenhill. It is extremely unsafe, especially for north and south bound traffic. It's good the city observed the intersection for a time, but until it is experienced on a regular basis, it's impossible to understand what a safety issue this is, particularly considering the large senior citizen population (ourselves included!) in the area. At minimum, as a *temporary* measure, north and south traffic should alternately stop and go (similar to Cedar Heights/Greenhill and 12th/Main). We strongly believe this safety issue must be addressed very soon; definitely before any additional development is approved and the Public Safety building construction begins.

While we won't be directly affected, we are very concerned for our neighbors north of Greenhill and along Balboa who will have their lives and property adversely affected by the lighting, traffic, noise, litter, etc. generated by these two businesses, particularly a 24/7 convenience store operation.

When the Pinnacle Prairie plans were initially proposed by Lockard, we were pleased to see the commercial area was in the middle of the development, away from existing residences. It was located where people could choose to build up to it. Now because the businesses (gym, theaters, city center) fell through, the commercial sites have been pushed to the perimeter adjacent to homes that have been there for as much as 30 years. It seems unfair that a planned community should be able to so adversely affect long-time residences. Also, it should be noted Greenhill Rd. from from Highway 58 east and south to its end is lined primarily with residences (many at least a decade old) plus some office/medical buildings and a few service businesses. To the best of our knowledge, there is not a single purely retail business on this stretch. We strongly feel it should stay that way to avoid infringing on the property of long-time residences.

Finally, it appears there is an entrance to Fareway off Main St. With the proximity to an extremely busy intersection that will only be getting busier with developing residential areas, highway construction and the new city building plus a residential street (Balboa), this driveway is as unacceptable as it was when Casey's wanted to build there.

We appreciate and thank you for your consideration and service to the city we so proudly call home.

Sincerely,

Wes and Bonnie Poley
109 Cordoba Ave.

c: David Sturch

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Mayor and Council

FROM: David Sturch, Planner III

DATE: February 15, 2018

SUBJECT: MU District Site Plan Review - Kwik Star Convenience Store

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REQUEST: Site plan review and approval for a new Kwik Star Convenience Store/Gas Station

PETITIONER: Kwik Trip, Inc.

LOCATION: A part of Lot 33 and all of Lot 34 of the Pinnacle Prairie Business Center North.

PROPOSAL

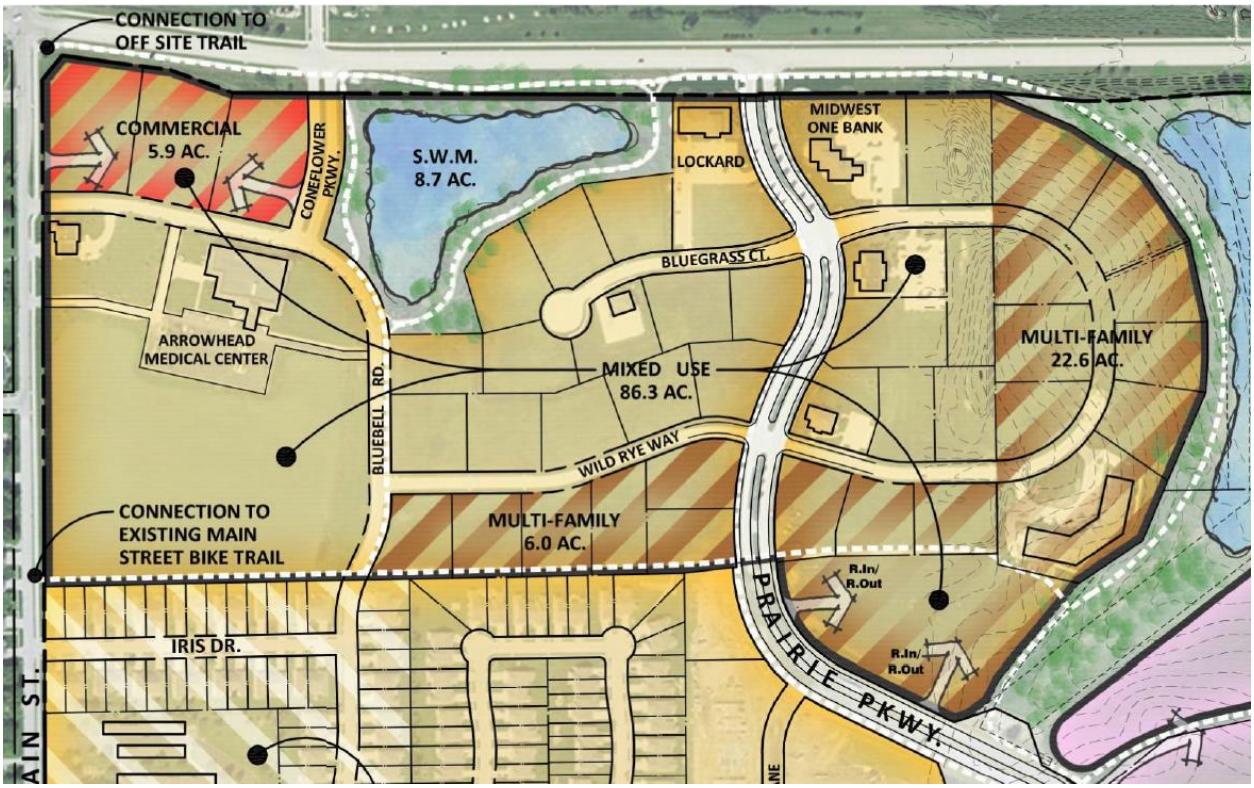
The petitioner is proposing a single story 7,000 square foot convenience store/gas station with a 2,800 square foot detached two-bay carwash and a 40' by 120' fueling canopy for the gasoline pumps. The original site plan showed an attached carwash off the west side of the building with a north exit. The revised plan with a detached carwash has a south exit. The property is 2.84 acres with two driveways onto Bluebell Road and a right in/right out onto Coneflower Parkway.

BACKGROUND

The Pinnacle Prairie Master Plan was approved in the summer of 2004 for the Pinnacle Prairie area, when the property was rezoned to MU, Mixed Use Residential District. This property is included in the Pinnacle Prairie Business Center North subdivision. The preliminary plat and final plat was approved by the Planning and Zoning Commission and the City Council in the spring of 2005.

In August 2014, staff met with the developer to discuss changes that have occurred since the rezoning and the importance of updating the Master Plan (see below). The Master Plan was formally adopted by the Planning and Zoning Commission and the City Council in the spring of 2015. Even though a convenience store is a permitted use under the MU zoning district, this plan classified the land uses for the area in the northwest portion of the development for commercial uses while the remaining area of the subdivision is mixed use with office, medical and residential.

The MU District is established for the purpose of accommodating integrated residential and neighborhood commercial uses. Appropriate uses would include: grocery, drug store, restaurant, retail shops, gasoline station, bookstore, theatre, household appliance store, etc.



Pinnacle Prairie Master Plan

ANALYSIS

This property is located in the MU, Mixed Use Residential, District which is intended to integrate residential and neighborhood commercial land uses for the purpose of creating viable, self-supporting neighborhood districts. A detailed site plan review is required to ensure that the development site satisfies a number of standards. Attention to details such as parking, open green space, landscaping, signage, building design and other similar factors help to ensure orderly development in the entire area.

Following is a review of the zoning ordinance requirements:

1) Use: This site plan includes a 7,000 square foot single story convenience store with a detached two bay carwash and fuel canopy. A Master Plan was developed and recently revisited considering the mix of uses, of which this site was identified for neighborhood commercial uses. **Use is allowed and consistent with the Master Plan.**

2) Building Location: The setbacks for this district are 20-feet along the south and east, 50 feet along the north (50' utility and landscape easement) and 10 feet on the west (10' utility easement). These setbacks must be free and clear of all buildings, parking areas and signage. The proposed building and canopy is surrounded by the parking lot and driveways. The detached car wash building is approximately 15 feet from the west lot line. All driveways, parking areas, buildings and signs are located outside the aforementioned setback areas. **Building setbacks are satisfied.**

3) Parking: The parking requirement for convenience stores is one space for every 100 square foot of retail floor space plus one stall for every two employees. The retail floor space in the proposed Kwik Star is 3,344 square feet. This yields to 33 parking stalls plus parking for the employees. The plan has a total of 42 stalls around the building. Since fuel dispensing pumps are included in the plan with a car wash, the site has the adequate stacking space for each gas pump and car wash bay that will not prohibit ingress or egress in the driveway, parking stall or access aisle.

   According to the Pinnacle Prairie Design Guidelines parking for all commercial uses should be behind the building. The Design Guidelines are part of the Development Agreement; therefore the city should consider the extent to which they are met in a site plan review. The point of having parking in the back of a commercial development is that parking will not be the focal point of the development. The Kwik Star site plan has their parking in front and on the side of the building. The Design Guidelines state that if the parking is in front of the building, enhanced landscaping will be required around the parking lot. There is enhanced landscaping with a continuous line of evergreen trees along the north side of the parking lot and planting beds along Bluebell and Coneflower. This plan also satisfies the perimeter parking lot landscaping requirements. **The parking plan is satisfied.**

4) Open Green Space/Landscaping: The MU District requires that open green space be provided at the rate of 10% of the total development site area excluding the required setbacks. The development site is 2.84 acres or 123,872 square feet. The proposed plan offers 1.1 acres or 47,940 square feet (38%) of open space. When deducting the setbacks for this property, the minimum required open space area is 12,370 square feet and the open space provided for this site (excluding setbacks) is 19,260 square feet. Since this property is adjacent to Greenhill Road, the property is located in the Highway Corridor and Greenbelt Overlay District (HCG). This overlay requires all commercial lots exceeding one acre in area to have a minimum of 25% open space for the entire property. Again, the site plan shows approximately 39% of the total site reserved for open space.

   The required landscape plantings in the HCG is 0.03 points per square foot of lot area and the MU district equals 0.02 points per square foot of lot is required. Below is a table listing the planting requirements and what is being provided:

Landscaping			
Type	HCG Points	MU Points	Points Provided
Development site	3,511	2,474	3,645
Street Trees	765	765	825
Parking trees	3	3	3

   The table above summarizes the landscaping requirements for the HCG and MU districts. The total development site exceeds the MU district standards and the HCG requirements. The focus of the landscaping is two-fold: along roadways, for buffering and around the building/parking lot. The landscaping is well distributed. In addition to the required landscape plantings, the site includes a mixture of overstory trees, understory trees,

evergreen trees, shrubs and ornamental grasses. The Design Guidelines require additional plantings 10%-15% greater than what is outlined in the MU district. These guidelines will be satisfied since the HCG district requires more plantings. **Open green space and landscaping requirements are satisfied.**

5) Building Design: The MU District requires a design review of various elements to ensure architectural compatibility to surrounding structures. These are noted below with a review on how each element is addressed. While the proposed building is in the Business Center North development, there are multiple medical and office buildings in this area from which to relate the design. These buildings were designed to meet the Pinnacle Prairie Design Guidelines. As the Pinnacle Prairie Design Guidelines are part of the Development Agreement and all commercial buildings currently in the MU district meet these design requirements; staff review will not only cover how the Zoning Ordinance is met but also the Pinnacle Prairie Design Guidelines.

Below are examples of existing commercial buildings Business Center North district:

226 Bluebell Road (Covenant Medical Center)

715 Bluegrass (Thomas J. Strub, DDS)

a) ***Proportion:*** *The relationship between the width and height of the front elevations of adjacent buildings shall be considered in the construction or alteration of a building; the relationship of width to height of windows and doors of adjacent buildings shall be considered in the construction or alteration of a building.*

The scale and height of this commercial building is comparable to the other office and medical buildings in the Business Center North development. The overall height of the

Kwik Star store is approximately 22 feet. The finish floor of the proposed building will be at 943' as compared to the Fareway Star store at 949' and the Public Safety building at 952'.

The design of the store includes windows on the front (east) and north side. The window design includes a sash bar that separates the transom on the top third of the windows. The detached car wash building mimics the store with windows on the west and east side, entry doors on the north and exit doors on the south. The building faces east with the main entrance off of Coneflower Parkway. These proportional features are found on other buildings in this MU district.

b) ***Roof shape, pitch, and direction****: The similarity or compatibility of the shape, pitch, and direction of roofs in the immediate area shall be considered in the construction or alteration of a building.*

The proposed Kwik Star store includes a hip roof with asphalt shingles that is similar in design to the other buildings in the immediate area. The hip roof will conceal the heating and cooling units and other features on top of the building. This roof feature is included on the car wash with an asphalt roof brow on the north and south side of the building. The canopy island includes a hip roof with asphalt shingles. The canopy support posts will be wrapped in stone and brick columns to match the building.

Fueling Canopy

c) ***Pattern:*** *Alternating solids and openings (wall to windows and doors) in the front facade and sides and rear of a building create a rhythm observable to viewers. This pattern of solids and openings shall be considered in the construction or alteration of a building.*

Front Entry Detail

Overall the design of the store is an attractive building that is similar to the other Kwik Star stores in the area. The only difference with the proposed store and other stores is the asphalt roof as opposed to a steel standing seam roof. Staff felt that this roof should match the materials of the other buildings in the development. The pattern includes long horizontal lines repeated around the building with a brick soldier course treatment at the top of the windows. The entry extends outward from the front of the building. This

entry includes brick corner columns topped with an arching soldier course brick work over the doorway. The gable ends include wall signage over a stucco finish. The fascia continues the horizontal treatment around the building with multi-color elements. The detached carwash building includes the aforementioned design elements. These design features are found on other buildings in this MU District.

d) ***Materials and texture****: The similarity or compatibility of existing materials and textures on the exterior walls and roofs of buildings in the immediate area shall be considered in the construction or alteration of a building. A building or alteration shall be considered compatible if the materials and texture used are appropriate in the context of other buildings in the immediate area.*

The primary materials used on the building and car wash are brick, stone and glass. The building has a strong base formed by stone wainscot along the bottom third of the facade topped with a stone soldier course design. The upper two-thirds of the facade are covered with red brick and windows. One would find these materials on other buildings in this MU District.

The Pinnacle Prairie Design Guidelines outline the design for the buildings to be prairie style architecture, with naturally occurring stone and large overhangs. The materials commonly used are brick and Anamosa limestone. The windows shall be bronze or champagne color to blend with the color choice of the brick. All MU commercial buildings have met these requirements. More details on the cultured stone material and window frames are needed to support the design guidelines.

e) ***Color****: The similarity or compatibility of existing colors of exterior walls and roofs of buildings in the area shall be considered in the construction or alteration of a building.*

The building design includes a typical red brick face color with tan accent brick colors. Earth tones are the common color in this MU District. The plan includes a tan stone base to match the horizontal stone banding, window trim and brick walls. The overhangs are covered in almond and red fascia to complement the color of the brick and stone on the rest of the building. These details are found on other buildings in this MU District.

f) ***Architectural features****: Architectural features, including but not limited to, cornices, entablatures, doors, windows, shutters, and fanlights, prevailing in the immediate area, shall be considered in the construction or alteration of a building. It is not intended that the details of existing buildings be duplicated precisely, but those features should be regarded as suggestive of the extent, nature, and scale of details that would be appropriate on new buildings or alterations.*

The proposed Kwik Star building's design matches that of others in this MU District utilizing the prairie style architecture with vertical window openings, horizontal lines in the brick design and brick columns to support the covered entries. This is not only a modern type of design but also replicates the design elements found on other commercial buildings in the MU District. **Overall, the design of the building fits the**

intent of this MU District. It should be noted that the developer approved the design of this new Kwik Star building.

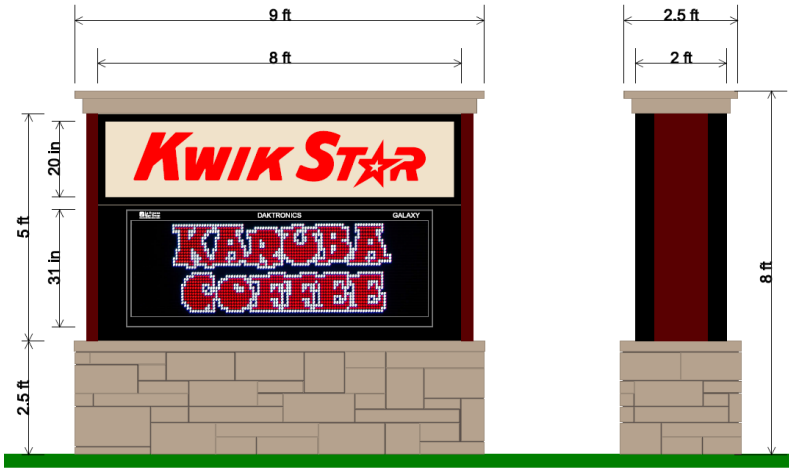
6) Trash Dumpster Site: The site plan shows a trash dumpster area connected to the southwest corner of the building. A brick wall encloses the dumpster area. This brick wall matches the design on the rest of the building. The dumpster is accessed by a wood screen fence. **The dumpster area provides adequate screening from the public views.**

7) Lighting: The intent of the the MU District encourages innovative designs with a common theme for all properties in the district. This includes the type and style of lights distributed throughout each site. The applicant submitted a plan for a flat LED fixture on a 15-foot pole that is commonly found in the Prairie Business Park along the east side of Prairie Parkway. This lighting change is a diversion from the standard lantern style lights found on other nearby properties. The developer indicated that these LED light fixtures are acceptable for the commercial properties on Greenhill Road.

Proposed Light Fixtures

It is proposed to install a 15-foot tall light pole on a 3-foot base. The plan includes a total of nine poles and recessed light fixtures around the building and under the canopy. See attached design sheets. The pole near the easterly driveway is for a camera fixture. The other eight poles around the parking lot and in-between the building and carwash are LED light fixtures. A photometric lighting design was submitted and attached to this staff report. This plan shows the LED lights poles to cast a downward light just beyond the paved portion of the site.

8) Signage: The site plan indicates a monument sign and directional signs. A monument sign is located at the northeast corner of the site outside the required setbacks. This sign will be 8 feet in height and 34 square feet in area. Monument signs are allowed in the MU district not to exceed 8 feet in height and 40 square feet in area. Wall signs are identified on the east (Kwik Star) and west (Carwash) side of the building. Each sign is approximately 30 square feet in area. There are four directional signs located near the driveways approximately 5 feet in height and 4.5 square feet in area. Lastly, the fuel canopy will have the Kwik Star sign on the north and east side of the canopy. **Staff recommends that the Kwik Star signs be located on the east and west side of the**



Monument Sign

Directional Signs

canopy. The submitted signage plan conforms to this district's requirements. All signs will require a separate permit prior to installation.

9) Sidewalks: A public sidewalk will be installed along Bluebell Road and Coneflower Parkway. The sidewalk along Coneflower will connect into the existing recreational trail on Greenhill Road. A service walk will connect the store to the proposed sidewalk on Bluebell Road next to the east driveway. The sidewalk plans include a ramp at the northwest corner of Coneflower Parkway and Bluebell Road. This ramp must line up with the end of the median on Coneflower Parkway for a future crossing and connection to the existing sidewalk on the east side of Coneflower Parkway. **Sidewalk requirements are met.**

10) Storm water management: This lot is located in the Pinnacle Prairie Business Center North drainage plan. The plan is to collect the on-site runoff in a detention basin north of the parking lot. Kwik Star will grade this area and create a new 100-year basin on their property and in the Greenhill Road right of way. From here, the storm water will be released under Coneflower Parkway to the area wide detention basin. A maintenance and repair agreement has been submitted for this detention basin. The final plat of survey will describe the easement for this detention basin. **Stormwater maintenance and repair agreement approved.**

11) Easement Vacation and Dedication: The petitioner is purchasing the east half of Lot 33 to merge it with Lot 34 for this development. The plat includes a 10-foot utility easement on the original lot line. Those easements will be vacated as part of this project. A new 10' wide utility easement will be dedicated along the westerly property line of this site. Attached is the Utility Easement dedication plat. **The easement vacation and dedication is accepted by staff and CFU personnel.**

12) Other Site Plan Details: The site plan includes bike racks located near the northeast corner of the building. The plan also includes a picnic table area along the north side of the parking lot.

As previously mentioned, there will be a two-bay detached carwash building on the west side of the store. The vehicles will enter the carwash on the north side of the building and exit on the south side. Staff is concerned with the noise produced by the dryers in the carwash and the impacts to the nearby residential properties along Greenhill Road. During the previous discussion on this project, the representative from Kwik Star indicated that the car wash operations can be closed during the evening and early morning hours in order to eliminate the noise from the car wash dryers.

During the discussion at the December 13, 2017 meeting, a noise analysis of the carwash was requested by the Commission. The applicant submitted noise decibel readings of the car wash dryers from a new Kwik Star store. The attached drawing shows the decibel readings from 50 feet to 300 feet away from the car wash entry. The decibels with the doors closed at 300 feet are 46.6 dB and 50.8 dB with the doors open. The Cedar Falls Code provides a noise limit of 55 dBs in a residential zoning district as measured from the

nearest property line of the residential dwelling, which is across Greenhill Road. The decibel readings for the proposed car wash are with the limits of the City Code and the exit is situated on the south side of the building away from the closest residential dwelling.

13) Traffic Impact Study: Kwik Star submitted a Traffic Impact Study (TIS) for this proposed store. The four intersections surrounding this site were evaluated for current traffic volumes, projected traffic volumes, crash rates and growth rates. Based on the TIS and the close proximity of Coneflower Parkway to S. Main Street, a traffic signal is not warranted. This leads to other types of intersection improvements on Greenhill Road that includes the following:

- A right turn lane for the eastbound traffic on Greenhill Road.
- Paint center left turn lanes on Greenhill Road for both directions of traffic.
- Relocate the recreational trail on the south side of the new right turn lane.

A Development Agreement between the City and Lockard Development has been submitted to the City Council for approval for the roadway and trail improvements at the Greenhill Road and Coneflower Parkway intersection. The intent is to install these improvements prior to the opening of the proposed Kwik Star store.

This area has experienced development and growth over the past five years with the expansion of the Western Home campus, residential development, and commercial projects in the Viking Road corridor. The City realizes that this intersection at Greenhill and S. Main will need to be upgraded in the future and this is the reason that this project has been placed in the Capital Improvements Program for construction in 2021. Short term, the City will develop a traffic model to analyze the turning movements at this intersection to determine the near and long term improvement options.

14) Fuel Tanks: Kwik Star installs double wall fuel tanks with water tight containment pumps and dispenser units. All containment casings are monitored with electronic sensors for leaks and spills.

15) Petitions: Attached to this staff report are a number of letters and comments from the adjoining neighborhood. The corresponding map identifies those individuals who signed the original petitions last fall. Also attached are additional comments, documents and photos that were presented at the last Commission meeting on December 13, 2017.

TECHNICAL COMMENTS:
All basic utility services are available to the property. The property owner/contractor is responsible to extend all utility services to the building. These utility extensions will be reviewed by CFU personnel as part of the building plan review. An 8" water service stub has been installed to both lots 33 and 34 off of Bluebell Rd. Both of the water services will be in the new proposed lot. One water service will be required to be abandoned at the owners cost. The owner/contractor must coordinate all utility accommodations with CFU personnel.

The site plan review fee has been submitted. A notice of this meeting was mailed to the adjacent neighborhoods on February 13, 2018.

PLANNING & ZONING COMMISSION

Discussion 9/13/2017

Chair Oberle introduced the item and Mr. Sturch provided background information, noting that this item will just be for discussion at this time. It is proposed to create a Kwik Star Convenience Store off of Greenhill Road at the corner of Coneflower Parkway and Bluebell Drive located in an MU Zoning District. He summarized the site plan details and recommendations listed in the staff report. There were some additional comments from the Commission members.

Chair Oberle reiterated that this item is simply up for discussion at this time and opened the meeting for questions and public comments.

There were several neighbors to speak against this with concerns on the additional traffic, noise, lights, crime, safety, storm water runoff and general use of the property not consistent with the neighborhood character. A full summary of these comments are found in the attached minutes from the September 13, 2017 Commission meeting.

Wade Dumond, Kwik Trip/Star from LaCrosse, Wisconsin, came forward to address the questions and concerns that were presented by the Commission and nearby neighbors.

The discussion ended and Chair Oberle reminded everyone that this item will be back on the agenda in the coming weeks for additional discussion.

Discussion 12/13/2017

Chair Oberle introduced the item and Mr. Sturch provided background information. He discussed the comments from the previous discussion on September 13, 2017 and noted that staff has been working with the applicant on their traffic study, roadway capacity improvements and site plan changes. He summarized the site plan details and recommendations listed in the staff report. There were some additional comments from the Commission members.

There were several neighbors to speak against this with concerns on the additional traffic, noise, lights, crime, safety, storm water runoff and general use of the property not consistent with the neighborhood character. A full summary of the comments are in the P&Z minutes.

Wade Dumond, Kwik Trip/Star from LaCrosse, Wisconsin, came forward to address the questions and concerns that were presented by the Commission and nearby neighbors.

The commission members wanted more information on the lighting plan and noise concerns with the car wash exit. It was encouraged to orientate the car wash exit to the south side of the building away from the neighbors. A motion was made to table this request for more information. The motion was unanimously approved.

Vote 1/10/18

Acting Chair Holst introduced the item and Mr. Sturch provided background information. He discussed the various requirements and design elements and stated that staff recommends approval of the site plan subject to the submittal of a storm water maintenance and repair agreement prior to City Council approval, conformance with technical comments and any additional comments or direction from the Planning and Zoning Commission.

The Commission removed this item from the table and discussed this request.

There were several people from the nearby neighborhood to discuss this site plan. These comments included traffic safety issues, the location of the convenience store, light pollution and noise issues.

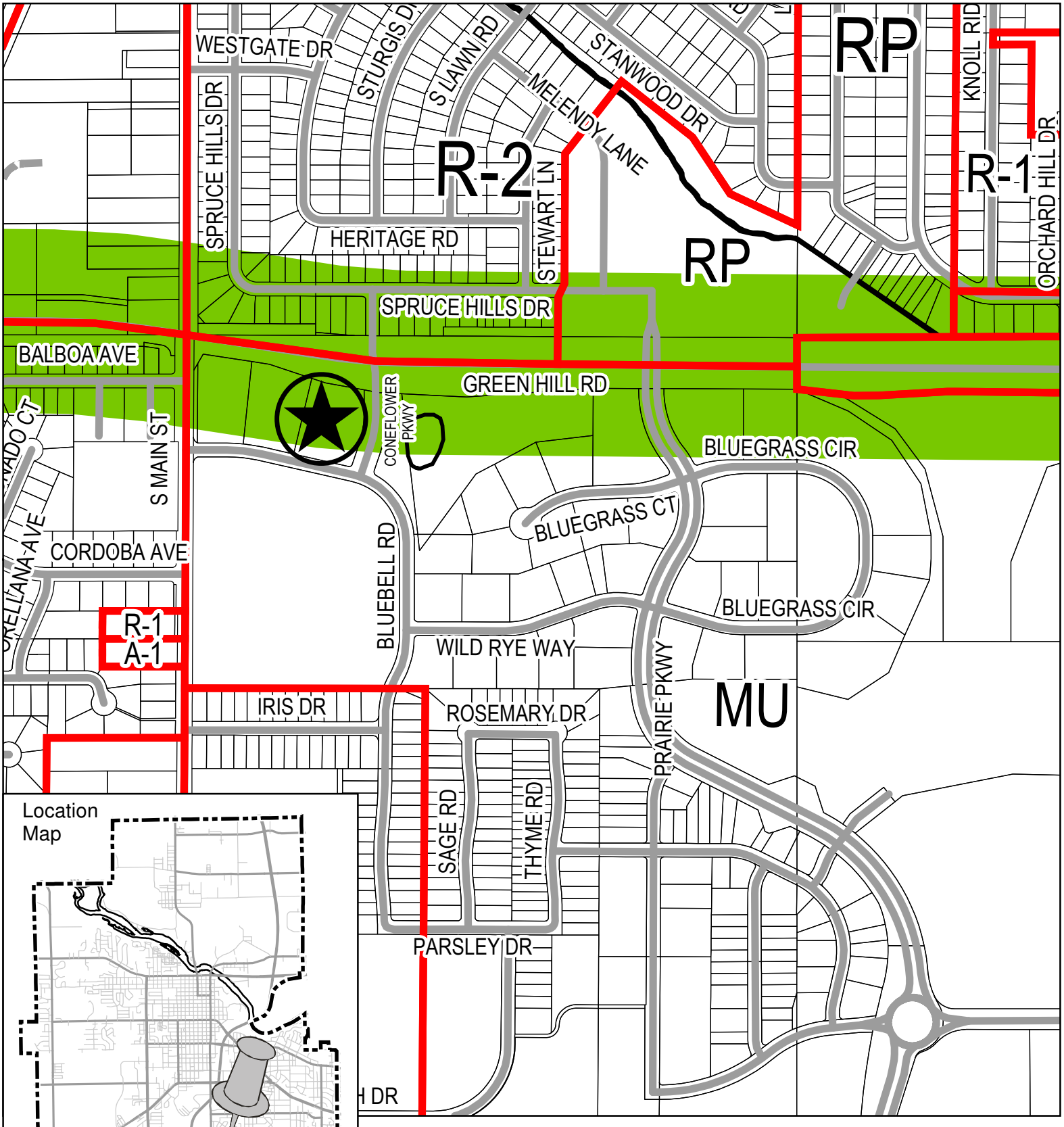
The Commission also heard from nearby neighbors that support the Kwik Star proposal. They believe that Kwik Star will provide a close convenience to the neighborhood and Greenhill Road was built to accommodate the traffic for this and future development.

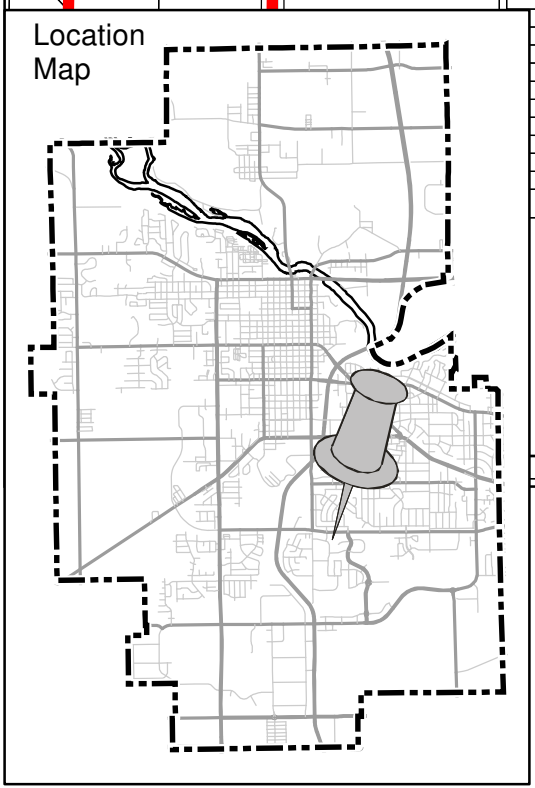
The Commission discussed this project. They discussed the lighting plan and signage on the canopy. It was recommended that the canopy signage lights and banding are not lighted or on a low dim setting. The Commission made a motion to approve the Kwik Star site plan and easement vacation/dedication. The motion was approved with 6 ayes, 1 nay and 1 abstention.

STAFF RECOMMENDATION

The Community Development Department recommends approval of the Kwik Star site plan and utility easement vacation/dedication subject to the following conditions:

1) Conformance with the technical comments identified in the staff report.
2) Install non-lighted signage and banding on the gasoline canopy.
3) Install 8-foot tall conifers along the north side of the parking lot.
4) Submit a plat of survey for this project to include a revised easement that covers the entire detention basin on the north side of the property.
5) Limited hours for the operation of the carwash from 6:00 am to 10:00 pm.





CEDAR FALLS Iowa

MU District Site Plan Review -
New Kwik Star Convenience Store

KWIK TRIP INC.

Store Engineering

FAX 608-793-6237

1626 Oak St., P.O. Box 2107
La Crosse, WI 54602

www.kwiktrip.com

City of Cedar Falls
David Sturch
220 Clay Street
Cedar Falls, Iowa 50613

Re: Letter of Intent

December 29, 2017

Mr. Sturch,

This letter is intended to accompany our submittal for City of Cedar Falls Site Plan review and easement vacation for our proposed project at the North West corner of Bluebell Road and Coneflower Pkwy. This site is located in the Mixed Use Zoning District.

Kwik Trip, Inc. is proposing the construction of a 7000 s.f. convenience store with a 2800 s.f. detached two-bay carwash and a 40x120' fueling canopy. Included in the submittal is 1 copy (11"x17") of all documents requested. Cut sheets of the proposed lights that will be used on the site have also been attached and Kwik Trip's procedure for spill response. Kwik Trip went to a new store in Holmen WI and took decibel readings of the carwash dryers. The document labeled Noise Levels 2017 are those findings mapped on the Holmen map and then also what they would be on the Cedar Falls map.

The proposed method of operation for this development will be consistent with that of our existing convenience stores within the area. The requested hours of operation will be 24 hours for all uses. The type of products that will be sold will be similar to that of our existing stores: gasoline, groceries, bakery and dairy, hot and cold food and beverages, tobacco products, beer, lotto, convenience store merchandise, ice, and propane. The outside merchandising of products is being requested next to the store (ice and propane) and miscellaneous merchandising under the gas canopy. The proposed store is projected to have between 15-20 full and part time employees, with 2-8 on staff at any given time.

The proposed architectural plan will consist of a brick and stone facade with an asphalt roof on the building and car wash. The fueling canopy will consist of brick and stone façade that goes up 9' on the columns and an asphalt roof. The building and canopy fascia will tie in with franchise colors. The window details can be found in the site plan set on page A500. The stone that will be used for the bottom portion of the building and canopy columns has not been chosen at this time. We will work with developer to get information on what suppliers where used on other buildings in the area. The total estimated project costs is $3,200,000.

Kwik Trip would be happy to provide any additional information or answer any questions or concerns you may have with our submission. Please feel free to call me with any questions.

Sincerely,

Emily Kronebusch
Kwik Trip, Inc - Store Engineering
Development/Project Manager
608-791-7443
ekronebusch@kwiktrip.com

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

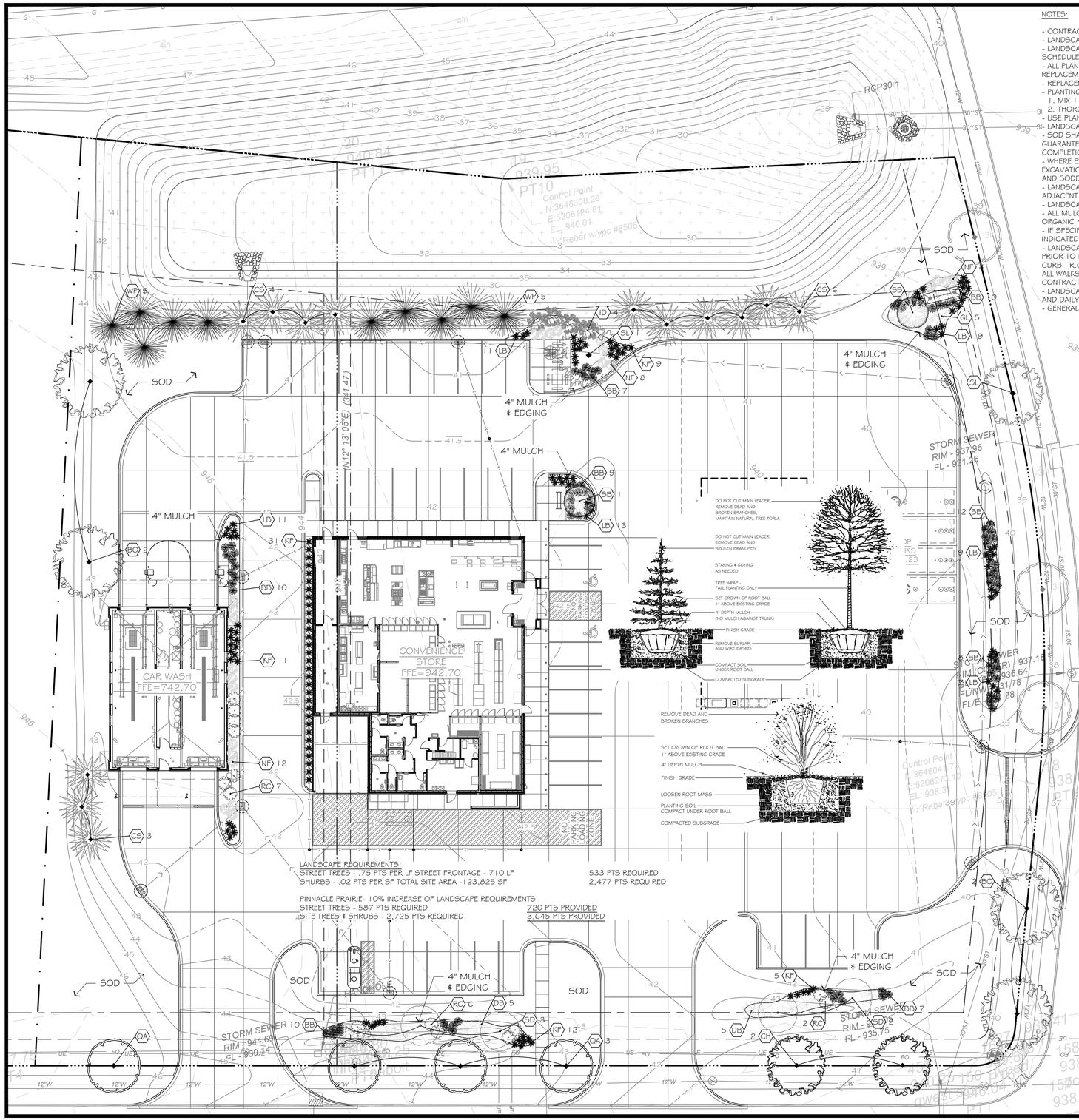
SITE PLAN

CONVENIENCE STORE #934
WITH DETACHED CW

CEDAR FALLS, IA

#	DATE	DESCRIPTION

DRAWN BY	EJK
SCALE	1" = 50'-0"
PROJ. NO.	0001
DATE	2017-12-15
SHEET	SP1



NOTES:

- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR PLANTING IN ALL R.O.W.
- LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITIES WHICH MAY EFFECT HIS WORK.
- LANDSCAPE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS AT SITE AND COMPLETE HIS WORK PER OWNERS CONSTRUCTION SCHEDULE.
- ALL PLANT MATERIALS SHALL BE GUARANTEED ONE (1) FULL YEAR UPON TOTAL COMPLETION AND ACCEPTANCE BY OWNER, WITH ONE TIME REPLACEMENT AT APPROPRIATE TIME OR UPON REQUEST OF OWNER.
- REPLACEMENT TOPSOIL SHALL BE CLEAN, FREE OF STONES, WEEDS, AND OTHER UNDESIRABLE DEBRIS.
- PLANTING SOIL MIX (INCIDENTAL COST ITEM)
  1. MIX 1 LB. 5-20-20 COMMERCIAL FERTILIZER PER CU. YD. TOPSOIL
  2. THOROUGHLY MIX 1-PART SAND AND 1-PART PEAT MOSS WITH 5-PARTS FERTILIZER AND TOP SOIL.
- USE PLANTING SOIL AT ALL LOCATIONS PER DETAILS THIS SHEET.
- LANDSCAPE CONTRACTOR SHALL VERIFY TOPSOIL DEPTH AND NOTIFY OWNER OF ANY DEFICIENCY.
- SOD SHALL BE CULTURED WITH PREDOMINATELY KENTUCKY BLUEGRASS SEED OF RECENT DISEASE RESISTANT INTRODUCTIONS. NO GUARANTEE ON SOD EXCEPT ANY SOD NOT SATISFACTORY AT TIME OF COMPLETION INSPECTION SHALL BE PROMPTLY REPLACED PRIOR TO COMPLETION OF JOB. STAKE SOD ON SLOPES 3:1 AND GREATER.
- WHERE EXISTING CONCRETE/ ASPHALT AREAS ARE TO BE REPLACED WITH LANDSCAPING, PROVISIONS SHOULD BE TAKEN TO COORDINATE EXCAVATION OF SUBSOIL TO A DEPTH OF 2' WITH GRADING CONTRACTOR. REPLACE WITH COMPACTED TOPSOIL. ALL AREAS TO BE LANDSCAPED AND SODDED SHALL BE GRADED SMOOTH AND EVEN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR SODDING ALL AREAS WHICH ARE DISTURBED BY CONSTRUCTION INCLUDING ALL R.O.W. AND ADJACENT PROPERTIES.
- LANDSCAPE CONTRACTOR TO INSTALL 'VALLEY VIEW', "BLACK DIAMOND" EDGING AROUND ALL PLANTING BEDS AS SHOWN ON THIS PLAN.
- ALL MULCH TO BE FINELY SHREDDED HARDWOOD ORGANIC BARK MULCH. NO DYED MULCHES. INSTALL 4" DEPTH. NO FILTER FABRIC BENEATH ORGANIC MULCHES. NO EDGING AROUND ALL TREES OUTSIDE SHRUB BEDS.
- IF SPECIFIED; ALL GRAVEL MULCH SHALL BE 1"+ DIA. WASHED "RIVER ROCK". INSTALL 4" DEPTH WITH APPROVED WEED FABRIC BARRIER IF INDICATED PLAN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR IRRIGATION SYSTEM INSTALLATION PER SHEET 11. DESIGN SHALL BE APPROVED BY OWNER PRIOR TO INSTALLATION. IRRIGATION DESIGN SHOULD ENCOMPASS ALL LANDSCAPE AREAS WITH SOD AND/ OR PLANTINGS, FROM CURB TO CURB. R.O.W. SHOULD BE IRRIGATED FROM SPRINKLER HEADS LOCATED WITHIN PROPERTY BOUNDARY. CARE SHOULD BE TAKEN IN VICINITY OF ALL WALKS AND DRIVES TO MINIMIZE OVER SPRAY. COORDINATE INSTALLATION OF ALL PVC SLEEVE UNDER DRIVE AREAS WITH GENERAL CONTRACTOR.
- LANDSCAPE CONTRACTOR SHALL CLEAN ALL PAVEMENT AREAS AFTER ALL LANDSCAPE INSTALLATION IS COMPLETE AND ACCEPTED BY OWNER AND DAILY AS DEEMED NECESSARY BY THE CITY.
- GENERAL CONTRACTOR TO SWEEP PAVEMENT AREAS PRIOR TO TURN OVER TO OWNER.

PLANT MATERIAL

	QUANTITY	SIZE	ROOT TYPE	COMMON NAME / BOTANICAL NAME	HEIGHT X WIDTH
OVERSTORY TREES					
BO	4	2.5" CAL.	B&B	BUR OAK *Quercus macrocarpa*	60' x 60'
CH	2	2.5" CAL.	B&B	COMMON HACKBERRY *Celtis occidentalis*	60' x 50'
SL	2	2.5" CAL.	B&B	SKYLINE HONEYLOCUST *Gleditsia tricanthos var. inermis 'Skycole'*	50' x 30'
QA	4	10' HT	B&B	QUAKING ASPEN *Populus tremuloides*	50' x 25'
UNDERSTORY TREES					
SD	5	2" CAL.	B&B	SNOWDRIFT CRAB *Malus 'Snowdrift'*	20' x 20'
SB	2	2" CAL.	B&B	AUTUMN BRILLIANCE SERVICEBERRY *Amelanchier x grandiflora 'Autumn Brilliance'*	20' x 15'
EVERGREEN TREES					
WP	10	8' HT	B&B	WHITE PINE *Pinus strobus*	65' x 35'
CS	13	8' HT	B&B	COLORADO SPRUCE *Picea pungens*	40' x 30'
SHRUBS					
DB	10	#5 CONT	pot	DWARF BURNING BUSH *Euonymus alatus 'Compactus'*	7' x 7'
ID	4	#5 CONT	pot	ISANTI DOGWOOD *Cornus sencea 'Isanti'*	5' X 7'
RC	13	#5 CONT	pot	BRILLIANTISSIMA RED CHOKEBERRY *Aronia arbutifolia 'Brilliantissima'*	5' x 5'
NF	24	#3 CONT	pot	NEON FLASH SPIREA *Spiraea japponica 'Neon Flash'*	3' x 4'
GL	5	#3 CONT	pot	GRO-LOW FRAGRANT SUMAC *Rhus aromatica 'Gro-Low'*	2' x 7'
GRASSES					
BB	73	#2 CONT	pot	BIG BLUESTEM *Andropogon gerardii*	5' x 6'
LB	70	#2 CONT	pot	LITTLE BLUE STEM *Schizachynum scopanum*	4' x 3'
KF	68	#2 CONT	pot	KARL FORESTER FEATHER REED GRASS *Calamagrotis x acutiflora 'Karl Forester'*	4' x 30"

SEED SPEC: NATIVE SPECIES SEED MIXES ARE FROM PRAIRIE NURSERY (WWW.PRAIRIENURSERY.COM, 1-800-GRO-WILD). CONTACT PRAIRIE NURSERY FOR SPECIFIC PLANTING INSTRUCTIONS. FALL SEEDING IS PREFERABLE (AUG. 20 TO OCT. 20). SPRING SEEDING SHOULD BE BETWEEN MARCH 15- MAY 15. NO SUMMER SEEDING.

	1,523 SY	IADOT , WETLAND GRASS SEED MIXTURE (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.
	1,989 SY	IADOT, NATIVE GRASS AND WILDFLOWER SEED MIXTURE (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.

EDGING - 540 LF
MULCH - 36 CY
SOD - 3,363 SY

Know what's below. Call before you dig.

NORTH
SCALE: 1" = 20'

20 10 0 20 40

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

LICENSED LANDSCAPE ARCHITECT
Robert J. Mueller
00377
IOWA
22DEC17

LANDSCAPE PLAN

CONVENIENCE STORE 934

CEDAR FALLS, IOWA

NO.	DATE	DESCRIPTION
-	12MAY17	SIDEWALK
-	05JUN17	PARKING
-	15JUN17	COMMENTS AND ADJUSTMENTS
-	24JUL17	DITCH/POND
-	13NOV17	COMMENTS
-	22DEC17	SITE- CARWASH

DRAWN BY

SCALE	GRAPHIC
PROJ. NO.	17934
DATE	20APRIL2017
SHEET	L1

1 **FRONT ELEVATION**
1/4" = 1'-0"

2 **LEFT ELEVATION**
3/16" = 1'-0"

3 **REAR ELEVATION**
3/16" = 1'-0"

4 **RIGHT ELEVATION**
3/16" = 1'-0"

VANTAGE ARCHITECTS INC
750 N. Third Street ▼ La Crosse, WI 54601
Ph (6

KWIK TRIP
KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
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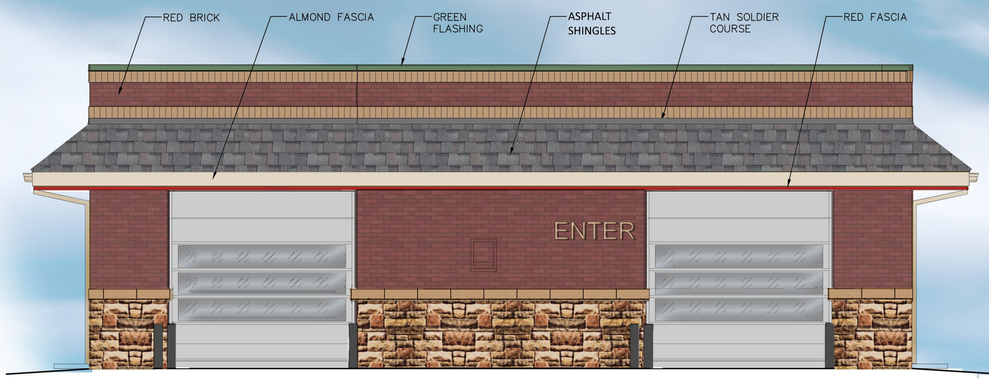
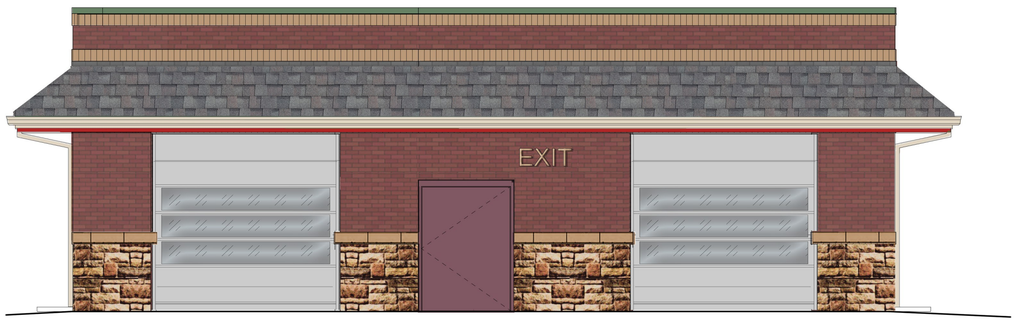
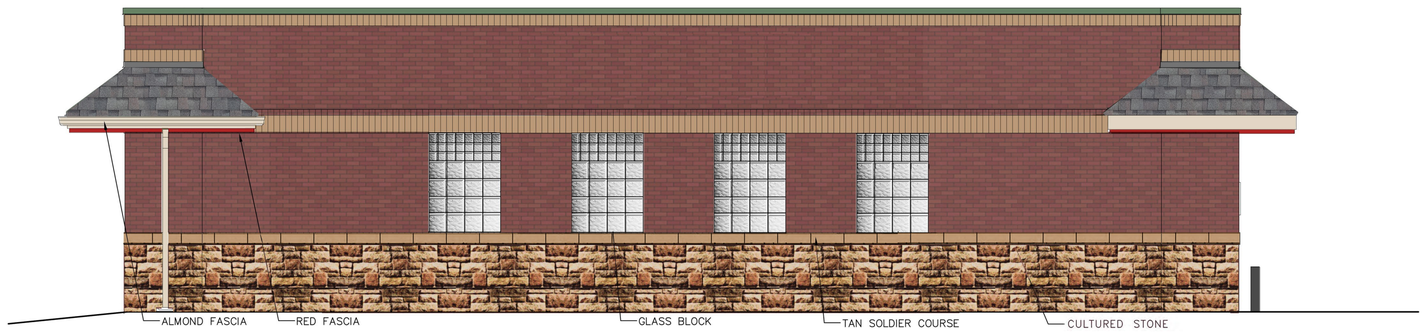


1 **FRONT ELEVATION**
1/4" = 1'-0"

2 **LEFT ELEVATION**
1/4" = 1'-0"



3 **REAR ELEVATION**
1/4" = 1'-0"



4 **RIGHT ELEVATION**
1/4" = 1'-0"

VANTAGE ARCHITECTS INC
750 N. Third Street
La Crosse, WI 54601
Ph (608) 784-2729
Fax (608) 784-2826

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

-185-

Item E.4.

FRONT ELEVATION
3/16" = 1'-0"

SIDE ELEVATION
3/16" = 1'-0"

LARSON
ARCHITECT

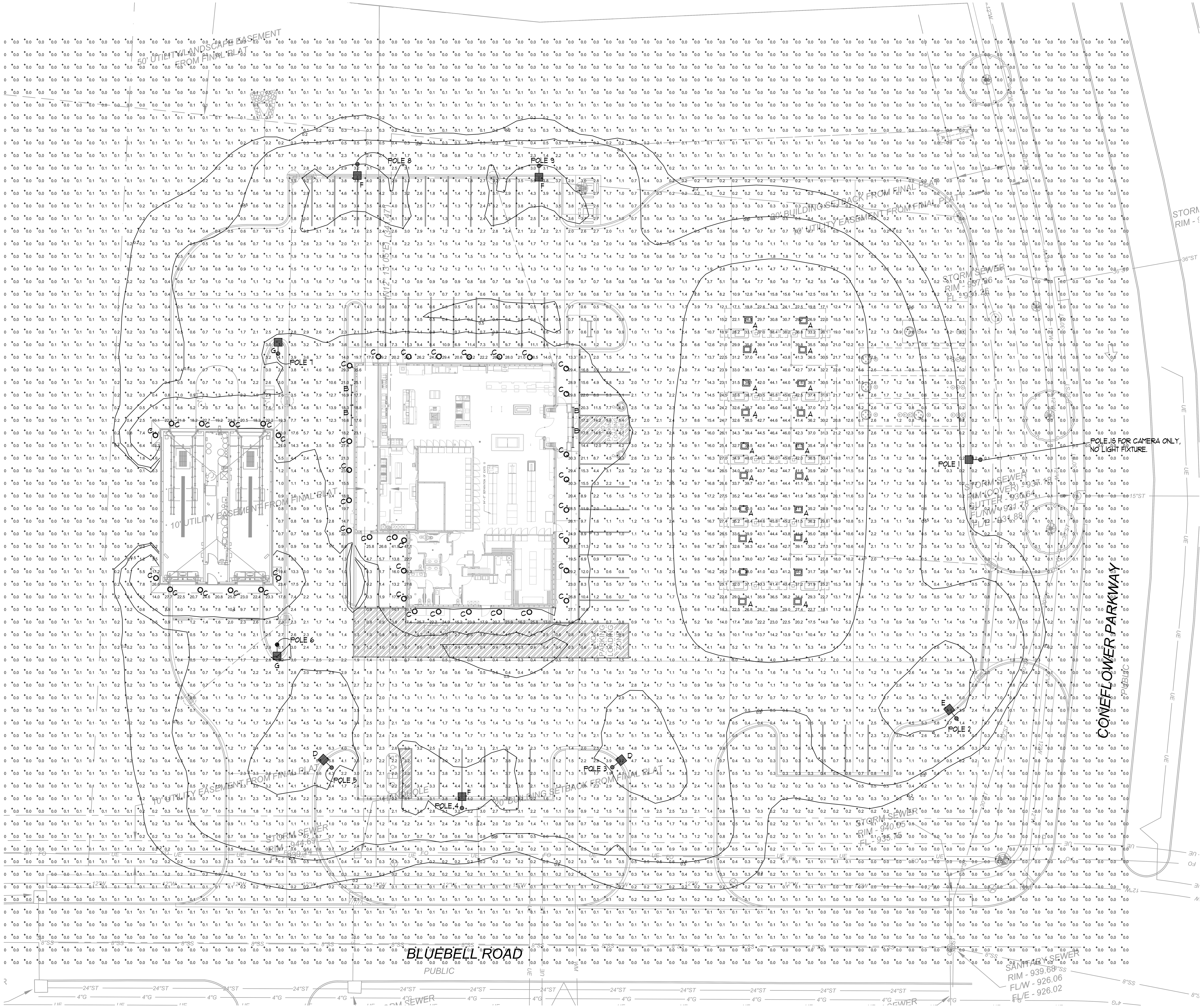
KWIK TRIP™
STORES

KWIK STAR™
STORES

Hip Canopy
w/ Brick

10 MPD

A200



FIXTURE QUANTITIES

A - 20
B - 4
C - 41
D - 2
E - 1
F - 3
G - 2

PROVIDE (9) 15' POLES.

CALCULATION STATISTICS

AVERAGE: 2.8fc
MAXIMUM: 47.1fc
MINIMUM: 0.0fc

FIXTURE SYMBOLS:

- A — LED UNDER FUEL CANOPY
- B — LED STRIP LIGHT MOUNTED IN GABLE
- C — RECESSED LED DOWNLIGHT
- D, E, F & G — POLE MOUNTED LED FIXTURE

FIXTURE TYPES:

A - CREE LIGHTING: CAN-304-SL-RS-06-E-UL-WH-700
MOUNTED UNDER GAS CANOPY

B - LED STRIP LIGHT
LITHONIA - ZL1-L96-LB840
STRIP LIGHTS MOUNTED IN GABLE

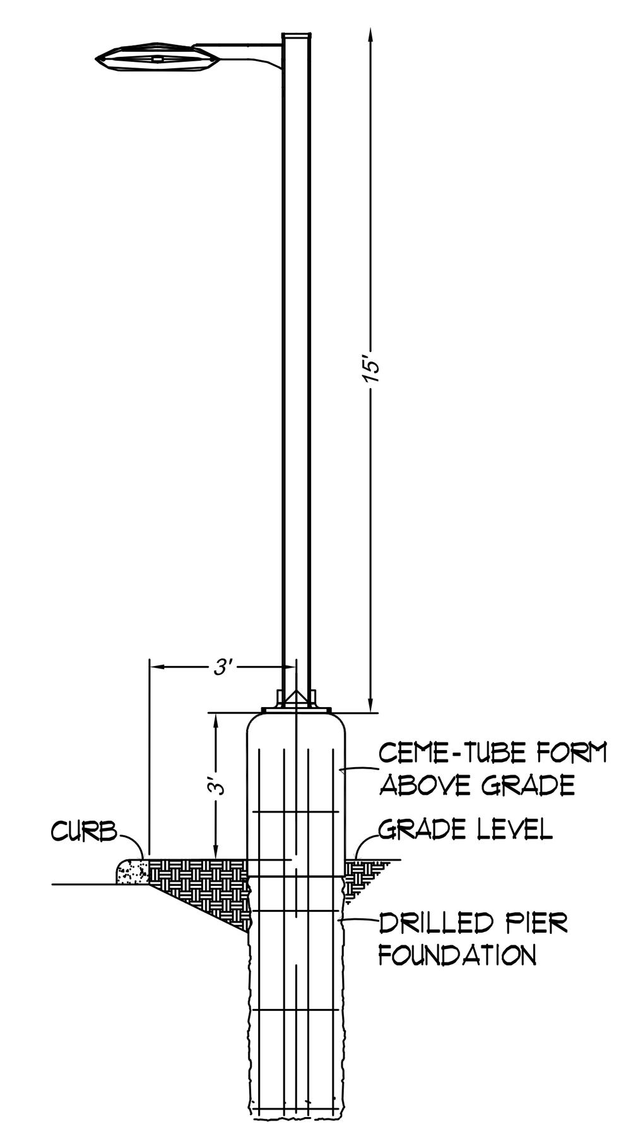
C - RECESSED LED DOWNLIGHT
GOTHAM EVO 41/29-8AR-120-TRW

D - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-NM-3ME-B-57K-UL-COLOR AS SELECTED

E - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-NM-3ME-BLSMF-B-57K-UL-COLOR AS SELECTED

F - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-NM-4ME-BLSMF-B-57K-UL-COLOR AS SELECTED

G - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-NM-5ME-B-57K-UL-COLOR AS SELECTED



LOT LIGHT ELEVATION DETAIL

NOT TO SCALE

POLE #1 IS FOR CAMERA ONLY, NO LIGHT FIXTURE.

PHOTOMETRIC SITE PLAN

SCALE: 1" = 20'-0"

C17045

CZARNECKI ENGINEERING INCORPORATED
1121 MARLIN COURT, SUITE B - WAUKESHA, WI 53186
VOICE: (262) 513-2020 FAX: (262) 513-2023
WEB PAGE: www.czeng.com

KWIK TRIP

KWIK STAR

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P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

LICENSED LANDSCAPE ARCHITECT
Robert J. Mueller
00377
IOWA
22DEC17

PHOTOMETRIC SITE PLAN

CONVENIENCE STORE 934

CEDAR FALLS, IOWA

NO.	DATE	DESCRIPTION
-	12MAY17	SIDEWALK
-	05JUN17	PARKING
-	15JUN17	COMMENTS AND ADJUSTMENTS
-	24JUL17	DITCH/POND
-	13NOV17	COMMENTS
-	22DEC17	SITE- CARWASH

DRAWN BY	CZE
SCALE	GRAPHIC
PROJ. NO.	17934
DATE	20APRIL2017
SHEET	E1

Item E.4.

OSQ Series

OSQ™ LED Area/Flood Luminaire – Medium

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'B' Input power designator is a suitable upgrade for HID applications up to 250 Watt, and the 'K' Input power designator is a suitable upgrade for HID applications up to 400 Watt.

Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways

Performance Summary

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: Up to 17,291

Efficacy: Up to 136 LPW

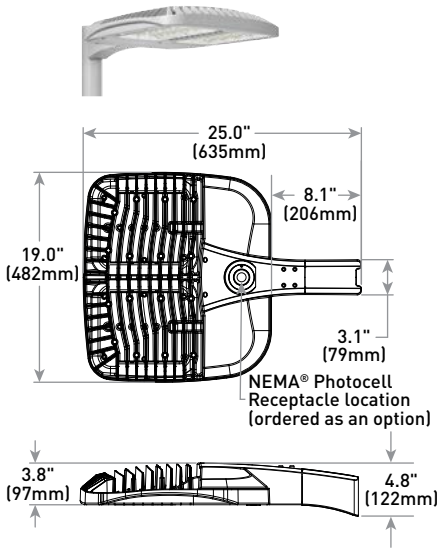
CRI: Minimum 70 CRI (4000K & 5700K; 3000K asymmetric optics); 80 CRI (3000K symmetric optics)

CCT: 3000K (+/- 300K), 4000K (+/- 300K), 5700K (+/- 500K)

Limited Warranty†: 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

† See http://lighting.cree.com/warranty for warranty terms

DA Mount



Weight
26.5 lbs. (12kg)

Accessories

Field-Installed	
Backlight Shield OSQ-BLSMF – Front facing optics OSQ-BLSMR – Rotated optics	**Hand-Held Remote** XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-AASV + **Luminaire:** OSQ-A-NM-2ME-B-40K-UL-SV

Mount (Luminaire must be ordered separately)*			
OSQ-			
OSQ-AA Adjustable Arm **OSQ-DA** Direct Arm	**Color Options:**	**SV** Silver **BK** Black	**BZ** Bronze **WH** White

* Reference EPA and pole configuration suitability data beginning on page 7

Luminaire (Mount must be ordered separately)								
OSQ	**A**	**NM**						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	**A**	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **4ME*** Type IV Medium **3ME*** Type III Medium **Symmetric** **5ME** Type V Medium **25D** 25° Flood **5SH** Type V Short **40D** 40° Flood **WSN** Wide Sign **60D** 60° Flood **15D** 15° Flood	**B** 86W **K** 130W	**30K** 3000K **40K** 4000K **57K** 5700K	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**DIM** **0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed wattage of specified input power designator **F** **Fuse** - When code dictates fusing, use time delay fuse - Available for U.S. applications only **ML** **Multi-Level** - Refer to ML spec sheet for details - Available with UL voltage only - Intended for downlight applications at 0° tilt **PML** **Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2** **Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **Q9** **Field Adjustable Output** - Refer to Field Adjustable Output spec sheet for details **R** **NEMA® Photocell Receptacle** - Intended for downlight applications with maximum 45° tilt - 3-pin receptacle per ANSI C136.10 - Photocell and shorting cap by others **RL** **Rotate Left** - LED and optic are rotated to the left **RR** **Rotate Right** - LED and optic are rotated to the right

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

OSQ™ LED Area/Flood Luminaire – Medium

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high performance heat sink
- Convenient interlocking mounting method on direct arm mount. Mounting adaptor is rugged die cast aluminum and mounts to 3-6" (76-152mm) square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon
- Adjustable arm mount can be adjusted 180˚ in 2.5˚ increments
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available
- **Weight:** 26.5 lbs. (12kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- **10V Source Current:** 0.15mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards
- 10kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15 , Subpart B, Class A standards for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC and DLC Premium qualified versions available. Some exceptions apply. Please refer to https://www.designlights.org/search/ for most current information
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT. Please refer to http://darksky.org/fsa/fsa-products/ for most current information

Electrical Data*

Input Power Designator	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
B	86	0.73	0.43	0.37	0.32	0.25	0.19
K	130	1.09	0.65	0.56	0.49	0.38	0.28

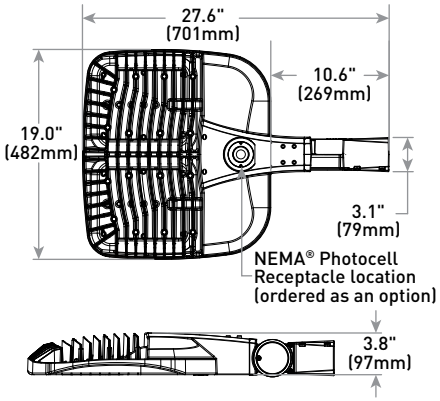
* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-480V +/-10%

Recommended OSQ Series Lumen Maintenance Factors (LMF)[1]

Ambient	Optic	Initial LMF	25K hr Projected[2] LMF	50K hr Projected[2] LMF	75K hr Projected[2]/ Calculated[3] LMF	100K hr Calculated[3] LMF
5˚C (41˚F)	Asymmetric	1.04	1.00	0.95	0.91[3]	0.87
	Symmetric	1.05	1.04	1.04	1.04[2]	1.04
10˚C (50˚F)	Asymmetric	1.03	0.99	0.94	0.90[3]	0.86
	Symmetric	1.04	1.03	1.03	1.03[2]	1.03
15˚C (59˚F)	Asymmetric	1.02	0.98	0.93	0.89[3]	0.86
	Symmetric	1.02	1.02	1.02	1.02[2]	1.02
20˚C (68˚F)	Asymmetric	1.01	0.97	0.93	0.89[3]	0.85
	Symmetric	1.01	1.00	1.00	1.00[2]	1.00
25˚C (77˚F)	Asymmetric	1.00	0.96	0.92	0.88[3]	0.84
	Symmetric	1.00	0.99	0.99	0.99[2]	0.99

[1] Lumen maintenance values at 25˚C (77˚F) are calculated per TM-21 based on LM-80 data and in-situ luminaire testing
[2] In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ([DUT] i.e. the packaged LED chip)
[3] In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ([DUT] i.e. the packaged LED chip)

AA Mount

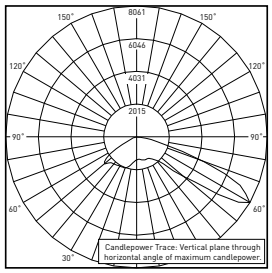


Weight
26.5 lbs. (12kg)

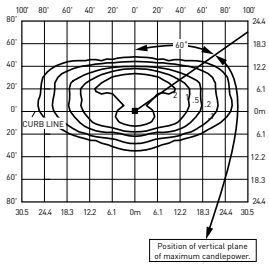
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/area/osq-series

2ME



RESTL Test Report #: PL08877-001
OSQ-A-**-2ME-B-30K-UL
Initial Delivered Lumens: 10,381

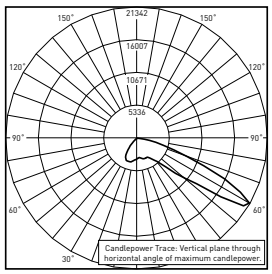


OSQ-A-**-2ME-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 11,424
Initial FC at grade

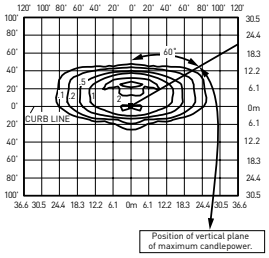
Type II Medium Distribution

Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
B	10,738	B2 U0 G2	11,424	B2 U0 G2	11,648	B2 U0 G2
K	16,022	B3 U0 G3	16,959	B3 U0 G3	17,291	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: whttps://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07700-001A
OSQ-A-**-2ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,822



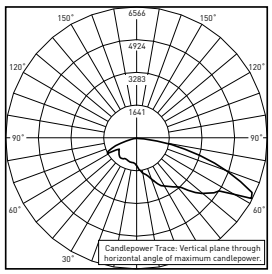
OSQ-A-**-2ME-B-40K-UL w/OSQ-BLSMF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 8,779
Initial FC at grade

Type II Medium w/BLS Distribution

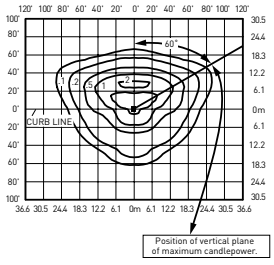
Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11
B	8,251	B2 U0 G2	8,779	B2 U0 G2	8,950	B2 U0 G2
K	12,312	B2 U0 G2	13,032	B2 U0 G2	13,286	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

3ME



RESTL Test Report #: PL08876-001A
OSQ-A-**-3ME-B-30K-UL
Initial Delivered Lumens: 10,421

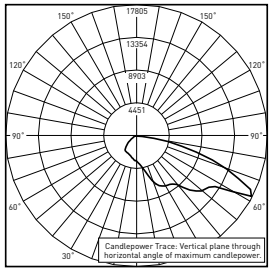


OSQ-A-**-3ME-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 11,424
Initial FC at grade

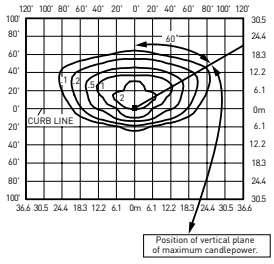
Type III Medium Distribution

Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11
B	10,738	B3 U0 G3	11,424	B3 U0 G3	11,648	B3 U0 G3
K	16,022	B3 U0 G3	16,959	B3 U0 G3	17,291	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07699-001A
OSQ-A-**-3ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 23,601



OSQ-A-**-3ME-B-40K-UL w/OSQ-BLSMF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 9,019
Initial FC at grade

Type III Medium w/BLS Distribution

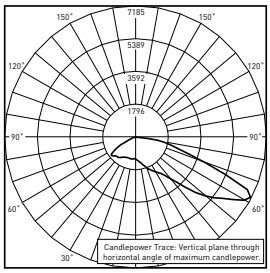
Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
B	8,477	B1 U0 G2	9,019	B1 U0 G2	9,196	B1 U0 G2
K	12,649	B2 U0 G2	13,389	B2 U0 G2	13,650	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

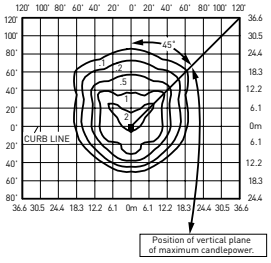
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/area/osq-series

4ME



RESTL Test Report #: PL08878-001A
OSQ-A-**-4ME-B-30K-UL
Initial Delivered Lumens: 10,230

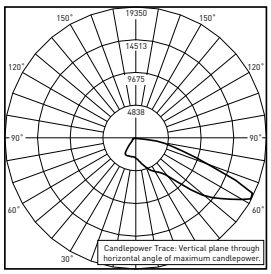


OSQ-A-**-4ME-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 11,424
Initial FC at grade

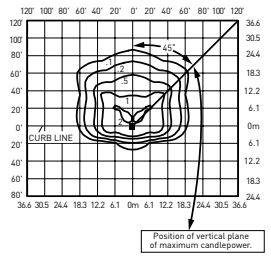
Type IV Medium Distribution

Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
B	10,738	B2 U0 G2	11,424	B2 U0 G2	11,648	B2 U0 G2
K	16,022	B3 U0 G3	16,959	B3 U0 G3	17,291	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tiltt



CESTL Test Report #: PL07692-001A
OSQ-A-**-4ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,793



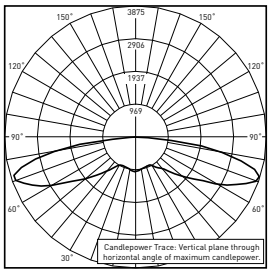
OSQ-A-**-4ME-B-40K-UL w/OSQ-BLSMF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 8,779
Initial FC at grade

Type IV Medium w/BLS Distribution

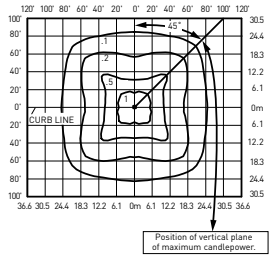
Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11
B	8,251	B1 U0 G2	8,779	B1 U0 G2	8,950	B1 U0 G2
K	12,312	B2 U0 G2	13,032	B2 U0 G2	13,286	B2 U0 G2

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

5ME



CESTL Test Report #: PL08101-001C
OSQ-A-**-5ME-B-30K-UL
Initial Delivered Lumens: 9,304



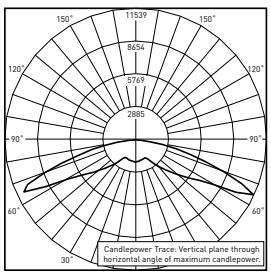
OSQ-A-**-5ME-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 10,867
Initial FC at grade

Type V Medium Distribution

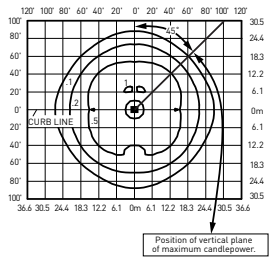
Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
B	9,387	B3 U0 G3	10,867	B4 U0 G4	11,056	B4 U0 G4
K	13,819	B4 U0 G4	15,999	B4 U0 G5	16,277	B4 U0 G5

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

5SH



CESTL Test Report #: PL0754-001A
OSQ-A-**-5SH-U-40K-UL
Initial Delivered Lumens: 25,679



OSQ-A-**-5SH-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens:11,478
Initial FC at grade

Type V Short Distribution

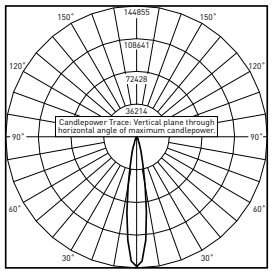
Input Power Designator	3000K		4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11	Initial Delivered Lumens*	BUG Ratings** Per TM 15 11
B	9,914	B4 U0 G2	11,478	B4 U0 G2	11,678	B4 U0 G2
K	14,595	B4 U0 G3	16,897	B4 U0 G3	17,191	B4 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

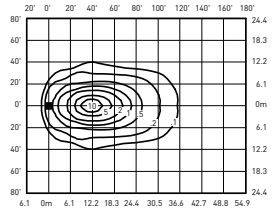
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/area/osq-series

15D



CESTL Test Report #: PL07689-001A
OSQ-A-**-15D-U-30K-UL
Initial Delivered Lumens: 23,254

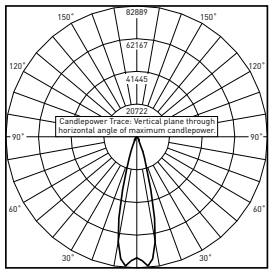


OSQ-A-**-15D-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 11,478
Initial FC at grade

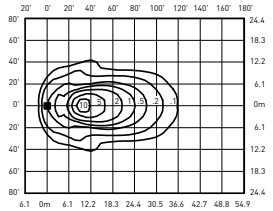
15° Flood Distribution			
Input Power Designator	3000K	4000K	5700K
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
B	9,914	11,478	11,678
K	14,595	16,897	17,191

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

25D



CESTL Test Report #: PL07687-001A
OSQ-A-**-25D-U-30K-UL
Initial Delivered Lumens: 23,265

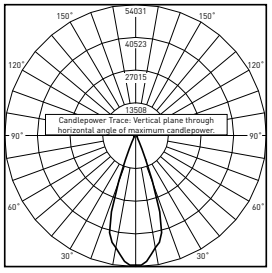


OSQ-A-**-25D-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 11,478
Initial FC at grade

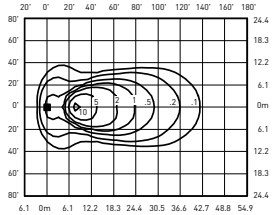
25° Flood Distribution			
Input Power Designator	3000K	4000K	5700K
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
B	9,914	11,478	11,678
K	14,595	16,897	17,191

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

40D



CESTL Test Report #: PL07697-001A
OSQ-A-**-40D-U-30K-UL
Initial Delivered Lumens: 22,943



OSQ-A-**-40D-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 11,478
Initial FC at grade

40° Flood Distribution			
Input Power Designator	3000K	4000K	5700K
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
B	9,914	11,478	11,678
K	14,595	16,897	17,191

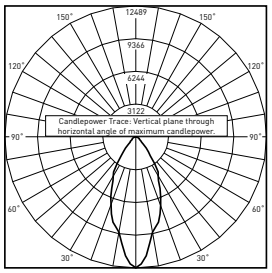
* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

OSQ™ LED Area/Flood Luminaire – Medium

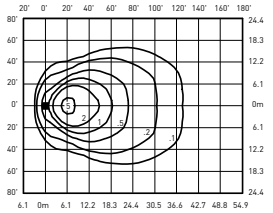
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/area/osq-series

60D



CESTL Test Report #: PL08100-001B
OSQ-A-**-60D-B-30K-UL
Initial Delivered Lumens: 10,079

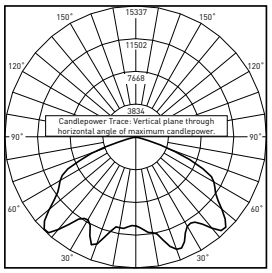


OSQ-A-**-60D-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 11,478
Initial FC at grade

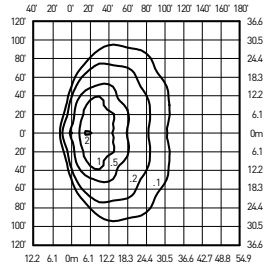
60° Flood Distribution			
Input Power Designator	3000K	4000K	5700K
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
B	9,914	11,478	11,678
K	14,595	16,897	17,191

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

WSN



CESTL Test Report #: PL07695-001A
OSQ-A-**-WSN-U-30K-UL
Initial Delivered Lumens: 23,116



OSQ-A-**-WSN-B-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 11,478
Initial FC at grade

Wide Sign Distribution			
Input Power Designator	3000K	4000K	5700K
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
B	9,914	11,478	11,678
K	14,595	16,897	17,191

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

OSQ™ LED Area/Flood Luminaire – Medium

Luminaire EPA

Fixed Arm Mount – OSQ-DA Weight: 26.5 lbs. (12kg)					
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
					
0.74	1.48	1.19	1.93	1.63	2.38

Adjustable Arm Mount – OSQ-AA Weight: 26.5 lbs. (12kg)							
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	3 @ 180˚	4 @ 180˚	4 @ 90˚
Tenon Configuration (0˚-80˚ Tilt); If used with Cree tenons, please add tenon EPA with Luminaire EPA							
 PB-1A*; PT-1; PW-1A3**	 PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	 PB-2A*; PD-2A4(90); PT-2(90)	 PB-3A*; PD-3A4(90); PT-3(90)	 PB-3A*; PT-3(120)	 PB-3A*; PB-3R2.375	 PB-4A*(180)	 PB-4A*(90); PB-4R2.375; PD-4A4(90); PT-4(90)
0˚ Tilt							
0.74	1.48	1.19	1.93	1.63	3.33	4.66	2.38
10˚ Tilt							
0.75	1.48	1.49	2.23	2.15	4.22	5.84	2.98
20˚ Tilt							
1.12	1.48	1.86	2.60	2.85	5.31	7.32	3.72
30˚ Tilt							
1.46	1.48	2.20	2.94	3.56	6.34	8.68	4.40
45˚ Tilt							
1.96	1.96	2.69	3.43	4.54	7.83	10.68	5.38
60˚ Tilt							
2.33	2.33	3.07	3.81	5.11	8.94	12.16	6.14
70˚ Tilt							
2.49	2.49	3.23	3.97	5.11	9.43	12.80	6.46
80˚ Tilt							
2.58	2.58	3.32	4.06	5.11	9.71	13.16	6.64
Tenon Configuration (90˚ Tilt); If used with Cree tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*	PB-3A*	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375
90˚ Tilt							
2.61	2.61	4.44	6.05	5.11	9.79	13.28	10.39

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenon EPA

Part Number	EPA
PB-1A*	None
PB-2A*	0.82
PB-3A*	1.52
PB-4A*(180)	2.22
PB-4A*(90)	1.11
PB-2R2.375	0.92
PB-3R2.375	1.62
PB-4R2.375	2.32
PD Series Tenons	0.09
PT Series Tenons	0.10
PW-1A3**	0.47
PW-2A3**	0.94
WM-2	0.08
WM-4	0.25
WM-DM	None

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenons and Brackets‡ (must specify color)

Square Internal Mount Vertical Tenons (Steel)
- Mounts to 3-6" (76-152mm) square aluminum or steel poles

PB-1A* – Single
PB-2A* – 180˚ Twin
PB-3A* – 180˚ Triple
PB-4A*(90) – 90˚ Quad
PB-4A*(180) – 180˚ Quad

Square Internal Mount Horizontal Tenons (Aluminum)
- Mounts to 4" (102mm) square aluminum or steel poles

PD-2A4(90) – 90˚ Twin
PD-2A4(180) – 180˚ Twin
PD-3A4(90) – 90˚ Triple
PD-4A4(90) – 90˚ Quad

Wall Mount Brackets
- Mounts to wall or roof

WM-2 – Horizontal for OSQ-AA mount
WM-4 – L-Shape for OSQ-AA mount
WM-DM – Plate for OSQ-DA mount

Round External Mount Vertical Tenons (Steel)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons

PB-2R2.375 – Twin
PB-3R2.375 – Triple
PB-4R2.375 – Quad

Round External Mount Horizontal Tenons (Aluminum)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons
- Mounts to square pole with PB-1A* tenon

PT-1 – Single (Vertical)
PT-2(90) – 90˚ Twin
PT-2(180) – 180˚ Twin
PT-3(90) – 90˚ Triple
PT-4(90) – 90˚ Quad

Mid-Pole Bracket
- Mounts to square pole

PW-1A3** – Single
PW-2A3** – Double

Ground Mount Post
- For ground mounted flood luminaires

PGM-1 - for OSQ-AA mount

‡ Refer to the Bracket and Tenons spec sheet for more details

Direct Mount Configurations

Compatibility with OSQ-DA Direct Mount Bracket					
Input Power Designator	2 @ 90˚	2 @ 180˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
3" Square					
B & K	N/A	✓	N/A	N/A	N/A
3" Round					
B & K	N/A	✓	N/A	N/A	N/A
4" Square					
B & K	✓	✓	✓	N/A	✓
4" Round					
B & K	✓	✓	✓	✓	✓
5" Square					
B & K	✓	✓	✓	N/A	✓
5" Round					
B & K	✓	✓	✓	✓	✓
6" Square					
B & K	✓	✓	✓	N/A	✓
6" Round					
B & K	✓	✓	✓	✓	✓

304 Series™

LED Recessed Canopy Luminaire

Product Description

Luminaire housing is constructed from rugged die cast aluminum components (RS Mount) or die cast and extruded aluminum components (RD Mount). LED driver is mounted in a sealed weathertight center chamber that allows for access from below the fixture. Luminaire mounts directly to the canopy deck and is secured in place with die cast aluminum trim frame. Luminaire housing is provided with factory applied foam gasket that provides a watertight seal between luminaire housing and canopy deck. Suitable for use in single or double skin canopies with 16" (406 mm) wide panels. Designed for canopies of 19-22 gauge (maximum 0.040" [1 mm] thickness).
Applications: Petroleum stations, convenience stores, drive-thru banks and restaurants, retail and grocery

Performance Summary

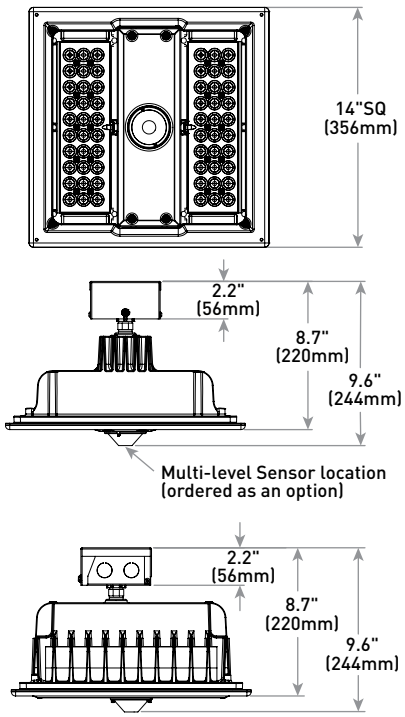
- Patented NanoOptic® Product Technology
- Made in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

† See http://lighting.cree.com/warranty for warranty terms

Accessories

Field-Installed
Hand-Held Remote XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

RS Mount



Weight
22.0 lbs. (9.9kg)

Ordering Information

Example: CAN-304-5M-RS-04-E-UL-SV-350

CAN-304				E				
Product	**Optic**	**Mounting**	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
CAN-304	**5M** Type V Medium **5S** Type V Short **PS** Petroleum Symmetric **SL** Sparkle Petroleum	**RS** Recessed Single Skin **RD** Recessed Double Skin	**04** **06**	**E**	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700*** 700mA	**DIM** **0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current **F** **Fuse** - When code dictates fusing use time delay fuse - Refer to ML spec sheet for availability with ML options **ML** **Multi-Level** - Refer to ML spec sheet for details **PML** Programmable Multi-Level - Refer to PML spec sheet for details **40K** **4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire

* 60 LED luminaire requires marked spacing: 48" x 24" x 6" (1,219mm x 610mm x 152mm); 48" (1,219mm) center-to-center of adjacent luminaires, 24" (610mm) luminaire center to side building member, 6" (152mm) top of luminaire to overhead building member

Product Specifications

CONSTRUCTION & MATERIALS

- RS Mount luminaire housing is constructed from rugged die cast aluminum and incorporates integral, high performance heatsink fins specifically designed for LED canopy applications
- RD Mount luminaire housing is constructed from rugged die cast aluminum and features high performance extruded aluminum heatsinks specifically designed for LED canopy applications
- LED driver is mounted in a sealed weathertight center chamber that allows for access from below the luminaire
- Field adjustable drive current between 350mA, 525mA and 700mA on Non-IC rated luminaires
- Luminaire housing provided with factory applied foam gasket and provides for a watertight seal between luminaire housing and canopy deck
- Mounts directly to the canopy deck and is secured in place with a die cast aluminum trim frame
- RS mount includes integral junction box which allows ease of installation without need to open luminaire
- Suitable for use in single (RS Mount) or double (RD Mount) skin canopies with 16" (406mm) wide panels
- Designed for canopies of 19-22 gauge (maximum 0.040" [1mm] thickness)
- See 228 Series™ canopy luminaires for canopies using 12" (305mm) deck sections
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- To address inrush current, slow blow fuse or type C/D breaker should be used
- **10V Source Current:** 0.15mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Meets FCC Part 15 standards for conducted and radiated emissions
- Enclosure rated IP66 per IEC 60529
- 10kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- DLC qualified when ordered with PS or SL optics and 525 or 700mA drive current. Please refer to www.designlights.org/QPL for most current information
- RoHS Compliant. Consult factory for additional details
- Meets Buy American requirements within ARRA

Electrical Data*

LED Count (x10)	System Watts 120-480V	Total Current					
		120V	208V	240V	277V	347V	480V
350mA							
04	46	0.39	0.24	0.22	0.21	0.15	0.12
06	69	0.57	0.34	0.30	0.27	0.21	0.16
525mA							
04	71	0.59	0.35	0.31	0.28	0.21	0.16
06	101	0.84	0.49	0.43	0.38	0.30	0.22
700mA							
04	94	0.79	0.46	0.40	0.36	0.28	0.21
06	135	1.14	0.65	0.57	0.50	0.40	0.29

* Electrical data at 25°C (77°F)

Recommended 304 Series™ Lumen Maintenance Factors (LMF)[1]

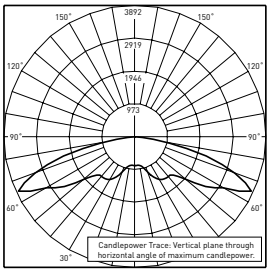
Ambient	Initial LMF	25K hr Projected[2] LMF	50K hr Projected[2] LMF	75K hr Calculated[3] LMF	100K hr Calculated[3] LMF
5°C (41°F)	1.04	0.99	0.97	0.95	0.93
10°C (50°F)	1.03	0.98	0.96	0.94	0.92
15°C (59°F)	1.02	0.97	0.95	0.93	0.91
20°C (68°F)	1.01	0.96	0.94	0.92	0.90
25°C (77°F)	1.00	0.95	0.93	0.91	0.89

[1] Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing
[2] In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ([DUT) i.e. the packaged LED chip)
[3] In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ([DUT) i.e. the packaged LED chip)

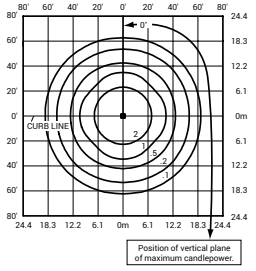
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/canopy-and-soffit/304-series-1#

5M



ITL Test Report #: 77285
PKG-304-5M-**-06-E-UL-700-40K
Initial Delivered Lumens: 11,681

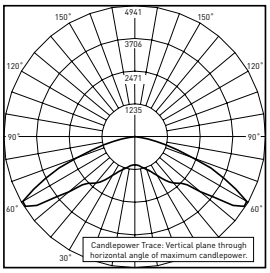


CAN-304-5M-**-06-E-UL-700-40K
Mounting Height: 15' (4.6m)
Initial Delivered Lumens: 11,613
Initial FC at grade

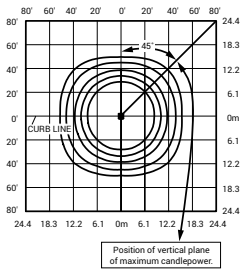
Type V Medium Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
04	4,600	B3 U1 G1	4,777	B3 U1 G1
06	6,831	B3 U1 G1	7,094	B3 U1 G2
525mA				
04	6,441	B3 U1 G1	6,688	B3 U1 G1
06	9,563	B3 U1 G2	9,931	B3 U1 G2
700mA				
04	7,821	B3 U1 G2	8,122	B3 U1 G2
06	11,613	B4 U1 G2	12,059	B4 U1 G2

* Initial delivered lumens at 25°C (77°F)
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: www.ies.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf

5S



ITL Test Report #: 77876
PKG-304-5S-**-06-E-UL-700-40K
Initial Delivered Lumens: 12,738



CAN-304-5S-**-06-E-UL-700-40K
Mounting Height: 15' (4.6m)
Initial Delivered Lumens: 12,903
Initial FC at grade

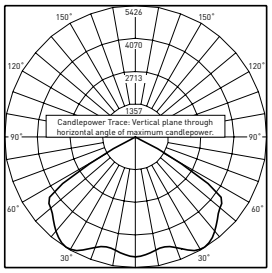
Type V Short Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
04	5,112	B2 U1 G1	5,308	B2 U1 G1
06	7,590	B3 U1 G1	7,882	B3 U1 G1
525mA				
04	7,156	B3 U1 G1	7,432	B3 U1 G1
06	10,626	B3 U1 G2	11,035	B3 U1 G2
700mA				
04	8,690	B3 U1 G1	9,024	B3 U1 G1
06	12,903	B3 U1 G2	13,399	B4 U1 G2

* Initial delivered lumens at 25°C (77°F)
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: www.ies.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf

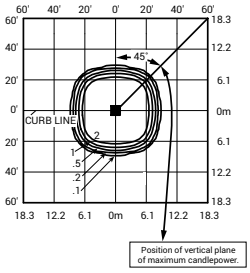
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards by a NVLAP accredited laboratory. To obtain an IES file specific to your project consult: http://lighting.cree.com/products/outdoor/canopy-and-soffit/304-series-1#

PS



ITL Test Report #: 76940
CAN-304-PS-**-06-E-UL-700-40K
Initial Delivered Lumens: 13,581

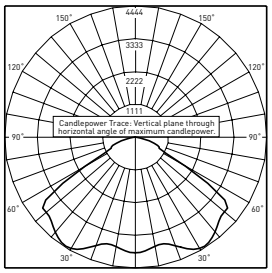


CAN-304-PS-**-06-E-UL-700-40K
Mounting Height: 15' (4.6m)
Initial Delivered Lumens: 13,190
Initial FC at grade

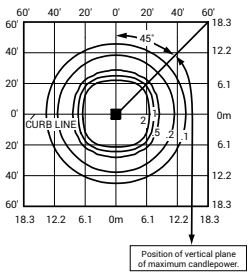
Petroleum Symmetric Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
04	5,225	B2 U0 G0	5,426	B2 U0 G0
06	7,759	B3 U0 G0	8,057	B3 U0 G0
525mA				
04	7,315	B3 U0 G0	7,597	B3 U0 G0
06	10,862	B3 U0 G0	11,280	B3 U0 G0
700mA				
04	8,883	B3 U0 G0	9,225	B3 U0 G0
06	13,190	B3 U0 G0	13,697	B3 U0 G0

* Initial delivered lumens at 25˚C (77˚F)
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: www.ies.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf

SL



ITL Test Report #: 77415
CAN-304-SL-**-06-E-UL-700-40K
Initial Delivered Lumens: 12,707



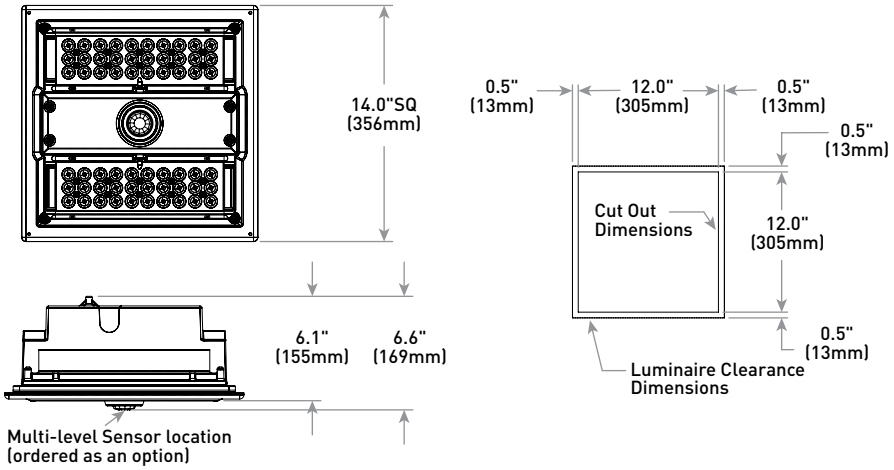
CAN-304-SL-**-06-E-UL-700-40K
Mounting Height: 15' (4.6m)
Initial Delivered Lumens: 12,760
Initial FC at grade

Sparkle Petroleum Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
04	5,055	B2 U0 G1	5,249	B2 U0 G1
06	7,506	B2 U0 G1	7,794	B3 U0 G1
525mA				
04	7,077	B2 U0 G1	7,349	B2 U0 G1
06	10,508	B3 U0 G1	10,912	B3 U0 G1
700mA				
04	8,593	B3 U0 G1	8,924	B3 U0 G1
06	12,760	B3 U0 G1	13,250	B3 U0 G1

* Initial delivered lumens at 25˚C (77˚F)
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: www.ies.org/PDF/Erratas/TM-15-11BugRatingsAddendum.pdf

304 Series™ LED Recessed Canopy Luminaire

RD Mount



Weight
22.0 lbs. (9.9kg)

300'
Off - 45.1 dB
On - 50.8 dB
On - 46.6 dB (Doors Closed)

200'
Off - 47.7 dB
On - 54.6 dB

150'
Off - 46.0 dB
On - 57.9 dB

100'
Off - 51.8 dB
On - 61.4 dB

50'
On - 69.5 dB

241.5'
On - 58.0 dB

GREENHILL RD

S. MAIN STREET

CLR-700

BLUEBELL RD.

-201-

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

CARWASH NOISE LEVELS

#	DATE	DESCRIPTION

DRAWN BY
SCALE
PROJ. NO.
DATE
SHEET

R FALLS, IA

September 8, 2017

Department of Community Development
City of Cedar Falls
220 Clay Street
Cedar Falls, IA 50613

Attn: Mr. David Sturch

Please, please do NOT approve the Kwik Star store at the corner of Greenhil Road and Coneflower Parkway. Greenhill already is just like a racetrack. When you try to turn onto Greenhill from either Coneflower Parkway or Estate Drive, there are times you have to wait 5 or 6 minutes or even longer because of the traffic. Adding a station will only make it worse. There have been several accidents at the corner of South Main and Greenhill within the past month and those will also increase with a station added to the corner. There is a new Casey's being built about a mile to the west on Greenhill. How many stations do we need in this area?

We have been property owners in this area for almost 25 years. Do our concerns mean anything at all? This is a big concern for us and we are hoping you will not approve this.

Thank you,

Mike & Coleen Wagner

Mike and Coleen Wagner
217 Spruce Hills Dr.
Cedar Falls, IA 50613

Dear Members of the Planning and Zoning Commission;

Re: Proposed Kwik Trip / Kwik Star gas station at Greenhill Rd and Coneflower

I write this letter as a concerned neighbor of this site. I live at 301 Spruce Hills Dr. My backyard is directly across Greenhill from the proposed site.

First, why were only people whose backyard faced Greenhill informed of this meeting? Our neighbors across the street were dismayed by the lack of notice as they are equally impacted by the increased traffic, the increased noise contribution and the increased light pollution from this type of business located on Greenhill Rd between South Main and Coneflower that operates 24 hours each and every day.

In 2011, Casey's attempted to build a gas station at the corner of So. Main and Greenhill. Fortunately, that attempt was unsuccessful, related to traffic flow problems, safety concerns, poor fit with the established use of the area, and non-support by the neighbors.

I share those concerns with the Kwik Trip plan. Traffic on Greenhill Rd, designed as a minor arterial, has increased greatly over the last few years with growth in area housing, business developments in the industrial park and Viking Corridor, increased Western Home developments, and increased numbers of health care offices. The City of Cedar Falls plans to build a new City Hall in the area by the fire station. What was a traffic problem for the Casey's plan has increased even more by the time of this Kwik Trip plan.

Please review the P&Z meetings (Feb 2011) related to Casey's and its impact on South Main traffic. While Kwik Trip integrated some of the recommendations of the committee at that time, the traffic patterns will be very similar regarding South Main and will impact El Dorado Heights as well as those using Estate Drive on the Coneflower side of the site. Greenhill lanes funnel from 4 to 3 lanes between Coneflower and South Main.

Light pollution, increased noise contribution and fuel odors are a concern. My backyard is directly across from the gas pumps location and where tanker trucks will deliver fuel. Kwik Trip is a 24 hour business, 7 days a week. The Greenhill "barrier" proposed from Kwik Trip is not adequate to protect my home from the light, the noise and the smells 24 hours a day, 7 days a week. This all will negatively impact my family's quality of life and the lives of my neighbors.

Drainage of surface water on this site and contaminated runoff into the pond is a concern. After a heavy rain, I have seen water standing on this ground.

Pinnacle Prairie was mixed use when we purchased our home 9 years ago. The use map changed in 2016 designating the corner of South Main and Greenhill as commercial. These lots are now appropriate for small offices or establishments serving the immediate residential community. Yes a gas station is included in the list. Development of that site for a gas station is just not appropriate against a residential area. There are already 4 gas station/ convenience stores within 0.5 to 2 miles of South Main and Greenhill. Surely there is a site available to build another gas station that is not in a neighborhood's back yard.

Sincerely,

Denise Flory

Denise Flory

12 September 2017

Planning and Zone Commissioners
Cedar Falls, IA 50613

MU DISTRICT SITE PLAN REVIEW – KWIK STAR CONVENIENCE STORE

As 37-year residents of Balboa Avenue in Cedar Falls, Janice and I are requesting that you address concerns regarding the proposed Kwik Star in the Pinnacle Prairie development. After reviewing the P & Z packet and the Shive-Hattery traffic study, it has become clear that the additional traffic will adversely impact residents of the South Main community. This impact will be especially significant on property owners of Balboa Avenue. We also have concerns with the potential visual impact of this facility on our neighborhood.

It is important to note that the proximity of Balboa Avenue to the Greenhill-Main intersection presents a special situation that is not accounted for in traffic studies. Contrary to federal and state guidelines, Balboa has been absorbed into the functional intersection of Greenhill-Main. It lies a mere 140 feet south of Greenhill and intersects with the northbound left-turn lane of South Main. The additional queueing of northbound traffic at the Greenhill-Main stoplight makes it difficult to safely turn onto northbound Main from Balboa.

Kwik Star's traffic study estimates that the northbound backup for a red light (in the through/right-turn lane) will range from 62 to 113 feet. With queues beyond 70 feet a driver does not have sufficient room to turn north onto Main from Balboa, meaning that this will frequently extend wait times. This access is further complicated by conflict points with southbound Main traffic and the northbound left-turn lane. Failure to mitigate traffic impacts from Kwik Star and future Pinnacle Prairie developments will create an untenable situation for our community. Please refer to the attached Figure 1 which illustrates the queue issue.

To mitigate the projected traffic impacts, we are asking that commissioners include four requirements in any approval for the Kwik Star plan:

1. Incorporate upgrades to the northbound lanes (turning and through lanes) at the Greenhill-Main intersection in the proposed 2019 capacity improvements. City staff have already made plans for intersection improvements in the southbound lanes at Greenhill-Main, but have not suggested changes to the northbound lanes. Kwik Star's projected bump in northbound traffic – a whopping 27% in peak morning hours - will negatively impact access from Balboa Avenue to South Main. This congestion will be further exacerbated by future development in the South Main corridor such as the proposed Public Safety facility. For these reasons, any capacity improvements should consider northbound traffic flow.

2. Eliminate the driveway access to South Main, between Bluebell and Greenhill, from the Pinnacle Prairie Master Plan. Please refer to Figure 2, attached. This access was added without appropriate consideration when the plan was updated in 2015. A driveway placed

in this corridor does not conform to federal and state standards for driveway-to-intersection separation. Any plans to allow direct access onto South Main for future development will increase northbound traffic congestion and worsen the Balboa access issue.

3. Enforce the proposed cost-sharing agreement for 2018 Greenhill Road improvements at South Main and Coneflower. Refer to # 13 "Traffic Impact Study" in the packet. In addition, carve out appropriate right of way on the Kwik Star property for potential future upgrades to the Greenhill-Coneflower intersection. Reduce the speed limit between Prairie Parkway and South Main to 35 mph if needed to enhance access to Kwik Star from Coneflower.

4. Add a curb cut to the Coneflower median, adjacent to the east driveway of the proposed site, to facilitate northbound exits onto Coneflower. As currently proposed, the site will only accommodate southbound exits which will divert excess traffic to Greenhill-Main. While the traffic study suggests exiting traffic will re-route to Prairie Parkway, this seems unlikely due to out-of-distance travel. We note that it is twice as far (0.5 miles) to navigate from Kwik Star to the Greenhill-Prairie Parkway as compared to Greenhill-Main. It is more intuitive for the driver exiting Kwik Star to travel via the Greenhill-Main intersection. This traffic movement will overburden this intersection as described above.

Regarding the visual impact, we urge commissioners to assure that staff recommendations are closely followed during the site development. While engineering and planning officials have been diligent in mandating architectural and landscaping features, this can only be effective if appropriately enforced. We have concerns with the accuracy of the artist's depictions provided by Kwik Star, several of which incorrectly show "Kwik Stop" signage. It seems appropriate to demand more detailed plans to confirm that what's "pretty on paper" represents what Kwik Star will build.

We appreciate your consideration of these issues to help assure that residents of the South Main community will continue to enjoy an excellent quality of life.

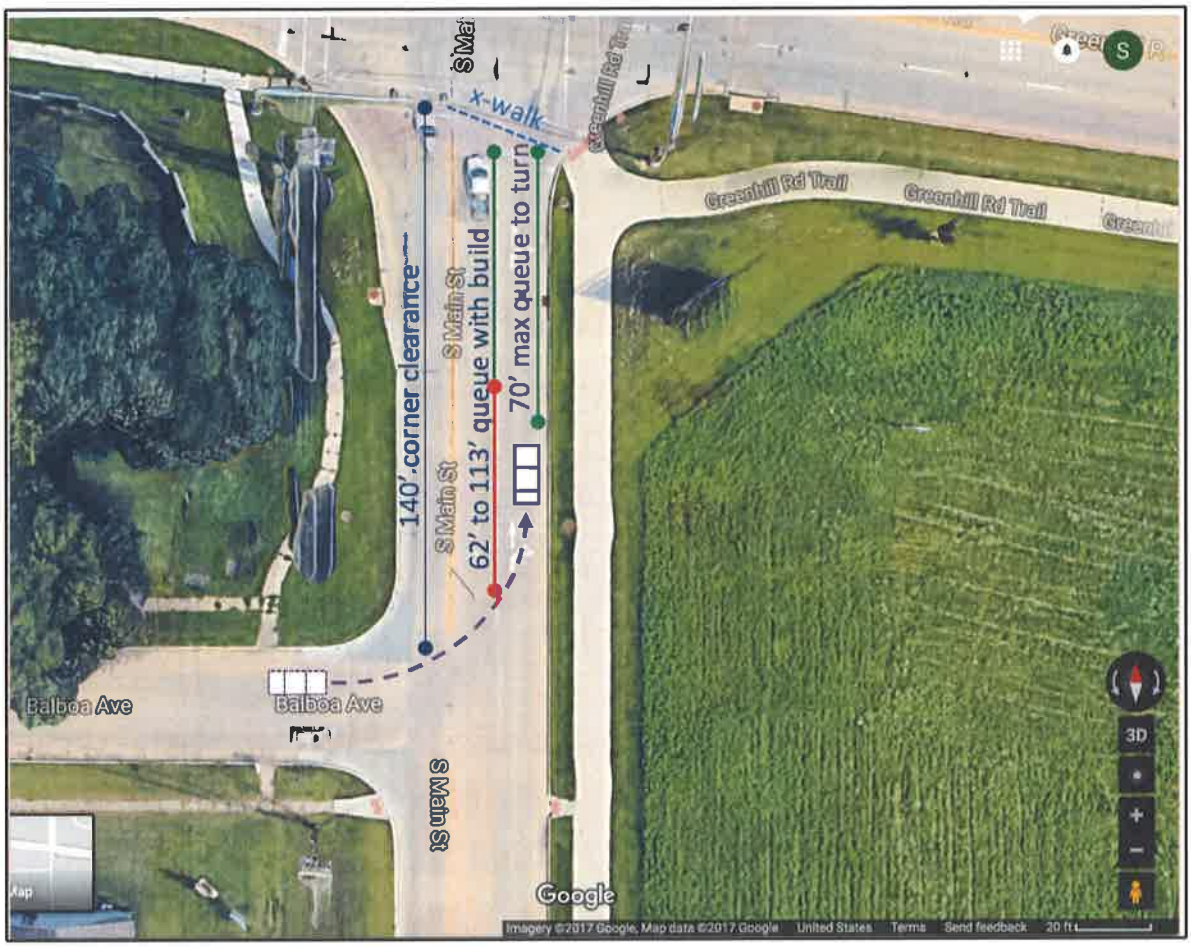
Sincerely,

Stephen R. Ephraim

Steve Ephraim

FIGURE 1
NORTHBOUND QUEUE VS. TURNING DISTANCE FOR GREENHILL-MAIL INTERSECTION

- Figure Illustrates Balboa-to-Main northbound turning conflict with Kwik Star build
  - Queues more than 70 feet will prevent safe turning clearance



SOURCE FOR KWIK STAR QUEUE IMPACT: Shive-Hattery traffic study (ref. table below)

Queuing and Blocking Report
2018 AM Peak Hour Buildout

Kwik Star - Cedar Falls
2018 AM Peak Hour Buildout

Intersection: 1: Main Street & Greenhill Road

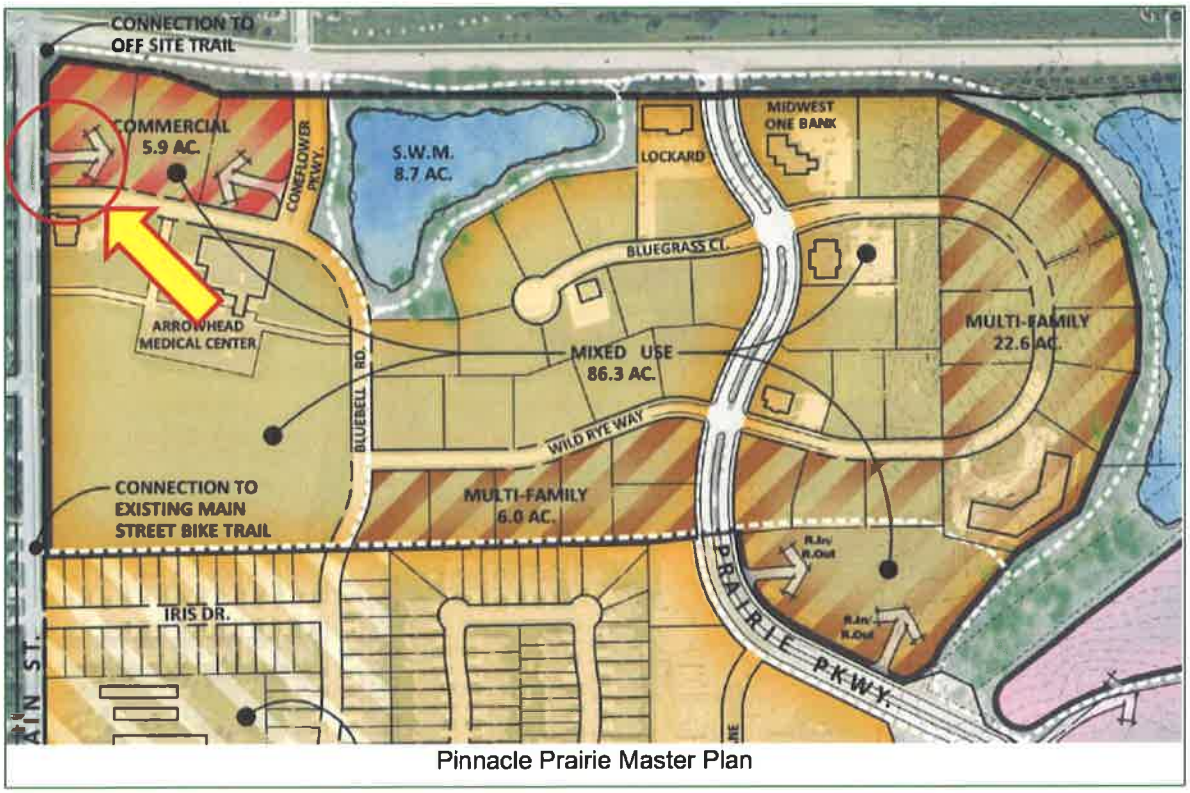
Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	184	119	81	47	181	89	139	175
Average Queue (ft)	89	45	36	14	87	36	62	89
95th Queue (ft)	154	88	67	39	149	73	113	155
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	0						0	
Queuing Penalty (veh)	0						0	

3

FIGURE 2

DRIVEWAY ACCESS TO SOUTH MAIN BETWEEN BLUEBELL AND GREENHILL

- Figure illustrates non-conforming driveway access to South Main
  - State and federal guidelines prohibit driveway placement in this area



Pinnacle Prairie Master Plan

-1-

-2017

To: Cedar Falls Planning & Zoning Commission

Re: Kwik Star Store.

Today we received notice of the request of approval for a site plan for a Kwik Star Store at Greenhill & Coneflower Pkwy. I was not happy & was given 8 hours notice of the meeting when plans that were included is dated April 2017. I am sure you have had advance notice of this plan. As a resident of Cedar Falls I would appreciate advance notice of major changes in my neighborhood.

With that said, I OPPOSE the building of a Kwik Star Store for the following reasons:

1. The traffic on this corner and area in question has increased over the past 10 years I have lived here. The speed limit alone on both Greenhill and Main St. could cause accidents as customers would slow down, enter and exit this area. I also would not appreciate a store that could possibly be open 24/7 in my quiet neighborhood. I moved onto a dead end street for a reason.
2. The recent construction of Casey just down the road from the proposed site would seem to supply this neighborhood with ample access to gas. Kwik Star would saturate the area and is redundant.
3. The opening of Prairie Parkway does funnel traffic through our area. Commercial sites available and more safely accessable to develop should be clustered in current retail/commercial areas. Spreading and saturating redundant businesses in our area could result in negative growth

2. Foot and bike traffic is heavy in this area. Trying to cross Greenhill and Main is nearly impossible unless you can run. I can't. Many residents in our neighborhood are Senior citizens who shy away from the trails along Greenhill because of limited access and safety fears.

Again, I OPPOSE the construction of Kwik Star. I would urge you to vote no.

Sincerely

Penny Popp & Peter Huizinga
4805 S. Main St.
Cedar Falls IA 50613
peterpenny1@gmail.com

From: Redgie Blanco <redgie.blanco@gmail.com>
Sent: Wednesday, September 13, 2017 3:00 PM
To: David Sturch
Subject: Kwik Star Site Plan

Mr. Sturch,

Could you please be so kind to provide the following letter before the meeting tonight to the Planning and Zonning Commission Board to be read and/or to be taken into consideration while discussion this request tonight

Dear Planning and Zoning Commission Board Members,

We DO NOT want a gas station at the corner of Greenhill Rd and Coneflower Parkway.

We hope that the approval of the Kwik Trip site plan be discussed in depth with the input of the people that will be affected by this new business in our neighborhood, and I ask the that the commission takes extra time to take into consideration the feedback from the people that will be directly affected by this new development and have not had a chance to voice their opinion yet.

We are thankful to receive the letter from Mr Sturch today 9/13/17, few hours before the meeting, but unfortunately, this does not give us or some of our neighboors much time to express in person concerns about this gas station in our neighborhood.

I feel that this type of business that opens 24 hours selling fuel, beer and other items, will be a safety and pollution/environmental concern for our children and adult residents. This business will increase traffic, which is already an issue for the intersection of South Main St and Greenhill Rd. It will attract additional transients to the area, will encourage loitering, which is very difficult to enforce by the city, and garbage will end up in the road, and in our yards. In addition to this this type of business will bring chemical, noise, light, and trash pollution to our neighborhood.

There are already several fueling stations in the near vicinity, and there is a new gas station soon to open a mile away at Ashworth Dr. and Algonquin Dr. I don't believe there is a need to bring this type of business in a location where traffic is already an issue, and there is plenty of other gas stations in the area to fulfill the need of this type of business in a such proximity to residential zones.

Sincerely,

Redgie Blanco
318 Alvarado Ave.
Cedar Falls Iowa 50613

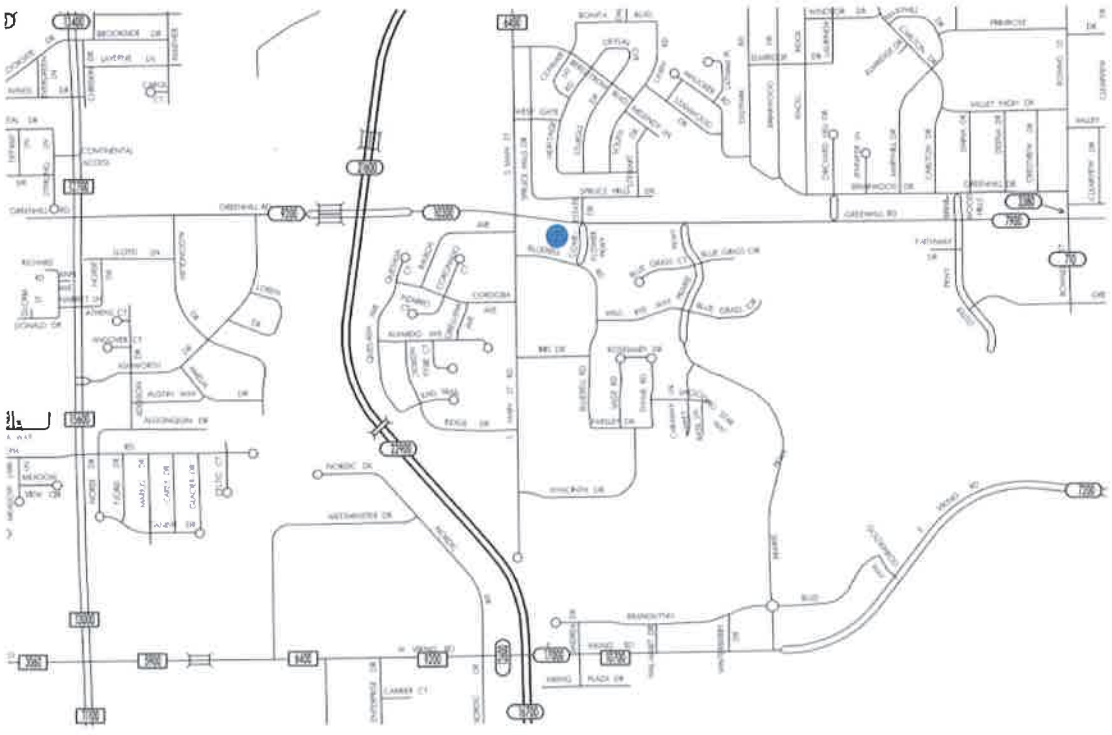
From: Steve Gardner <stevega@gmail.com>
Sent: Wednesday, September 13, 2017 11:57 AM
To: David Sturch
Subject: Re: Concerns with Kwik Star Proposal - Greenhill Dr and Coneflower Pkwy

David,

Sorry for the late notice on my concerns. This email was sent earlier in the week to others and I meant to include you. I look forward to discussing this issue this evening at the planning meeting.

Recently I received a notice that Kwik Star requested approval to build on Greenhill Dr and Coneflower Pkwy. Like many others in the neighborhood adjacent to the site, I am concerned about the impact this will have to the area and I feel other spots might be more beneficial for a gas station. I have broken down my concerns, with key points below, in addition to a proposal for other sites at the end.

Motor Vehicle Traffic Concerns -
This will be a 24 hour service station developed between a retirement community and a large neighborhood, so I see the potential for the business. I am concerned with how this will affect the traffic flow in that area. In 2014, Greenhill Dr. saw roughly 10,000 cars a day. Comparing this to the Casey's on Viking, which is a 4 lane road as well during the same time. Casey's made that potion of Viking handle 12600 cars compared to 9200 cars on the other section between Hwy 58 and Hudson Rd. Using this model as a baseline, Greenhill will see roughly 25-30% increase in traffic. This requires the area to handle at a minimum 12500 cars per day without factoring in growth in the area due to new housing and other business growth in the area over the past 3 years or future growth. Keeping this in mind, considerable changes to the Greenhill Coneflower intersection will need to take place, more details in the next section.



● Proposed Kwik Star

https://iowadot.gov/maps/msp/traffic/2014/Cities/CedarFalls.pdf

Motor Vehicle/Foot Traffic Interaction

With the addition of more cars on the road there is a greater concern for safety. Both sides of where Coneflower Pkwy and Greenhill Dr intersect there are bike trails. These trails are heavily used since they are a main thoroughfare to George Wythe, Blackhawk Park, Hudson, etc. for people in the area. As my family and I ride bikes frequently on the main bike trails around town, we are becoming increasingly nervous riding on Greenhill Dr due to the increased vehicle traffic. It seems like in order to make this proposal work a traffic light would be needed to control the flow of traffic in the area. Between the intersection of Greenhill Dr. and Hwy 58 to the intersection of Greenhill Dr. and Prairie Pkwy, there are currently 3 traffic lights. Greenhill Dr goes from a four lane road to a two lane road back to a four lane road. Coneflower Pkwy also has a median so traffic currently cant turn left into where Kwik Star would be, without affecting the median. With all these competing issues and the heavy amount of foot traffic in the area it seems like this location is a poor choice for a Kwik Star location. All these competing issues would require this intersection to becoming a major intersection instead of low traffic neighborhood roads.

Key Concerns on Safety/Traffic-

1. The area will struggle to handle the increase in traffic from the added business
2. With growing foot traffic in the area there is a safety concern with the additions of more pedestrian/vehicle interactions
3. Currently 3 traffic lights on a 0.7 mile stretch (between 58 and Prairie Pkwy) - a 4th would probably be required
4. Greenhill Dr goes from 4 lanes to 2 lanes to 4 lanes in that section, causing traffic confusion for many.
5. Coneflower Pkwy is a divided road which would have to be redesigned to allow northbound traffic access to Kwik Star
6. There are several gas stations in the area, doesn't seem like another one is necessary. There is a Casey's being built on the west side of 58 as well. (Casey's, Hyvee, Kwik Star all within 3 miles of this location)

Proposed Solution

Looking at the traffic density maps verses road layouts, there seem to be many spots better suited for a Kwik Star location.

1. Across the street from Menards on Viking. This is a high traffic, growing industrial area without a gas station on the east side. This would allow people from the east side of viking to get gas without having to go to Casey's or Murphy's, cutting down on traffic at the Viking 58 intersection.
2. Greenhill and 58 seems like a better option than Greenhill Dr and Coneflower. This area has a traffic light and more lanes that can handle the traffic without dropping to 2 lanes. This is close to the proposed Casey's though so is another gas station in this area required? Same question applies to the current proposed location.
3 Hudson and Viking or Greenhill and Cedar Heights. These areas a traffic light to handle the traffic and more lanes than Greenhill at Coneflower.

Proposed Kwik Star
Potential Spots
New Casey's

I appreciate your time in reviewing my concerns and viewing my proposal for alternate sides. I think overall business growth in the Cedar Falls area is a great thing and will be beneficial but a Kwik Star at the proposed location seems to create more problems than it solves. As a husband and father I get concern with the added traffic to the area. The implications of the traffic logistics seem difficult to manage as well. I hope to discuss this with you all Wednesday evening in greater detail.

Thank you,
Steve Gardner
424 Spruce Hills Dr.

From: denflory <denflory@aol.com>
Sent: Friday, December 01, 2017 9:23 AM
To: lsaul@pipac.com; David Sturch
Subject: Re: Kwik Star and Fareway plans part 2

I should also add, regarding the changing of Kwik Star to lots 32 and 33, the homes that back Greenhill across from those lots are shielded from noise and light pollution by a 6 to 8 foot earthen berm with another 5-6 foot double wooden fence. The homes that back Greenhill across from lots 33 and 34 have only 3 diseased ash trees and a drainage area of cat tails as noise and road pollution mitigation.
Since the change from MU to commercial zoning occurred in 2015, after the building of the 3 homes on Spruce Hills, and these commercial developments will increase noise and light pollution, increase litter, and reduce area real estate values, an earthen berm or other mitigation should be offered.

Sincerely,
Denise Flory
301 Spruce Hill Dr
Cedar Falls

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: denflory@aol.com
Date: 12/1/17 00:01 (GMT-06:00)
To: lsaul@pipac.com, David.Sturch@cedarfalls.com
Subject: Kwik Star and Fareway plans

Dear Ms Saul and Mr. Sturch;

I oppose the proposed placement of Kwik Star and Fareway in lots 32, 33 and34 in Pinnacle Prairie Business Center North subdivision, based zoning changes, on current traffic concerns for the Greenhill and South Main area, and based on planned growth and timing of proposed development with planned road construction and reconstruction.

As written by the Cedar Falls Department of Community Development, in 2014 "staff met wit the developer to discuss changes that have occurred since the rezoning and the importance of updating the Master Plan". This update, to change the northwest section, lots 32, 33 and 34 from mixed use to commercial was formally adopted by Planning and Zoning and the City Council in Spring 2015. I do not recall, as a homeowner in the area, receiving notice of any proposed zoning change. This was wrong, oversight or not. When our home was built in 2008, we had the knowledge that with Mixed Use, professional or medical offices and businesses similar to those in the area would fill the open lots. We relied on that information to our detriment. Having a 24 / 7 gas station with a car wash with exit blowers facing residences along Greenhill does not fit with the existing development. There are currently no other 24/7 businesses in the immediate area. I understand the Public Safety Building will be operational all the time but it will not have the ongoing traffic, lights or noise pollution of the gas station.

Secondly, and this is a broken record, the traffic at Greenhill and South Main is very dense and concerning at times. With the changes to University Avenue, Greenhill has become busier. I do not have traffic studies to site, only the view from my back windows and yard, daily walking of the

trails, and driving from Estate Drive onto Greenhill. There are 5 traffic signals between 58 and Cedar Heights. With more developments along Greenhill, traffic control is critical. I understand in the next year or 2, changes will occur to "improve" the Greenhill / South Main flow of traffic. It is during that same time frame that Greenhill and HWY 58 will undergo planned changes. Planned development in the Greenhill / South Main area now include the new Public Safety Building that will need to respond to emergencies using South Main, Greenhill and Bluebell/Coneflower, the housing in the Sands Development, the Fairbanks Development, the developments by Candeo Church, Western Home expansion and other developments in Pinnacle Prairie. Each of these developments brings tax dollars to the city and traffic. A grocery store is a destination, a gas station is a destination. These two commercial developments will draw even more traffic to Greenhill and South Main.

I have heard that the businesses will pay for changes to the road to provide turn lanes. Why are turn lanes necessary? People can simply go to the light at South Main / Greenhill and make their way to Fareway and Kwik Star or make the turn at Coneflower as it is. Sure, it will take time. Traffic should be slower there because of the decrease in lanes from 4 to 3 between Coneflower and South Main that allows for the turn lane at the light. Of course, more traffic on South Main will interfere with traffic exiting Eldorado Heights. I understand that widening Greenhill for proposed turn lanes would be on the north side - closer to the established homes instead of in the currently undeveloped lots. I oppose this. I am not eager to have Greenhill Road any closer to my backyard than it already is and the infected ash trees on city property do not provide any noise mitigation.

In November, I and Kathy Barfels submitted a neighborhood petition with 132 names opposing Kwik Star at lots 34 and 33 because of high volume traffic, lack of noise mitigation for car wash blowers, a 24 hour 7 day a week gas station did not fit with the established professional office culture, the overhead lights, increased litter and pollution concerns. This list was given to David Sturch, city planner, prior to what we thought was the next P & Z meeting with Kwik Star on the agenda. That meeting ultimately was about the Public Safety Building. I understand that 2 other petitions were also provided to Mr. Sturch at or around that time.

If the area resident concerns are not heard and this commercial development continues, I would request again, that Kwik Star put the exit of the car wash to face Bluebell and install large pine trees or a fence specifically for noise mitigation, and be closed during the overnight hours.

I also suggest moving Kwik Star to the corner of Greenhill and South Main, with the entry / exit closer to the Bluebell side on lots 33 and 32. Allow Fareway to develop lots 33 and 34. I believe that Fareway, which operates reasonable daily hours, and is closed on Sundays and holidays, would be a better neighbor.

The intersection at South Main and Greenhill would work better if turn arrows and traffic patterns were installed and operated much like the intersection signal lights at Cedar Heights and Greenhill. I do not understand why this has not been done.

I would also suggest closing Estate Drive, which is only 1 block long but a point of entry and exit for Heritage Hills Development. Now that Pinnacle Drive is complete linking with Spruce Hill, Steward Lane and Melendy, traffic can flow in and out through that signaled intersection. Closing Estate Drive, which is directly across from Coneflower, would reduce entry and exit traffic onto Greenhill, making Coneflower less difficult to enter and exit. In directing traffic to Pinnacle Drive, it is possible that more traffic would use Pinnacle Drive to access 58 or Ridgeway or 20 instead of Greenhill / South Main / 58.

I thank the Planning and Zoning Commission and the Planners in Community Development for the work that is done. You have an important role in discerning whether and how submitted plans will serve the city and its citizens. There is a balance between development and quality of life. I know that this proposed development of Kwik Star and Fareway in the proposed lots will have a negative impact my family's quality of life.

Sincerely,
Denise Flory
301 Spruce Hill Dr

From: Dan Barfels <dkbarfels@hotmail.com>
Date: December 4, 2017 at 6:08:50 PM CST
To: "David.Struch@cedarfalls.com" <David.Struch@cedarfalls.com>
Subject: Kwik Star

David,

Thank you for taking my phone calls. I have a list and will consolidate my concerns into bullet points for brevity.

1. Property values are diminished by the potential of a Kwik Star across from my home. Realtor shared potential buyers backed out of purchase because of Kwik Star building on Coneflower.
2. If Kwik Star is going to do business at Coneflower or South Main & Greenhill, I ask that hours of operation cease during the nighttime hours. I also ask that carwash hours cease by 9 pm, flip the design so the carwash exits onto Bluebell or eliminate the carwash totally.
3. Greenhill is now the new University. And we now have 5 stoplights between 58 and Cedar Heights.
4. Other locations within Pinnacle Prairie would be better suited to Kwik Star, such as area by Menards and Viking, along Prairie Parkway by Unity Point complex or switch proposed placement of Kwik Star with the proposed Fareway location.
5. Traffic is steadily increasing on Greenhill. Recently, with the opening of Candeo Church with a multitude of worshipers, overflow parking now parks on Faith Way Dr. Sunday morning traffic on Greenhill is now very busy. Fareway is closed on Sundays, late nights, and on holidays so it would not impact the Sunday morning traffic like a Kwik Star.
6. Please note the petitions opposing Kwik Star that were previously submitted.
7. Traffic concerns from current and future developments from Hwy 58 to Cedar Heights along Greenhill are: Sands, Heritage Hills, Western Home, Whispering Pines, Oster Development, Green Creek Addition, Pinnacle Prairie, and Kyle Larson's development. This does not include the Public Safety Building and the proposed Kwik Star and Fareway.
8. Turn lanes should not be added to Greenhill at Cornflower or Estate Dr. These will impact established bike / walking trails and create more congestion in an area where the traffic lanes are reduced for the stop light at South Main and Greenhill. Lights at Prairie Parkway and also at South Main will facilitate any traffic into developments on Coneflower, Bluebell and Rye.
9. No businesses from Hudson Rd / Greenhill to 218 / Greenhill operate 24 hours a day. Such a business would not fit with current neighborhoods.
10. A "Gentleman's Word" was given regarding the development of lots 32-34 that it would be businesses similar to those already in Pinnacle Prairie, also as shown on the billboard at South Main and Greenhill depicting a vibrant business area - NOT GAS STATIONS. A "Gentleman's Word" regarding the Arbor traffic not using Erik Road was given to Stephanie that she shared at the Sept or Oct P&Z meeting. Whose "Gentleman's Word" is one to rely upon?

Thank you for your time and consideration.
This is a safety and quality of Life concern.

Sincerely,
Kathy Barfels
305 Spruce Hill Dr
Cedar Falls, IA

From: margaret holland <mgholland@hotmail.com>
Sent: Monday, December 11, 2017 3:35 PM
To: David Sturch
Subject: Community Development- Kwik Star and Fareway

David,

I live at 128 Balboa Ave, C1 and I am writing to comment on the proposal to built a Kwik Star and Fareway near the intersection of South Main and Greenhill. I am opposed to both of these proposals. The plan for the entrance to the Fareway off S Main will create a problem turning onto and off of Balboa. The traffic in that area is already a problem for those of us on Balboa, partly because Balboa is close to Greenhill and cars are accelerating from being stopped at the light. More traffic in that small area will lead to more accidents. The Kwik Star will generate more traffic and be open long hours. Both of these plans are inconsistent with what we were told would be built on those lots. Plus the design is not in keeping with the prairie style. I hope that the city decision makers will take the concerns of city residents into account and not be solely focused on the desires of the business community.

Thank you,
Margaret Holland

Cedar Falls Planning and Zoning Commission:

I am responding to the letter dated 12/5/2017 about the Site Plan Review.

The corner of South Main and Greenhill Road is very challenging now. It is a major route for those going South on Main who need to turn either East or West. Also those going East or West on Greenhill Road find a very busy intersection. For those of us living in the Western Home Community, the increase in traffic will make it very difficult to leave our area going North.

The new Police/Fire Department structure poses additional problems with traffic flow. Getting emergency vehicles from the new station and onto Main and/or Greenhill Road, since Main is a two lane roadway, will be a problem.

Just West of highway 27 a new convenience store/service station was built. I do not believe there is a pressing need for another such structure within that short distance.

We urge you to vote against the Kwik Star proposal.

Sincerely,
Elton and June Green
4934 Bluebell Rd.
Cedar Falls, IA

Elton Green
June L Green

Out of town December 13, 2017

RECEIVED
DEC 11 2017
DEVELOPMENTAL SERVICES
DEPARTMENT

From: Gowans, Doug <DGowans@eengineering.com>
Sent: Tuesday, December 12, 2017 4:30 PM
To: David Sturch
Subject: Site Plan Concerns: Fareway / Kwik Star

David,

Thanks for contacting me, regarding the Site Plan Review for the proposed Kwik Star and Fareway Grocery Stores.

I just want you and the Planning and Zoning Commission to know that **I am NOT in favor** of these two stores locating at the Greenhill Road and S. Main Street location. As a resident of Eldorado Heights, 506 Balboa Ave., I oppose this type of construction because I do not believe it fits well with the general office / professional services types of businesses that are currently located in this area.

Let's keep our Retail Trading types of businesses in our existing RTZ areas: Downtown, University Ave., College Hill and the Industrial Park. Spreading retail businesses and retail services throughout the city is not effective or efficient planning in my opinion.

Opening this corner up to retail development will also effect the traffic flow on South Main, Green Hill Road and Balboa Ave. Adding additional traffic (vehicle and pedestrian) at the South Main/Greenhill and Balboa Ave intersections is not a good idea. That intersection is already a traffic hazard.

Thanks again for talking with me on the phone. I hope the P&Z will reject the idea of development of this intersection for these types of businesses.

Best regards,

Doug Gowans and Julie Gowans,
506 Balboa Ave.
Cedar Falls,
(319) 404-8725 (Cell)
dgowans@eengineering.com
gowans@cfu.net

From: Jon Ericson <jonericson1@gmail.com>
Sent: Wednesday, December 13, 2017 1:45 PM
To: David Sturch
Subject: Kwik Star at tonight's P and Z

David,

I'm not sure if I will be able to make it to tonight's meeting, so I wanted to share my thoughts with the commission.

#1) I am opposed to the Kwik Star project primarily because it is a 24-hour business operated directly across the street from single family homes. When these homes were constructed, the Kwik Star site was planned for office development. Years after the homes were built the plan was changed to commercial development. The lighting, noise and all hours traffic generated by a 24-hour business was not what these homeowners could possible have anticipated when they purchased their homes.

#2) If the project is going forward, I would plead that all lighting and signage at the property be the most discrete options possible, and that the car wash aspect of the business not operate after 9 p.m.

#3) I would encourage the traffic/road plan around the business to remain as it is in the current iteration of the site plan. Any changes that would push more traffic to Coneflower Parkway would exacerbate issues on Greenhill Road - in particular left turns onto Greenhill Road from either Coneflower Parkway or Estate Drive will be nearly impossible at several times of day with the additional traffic generated in this area.

As far as the Fareway project, could you please direct me to the supporting materials for this plan, or send it to me? Also, is there a traffic study I could see with the Fareway project.

Thank you,
Jon Ericson
402 Spruce Hills Drive
(319) 230-2405

12 December 2017

Planning and Zone Commissioners
Cedar Falls, IA 50613

MU DISTRICT SITE PLAN REVIEW – FAREWAY GROCERY STORE

As 37-year residents of Balboa Avenue in Cedar Falls, Janice and I are requesting that you address concerns regarding the proposed Fareway Store in the Pinnacle Prairie development. After reviewing the P & Z packet and the Shive-Hattery traffic study, it's become clear that the additional traffic will adversely impact residents of the South Main community. We also have concerns with the potential visual impact of this facility on our neighborhood.

There are three traffic issues with this proposal that must be addressed before approval:

1. The Shive-Hattery traffic study has incorrectly based its recommendations on hypothetical improvements to the Greenhill-Main intersection. Please refer to Attachment 1. Approval for this project must be contingent on the city's commitment to upgrade this intersection, consistent with the study recommendations, before completing the Fareway project.

2. The proposed driveway access to Main street does not conform to Iowa SUDAS guidelines for setbacks from the Greenhill-Main intersection and Bluebell Avenue. Please refer to Attachment 2, 3 and 4 for details. This access was incorporated into the 2015 master plan without adequate consideration and must be re-considered on the basis of traffic and design considerations. There are no driveway access points between Greenhill and Bluebell that will satisfy state and federal guidelines. Fareway should instead add a second driveway access to Bluebell or incorporate Bluebell access via a shared driveway with KwikStar.

3. Access for Balboa Avenue residents must be considered with any South Main Street project. Please refer to Attachment 5. For this reason, the above issues must be addressed prior to approving a project that might affect access for Balboa residents. The proximity of Balboa to the Greenhill-Main intersection presents a special situation that is not accounted for in traffic studies. The additional queueing of northbound traffic at the Greenhill-Main stoplight makes it difficult to safely turn north onto Main from Balboa.

Regarding the visual impact, we urge commissioners to assure that recommendations of the city planners and Pinnacle Prairie architects are closely followed in the site development.

We appreciate your consideration of these issues to help assure that residents of the South Main community will continue to enjoy an excellent quality of life.

Sincerely,

Stephen R. Ephraim

Steve Ephraim

ATTACHMENT 1

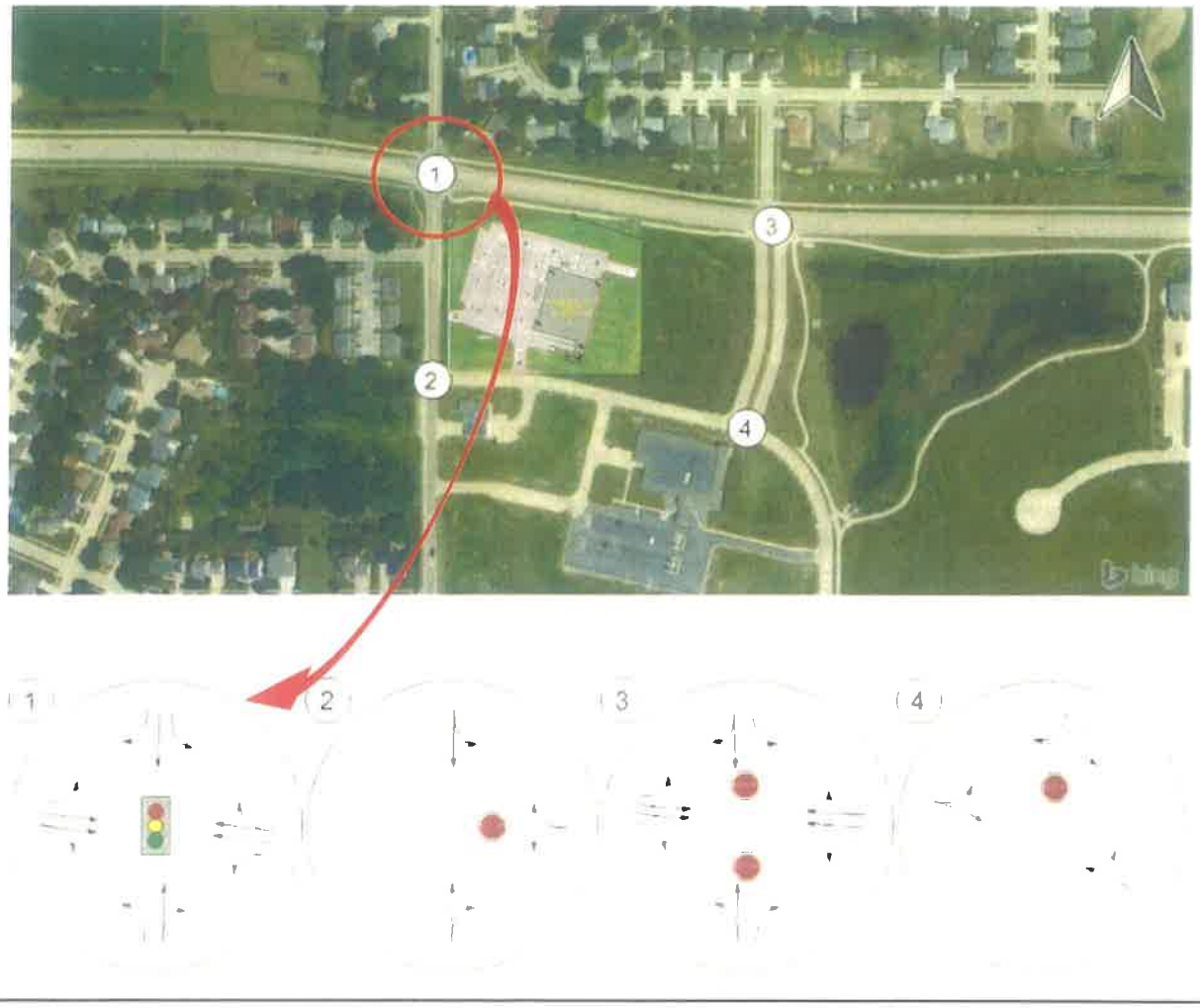
Shive-Hattery Study Based on Hypothetical Improvements to Greenhill-Main

The Shive-Hattery traffic study for Fareway Store bases its recommendations on hypothetical improvements to the Greenhill-Main intersection. As noted in Figure 10, item 1 below, these improvements include additional lanes and related upgrades to improve traffic flow. While these improvements have been slated in future plans, there is no commitment to implement them.

The study's author notes in the Conclusions of page 24 that these improvements were assumed in the traffic analysis which includes impacts of both Fareway and the adjacent KwikStar development:

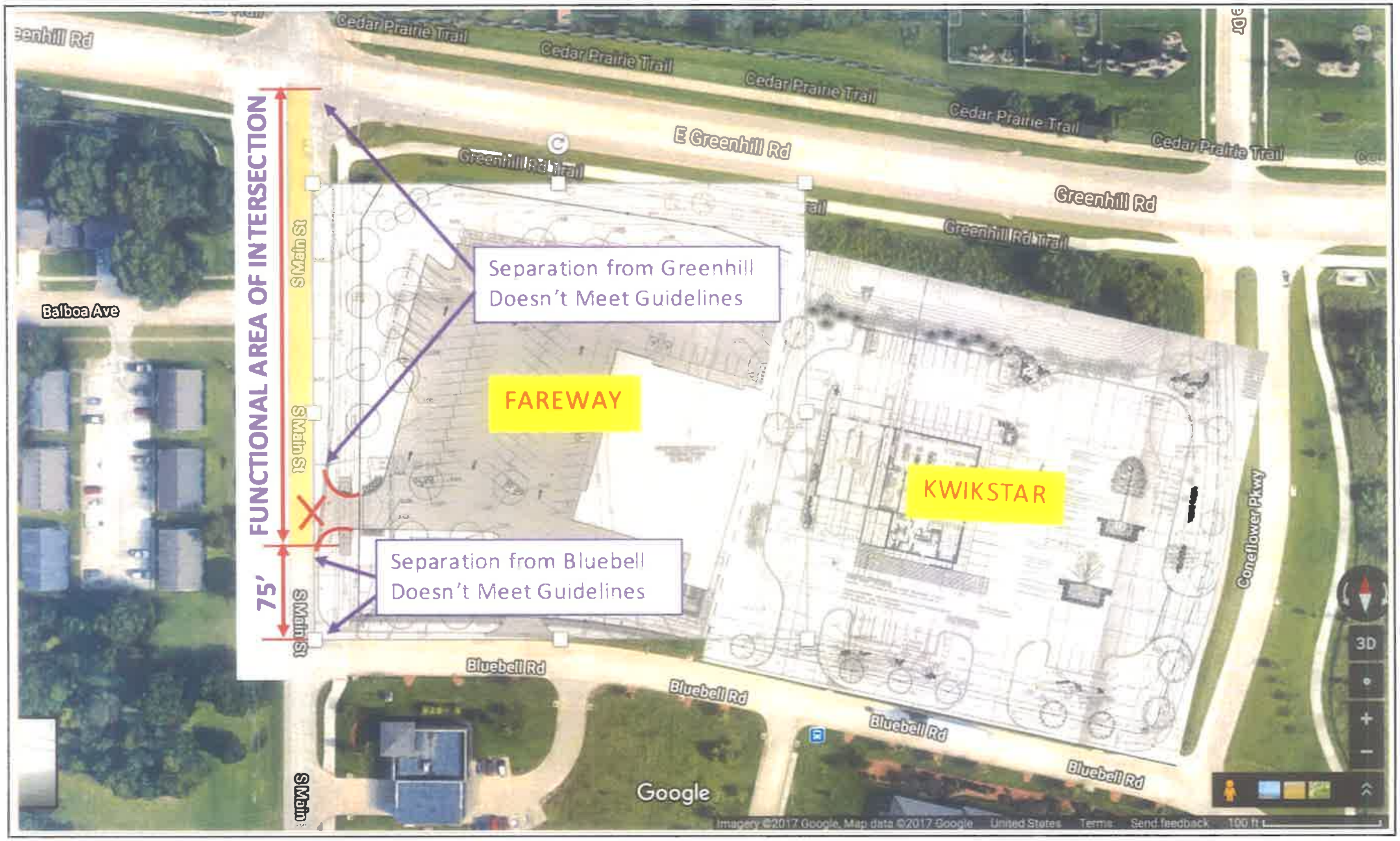
> Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 10. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by

Figure 10 **Study Intersections – Recommended Lane Configuration and Control By 2038**



ATTACHMENT 2

Overview Map Showing That Driveway Access to Main Street Does Not Conform to Setback Guidelines



3

ATTACHMENT 3

Proposed Driveway Access to Main Street Does Not Conform to Functional Intersection Guidelines

The proposed access to Main street does not conform to Iowa SUDAS guidelines for setback from the Greenhill-Main intersection. Section A of chapter 5L-3 of the Iowa SUDAS design manual, excerpted below, states that, "driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway." ISU's Access Management FAQ states in Chapter 5, "It is important to protect the functional area of an intersection from driveway access. Driveways located within this area may result in higher crash rates and increased congestion."

Iowa SUDAS

5L-3

Design Manual
Chapter 5 - Roadway Design
5L - Access Management

Access Location, Spacing, Turn Lanes, and Medians

This section addresses access location, spacing, turn lane and median needs, including TRB Principles of Access Management 5-9:

A. Preserve the Functional Area of Intersections and Interchanges (Principle 5)

AASHTO states, "Ideally, driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway. The functional area extends both upstream and downstream from the physical intersection area and includes the longitudinal limits of auxiliary lanes."

1. **Upstream Functional Distance:** The upstream functional distance of the intersection can be further defined as the approach distance to an intersection that is required for the driver to change speeds in order to complete a movement, such as entering an auxiliary lane or slowing down for a turn or signal. The upstream functional distance includes the sum of:

   d_1, distance traveled during driver's perception - reaction time

   d_2, deceleration distance while the driver maneuvers to a stop

   d_3, queue storage length required (50 foot minimum)

There are two key criteria for defining the functional area of an intersection. The first, explained in the excerpt above, is to tabulate the driver's perception/reaction time, deceleration distance, and vehicle queue storage length. For Greenhill-Main, this area exceeds 400 feet in length, considerably longer than the setback of the proposed driveway.

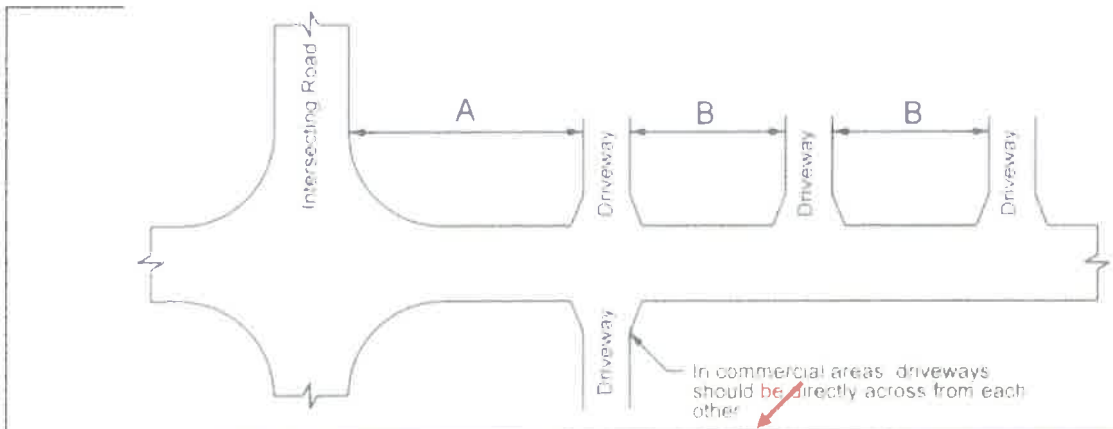
The second criteria for functional area of intersection is defined by federal AASHTO standards as including "the longitudinal limits of auxiliary lanes." For Greenhill-Main, the longitudinal limit of the northbound auxiliary lane of Main Street extends past the proposed Fareway driveway access.

ATTACHMENT 4

Driveway Setback from Bluebell Does Not Conform to Driveway to Intersection Distance Guidelines

The proposed driveway access to Main street violates Iowa SUDAS guidelines for setback from Bluebell Avenue as explained here. Table 5L-3.05 of Chapter 5L-3 of the SUDAS manual, excerpted below, depicts the minimum recommended distance between driveways and intersecting streets. As highlighted in the table, the distance from Fareway driveway to Bluebell should be a minimum of 100 feet considering that South Main is a collector street (see explanation for this classification below). As currently designed, this driveway access does not meet the minimum distance with its current location at 75 feet from the corner of Bluebell/Main.

Table 5L-3.05: Minimum Distance between Driveways or from Intersecting Streets



	Minor Arterial			Collector			Local		
	Res. Area	*C/I Area*	*Ag Area*	*Res. Area*[3]	*C/I Area*	*Ag Area*	*Res. Area*[3]	*C/I Area*	*Ag Area*
A. Minimum intersection clearance[1]	**145'**	**170'**	**300'**	100'	100'	300'	**75'**	**75'**	**150'**
B. Minimum driveway spacing[2]	**100'**	**200'**	**300'**	75'	100'	300'	---[4]	---[4]	**150'**

The justification for classifying the southern portion of Main Street as a collector is based on daily traffic counts considerably exceeding 400 vehicles per day. South Main was previous classified as a "local" street in the 2011 Cedar Falls comprehensive plan based on significantly lower traffic volumes than currently projected. See Table 2 below from the SUDAS "Roadway Design Standards for Rural and Suburban Subdivisions" which supports this "collector" classification based on volume.

Table 2. Urban and suburban cross-section geometrics

Design Elements	Connector		Collector		Local	
	Desirable	*Minimum*	*Desirable*	*Minimum*	*Desirable*	*Minimum*
Design speed (mph)	60	60	35	35	30	30
Avg. daily traffic	> 1500	>1500	400-1500	400-1500	<400	<400
Pavement width	31'	31'	31'	26'	26'	26'

ATTACHMENT 5

Proximity of Balboa Avenue to the Greenhill-Main Intersection

Balboa Avenue presents a special situation that is not accounted for in traffic studies. Contrary to federal and state guidelines, Balboa has been absorbed into the functional intersection of Greenhill-Main. It lies a mere 140 feet south of Greenhill and intersects with the northbound left-turn lane of South Main. The additional queueing of northbound traffic at the Greenhill-Main stoplight makes it difficult to safely turn onto northbound Main from Balboa. This is illustrated in Figure 1 below.

KwikStar's traffic study, which does not include hypothetical improvements to the Greenhill-Main intersection, estimates that the northbound backup for a red light (in the through/right-turn lane) will range from 62 to 113 feet. With queues beyond 70 feet a driver does not have sufficient room to turn north onto Main from Balboa, meaning that this will frequently extend wait times. This access is further complicated by conflict points with southbound Main traffic and the northbound left-turn lane. Failure to mitigate traffic impacts from KwikStar, Fareway and future Pinnacle Prairie developments will create an untenable situation for Balboa residents.

FIGURE 1

NORTHBOUND QUEUE VS. TURNING DISTANCE FOR GREENHILL-MAIL INTERSECTION

Nino Costarella

401 Heritage Rd. Cedar Falls, Iowa 50613 | 319-277-5415 | gdimage@cfu.net

December 13, 2017

Planning & Zoning Commission
David Sturch
Department Of Community Development
220 Clay Street
Cedar Falls Iowa 50613

Planning & Zoning Commission:

Attached are photographs showing compelling reasons opposing the proposed Kwik Star at Greenhill Road and Coneflower Parkway.

1. These photographs show how close the proposed Coneflower Kiwk Star site is to the homes across Greenhill Rd., and that in any of our local areas there is a Kiwk Star; Evansdale, Waterloo, Cedar Falls that in no case do any of these business face toward a residential area.
   They are adjacent to or face other retail, commercial, or vacant lots.
   Photos also show the condition of one of the newer Kwik Stars, debris in front of store, fuel and oil spills at the pumps (1717 E. San Marnan Dr.)
2. Approximately 300 + signatures from home owners that do not want the Kwik Star to be located at the proposed sight. These home owners' property values are in jeopardy and they are counting on you, as the board members they elected, to do the right thing.
3. No other businesses on Greenhill from Hudson Road to highway 218 are open 24 hours a day. The only retail business that are on Greenhill Rd. are between Hwy 58 and Hudson Rd... These business are not open 24 hours a day, and are not located close to any single family homes.
4. Increased traffic, traffic noise, car wash noise, debris, and contamination of the ground water.

LIGHT POLUTION; Homes across from this proposed Kwik Star will not be able to open their blinds at night or their windows in the summer.

5. SAFETY; the increased traffic will cause safety issues, on South Main, Greenhill Rd. and with pedestrians using the bike path.

If this is already a done deal for this committee, is the City of Cedar Falls, the developer, and Kwik Star going to guarantee the loss of home values by reimbursement to the home owners. The difference of amount payed for their homes plus appreciation, less the actual selling price. This devaluation being caused by the gas station you are allowing to be built in their front and back yards?

All of the homes directly north of this proposed Kwik Star site in the Heritage Hills Addition will be affected. When the homes closest to the Kwik Star sell for far less then what their values should be, the rest of neighboring homes values will drop as well. (LIKE SALES)

Also attached is a copy of one of the three previously submitted petitions which has 107 signatures of home owners who do not want the Kwik Star at that location.

I hope that elected committee members will do the right thing for the neighborhood safety, quality of life and home owner's property values.

Sincerely,

Nino Costarella

KWIK STAR SITE PLAN REVIEW

PETITION OPPOSING LOCATION

We, the below signed, oppose the proposed location of a new Kwik Star at the corner of Greenhill Road and Coneflower Parkway because of high volume traffic, noise from car wash and blowers, a 24 hour 7 day a week gas station does not fit with the established residential and professional office culture, overnight lights, increased litter and pollution, and long term effects on the nearby residential property values.

	Name	Address	
1	NINO COSTARella	401 Heritage Rd	
2	Kim Costarella	401 Heritage Rd	
3	Deb Gavin	407 Heritage R	Deborah Gavin
4	James Davis	407 Heritage Rd	James M. Davis
5	Douglas Herbon	423 Heritage Rd -	Douglas Herbon
6	Connie Herbon	423 Heritage Rd.	Connie Herbon
7	Ann Balm-Olson	4411 Briarwood Dr	Ann Balm-Olson
8		317 HERITAGE RD	
9	Jessica Johnson	4124 South lawn Rd	Jessica Johnson
10	MARC RATH	4119 SOUTH LAWN RD	Marc Rath
11	Karen Schuchart	503 Heritage Rd.	Karen Schuchart
12	Susanna Hines	4107 Southlawn Rd	Susanna Hines
13	JOHN HINES	4107 Southlawn Rd	John Hines
14	Jerene Gawinski	4101 Southlawn R	Jerene Gawinski
15	Marli Engel	4028 Southlawn	Marli Engel
16	Page Foss	4021 S. Lawn Rd	Page Foss

17	William Foss	4021 SouthLawn Rd	Wil L
18	Kay Froehner	3906 SouthLawn Rd	C Falls
19	[illegible]	3902 South Lawn Rd	C Falls
20	[illegible]	3822 SouthLawn Rd	CF
21	[illegible]	3808 SouthLawn Rd	CF
22	Joanna Rahmanzadi	3807 SOUTH LAWN RD	CF
23	[illegible]	3807 SouthLawn Rd	CF
24	Ali Rahmanzadi	3807 SOUTHLAWN RD	CF
25	Kym Koch	3903 SouthLawn Rd	CF
26	Pat Koch	3903 SouthLawn Rd	CF
27	Jeannine Smith	321 Devlin	C.F.
28	[illegible]	321 Devlin	C.F.
29	[illegible]	314 DEVLIN CT.	C.F.
30	Maxine Lawrence	308 Devlin	CF
31	[illegible]	308 Devlin Cir	CF
32	[illegible]	306 Heritage Rd	CF
33	[illegible]	306 Heritage Rd	
34	[illegible]	4204 South Lawn Rd.	
35	[illegible]	4204 South Lawn Rd.	
36	[illegible]	4118 SOUTH LAWN ROAD	
37	[illegible]	4118 S. Lawn Rd	
38	Bill Hall	4113 S. Lawn Rd	C.F

39	JOHN FREDERICKSON	311 HERITAGE RD	
40	Drew James	305 Heritage Rd	
41	Stac Vasta	301 Heritage Rd	
42	Scott Meyer	223 HERITAGE RD	
43	Chad Huhn	217 Heritage	
44	Stacy Huhn	217 Heritage	
45	Ken Klingman	4207 Heritage Rd	
46	Linda K Lingman	4207 Heritage Rd	
47	Brenda Waddle	4115 Heritage Rd	
48	Karen Schmitz	4109 Heritage Rd.	
49	Mitch Huddle	4103 Heritage Rd	
50	Thad Fever	3909 HERITAGE RD	
51		3908 Heritage Rd	Chad Nichaus
52	Boyce Heath	3920 Heritage Rd.	
53		4010 Heritage	
54			
55		4016 Heritage Rd.	Brian O'Hair
56	Scott Schipper	4021 Heritage Rd.	
57	DAVID HALTERMAN	4108 HERITAGE Rd	
58	JANET HALTERMAN	4108 HERITAGE RD	
59	Kathy Schuler	4202 Heritage Rd	
60	Dennis Schuler	"	

61 Wayne Naber 4203 Southlawn Rd. Wayne Naber

62 Jean Naber 4203 Southlawn Rd Jean Naber

63 Lindsay Wildebaer 4215 Heritage Rd

64 Paula Czarnotzki 4120 Heritage Rd

65 Darren Dieterich 4004 Heritage

66 Emily Luttrell-Narigon 3919 Convair Ln. Emily Luttrell Narig

67 Rick Siebrands 3915 Convair LN

68 Kokila S. sheth 3940 convair lane cedar falls IA

69 Cathy Moo 3827 Convair Lane Cedar Falls

70 Randy Schmidt 3830 Convair C.F. Randy Schmidt

71 Rebecca Schmidt 3830 Convair Lane C.F. Iowa

72 Don Walsh 3824 Concordia C. F. IA 50613

73 Peter Gallagher 3815 Convair C.F.

74 Diane Gallagher 3818 Convair Lane C.F.

75 Diane Siebel 3721 Convair Lane CF

76 Drew Simpson 107 Devlin Cir CF

77 Kris Heyenga 116 Devlin Circle CF Kris Heyenga

78 Jeanette Fredericks 126 Devlin Cir CF 50613

79 [illegible] 126 DEVLIN CIR CF 50613

80 Larry Lonser 206 Devlin Cir. CF 50613

81 Terry Holmich 218 DEVLIN CIR CF 50613

82 [illegible] 224 Devlin Cir CF 50613

83	Lori Becker	413 Heritage Rd. Cedar Falls, Iowa	
84	David A Becker	413 Heritage Rd Cedar Falls, IA	
85	Mom	504 Heritage Rd CF, IA	
86	Dad	504 Heritage Rd CF, IA	
87	Fred Schoentag	4112 Sturgis Dr. C.F, IA	
88	J Warren	4106 Sturgis Dr. C.F., IA	
89	Brittany Warren	4106 Sturgis Dr CF, IA	
90	DASH PATEL	4100 Sturgis Dr. CF.	
91	Lisa Johnson	4018 Sturgis DR CF	
92	Marty d. mullarky	3913 Sturgis Dr. CF	
93	Brian McGee	3925 Sturgis Dr. CF	
94	Ross C. CHAPIN	4003 STURGIS DR	Ross C. Chapin
95	Jeff Chapin	2012 Round St CF	
96	Sarah Miller	4013 Sturgis Dr. CF	
97	Josh Miller	4013 Sturgis Dr. CF	
98		4017 Sturgis Dr CF	
99	Deb Tobias	4023 Sturgis Dr CF	
100		4107 Sturgis D. CF	
101		4119 Sturgis Dr. CF	
102	Michael Hudson	4127 Sturgis Dr. CF	
103	Blair Hudson	4127 Sturgis Dr. CF	
104	Barb Horstmeier	4201 Sturgis Dr. CF	

105	Ron Olson		323 Heritage RD (CF)
106	Trevor Bourg		414 Heritage RD (CF)
107	Julia Bourg		419 Heritage Rd (CF)
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Kwik Star San Marnan Waterloo IA

Kwik Star Collage Hill Cedar Falls IA

 Kwik Star Ridgeway and Hyw 58 Cedar falls IA

Kwik Star Ansborough Ave and Hyw 20 Waterloo IA

Kwik Star 9th and Hyw 218 Waterloo IA

Kwik Star Fletcher Ave. and Hyw 63

Kwik Star Evansdale

Kwik Star Cedar Bend St. and Oakwood Rd. Waterloo, IA

Item E.4. bris, fuel and oil spils (Kwik Star 1717 E. San Marnan Dr.)

View from proposed Kwik Star Coneflower site of affected homes

View of proposed site from Spruce Hills Dr.

View from propsed Coneflower site of directly affected homes

P&Z remarks Kwik Star Project

First I would like to thank you for your time and service to the city.

These are copies of the petitions signed, mostly from the affected areas of Main, Balboa and Cordoba Streets. 133 people have signed the petitions, either in person or online, opposing Kwik Stars' plans to build a gas station and car wash at Coneflower and Bluebell. Orginials were delivered to David Sturch on October 3rd 2017.

Tonight, I am speaking on behalf of all who signed the petition. I would like to address the many concerns our neighborhood has had over the proposed plans submitted by Kwik Star.

According to Cedar Falls Code, Section 29-164 Mixed Use Zoning, the committee may recommend and city council may: deny the plan, approve as submitted or before approval, may require the applicant, in this case, Kwik Star, to modify, alter, adjust or amend the plan so that the plan preserves the intent of the section, namely to promote public health, safety and general welfare. It is our belief that the committee should DENY the plans because of the excessive impacts the project will have on the neighborhood, specifically environmental and traffic impacts, public safety and the decrease of residential property value.

Excessive environmental impacts and public health effects can occur with the proposed site plan. Excessive impacts could include:

Public health effects of air pollution. Benzene and other compounds are released into the air while pumping gas. Health effects range from nausea to cancer. According to the CDC, long term exposure, a year or more, to benzene causes "harmful effects on bone marrow, decreases red blood cells" which leads to anemia, as well as affecting the immune system.

Elevated air pollution occurs within 300 feet of a gas station, overall air quality is decreased up to 490 feet. Average gas stations release between 146 (summer measure) and 461 (winter measure) parts per billion (ppb) of benzene at the boundary of the site. Drift can occur with benzene levels inside homes less than 328 feet away at 1.9 ppb. Benzene and other vapors will drift with the breeze and affect homes and businesses.

The World Health Organization (WHO) proclaims that there is NO safe level for benzene in the air.

EXHIBIT - 1000 FOOT SENSITIVE AREA AND RECEPTORS

Item E.4. :ting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

RECEIVED
OCT 03 2017
DEVELOPMENTAL SERVICES DEPARTMENT

	Name	Address	Date
1.	Penny Popp	4805 S. Main CF	9-17-17
2.	Peter Nuizinga	4805 S Main CF	
3.	Taylor Eschweiler	120 Balboa Ave CF	
4.	Randy Ostby	207 Balboa Ave CF	9.17.17
5.	Janet Greer	207 Balboa Ave CF	
6.	Skyler Dykes	228 Balboa Ave.	9.17.17
7.	Gary Furlong	403 Alvarado Ave.	9.17.17
8.	Maribel B	304 Balboa Ave	9.17.17
9.	KENNY HERNANDEZ	304 Balboa AVE	9.17.17
10.	Julie Claglske	315 Balboa Ave	9-17-17
11.	[illegible]	315 Balboa Ave	9-17-17
12.	STEVE TRIPOLINO	320 BALBOA	9/17/17

Petition objecting to the construction of Kwik Star Convenience Store at the Southwest co
Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

	Name	Address	Date
1.	Austin Ceaglske	2529 Grand Blvd	9/18/17
2.	Christy Arnell	322 Devlin Circle	9-18-17
3.	Brock Stubbs	1409 Brookside Dr.	9/18/17
4.	Matt Fink	4006 Veralta Dr	9/18/17
5.		322 Devlin Circle	9-18-17
6.	Nikki Stubbs	1409 Brookside	9/18/17
7.	Amy Fink	4006 Veralta Dr.	9/19/17
8.	Kasey Williamson	1726 W. 3rd St.	9/19/17
9.		712 E. Seerley Blvd.	9/19/17
10.		201 Balboa	9/21/17
11.	Jenny Sund	201 Balboa	9/21/17
12.	David Sund	201 Balboa ave	9/21/17

Item E.4. :ting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

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- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

	Name	Address	Date
1.	Gretchen Tripoli	320 Balboa Ave	9/17/17
2.	Mike Souza	312 Córdoba Ave	9/17/17
3.	Jo fr	219 Alvarado Ave	9/17/17
4.	Shirley Des	" "	"
5.	Chris Curran	4806 Orellana Ave	9.17.17
6.	Brian Jo	211 Alvarado Ave	9.17.17
7.	Kim Llewellyn	206 Alvarado Ave	9-17-17
8.	Amanda Jackson	427 Balboa Avenue	9/17/17
9.	Mark Jackson	427 Balboa Ave	9/17/17
10.	STEVE EPHRAIM	327 BALBOA AVE.	9/17/17
11.	MARTIN JACOBS	125 BALBOA AVE	9/17/17
12.	PATRICIA JACOBS	125 BALBOA AVE	9/17/17

Petition objecting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

	Name	Address	Date
1.	Ann Barnard	110 Cordoba Ave	9.17.17
2.	MARK Barnard	110 Cordoba Ave	9.17.17
3.	Lynn Barnes	118 Cordoba Ave	9-17-17
4.	Karen Barnes	118 Cordoba Ave	9-17-17
5.	Walt Rogers	4209 S. Main St.	10-1-17
6.	Steve Hassman	4111 S. Main St	10-1-17
7.	Kiley Hass	" "	10-1-17
8.	Elija R. Blair	3925 South Main	10-1-17
9.	Jamie L Blair	3125 S. Main	10-1-17
10.	Barb Shepard	3911 S. Main	10-1-17
11.	Judy Lacey	3819 S Main St	10-1-17
12.	Doug Lacey	3819 S Main St	10-1-17

Item E.4.

Petition objecting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

Name	Address	Date
1. Katie Marsh	4725 S Main CF	9/21/2017
2. Jane Rogers	4811 S. Main CF	9/21/2017
3. Kathleen Ponte	5301 S. Main CF	9-21-2017
4. Jeff Brock	4905 S. Main	9-22-17
5. Pam McFarlane	3725 S Main	10-1-17
6. Kurt Olson	3707 S MAIN	10-1-17
7. Shawna Olson	3707 S. Main	10/1/17
8. Dave Williams	4119 S Main	10/1/17
9. Ron Mussman	210 BALBOA AVE A-1	10/1/17
10. Judy Mussman	210 Balboa Ave A1	10/1/17
11. Nicole Ellis	210 Balboa Ave B1	10/1/17
12. Margaret Holland	128C1 Balboa	10/1/17

Petition objecting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

	Name	Address	Date
1.	Patricia Hellum	128 Balboa Ave Bl	10-1-17
2.	Margaret Barnes	208 Cordoba Ave	10-1-17
3.	KENDALL KELLY	216 CORDOBA AVE	10-1-17
4.	Jill Fisher	203 Cordoba Ave	10-1-17
5.	READON FISHER	203 CORDOBA AVE	10-1-17
6.			
7.			
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9.			
10.			
11.			

Item E.4. ting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

Name	Address	Date
1. MICHAEL HALVERSON	3627 S. MAIN ST. C.F.	9/20/2017
2. Rebecca Halverson	3627 S. Main St CF	9/20/2017
3.		
4.		
5.		
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11.		
12.		

Objection to Kwik Star

Anonymous (18) (Comments)

43 Signatures Goal: 1,000

Petition objecting to the construction of Kwik Star Convenience Store at the Southwest corner of Greenhill Road and Coneflower Parkway

Our objections include:

- Traffic congestion
- Traffic safety
- Noise pollution
- Lighting nuisance
- Chemical pollution
- Loss of water pressure
- Interference with emergency vehicles
- Decrease in residential property values

Share on Facebook

18 COMMENTS

Filter

Lillian Sesma United States, Cedar Falls
Oct 01, 2017
upvote reply show

43 signaturesGoal: 1,000

Share on Facebook

18 COMMENTS

Filter

Lillian Sesma United States, Cedar Falls
Oct 01, 2017

Oct 01, 2017
upvote reply show

I live right across the street and there is too much traffic the way it is right now and with Kwik Star the traffic would be much worse.

Jeff brock United States, Cedar Falls
Oct 01, 2017

Oct 01, 2017
upvote reply show

Traffic getting crazy, add to that a new city cop/fire/admin building and it's employees on the corner, crazy

Redgie Blanco United States, Cedar Falls
Sep 30, 2017

Sep 30, 2017
upvote reply show

This business will increase traffic, which is already an issue for the intersection of South Main St and Greenhill Rd. It will attract additional transients to the area, will encourage loitering, which is very difficult to enforce by the city, and garbage will end up in the road, and in our yards. In addition to this this type of business will bring chemical fumes, noise, light, and trash pollution to our neighborhood.

SIGN PETITION
Rhonda Fedro United States, Cedar Falls
Sep 24, 2017

43 signaturesGoal: 1,000

Sep 24, 2017
upvote reply show

Too much traffic at that intersection.there was an accident there within the month, its our only main entrance..

Chris Jackson United States, Cedar Falls
Sep 23, 2017

Sep 23, 2017
upvote reply show

We do not need high traffic businesses in our residential areas. I would rather seek my own fuel opportunities than fight traffic every time I leave my driveway.

Anonymous
Sep 21, 2017

Sep 21, 2017
upvote reply show

I do not appreciate having my only entrance to my neighborhood blocked by a gas station.

Louise Heckroth United States, Belleville
Sep 20, 2017

Sep 20, 2017
upvote reply show

We have plenty enough of that type of store.

SIGN PETITION
Bonnie Poley United States, Louisville
Sep 19, 2017

43 signaturesGoal: 1,000

Sep 19, 2017
upvote reply show

As much as I like Kwik Star and would like one closer, this is NOT the right location since it impacts residential areas. Before ANYTHING is added to the area, including the Public Safety building, the Main St./Greenhill intersection needs to be improved for safety.

Anonymous
Sep 19, 2017

Sep 19, 2017
upvote reply show

Not a suitable area for a convenience store. Add to the objections: Hours of operation.

Jane Obermeier United States, Johnston
Sep 18, 2017

Sep 18, 2017
upvote reply show

The area already has a high traffic concern so the thought of adding another reason for additional traffic does not make any sense. Plus a gas station/convenience stop does not fit the dynamics of the neighborhood.

Randy Husted United States, Cedar Falls
Sep 18, 2017

Sep 18, 2017
upvote reply show

Concerned about an increase in traffic and crime.

SIGN PETITION
Karen Johns United States, Cedar Falls
Sep 18, 2017

43 signaturesGoal: 1,000

Sep 18, 2017
upvote reply show

We do not need or want this in our area.

Craig Johns United States, Cedar Falls
Sep 18, 2017

Sep 18, 2017
upvote reply show

We do not need or want this in our area.

Jeffrey Stuart Earle United States, Sevierville
Sep 18, 2017

Sep 18, 2017
upvote reply show

I oppose the addition of the proposed gas station on the corner of Greenhill and Main due to traffic congestion, Only ONE entry point to and from the neighborhood as well as general public and pedestrian safety

Angela Burk United States, Cedar Falls
Sep 18, 2017

Sep 18, 2017
upvote reply show

The El Dorado and Western Home Communities should not be subjected to additional light pollution and increased traffic. We already have enough gas stations within a mile radius of that site to serve the community's needs.

SIGN PETITION

Lydia Mustafic United States, Cedar Falls
Sep 18, 2017

43 signaturesGoal: 1,000

Sep 18, 2017

upvote reply show

I live in the El Dorado neighborhood. The intersection of Main and Greenhill is already a bottleneck. The increased traffic will increase my morning commute and contribute to my family's stress each morning. The increase in noise and pollution and further commercialization of the area will also be detrimental to our peace and health and our home values.

Daniel Christoffer United States, Cedar Falls
Sep 18, 2017

Sep 18, 2017

upvote reply show

The Greenhill and Main intersection is bad enough without the gas station.

Debra Raymond United States, Cedar Falls
Sep 18, 2017

Sep 18, 2017

upvote reply show

Garbage blowing around from the dumpsters as well as the items listed.

COMMENT*

Add comment Cancel

SIGN PETITION

43 SIGNATURES

20 minutes ago
Elisabeth Brock United States
20 minutes ago

4905 S. Main

14 hours ago
Lillian Sesma United States
14 hours ago

19 hours ago
Gene Janssen United States
19 hours ago

2 days ago
Carol Nemmers United States
2 days ago

5045 Nordic Ridge Dr.

2 days ago
Jeff brock United States
2 days ago

4905 S. Main

2 days ago
Dave Deibler United States
2 days ago

SIGN PETITION

2 days ago
Janet Despard United States
2 days ago

2 days ago
Salem Fauser United States
2 days ago

2 days ago
Amanda Owen United States
2 days ago

4941 Kylie Ct.

3 days ago
Redgie Blanco United States
3 days ago

318 Alvarado

3 days ago
Alice Janssen United States
3 days ago

SIGN PETITION

1 week ago
Rhonda Fedro United States
1 week ago

Quesada Ave

1 week ago
Chris Jackson United States
1 week ago

2 weeks ago
Louise Heckroth United States
2 weeks ago

2 weeks ago
Timothy Raymond United States
2 weeks ago

213 Balboa

2 weeks ago
Bonnie Poley United States
2 weeks ago

109 Cordoba

SIGN PETITION

2 weeks ago
Wesley Poley United States
2 weeks ago

109 Cordoba

2 weeks ago
Shane McCollow United States
2 weeks ago

2 weeks ago
Pat Boe United States
2 weeks ago

2 weeks ago
Beth Weber United States
2 weeks ago

5055 Nordic Ridge Dr.

2 weeks ago
Jane Obermeier United States
2 weeks ago

SIGN PETITION

2 weeks ago
Misty Reinard United States
2 weeks ago

5035 Kael Trl.

2 weeks ago
Lee Ann Remetch United States
2 weeks ago

2 weeks ago
Randy Husted United States
2 weeks ago

2 weeks ago
Karen Johns United States
2 weeks ago

4504 Coronado Ct.

2 weeks ago
Craig Johns United States
2 weeks ago

4504 Coronado Ct.

SIGN PETITION

2 weeks ago
Jeffrey Stuart Earle United States
2 weeks ago

4720 Orellana

2 weeks ago
Angela Burk United States
2 weeks ago

323 Cordoba

2 weeks ago
Lydia Mustafic United States
2 weeks ago

2 weeks ago
Daniel Christoffer United States
2 weeks ago

210 Balboa B2

2 weeks ago
Debra Raymond United States
2 weeks ago

213 Balboa

SIGN PETITION

2 weeks ago
Tiffany Tott United States
2 weeks ago

2 weeks ago
Kim Jackson United States
2 weeks ago

4500 Quesada Ct.

2 weeks ago
Dustin Reinard United States
2 weeks ago

5035 Kael Trl.

2 weeks ago
Joey Miller United States
2 weeks ago

5001 S. Main

2 weeks ago
Sue McBroom United States
2 weeks ago

SIGN PETITION

2 weeks ago
Alyson Myers United States
2 weeks ago

SIGN PETITION

KWIK STAR SITE PLAN REVIEW
PETITION **OPPOSING** LOCATION

We, the below signed, oppose the proposed location of a new Kwik Star at the corner of Greenhill Road and Coneflower Parkway because of high volume traffic, lack of noise mitigation for car wash blowers, a 24 hour 7 day a week gas station does not fit with the established professional office culture, also overnight lights, increased litter and pollution concerns.

	Name	Address
1	Cheryl Nedrow	4201 Stewart Lane, CF
2	Ronda a. Watt	4107 Stewart LN, CF
3	Carol J. Rash	4103 Stewart Lane, CF
4	Roger & Tamara	502 Melendy Lane C.F.
5	Barb Giunta	507 Melendy CF
6	Aaron Nugent	518 Melendy CF.
7	Jaime Nugent	518 Melendy CF
8	Lisa Bartholomew	522 Melendy Lane CF
9	Dan Gatti	4104 Stewart Ln. CF
10	LoriLynn Layton	4104 Stewart Ln. C.F.
11	R M	4117 Stewart Ln C.F.
12	Bart H. B	4218 Stewart LN C.F.
13	Kaci Fan	4312 Stewart Ln C.F.
14	J Hinders	4301 Stewart Ln CF
15	Karen Hinders	4301 Stewart lane CF
16	Divina Flores	301 Spruce Hill Dr. CF

17	Ronald D. Story	301 Spruce Hill Dr CF
18	RANDY BERNING	319 SPRUCE HILLS
19	[illegible]	415 SPRUCE HILLS
20	[signature]	427 Spruce Hills
21	[signature]	425 Spruce Hills Dr
22	Haley Parker	519 Spruce Hills Dr.
23	[signature]	4305 Stewart Lane
24	[signature]	424 SPRUCE HILLS DR
25	Stacy Gardner	424 Spruce Hills Dr
26	[signature]	410 Spruce Hills Dr
27	[signature]	406 Spruce Hills Dr
28	Nancy Fairbanks	405 Spruce Hills Dr.
29	Joshua Graves	318 Spruce Hill Dr.
30	[signature]	302 Spruce Hills Dr
31	Tanner McCormack	224 Spruce Hills Dr.
32	KATHY McCORMICK	4022 Southdown Rd
33	Terrie Dixon	218 Spruce Hills Dr
34	Jerry Dixon	218 Spruce Hills Dr.
35	Ashley Stout	206 Spruce Hills Dr
36	Mike Stout	206 Spruce Hills Dr
37	[signature]	4201 Spruce Hills Dr.
38	Rebecca Rinehart	4227 Spruce Hills Dr
39	Ron Rinehart	4227 Spruce Hills Dr.

40 ~~39~~	Sandra Ferguson	4303 Spruce Hills Dr Cedar Falls, IA
40		4303 Spruce Hills Dr. C.F
42 ~~41~~	Melanie McElhose	4309 Spruce Hills Dr C.F.
43 ~~42~~	Brian McElhose	4309 Spruce Hills Dr C.F.
44 ~~43~~	Grant Eggers	201 Spruce Hills dr
45	Theresa Babcock	201 Spruce Hills Dr
46	Kent Schmidt	211 Spruce Hills Dr.
47	Coleen Wagner	217 Spruce Hills Dr.
48	Mike Wagner	217 Spruce Hills Dr.
48	Bridget Bakula	306 Spruce Hills Dr.
50 ~~49~~	John Bakula	306 Spruce Hills Dr
50	Lee Engen	4906 Bluebell Rd
51	Marlene Engen	4906 Bluebell Rd
52	Jami Rothlisberger	5203 Sweet Basil Lane
53	[illegible]	5203 Sweet Basil Lane
54	Bev Brandt	4914 Bluebell R
55	Lorraine Crotty	4916 Bluebell Dr
56	Wendell Crotty	4916 Bluebell
57	Ken Fick	4931 Bluebell Rd.
58	Jack Hovelson	5107 Bluebell Rd
60 ~~59~~	Jimmy Burt	211 Alvarado
~~60~~		

Kwik Star Site Plan Petition OPPOSING Site

61	LeRoy Bierwirth	5027 Bluebell Rd.
62	William B Nichols	303 Iris Dr
63	Kathy Thompson	311 Iris Dr.
64	Marian Brandt	301 Iris Dr
65	David J Brandt	301 Iris Dr
66	CLIFFORD SUND	209 IRIS
67	Karen Sund	209 Iris
68	Geo T Dubin	203 Iris
69	[illegible]	201 IRIS
70	Karen C Page	119 Iris
71	Cindy Glaesner	204 Iris
72	David Glaesner	204 Iris
73	Lori Wiskmeyer	212 Iris
74	Jack H Focht	222 IRIS
75	Judy Focht	222 Iris
76	David Beeman	302 IRIS
77	Richard Beeman	302 Iris
78	Ruth Peterson	304 Iris
79	James L Peterson	304 Iris
80	Dorothy Mayberry	4924 Bluebell
81	June Green	4934 Bluebell
82	Elton Green	4934 Bluebell Rd.

83	Karen Mukai	5006 Bluebell	C.F.
84	Terri Mukai	5006 " "	C.F.
85	Joanne Jeffit	5313 Caraway Ln #305	C.F.
86	Robert C. Jeffit	5313 CARAWAY LN. #305	CF
87	Asim Saric	325 Spruce Hills	
88	Jeri Kelly	223 Spruce Hills Dr.	CF
89	Kristi Arnold	205 Spruce Hills Dr.	CF
90	Gary McCormack	123 Spruce Hills DR,	CF
91	Linda McCormack	123 Spruce Hills Dr.	CF
92	Michael Whelan	119 SPRUCE Hills DR	CF
93	Tony Ruiz	4205 Spruce Hills Dr.	CF
94	Lynn Kopp	523 Spruce Hills Dr.	CF
95	Mary Rhoades	4118 Stewart Lane	C.F.
96	Kim Rhoads	4118 STEWART LANE	-CF
97	Kristi Tibben	4105 Stewart Ln,	CF
98	Mary Wallingford	312 Spruce Hills Dr.	CF. Mary Wallingford
99	EUGENE WALLINGFORD	312 SPRUCE HILLS DR,	CF Eugene Wallingford
100	Jon Ericson	402 Spruce Hills Dr.,	CF
101	Kelly Bartels	305 Spruce Hills Dr.	CF
102	Dan Bartels	305 SPRUCE HILLS DR.	CF
103	Lauren Albrecht	4226 Spruce Hills Dr.	CF
104	Cassie Sells	11	

Kwik Star Site Plan Petition OPPOSING Site

105	Deb Mahler	4226 Spruce Hills Dr
106	Nadia McLee	4224 Spruce Hills
107	Alec Gridden	4218 Spruce Hill Dr
108	Kelly Archangel	4211 Spruce Hills Dr
109	Nancy Semet	4111 Spruce Hills Dr,
110	Jeremy Fischer	4027 Spruce Hills Dr
111	Mark Pingel	4112 Spruce Hills Dr.
112	Linda Pingel	4112 Spruce Hills DR
113	Russell Schuler	4117 Spruce Hills Dr
114	Seena Reynolds	4206 Spruce Hill Dr.
115	Kent Marrero	4208 spruce hills dr.
116	Brandon NOSEK	4206 spruce hills dr
117	JM Courter	4212 SPRUCE HILLS DR
118	Bob Roeder	4214 " " "
119	Beth Paulson	121 Maryhill Dr
120	John Paulson	121 Maryhill Dr
121	Ashley Stark	206 Spruce Hills Dr
122	Marilyn Dade	4307 Briarwood Dr
123	Dennis L Dade	" " "
124	[illegible]	3220 Wyacotah
125	[illegible]	"
126	Alex Six	4524 Colorado Ct.

127	Osbondak	4513 Coronado Ct.
128	Baer	4607 Coronado Ct
129	Scott Trimble	4613 Coronado ct.
130	Tiffany Bay	309 COBBORA AVE
131	Tony Ruiz	4205 Spruce Hills Dr.
132	Cheryl Payne	4118 Spruce Hill Dr. CF
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An aerial rendition shows the proposed location of a new public safety building in southern Cedar Falls.

InVision Architecture

Mayor Jim Brown said it's time to proceed with the project at the South Main site, and he believes there's enough public support for it as well.

P&Z remarks Kwik Star Project

The Environmental Protection Agency (EPA) has also established a health risk between gas stations and sensitive areas. Sensitive Areas are identified because of pollutants, toxins and pesticides used in the surrounding area and the adverse effects on the surrounding population. Sensitive areas include medical facilities, schools, and elderly housing. These sensitive receptors are more susceptible to the effects of exposure to toxins and other pollutants. The EPA also suggests that no gas station should be within 1000 feet of a school due to long term exposure risks. If schools are at risk at 1000 feet, then other sensitive receptors are at risk. Remember, Arrowhead Medical Center is right across the lane. And to put that in terms that everyone can visualize, many homes directly north of Greenhill are affected. Homes on Main and Balboa are also affected. If the proposed Fareway and Public Safety Building are completed, they too are affected. Would this be a violation of public health?

Water Resource Impacts
A severe threat to ground and surface water occurs on or near a gas station site. Contaiminant levels in water runoff from a gas station are 5-30 times higher than residential runoff.

EXHIBIT - (a)195 LUST 15 MILE RADIUS, (b)CLOSER VIEW, LUST IN CEDAR FALLS

Fuel storage tanks can and will leak. As of October 1, 2017, 195 locations exist within a 15 mile radius of the proposed site that have leaking underground storage tanks or LUST. This means the stored gasoline is actively leaking into the surrounding areas' soil and water. For example, Caseys has 6 sites leaking, 2 are in Cedar Falls. Kum & Go has 5 sites leaking, 3 are in Cedar Falls. Kwik Star has 15 sites leaking, 1 of which is in Cedar Falls. Kwik Star seems to have double the sites that have had leaking tanks. We need more information on why this company seems to have excessive leakage problems from the storage of gasoline. More information on these sites can be found at the Iowa Department of Natural Resources under LUST sites.

Spillage at gas station pumps can reach 40 gallons per year through incidental leakage. Incidential leakage is the drop or two of gas that falls from the pump when you pull it out of the tank or perhaps you overfilled your tank and gas spilled down the side of your car. Gas will also percolate through the concrete pad into the ground water and into the local water table.

A study found in the Journal of Contaiminant Hydrology (Vol 170 pp39-52, 9/14) looks at the leakage of gasoline into the concrete underpad of gas stations as well as vapors that drift into the air. This study shows over the lifetime of the station, the underpad accumulates excessive amounts of gasoline and other byproducts that will leak into the soil and groundwater.

That leads us to our Dry Run Creek Watershed.

Dry Run Creek is an impaired watershed in our city. Since 2002, Dry Run Creek has been listed on the States' 303 (d) list of impaired waters due to the lack of diversity and abundance of aquatic life. 2008 saw the addition of bacterial impairment, which is a suspected E Coli contamination from the Pet Park on Main, according to a water quality expert at CFU and the Blackhawk County Soil and Water Conservation District.

EXHIBIT - STORM WATER MANAGEMENT FLOW, CHANNEL

The proposed site, which is located in the Dry Run Creek watershed, also provides for a storm water management area that will be a open bottom basin for excess water. This area is along Greenhill. The basin will drain into the existing storm water management area to the east. For those of you who are not familiar with this, all of the chemicals, pollutants, garbage and rainwater are deposited into this basin which carries the water under Greenhill, north to a exposed concrete bottom channel. As the water continues to Dry Run Creek, and eventually the Cedar River, the channel becomes open bottom. Any pollutants or chemicals are now able to percolate into the soil or be carried further into Dry Run Creek itself. What will happen if and when a spill does occur? All of the gasoline will be washed into the Dry Run Creek Watershed.

I would be leary of open water flowing through the channels, the safety and welfare of the children who live and play in the area, soil conditions, and not to mention the impact on wildlife.

Also, directly at the site, is the probablitiy of the local water table being contaiminated. Our water table runs 3-6 feet below the surface of the soil. Long range impacts could include contamination of ground water in the water table through chemical agents generated by the operation of the site, traffic, as well as additional contaimination from de-icing agents.

EXHIBIT - SOURCEWATER PROTECTION AREA MAP

The proposed site also sits just outside of our Sourcewater Protection Area (SWP). A SWP is an area identified as providing drinking water for the city and where excessive building and overuse of the land could pollute or pose a risk to the water supply. If you look at the map, SWP exists over much of Cedar Falls. With the completion of Caseys, 9/10ths of a mile west, we believe this project could be deemed a hazard and redundant business.

For these environmental impacts, we would request specifics from Kwik Star on all open LUST cases in Blackhawk County, and perhaps the State of Iowa. This way the City can fully

integrate all relevant information and make a more informed decision on this project. Communication with surrounding towns may also be beneficial to establish the active or inactive participation of Kwik Star in concluding matters and mitigation surrounding other open LUST cases.

Environmental impacts have long range implications on the community. Controled, proper growth must be maintained to achieve goals set out by our City's vision. We ask the committee to DENY this project due to excessive environmental impacts and the effects on public health, welfare and safety.

EXHIBIT - TRAFFIC ISSUE MAP

Excessive and hazardous traffic sitiuations can cause an adverse effect on public safety. The planning and zoning laws require that a site approval not have an adverse effect on public safety. As you may know, I have been speaking out about traffic issues and concerns over the past few months. I met with Stephanie Sheetz, Community Development, David Sturch, Planner and Jon Resler, Engineer on 11/16/2017 to present specific concerns regarding the Greenhill and Main intersection. All of the concerns I presented were gathered when I canvassed the neighborhood about this proposed project. I listened and found the common theme everyone was talking about. Traffic. The following issues were compiled from those conversations and additional observations:

1. Greenhill has been identified as an alternate route for the 2018 Hwy 58 and Viking road construction project. More vehicles will be using this intersection.

2. Greenhill heading eastbound, the left turn lane during peak hours has stopped vehicles and an overflowing dedicated left turn lane.

3. Main St. southbound has a sight distance problem because of the throat of the intersection allowing cars a free right or through lane which becomes hazardous for northbound left turning vehicles.

4. Balboa funnels directly into a dedicated left turn lane heading north on Main. Residents also experience a limited sight distance from right turning vehicles from Greenhill. Complaints about long wait times to exit the area were also voiced.

5. Cordoba also mirrors the problems of Balboa.

P&Z remarks Kwik Star Project

Snow has been piled on both corners of Balboa and Cordoba in the winter so that seeing past the pile is impossible.

Balboa and Cordoba are main exits from the El Dorado Hts. neighborhood. The new public safety entrance will be directly across from Cordoba, increasing wait times.

Main St also experiences traffic congestion on Sundays with various churches funneling their traffic indirectly, or directly on Main St.

6. Residents on Main St complain about the inability to exit their property due to the uptick in consistent traffic 7 days a week.

EXHIBIT - STUDY 1, 2, 3 INTERSECTION SHOTS

Plans to address these issues are being based on 3 traffic studies. First, "Greenhill Road Traffic Study" prepared for the City of Cedar Falls, March 2014, second, "Traffic Impact Study for Kwik Star", May 2017 and revision August 2017, and third, "Traffic Impact Study for Fareway", November 2017. The two latter studies, both by the same firm, are eeirely similiar. Four intersections were included in the analysis:

1. Greenhill and Main
2. Bluebell and Main
3. Greenhill and Coneflower/Estate Dr.
4. Bluebell and Coneflower

I submit that the information being used by the City to make proper decisions on proposed projects in this area is skewed.

The raw data used for the study, collected on May 4, 2017 could be inaccurate. Construction on University Ave. had not been completed. Traffic patterns and intensity has now changed.

Trip generation data (or for the layperson, the reason of the visit being either you are driving by and need to stop or you need a gallon of milk and this is your primary destination) will be skewed because of the completion of the Caseys 9/10ths of a mile to the west. Kwik Star is estimating approximately 237 vehicle stops will be made during AM peak travel times each day and approximately 277 vehicle stops in the PM peak travel times. How does the completion of Caseys affect this part of the study? Surely some traffic counted in the current study from the west will opt to use Caseys in lieu of Kwik Star due to convience or loyality.

P&Z remarks Kwik Star Project

The most glaring omission in these studies, the minor streets of Balboa and Cordoba were not included. The City must consider the vehicle use of the El Dorado Hts neighboorhood. The only available exits from this neighborhood are 3 streets, Balboa, Cordoba and Nordic Ridge, all of which empty onto Main. Main ends 3/4 mile south of Greenhill. Until Prairie Parkway opened, Main St. was the only road through.

There are approximately 275 homes in this neighborhood. Assuming 2 vehicles per home, 550 cars could travel daily in and out of Balboa, Cordoba and Nordic Ridge.

And finally, the Kwik Star Traffic Impact Study identifies each road used in the study according to a standard classification.

1. Greenhill is classified as a major arterial.
2. Main St north of Greenhill is classified as a major collector.
3. Main St. south of Greenhill is classified as a local roadway.
4. Bluebell, Coneflower and Estate are also identified as local roadways.

In the Iowa Statewide Urban Design and Specifications guide, 2018 ediition, Chapter 5, Roadway Design, Section 5B-1, Street Classifications, definitions of types of roadways are explained.

We believe that the classification status of Main St. south of Greenhill is in error. Main St south of Greenhill should be considered either a minor or major collector due to the function of the street.

If the City is to truely plan effective changes to allieviate traffic concerns and issues, all involved major and minor streets must be included, not just a select few.

Consideration must be made for the addition of Public Safety building and Greenhill being designated as a planned alternative route for the Hwy 58 and Viking road project when discussing temporary and long term plans.

A new traffic study should be done to include all affected major and minor roads, as well as the amended classification for Main St. south of Greenhill to a collector road. Information from the new traffic study could then be compaired to the 3 studies the City is relying on.

We ask that the committee DENY the project due to possible skewed information used in generating the traffic studies for the intended area. More information about these issues are

necessary.

Property Value Impacts

Property values can decrease in the neighborhood because of the appearance of a gas station. Spillage and leaking from underground tanks also decrease property values. A study done in 2010 entitled "The Effect of Leaking Underground Tanks on the Values of Nearby Houses" is extremely poignant to us. This study, done at UNI, looked at the "effects of proximity to a leaking underground storage tank on housing value" in our own town of Cedar Falls. They confirmed "previous studies findings that proximity to a LUST site does adversely affect the value of nearby houses" but it does decrease "rapidly" with the distance from the LUST. Price impacts ranged from a decrease in sale prices of medium sized homes of approximately 5.5% to 11% with an annual citywide loss of home value of just over 3 million dollars.

Any commercial development can depress residential values within a half mile to a mile radius of the location.

Crime Impacts

6% of all robberies in the nation are at gas stations.

The newest crime spreading at gas stations occurs when people leave their vehicles unlocked and unattended while they are paying or shopping inside the store. Cars pull up and steal valuables left unattended and are gone without a trace. It is called sliding and this trend is spreading across the country.

To access what is happening at Kwik Star here in Cedar Falls, I requested police call response and crime reporting information from the Police Department for a 5 year period beginning January, 2012 through Oct 1, 2017. I reviewed 2 Kwik Star locations, the College Hill site and the newer station on Nordic Ave.

For the period of January, 2012 through October, 2017, the College Hill location had a total of 508 responses from Police for calls relating to fights, assaults, trespass, intoxication, drug related issues, motor vehicle accidents, business issues and other reported crimes.

EXHIBIT - CRIME INFORMATION

P&Z remarks Kwik Star Project

I also reviewed the records for the Nordic Drive location for the same period of January 2012 through Oct, 2017. Being the newer location with the surrounding area more similar to the proposed location at Greenhill and Main, I have prepared a brief overview of the annual calls.

In 2012 - 70 calls were made by police with 3 calls specified as fire department response for gas spills.

2013- 42 calls were made. 2 fire department responses for a gas spill

2014- 49 calls were recorded with 2 calls for fire department response, 1 gas spill, 1 undetermined

2015- 35 calls were made with 2 calls for fire department response for gas spills

2016- 48 calls were made with 1 call for fire department response for a natural gas release inside

2017 through October 1, 2017, 18 calls were made with 1 call for fire department response for a natural gas release outside.

Crime reporting at this location included vandalism, larceny, fraud, disorderly conduct, traffic stops, traffic parking violations, traffic moving violations, traffic hazards, motor vehicle accidents with property damage, injury to pedestrian, hit and run and an undetermined factor, OWI, harassment, suspicious persons, medical calls, welfare checks, intoxication, found items, lost items, assistance, loitering and business checks.
The Fire Department response included gas spills, natural gas release inside and natural gas release outside. A total of 262 calls were recorded. I understand that crime is a part of our society. The Police Department does its' best to deter crime. I am presenting this information so that the residents in our neighborhood will be aware of the additional crime, vehicle occurances, and hazards that will accompany the establishment of Kwik Star. The additional information supplied by these reports indicate gas spills have occurred.

I encourage our neighbors to look at the facts and decide for themselves whether this is a project they are willing to support.

Again, is this project best for the communitys' safety?

Noise Impacts

P&Z remarks Kwik Star Project

The Kwik Star plans include a car wash with 2 bays that could operate 24/7.
Has a site specific noise analysis for 24/7 stores and car washes been done for the proposed site?
What other information has been provided to the City to address this?
Reasonable separation between homes and other businesses is 300 feet. Acceptable nighttime noise is 45-55 dba.

As we have seen with the noise buffering attempts on Greenhill, even a wall cannot keep the constant din of traffic drifiting throughout the neighborhood.

I am requesting a specific noise analysis be done for this site. All decisions should be put on hold until the information is received and studied.

To recap

We, the residents who have signed petitions regarding the proposed project by Kwik Star OPPOSE the plans.

Impacts of the gasoline and other chemicals may affect our local watershed and water table. Open storm water management areas may become hazardous to the residents in the area. Homeowners that are adjacent or downstream of the underground storage tanks should be presented with plans and reporting procedures prior to an accidential spill or leakage of gasoline by Kwik Star and/or the City. This would allow the homeowner to fully understand the impacts that may occur on their property. It would also inform the homeowner of the rights and responsibilites of Kwik Star in the event of a spill.

I am requesting specifics on all Kwik Stars' LUST sites in Blackhawk County.

I am requesting a revised traffic study be done due to inaccurate raw data parameters. Balboa and Cordoba Streets should be included. Inaccurate classification of Main St. may affect the traffic studies. Specific traffic concerns and issues must be dealt with before any more construction is allowed to proceed.

Plans need to be revealed to the affected neighborhood for crime deterance by either Kwik Star or the City of Cedar Falls.

A site specific noise analysis should be submitted for the operation of the car wash so neighbors will know what to type of additional noise is to be expected from a gas station and car wash in

their backyards.

The City should use caution when approving redundent businesses. Oversaturation of gas stations will occur.

We urge all members of the committee to DENY or at least TABLE the proposed plans for Kwik Star for the health, safety and welfare of our community. I have a copy of my remarks for the committee and representative of Kwik Star. I hope you will take this information into consideration before voting on the Kwik Star at Coneflower and Bluebell. Our community has many unanswered questions. More information is vital to making a decision. Please wait until all information can be received and studied.

Thank you for your time.

Penny Popp
4805 S Main St
Cedar Falls, IA 50613
peterpenny1@gmail.com

Supporting and Additional Information obtained from:
City of Cedar Falls
LUST Information and Details: Iowa Department of Natural Resources, as of Oct. 1, 2017
Environmental Protection Area, Website
Cedar Falls Utilities
Blackhawk County Conservation Board
Journal of Contaiminant Hydrology (Vol 170 pp 39-52, 9/14)
Greenhill Road Traffic Study, City of Cedar Falls, March 2014
Traffic Impact Study for Kwik Star, May 2017, revision August 2017
Traffic Impact Study for Fareway, November, 2017
Iowa Statewide Urban Design and Specifications, 2018 edition, available at Iowa DOT Electronic Reference Library (ERL)
The Effect of Leaking Underground Tanks on the Values of Nearby Homes, Isakson, Hans, University of Northern Iowa, April 2010
Crime Reporting Data supplied by City of Cedar Falls Police Department, January 2012 through Oct 1, 2017
Selected overview maps through Blackhawk County Assessors Office
Google Maps

P&Z remarks Kwik Star Project

Additional Supporting Information:

Resource and Energy Economics, A hedonic analysis of the impact of LUST sites on house prices, Zabel, Jeffrey, Guignet, Dennis, 34 (2012) 549-564

Journal of Real Estate Research, The Effect of Underground Storage Tankls on Residential Property Values in Cuyahoga County, Ohio, Simons, R., Bowen, W., Sementelli, A., Vol 14, No. 1/2, 1997 pp29-42

Black Hawk County Real Estate and Tax

Locate Parcels by:

1. Parcel ID 2. Address 3. Sales
4. Subdivision 5. Transfer Document

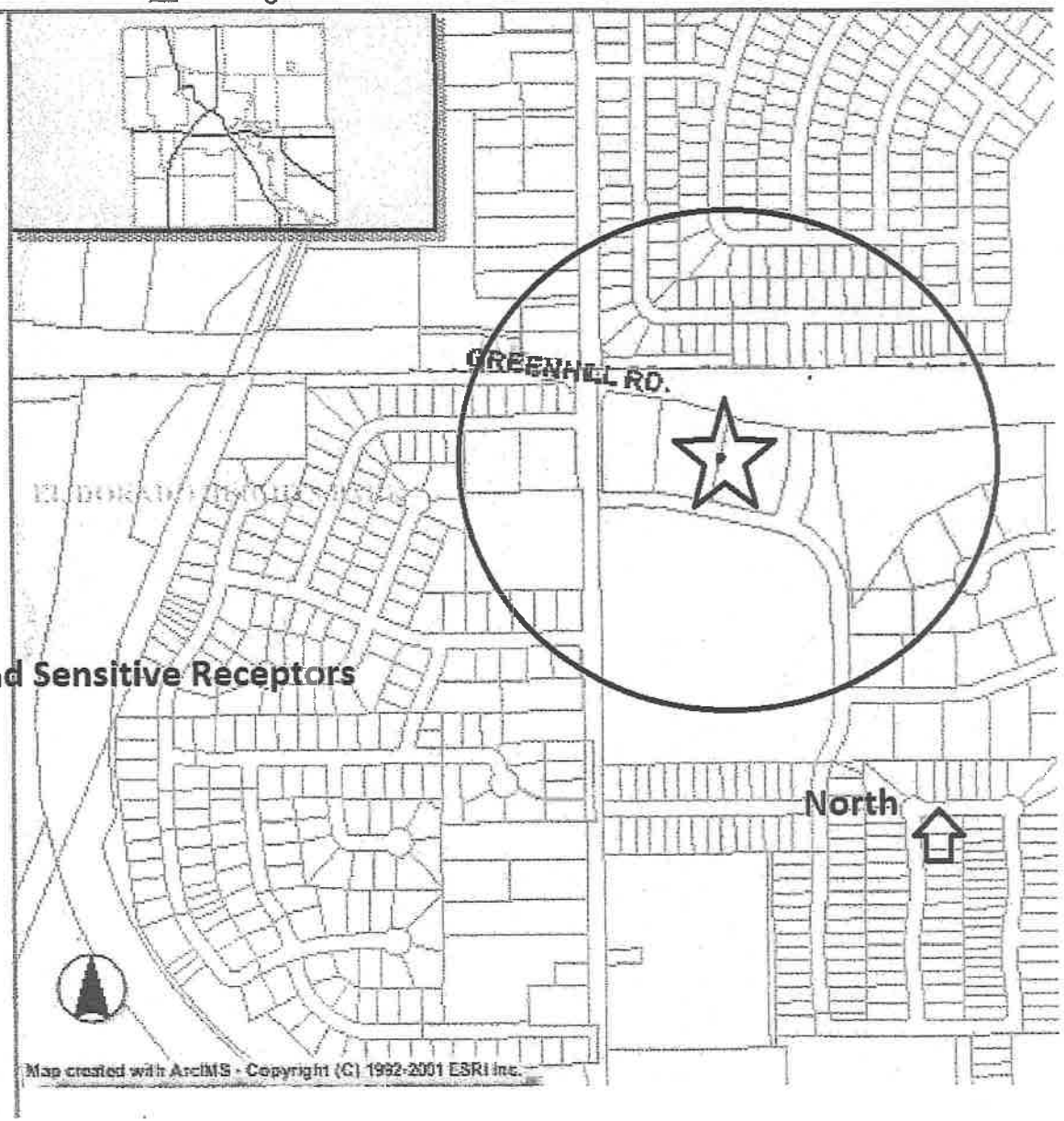
Layers: ☐ Schools ☐ Subdivisions ☐ Zoning

Refresh Ma

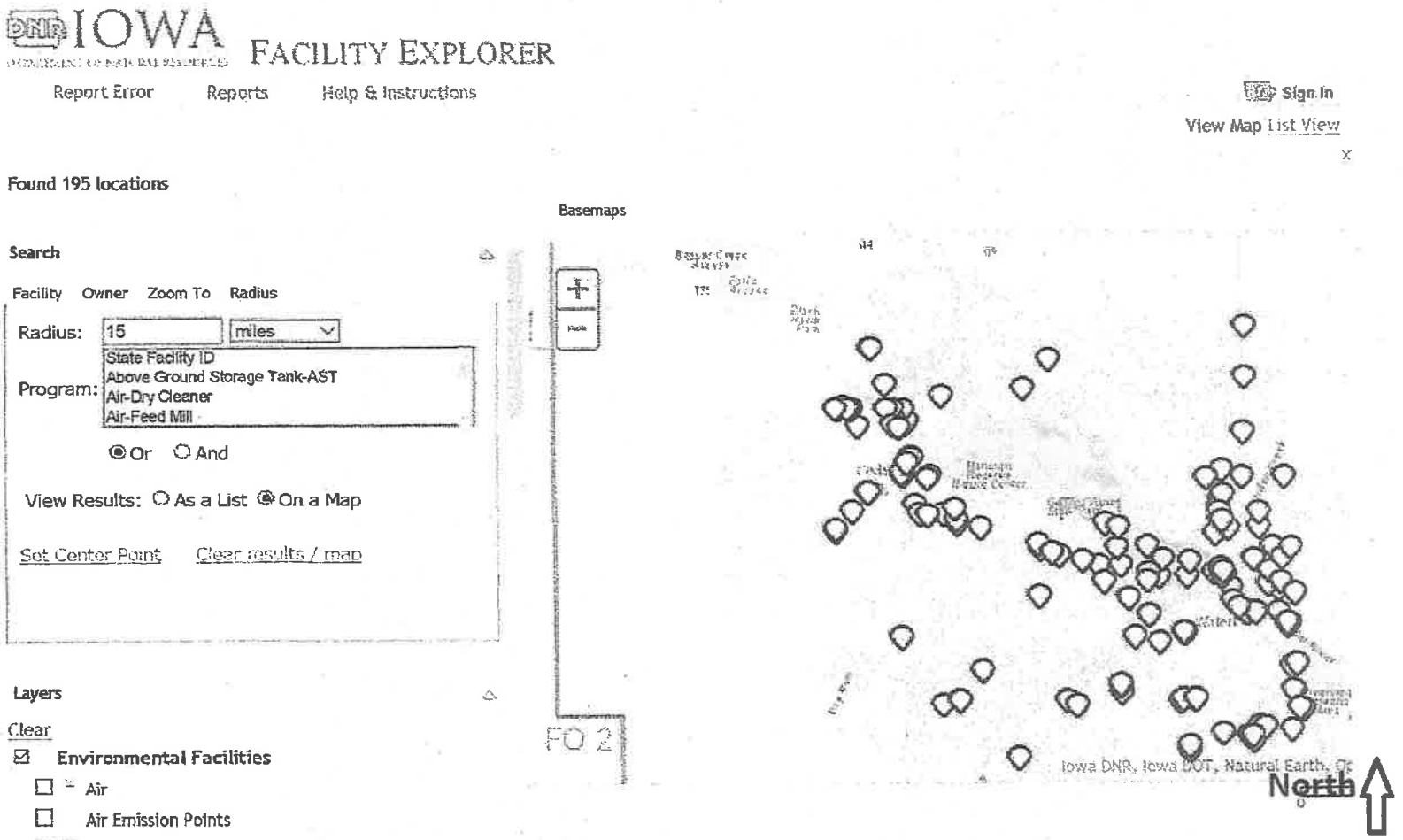
Map Tools

hospital

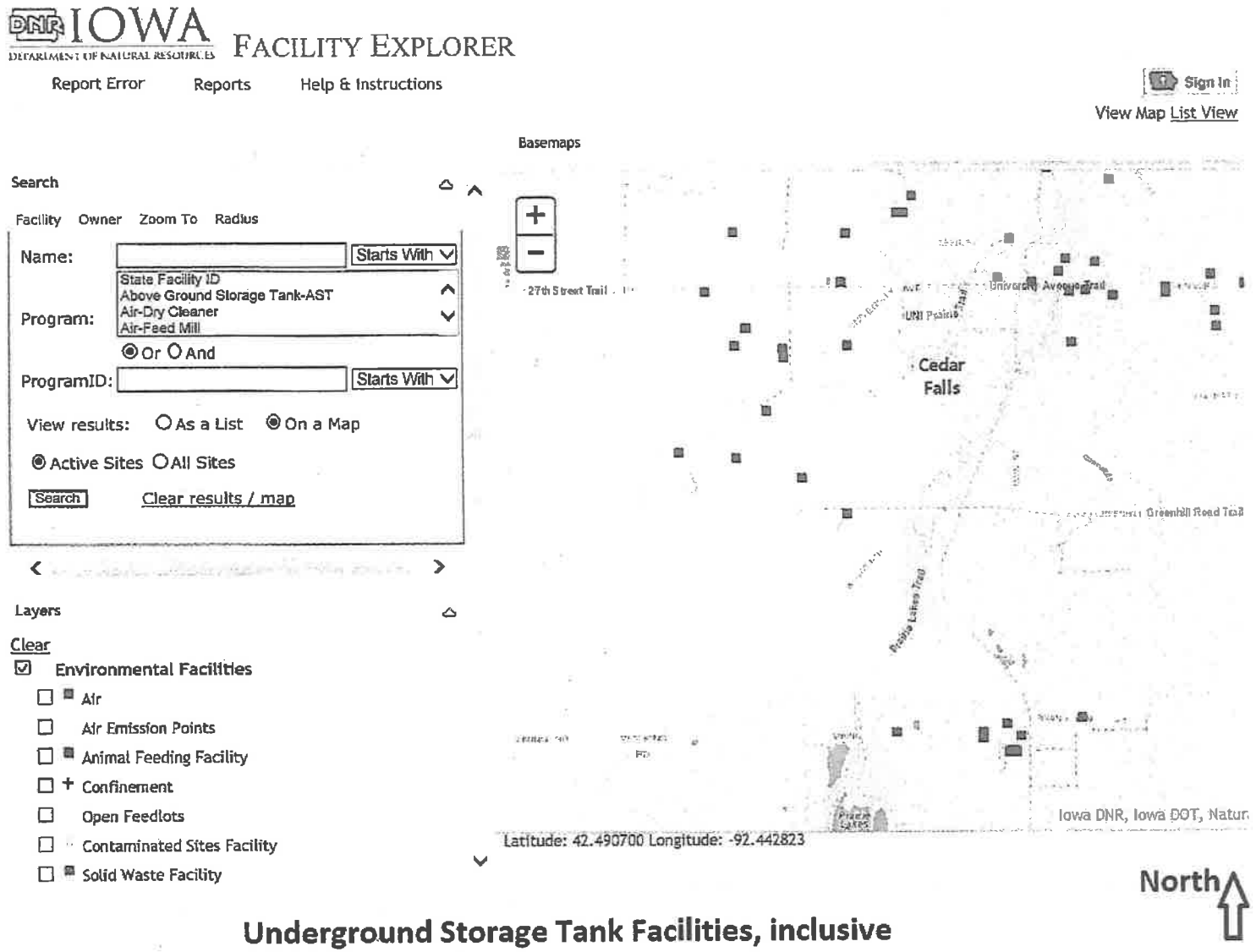
Measure Totals cleared.



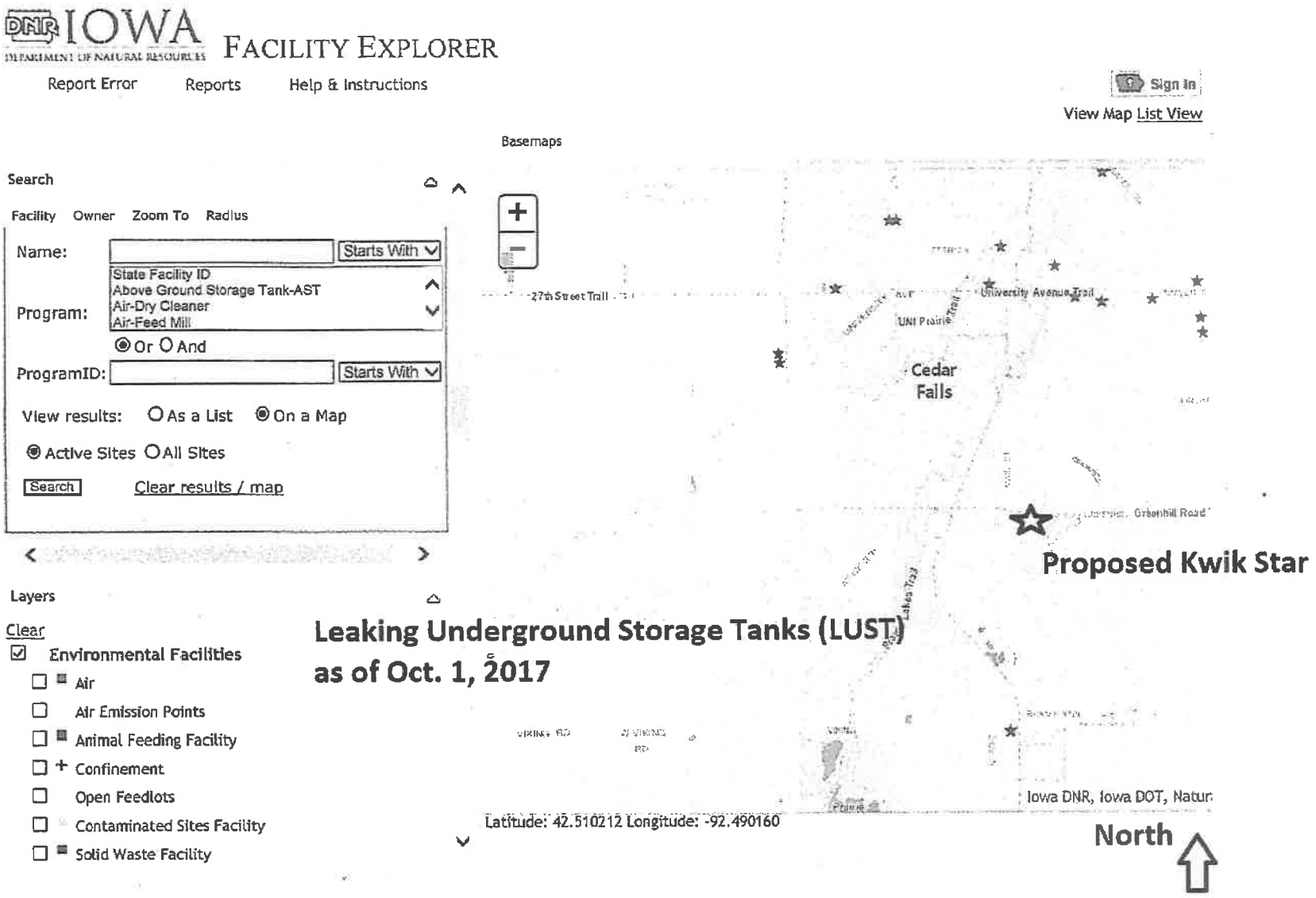
1000 foot Sensitive Area and Sensitive Receptors



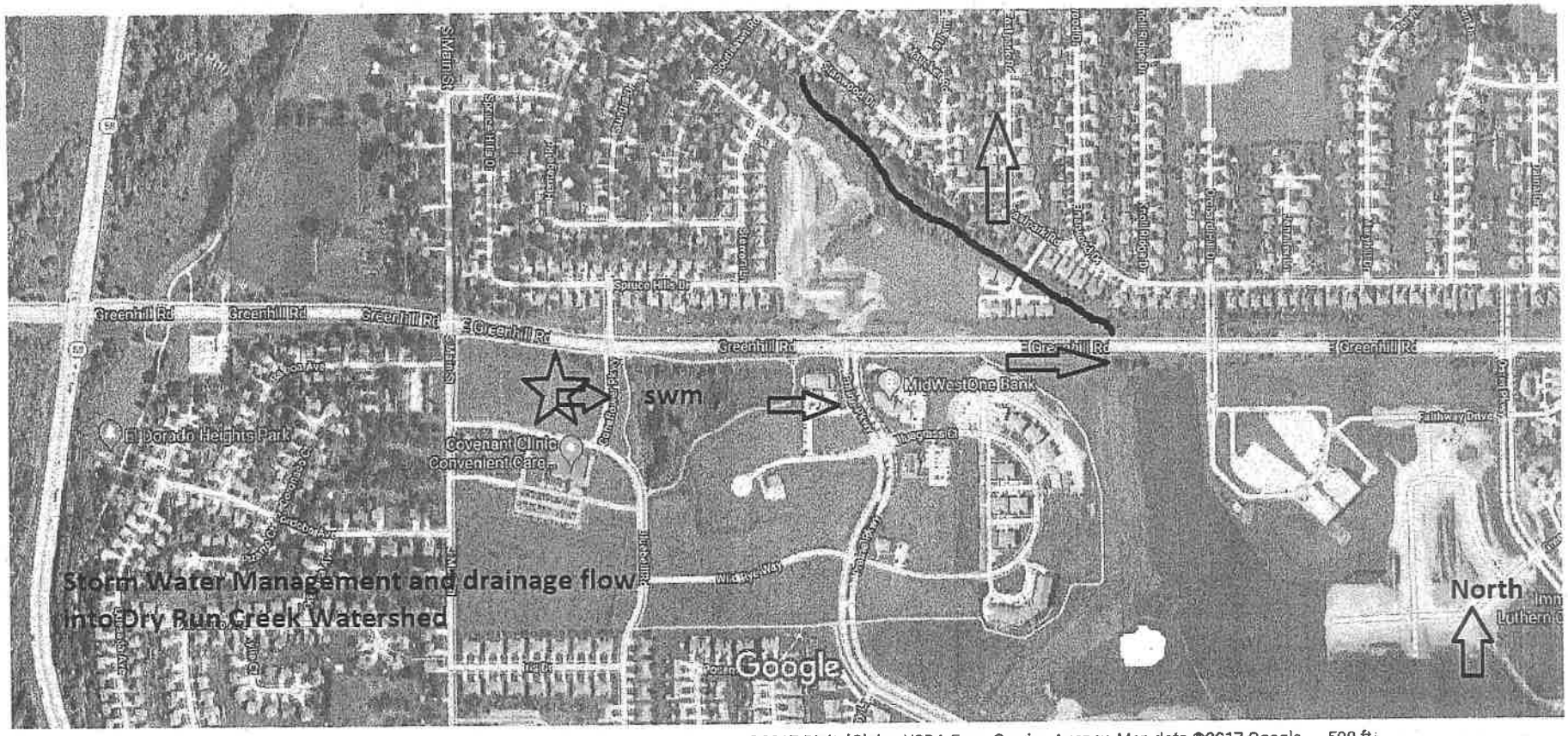
195 locations within 15 miles of proposed Kwik Star with Leaking Underground Storage Tanks as of 10/1/2017



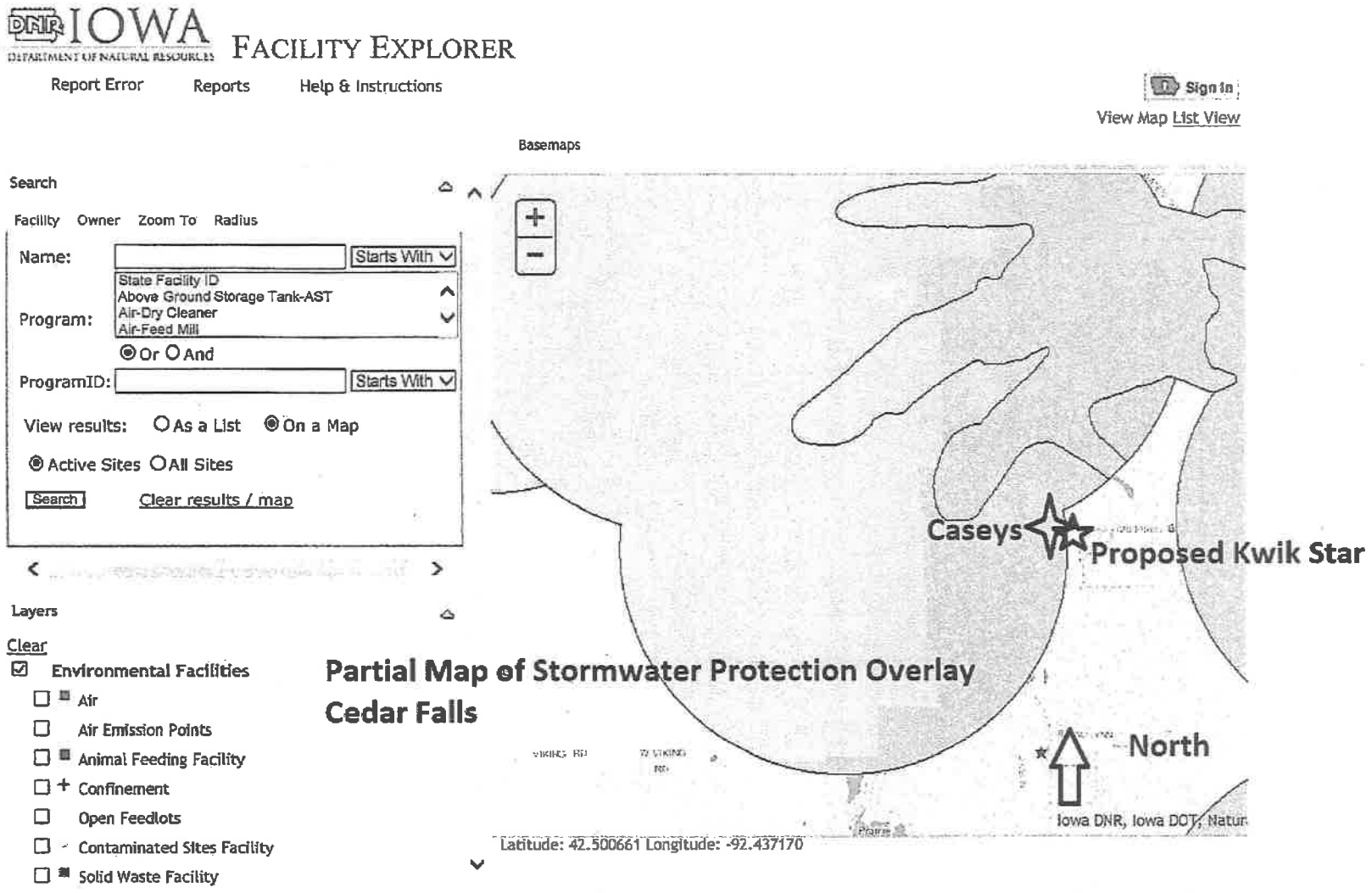
Underground Storage Tank Facilities, inclusive as of Oct. 1, 2017


DNR IOWA
DEPARTMENT OF NATURAL RESOURCES
FACILITY EXPLORER
Report Error
Reports
Help & Instructions
Sign in
View Map List View
Basemaps
Search
Facility Owner Zoom To Radius
Name:
Starts With
State Facility ID
Above Ground Storage Tank-AST
Air-Dry Cleaner
Air-Feed Mill
Program:
Or And
ProgramID:
Starts With
View results: As a List On a Map
Active Sites All Sites
Search
Clear results / map
Layers
Clear
Environmental Facilities
Air
Air Emission Points
Animal Feeding Facility
Confinement
Open Feedlots
Contaminated Sites Facility
Solid Waste Facility
27th Street Trail
University Avenue Trail
UNI Prairie
Cedar Falls
Greenhill Road
Proposed Kwik Star
Leaking Underground Storage Tanks (LUST)
as of Oct. 1, 2017
Iowa DNR, Iowa DOT, Natur
Latitude: 42.510212 Longitude: -92.490160
North

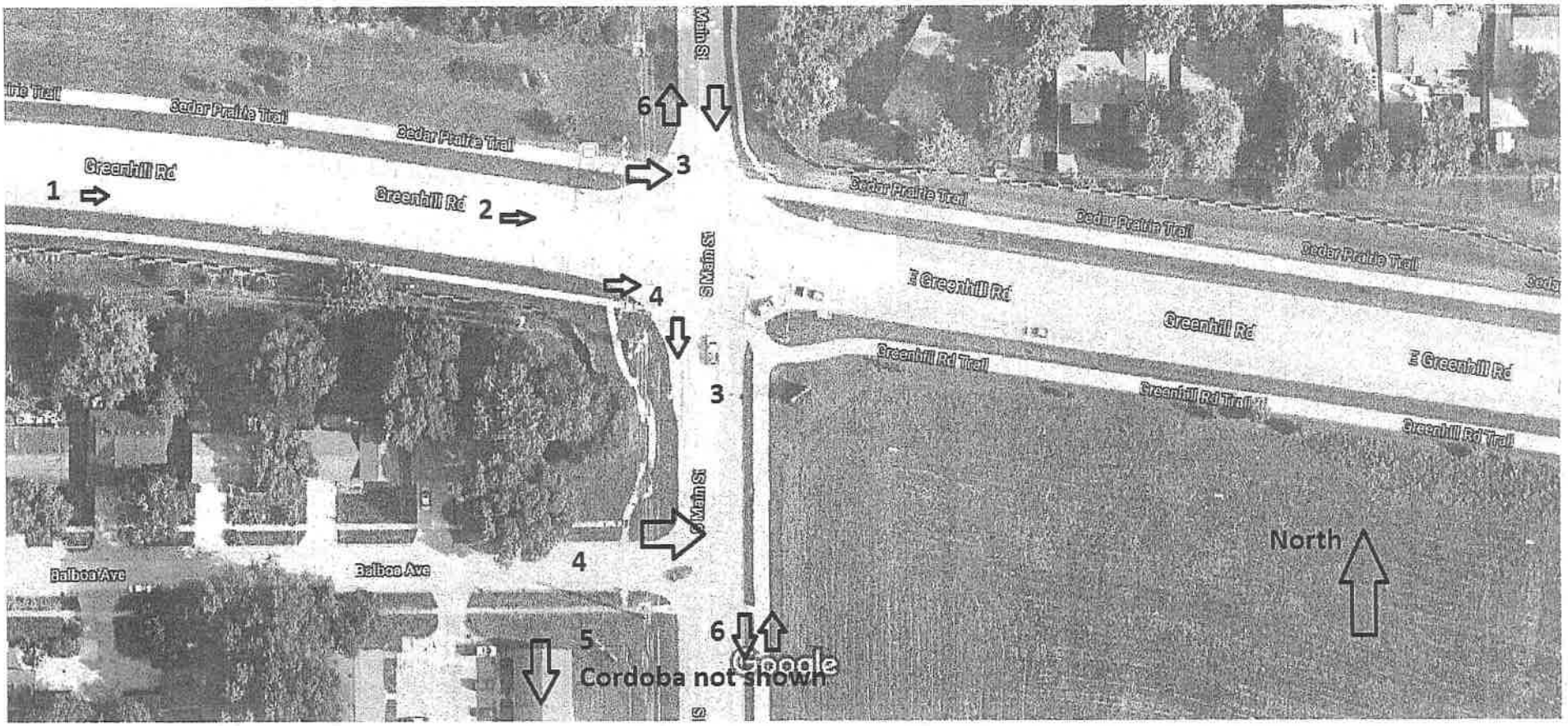
Google Maps



Imagery ©2017 DigitalGlobe, USDA Farm Service Agency, Map data ©2017 Google 500 ft


DNR IOWA
DEPARTMENT OF NATURAL RESOURCES
FACILITY EXPLORER
Report Error
Reports
Help & Instructions
Sign In
View Map List View
Basemaps
Search
Facility Owner Zoom To Radius
Name:
Starts With
State Facility ID
Above Ground Storage Tank-AST
Air-Dry Cleaner
Air-Feed Mill
Program:
Or And
ProgramID:
Starts With
View results: As a List On a Map
Active Sites All Sites
Search
Clear results / map
Layers
Clear
Environmental Facilities
Air
Air Emission Points
Animal Feeding Facility
Confinement
Open Feedlots
Contaminated Sites Facility
Solid Waste Facility
Caseys
Proposed Kwik Star
Partial Map of Stormwater Protection Overlay
Cedar Falls
North
Iowa DNR, Iowa DOT, Natur
Latitude: 42.500661 Longitude: -92.437170

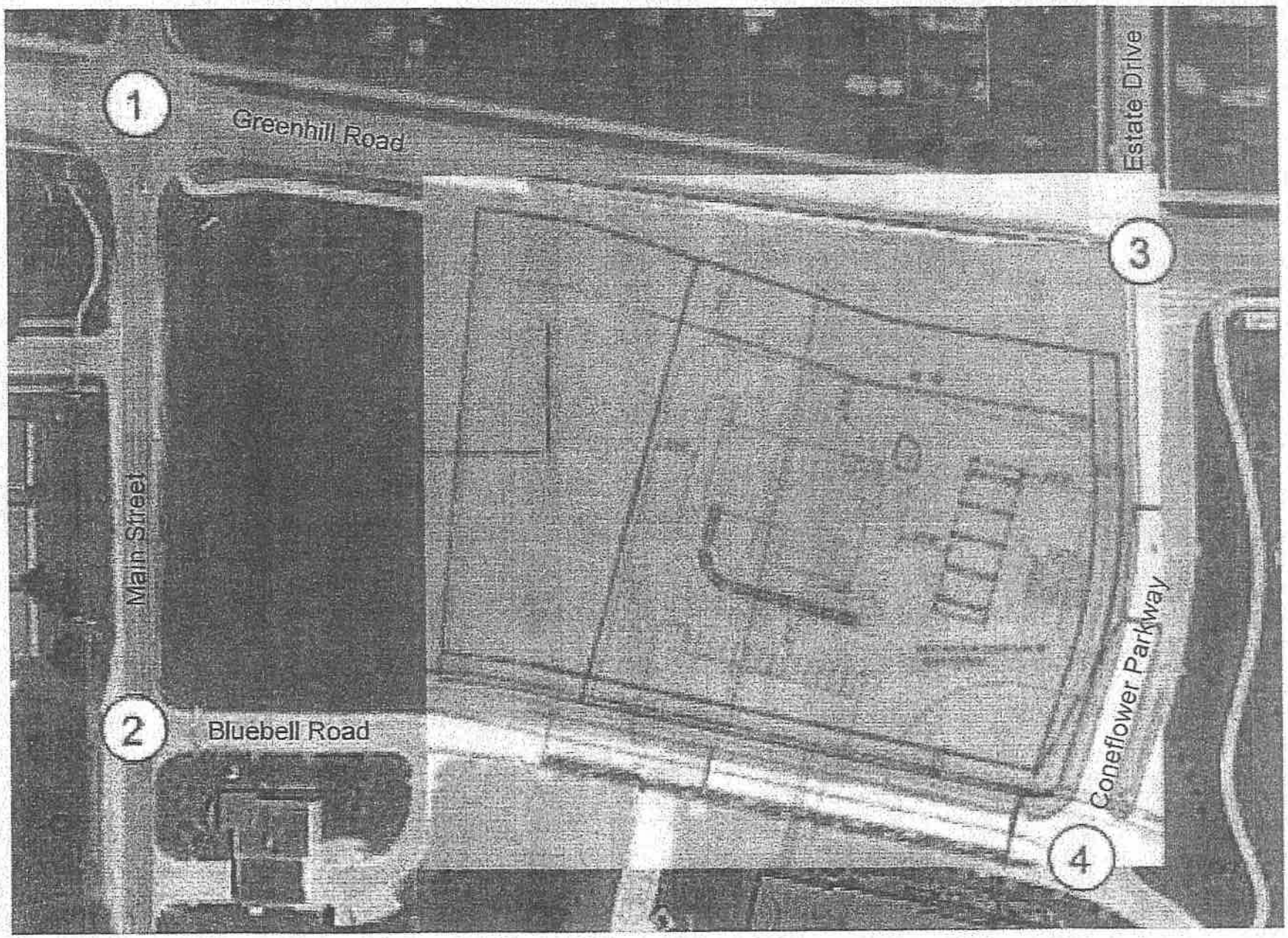
Google Maps



Imagery ©2017 DigitalGlobe, Map data ©2017 Google 50 ft

SOUTH MAIN STREET
ESTATE DRIVE/
CONEFLOWER PKWY
PRAIRIE PARKWAY
ORCHARD
HILL DRIVE
OSTER PARKWAY /
BRIARWOOD HILLS
ROWND STREET
GREEN CREEK ROAD
CEDAR HEIGHTS DRIVE
810'
1215'
1325'
1495'
1325'
1320'
980'
N
AECOM
FIGURE 1
GREENHILL ROAD STUDY
LOCATION MAP
014 STUDY FOR CITY OF CEDAR FALLS

Figure 1 Study Area Map

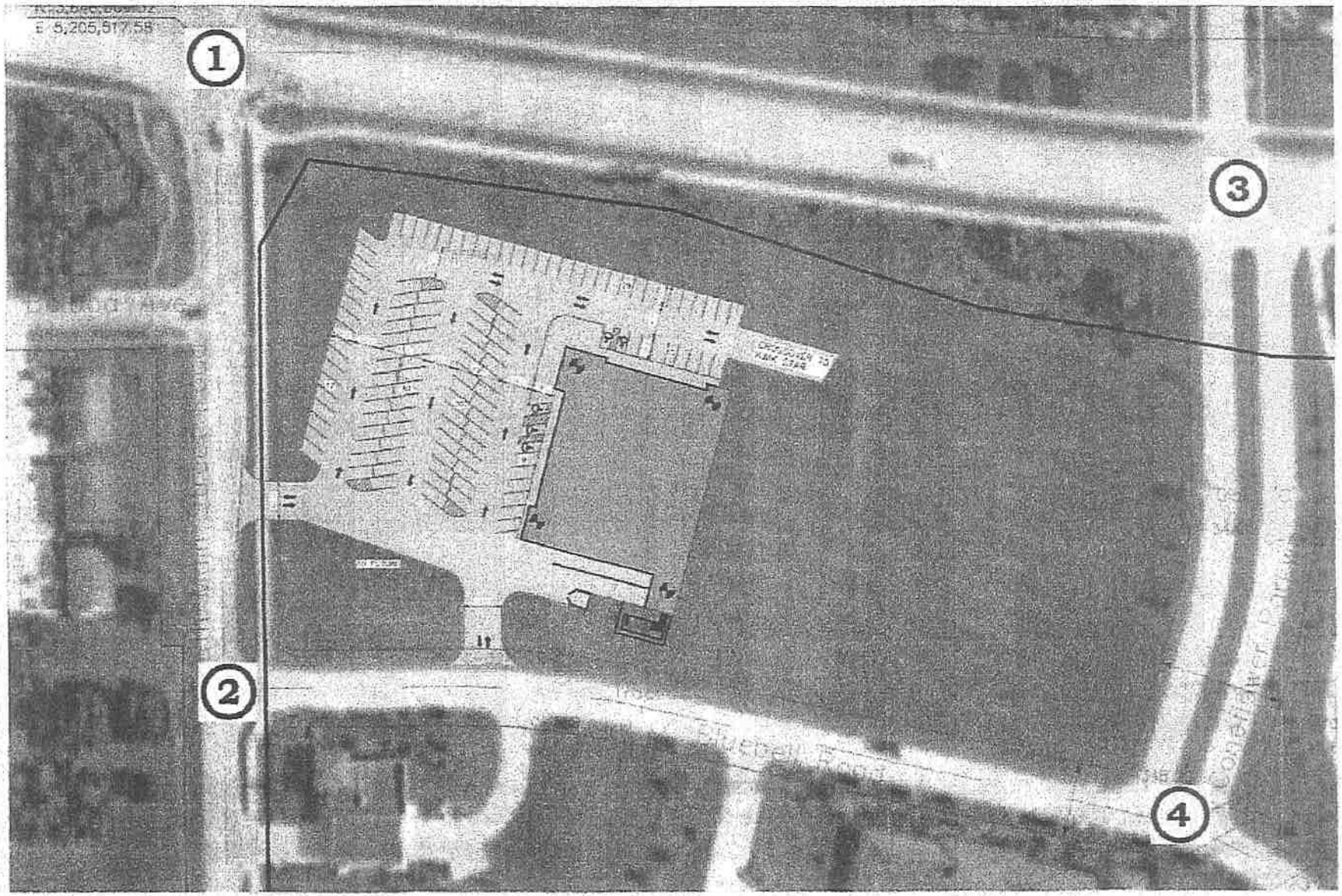


KWIK STAR, AUG 2017

Project # 2171910 | August 2017 Kwik Star

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

Figure 1 **Study Area Map**



Item E.4.

FAREWAY, NOV 2017

Project # 2172660 Fareway

SHIVE-HATTERY
ARCHITECTURE + ENGINEERING

Crimes Reported at Kwik Star, Nordic Dr. 1/2017 - 10/1/2017

Vandalism

Larceny

Fraud

Disorderly Conduct

Traffic Stops, moving violations, parking violations, traffic hazards

Motor Vehicle Accidents with property damage, injury to pedestrian, hit and run and an undetermined factor

OWI

Harassment

Suspicious persons

Medical calls, welfare checks

Intoxication

December 14, 2017

Planning & Zoning Committee
220 Clay Street
Cedar Falls IA 50613

To Whom It May Concern,

I was at the planning and zoning meeting last night, December 13, 2017, regarding the Kwik Star. I heard many grievances as to why the community does not want this business in their back yards. However, the one thing that stood out to me was the fact that, it seemed, the community was willing to allow this dirty, noisy, and light polluted business if some minor concessions would be made by the Kwik Star.

1. Eliminate the car wash. Kwik star says NO that is not an option.
2. Turn the car wash to face away from the homes. Kwik Star says NO, that is not an options
3. Limit the hours of the car wash. Kwik Star says NO, that is not an option.

Well, to them then I say "GO HOME" and to you, council members, I feel you should say the same. Big business cannot, and should not be allowed to operate how they see fit in our, in YOUR community. The community you were elected to preserve and protect by the people that live here.
For this, I respectfully request that you deny the Kwik Star proposal.

Regards,

Kim Costarella

Kimberly Costarella
401 Heritage Rd
Cedar Falls, IA 50613
319-230-3690

December 19, 2017

Cedar Falls Planning and Zoning Commission Members:

Sadly, I struggle to find the words to express my disappointment concerning the commission's responses to the interest Kwik Star and Fareway have expressed in building along Greenhill Road near South Main Street. This is not where these businesses should be building, due to how they will adversely affect traffic, aesthetics, and the neighborhood milieu. I don't know why they have not already been directed to the Viking Road area, especially east of Michael's or across from or around Menards, where similar businesses and the needed traffic infrastructure already exist, while residential housing does not.

The LED lighting a Kwik Star representative addressed at last week's meeting is not really a solution for the neighborhood. The reason they need fewer LED lights is because LEDs are brighter. Installing them under a canopy may reduce what shines up into the sky above the structure but does not resolve the glare that will shine out on all sides at the building and ground level. The car wash concerns were simply set aside. Neither of these businesses uses the professional type of office building that current residents were promised when they were looking to purchase homes in this neighborhood.

I doubt any of you would want these stores, valuable as they may be, to build directly across the street from your home. I don't understand why you would want other Cedar Falls residents to have that experience, especially when other locations serve their purpose better. There is even a plot of land presently for sale on the corner of Viking Road and the Parkway southwest of Menards. With the new hospital construction soon to develop on Greenhill, many professional offices will look to locate near those currently in the area around the Arrowhead and Unity Point facilities. Another possible alternative for a gas station and grocery store would be land that has not yet been developed west of Highway 58. That area will be quickly built up as the infrastructure is prepared for the new elementary school to be built farther west, perhaps between Viking Road and where a new western section of Greenhill will curve north.

Thank you for your service to the city. Please consider better alternatives to the plans you are currently considering.

Sincerely,

Mary Wallingford

Rod Larsen
4516 Quesada Ct.
Cedar Falls, Iowa 50613
E-mail: rhlarsen@cu.net

December 17, 2017

The Honorable Jim Brown
220 Clay St.
Cedar Falls, IA 50613

RE: Fareway and Kwik Trip proposals

Dear Mayor Brown,

This is to convey my support for the proposed development at Greenhill Road and South Main Street. I will be out of state for the Holidays and was hoping you and Stephanie could include this in the public comment file for the Council and P & Z as appropriate.

My planning career at INRCOG and the Iowa DOT included extensive development of the metropolitan area street and highway plan. Greenhill was constructed as part of this plan and was always envisioned to be a major, efficient, east –west arterial street supporting multiple adjacent activities including residential, neighborhood commercial, and office development.

I am aware that some of my neighbors in the El Dorado Heights Subdivision have expressed concerns over traffic and possible noise. I have never seen any development proposal that was not criticized for traffic impacts. Of course, any development creates some additional traffic; however, this proposal is consistent with the City's Land Use Plan along with the Pinnacle Prairie Master Plan.

Cedar Falls is fortunate to have these quality businesses working with a highly regarded developer to complement the vibrant growth in the southern part of our City. Coincidentally, I will personally appreciate the convenience of having both businesses at this location.

The amount of traffic generated by these businesses should be comfortably served by the existing local streets with the potential need for operational improvements at the Greenhill/South Main intersection.

Respectively submitted,

Rod Larsen

Cc Stephanie Houk Sheetz

Planning and Zoning Commission Members

City of Cedar Falls

220 Clay Street

Cedar Falls, Iowa 50613

301 Spruce Hills Drive

Cedar Falls, Iowa 50613

4 January 2018

Re: 1. Proposed Kwik Star/Trip at Greenhill/Coneflower

2. Proposed Fareway at Greenhill/South Main

Dear Planning and Zoning,

I do support the Fareway proposal, noting they are working with the city to resolve driveway issues with entrance and exit. Fareway is family oriented and would make a good neighbor. It closes by 9:30 pm, with most of its lights off by then, and is closed on Sundays and most holidays.

I do not support Kwik Trip/Star. As a 7 day per week, everyday business, with all its lights, noises, increased traffic, gas product runoff, it is not a fit for a neighborhood.

Kwik Star as a neighbor would decrease the quality of life that I value in Cedar Falls over other areas I have lived. Please do not encourage me to look somewhere else to live.

Ronald D. Flory

Ronald D. Flory, MD, retired

301 Spruce Hills Dr.
Cedar Falls, IA 50613
January 4, 2018

Dear Members of the Planning and Zoning Commission;

Re: 1. Proposed Kwik Trip / Kwik Star gas station at Greenhill Rd and Coneflower
2. Proposed Fareway at corner of Greenhill Rd and South Main St.

I write this letter as a concerned neighbor regarding these proposed developments. I live at 301 Spruce Hills Dr. My backyard is directly across Greenhill from the proposed site of the Kwik Star.

Addressing Kwik Star: I continue to oppose this development for the following reasons:

1. Increased light pollution and petroleum based pollution. Petroleum: Although Kwik Star states they have a double filter system for surface drainage and new underground storage tanks, such systems are prone to leaks. The flora and fauna in the nearby catch basin and Dry Run Creek cannot withstand additional pollution. Gas stations also emit petroleum odors and vehicle exhaust.

   Lights: The down facing lights at the new Kwik Star on Ansborough and Hwy 20 in Waterloo are as white and bright as any I have seen. If these same lights are intended for use at the proposed Kwik Star and installed at the proposed height, my home interior will be brightly lit 24 hours a day.
2. Increased litter and trash. Gas stations are dirty. People drop papers, cups, wrappers, receipts, and any number of things that blow in the wind. These will blow into the neighborhoods that surround this site, unless a wire mesh fence or other type of abatement surrounds the site.
3. Increased noise pollution – It is unclear if the car wash relocation, in the latest mailing, demonstrates the exit facing Bluebell because the interior drawing appears to exit facing Greenhill. There are no berms or noise abatement structures built into the plan. Did Kwik Star in fact change the car wash exit to face Bluebell? Supposedly this was "impossible" according to the Kwik Star representative. I wonder what other requests from the Planning Commission were considered and accepted as "impossible" – like eliminating the carwash or reducing hours of operation for the carwash and store hours of operation?
4. Hours: Kwik Star is a 24 hour 7 day a week business. Other than the planned Public Safety Building, this proposed gas station does not fit with the hours of established businesses in the area. The surrounding neighborhoods are also quiet in the overnight hours. Viking and University both have 24 hour businesses and the increased noise and traffic that accompany them. Greenhill has no 24 hour businesses.
5. Unresolved traffic concerns. Neighbors have addressed the traffic congestion at South Main and Greenhill and continue to raise concerns. With the planned area road construction / re-construction in 2018 and 2019, and increased development of area housing and businesses, Greenhill will carry even more traffic. I predict this area will become much like the current Viking and 58.
6. Saturation: There are already 4 gas stations within 0.5 to 2.0 miles from this site. Does Planning and Zoning wish to allow a glut of gas stations when diversity would better serve this area?

Addressing Fareway:

1. I support the Fareway proposal and hope the entrance / exit concerns can be resolved. Fareway is a family oriented business with a purpose and hours that would be a good fit for this area.

Sincerely,

Denise Flory

January 9, 2017

Cedar Falls Planning and Zoning Commission Members:

I am writing to register my strong opposition to the plans under consideration to locate a gas station and grocery store along Greenhill Road from South Main Street to Coneflower Parkway. These businesses are higher traffic enterprises that do not belong in or so near to a residential area. Traffic there is already often constricted, especially for entry to residential neighborhoods, but also for the current approaches lending access to University Avenue and downtown, and to other parts of the city via Main Street, Highway 58, and Hudson Road, as well as Rownd Street and Cedar Heights Drive. The current conditions of geography and infrastructure have already presented problems for logistics, safety, and the neighborhood environment that will only be exacerbated by this type of commercial construction at this site.

Traffic is already dangerous along Greenhill, despite newly painted lane guidance and electric traffic signals which were recently added in several places from Main Street to Cedar Heights Drive. Walking and biking on the trail remain risky activities, even with pedestrian signals supplementing vehicle signals. Our family and friends have seen many close calls and a few accidents in recent years, without the addition of these businesses and the increased traffic they will draw. The new public safety building on Main Street is already going to increase stresses on the nearest intersections enough.

Greenhill Road is not the same as University Avenue or Viking Drive, and everyone involved in development along its corridor needs to recognize that fact if safe planning is to occur for the present and the future life of the city of Cedar Falls. I would invite all such concerned persons to drive on University and Viking and also in Greenhill Road traffic at various times of the day for the next several weeks. Walk on the trails which attract so many to live in Cedar Falls and which serve to support the health of all of our city residents. Look carefully at the current Kwik Star and Fareway Stores in other areas of Cedar Falls; note especially the entrances, parking areas, and the street patterns around them, which are not like what you will find on this block of Greenhill Road. Next, examine your own neighborhood, and see what you honestly discover in your heart when you juxtapose your home with a gas station and a grocery store. Then find a few of several alternative sites to offer Kwik Star and Fareway that provide the means for better, safer, customer access from higher, more smoothly-flowing traffic volumes in the better laid-out and more bustling business streets of Cedar Falls.

Current members of the commission may not know that we experienced a similar situation with Casey's several years ago, and it took several heated meetings for the opposition of residents to be acknowledged. I am pleased to see that Casey's found another, fairly close location that looks like it will serve them well. I am angry that anyone who knew of those strained dealings chose to disregard them a few years later, and not redirect similar inquiries to better sites. I believe most people in Cedar Falls would agree that our volunteers, elected officials, and qualified staff usually aim at providing a safe and peaceful community for residents, for families who choose to raise their children here and for seniors who choose to remain in their retirement, but know they cannot accomplish this without a great deal of work, listening to everyone's concerns, re-thinking plans, and often finding new solutions for new development.

We cannot simply undo construction that removes this much green space and will have such a great impact on this portion of the city. We must rely on the courage of people such as yourselves to hold firm to safeguarding the city's investment in all of its streets with optimal flow and safety for both vehicular and pedestrian traffic, the economic investment of all business and residential parties already present, and the economic value, environmental concerns and aesthetic attraction of this area of town, both for now and in the future. Please use your vote to maintain the safety and tranquility of the residential neighborhoods around this stretch of Greenhill Road.

Sincerely,

Mary Wallingford

312 Spruce Hills Drive

From: Gretchen Tripolino
Sent: Tuesday, January 09, 2018 12:26 PM

Subject: El Dorado Heights Development

Please refer below to my email of November 30 regarding our concerns about the proposed Kwik Star on the corner of South Main and Greenhill. Our concerns have not been mitigated by the minor changes proposed by Kwik Star and our objections stand.

We have similar concerns about a large, high-traffic business such as Faraway in the proposed location. We agree there is some attraction to having a Fareway in the southern part of our community but we maintain that corner is not the right spot for it. We contend that any action to approve either of these businesses is premature at this point. The Safety Center should be built and up and running, traffic patterns evaluated, and all remedies in place **before** any large businesses are considered for South Main and Greenhill. Without that, we will be engaged in an ongoing and very dangerous process of catch-up, putting our bikers, pedestrians, drivers, and residents at risk. Let's be pro-active in the interest of safety, and protecting our citizens and neighborhoods rather than having to react to an ongoing and already dangerous situation that we created.

Thank you for your consideration.

Gretchen & Steve Tripolino
320 Balboa Avenue

My family and I have lived in the same home on Balboa Avenue since 1985 and I would like to share our experience and perspective on this issue.

When the Oster land was first zoned, many of us had concerns, and expressed our conviction that this area should be zoned as residential. We were told that there were complications because of school district boundaries, and were assured that only small, neighborhood businesses, offices, etc. would be considered as appropriate for that area, to preserve the integrity of the neighborhood. Examples given were a coffee shop, deli, book store, etc. The medical and dental offices, other business offices, and Western Home Communities development that have since located there have been good neighbors, but have increased the traffic and use of infrastructure significantly. Additionally, now many of the drivers in this area are elderly and tentative in their driving, requiring extra patience and attention from other drivers and pedestrians. Realistically, we are probably also looking at the Safety Center relocating to our neighborhood, which will also bring significant around-the-clock traffic and activity.

Since that land was first zoned, despite the assurances of the developers and city planners, we have had to fend-off efforts to locate here by Walmart, Casey's, and now Kwik Star and Fareway. In retrospect, it would have been disastrous for Walmart to have located there, as well as Casey's. Nothing has

changed in the interim to lead me to believe that it would be right or prudent for Kwik Star or Fareway to now be approved at this site. These businesses would present the same problems of traffic, noise, litter, crime, light pollution, gas and diesel fumes, and the erosion of our home and property values. Our residential development is basically land-locked, with only one way out, and even now, making a left turn from Balboa onto South Main increasingly presents a challenge, with such a short distance between Balboa and Greenhill and significant turning traffic onto South Main from Greenhill. Any widening of the intersection would present even greater danger. It has also been our observation that there has been a significant increase in traffic on both South Main and Greenhill. With the addition of the roundabouts on University, drivers are using South Main and Greenhill as alternate routes to avoid University. There has been an increase in accidents at the intersection of Greenhill and South Main. Greenhill has become a slalom course with painted-in turning lanes, and clearly our traffic problems cannot be solved with pylons and a can of yellow paint. Any widening of the intersection would likely encroach on existing residences and compromise the bike/walking paths, both of which are hallmarks of our community and quality-of-life issues. We already have a huge noise pollution problem coming from Highway 58 to our west, to the extent that we can't sleep or hear the television with our windows open, and it is often difficult to entertain in our back yard because conversation is inhibited by Jake-braking and other traffic noise. Another gas station/convenience store/car wash and grocery store in such close proximity to our residences would not be of any benefit to this neighborhood. We are hopeful that our city leaders in Planning and Zoning and the City Council will be responsive to the residents of Eldorado Heights and surrounding neighborhoods, will honor the promises that have been made to

our residents, and will not compromise the needs of the many to line the pockets of big business.

WES & BONNIE POLEY 109 Cordoba Ave. ~ Cedar Falls, IA 50613 ~ 319/266-3423 ~ poley@cfu.net

January 8, 2018

Planning and Zoning Commission
c/o Dept. of Community Development
220 Clay St.
Cedar Falls, IA 50613

Re: Kwik Star, Fareway projects

To the Commission Members:

Thank you for notification of the 1/10/18 meeting and *Site Plan Review* for the SE corner of Greenhill Rd. and S. Main St. We live about a block south of the area at the corner of Cordoba and S. Main and have some concerns.

First, we are frequent customers of both Kwik Star and Fareway and appreciate both businesses.

Our primary concern, along with many of our neighbors, is the intersection of Greenhill and Main St. We travel through this intersection several times a day and it often feels like dodge 'em while coming from the south trying to turn left on to Greenhill. It is extremely unsafe, especially for north and south bound traffic. It's good the city observed the intersection for a time, but until it is experienced on a regular basis, it's impossible to understand what a safety issue this is, particularly considering the large senior citizen population (ourselves included!) in the area. At minimum, as a *temporary* measure, north and south traffic should alternately stop and go (similar to Cedar Heights/Greenhill and 12th/Main). We strongly believe this safety issue must be addressed very soon; definitely before any additional development is approved and the Public Safety building construction begins.

While we won't be directly affected, we are very concerned for our neighbors north of Greenhill and along Balboa who will have their lives and property adversely affected by the lighting, traffic, noise, litter, etc. generated by these two businesses, particularly a 24/7 convenience store operation.

In addition, it appears there is an entrance to Fareway off Main St. With the proximity to an extremely busy intersection that will only be getting busier with developing residential areas, highway construction and the new city building plus a residential street (Balboa), this driveway is as unacceptable as it was when Casey's wanted to build there.

When the Pinnacle Prairie plans were initially proposed by Lockard, we were pleased because the commercial area was in the middle of the development, away from existing residences. It was located where people could choose to build up to it. Now because the businesses (gym, theaters, city center) fell through, the commercial sites have been pushed to the perimeter adjacent to homes that have been there for as much as 30 years. It seems unfair that a planned community should be able to so adversely affect long-time residences.

We appreciate the difficult job you have and thank you for your consideration and service to the city we so proudly call home.

Sincerely,

Wes & Bonnie

Wes and Bonnie Poley
109 Cordoba Ave.

c: David Sturch, Stephanie Sheetz, Jon Resler

WES & BONNIE POLEY 109 Cordoba Ave. ~ Cedar Falls, IA 50613 ~ 319/266-3423 ~ poley@cfu.net

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We appreciate the difficult job you have and thank you for your consideration and service to the city we so proudly call home.

Sincerely,

Wes & Bonnie

Wes and Bonnie Poley
109 Cordoba Ave.

c: David Sturch, Stephanie Sheetz, Jon Resler

From:	apcraw@aol.com
Sent:	Sunday, January 07, 2018 7:53 PM
To:	David Sturch
Subject:	Thoughts about Fareway and Kwik Star proposals

Hello,
I would like to share a few thoughts about the proposal for the corner of South Main and Greenhill. I live in the Maya Court condos, right below the Balboa Point apartments on the corner of South Main Street and Balboa.

I watched the entire cable broadcast of the meeting in December where there was much discussion of this topic. I am very concerned about the traffic issues for that corner and road.

Before any decision is made regarding this possible development, I believe it is imperative that a concrete solution for traffic concerns is proposed. Tweaking the lights is not a good enough proposal for those of us who live in the area.

I understand that watching the intersection may not have shown the concerns that many of us have. If you take a look at all of the possibilities for traffic in this area, this has the potential to be a much bigger concern.

We are watching the continued development of the Western Home Communities with more residents, and more workers in the area.
We are waiting to see the effect of the Public Safety building, the employees coming to work and residents doing public business in the area.
There is the need for emergency vehicles to be able to get in and out when needed.

Currently, there are two lanes to handle all of this traffic. If Fareway is allowed to have a driveway on South Main Street between Greenhill Road and Bluebell, the potential for accidents on the Bluebell corner is increased. Currently, the traffic on Bluebell is not great. It is however, used by drivers going to the Viking Road businesses on Prairie Parkway to avoid the intersections of Greenhill and Viking Road with hwy 58.

I recall one person who spoke at the last meeting was concerned about all of the traffic on South Main North of Greenhill. This is absolutely true with much more traffic trying to get out onto South Main from Orchard Drive. I have no statistics for proof, but by observation and driving on South Main every day, I believe that some of the increased traffic on South Main is due to drivers avoiding the roundabouts on University Ave.

With the upcoming construction of the intersection on Viking Road and Hwy 58, there will be more and more drivers finding alternate routes to get to the Viking Road businesses and Greenhill and South Main will be a cut through option.

The right turn South onto South Main from Greenhill road can be a dangerous spot right now. When turning left onto South Main from Balboa, it takes several checks to the left to be sure a car hasn't come flying around the corner off of Greenhill just as you are pulling out.

I know that a comment was made by the city engineer that those of us on Balboa might need to find an alternative route if that intersection is too difficult. I do not see that as an option at all. I believe there are about 24 apartments in that complex. There are 12 Condos in our Association. Children reside in the Balboa Point apartments on the corner of Balboa and South Main and are transported by school buses. This traffic pattern needs to be considered when making decisions about this corner as well. A safe traffic pattern needs to be provided for these children to be able to get on and off of the buses at their homes. The suggestion that all of these people would need to drive down Balboa and come out on Greenhill at another South Main intersection is not a workable option. Balboa curves around to the South, houses are close together and it is not built to be a throughway for the traffic that would be funneled through it to the South if the Balboa intersection is changed.

I am not against the Fareway development but I do not think it is workable to have the driveway for Fareway unload onto South Main.

My preferred proposal is to eliminate the Kwik Star proposal and request that Fareway move over in the MU area to have an entrance on Coneflower and on Bluebell.

I think that both developments are not a good fit for this area. With Casey's up the hill on Greenhill and groceries being an important part of what Kwik Star is promoting and the Fareway providing the groceries, I don't see the need for Kwik Star at all.

I also made a point of driving down Greenhill and looking at the area since your last meeting. The appearance of this area is very specific. The buildings are prairie style and reserved in appearance if that is an identifiable description. I believe Fareway can match that appearance but I do not believe the bright lights and décor of a Kwik Star store fits this area in any way. I believe Kwik Star would fit better in another location. Possibly there would be a better location out on Viking Road near Menard's where there are not yet any homes built to cause concerns by the homeowners.

Thank you for your time.

Ann Crawford
128 Balboa, a-1
Cedar Falls

Petition for a New Kwik Star Convenience Store

RECEIVED
JAN 10 2018
COMMUNITY DEVELOPMENT DEPARTMENT

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a Kwik Star Convenience Store at Bluebell Road and Coneflower Parkway.....

1. _____ (sign), 1238 CLACK DRIVE, CF (address)
   JOHN DUTCHER (print name), 319.240.2497 (phone)
2. Robin Snider (sign), 120 Balboa Ave Apt 2b (address)
   Robin Snider (print name), 319-504-9921 (phone)
3. _____ (sign), 120 Balboa Ave Apt 113 (address)
   Carrigan Moser (print name), 563-880-2586 (phone)
4. Melissa Lynn (sign), 120 Balboa Ave Apt B4 (address)
   Melissa Lynn (print name), (319) 504-0518 (phone)
5. David Lynn (sign), 120 Balboa Ave Apt B4 (address)
   David Lynn (print name), (319) 504-5687 (phone)
6. _____ (sign), _____ (address)
   Bonnie J. Crabtree (print name), 515-441-4660 (phone)
7. Cheyenne Lynn (sign), 120 Balboa Ave Apt B2 (address)
   Cheyenne Lynn (print name), 319-529-2016 (phone)
8. Genesis Foust (sign), 120 Balboa ave apt 1B (address)
   _____ (print name), 563-380-5665 (phone)
9. David Fauser (sign), 120 Balboa Ave Apt 3B (address)
   David Fauser (print name), 319 252 6487 (phone)
10. Angela Spiers (sign), 120 Balboa Ave Apt C4 (address)
    Angella Spiers (print name), 319-230-2363 (phone)

for more information contact John Dutcher 319.240.2497

Item E.4.

Petition for a New Kwik Star Convenience Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a Kwik Star Convenience Store at Bluebell Road and Coneflower Parkway.....

1. _____(sign), 108 Balboa A-3 (address)
   Shane Roberts (print name), 319-939-6119 (phone)
2. _____(sign), 1238 Clark Drive (address)
   Deborah Roehmler (print name), 319-464-7068 (phone)
3. _____(sign), 606 Beverly Hill St (address)
   Marty Hoel (print name), 319.231.1367 (phone)
4. _____(sign), 606 Beverly Hill (address)
   Ann Hoel (print name), 231-1367 (phone)
5. _____(sign), 3011 Abraham Dr. C.F. (address)
   Warren Brecheisen (print name), 319-277-2118 (phone)
6. _____(sign), 2006 HILTON DR (address)
   D. Michael Lewis (print name), 266-6446 (phone)
7. _____(sign), 2006 Hilton Dr., CF (address)
   Linda L. Lewis (print name), 319-266-6461 (phone)
8. _____(sign), 155 Woodlawn Rd Waterloo (address)
   Todd Loes (print name), 319-226-6346 (phone)
9. _____(sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____(sign), 1165 Casper Ave, Plainfield IA (address)
    Bev Bahlmann (print name), 319-269-7772 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Kwik Star Convenience Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

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1. Madison Brewer (sign), Waverly, IA (address)
   Madison Brewer (print name), 319-215-6914 (phone)
2. Madelyn Cain (sign), Waverly, IA (address)
   Madelyn Cain (print name), 319-939-2149 (phone)
3. Leanne Brinssen (sign), Waverly, IA (address)
   Leanne Brinssen (print name), 319-269-3711 (phone)
4. Anne M Gardner (sign), 20 Allison Iowa (address)
   Anne M Gardner (print name), 319 429 8181 (phone)
5. Andrea Tiemessen (sign), Sonia IA (address)
   Andrea Tiemessen (print name), 319 464 8452 (phone)
6. Drew Jelson (sign), 120 BALBOA AVE APT A-4 (address)
   Drew Jelson (print name), 319-233-8278 (phone)
7. Mintha Phan (sign), 120 BALBOA AVE APT A-4 (address)
   Mintha Phan (print name), 319-433-8278 (phone)
8. Lynn Juram (sign), 120 BALBOA AVE APT A-4 (address)
   Lynn Juram (print name), 319-466-0178 (phone)
9. Mary Moon (sign), 515 203-8591 108 Balb (address)
   (print name), (phone)
10. Amanda Baker (sign), 2703 Big Woods Rd Cf (address)
    Amanda Baker (print name), 319-215-8759 (phone)

for more information contact John Dutcher 319.240.2497

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1. Bobbette Fortney (sign), 1284 2 Balboa Ave (address)
   Bobbette Fortney (print name), 277 3358 (phone)
2. Katie Norman (sign), 1820 Rainbow Dr. (address)
   Katie Norman (print name), 515-707-8166 (phone)
3. Erich Simmer (sign), 210 Balboa Ave Apt A2 (address)
   Erich Simmer (print name), 319-429-5844 (phone)
4. Pat Heelern (sign), 128 Balboa (address)
   Pat Heelern (print name), (phone)
5. [signature] (sign), 128 BALBOA #B2 (address)
   JAMIE KLITZNER (print name), 641-751-3325 (phone)
6. Dave Fish (sign), 210 Balboa Ave #C-1 (address)
   DAVID FISH (print name), 319-269-0199 (phone)
7. Matt Boehmler (sign), 1238 Clark Dr. (address)
   Matt Boehmler (print name), 563-422-4320 (phone)
8. Scott J (sign), 106 1st New Trip oli, IA (address)
   Scott Johnson (print name), 319-239-0608 (phone)
9. Christina Hubka (sign), Shell Rock, IA (address)
   Christina Hubka (print name), 319-885-4341 (phone)
10. Jamie Crawford (sign), Shell Rock, IA (address)
    Jamie Crawford (print name), 319-885-4341 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Kwik Star Convenience Store

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1. Christyna Huber (sign), 2105 S. Elizabeth St. Clarksville IA (address)
   Christyna M. Huber (print name), 319-830-8520 (phone)
2. Carol Heath (sign), 308 5th St Allison (address)
   CAROL HEITH (print name), 319-239-9196 (phone)
3. Shirley Hulbert (sign), 813 N. Cherry, Shell Rock (address)
   Shirley Hulbert (print name), 319-885-6445 (phone)
4. Laura Green (sign), Clarksville IA (address)
   Laura Green (print name), 278-9064 (phone)
5. Donnette Groeneveld (sign), 607 Logan Ave Waterloo (address)
   Donnette Groeneveld (print name), 319-596-5307 (phone)
6. Kacie Schlamp (sign), 409 N. Cherry St. Apt 5 Shell Rock (address)
   Kacie Schlamp (print name), 319-230-8518 (phone)
7. Levi Hirsch (sign), Shell Rock, IA (address)
   Levi Hirsch (print name), 319-885-4341 (phone)
8. [illegible] (sign), _____ (address)
   _____ (print name), _____ (phone)
9. Brady Berk (sign), 1025 Cottage St Waterloo 50703 (address)
   Brandy Berky (print name), 319-429-0835 (phone)
10. _____ (sign), 110 Bulbra Ave Apt C-3 (address)
    Heban Ruben (print name), 319-486-2355 (phone)

for more information contact John Dutcher 319.240.2497

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1. Martin E. Bahlmann (sign), 315 Washington St. C.F. (address)
   Martin E. Bahlmann (print name), (319) 415-8685 (phone)
2. Arthur Gadbois (sign), 1028 west 13th C F (address)
   Arthur Gadbois (print name), Arthur Gadbois 2660434 (phone)
3. Bill RANDALL (sign), 4114 E. 10TH ST. (address)
   MICHAEL R MURPHY (print name), 319 234 0161 (phone)
4. Michael Murphy (sign), 515 AUTUMN LANE C.F. (address)
   _____ (print name), _____ (phone)
5. Debbie J Renn (sign), 620 4th Ave NW, Waverly (address)
   Debbie Renn (print name), 319-352-4161 (phone)
6. Deb Drewes (sign), 1139 Wallgate (address)
   Deb Drewes (print name), 319 287-5650 (phone)
7. Jody Lenstra (sign), 817 7th St. Dike Iowa (address)
   Jody Lenstra (print name), 563 564-6395 (phone)
8. Adam _____ (sign), 223 N. Walnut shell-Rock IA. (address)
   Adam Jacobson (print name), 319-415-0899 (phone)
9. Bailey _____ (sign), 905 4th st Allison IA (address)
   Bailey Johnson (print name), 319-231-3962 (phone)
10. Richard L. Foster (sign), 221 Ballou Ave. (address)
    Richard L. Foster (print name), 319-242-1755 (phone)

for more information contact John Dutcher 319.240.2497

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1. _____ (sign), 5314 Norse Dr. CF (address)
   Calayna Hohenberger (print name), 319-243-5066 (phone)
2. Stacia Wiedner (sign), _____ (address)
   Stacia Wiedner (print name), 319 610-4731 (phone)
3. _____ (sign), 3401 Ridge Rd TRACY IA (address)
   Connie Merrigold (print name), 319-478-8933 (phone)
4. _____ (sign), 3192918325 (address)
   Brandy Jones (print name), _____ (phone)
5. Martha J Caster (sign), 3731 Cedar Terrace Dr., W'loo (address)
   I work at Arrowhead
   Martha J. Caster (print name), 319-231-6304 (phone)
6. Jennifer Pauley (sign), ~~Jennifer~~ 2216 Bluebell Rd (address)
   Jennifer Pauley (print name), 319 575 5846 (phone)
7. _____ (sign), Allison Iowa (address)
   Samantha Bergmann (print name), 319-240-3395 (phone)
8. Jody Curren (sign), 27901 F Ave Conrad, IA (address)
   Jody Curren (print name), _____ (phone)
9. _____ (sign), 6725 N Union Rd CF (address)
   Sue Hrodey (print name), 319-883-0463 (phone)
10. Pam Hall-Pam Hall (sign), 2211 Sunnyside Dr. CF (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

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1. Sherry Whitehead (sign), 102 Fair Oaks Place Hudson (address)
   Sherry Whitehead (print name), 319-988-4512 (phone)
2. Sandy Lahr (sign), 1104 9th St NW, Waverly (address)
   (work in CF)
   Sandy Lahr (print name), 319-352-2557 (phone)
3. Becky Hesse (sign), 6815 Streeter Rd (address)
   C.F.
   Becky Hesse (print name), 319-415-3550 (phone)
4. Angie Fox (sign), work in CF (address)
   Angie Fox (print name), 319.334.4631 (phone)
5. Sue Zimmerman (sign), 2304 Fairview Dr (CF) (address)
   Sue Zimmerman (print name), 319-240-0076 (phone)
6. Robin Hungtgen (sign), 3127 Hilcrest Dr. CF. (address)
   Robin Hungtgen (print name), 319-269-7476 (phone)
7. Jenice Engel (sign), 120 E Elm St Clarksville (address)
   Jenice Engel (print name), 319-288-4014 (phone)
8. Jack Anhorn (sign), 2846 Crestline Avenue Waterloo (address)
   Jack Anhorn (print name), 319-240-7729 (phone)
9. Jill Eftyen (sign), 4043 3rd St Parkersburg IA (address)
   Jill Eftyen (print name), 319-230-1307 (phone)
10. Elizabeth Wyant (sign), 1003 E. Main St., LPC (address)
    Elizabeth Wyant (print name), (319)610-6690 (phone)

for more information contact John Dutcher 319.240.2497

Petition for a New Kwik Star Convenience Store

to be located at the Southeast Corner of Greenhill Road and South Main Street.

We the undersigned request that the City of Cedar Falls move forward and approve the plans for a Kwik Star Convenience Store at Bluebell Road and Coneflower Parkway.....

1. Mary M Georg-l (sign), 1621 E Ridgeway Ave (address)
   Mary M Georg-l (print name), 319 240 5159 (phone)
2. Andrea Herzberg (sign), 1618 Ayers Ave. Evansdale (address)
   Andrea Herzberg (print name), 319-830-7538 (phone)
3. Jackie Sohn (sign), 9710 Westbrook Rd. CF (address)
   Jackie Sohn (print name), 319-240-8341 (phone)
4. Tricia Podhajsky (sign), 411 MAPLE AVENE - WAVERLY (address)
   TRICIA PODHAJSKY (print name), 319-239-0779 (phone)
5. Alyssa Jurgens (sign), 117 Franklin St Cedar Falls (address)
   Alyssa Jurgens (print name), (319) 240-4212 (phone)
6. Amie Woodyard (sign), 421 1st St. Janesville (address)
   Amie Woodyard (print name), (319) 240-1008 (phone)
7. Tim Storey (sign), 1626 Robin Rd (address)
   Tim Storey (print name), 415-7752 (phone)
8. Sara Doyle-Pool (sign), 2323 Centre Ridge Rd (address)
   Sara Doyle-Pool (print name), 319-240-3315 (phone)
9. Michelle Scherer (sign), 703 Walnut St CF (address)
   Michelle Scherer (print name), 319-240-6511 (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

for more information contact John Dutcher 319.240.2497

Item E.4.

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1. Amy Strain (sign), 108 A4 Balboa Ave. (address)
   Amy Strain (print name), (319)529-7381 (phone)
2. Devin Reynolds (sign), 108 A4 Balboa Ave (address)
   Devin Reynolds (print name), (319)427-4985 (phone)
3. Amber Smith (sign), 208 A4 Balboa Ave. (address)
   Amber Smith (print name), (319)504-5850 (phone)
4. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
5. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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1. _____(sign), 108 Balboa Ave #B3 (address)
   MATTHEW FININ (print name), 563 271 8089 (phone)
2. _____(sign), 108 Balboa AVE #B1 (address)
   Melissa Gray (print name), 319-269-9661 (phone)
3. _____(sign), _____(address)
   _____(print name), _____(phone)
4. _____(sign), _____(address)
   _____(print name), _____(phone)
5. _____(sign), _____(address)
   _____(print name), _____(phone)
6. _____(sign), _____(address)
   _____(print name), _____(phone)
7. _____(sign), _____(address)
   _____(print name), _____(phone)
8. _____(sign), _____(address)
   _____(print name), _____(phone)
9. _____(sign), _____(address)
   _____(print name), _____(phone)
10. _____(sign), _____(address)
    _____(print name), _____(phone)

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1. Nancy McKenna (sign), PO Box 61 Raymond IA 50667 (address)
   Nancy McKenna (print name), 319-233-9478 (phone)
2. Melissa Deegan (sign), 310 Mill St Traer, IA (address)
   Melissa Deegan (print name), 319 240-1561 (phone)
3. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
4. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
5. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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1. J Gleason (sign), 812 Latham Pl Cedar Falls (address)
   Jesse Gleason (print name), 319 939 2104 (phone)
2. Leslie Nixon (sign), 2022 Maplewood Dr. CF (address)
   Leslie Nixon (print name), 319-240-8937 (phone)
3. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
4. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
5. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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1. Jennifer Reese (sign), 1804 Continental (address)
   Jennifer Reese (print name), _____ (phone)
2. Patricia King (sign), 219 Lichty Blvd (address)
   Patricia King (print name), _____ (phone)
3. Michele Utley (sign), 118 Elm (address)
   Michele Utley (print name), _____ (phone)
4. Michele Schmuecker (sign), 1733 54th St (address)
   Michele Schmuecker (print name), _____ (phone)
5. Alex Bear (sign), 201 Royal Dr (address)
   Alex Bear (print name), _____ (phone)
6. Dylan Bear (sign), 201 Royal Dr (address)
   Dylan Bear (print name), _____ (phone)
7. Shawn Reese (sign), 1804 Continental (address)
   Shawn Reese (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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1. Melissa Duncan (sign), 226 Bluebell Rd CF (address)
   Melissa Duncan (print name), 641-351-9408 (phone)
2. Christine Burchard (sign), 226 Bluebell Rd (address)
   Christine Burchard (print name), 319 429-9408 (phone)
3. Jan Ives (sign), 226 Bluebell Rd. CF (address)
   Jan Ives (print name), 641-481-5964 (phone)
4. Jorden Redmond (sign), 226 Bluebell Rd (address)
   Jorden Redmond (print name), 319-575-9800 (phone)
5. Michelle Fischels (sign), 226 Bluebell Rd (address)
   Michelle Fischels (print name), 319-575-5800 (phone)
6. Tiffany Bruno (sign), 226 Bluebell Rd (address)
   Tiffanie Bruno (print name), 319-575-5800 (phone)
7. Renee Keese (sign), (319)-429-8874 (address)
   Renee Keese (print name), 226 Bluebell Rd (phone)
8. Sarah Ringena (sign), 226 Bluebell (address)
   Sarah Ringena (print name), 319-575-5800 (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
10. _____ (sign), _____ (address)
    _____ (print name), _____ (phone)

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a Kwik Star Convenience Store at Bluebell Road and Coneflower Parkway.....

1. _____(sign), 120 Balboa Ave pt #33 (address)
   Andrew Johnson (print name), 319-334-8639 (phone)
2. _____(sign), 120 Balboa Ave #C4 Cedar Falls (address)
   Randy Spiers (print name), (319) 230-2363 (phone)
3. _____(sign), 120 Balboa Ave Ap # B4 (address)
   Dakota Lyon (print name), 641-456-8514 (phone)
4. _____(sign), 108 Balboa Ave Apt C-1 (address)
   Mark Johnson (print name), 429-984 (phone)
5. _____(sign), 108 Balboa Apt C-1 (address)
   Alyssa Johnson (print name), 429-984 (phone)
6. _____(sign), 120 Balboa Ave. C1 (address)
   Mala Sulentic (print name), 319-240-1619 (phone)
7. _____(sign), 120 Balboa Ave C1 (address)
   Andrew Nawhoz (print name), 319-429-9877 (phone)
8. Chris Snider (sign), 120 Balboa Ave. Apt. 2B (address)
   Chris Snider (print name), 319-493-8483 (phone)
9. _____(sign), _____(address)
   _____(print name), _____(phone)
10. _____(sign), _____(address)
    _____(print name), _____(phone)

for more information contact John Dutcher 319.240.2497

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We the undersigned request that the City of Cedar Falls move forward and approve the plans for a Kwik Star Convenience Store at Bluebell Road and Coneflower Parkway.....

1. David Muse Jr (sign), 218 BALBOA AVE (address)
   DAVID MUSE SR (print name), 319-277-3994 (phone)
2. Josh Medhus (sign), 401 Balboa Ave. (address)
   Josh Medhus (print name), 641-328-4113 (phone)
3. [signature] (sign), 405 Cordoba Ave (address)
   Chase Schrader (print name), 319-610-1629 (phone)
4. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
5. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
6. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
7. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
8. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
9. _____ (sign), _____ (address)
   _____ (print name), _____ (phone)
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    _____ (print name), _____ (phone)

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1. Missy Miller (sign), 1022 Hilltop Rd (address)
   Missy Miller (print name), 563-380-1485 (phone)
2. Shannon Schrage (sign), 3810 Legacy W CF (address)
   Shannon Schrage (print name), 319-240-4812 (phone)
3. Lovy Hulstein (sign), 4216 Dena Dr. CF (address)
   (print name), Lovy Hulstein (phone)
4. Jennifer Garcia (sign), 1503 Pin Oak Dr. Cedar Falls (address)
   Jennifer Garcia (print name), (319)575-0005 (phone)
5. (sign), (address)
   (print name), (phone)
6. (sign), (address)
   (print name), (phone)
7. (sign), (address)
   (print name), (phone)
8. (sign), (address)
   (print name), (phone)
9. (sign), (address)
   (print name), (phone)
10. (sign), (address)
    (print name), (phone)

for more information contact John Dutcher 319.240.2497

Subject: letter to Cedar Falls City Council and Mayor

301 Spruce Hills Dr.
Cedar Falls, IA 50613
February 10, 2018

Dear Mayor and City Council Members;

A few weeks ago, I discussed with four City Council Members my concerns regarding the proposed Kwik Star at Coneflower and Bluebell, along Greenhill. I live at 301 Spruce Hills Dr. My backyard is directly across Greenhill from the proposed site of the Kwik Star with intended 24 hour operation of the store, gas pumps and car wash.

At this time, I present this letter to the full council and mayor with prayers that my concerns will be heard and either the Kwik Star will be deemed unsuitable for the proposed site or that, if this business must be allowed, that the appearance, hours of operation, and landscaping will be addressed to minimize the detrimental impact on the neighborhood.

My concerns:

1. Pollution: Although Kwik Star states they have a double filter system for surface drainage and new underground storage tanks, such systems will eventually leak. The flora and fauna in the nearby catch basin and Dry Run Creek cannot withstand additional pollution. In addition to petroleum products and exhaust pollution, the inevitable customer litter, i.e., wrappers, cups, etc., will join the landscape.
2. Other pollutants: Noise. Upon P & Z request, Kwik Star performed a noise test at a different store to check the decibels of the car wash. I question the applicability of that study. Kwik Star has stated the noise comes from Greenhill. In the overnight hours, Greenhill is fairly quiet. The blower noise, car wash noise and delivery truck noise will break that silence for nearby neighbors.

   Lights: The down facing lights in the Kwik Star canopy at Ansborough and Hwy 20 in Waterloo are very white and bright. If these same lights are installed at the proposed Kwik Star, and installed at the proposed height, the homes unshielded by the earthen berm with wooden fence on the north side of Greenhill will be brightly lit 24 hours a day. If Kwik Star is approved, can the earthen berm and fence be extended to Estate Drive to minimize the detrimental impact of this development on the neighbors' quality of life?
3. Mission Style: The proposed Kwik Star does not conform to the Mission style architecture required of other businesses in Pinnacle Prairie. The Public Safety Building was required to modify its original design to be more conforming. The coloring and lighting on the canopy proposed by Kwik Star are unlike any other business in this area. The red light line surrounding the canopy should be eliminated. The canopy and building should be shades of tan or brown to blend with neighboring businesses. The current plan does not reflect the Mission theme of Pinnacle Prairie.
4. Hours: Kwik Star is a 24 hour 7 day a week business. Greenhill has no 24 hour businesses. Viking and University, less than 1 mile in either direction from Greenhill, have 24 hour businesses with the increased noise and traffic that accompany those hours. There are already 4 gas stations within 0.5 to 2.0 miles of the proposed site. Part of planning should include a diversity of services, not a glut of gas stations.
5. Unresolved traffic concerns. Current traffic congestion, increased volume, and traffic speeds along Greenhill at South Main will not go away while housing and business development continues and as planned area road construction and re-construction begin in 2018 and 2019. I fear this area will become much like the current Viking and 58 area in traffic and tone.

Thank you for serving the people of Cedar Falls.
Sincerely,
Denise Flory
319 239 5708

From: Dan Barfels
Sent: Wednesday, February 14, 2018 5:05 PM
To: Jim Brown; susan.debubr@cedarfalls.com; Mark Miller; Daryl Kruse; Tom Blanford; Frank Darrah; Rob Green; David A. Wieland; David Sturch
Subject: Kwik Star

February 14, 2018

Dear Mayor and City Council;

I write this memo summarizing my concerns with the Kwik Star proposal.

Our concerns went unanswered by Planning and Zoning. I ask the Council to address these concerns before the Kwik Star proposal moves forward:

1. Kwik Star does not fit the character of the neighborhood (as the WalMart proposal did not fit this same neighborhood.) The design of the building does not conform to the Mission style as all other buildings in the Prairie Parkway.
2. Hours of Operation: There are no businesses on Greenhill (from Hudson Road to Hwy 218 in Waterloo) that operate 24 hours a day. NONE!
3. Limited hours of car wash use: Planning and Zoning requested limited hours of car wash operation from 8 am to 8 pm. There was no real response.
4. Time of Deliveries of fuel and store products to Kwik Star. In Fareway's proposal, nothing would be delivered after 9 pm.
5. Property Values of homes across Greenhill from the proposed Kwik Star are diminished.
6. Landscaping: In the Kwik Star proposal, 6 foot trees were going to be installed. Planning & Zoning said 8 – 10 foot trees. With the depth of the land close to Greenhill, this size tree is still not adequate to act as a noise and sight barrier like Conifers or pine trees at a minimum of 20 foot tall would be.
7. Who will be testing the water quality in the holding pond next to the proposed Kwik Star?
8. Planning and Zoning addressed the red lights on the North Side of the gas pump canopy. These lights should be eliminated. No other businesses in this area have such displays.
9. Request a sign stating "No overnight parking" so that semis do not park overnight. Presence of the sign would allow police enforcement.
10. Petitions submitted by area residents should carry more weight than any other submitted petitions.
11. Concerns of crime at 24 hour businesses with the latest armed robberies at Kwik Star in Waterloo and at Casey's on University,
12. Greenhill has turned into the new university with additional and stop lights. Kwik Star has a proposal to add a turn lane and move the bike trail. If Greenhill is truly an arterial, it should not need turn lanes and stop lights.
13. Traffic concerns. Increased traffic to the Kwik Star on an already overburdened road should not put others at risk. Traffic related to the Public Safety Building, the proposed Fareway and proposed Kwik Star will turn the intersection of Greenhill and South Main into Viking and Hwy 58 with congestion and accidents and loss of life.
14. Traffic congestion in the area may and will likely at some point delay the response time for firefighters, police and public safety workers to Cedar Falls citizens.
15. Again, these Pinnacle Prairie lots were mixed use. The advertising board on the corner pictures an area of business offices and outdoor activity with people strolling about. It was after these homes

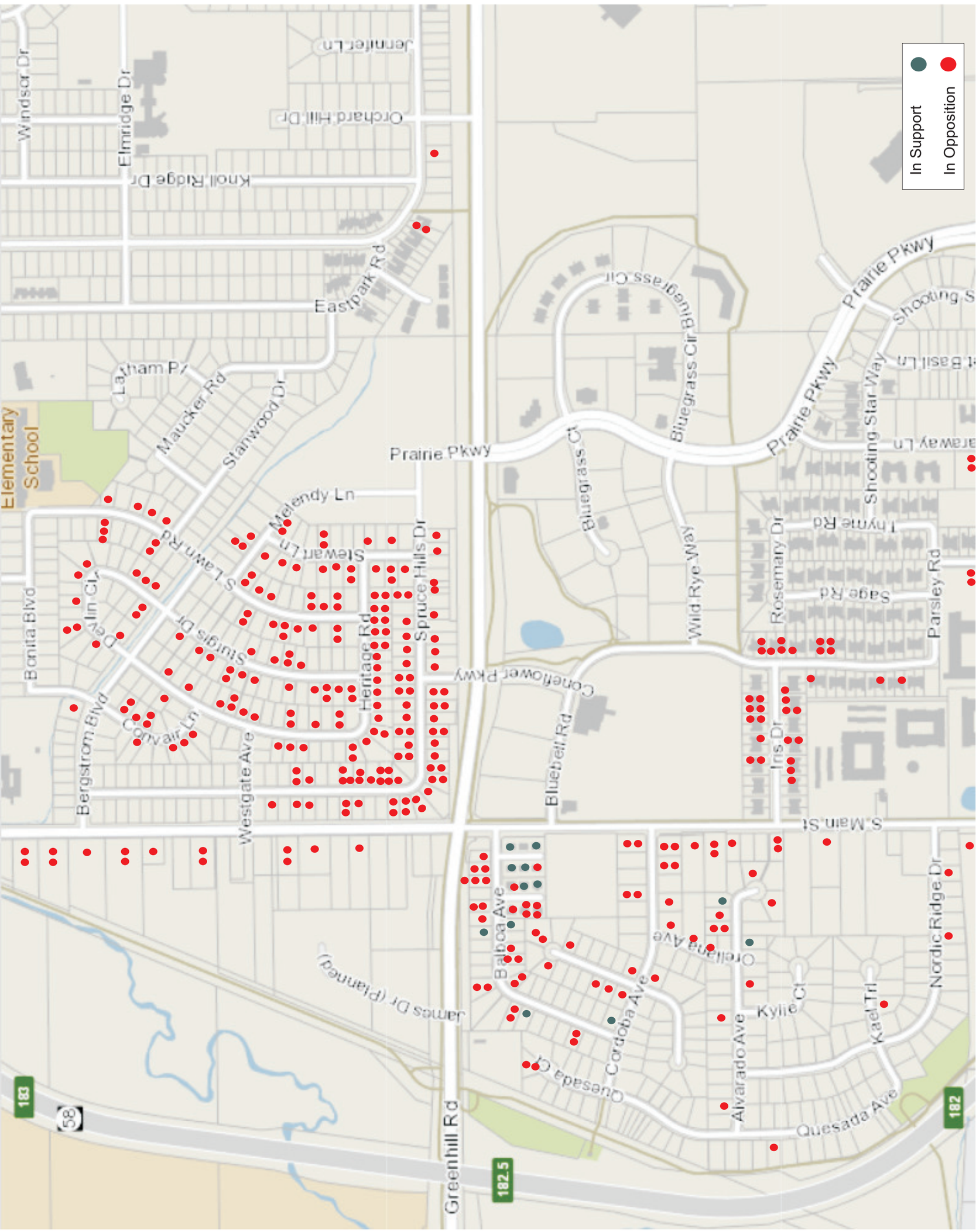
backing Greenhill were built that the change to commercial was made. Recently other lots in Pinnacle Prairie are now listed as “commercial”.

16. The Kwik Star representative has NOT showed the neighbors that Kwik Star wants to be a good neighbor so what are they going to be like as neighbors. The Fareway representative is willing to work with neighbors in the planning stage and after they are open as he stated at a Planning & Zoning meeting.

I ask you to please consider these concerns and questions before the city moves forward with the Kwik Star proposal. Thank you for your time and consideration. These are safety and quality of life concerns.

Sincerely,

Kathy Barfels
305 Spruce Hills Dr.
Cedar Falls, IA 50613


In Support
In Opposition
Windsor Dr
Elmridge Dr
Jennifer Ln
Orchard Hill Dr
Knoll Ridge Dr
Eastpark Rd
Latham Pl
Maucker Rd
Stanwood Dr
Elementary School
Prairie Pkwy
Melendy Ln
Stewart Ln
S Lawn Rd
Spruce Hills Dr
Heritage Rd
Bonita Blvd
Bergstrom Blvd
Convair Ln
Westgate Ave
Cornflower Pkwy
Bluebell Rd
Bluegrass Ct
Bluegrass Cir
Wild Rye Way
Rosemary Dr
Sage Rd
Thyme Rd
Parsley Rd
Shooting Star Way
Iris Dr
S Main St
Nordic Ridge Dr
Kael Trl
Kylie Ct
Alvarado Ave
Cordoba Ave
Orellana Ave
Balboa Ave
Quesada Ave
James Dr (Planned)
Greenhill Rd
183
58
182.5
182

Traffic Impact Study:

Kwik Star – Cedar Falls Store #934

Cedar Falls, Iowa

January 5, 2018

Prepared for: Kwik Trip, Inc.

Prepared by:

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
316 Second Street SE, Suite 500
Cedar Rapids, IA 52406
(515) 364-0027

CONTENTS

Figures

Tables

Appendices

Executive Summary

Kwik Trip, Inc. initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Kwik Star #934 Convenience Store development. The development will be located on the northwest corner of Bluebell Road and Coneflower Parkway in Cedar Falls, IA.

The following study intersections within the study area were identified for analysis:

1. Greenhill Road & South Main Street (Greenhill Road & Main Street hereafter)
2. Bluebell Road & South Main Street (Bluebell Road & Main Street hereafter)
3. Greenhill Road & Coneflower Parkway/Estate Drive (Greenhill Road & Coneflower Parkway hereafter)
4. Bluebell Road & Coneflower Parkway

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = Greenhill Road and Main Street).

The area immediately surrounding the proposed development generally incorporates medical, residential, and undeveloped land uses.

The proposed development is a Kwik Star Convenience Store with gasoline pumps and a car wash. The development will be located on the northwest corner of Bluebell Road and Coneflower Parkway. Three access points to the development are being proposed, with two on Bluebell Road and one intersecting the southbound lanes of Coneflower Parkway, which will be a right-in/right-out only access. The development is expected to be completely built by the end of 2018. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

Morning (AM) and evening (PM) peak hour volumes at the study intersections were collected between the hours of 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM, respectively. The peak hours of the study intersections were determined based on the highest consecutive 15-minute turning movement counts at Greenhill Road and Main Street. The AM and PM peak hours at Greenhill Road and Main Street governed the AM and PM peak hour because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:30 and 8:30. The PM peak hour was determined to occur between 4:30 and 5:30. The AM and PM peak hour volumes were collected on Thursday, May 4, 2017. The raw and refined volume data are provided in Appendix 1 of this report.

Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic unrelated to the Kwik Star Convenience Store). In coordination with the local Metropolitan Planning Organization the Iowa Northland Regional Council of Governments, a 1.5% annual growth rate was identified for this study. As such, a 1.5% annual growth rate was applied to existing 2017 volumes to reflect design year 2038 volumes, which could be expected through a sustained constant area growth without the Kwik Star Convenience Store development. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. Therefore, the use of a straight line growth rate for the prediction of future events can be thought of as conservative and should be considered as such when reviewing the output of this analysis.

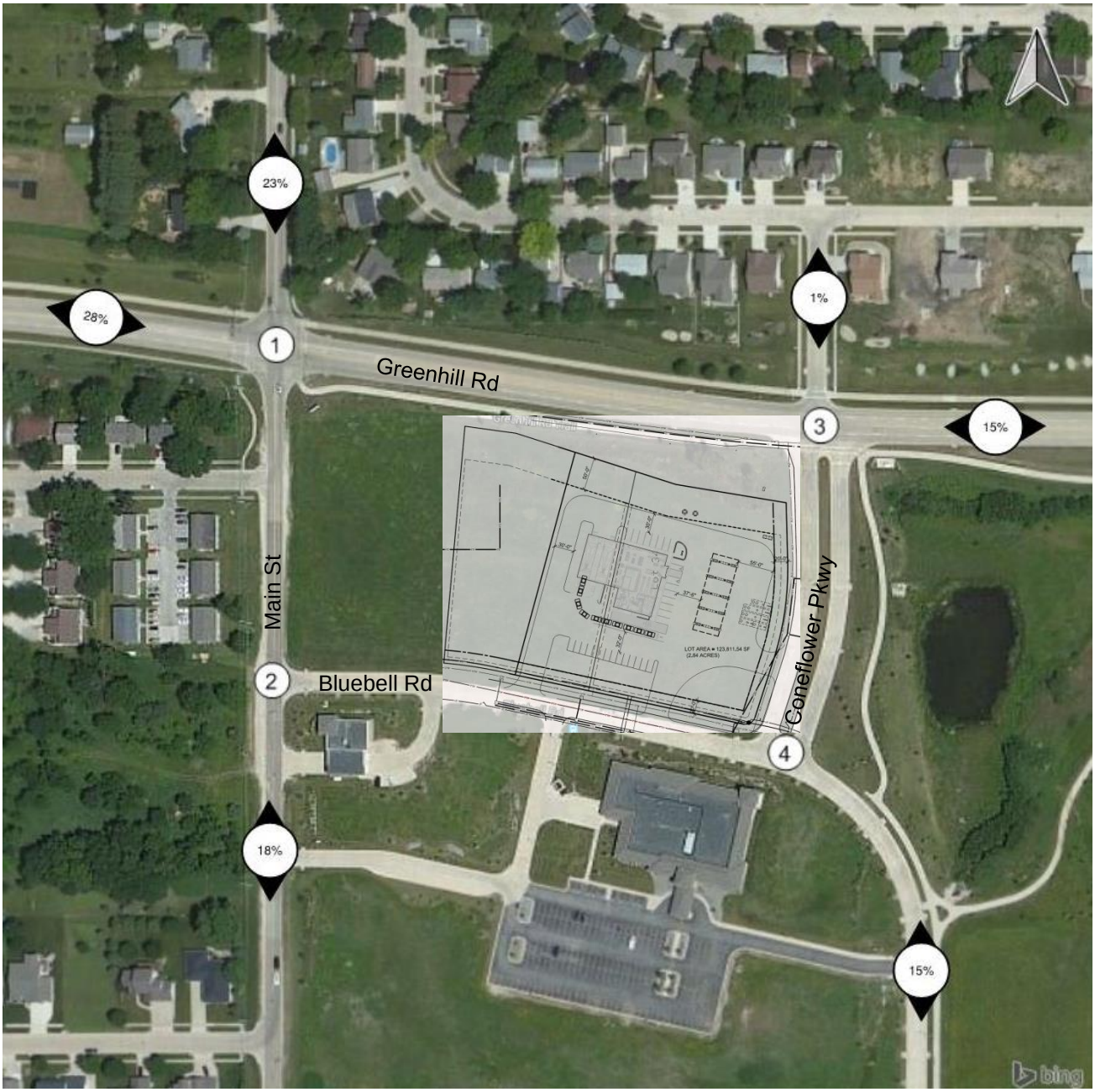
The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1,

2012 and December 31, 2016. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Project trip generation is based on nationally accepted trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The development is expected to be completely built by the end of 2018. Trips were generated for the expected type of project and correspond to the AM and PM peak hour of the adjacent roadway network.

Trip distribution percentages for the Kwik Star Convenience Store, which are based upon expected travel patterns in the surrounding roadway network over the 2038 design year, are presented in the following Figure.

Figure ES1 Project Trip Distribution



LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 9. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 9. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the Kwik Star Convenience Store is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM peak hour conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 9 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 8.

Existing & Projected No Build Conditions

Kwik Trip, Inc. initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Kwik Star #934 Convenience Store development. The development will be located on the northwest corner of Bluebell Road and Coneflower Parkway in Cedar Falls, IA.

The following study intersections within the study area were identified for analysis:

1. Greenhill Road & South Main Street (Greenhill Road & Main Street hereafter)
2. Bluebell Road & South Main Street (Bluebell Road & Main Street hereafter)
3. Greenhill Road & Coneflower Parkway/Estate Drive (Greenhill Road & Coneflower Parkway hereafter)
4. Bluebell Road & Coneflower Parkway

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = Greenhill Road and Main Street).

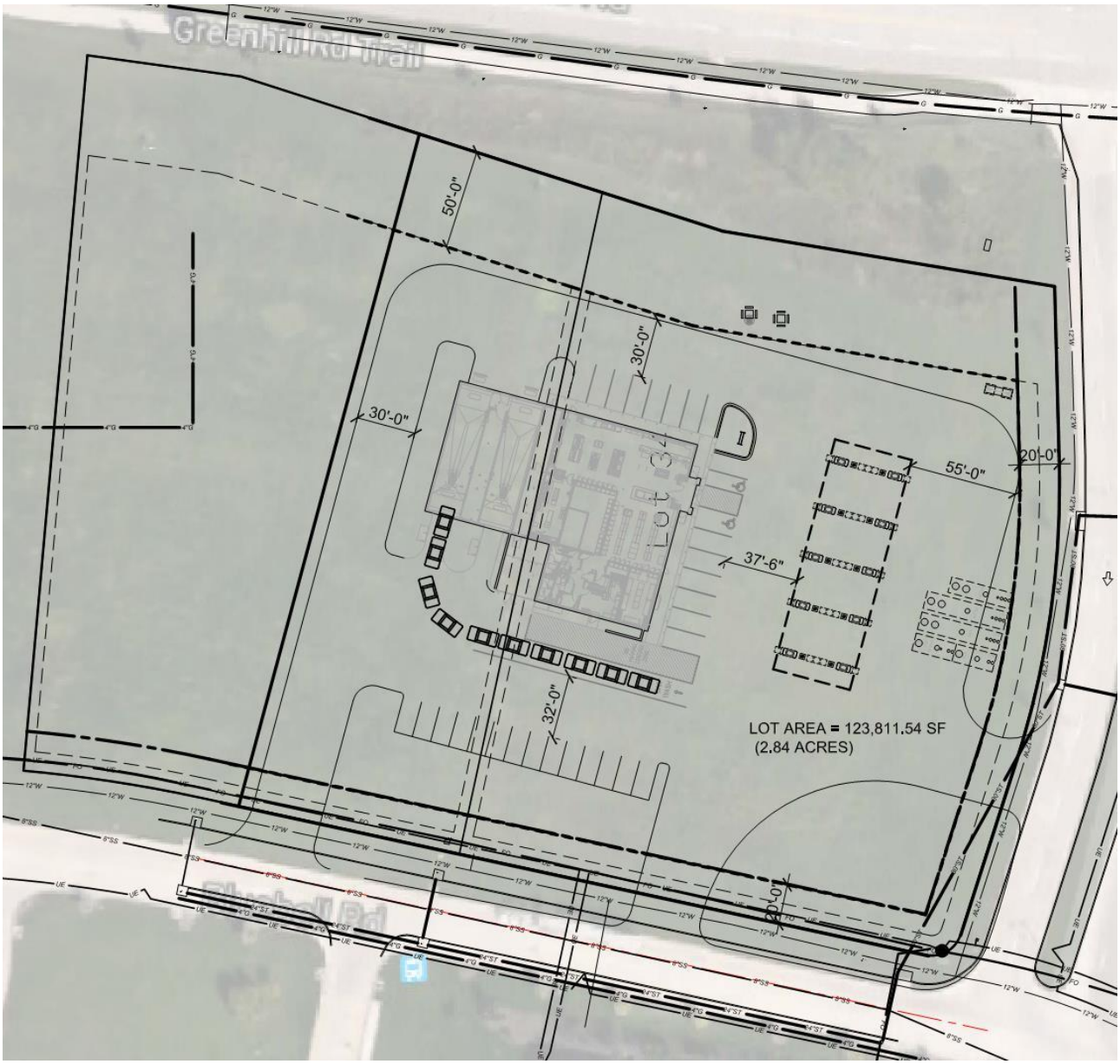
The area immediately surrounding the proposed development generally incorporates medical, residential, and undeveloped land uses. A study area map depicting the location of the study intersections, as well the location of proposed development is depicted in Figure 1.

Figure 1 Study Area Map

Project Description

The proposed development is a Kwik Star Convenience Store with gasoline pumps and a car wash. The development will be located on the northwest corner of Bluebell Road and Coneflower Parkway. Three access points to the development are being proposed, with two on Bluebell Road and one intersecting the southbound lanes of Coneflower Parkway, which will be a right-in/right-out only access. The development is expected to be completely built by the end of 2018. A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



Adjacent Streets

Greenhill Road is an east/west (primarily two lanes in each direction) major arterial roadway, with additional left-turn bays at its intersection with Main Street. Parking is prohibited along Greenhill Road. The posted speed limit along Greenhill Road is 45 mph.

Main Street is a north/south (one lane in each direction) roadway, with an additional northbound left-turn bay at its intersection with Greenhill Road. North of Greenhill Road Main Street is classified as major collector. South of Greenhill Road Main Street is classified as a local roadway. Parking is prohibited along Main Street. The posted speed limit along Main Street is 35 mph.

Bluebell Road, near the proposed development is an east/west (one lane in each direction) roadway with parking restrictions along both sides of the roadway. Bluebell Road is classified as a local roadway with a posted speed limit of 25 mph.

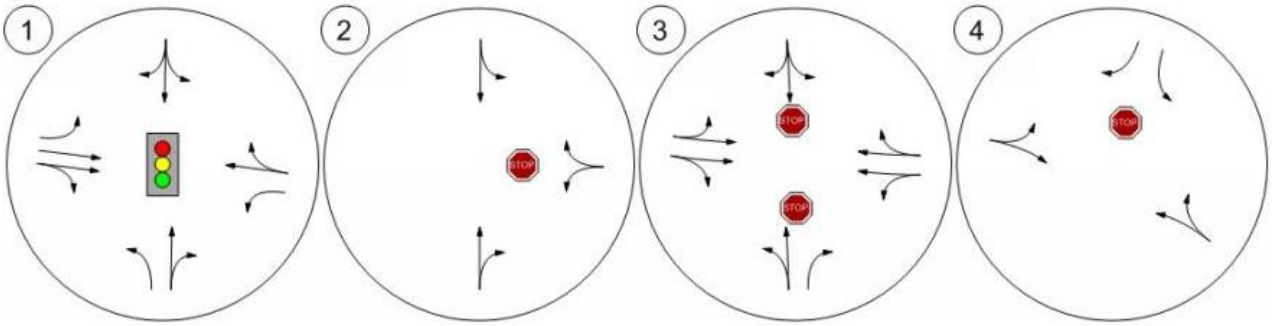
Coneflower Parkway between Greenhill Road and Bluebell Road is a north/south (two lanes in each direction) local roadway. Parking is prohibited along Coneflower Parkway. The posted speed limit along Coneflower Parkway is 25 mph.

Estate Drive is a north/south (one lane in each direction) local roadway. Parking is generally allowed on both sides of Estate Drive. The posted speed limit along Estate Drive is 25 mph.

Existing Intersection Conditions

The existing lane configuration and control for the study intersections are presented in Figure 3.

Figure 3 Study Intersections - Existing (2017) Lane Configuration and Control



Traffic Volume Data

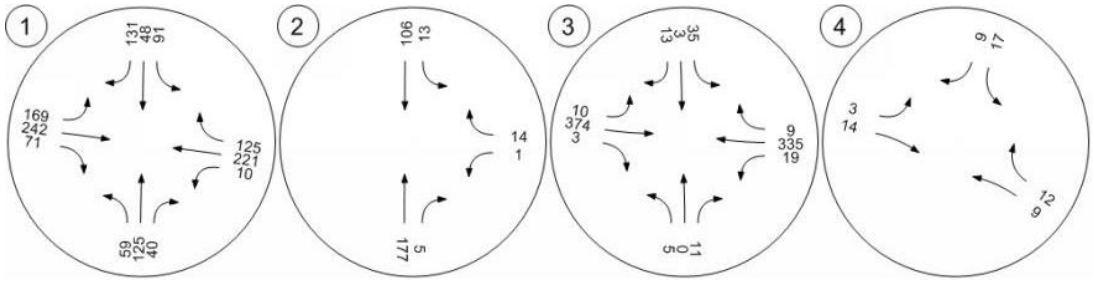
Morning (AM) and evening (PM) peak hour volumes at the study intersections were collected between the hours of 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM, respectively. The peak hours of the study intersections were determined based on the highest consecutive 15-minute turning movement counts at Greenhill Road and Main Street. The AM and PM peak hours at Greenhill Road and Main Street governed the AM and PM peak hour because it is the study intersection with the highest volume of entering vehicles. The AM peak hour was determined to occur between 7:30 and 8:30. The PM peak hour was determined to occur between 4:30 and 5:30. The AM and PM peak hour volumes were collected on Thursday, May 4, 2017. The raw and refined volume data are provided in Appendix 1 of this report.

Background Traffic Growth

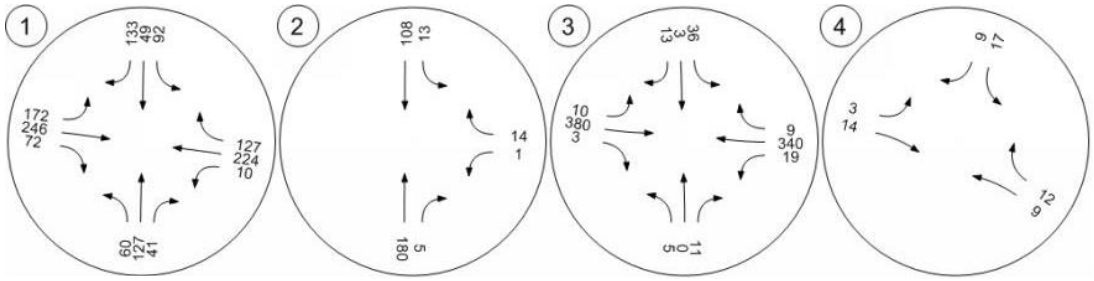
Projected traffic analysis will typically apply an annual growth rate to study intersections' existing turning movement volumes prior to adding project development trips to account for growth in background traffic (traffic unrelated to the Kwik Star Convenience Store). In coordination with the local Metropolitan Planning Organization the Iowa Northland Regional Council of Governments, a 1.5% annual growth rate was identified for this study. As such, a 1.5% annual growth rate was applied to existing 2017 volumes to reflect design year 2038 volumes, which could be expected through a sustained constant area growth without the Kwik Star Convenience Store development. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. Therefore, the use of a straight line growth rate for the prediction of future events can be thought of as conservative and should be considered as such when reviewing the output of this analysis. Existing 2017 and projected 2018 and 2038 AM and PM peak hour turning movement volumes without the proposed development (no build) are presented in Figure 4 and Figure 5, respectively.

Figure 4 Study Intersections – AM Peak Hour No Build Volumes

2017 AM Peak Hour



2018 AM Peak Hour



2038 AM Peak Hour

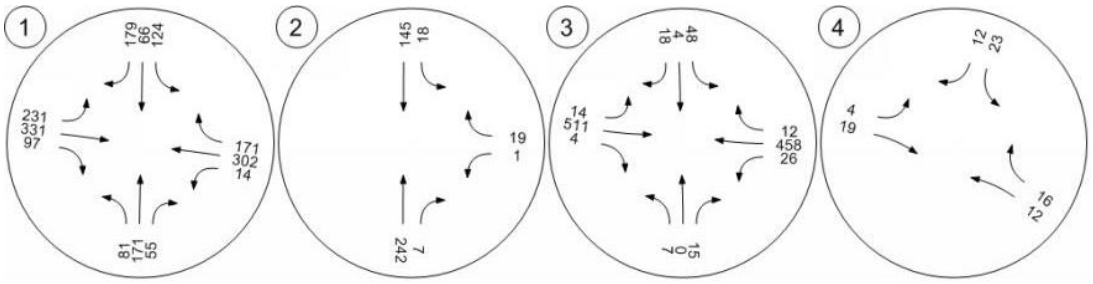
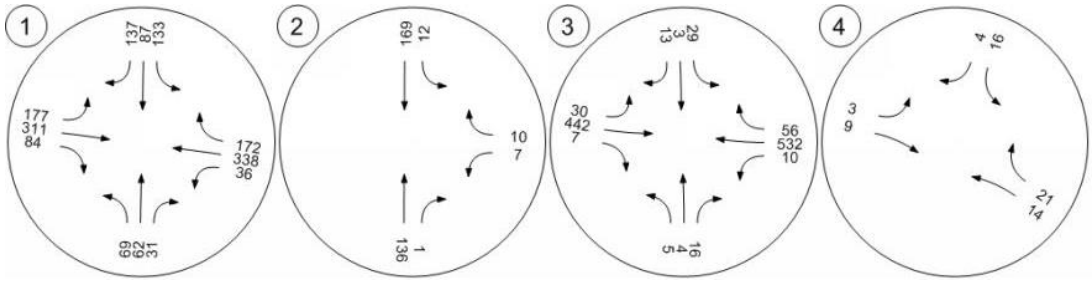
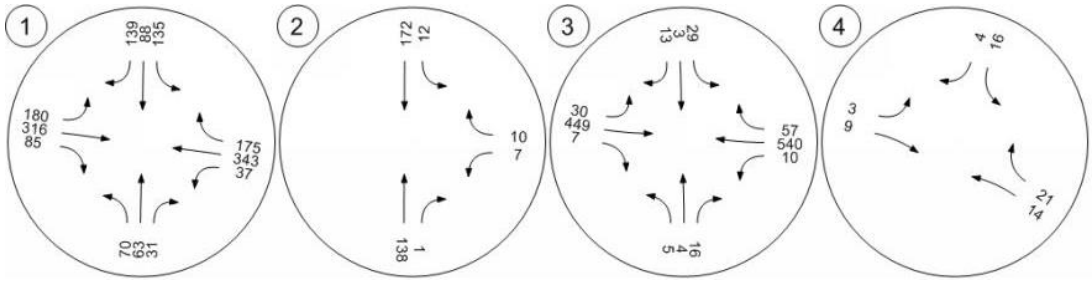


Figure 5 Study Intersections – PM Peak Hour No Build Volumes

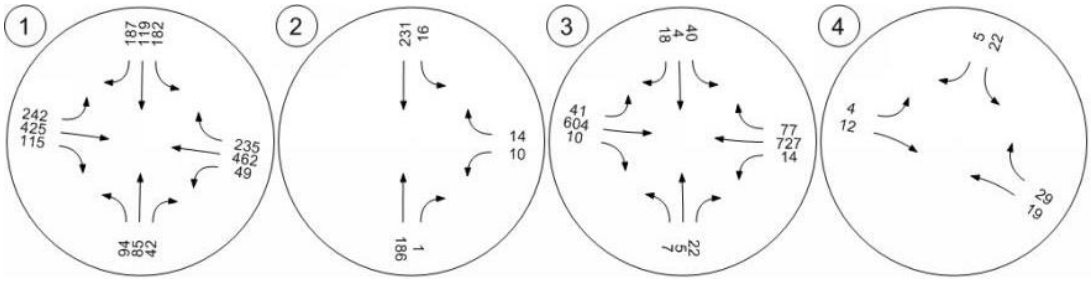
2017 PM Peak Hour



2018 PM Peak Hour



2038 PM Peak Hour



Crash Analysis

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016.

Table 1 presents crash statistics at each study intersection organized by crash type.

Table 1 Crash Type by Intersection (1/1/12 – 12/31/16)

Study Intersection		Crash Type						
		Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Oncoming Left Turn	Broadside	Single Vehicle	Total
1	Greenhill Rd & Main St	4	1	1	7	0	0	**13**
2	Bluebell Rd & Main St	0	0	0	0	1	0	**1**
3	Greenhill Rd & Coneflower Pkwy	0	0	0	0	0	1	**1**
4	Bluebell Rd & Coneflower Pkwy	0	0	0	0	0	1	**1**
Total		**4**	**1**	**1**	**7**	**1**	**2**	**16**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

A total of 16 crashes occurred at the study intersections over the analysis period. 11 of the 16 crashes occurred during dry conditions; the remaining 5 crashes occurred during inclement weather (wet, snow, ice/frost).

The intersection of Greenhill Road and Main Street experienced the highest number of crashes, which is not unexpected given the relatively higher volume of entering vehicles. Major contributing factors for the crashes at this intersection include failure to yield the right-of-way, crossed the centerline, distracted driving, and driving too fast. Crossing the centerline was identified as a major contributing factor at the intersections of Greenhill Road and Coneflower Parkway and Bluebell Road and Coneflower Parkway. Losing control was the major contributing factor identified at the intersection of Bluebell Road and Main Street.

Intersection crash rates are expressed in crashes per million entering vehicles (crashes/MEV) and can be calculated with the following equation:

$$\text{Crash Rate} = \frac{1{,}000{,}000 \times \text{Total Crashes}}{\text{AADT}_{\text{Entering vpd}} \times 365 \times \#\text{ of Years in Study Period}}$$

Table 2 summarizes crash rates at the study intersections and compares it to average statewide crash rates for intersections with a similar number of entering vehicles. For the purposes of this analysis, the weekday PM peak hour entering traffic volume at the study intersections was assumed to be 10% of the daily weekday entering volume, which is standard for urban intersections and is consistent with methodology used by the Federal Highway Administration. The statewide average crash rate for intersections with a similar number of entering vehicles was prepared by the Iowa Department of Transportation, Bureau of Transportation Safety.

Table 2 Intersection Crash Rate Summary

Study Intersection		Total Crashes	Daily Entering Volume	Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV)	Comparison to Statewide Average Crash Rate
1	Greenhill Rd & Main St	13	13,320	0.53	0.8	**Lower**
2	Bluebell Rd & Main St	1	3,160	0.17	1.0	**Lower**
3	Greenhill Rd & Coneflower Pkwy	1	8,170	0.07	0.7	**Lower**
4	Bluebell Rd & Coneflower Pkwy	1	640	0.86	1.3	**Lower**

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Table 3 presents crash injury statistics at the study intersections organized by severity.

Table 3 Crash Injuries at each Intersection by Crash Severity (1/1/12 – 12/31/16)

Study Intersection		Number of Crashes	Severity					
			Suspected Injury		Possible Injury	Uninjured	Unknown	Injuries per Crash
			Serious	Minor				
1	Greenhill Rd & Main St	13	0	0	2	25	0	0.15
2	Bluebell Rd & Main St	1	0	0	0	2	0	0.00
3	Greenhill Rd & Coneflower Pkwy	1	0	0	0	1	0	0.00
4	Bluebell Rd & Coneflower Pkwy	1	0	0	0	1	0	0.00

2 out of the 31 individuals involved in the 16 crashes were identified as possibly injured. Both of these crashes occurred at the intersection of Greenhill Road and Main Street. The remaining 29 individuals involved in the 16 crashes were identified as uninjured.

Projected Buildout Conditions & Mitigation

Trip Generation

Project trip generation is based on nationally accepted trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The development is expected to be completely built by the end of 2018. Trips were generated for the expected type of project and correspond to the AM and PM peak hour of the adjacent roadway network.

The Kwik Star Convenience Store will include a gas station and car wash. This type of development is most closely represented by ITE's Gasoline/Service Station with Convenience Store and Car Wash (ITE Code 946). Table 4 presents trip generation estimates for the Kwik Star Convenience Store.

Table 4 Trip Generation

Land Use	ITE Code [1]	Quantity	AM Peak Hour					PM Peak Hour				
			Trips	% In	% Out	Trips In	Trips Out	Trips	% In	% Out	Trips In	Trips Out
Gas Station with Market & Car Wash	946	20 VFP [2]	237	51%	49%	121	116	277	51%	49%	141	136

[1] Institue of Transportation Engineers Trip Generation Handbook, 9th Edition, 2012
[2] VFP = Vehicle Fueling Positions

Trip Classifications

Traffic impact studies for gas stations will generally consider two types of trips, pass-by trips and primary trips. As discussed in the ITE Trip Generation Handbook, Second Edition, June 2004, pass-by trips are those trips that are attracted from the existing traffic stream passing the site on an adjacent street with direct access to the site. Consequently, these types of trips do not add new traffic to the adjacent street system, but do add trips to the development's access points. For this study, it can be reasonably assumed some pass-by trips will be attracted from the direct access points along Coneflower Parkway and Bluebell Road. Primary trips, as discussed by ITE, are trips generally made for the specific purpose of visiting the generator. The stop at the generator (i.e. the Kwik Star Convenience Store) is the primary reason for the trip. Primary trips typically go from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

The percent of pass-by and non-pass-by trips attracted to the Kwik Star Convenience Store are based upon the Trip Generation Handbook, Second Edition, June 2004, as well as existing traffic patterns as reflected in the existing AM and PM peak hour turning movement volumes. Assumed pass-by and non-pass-by trip percentages are presented in Table 5.

Table 5 Pass-by & Primary Trips

Trip Classification	AM Peak Hour				PM Peak Hour			
	Percent	In	Out	Total	Percent	In	Out	Total
Pass-by Trips [1]	22%	27	26	52	17%	24	23	47
Primary Trips [1]	78%	94	91	185	83%	117	113	230
Total Generation	**100%**	**121**	**116**	**237**	**100%**	**141**	**136**	**277**

[1] Calculated based on the expected amount of pass-by trips and primary trips as reported by ITE Trip Generation Handbook, Second Edition, June 2004 as well as existing traffic patterns as reflected in the existing AM and PM peak hour turning movement volumes.

Trip Distribution

Trip distribution percentages for the Kwik Star Convenience Store, which are based upon expected travel patterns in the surrounding roadway network over the 2038 design year, are presented in Figure 6. Projected 2018 and 2038 AM and PM peak hour turning movement volumes upon buildout of the Kwik Star Convenience Store are presented in Figure 7 and Figure 8, respectively. In coordination with the City of Cedar Falls the following improvements are recommended by the design year of 2038:

Intersection of Greenhill Road and Main Street

- Dedicated southbound left, through, and right-turn lanes
- An additional westbound through lane

Intersection of Greenhill Road and Coneflower Parkway

- Dedicated southbound left-turn lane
- Eastbound and westbound center two-way left-turn lane
- Dedicated eastbound right-turn lane

The recommended lane configuration and control at each study intersection by the design year of 2038 is presented in Figure 9.

Figure 6 Project Trip Distribution

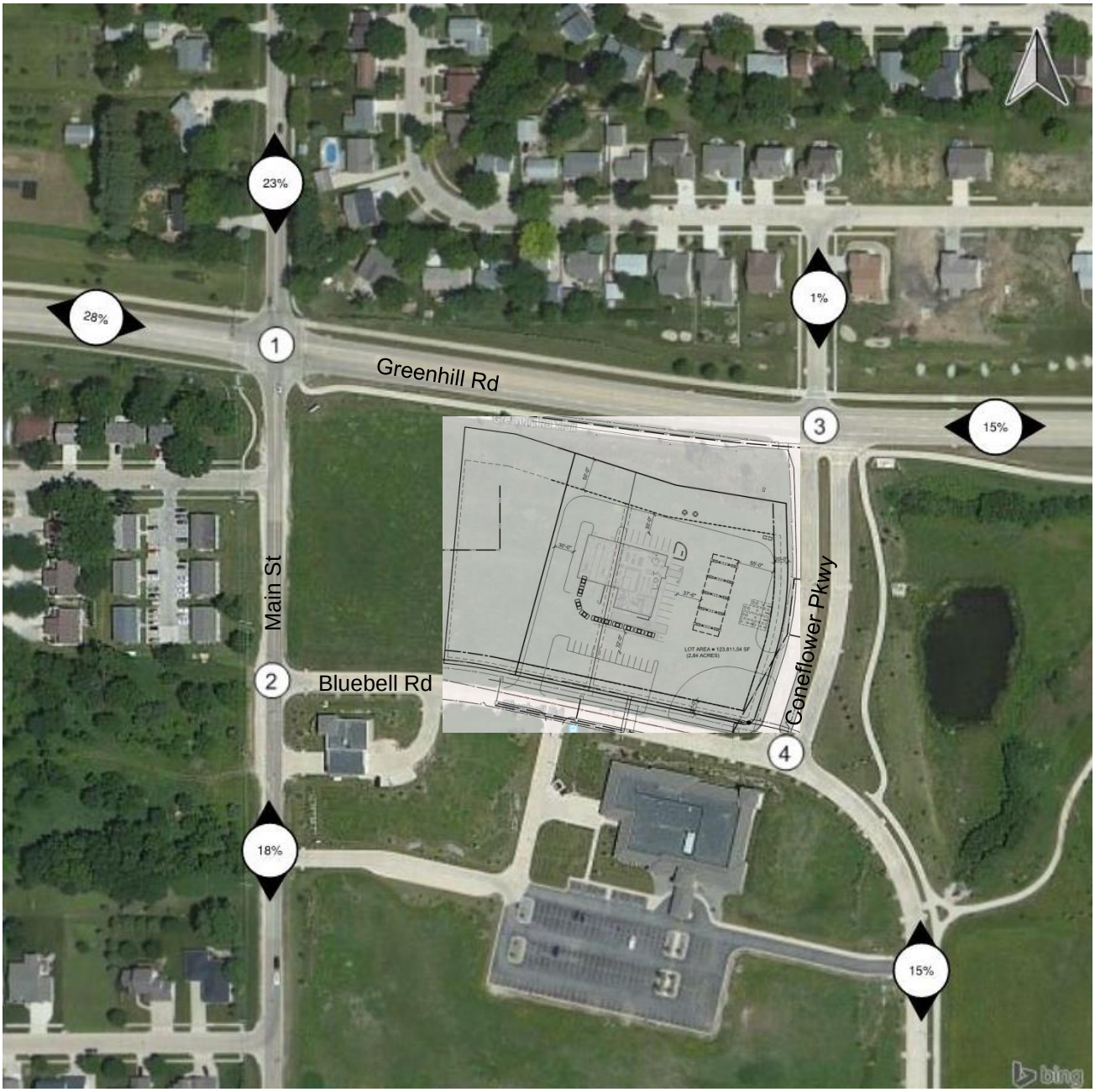
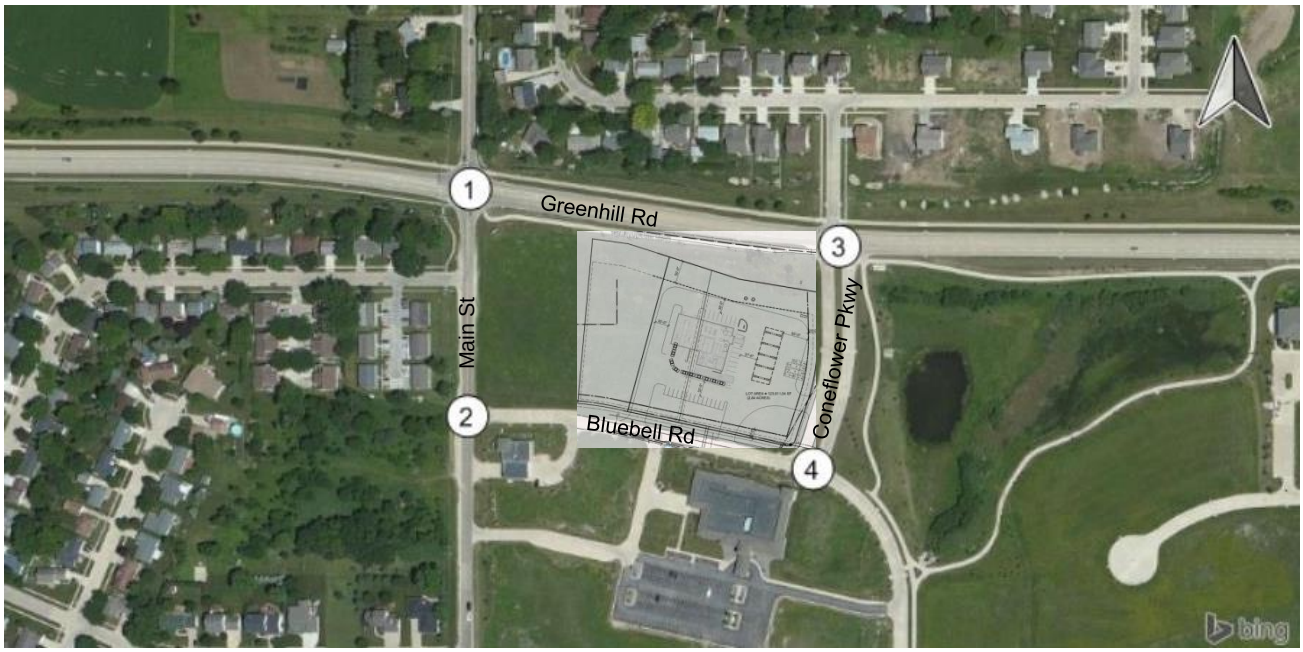
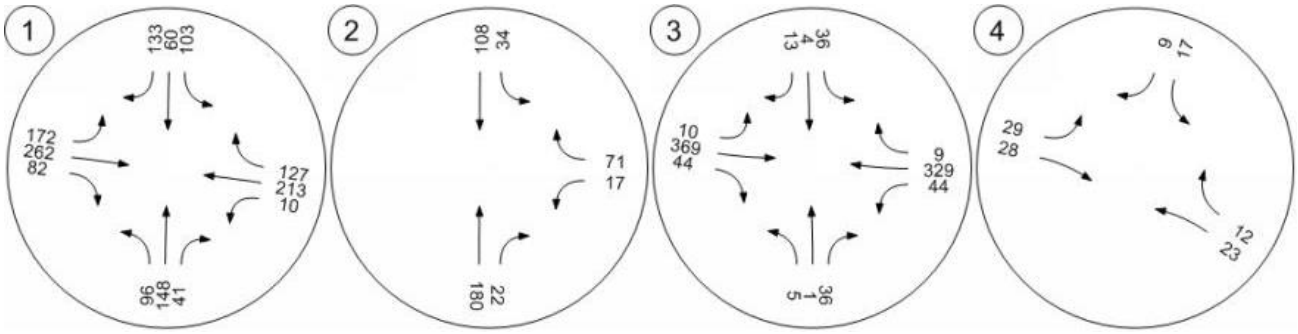


Figure 7 Study Intersections – AM Peak Hour Buildout Volumes



2018 AM Peak Hour



2038 AM Peak Hour

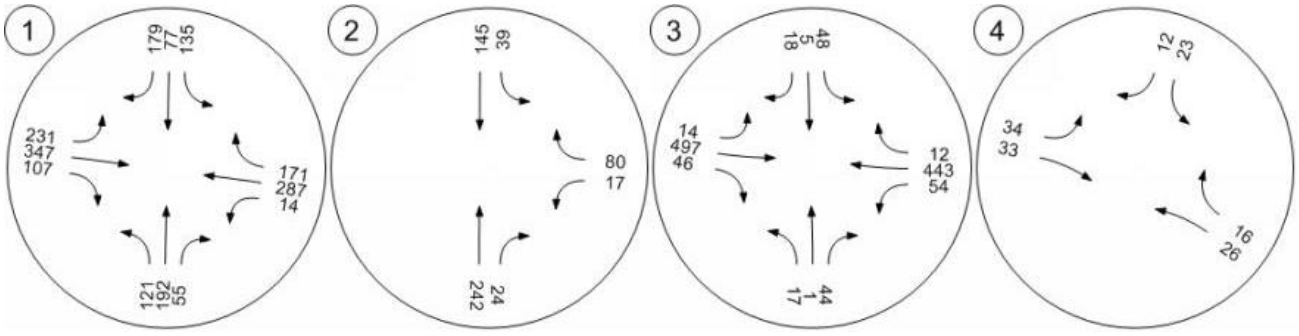
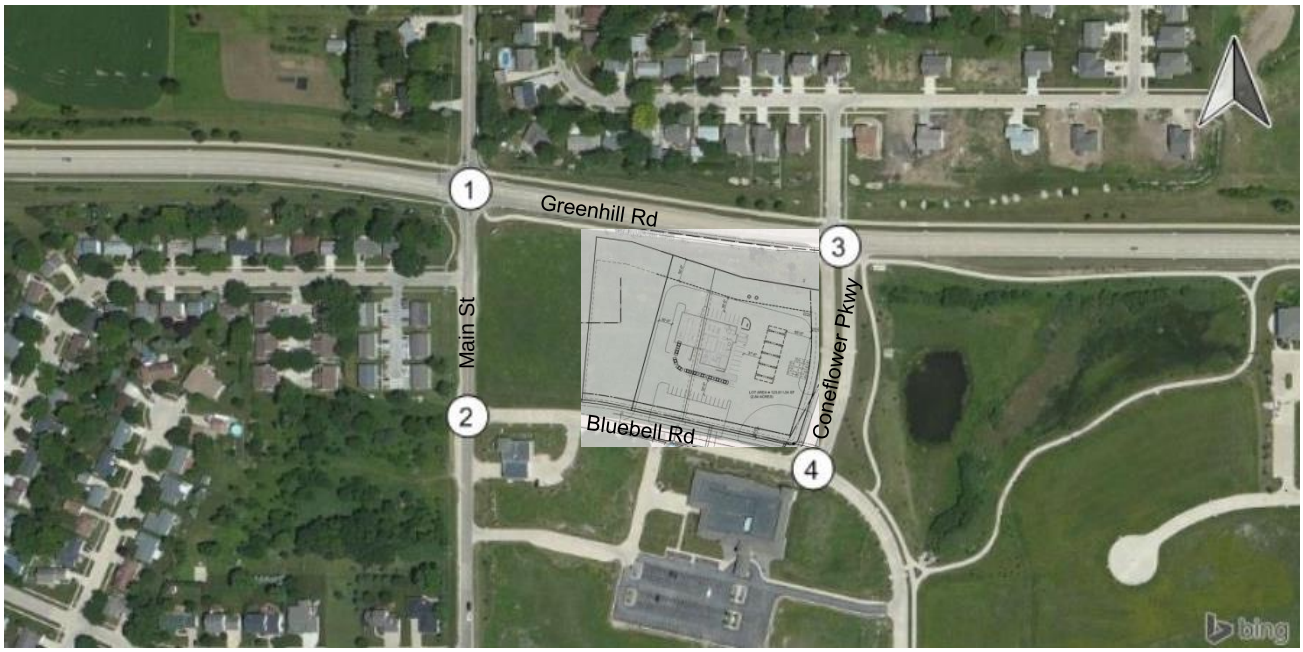
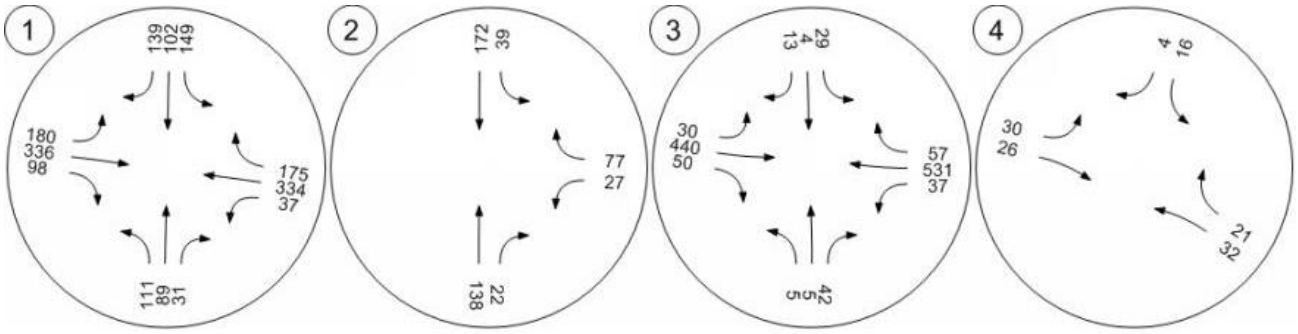


Figure 8 Study Intersections – PM Peak Hour Buildout Volumes



2018 PM Peak Hour



2038 PM Peak Hour

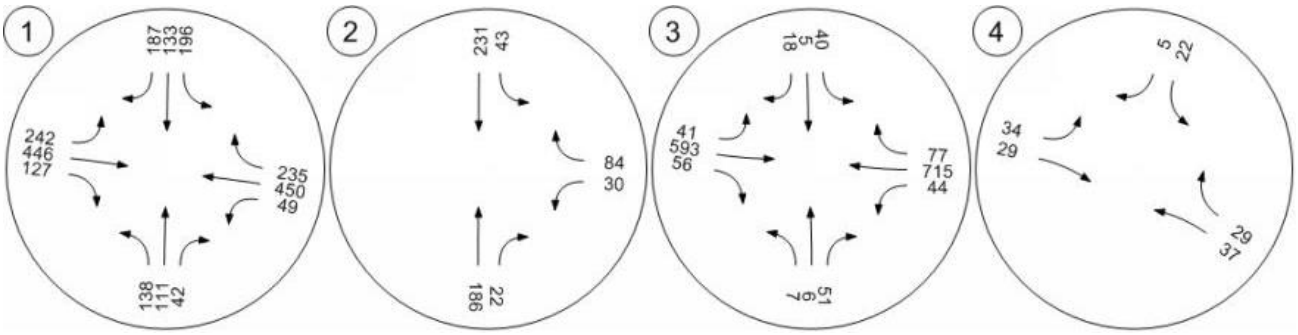
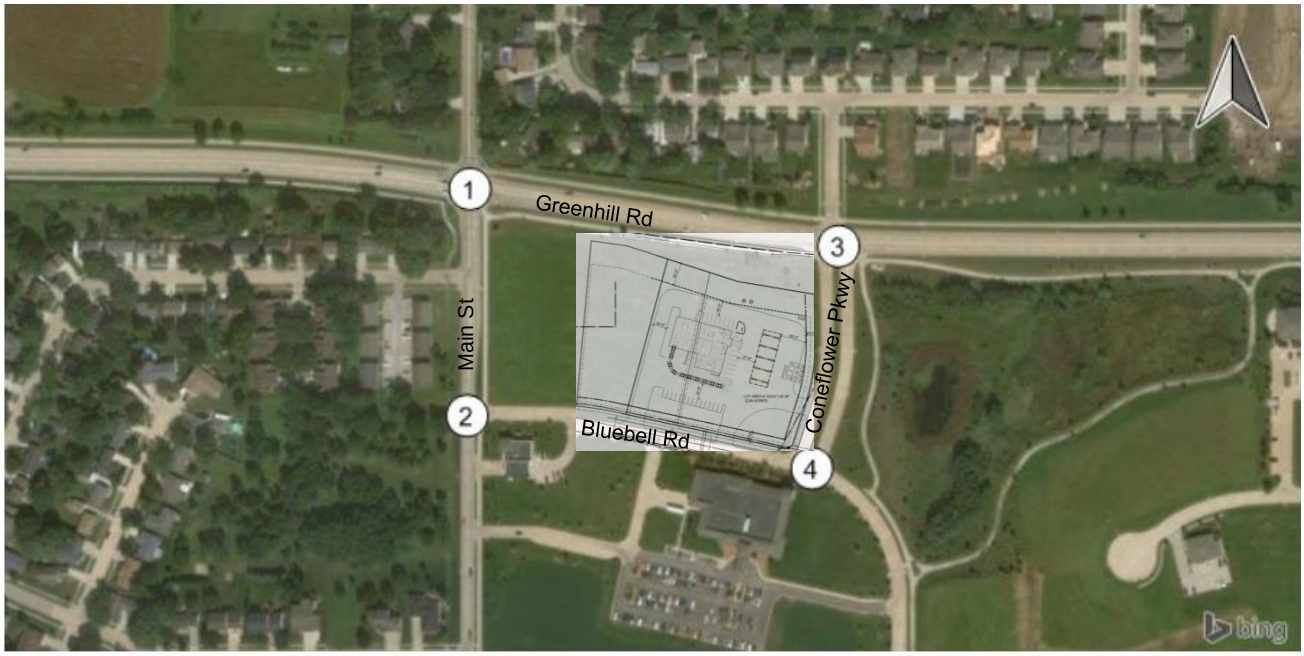
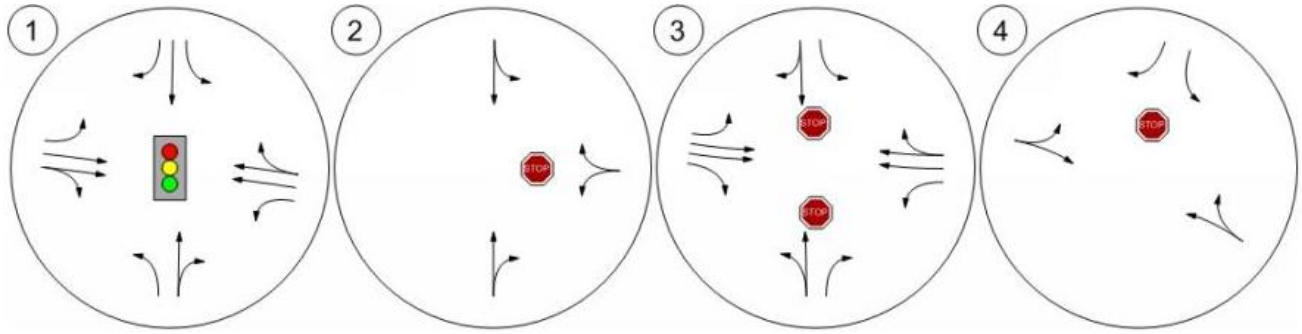


Figure 9 Study Intersections – Recommended Lane Configuration and Control By 2038





Traffic Modeling

Operational Analysis

Vehicular operational analysis for this study was performed using the methodology of the 2010 Highway Capacity Manual through Synchro 8 traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions.

Procedures outlined in Chapter 18 of the HCM 2010 were used to analyze intersection performance at signalized intersections. The primary measure used to quantify LOS at signalized intersections is control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches.

Procedures outlined in Chapter 19 of the HCM 2010 were used to analyze intersection performance at unsignalized intersections. While LOS for signalized intersections is primarily based on the volume weighted average delay per vehicle traveling through the intersection (intersection control delay), LOS for unsignalized intersections is based primarily on the approach with the longest delay.

Table 6 presents the range of traffic delays associated for signalized and unsignalized intersections.

Table 6 LOS Criteria for Signalized and Unsignalized Intersections

LOS	Signalized Intersection Average Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: HCM 2010, Exhibit 18-4 LOS Criteria for Signalized Intersections and HCM 2010, Exhibit 19-1 LOS Criteria for Unsignalized Intersections.
sec/veh = seconds per vehicle

LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 9. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 9. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the Kwik Star Convenience Store is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM peak hour

conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 9 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 8.

Table 7 and Table 8 presents signalized and unsignalized AM and PM peak hour operational conditions for existing 2017, as well as projected 2018 and 2038 conditions under no build and buildout conditions, respectively. The signalized operations assume optimized cycle lengths and phasing splits as identified through Synchro 8. Operational analysis worksheets are contained in Appendix 3.

Table 7 Existing & Projected Signalized Intersection Operations

Intersection		Scenario	Metric	AM Peak Hour				PM Peak Hour			
				EB	WB	NB	SB	EB	WB	NB	SB
1	Greenhill Rd & Main St	2017 Existing Conditions	Approach Delay	14.6	12.7	14.8	20.1	14.8	14.3	13.8	19.9
			Approach LOS	B	B	B	C	B	B	B	B
			95th %tile Queue	L	TR	TR	LTR	L	TR	TR	LTR
			(Longest Movement) in Feet	130	146	91	127	220	198	64	177
			Intersection Delay & LOS	15.2, B				15.6, B			
		2018 No Build	Approach Delay	14.8	12.7	15.0	20.9	15.2	14.5	13.8	20.1
			Approach LOS	B	B	B	C	B	B	B	C
			95th %tile Queue	L	TR	TR	LTR	T	TR	TR	LTR
			(Longest Movement) in Feet	147	148	101	128	320	215	67	194
			Intersection Delay & LOS	15.5, B				15.9, B			
		2018 Buildout	Approach Delay	14.5	13.2	11.8	17.3	14.3	14.1	13.7	20.6
			Approach LOS	B	B	B	B	B	B	B	B
			95th %tile Queue [2]	L	TR	TR	LTR	T	TR	L	LTR
			(Longest Movement) in Feet	152	138	89	135	485	222	91	210
			Intersection Delay & LOS	14.2, B				15.6, B			
		2038 No Build [1]	Approach Delay	17.2	13.8	18.7	24.2	18.2	13.6	24.0	38.8
			Approach LOS	B	B	B	C	B	B	C	D
			95th %tile Queue [2]	T	TR	TR	TR	T	TR	TR	TR
			(Longest Movement) in Feet	398	105	135	119	449	155	100	199
			Intersection Delay & LOS	17.9, B				21.7, C			
		2038 Buildout [1]	Approach Delay	18.5	26.1	18.9	17.3	20.7	36.2	18.3	19.8
			Approach LOS	B	C	B	B	C	D	B	B
			95th %tile Queue [2]	TR	TR	TR	L	TR	TR	L	T
			(Longest Movement) in Feet	161	126	171	93	198	185	127	98
			Intersection Delay & LOS	20.2, C				25.0, C			

Queue, Delay, and LOS analysis based on HCM 2010 Signalized Methodology
[1] Arrival rates are assumed to be more consistent by 2038.

Table 8 Existing & Projected Unsignalized Intersection Operations

Intersection		Scenario	AM Peak Hour			PM Peak Hour		
			Worst Approach Movement Delay (sec)		HCM LOS	Worst Approach Movement Delay (sec)		HCM LOS
2	Bluebell Rd & Main St	2017 Existing Conditions	WB	9.7	A	WB	9.8	A
		2018 No Build	WB	9.8	A	WB	9.8	A
		2018 Buildout	WB	11.0	B	WB	10.5	B
		2038 No Build [1]	WB	9.8	A	WB	10.3	B
		2038 Buildout [1]	WB	10.8	B	WB	11.0	B
3	Greenhill Rd & Coneflower Pkwy	2017 Existing Conditions	SB	17.9	C	SB	21.6	C
		2018 No Build	SB	18.3	C	SB	21.9	C
		2018 Buildout	SB	21.1	C	SB	25.6	D
		2038 No Build [1]	SB	19.1	C	SB	36.0	E
		2038 Buildout [1]	SB	21.2	C	SB	43.8	E
4	Bluebell Rd & Coneflower Pkwy	2017 Existing Conditions	SB	8.7	A	SB	8.8	A
		2018 No Build	SB	8.7	A	SB	8.8	A
		2018 Buildout	SB	9.1	A	SB	9.3	A
		2038 No Build [1]	SB	8.7	A	SB	8.8	A
		2038 Buildout [1]	SB	9.1	A	SB	9.3	A

Delay and LOS analysis based on HCM 2010 Two-way Stop Control Methodology

[1] Arrival rates are assumed to be more consistent by 2038.

Conclusion and Recommendations

The proposed development is a Kwik Star Convenience Store with gasoline pumps and a car wash. The development will be located on the northwest corner of Bluebell Road and Coneflower Parkway. Three access points to the development are being proposed, with two on Bluebell Road and one intersecting the southbound lanes of Coneflower Parkway, which will be a right-in/right-out only access. The development is expected to be completely built by the end of 2018. Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at this access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016. All of the study intersections had crash rates that were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

LOS D or better is generally identified as acceptable in urban conditions. The analysis presented herein indicates the study intersections will operate at an acceptable LOS D or better during the AM and PM peak hour conditions through 2038 with buildout of the proposed development, except for the intersection of Greenhill Road and Coneflower Parkway. This analysis assumes existing lane configuration and control for existing 2017 and projected 2018 conditions as identified in Figure 3 and recommended lane configuration and control for projected 2038 conditions as identified in Figure 9. Assuming intersection improvements will not be constructed by 2018 provides a conservative analysis.

Direction was provided by the City of Cedar Falls City Engineer to implement improvements as identified in Figure 9. However, the LOS at the intersection of Greenhill Road and Coneflower Parkway is still projected to fall below the acceptable LOS D in the PM peak hour with and without the proposed development by 2038. This analysis indicates additional improvements at this intersection will be necessary in order to maintain an acceptable LOS during the peak hours by 2038 regardless if the Kwik Star Convenience Store is built or not. Provided the City of Cedar Falls is willing to accept that the southbound approach to this intersection may fall below the acceptable LOS of D by the design year of 2038 during PM peak hour conditions; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 9 are considered necessary. It should be noted, this analysis assumes the annual background growth rate at this intersection will grow at 1.5% per year through the design year of 2038, which is a conservative assumption. It should also be noted, based on the traffic volumes used for the analysis herein, the Manual on Uniform Traffic Control Devices traffic control signal Warrant 2 (Four-Hour Vehicular Volume) will not be met by 2038 with buildout of the development (analysis worksheet is included in Appendix 2). In addition, motorists will generally choose routes that minimize their travel time/distance. Therefore, as the intersection of Greenhill Road and Coneflower Parkway becomes congested, motorists may choose alternate routes that experience less delay. For example, motorists may choose to transit the signalized intersection Greenhill Road and Prairie Parkway to the east (southbound approach is currently under construction) over the Greenhill Road and Coneflower Parkway intersection, which would likely result in a better LOS than what is reported in Table 8.

Appendix 1

Background Traffic Counts (Raw Data)

(1) Main Street and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	15	3	17	2	40	20	13	11	12	11	38	13	195	1212
7:15 - 7:30	10	5	29	2	56	35	18	18	7	25	48	9	262	1311
7:30 - 7:45	27	11	34	3	58	36	19	28	10	29	52	15	322	1332
7:45 - 8:00	27	13	30	4	75	35	23	52	11	68	75	20	433	1298
8:00 - 8:15	19	12	35	2	43	24	9	29	12	39	48	22	294	1203
8:15 - 8:30	18	12	32	1	45	30	8	16	7	33	67	14	283	
8:30 - 8:45	23	12	47	4	59	24	8	10	5	38	45	13	288	
8:45 - 9:00	26	12	54	6	54	29	18	17	7	36	61	18	338	

4:00 - 4:15	41	22	40	13	81	47	23	19	15	45	71	19	436	1618
4:15 - 4:30	39	26	30	9	77	35	20	17	6	47	76	15	397	1605
4:30 - 4:45	33	18	35	14	96	42	18	14	9	35	78	25	417	1637
4:45 - 5:00	27	23	29	9	65	36	10	21	12	50	63	23	368	1569
5:00 - 5:15	37	22	35	7	84	42	27	10	8	49	91	11	423	1201
5:15 - 5:30	36	24	38	6	93	52	14	17	2	43	79	25	429	
5:30 - 5:45	34	15	36	9	83	34	10	10	10	39	58	11	349	
5:45 - 6:00	23	13	28	3	44	40	9	17	8	42	56	13	296	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.77
PM Intersection Peak Hour Factor (PHF) = 0.95

(1) Main Street and Greenhill Road - Articulated Trucks

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 - 8:00	0	0	0	0	1	0	0	0	0	0	0	0	1	5
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:15 - 8:30	0	0	0	0	2	0	0	0	0	0	0	0	2	
8:30 - 8:45	0	0	0	0	2	0	0	0	0	0	0	0	2	
8:45 - 9:00	0	0	0	0	0	0	1	0	0	1	0	0	2	

4:00 - 4:15	0	0	0	0	1	0	0	0	0	0	0	0	1	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	1	0	0	0	0	0	0	0	0	0	1	1
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(2) Main Street and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	1	16		1		3		28	0				49	295
7:15 - 7:30	3	13		0		0		41	0				57	320
7:30 - 7:45	4	21		1		5		47	4				82	316
7:45 - 8:00	4	32		0		3		68	0				107	286
8:00 - 8:15	1	33		0		4		36	0				74	253
8:15 - 8:30	4	20		0		2		26	1				53	
8:30 - 8:45	3	26		0		1		21	1				52	
8:45 - 9:00	5	29		0		3		36	1				74	
4:00 - 4:15	3	44		2		2		49	2				102	351
4:15 - 4:30	4	39		1		3		32	0				79	335
4:30 - 4:45	3	46		3		3		35	1				91	335
4:45 - 5:00	4	40		0		2		33	0				79	301
5:00 - 5:15	2	38		4		1		41	0				86	283
5:15 - 5:30	3	45		0		4		27	0				79	
5:30 - 5:45	3	26		2		3		23	0				57	
5:45 - 6:00	1	23		1		2		32	2				61	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.75
PM Intersection Peak Hour Factor (PHF) = 0.92

(2) Main Street and Bluebell Road - Articulated Trucks

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0		0		0		0	0				0	0
7:15 - 7:30	0	0		0		0		0	0				0	0
7:30 - 7:45	0	0		0		0		0	0				0	0
7:45 - 8:00	0	0		0		0		0	0				0	0
8:00 - 8:15	0	0		0		0		0	0				0	0
8:15 - 8:30	0	0		0		0		0	0				0	
8:30 - 8:45	0	0		0		0		0	0				0	
8:45 - 9:00	0	0		0		0		0	0				0	
4:00 - 4:15	0	0		0		0		0	0				0	0
4:15 - 4:30	0	0		0		0		0	0				0	0
4:30 - 4:45	0	0		0		0		0	0				0	0
4:45 - 5:00	0	0		0		0		0	0				0	0
5:00 - 5:15	0	0		0		0		0	0				0	0
5:15 - 5:30	0	0		0		0		0	0				0	
5:30 - 5:45	0	0		0		0		0	0				0	
5:45 - 6:00	0	0		0		0		0	0				0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(3) Estate Drive/Cornflower Parkway and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	8	0	2	6	58	2	0	0	0	1	65	0	142	791
7:15 - 7:30	12	1	2	3	91	2	0	0	2	1	66	0	180	820
7:30 - 7:45	14	0	5	3	95	4	0	0	2	1	86	0	210	817
7:45 - 8:00	10	0	3	7	106	3	0	0	1	4	124	1	259	777
8:00 - 8:15	9	1	2	6	64	1	3	0	5	4	76	0	171	716
8:15 - 8:30	2	2	3	3	70	1	2	0	3	1	88	2	177	
8:30 - 8:45	5	0	4	1	80	3	1	0	1	1	73	1	170	
8:45 - 9:00	6	0	5	4	80	2	3	0	4	2	90	2	198	

4:00 - 4:15	4	0	5	1	130	10	1	0	6	8	121	0	286	1098
4:15 - 4:30	4	0	4	6	115	12	2	0	3	9	106	0	261	1105
4:30 - 4:45	8	1	6	4	144	13	2	1	5	7	109	5	305	1147
4:45 - 5:00	5	1	2	4	112	15	1	0	1	4	101	0	246	1083
5:00 - 5:15	8	0	0	1	130	11	1	1	6	9	126	0	293	1026
5:15 - 5:30	8	1	5	1	146	17	1	2	4	10	106	2	303	
5:30 - 5:45	3	0	6	0	117	10	1	0	1	2	101	0	241	
5:45 - 6:00	3	1	3	2	81	5	3	0	4	2	84	1	189	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.79
PM Intersection Peak Hour Factor (PHF) = 0.95

(3) Estate Drive/Cornflower Parkway and Greenhill Road - Articulated Trucks

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 - 8:00	0	0	0	0	1	0	0	0	0	1	0	0	2	5
8:00 - 8:15	0	0	0	0	1	0	0	0	0	0	0	0	1	3
8:15 - 8:30	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:30 - 8:45	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

4:00 - 4:15	0	0	1	0	0	0	0	0	0	0	0	0	1	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Background Traffic Counts (Raw Data)

(4) Cornflower Parkway and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	4		2		2	0				0	4		12	46
7:15 - 7:30	2		1		1	1				1	1		7	54
7:30 - 7:45	0		4		3	0				1	6		14	64
7:45 - 8:00	5		2		3	0				0	3		13	55
8:00 - 8:15	6		2		2	7				2	1		20	62
8:15 - 8:30	6		1		1	5				0	4		17	
8:30 - 8:45	1		0		1	2				0	1		5	
8:45 - 9:00	4		1		3	6				0	6		20	
4:00 - 4:15	1		0		5	4				4	3		17	69
4:15 - 4:30	5		0		3	4				0	4		16	69
4:30 - 4:45	8		1		5	7				1	2		24	67
4:45 - 5:00	3		2		2	2				0	3		12	52
5:00 - 5:15	1		1		4	7				1	3		17	55
5:15 - 5:30	4		0		3	5				1	1		14	
5:30 - 5:45	0		0		5	3				0	1		9	
5:45 - 6:00	3		0		3	5				1	3		15	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

AM Intersection Peak Hour Factor (PHF) = 0.80
PM Intersection Peak Hour Factor (PHF) = 0.72

(4) Cornflower Parkway and Bluebell Road - Articulated Trucks

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Int Count	Peak Hour
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
7:00 - 7:15	0		0		0	0				0	0		0	0
7:15 - 7:30	0		0		0	0				0	0		0	0
7:30 - 7:45	0		0		0	0				0	0		0	0
7:45 - 8:00	0		0		0	0				0	0		0	0
8:00 - 8:15	0		0		0	0				0	0		0	0
8:15 - 8:30	0		0		0	0				0	0		0	
8:30 - 8:45	0		0		0	0				0	0		0	
8:45 - 9:00	0		0		0	0				0	0		0	
4:00 - 4:15	0		0		0	0				0	0		0	0
4:15 - 4:30	0		0		0	0				0	0		0	0
4:30 - 4:45	0		0		0	0				0	0		0	0
4:45 - 5:00	0		0		0	0				0	0		0	0
5:00 - 5:15	0		0		0	0				0	0		0	0
5:15 - 5:30	0		0		0	0				0	0		0	
5:30 - 5:45	0		0		0	0				0	0		0	
5:45 - 6:00	0		0		0	0				0	0		0	

* AM and PM counts collected during peak hours on Thursday, May 4, 2017.

Peak Hour Turning Movement Volumes

(1) Main Street and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Greenhill Road			From South (Northbound) Main Street			From West (Eastbound) Greenhill Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	27	11	34	3	58	36	19	28	10	29	52	15	322
7:45 - 8:00	27	13	30	4	75	35	23	52	11	68	75	20	433
8:00 - 8:15	19	12	35	2	43	24	9	29	12	39	48	22	294
8:15 - 8:30	18	12	32	1	45	30	8	16	7	33	67	14	283
2017 Volumes	**91**	**48**	**131**	**10**	**221**	**125**	**59**	**125**	**40**	**169**	**242**	**71**	**1332**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**92**	**49**	**133**	**10**	**224**	**127**	**60**	**127**	**41**	**172**	**246**	**72**	**1353**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**124**	**66**	**179**	**14**	**302**	**171**	**81**	**171**	**55**	**231**	**331**	**97**	**1822**
Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.77

4:30 - 4:45	33	18	35	14	96	42	18	14	9	35	78	25	417
4:45 - 5:00	27	23	29	9	65	36	10	21	12	50	63	23	368
5:00 - 5:15	37	22	35	7	84	42	27	10	8	49	91	11	423
5:15 - 5:30	36	24	38	6	93	52	14	17	2	43	79	25	429
2017 Volumes	**133**	**87**	**137**	**36**	**338**	**172**	**69**	**62**	**31**	**177**	**311**	**84**	**1637**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**135**	**88**	**139**	**37**	**343**	**175**	**70**	**63**	**31**	**180**	**316**	**85**	**1662**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**182**	**119**	**187**	**49**	**462**	**235**	**94**	**85**	**42**	**242**	**425**	**115**	**2237**
Percent Heavy Vehicle	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.95

(2) Main Street and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Main Street			From East (Westbound) Bluebell Road			From South (Northbound) Main Street			From West (Eastbound) NA			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	4	21		1		5		47	4				82
7:45 - 8:00	4	32		0		3		68	0				107
8:00 - 8:15	1	33		0		4		36	0				74
8:15 - 8:30	4	20		0		2		26	1				53
2017 Volumes	**13**	**106**	**0**	**1**	**0**	**14**	**0**	**177**	**5**	**0**	**0**	**0**	**316**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**13**	**108**	**0**	**1**	**0**	**14**	**0**	**180**	**5**	**0**	**0**	**0**	**321**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**18**	**145**	**0**	**1**	**0**	**19**	**0**	**242**	**7**	**0**	**0**	**0**	**432**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.74

4:30 - 4:45	3	46		3		3		35	1				91
4:45 - 5:00	4	40		0		2		33	0				79
5:00 - 5:15	2	38		4		1		41	0				86
5:15 - 5:30	3	45		0		4		27	0				79
2017 Volumes	**12**	**169**	**0**	**7**	**0**	**10**	**0**	**136**	**1**	**0**	**0**	**0**	**335**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**12**	**172**	**0**	**7**	**0**	**10**	**0**	**138**	**1**	**0**	**0**	**0**	**340**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**16**	**231**	**0**	**10**	**0**	**14**	**0**	**186**	**1**	**0**	**0**	**0**	**458**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.92

Peak Hour Turning Movement Volumes

(3) Estate Drive/Cornflower Parkway and Greenhill Road - All Vehicles

15-min Interval	From North (Southbound) Estate Drive			From East (Westbound) Greenhill Road			From South (Northbound) Cornflower Parkway			From West (Eastbound) Greenhill Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	14	0	5	3	95	4	0	0	2	1	86	0	210
7:45 - 8:00	10	0	3	7	106	3	0	0	1	4	124	1	259
8:00 - 8:15	9	1	2	6	64	1	3	0	5	4	76	0	171
8:15 - 8:30	2	2	3	3	70	1	2	0	3	1	88	2	177
2017 Volumes	**35**	**3**	**13**	**19**	**335**	**9**	**5**	**0**	**11**	**10**	**374**	**3**	**817**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**36**	**3**	**13**	**19**	**340**	**9**	**5**	**0**	**11**	**10**	**380**	**3**	**829**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**48**	**4**	**18**	**26**	**458**	**12**	**7**	**0**	**15**	**14**	**511**	**4**	**1117**
Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	10%	0%	0%	-
												PHF =	0.79

4:30 - 4:45	8	1	6	4	144	13	2	1	5	7	109	5	305
4:45 - 5:00	5	1	2	4	112	15	1	0	1	4	101	0	246
5:00 - 5:15	8	0	0	1	130	11	1	1	6	9	126	0	293
5:15 - 5:30	8	1	5	1	146	17	1	2	4	10	106	2	303
2017 Volumes	**29**	**3**	**13**	**10**	**532**	**56**	**5**	**4**	**16**	**30**	**442**	**7**	**1147**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**29**	**3**	**13**	**10**	**540**	**57**	**5**	**4**	**16**	**30**	**449**	**7**	**1163**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**40**	**4**	**18**	**14**	**727**	**77**	**7**	**5**	**22**	**41**	**604**	**10**	**1569**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.95

(4) Cornflower Parkway and Bluebell Road - All Vehicles

15-min Interval	From North (Southbound) Cornflower Parkway			From East (Westbound) Bluebell Road			From South (Northbound) NA			From West (Eastbound) Bluebell Road			Intersection Count
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
7:30 - 7:45	0		4		3	0				1	6		14
7:45 - 8:00	5		2		3	0				0	3		13
8:00 - 8:15	6		2		2	7				2	1		20
8:15 - 8:30	6		1		1	5				0	4		17
2017 Volumes	**17**	**0**	**9**	**0**	**9**	**12**	**0**	**0**	**0**	**3**	**14**	**0**	**64**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**17**	**0**	**9**	**0**	**9**	**12**	**0**	**0**	**0**	**3**	**14**	**0**	**64**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**23**	**0**	**12**	**0**	**12**	**16**	**0**	**0**	**0**	**4**	**19**	**0**	**86**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.80

4:30 - 4:45	8		1		5	7				1	2		24
4:45 - 5:00	3		2		2	2				0	3		12
5:00 - 5:15	1		1		4	7				1	3		17
5:15 - 5:30	4		0		3	5				1	1		14
2017 Volumes	**16**	**0**	**4**	**0**	**14**	**21**	**0**	**0**	**0**	**3**	**9**	**0**	**67**
Growth Factor	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015	1.015
2018 Volumes	**16**	**0**	**4**	**0**	**14**	**21**	**0**	**0**	**0**	**3**	**9**	**0**	**67**
Growth Factor	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367	1.367
2038 Volumes	**22**	**0**	**5**	**0**	**19**	**29**	**0**	**0**	**0**	**4**	**12**	**0**	**91**
Percent Heavy Vehicle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
												PHF =	0.70

Appendix 2

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

201 Third Ave. SE Suite 500, PO Box 1803
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TRAFFIC SIGNAL WARRANTS – 2038 Future With Project

PROJECT NUMBER: 2171910 DATE: September 6, 2017
PROJECT NAME: Kwik Star Convenience Store – Cedar Falls
PREPARED BY: Shive-Hattery

Major Street: Greenhill Road — Critical Approach Speed: **45** mph
Minor Street: Estate Drive/Coneflower Parkway — Critical Approach Speed: **25** mph

Critical speed of major street traffic > 40mph ☐ RURAL (R)
In built up area of isolated community of < 10,000 population ☐ RURAL (R)
☒ URBAN (U)

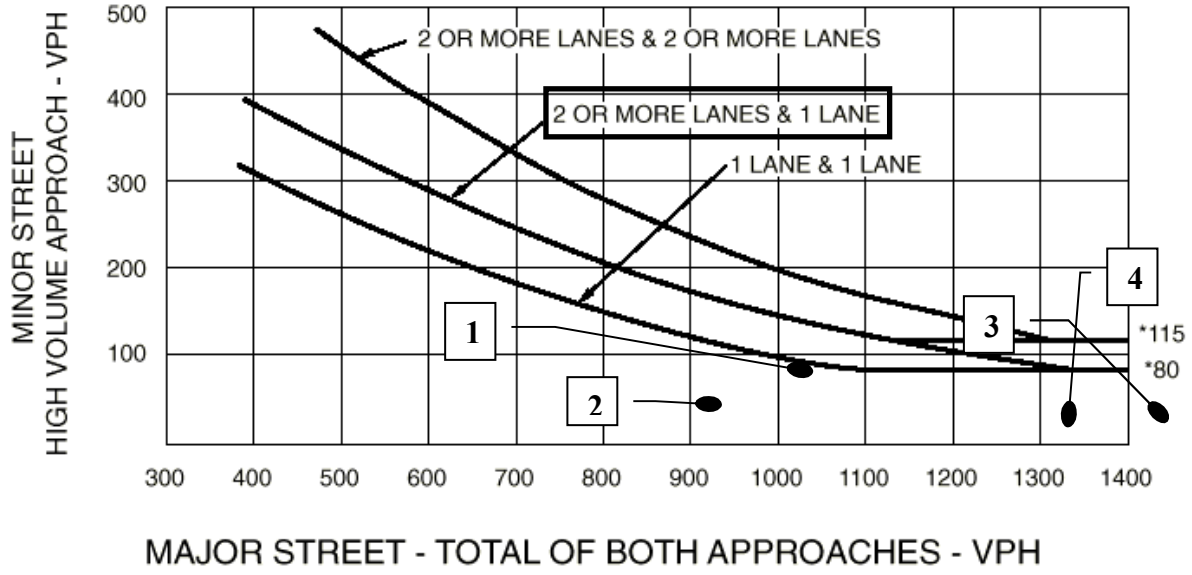
WARRANT 2 – Four Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

	APPROACH LANES		4-Hours			
APPROACH LANES	ONE	2 or MORE	7-8 AM	8-9 AM	4-5 PM	5-6 PM
Both Approaches – Major Street		**X**	**1011**	**911**	**1434**	**1336**
Highest Approach – Minor Street	**X**		**79**	**44**	**56**	**39**

*Refer to Figure-1 to determine if this warrant is satisfied.

FIGURE 1 - FOUR HOUR VEHICULAR VOLUME



*Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor street approach with one lane.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

Appendix 3

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2017 Existing AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	169	242	71	10	221	125	59	125	40	91	48	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	219	314	92	13	287	162	77	162	52	118	62	170
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	377	1254	361	501	514	290	475	499	160	219	130	253
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	956	2767	797	995	1135	640	1167	1379	443	380	359	699
Grp Volume(v), veh/h	219	203	203	13	0	449	77	0	214	350	0	0
Grp Sat Flow(s),veh/h/ln	956	1805	1759	995	0	1775	1167	0	1822	1438	0	0
Q Serve(g_s), s	12.9	4.1	4.2	0.5	0.0	11.0	0.0	0.0	5.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	23.9	4.1	4.2	4.7	0.0	11.0	3.8	0.0	5.0	12.5	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.36	1.00		0.24	0.34		0.49
Lane Grp Cap(c), veh/h	377	818	797	501	0	804	475	0	659	601	0	0
V/C Ratio(X)	0.58	0.25	0.25	0.03	0.00	0.56	0.16	0.00	0.32	0.58	0.00	0.00
Avail Cap(c_a), veh/h	387	835	814	511	0	821	475	0	659	601	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.7	10.0	10.0	11.5	0.0	11.9	13.3	0.0	13.7	16.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.2	0.2	0.0	0.0	0.8	0.7	0.0	1.3	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.1	2.1	0.1	0.0	5.5	1.0	0.0	2.7	5.5	0.0	0.0
LnGrp Delay(d),s/veh	22.7	10.2	10.2	11.5	0.0	12.7	14.1	0.0	15.0	20.1	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	C		
Approach Vol, veh/h		625			462			291			350	
Approach Delay, s/veh		14.6			12.7			14.8			20.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		32.4		27.0		32.4
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		7.0		25.9		14.5		13.0
Green Ext Time (p_c), s		3.5		1.0		2.3		5.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	14	177	5	13	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	239	7	18	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	243	0	0	246	0
Stage 1	243	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	593	801	-	-	1332	-
Stage 1	802	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	584	801	-	-	1332	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	782	1332	-
HCM Lane V/C Ratio	-	-	0.026	0.013	-
HCM Control Delay (s)	-	-	9.7	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	374	3	19	335	9	5	0	11	35	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	473	4	24	424	11	6	0	14	44	4	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	477	0	0	763	985	239	740	981	218
Stage 1	-	-	-	-	-	-	501	501	-	478	478	-
Stage 2	-	-	-	-	-	-	262	484	-	262	503	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1066	-	-	1096	-	-	297	250	768	309	251	792
Stage 1	-	-	-	-	-	-	526	546	-	543	559	-
Stage 2	-	-	-	-	-	-	726	555	-	726	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1096	-	-	277	239	768	293	240	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	239	-	293	240	-
Stage 1	-	-	-	-	-	-	517	537	-	534	543	-
Stage 2	-	-	-	-	-	-	685	539	-	701	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	12.5	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	768	1066	-	-	1096	-	-	344
HCM Lane V/C Ratio	0.023	0.018	0.012	-	-	0.022	-	-	0.188
HCM Control Delay (s)	18.3	9.8	8.4	0.1	-	8.4	0.1	-	17.9
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	14	9	12	17	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	18	11	15	21	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	44	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1601	-	-	-	972	1065
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	969	1065
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.7
HCM LOS			A

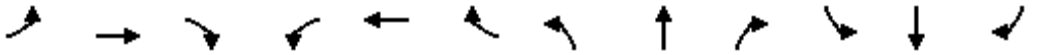
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1601	-	-	-	969	1065
HCM Lane V/C Ratio	0.002	-	-	-	0.022	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8	8.4
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	155	83	84	43	177	75	103	151
Average Queue (ft)	75	45	35	7	87	31	52	72
95th Queue (ft)	130	77	66	27	146	64	91	127
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	0						0	
Queuing Penalty (veh)	0						0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2017 Existing PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	177	311	84	36	338	172	69	62	31	133	87	137
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1893	1900
Adj Flow Rate, veh/h	186	327	88	38	356	181	73	65	33	140	92	144
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	320	1294	343	501	545	277	485	426	216	259	170	215
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	882	2824	749	987	1189	604	1162	1190	604	493	475	601
Grp Volume(v), veh/h	186	207	208	38	0	537	73	0	98	376	0	0
Grp Sat Flow(s),veh/h/ln	882	1805	1768	987	0	1793	1162	0	1793	1569	0	0
Q Serve(g_s), s	12.4	4.2	4.3	1.5	0.0	13.9	0.0	0.0	2.2	8.9	0.0	0.0
Cycle Q Clear(g_c), s	26.3	4.2	4.3	5.8	0.0	13.9	3.4	0.0	2.2	11.9	0.0	0.0
Prop In Lane	1.00		0.42	1.00		0.34	1.00		0.34	0.37		0.38
Lane Grp Cap(c), veh/h	320	827	810	501	0	822	485	0	643	645	0	0
V/C Ratio(X)	0.58	0.25	0.26	0.08	0.00	0.65	0.15	0.00	0.15	0.58	0.00	0.00
Avail Cap(c_a), veh/h	320	827	810	501	0	822	485	0	643	645	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	9.9	10.0	11.8	0.0	12.6	13.4	0.0	13.1	16.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.2	0.2	0.1	0.0	1.9	0.7	0.0	0.5	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.1	2.1	0.4	0.0	7.1	0.9	0.0	1.2	5.9	0.0	0.0
LnGrp Delay(d),s/veh	25.4	10.1	10.1	11.8	0.0	14.4	14.1	0.0	13.6	19.9	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	B		
Approach Vol, veh/h		601			575			171			376	
Approach Delay, s/veh		14.8			14.3			13.8			19.9	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		33.0		27.0		33.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		5.4		28.3		13.9		15.9
Green Ext Time (p_c), s		3.0		0.0		2.0		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	10	136	1	12	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	148	1	13	184

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	358	148	0	0	149	0
Stage 1	148	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	644	904	-	-	1445	-
Stage 1	884	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	638	904	-	-	1445	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	772	1445	-
HCM Lane V/C Ratio	-	-	0.024	0.009	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	442	7	10	532	56	5	4	16	29	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	465	7	11	560	59	5	4	17	31	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	473	0	0	835	1172	236	909	1147	309
Stage 1	-	-	-	-	-	-	532	532	-	611	611	-
Stage 2	-	-	-	-	-	-	303	640	-	298	536	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	971	-	-	1099	-	-	264	194	772	233	201	693
Stage 1	-	-	-	-	-	-	504	529	-	453	487	-
Stage 2	-	-	-	-	-	-	687	473	-	692	527	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	1099	-	-	244	182	772	214	189	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	182	-	214	189	-
Stage 1	-	-	-	-	-	-	481	505	-	433	480	-
Stage 2	-	-	-	-	-	-	659	466	-	641	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	14.5	21.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	772	971	-	-	1099	-	-	264
HCM Lane V/C Ratio	0.045	0.022	0.033	-	-	0.01	-	-	0.179
HCM Control Delay (s)	22.8	9.8	8.8	0.2	-	8.3	0.1	-	21.6
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	9	14	21	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	13	20	30	23	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	56	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	957	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	954	1044
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1570	-	-	-	954	1044
HCM Lane V/C Ratio	0.003	-	-	-	0.024	0.005
HCM Control Delay (s)	7.3	0	-	-	8.9	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	225	340	293	73	220	82	68	204
Average Queue (ft)	128	78	62	20	124	33	33	105
95th Queue (ft)	220	237	199	50	198	64	61	177
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	9							
Queuing Penalty (veh)	13							

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	172	246	72	10	224	127	60	127	41	92	49	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	319	94	13	291	165	78	165	53	119	64	173
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	375	1259	365	500	516	293	464	496	159	215	129	249
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	950	2763	801	988	1132	642	1161	1379	443	374	358	692
Grp Volume(v), veh/h	223	207	206	13	0	456	78	0	218	356	0	0
Grp Sat Flow(s),veh/h/ln	950	1805	1759	988	0	1775	1161	0	1822	1423	0	0
Q Serve(g_s), s	13.4	4.2	4.3	0.5	0.0	11.2	0.0	0.0	5.2	8.0	0.0	0.0
Cycle Q Clear(g_c), s	24.7	4.2	4.3	4.8	0.0	11.2	4.0	0.0	5.2	13.1	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.36	1.00		0.24	0.33		0.49
Lane Grp Cap(c), veh/h	375	823	801	500	0	809	464	0	656	593	0	0
V/C Ratio(X)	0.60	0.25	0.26	0.03	0.00	0.56	0.17	0.00	0.33	0.60	0.00	0.00
Avail Cap(c_a), veh/h	379	831	810	504	0	817	464	0	656	593	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	10.0	10.0	11.5	0.0	11.9	13.5	0.0	13.9	16.4	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.2	0.2	0.0	0.0	0.9	0.8	0.0	1.4	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.1	2.1	0.1	0.0	5.6	1.0	0.0	2.9	5.8	0.0	0.0
LnGrp Delay(d),s/veh	23.4	10.1	10.2	11.5	0.0	12.8	14.3	0.0	15.2	20.9	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	C		
Approach Vol, veh/h		636			469			296			356	
Approach Delay, s/veh		14.8			12.7			15.0			20.9	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		32.7		27.0		32.7
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		7.2		26.7		15.1		13.2
Green Ext Time (p_c), s		3.5		0.6		2.2		5.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	14	180	5	13	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	243	7	18	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	428	247	0	0	250	0
Stage 1	247	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	588	797	-	-	1327	-
Stage 1	799	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	797	-	-	1327	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	777	1327	-
HCM Lane V/C Ratio	-	-	0.026	0.013	-
HCM Control Delay (s)	-	-	9.8	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	380	3	19	340	9	5	0	11	36	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	481	4	24	430	11	6	0	14	46	4	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	485	0	0	773	998	242	750	994	221
Stage 1	-	-	-	-	-	-	508	508	-	484	484	-
Stage 2	-	-	-	-	-	-	265	490	-	266	510	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1060	-	-	1088	-	-	292	246	765	304	247	789
Stage 1	-	-	-	-	-	-	521	542	-	538	555	-
Stage 2	-	-	-	-	-	-	723	552	-	722	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1060	-	-	1088	-	-	273	235	765	288	236	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	235	-	288	236	-
Stage 1	-	-	-	-	-	-	512	533	-	529	539	-
Stage 2	-	-	-	-	-	-	683	536	-	697	532	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	12.5	18.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	765	1060	-	-	1088	-	-	337
HCM Lane V/C Ratio	0.023	0.018	0.012	-	-	0.022	-	-	0.195
HCM Control Delay (s)	18.5	9.8	8.4	0.1	-	8.4	0.1	-	18.3
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	14	9	12	17	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	18	11	15	21	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	44	19
Stage 1	-	-	-	-	19	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1601	-	-	-	972	1065
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1601	-	-	-	969	1065
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.7
HCM LOS			A

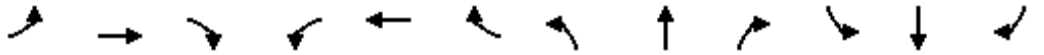
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1601	-	-	-	969	1065
HCM Lane V/C Ratio	0.002	-	-	-	0.022	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8	8.4
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	172	90	82	34	175	63	124	152
Average Queue (ft)	81	44	35	6	88	24	52	75
95th Queue (ft)	147	83	67	24	148	52	101	128
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	0						0	
Queuing Penalty (veh)	0						0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2018 AM Peak Hour Buildout



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	262	82	10	213	127	96	148	41	103	60	133
Future Volume (veh/h)	172	262	82	10	213	127	96	148	41	103	60	133
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	223	340	106	13	277	165	125	192	53	134	78	173
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	339	1058	325	448	432	257	518	526	145	244	144	229
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	962	2722	836	959	1110	661	1147	1434	396	371	394	624
Grp Volume(v), veh/h	223	224	222	13	0	442	125	0	245	385	0	0
Grp Sat Flow(s),veh/h/ln	962	1805	1753	959	0	1771	1147	0	1830	1390	0	0
Q Serve(g_s), s	8.4	3.9	4.0	0.4	0.0	9.1	0.0	0.0	4.4	6.9	0.0	0.0
Cycle Q Clear(g_c), s	17.5	3.9	4.0	4.4	0.0	9.1	4.6	0.0	4.4	11.3	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.37	1.00		0.22	0.35		0.45
Lane Grp Cap(c), veh/h	339	702	682	448	0	689	518	0	671	617	0	0
V/C Ratio(X)	0.66	0.32	0.33	0.03	0.00	0.64	0.24	0.00	0.37	0.62	0.00	0.00
Avail Cap(c_a), veh/h	339	702	682	448	0	689	518	0	671	617	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.2	9.6	9.6	11.2	0.0	11.2	10.5	0.0	10.4	12.6	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.3	0.3	0.0	0.0	2.0	1.1	0.0	1.5	4.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	2.0	2.0	0.1	0.0	4.8	1.3	0.0	2.5	5.0	0.0	0.0
LnGrp Delay(d),s/veh	23.8	9.9	9.9	11.2	0.0	13.2	11.6	0.0	12.0	17.3	0.0	0.0
LnGrp LOS	C	A	A	B		B	B		B	B		
Approach Vol, veh/h		669			455			370			385	
Approach Delay, s/veh		14.5			13.2			11.8			17.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		22.0		23.0		22.0		23.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		16.5		17.5		16.5		17.5
Max Q Clear Time (g_c+I1), s		6.6		19.5		13.3		11.1
Green Ext Time (p_c), s		1.4		0.0		0.8		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	71	180	22	34	108
Future Vol, veh/h	17	71	180	22	34	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	96	243	30	46	146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	496	258	0	0	273	0
Stage 1	258	-	-	-	-	-
Stage 2	238	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	537	786	-	-	1302	-
Stage 1	790	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	786	-	-	1302	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1302	-
HCM Lane V/C Ratio	-	-	0.167	0.035	-
HCM Control Delay (s)	-	-	11	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	369	44	44	329	9	5	1	36	36	4	13
Future Vol, veh/h	10	369	44	44	329	9	5	1	36	36	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	467	56	56	416	11	6	1	46	46	5	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	523	0	0	844	1060	262	794	1083	214
Stage 1	-	-	-	-	-	-	521	521	-	534	534	-
Stage 2	-	-	-	-	-	-	323	539	-	260	549	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1074	-	-	1054	-	-	260	226	743	282	219	797
Stage 1	-	-	-	-	-	-	512	535	-	503	528	-
Stage 2	-	-	-	-	-	-	669	525	-	728	520	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1074	-	-	1054	-	-	233	207	743	246	200	797
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	207	-	246	200	-
Stage 1	-	-	-	-	-	-	503	526	-	494	491	-
Stage 2	-	-	-	-	-	-	603	488	-	670	511	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.2	11.8	21.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	743	1074	-	-	1054	-	-	290
HCM Lane V/C Ratio	0.033	0.061	0.012	-	-	0.053	-	-	0.231
HCM Control Delay (s)	21.3	10.2	8.4	0.1	-	8.6	0.2	-	21.1
HCM Lane LOS	C	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	0	-	-	0.2	-	-	0.9

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	29	28	23	12	17	9
Future Vol, veh/h	29	28	23	12	17	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	35	29	15	21	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	144	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	853	1041
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	833	1041
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1577	-	-	-	833	1041
HCM Lane V/C Ratio	0.023	-	-	-	0.026	0.011
HCM Control Delay (s)	7.3	0	-	-	9.4	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	180	111	89	38	177	98	111	169
Average Queue (ft)	81	44	37	7	80	39	50	79
95th Queue (ft)	152	89	71	28	138	75	89	135
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	1	0				0	0	
Queuing Penalty (veh)	1	0				0	0	

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2018 PM Peak Hour No Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	316	85	37	343	175	70	63	31	135	88	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1893	1900
Adj Flow Rate, veh/h	189	333	89	39	361	184	74	66	33	142	93	146
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	1296	342	497	544	277	482	429	214	260	169	215
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	875	2828	745	980	1188	605	1159	1196	598	495	472	601
Grp Volume(v), veh/h	189	211	211	39	0	545	74	0	99	381	0	0
Grp Sat Flow(s),veh/h/ln	875	1805	1768	980	0	1793	1159	0	1794	1567	0	0
Q Serve(g_s), s	12.9	4.3	4.4	1.5	0.0	14.2	0.0	0.0	2.2	9.2	0.0	0.0
Cycle Q Clear(g_c), s	27.1	4.3	4.4	5.9	0.0	14.2	3.5	0.0	2.2	12.1	0.0	0.0
Prop In Lane	1.00		0.42	1.00		0.34	1.00		0.33	0.37		0.38
Lane Grp Cap(c), veh/h	314	827	811	497	0	822	482	0	643	644	0	0
V/C Ratio(X)	0.60	0.25	0.26	0.08	0.00	0.66	0.15	0.00	0.15	0.59	0.00	0.00
Avail Cap(c_a), veh/h	314	827	811	497	0	822	482	0	643	644	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	10.0	10.0	11.8	0.0	12.6	13.5	0.0	13.1	16.1	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.2	0.2	0.1	0.0	2.0	0.7	0.0	0.5	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.1	2.2	0.4	0.0	7.4	0.9	0.0	1.2	6.0	0.0	0.0
LnGrp Delay(d),s/veh	26.4	10.1	10.2	11.9	0.0	14.7	14.1	0.0	13.6	20.1	0.0	0.0
LnGrp LOS	C	B	B	B		B	B		B	C		
Approach Vol, veh/h		611			584			173			381	
Approach Delay, s/veh		15.2			14.5			13.8			20.1	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.0		33.0		27.0		33.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		21.5		27.5		21.5		27.5
Max Q Clear Time (g_c+I1), s		5.5		29.1		14.1		16.2
Green Ext Time (p_c), s		3.1		0.0		2.0		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	10	138	1	12	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	150	1	13	187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	364	151	0	0	151	0
Stage 1	151	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	639	901	-	-	1442	-
Stage 1	882	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	633	901	-	-	1442	-
Mov Cap-2 Maneuver	633	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	767	1442	-
HCM Lane V/C Ratio	-	-	0.024	0.009	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	449	7	10	540	57	5	4	16	29	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	473	7	11	568	60	5	4	17	31	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	628	0	0	480	0	0	846	1188	240	921	1162	314
Stage 1	-	-	-	-	-	-	539	539	-	619	619	-
Stage 2	-	-	-	-	-	-	307	649	-	302	543	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	964	-	-	1093	-	-	259	190	767	229	197	688
Stage 1	-	-	-	-	-	-	499	525	-	448	483	-
Stage 2	-	-	-	-	-	-	683	469	-	688	523	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	964	-	-	1093	-	-	239	179	767	210	185	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	179	-	210	185	-
Stage 1	-	-	-	-	-	-	477	501	-	428	475	-
Stage 2	-	-	-	-	-	-	654	461	-	637	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	14.6	21.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	767	964	-	-	1093	-	-	260
HCM Lane V/C Ratio	0.046	0.022	0.033	-	-	0.01	-	-	0.182
HCM Control Delay (s)	23.1	9.8	8.9	0.2	-	8.3	0.1	-	21.9
HCM Lane LOS	C	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	3	9	14	21	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	13	20	30	23	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	56	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	957	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	954	1044
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1570	-	-	-	954	1044
HCM Lane V/C Ratio	0.003	-	-	-	0.024	0.005
HCM Control Delay (s)	7.3	0	-	-	8.9	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	229	372	314	65	258	77	85	231
Average Queue (ft)	136	107	89	21	131	32	34	116
95th Queue (ft)	230	320	277	50	215	64	67	194
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	15							
Queuing Penalty (veh)	24							

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2018 PM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	336	98	37	334	175	111	89	31	149	102	139
Future Volume (veh/h)	180	336	98	37	334	175	111	89	31	149	102	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1893	1900
Adj Flow Rate, veh/h	189	354	103	39	352	184	117	94	33	157	107	146
Adj No. of Lanes	1	2	0	1	1	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	315	1234	354	475	524	274	475	477	167	268	171	193
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	882	2770	795	949	1176	615	1144	1345	472	502	483	545
Grp Volume(v), veh/h	189	229	228	39	0	536	117	0	127	410	0	0
Grp Sat Flow(s),veh/h/ln	882	1805	1760	949	0	1791	1144	0	1817	1529	0	0
Q Serve(g_s), s	11.5	4.4	4.5	1.5	0.0	13.0	0.0	0.0	2.7	10.3	0.0	0.0
Cycle Q Clear(g_c), s	24.5	4.4	4.5	6.0	0.0	13.0	5.4	0.0	2.7	12.9	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.34	1.00		0.26	0.38		0.36
Lane Grp Cap(c), veh/h	315	804	784	475	0	798	475	0	644	633	0	0
V/C Ratio(X)	0.60	0.28	0.29	0.08	0.00	0.67	0.25	0.00	0.20	0.65	0.00	0.00
Avail Cap(c_a), veh/h	315	804	784	475	0	798	475	0	644	633	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.9	9.7	9.7	11.6	0.0	12.1	13.2	0.0	12.3	15.6	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.2	0.2	0.1	0.0	2.2	1.2	0.0	0.7	5.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.2	2.2	0.4	0.0	6.9	1.5	0.0	1.5	6.4	0.0	0.0
LnGrp Delay(d),s/veh	25.0	9.9	9.9	11.7	0.0	14.3	14.4	0.0	13.0	20.6	0.0	0.0
LnGrp LOS	C	A	A	B		B	B		B	C		
Approach Vol, veh/h		646			575			244			410	
Approach Delay, s/veh		14.3			14.1			13.7			20.6	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		25.0		30.0		25.0		30.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		19.5		24.5		19.5		24.5
Max Q Clear Time (g_c+I1), s		7.4		26.5		14.9		15.0
Green Ext Time (p_c), s		0.9		0.0		1.1		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	77	138	22	39	172
Future Vol, veh/h	27	77	138	22	39	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	84	150	24	42	187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	433	162	0	0	174	0
Stage 1	162	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	584	888	-	-	1415	-
Stage 1	872	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	565	888	-	-	1415	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	773	1415	-
HCM Lane V/C Ratio	-	-	0.146	0.03	-
HCM Control Delay (s)	-	-	10.5	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	440	50	37	531	57	5	5	42	29	4	13
Future Vol, veh/h	30	440	50	37	531	57	5	5	42	29	4	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	463	53	39	559	60	5	5	44	31	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	516	0	0	914	1251	258	965	1247	310
Stage 1	-	-	-	-	-	-	554	554	-	667	667	-
Stage 2	-	-	-	-	-	-	360	697	-	298	580	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	971	-	-	1060	-	-	231	174	747	212	175	692
Stage 1	-	-	-	-	-	-	489	517	-	419	460	-
Stage 2	-	-	-	-	-	-	636	446	-	692	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	1060	-	-	205	156	747	179	157	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	156	-	179	157	-
Stage 1	-	-	-	-	-	-	466	493	-	399	434	-
Stage 2	-	-	-	-	-	-	582	421	-	614	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	13.3	25.6
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	177	747	971	-	-	1060	-	-	223
HCM Lane V/C Ratio	0.059	0.059	0.033	-	-	0.037	-	-	0.217
HCM Control Delay (s)	26.6	10.1	8.8	0.2	-	8.5	0.2	-	25.6
HCM Lane LOS	D	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	26	32	21	16	4
Future Vol, veh/h	20	26	32	21	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	37	46	30	23	6

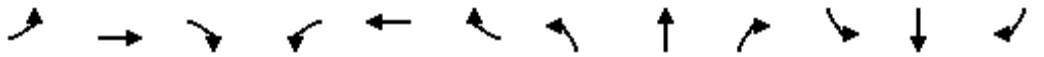
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	156	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1536	-	-	-	840	1010
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	824	1010
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	934	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1536	-	-	-	824	1010
HCM Lane V/C Ratio	0.019	-	-	-	0.028	0.006
HCM Control Delay (s)	7.4	0	-	-	9.5	8.6
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	L	TR	LTR
Maximum Queue (ft)	229	386	344	57	269	110	107	247
Average Queue (ft)	144	159	146	19	126	49	42	128
95th Queue (ft)	255	485	446	46	222	91	84	210
Link Distance (ft)		1213	1213	737	737		421	1000
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	205					130		
Storage Blk Time (%)	24	0				0	0	
Queuing Penalty (veh)	40	0				0	0	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	231	331	97	14	302	171	81	171	55	124	66	179
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	338	99	14	308	174	83	174	56	127	67	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	377	1046	302	402	844	466	408	391	126	212	133	363
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.05	0.28	0.28	0.06	0.29	0.29
Sat Flow, veh/h	928	2766	798	967	2233	1232	1810	1378	444	3510	451	1232
Grp Volume(v), veh/h	236	219	218	14	246	236	83	0	230	127	0	250
Grp Sat Flow(s),veh/h/ln	928	1805	1759	967	1794	1671	1810	0	1822	1755	0	1683
Q Serve(g_s), s	14.7	5.1	5.2	0.6	5.9	6.1	1.9	0.0	6.2	2.1	0.0	7.3
Cycle Q Clear(g_c), s	20.8	5.1	5.2	5.9	5.9	6.1	1.9	0.0	6.2	2.1	0.0	7.3
Prop In Lane	1.00		0.45	1.00		0.74	1.00		0.24	1.00		0.73
Lane Grp Cap(c), veh/h	377	683	665	402	678	632	408	0	517	212	0	495
V/C Ratio(X)	0.63	0.32	0.33	0.03	0.36	0.37	0.20	0.00	0.44	0.60	0.00	0.50
Avail Cap(c_a), veh/h	377	683	665	402	678	632	442	0	517	242	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.9	13.1	13.1	15.2	13.3	13.4	14.2	0.0	17.5	27.2	0.0	17.4
Incr Delay (d2), s/veh	3.2	0.3	0.3	0.0	0.3	0.4	0.2	0.0	2.8	3.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.5	2.6	0.2	2.9	2.8	0.9	0.0	3.5	1.1	0.0	3.9
LnGrp Delay(d),s/veh	24.2	13.4	13.4	15.2	13.7	13.8	14.5	0.0	20.2	30.4	0.0	21.0
LnGrp LOS	C	B	B	B	B	B	B		C	C		C
Approach Vol, veh/h		673			496			313			377	
Approach Delay, s/veh		17.2			13.8			18.7			24.2	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	22.4		28.0	8.5	23.0		28.0
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	4.1	16.9		22.5	4.1	16.9		22.5
Max Q Clear Time (g_c+I1), s	4.1	8.2		22.8	3.9	9.3		8.1
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.8		6.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	19	242	7	18	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	19	247	7	18	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	436	251	0	0	254	0
Stage 1	251	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	581	793	-	-	1323	-
Stage 1	795	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	572	793	-	-	1323	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	1323	-
HCM Lane V/C Ratio	-	-	0.026	0.014	-
HCM Control Delay (s)	-	-	9.8	7.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	511	4	26	458	12	7	0	15	48	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	521	4	27	467	12	7	0	15	49	4	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	480	0	0	526	0	0	841	1085	263	816	1081	240
Stage 1	-	-	-	-	-	-	552	552	-	527	527	-
Stage 2	-	-	-	-	-	-	289	533	-	289	554	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1024	-	-	1051	-	-	261	218	742	272	220	767
Stage 1	-	-	-	-	-	-	491	518	-	508	532	-
Stage 2	-	-	-	-	-	-	700	528	-	700	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1024	-	-	1051	-	-	244	209	742	258	211	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	244	209	-	258	211	-
Stage 1	-	-	-	-	-	-	484	511	-	501	518	-
Stage 2	-	-	-	-	-	-	660	514	-	676	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	13.2	19.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	244	742	1024	-	-	1051	-	-	258	519
HCM Lane V/C Ratio	0.029	0.021	0.014	-	-	0.025	-	-	0.19	0.043
HCM Control Delay (s)	20.2	10	8.6	-	-	8.5	-	-	22.2	12.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.1	-	-	0.7	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	4	19	12	16	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	19	12	16	23	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	48	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	967	1064
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	964	1064
Mov Cap-2 Maneuver	-	-	-	-	964	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1597	-	-	-	964	1064
HCM Lane V/C Ratio	0.003	-	-	-	0.024	0.012
HCM Control Delay (s)	7.3	0	-	-	8.8	8.4
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	L	TR
Maximum Queue (ft)	230	426	368	41	113	120	109	163	94	42	149
Average Queue (ft)	163	153	119	10	59	61	36	76	46	13	65
95th Queue (ft)	265	398	324	33	95	105	76	135	80	38	119
Link Distance (ft)		1209	1209	730	730	730		420	986	986	986
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	26							1			
Queuing Penalty (veh)	43							1			

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2038 AM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	347	107	14	287	171	121	192	55	135	77	179
Future Volume (veh/h)	231	347	107	14	287	171	121	192	55	135	77	179
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1888	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	236	354	109	14	293	174	123	196	56	138	79	183
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	384	790	240	316	410	237	537	401	115	446	544	463
Arrive On Green	0.12	0.29	0.29	0.01	0.19	0.19	0.07	0.28	0.28	0.07	0.29	0.29
Sat Flow, veh/h	1810	2730	829	1810	2191	1267	1810	1422	406	1810	1900	1615
Grp Volume(v), veh/h	236	232	231	14	238	229	123	0	252	138	79	183
Grp Sat Flow(s),veh/h/ln	1810	1805	1754	1810	1794	1665	1810	0	1828	1810	1900	1615
Q Serve(g_s), s	6.0	6.3	6.5	0.4	7.5	7.8	2.8	0.0	6.9	3.2	1.9	5.5
Cycle Q Clear(g_c), s	6.0	6.3	6.5	0.4	7.5	7.8	2.8	0.0	6.9	3.2	1.9	5.5
Prop In Lane	1.00		0.47	1.00		0.76	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	384	522	507	316	336	311	537	0	516	446	544	463
V/C Ratio(X)	0.61	0.44	0.45	0.04	0.71	0.73	0.23	0.00	0.49	0.31	0.15	0.40
Avail Cap(c_a), veh/h	384	569	553	411	476	442	545	0	516	446	544	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	17.5	17.5	19.4	23.0	23.1	13.6	0.0	18.0	14.0	16.0	17.3
Incr Delay (d2), s/veh	2.9	0.6	0.6	0.1	2.8	3.8	0.2	0.0	3.3	0.4	0.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.2	3.2	0.2	4.0	3.9	1.4	0.0	4.0	1.6	1.1	2.8
LnGrp Delay(d),s/veh	19.2	18.1	18.2	19.5	25.8	26.8	13.8	0.0	21.3	14.3	16.6	19.8
LnGrp LOS	B	B	B	B	C	C	B		C	B	B	B
Approach Vol, veh/h		699			481			375			400	
Approach Delay, s/veh		18.5			26.1			18.9			17.3	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	22.5	4.8	22.9	9.7	22.8	11.0	16.8
Change Period (Y+Rc), s	5.5	5.5	4.0	5.5	5.5	5.5	4.0	5.5
Max Green Setting (Gmax), s	4.5	17.0	4.0	19.0	4.5	17.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	5.2	8.9	2.4	8.5	4.8	7.5	8.0	9.8
Green Ext Time (p_c), s	0.0	0.9	0.0	2.0	0.0	0.7	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	80	242	24	39	145
Future Vol, veh/h	17	80	242	24	39	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	82	247	24	40	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	487	259	0	0	271	0
Stage 1	259	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	543	785	-	-	1304	-
Stage 1	789	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	525	785	-	-	1304	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	722	1304	-
HCM Lane V/C Ratio	-	-	0.137	0.031	-
HCM Control Delay (s)	-	-	10.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	497	46	54	443	12	11	1	44	48	5	18
Future Vol, veh/h	14	497	46	54	443	12	11	1	44	48	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	10	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	507	47	55	452	12	11	1	45	49	5	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	464	0	0	554	0	0	874	1109	254	850	1150	232
Stage 1	-	-	-	-	-	-	535	535	-	568	568	-
Stage 2	-	-	-	-	-	-	339	574	-	282	582	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.3	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1039	-	-	1026	-	-	247	211	752	257	200	776
Stage 1	-	-	-	-	-	-	502	527	-	480	510	-
Stage 2	-	-	-	-	-	-	655	506	-	707	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1039	-	-	1026	-	-	224	197	752	228	187	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	197	-	228	187	-
Stage 1	-	-	-	-	-	-	495	520	-	474	482	-
Stage 2	-	-	-	-	-	-	599	479	-	655	495	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	12.7	21.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	221	752	1039	-	-	1026	-	-	228	461
HCM Lane V/C Ratio	0.055	0.06	0.014	-	-	0.054	-	-	0.215	0.051
HCM Control Delay (s)	22.2	10.1	8.5	-	-	8.7	-	-	25.1	13.2
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	0.2	0	-	-	0.2	-	-	0.8	0.2

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	33	26	16	23	12
Future Vol, veh/h	34	33	26	16	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	34	27	16	23	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	43	0	-	0	139	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1579	-	-	-	859	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1579	-	-	-	839	1044
Mov Cap-2 Maneuver	-	-	-	-	839	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1579	-	-	-	839	1044
HCM Lane V/C Ratio	0.022	-	-	-	0.028	0.012
HCM Control Delay (s)	7.3	0	-	-	9.4	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	174	147	195	34	117	146	154	207	120	72	91
Average Queue (ft)	85	32	98	7	64	75	53	95	50	28	44
95th Queue (ft)	146	101	161	25	102	126	118	171	93	61	75
Link Distance (ft)		1196	1196	734	734	734		397	984	984	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	0	0					0	3			
Queuing Penalty (veh)	0	0					1	4			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	242	425	115	49	462	235	94	85	42	182	119	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1888	1900
Adj Flow Rate, veh/h	247	434	117	50	471	240	96	87	43	186	121	191
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	2	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	350	1334	357	424	1099	557	286	280	139	257	167	263
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.05	0.23	0.23	0.07	0.25	0.25
Sat Flow, veh/h	750	2819	753	870	2322	1176	1810	1201	594	3510	661	1043
Grp Volume(v), veh/h	247	277	274	50	366	345	96	0	130	186	0	312
Grp Sat Flow(s),veh/h/ln	750	1805	1767	870	1805	1693	1810	0	1795	1755	0	1704
Q Serve(g_s), s	24.4	7.1	7.3	2.9	10.0	10.1	3.0	0.0	4.5	3.9	0.0	12.6
Cycle Q Clear(g_c), s	34.5	7.1	7.3	10.1	10.0	10.1	3.0	0.0	4.5	3.9	0.0	12.6
Prop In Lane	1.00		0.43	1.00		0.69	1.00		0.33	1.00		0.61
Lane Grp Cap(c), veh/h	350	854	836	424	854	801	286	0	419	257	0	429
V/C Ratio(X)	0.71	0.32	0.33	0.12	0.43	0.43	0.34	0.00	0.31	0.72	0.00	0.73
Avail Cap(c_a), veh/h	350	854	836	424	854	801	286	0	419	257	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	12.3	12.3	15.5	13.0	13.1	21.0	0.0	23.8	34.0	0.0	25.7
Incr Delay (d2), s/veh	6.4	0.2	0.2	0.1	0.3	0.4	0.7	0.0	1.9	9.6	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	3.6	3.6	0.7	5.1	4.8	1.5	0.0	2.4	2.2	0.0	7.1
LnGrp Delay(d),s/veh	30.8	12.5	12.5	15.6	13.4	13.4	21.7	0.0	25.7	43.6	0.0	36.0
LnGrp LOS	C	B	B	B	B	B	C		C	D		D
Approach Vol, veh/h		798			761			226			498	
Approach Delay, s/veh		18.2			13.6			24.0			38.8	
Approach LOS		B			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	23.0		41.0	9.6	24.4		41.0
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	5.5	17.5		35.5	4.1	18.9		35.5
Max Q Clear Time (g_c+I1), s	5.9	6.5		36.5	5.0	14.6		12.1
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	1.1		11.4

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	14	186	1	16	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	14	190	1	16	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	458	190	0	0	191	0
Stage 1	190	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	565	857	-	-	1395	-
Stage 1	847	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	558	857	-	-	1395	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	701	1395	-
HCM Lane V/C Ratio	-	-	0.035	0.012	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	604	10	14	727	77	7	5	22	40	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	616	10	14	742	79	7	5	22	41	4	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	820	0	0	627	0	0	1107	1554	313	1204	1520	410
Stage 1	-	-	-	-	-	-	705	705	-	810	810	-
Stage 2	-	-	-	-	-	-	402	849	-	394	710	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	818	-	-	965	-	-	167	114	689	142	120	596
Stage 1	-	-	-	-	-	-	398	442	-	344	396	-
Stage 2	-	-	-	-	-	-	601	380	-	608	440	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	818	-	-	965	-	-	150	107	689	126	112	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	107	-	126	112	-
Stage 1	-	-	-	-	-	-	378	419	-	326	390	-
Stage 2	-	-	-	-	-	-	568	374	-	551	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	19.5	36
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	128	689	818	-	-	965	-	-	126	334
HCM Lane V/C Ratio	0.096	0.033	0.051	-	-	0.015	-	-	0.324	0.067
HCM Control Delay (s)	36.1	10.4	9.6	-	-	8.8	-	-	46.7	16.6
HCM Lane LOS	E	B	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.3	0.1	0.2	-	-	0	-	-	1.3	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	4	12	19	29	22	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	12	19	30	22	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	54	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1571	-	-	-	959	1045
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	956	1045
Mov Cap-2 Maneuver	-	-	-	-	956	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1571	-	-	-	956	1045
HCM Lane V/C Ratio	0.003	-	-	-	0.023	0.005
HCM Control Delay (s)	7.3	0	-	-	8.9	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	L	TR
Maximum Queue (ft)	230	430	405	82	149	183	98	109	155	137	249
Average Queue (ft)	186	207	162	31	83	95	42	57	88	43	112
95th Queue (ft)	273	449	383	67	126	155	80	100	143	110	199
Link Distance (ft)		1209	1209	730	730	730		420	986	986	986
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	38						0	0			
Queuing Penalty (veh)	80						0	0			

HCM 2010 Signalized Intersection Summary
1: Main Street & Greenhill Road

Kwik Star - Cedar Falls
2038 PM Peak Hour Buildout

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	446	127	49	450	235	138	111	42	196	133	187
Future Volume (veh/h)	242	446	127	49	450	235	138	111	42	196	133	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1881
Adj Flow Rate, veh/h	247	455	130	50	459	240	141	113	43	200	136	191
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	1
Cap, veh/h	343	855	242	323	541	281	458	352	134	483	516	434
Arrive On Green	0.11	0.31	0.31	0.04	0.24	0.24	0.06	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	1810	2778	788	1810	2300	1194	1810	1312	499	1810	1900	1599
Grp Volume(v), veh/h	247	294	291	50	360	339	141	0	156	200	136	191
Grp Sat Flow(s),veh/h/ln	1810	1805	1761	1810	1805	1689	1810	0	1812	1810	1900	1599
Q Serve(g_s), s	6.3	8.6	8.8	1.3	12.2	12.3	3.6	0.0	4.4	4.3	3.6	6.3
Cycle Q Clear(g_c), s	6.3	8.6	8.8	1.3	12.2	12.3	3.6	0.0	4.4	4.3	3.6	6.3
Prop In Lane	1.00		0.45	1.00		0.71	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	343	556	542	323	425	398	458	0	486	483	516	434
V/C Ratio(X)	0.72	0.53	0.54	0.15	0.85	0.85	0.31	0.00	0.32	0.41	0.26	0.44
Avail Cap(c_a), veh/h	343	556	542	370	451	422	458	0	486	483	516	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	18.3	18.4	17.6	23.4	23.4	15.6	0.0	18.8	16.8	18.3	19.3
Incr Delay (d2), s/veh	7.2	1.0	1.0	0.2	13.4	15.0	0.4	0.0	1.7	0.6	1.2	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.4	4.4	0.7	7.6	7.4	1.8	0.0	2.4	0.9	2.1	3.2
LnGrp Delay(d),s/veh	23.8	19.3	19.4	17.8	36.8	38.4	16.0	0.0	20.5	17.3	19.6	22.5
LnGrp LOS	C	B	B	B	D	D	B		C	B	B	C
Approach Vol, veh/h		832			749			297			527	
Approach Delay, s/veh		20.7			36.2			18.3			19.8	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	22.7	6.4	25.2	9.6	22.9	11.0	20.6
Change Period (Y+Rc), s	5.5	5.5	4.0	5.5	5.5	5.5	4.0	5.5
Max Green Setting (Gmax), s	4.3	17.2	4.0	19.0	4.1	17.4	7.0	16.0
Max Q Clear Time (g_c+I1), s	6.3	6.4	3.3	10.8	5.6	8.3	8.3	14.3
Green Ext Time (p_c), s	0.0	0.5	0.0	2.3	0.0	0.9	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	84	186	22	43	231
Future Vol, veh/h	30	84	186	22	43	231
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	86	190	22	44	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	525	201	0	0	212	0
Stage 1	201	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	516	845	-	-	1370	-
Stage 1	838	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	845	-	-	1370	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	714	1370	-
HCM Lane V/C Ratio	-	-	0.163	0.032	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	593	56	44	715	77	7	6	51	40	5	18
Future Vol, veh/h	41	593	56	44	715	77	7	6	51	40	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	605	57	45	730	79	7	6	52	41	5	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	809	0	0	662	0	0	1147	1588	303	1250	1606	405
Stage 1	-	-	-	-	-	-	689	689	-	860	860	-
Stage 2	-	-	-	-	-	-	458	899	-	390	746	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	825	-	-	936	-	-	156	109	699	131	106	601
Stage 1	-	-	-	-	-	-	407	450	-	321	376	-
Stage 2	-	-	-	-	-	-	557	360	-	611	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	825	-	-	936	-	-	134	98	699	107	96	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	98	-	107	96	-
Stage 1	-	-	-	-	-	-	386	427	-	305	358	-
Stage 2	-	-	-	-	-	-	507	343	-	529	402	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	16.6	43.8
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	115	699	825	-	-	936	-	-	107	280
HCM Lane V/C Ratio	0.115	0.074	0.051	-	-	0.048	-	-	0.381	0.084
HCM Control Delay (s)	40.3	10.6	9.6	-	-	9	-	-	58	19
HCM Lane LOS	E	B	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0.4	0.2	0.2	-	-	0.2	-	-	1.6	0.3

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	29	37	29	22	5
Future Vol, veh/h	34	29	37	29	22	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	30	38	30	22	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	153	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1546	-	-	-	843	1020
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1546	-	-	-	824	1020
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1546	-	-	-	824	1020
HCM Lane V/C Ratio	0.022	-	-	-	0.027	0.005
HCM Control Delay (s)	7.4	0	-	-	9.5	8.5
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0

Intersection: 1: Main Street & Greenhill Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (ft)	214	198	211	65	165	209	124	143	153	123	94
Average Queue (ft)	106	65	128	23	100	120	54	65	71	51	48
95th Queue (ft)	190	158	198	52	149	185	98	119	127	98	83
Link Distance (ft)		1196	1196	734	734	734		397	984	984	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	205						130				
Storage Blk Time (%)	1	0					0	1			
Queuing Penalty (veh)	3	0					0	1			

WES & BONNIE POLEY 109 Cordoba Ave. ~ Cedar Falls, IA 50613 ~ 319/266-3423 ~ poley@cfu.net

February 15, 2018

City Council/Mayor
c/o Dept. of Community Development
220 Clay St.
Cedar Falls, IA 50613

Re: Kwik Star, Fareway projects

To the Council Members and Mayor Brown:

Thank you for notification that the *Site Plan Review* for the SE corner of Greenhill Rd. and S. Main St. is on the agenda for the 2/19/18 meeting. We live about a block south of the area at the corner of Cordoba and S. Main and have concerns.

First, we are frequent customers of both Kwik Star and Fareway and appreciate both businesses.

Our primary concern, along with many of our neighbors, is the intersection of Greenhill and Main St. We travel through this intersection several times a day and it often feels like dodge 'em while coming from the south trying to turn left on to the single lane of Greenhill. It is extremely unsafe, especially for north and south bound traffic. It's good the city observed the intersection for a time, but until it is experienced on a regular basis, it's impossible to understand what a safety issue this is, particularly considering the large senior citizen population (ourselves included!) in the area. At minimum, as a *temporary* measure, north and south traffic should alternately stop and go (similar to Cedar Heights/Greenhill and 12th/Main). We strongly believe this safety issue must be addressed very soon; definitely before any additional development is approved and the Public Safety building construction begins.

While we won't be directly affected, we are very concerned for our neighbors north of Greenhill and along Balboa who will have their lives and property adversely affected by the lighting, traffic, noise, litter, etc. generated by these two businesses, particularly a 24/7 convenience store operation.

When the Pinnacle Prairie plans were initially proposed by Lockard, we were pleased to see the commercial area was in the middle of the development, away from existing residences. It was located where people could choose to build up to it. Now because the businesses (gym, theaters, city center) fell through, the commercial sites have been pushed to the perimeter adjacent to homes that have been there for as much as 30 years. It seems unfair that a planned community should be able to so adversely affect long-time residences. Also, it should be noted Greenhill Rd. from from Highway 58 east and south to its end is lined primarily with residences (many at least a decade old) plus some office/medical buildings and a few service businesses. To the best of our knowledge, there is not a single purely retail business on this stretch. We strongly feel it should stay that way to avoid infringing on the property of long-time residences.

Finally, it appears there is an entrance to Fareway off Main St. With the proximity to an extremely busy intersection that will only be getting busier with developing residential areas, highway construction and the new city building plus a residential street (Balboa), this driveway is as unacceptable as it was when Casey's wanted to build there.

We appreciate and thank you for your consideration and service to the city we so proudly call home.

Sincerely,

Wes and Bonnie Poley
109 Cordoba Ave.

c: David Sturch

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Mayor and Council

FROM: David Sturch, Planner III

DATE: February 13, 2018

SUBJECT: Easement Vacation and Dedication Request

REQUEST: Easement Vacation and Dedication

PETITIONER: Kwik Star Convenience Store and Fareway Grocery Store

LOCATION: Lots 32-34 Pinnacle Prairie Business Center North

PROPOSAL

This property is located on Lots 32-34 of the Pinnacle Prairie Business Center North development, which is at the southeast corner of the intersection of S. Main Street and Greenhill Road. This item includes the vacation of a utility easement between Lots 32 and 33 and Lots 33 and 34. The proposal also includes the dedication of an 18-foot wide utility easement in Lot 33.

BACKGROUND

Kwik Star Inc, and Fareway submitted a site plan for the development of Lots 32-34 in Pinnacle Prairie Business Center North. Fareway proposes a store on Lot 32 and the west half of Lot 33. Kwik Star proposes a store on Lot 34 and the east half of Lot 33. The existing utility easements along the interior lot lines need to be vacated and new utility easements are dedicated on the new lot line between the two projects. These site plans and easements were reviewed by the Planning and Zoning Commission on January 10, 2018 and recommended for approval by the City Council.

TECHNICAL COMMENTS

City technical staff, including Cedar Falls Utilities personnel have no concerns with the proposed easement vacation. All CFU services are located in the Bluebell Street right of way. There are no utilities (CFU, Mediacom, Century Link, INS, etc.) that occupy the easements to be vacated.

PLANNING & ZONING COMMISSION

Discussion/Vote 1/10/18	Vice Chair Holst introduced the item and Mr. Sturch provided background information. He explained that this item was discussed at the previous

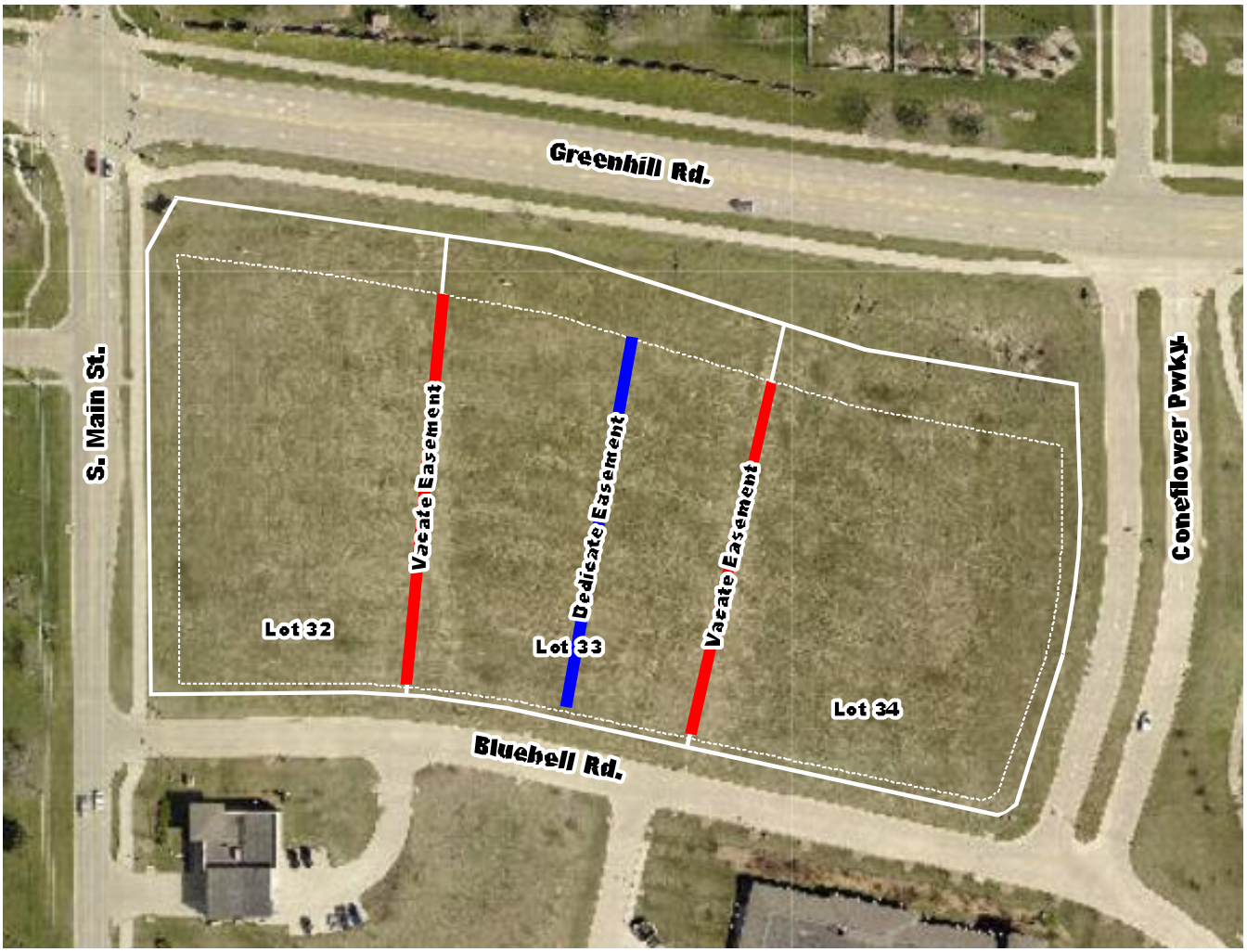
Planning and Zoning meeting and he reviewed the details of the site plan and easement vacation.

There were several members from the public that provided comments on the site plans for Kwik Star and Fareway. There were no comments on the proposed utility easement and vacation request.

The comments ended and the Commission approved the easement vacation and dedication request.

STAFF RECOMMENDATION

The Department of Community Development recommends approval of the utility easement vacation and dedication.



RESOLUTION NO. _____

RESOLUTION ON PROPOSED VACATION AND DEDICATION OF UTILITY EASEMENTS ON LOTS 32, 33 AND 34 PINNACLE PRAIRIE BUSINESS CENTER NORTH, CEDAR FALLS, BLACK HAWK COUNTY, IOWA

WHEREAS, a request was submitted to the Cedar Falls Planning and Zoning Commission to vacate and dedicate utility easements within Lots 32, 33 and 34 Pinnacle Prairie Business Center North in the City of Cedar Falls, Black Hawk County, Iowa and

WHEREAS, said Commission has recommended approval of said request, and

WHEREAS, the subject utility easement is presently not in use by the City of Cedar Falls or Cedar Falls Utilities and vacation of said easements would allow construction of a structure on said commercial lots, and therefore the Easement is of no public benefit, and

WHEREAS, the dedication of said easement will provide the necessary utilities for the development of the commercial lots.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the 10-foot utility easement on Lots 32, 33 and 34 Pinnacle Prairie Business Center North is hereby vacated over, under and upon the property described as:

VACATE A 10-FOOT WIDE UTILITY EASEMENT IN LOTS 32, 33 AND 34, PINNACLE PRAIRIE BUSINESS CENTER NORTH RECORDED IN BOOK 27 PAGE 207, BLACK HAWK COUNTY RECORDER'S OFFICE, BLACK HAWK COUNTY, IOWA, WHOSE CENTERLINE IS DESCRIBED AS FOLLOWS:

THE EAST 5 FEET, EXCEPT THE NORTH 50 FEET AND THE SOUTH 10 FEET OF LOT 32 AND THE WEST 5 FEET, EXCEPT THE NORTH 50 FEET AND THE SOUTH 10 FEET OF LOT 33, PINNACLE PRAIRIE BUSINESS CENTER NORTH (Attached Exhibit A)

AND

THE EAST 5 FEET, EXCEPT THE NORTH 50 FEET AND THE SOUTH 10 FEET OF LOT 33 AND THE WEST 5 FEET, EXCEPT THE NORTH 50 FEET AND THE SOUTH 10 FEET OF LOT 34, PINNACLE PRAIRIE BUSINESS CENTER NORTH (Attached Exhibit B)

And dedicate an 18-foot utility easement over, under and upon the property described as:

DEDICATE AN 18-FOOT WIDE UTILITY EASEMENT IN LOT 33, PINNACLE PRAIRIE BUSINESS CENTER NORTH RECORDED IN BOOK 27 PAGE 207, BLACK HAWK COUNTY RECORDER'S OFFICE, BLACK HAWK COUNTY, IOWA, IS DESCRIBED AS FOLLOWS:

COMMENCING AS A POINT OF REFERENCE AT THE SE CORNER OF SAID LOT 33; THENCE N 77°48'17" W ALONG THE SOUTH LINE OF SAID LOT 33, 104.10 FEET TO THE POINT OF BEGINNING; THENCE N 77°48'18" W ALONG SAID SOUTH LINE. 18.02 FEET; THENCE N 15°04'00" E, 352.06 FEET TO THE NORTH LINE OF SAID LOT 33; THENCE S 72°15'25" E ALONG SAID NORTH LINE, 18.02 FEET; THENCE S 15°04'00" W, 350.31 FEET TO THE POINT OF BEGINNING, CONTAINING 0.15 ACRES. (Attached Exhibit C)

INTRODUCED AND ADOPTED this ____ day of _____, 2018.

_____
James P. Brown, Mayor

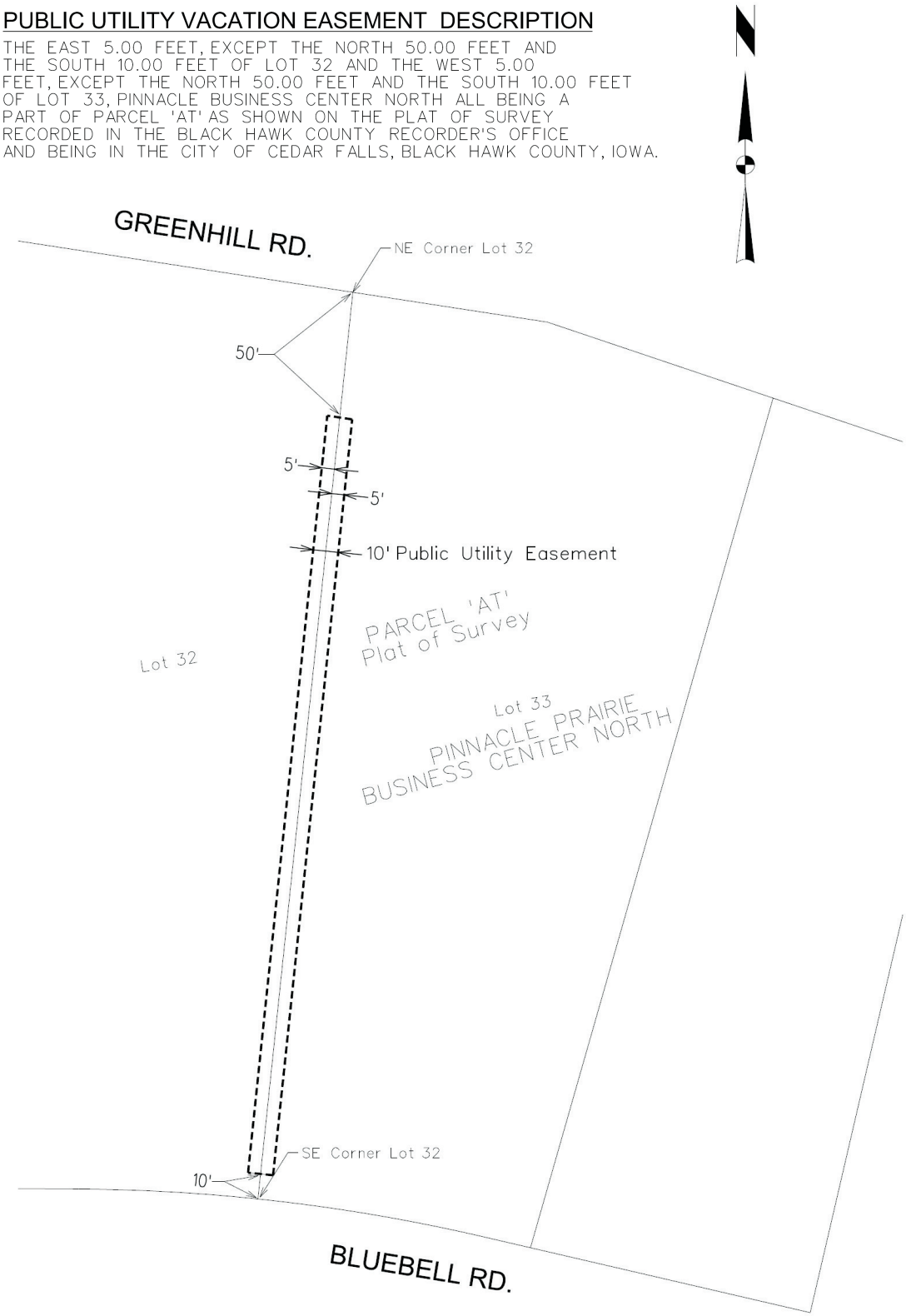
ATTEST:

_____
Jacqueline Danielsen, CMC, City Clerk

EASEMENT VACATION PLAT - EXHIBIT A

PUBLIC UTILITY VACATION EASEMENT DESCRIPTION

THE EAST 5.00 FEET, EXCEPT THE NORTH 50.00 FEET AND THE SOUTH 10.00 FEET OF LOT 32 AND THE WEST 5.00 FEET, EXCEPT THE NORTH 50.00 FEET AND THE SOUTH 10.00 FEET OF LOT 33, PINNACLE BUSINESS CENTER NORTH ALL BEING A PART OF PARCEL 'AT' AS SHOWN ON THE PLAT OF SURVEY RECORDED IN THE BLACK HAWK COUNTY RECORDER'S OFFICE AND BEING IN THE CITY OF CEDAR FALLS, BLACK HAWK COUNTY, IOWA.



FAREWAY

PUBLIC UTILITY VACATION EASEMENT

SNYDER & ASSOCIATES

2727 S.W. SNYDER BLVD.
ANKENY, IA 50023 (515) 964-2020

SHEET	2 OF 2
PN:	1170829
FLD BK:	834A PG: 34
DATE:	12/11/17
PM/TECH:	EDG/STP

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Snyder

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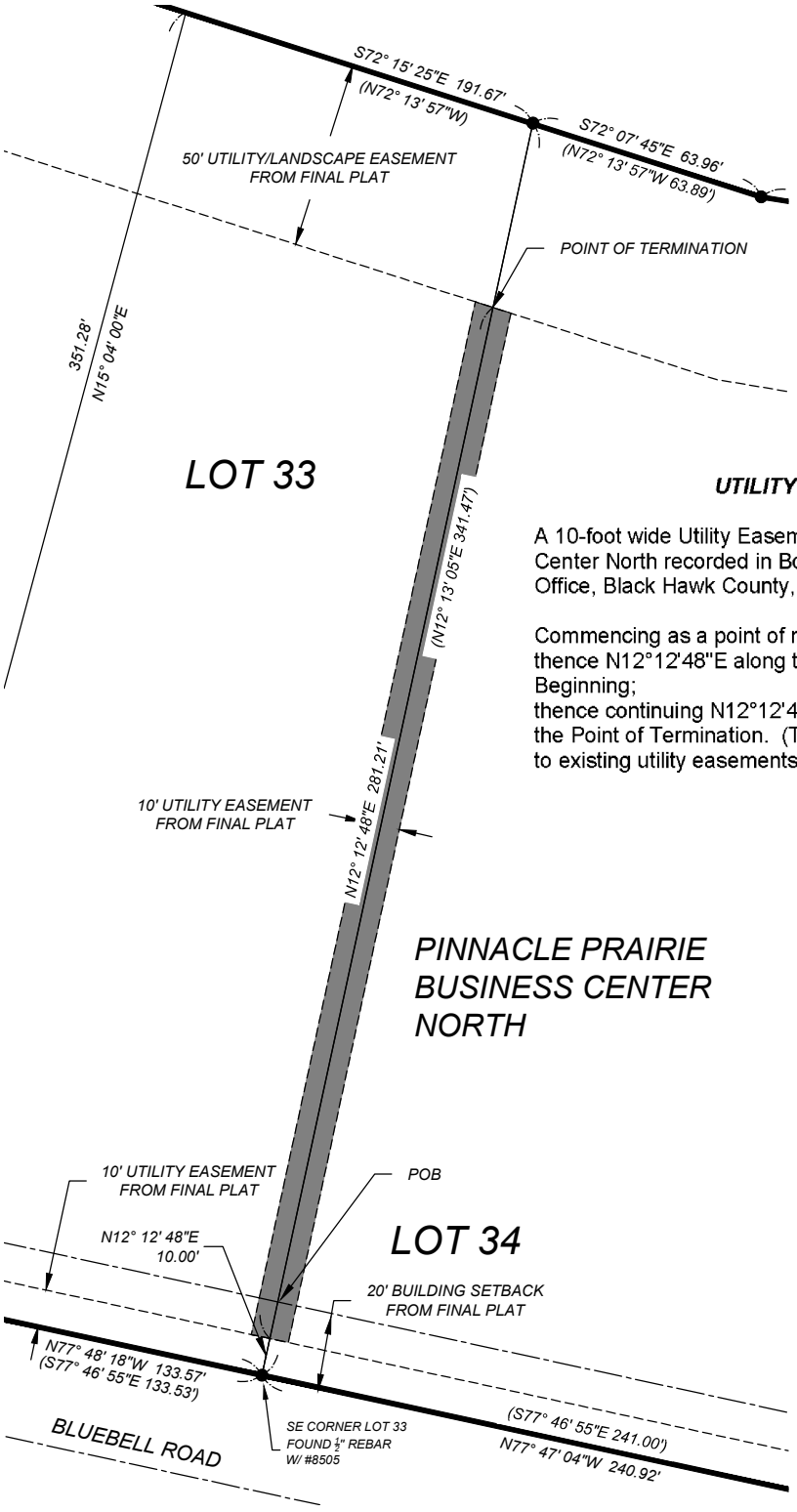
9/31/2018
Erin Griffin

EXHIBIT B

10-FOOT WIDE UTILITY EASEMENT - TO BE VACATED



OWNER: GREENHILL ESTATES, INC.

LEGAL DESCRIPTION

EXHIBIT A
UTILITY EASEMENT – TO BE VACATED

A 10-foot wide Utility Easement in Lots 33 and 34, Pinnacle Prairie Business Center North recorded in Book 27 Page 207, Black Hawk County Recorder's Office, Black Hawk County, Iowa, whose centerline is described as follows:

Commencing as a point of reference at the SE corner of said Lot 33;
thence N12°12'48"E along the east line of said Lot 33, 10.00 feet to the Point of Beginning;
thence continuing N12°12'48"E along the east line of said Lot 33, 281.21 feet to the Point of Termination. (The sides of the 10-foot easement extend or retract to existing utility easements.)

0 25 50 100

N

●	FOUND 1/2" REBAR W/ #8505 OR AS LABELED
POB	POINT OF BEGINNING
()	RECORDED AS
UE	UTILITY EASEMENT
UDE	UTILITY & DRAINAGE EASEMENT
YPC	YELLOW PLASTIC CAP

DATE OF SURVEY 01/11/17

PAGE 1

Project No. 507117-10

BRAIN
CIVIL • LAND DEVELOPMENT • SURVEYING • TRANSPORTATION
ENGINEERING, INC.

Drawing Title:

EXHIBIT B

UTILITY EASEMENT - TO BE VACATED

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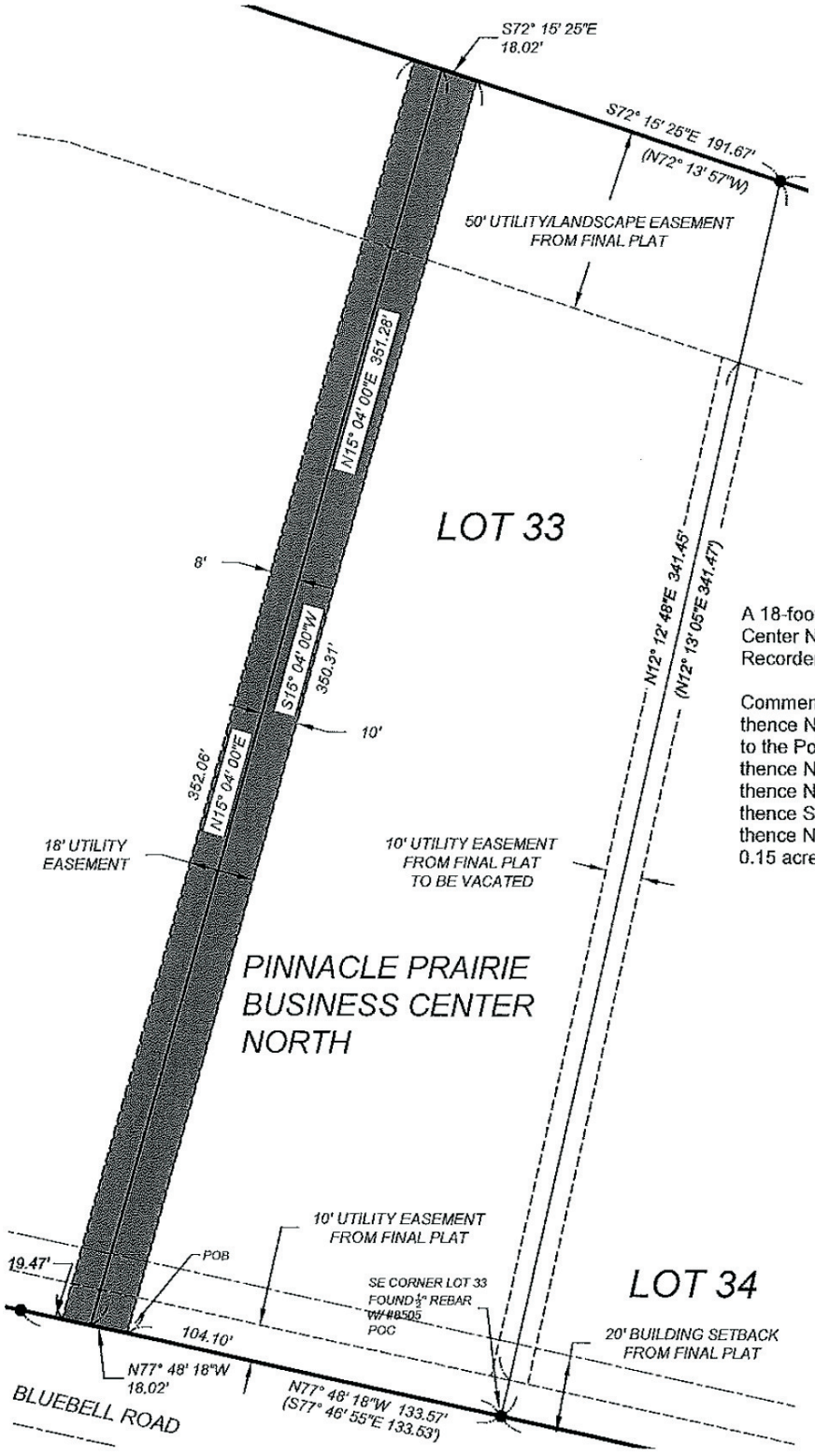
EXHIBIT C

18-FOOT WIDE UTILITY EASEMENT



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thence N77°48'18"W along said south line, 18.02 feet;
thence N15°04'00"E, 352.06 feet to the north line of said Lot 33;
thence S72°15'25"E along said north line, 18.02 feet;
thence N15°04'00"E, 350.31 feet to the Point of Beginning containing 0.15 acres.

0 25 50 100

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PAGE 2

Project No. 507117-10

BRAIN ENGINEERING, INC.
CIVIL • LAND DEVELOPMENT • SURVEYING • TRANSPORTATION

Drawing Title:

EXHIBIT C

18 - FOOT WIDE UTILITY EASEMENT

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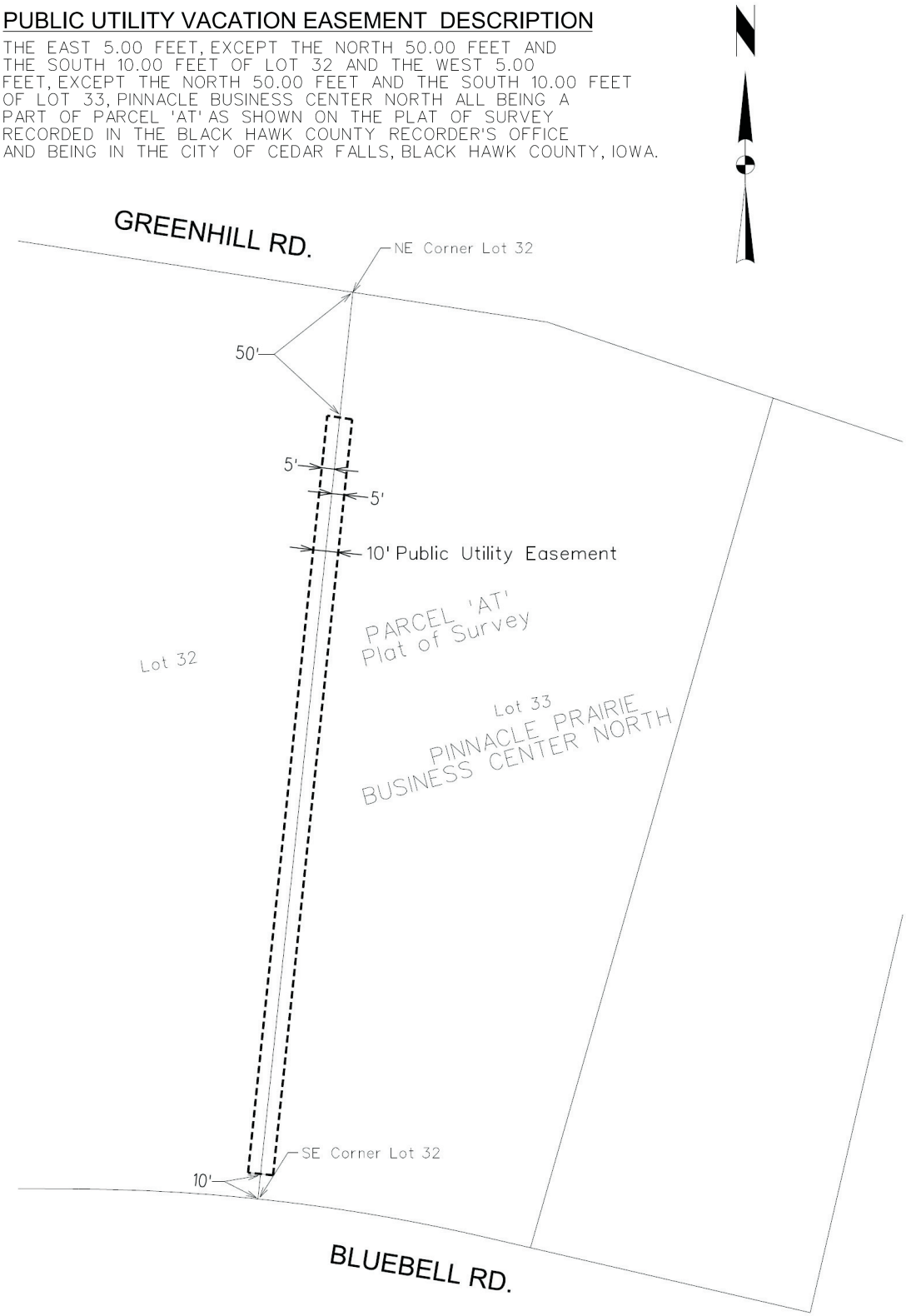

FAREWAY

PUBLIC UTILITY VACATION EASEMENT

SNYDER & ASSOCIATES

2727 S.W. SNYDER BLVD.
ANKENY, IA 50023 (515) 964-2020

SHEET	2 OF 2
PN:	1170829
FLD BK:	834A PG: 34
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Snyder

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Erin Griffin

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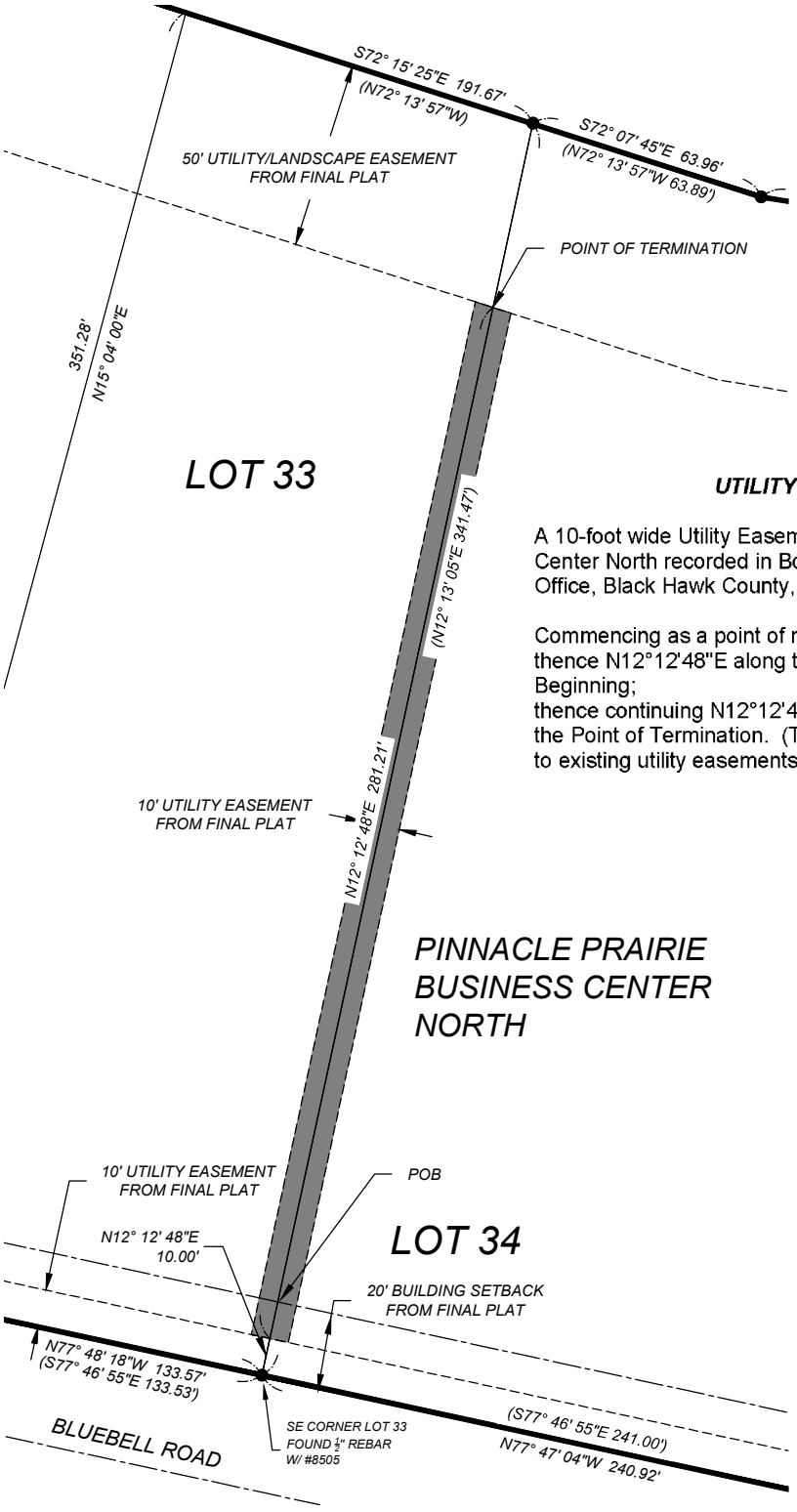

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0 25 50 100

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DATE OF SURVEY 01/11/17

PAGE 1

Project No. 507117-10

BRAIN ENGINEERING, INC.
CIVIL • LAND DEVELOPMENT • SURVEYING • TRANSPORTATION

Drawing Title:

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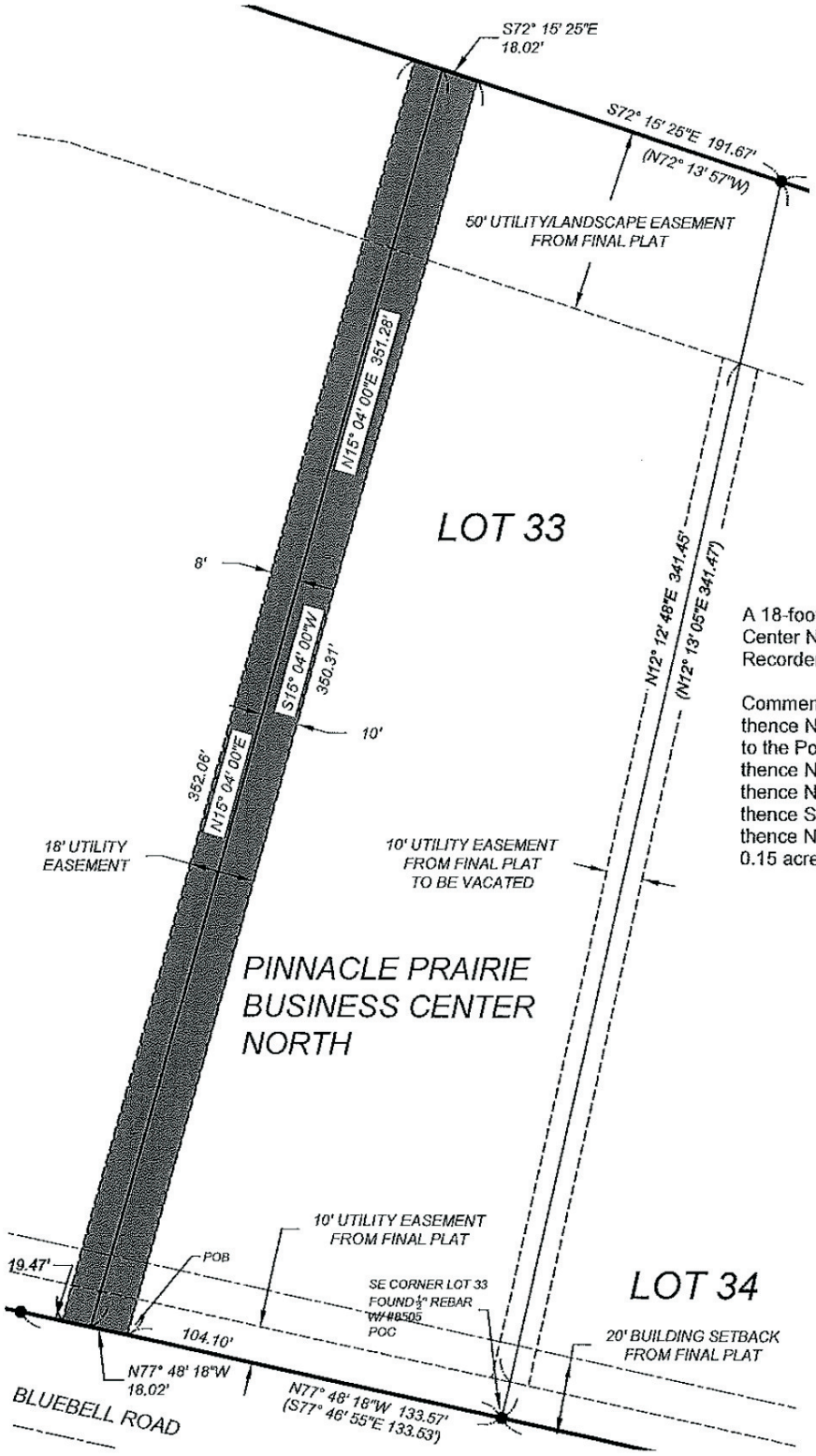
EXHIBIT C

18-FOOT WIDE UTILITY EASEMENT



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thence N15°04'00"E, 350.31 feet to the Point of Beginning containing 0.15 acres.

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N

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CIVIL • LAND DEVELOPMENT • SURVEYING • TRANSPORTATION

Drawing Title:

EXHIBIT C

18 - FOOT WIDE UTILITY EASEMENT

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DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Mayor and Council

FROM: David Sturch, Planner III

DATE: February 14, 2018

SUBJECT: Developmental Procedures Agreement for Public Improvements

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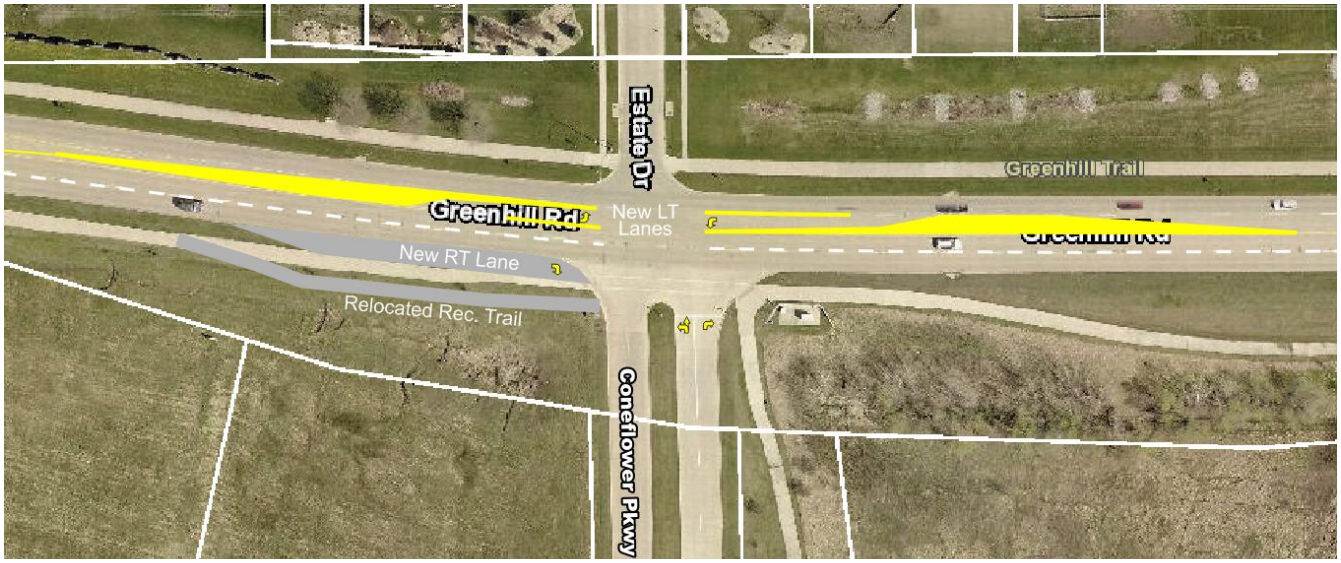
REQUEST: Approve Developmental Procedures Agreement for Public Improvements

PETITIONER: Greenhill Estates, Inc., owner and Lockard Development

LOCATION: Pinnacle Prairie Business Center North Development

The Pinnacle Prairie development along Greenhill Road continues with the recent submittal of the Fareway Grocery store and Kwik Star Convenience store site plan near the southeast corner of Greenhill Road and S. Main Street. During the review of these site plans, City staff determined that improvements are needed at the intersection of Greenhill Road and Coneflower Parkway. In anticipation of these improvements, City staff has been working with Lockard Development (Greenhill Estates, Inc.) for the installation of a right turn lane and painted center left turn lanes at this intersection. This also includes the relocation of the recreational trail along the south side of Greenhill Road. The drawing below shows the proposed improvements at the intersection of Greenhill Road and Coneflower Parkway.



Attached is a Developmental Procedures Agreement, for the purpose of outlining the procedures to be followed for the installation of the necessary public improvements at this intersection. Lockard Development (Greenhill Estates, Inc.) will design and construct these improvements in anticipation of the new and future development in the Pinnacle Prairie Business Center North subdivision. The City will also seek proposals from a professional engineer for a corridor wide traffic study of Greenhill Road including future improvements at the Main Street intersection.

The City Attorney has reviewed this document and found it to be in order. The Department of Community Development recommends that the City Council approve and authorize the Mayor to execute the attached Pinnacle Prairie Developmental Procedures Agreement between the City of Cedar Falls and Greenhill Estates, Inc.

MU MIXED USE ZONING DISTRICT
PINNACLE PRAIRIE BUSINESS CENTER NORTH
DEVELOPMENTAL PROCEDURES AGREEMENT

This agreement is made and entered into this_____ day of _____ , 2018, by and between the City of Cedar Falls, Iowa, hereinafter called "**City**" and Greenhill Estates, Inc., an Iowa corporation, hereinafter called "**Developer**", in conjunction with the development of certain land located at the southeast corner of Greenhill Road and S. Main Street legally described as follows:

PINNACLE PRAIRIE BUSINESS CENTER NORTH

WHEREAS, it is the desire of the Developer to market and develop this land as part of the MU, Mixed Use Residential Zoning District; and

WHEREAS, it is the desire of the City of Cedar Falls to insure that said development proceeds in an orderly manner and that the Developer complies with all applicable city ordinances, city policies and practices, and in conformity with public health, safety, morals and general welfare of the citizens of Cedar Falls and the general public at large, and in conformity with all applicable local, state and federal laws.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained, the City and the Developer agree as follows:

1. GENERAL
   The Developer intends to sell, transfer or develop the land as described above and illustrated for any use permitted in the MU, Mixed Use Residential Zoning District.

2. SITE DEVELOPMENT PLANS
   The Developer, its successors, grantees and assigns will provide detailed site plans to the City for development within the MU, mixed use zoning district. The site plans will comply with the requirements of the MU zoning district, Highway Corridor and Greenbelt Overlay zoning district and the Pinnacle Prairie Design Guidelines. The site plans are subject to approval by the Cedar Falls Planning and Zoning Commission and the City Council.

3. FUTURE ROADWAY IMPROVEMENTS
   The Developer will install improvements on Greenhill Road at the intersection of Coneflower Parkway. These intersection improvements include the following:

   1. Install an additional right turn lane for the eastbound traffic on Greenhill Road.
   2. Install striping to create a new left turn lane on Greenhill Road for both the westbound and eastbound directional traffic and any associated striping necessary to safely create this improvement on Greenhill Road. This striping shall merge into the existing turn lane striping at the Greenhill Road and Main Street intersection.
   3. The existing recreational trail along the south side of Greenhill Road will be relocated south of the new right turn lane.

   These roadway and trail improvements and cost estimate are illustrated on Exhibit A. The City provided an engineer's cost estimate for the work to be performed in conjunction with this project. The cost estimate on Exhibit A is provided for budget planning purposes and does not reflect the actual bid cost for the project.

The Developer will complete these improvements, at its sole expense, prior to any development open for business. Plans and specifications for these improvements will be prepared by the Developer's engineer for review and approval by the City. The work improvements called for herein shall be in accordance with the specifications of the City, and performed under the supervision of the City Engineer.

4. COMPLIANCE WITH ORDINANCES AND OTHER LAWS
In connection with all aspects of the development of the Project Site, whether specifically described in this Agreement, or otherwise, the Developer, its successors, grantees and assigns shall fully comply with all applicable provisions and requirements of the Code of Ordinances of the City of Cedar Falls, Iowa, policies and practices of the City of Cedar Falls, Iowa, and, to the extent applicable, with all provisions of local, state and federal laws and regulations.

5. BINDING ON SUCCESSORS
The foregoing conditions shall be binding upon the Developer, its successors, grantees and assigns and shall apply to the Project Site as described above and shall run with the land.

6. NO PARTNERSHIP OR JOINT VENTURE
The relationship herein created between the parties is contractual in nature and is in no way to be construed as creating a partnership or joint venture between the Developer and any or all of the other parties.

7. COMPLIANCE WITH LAWS
Developer will comply with all state, federal and local laws, rules and regulations relating to the Roadway Improvements.

8. NON-DISCRIMINATION
In the construction and operation of the Roadway Improvements, Developer shall not discriminate against any applicant, employee or tenant because of age, color, creed, national origin, race, religion, marital status, sex, physical disability, or familial status. Developer shall ensure that applicants, employees, and tenants are considered and are treated without regard to their age, color, creed, national origin, race, religion, marital status, sex, physical disability, or familial status.

9. DEVELOPER COMPLETION GUARANTEE
By signing this Agreement, Developer hereby guarantees to the City performance by Developer of all the terms and provisions of this Agreement pertaining to Developer's obligations with respect to the construction of the Roadway Improvements. Without limiting the generality of the foregoing, Developer guarantees that: (a) construction of the Roadway Improvements shall commence and be completed within the time limits set forth herein; (b) the Roadway Improvements shall be constructed and completed in accordance with the Construction Plans; (c) the Roadway Improvements shall be constructed and completed free and clear of any mechanic's liens, materialman's liens and equitable liens; and (d) all costs of constructing the Roadway Improvements shall be paid when due.

10. GOVERNING LAW
This Agreement is made under the laws of the State of Iowa and is governed and construed in accordance with the laws of the State of Iowa.

11. VALIDITY

If any part of this Agreement is for any reason held invalid, the remaining parts of this Agreement shall remain valid and enforceable to the fullest extent allowed by law.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and behalf by its Mayor and its seal to be duly affixed and attested by its City Clerk, and the Developer has caused this Agreement to be duly executed in its name and behalf by its _____, all on or as of the day first above written.

(Seal)

CITY OF CEDAR FALLS, IOWA

By: _____
James P. Brown, Mayor

ATTEST:

By: _____
Jacqueline Danielsen, CMC, City Clerk

Greenhill Estates, Inc.

By: Merrill J Aster

Its: Gen Partner

STATE OF ~~IOWA~~ AZ)
) SS
COUNTY OF ~~BLACK HAWK~~ Maricopa)

On this 12 day of Feb, 2018, before me the undersigned, a Notary Public in and for said State, personally appeared personally, to me personally known, who, being by me duly sworn, did say that he is the Gen Partner of, Greenhill Estates, Inc, and that said instrument was signed on behalf of said company; and that the said Company as such officer, acknowledged the execution of said instrument to be the voluntary act and deed of said company, by him voluntarily executed.

Joseph C DeMarco
Notary Public in and for the State of ~~Iowa~~ AZ

JOSEPH C. DEMARCO
Notary Public - State of Arizona
MARICOPA COUNTY
My Commission Expires
August 4, 2020

Final Version 12518

EXHIBIT A
Greenhill Road and Coneflower Parkway Intersection
Cost Estimate of Improvements

GREENHILL RD & CONEFLOWER PKWY PRELIMINARY COST ESTIMATES AND QUANTITIES					
A	**Proposed Intersection Improvements on Coneflower Pkwy & Greenhill Rd.**				
A.1	REMOVAL OF PAVEMENT	S.Y.	$4.50	36.67	$165.00
A.2	SAW CUTTING FOR REMOVALS	L.F.	$7.00	330.00	$2,310.00
A.3	EXCAVATION, CLASS 10, ROADWAY WASTE	C.Y.	$10.25	12.2	$125.28
A.4	EXCAVATION, CLASS 10, UNSTABLE MATERIAL	C.Y.	$10.00	48.9	$488.89
A.5	PAVEMENT, STAND. OR SLIP-FORM, P.C.C., 9 IN., CLASS "C"	S.Y.	$45.00	440.0	$19,800.00
A.6	COMPACTION OF SUBGRADE	STA.	$230.00	3.3	$759.00
A.7	GEOGRID	S.Y.	$3.50	36.7	$128.33
A.8	GRANULAR SUBBASE, 12 IN.	S.Y.	$14.00	36.7	$513.33
A.9	TOPSOIL, FURNISH & SPREAD	C.Y.	$13.00	122.2	$1,588.89
A.10	SOD, PROVIDE AND PLACE	S.F.	$0.65	6600.0	$4,290.00
A.11	WATERING SOD	M-GAL	$150.00	5.0	$750.00
A.12	PEDESTRIAN RAMPS, P.C.C., 6 IN., CLASS "C"	S.Y.	$70.00	3.7	$259.26
A.13	PEDESTRIAN RAMPS, DETECTABLE WARNING	S.F.	$30.00	32.0	$960.00
A.14	TRAFFIC CONTROL	L.S.	$20,000.00	1.0	$20,000.00
A.15	PAVEMENT MARKINGS, PAINTED	STA.	$25.00	22.2	$553.93
A.16	PAVEMENT MARKINGS, SYMBOLS	EACH	$80.00	8.0	$640.00
A.17	SIGN POST, SQUARE TUBING 14 GAUGE 2" GALVANIZED	L.F.	$10.00	80.0	$800.00
A.18	RECEIVER, SIGN POST, SQUARE TUBING 12 GAUGE 2 1/4" GALVANIZED	EACH	$28.00	8.0	$224.00
A.19	TYPE A SIGNS, ALUMINUM	S.F.	$23.00	20.0	$460.00
A.20	PAVEMENT MARKINGS, REMOVAL	STA.	$50.00	10.1	$505.00
A.21	STREET SWEEPING	HRS.	$150.00	2.0	$300.00
				Subtotal =	$55,620.91
				20% Contingency Subtotal =	$66,745.09

B	Proposed Rec. Trail Improvements				
B.1	MOBILIZATION	LS	$9,800.00	1.0	$9,800.00
B.2	REMOVAL OF RECREATION TRAIL	SY	$10.00	273.3	$2,733.33
B.3	EXCAVATION	CY	$15.00	45.6	$683.33
B.4	RECREATIONAL TRAIL	SY	$38.50	273.3	$10,523.33
B.5	SEEDING	AC	$2,000.00	0.3	$500.00
B.6	TRAFFIC CONTROL	LS	$5,000.00	1.0	$5,000.00
				Subtotal =	$29,240.00
				20% Contingency Subtotal =	$35,088.00
				TOTAL PROJECT COST	**$101,833.09**

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF A DEVELOPMENTAL PROCEDURES AGREEMENT WITH GREENHILL ESTATES, INC. RELATIVE TO THE PUBLIC IMPROVEMENTS ON GREENHILL ROAD AT THE CONEFLOWER INTERSECTION

WHEREAS, the City Council of the City of Cedar Falls, Iowa has considered approving and authorizing execution of a Developmental Procedures Agreement with Greenhill Estates, Inc. relative to the public improvements on Greenhill Road at the Coneflower Parkway intersection, and

WHEREAS, the City Council of the City of Cedar Falls, Iowa, deems it in the best interest of the City of Cedar Falls, Iowa, to approve and authorize execution of said Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that said agreement is hereby approved and the Mayor and City Clerk are hereby authorized to execute said Agreement on behalf of the City of Cedar Falls, Iowa.

INTRODUCED AND ADOPTED this 19th day of February, 2018.

_____
James P. Brown, Mayor

ATTEST:

_____
Jacqueline Danielsen, MMC, City Clerk

Prepared By: Kevin Rogers, City Attorney, 220 Clay Street, Cedar Falls, IA 50613, Phone: (319) 273-8600

ORDINANCE NO. 2917

AN ORDINANCE ESTABLISHING THE ENUMERATED SPEED LIMIT AS 35 MILES PER HOUR ON UNIVERSITY AVENUE FROM HUDSON ROAD EAST TO THE EAST CITY LIMITS IN SUBSECTION 26-207(7) AND STRIKING THE PARAGRAPH RELATED TO UNIVERSITY AVENUE IN SUBSECTION 26-207(9) OF DIVISION 5, SPEED, OF ARTICLE III, OPERATION, OF CHAPTER 26, TRAFFIC AND MOTOR VEHICLES, OF THE CODE OF ORDINANCES OF THE CITY OF CEDAR FALLS, IOWA.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA:

Section 1. The Nineteenth unnumbered paragraph, titled University Avenue, of Subsection 7, Thirty-five miles per hour, of Section 26-207, Speed limits enumerated, of Division 5, Speed, of Article III, Operation, of Chapter 26, Traffic and Motor Vehicles, is hereby amended by repealing said Nineteenth unnumbered paragraph in its entirety and enacting in lieu thereof the following new Nineteenth unnumbered paragraph, as follows:

Sec. 26-207. - Speed limits enumerated.

Unless otherwise provided by this chapter or other city ordinances and appropriately posted, the speed limits established in this section shall be the lawful speed, and any speed in excess thereof shall be unlawful.

[unchanged provisions omitted]

(7) *Thirty-five miles per hour.* Thirty-five miles per hour on any of the following streets as indicated:

[unchanged provisions omitted]

University Avenue, from Hudson Road east to the east city limits.

Section 2. The Twentieth unnumbered paragraph, titled University Avenue, of Subsection 9, Forty-five miles per hour, of Section 26-207, Speed limits enumerated, of Division

5, Speed, of Article III, Operation, of Chapter 26, Traffic and Motor Vehicles, is hereby repealed in its entirety.

INTRODUCED: January 15, 2018

PASSED 1ST CONSIDERATION: January 15, 2018

PASSED 2ND CONSIDERATION: February 5, 2018

PASSED 3RD CONSIDERATION: _____

ADOPTED: _____

ATTEST: _____
James P. Brown, Mayor

_____
Jacqueline Danielsen, CMC, City Clerk

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Shane Graham, Planner II

DATE: February 1, 2018

SUBJECT: College Hill Neighborhood Site Plan Review – 2119 College Street

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REQUEST: Request to approve a College Hill Neighborhood District Site Plan Review for a new multi-use building at 2119 College Street.

PETITIONER: Slingshot Architecture

LOCATION: 2119 College Street, 925 W 22nd Street, and 1003 W 22nd Street

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PROPOSAL

It is proposed to demolish the existing multi-family dwellings currently located at 2119 College Street and 1003 W 22nd Street, and the existing commercial building located at 925 W 22nd Street, in order to construct a new 5-story multi-use building, which will include two commercial retail spaces on the first floor and 82 residential rental units on the second through fifth floors. The original plan that the applicant submitted in early 2017 called for a total of 63 residential units, but the developer has recently provided an updated plan, which now shows a total of 83 residential units (see tables below for differences between original and revised submittal).

Unit Type	Original Submittal	Revised Submittal
Studio	24	60
2 Bedroom	16	16
3 Bedroom	16	None
4 Bedroom	7	7
Total Units	**63**	**83**
Total Beds	**132**	**120**

Ground Floor	Original Submittal	Revised Submittal
Commercial Area SF	3,060 SF	10,765 SF
Commercial %	19%	64%
Lobby/Access Area SF	1,000 SF	848 SF
Lobby/Access Area %	6%	5%
Parking Area Trash Enclosure SF	12,699 SF	5,146 SF
Parking Area %	75%	31%
TOTAL	100%	100%

Building view from corner of College Street and W 22nd Street.

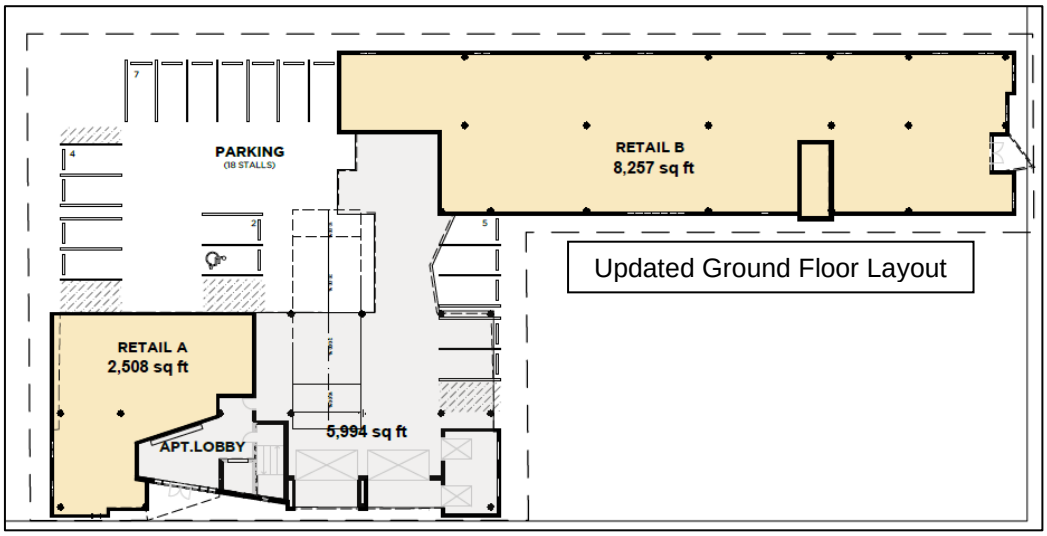
BACKGROUND

The two multi-family dwellings on the property were constructed in 1900, while the commercial building was constructed in 1972. The developer has owned the multi-family dwellings since 2016, and the commercial building since 2012. All three of the buildings will be demolished and a new 5-story multi-use building will be constructed in its place. An application for this site plan was originally submitted on January 25, 2017. The Planning & Zoning Commission first introduced and discussed the site plan at its November 21, 2017 meeting. Following that meeting, the applicant submitted a revised plan, of which the P&Z Commission discussed that revised site plan at its January 10, 2018 meeting, and voted on the request at its meeting on January 24, 2018.

ANALYSIS

The property is zoned C-3, High Density Commercial District and is located within the College Hill Neighborhood Overlay District. Projects within this district require a site plan review by the Planning & Zoning Commission and City Council, based on the following elements:

1) Proposed Use: The building is proposed to be 5 stories in height, with the ground floor consisting of two retail commercial spaces, a residential lobby area, trash enclosure and partial parking for the residential use. This includes approximately 10,765 square feet of commercial retail space, 848 square feet of lobby area and 5,146 square feet of parking/trash enclosure areas. The ground floor does not contain any residential dwelling units. The table located on page 2 summarizes the uses and their percentages.



The building as a whole will have approximately 10,765 square feet of commercial retail space located on the first floor and approximately 50,897 square feet of residential space located on the 2nd through 5th floors. This would equate to an overall ratio of 17% commercial space and 83% residential space.

In determining principal versus accessory use, staff applied two sections of the zoning ordinance: the Definition section and the College Hill Neighborhood Overly Zoning District section. The College Hill Neighborhood Overlay Zoning District was originally adopted on November 8, 1993; however the section that relates to the C-3 Commercial District was added to the section on December 12, 2005. Section 29-160 (g) of the zoning ordinance (College Hill Neighborhood Overlay Zoning District) states that within the C-3 district, residential uses may be contained within principal commercial uses, and in such cases the residential uses are considered to be secondary or accessory uses to the principal commercial use on the property. Also, Section 29-160 (g) (2) states that secondary or accessory residential uses to be established on the upper floors of principal permitted commercial uses are allowed, and that no accessory or secondary residential use may be established on the main floor or street level of any storefront or commercial shop front of a principal permitted commercial building structure. In the past, staff has looked at how the first floor or ground floor of a building was utilized when determining its principal or main use. When the main level of a building has over 50% of its first floor area utilized for commercial purposes, staff determined the principal use of the building to be commercial, with uses on the upper floors of the building being considered accessory in nature.

Examples of past interpretations for projects located at 2024 College Street (2014), 2215 College Street (2014), 917 W 23rd Street (2016), 200 W 1st Street (2017), and the River Place Development along State Street (2014) had their principal use determined by the amount of commercial area located on the first floor. Until December of 2017, the proposal

included 87% non-commercial uses on the ground floor. However, the attached revised site plan shows a majority of the ground floor area dedicated to commercial use (64%).

Based on the past interpretations by staff in determining the principal use of a building, and based on Section 29-160 (g) and 29-160 (g) (2) where it is allowed to establish residential uses on upper floors of principal commercial uses, staff deems this to be a permitted use in the C-3 District and College Hill Neighborhood Overlay Zoning District. **Principal commercial use with accessory residential uses on upper floors is allowed.**

2) Building Setbacks: The property is zoned C-3 Commercial District. Principal commercial uses within this district are allowed to have 0 foot setbacks. The site plan shows the building having a 5 foot building setback from College Street and a 2 foot building setback from W 22nd Street. A 6 foot building setback is shown along the west and north lot lines. **Building setbacks are satisfied.**

3) Density: Typically, the density requirement for a residential use that is part of a property redevelopment would call for a minimum lot area of 37,350 SF (based on 83 proposed units). The total lot size of this particular property is 30,018 SF, so the density requirement would appear to fall short. However, this is not a principal residential use but rather a principal commercial use, and there are no density requirements for the accessory residential component. **No density limit.**

4) Parking: On-site parking would not be required for the commercial component of the project, as it is not a requirement in the C-3 District. The College Hill Neighborhood Overlay District (29-160 (g) (2)) states that on-site parking is not required for secondary, accessory residential uses that are located on upper floors of a principal permitted commercial use. The parking section of the zoning ordinance (29-177 (a) (2)) also exempts on-site parking for upper floor/accessory residential uses, where the 1st floor is commercial. Even though parking is not required, the developer has shown a total of 65 on-site parking spaces. 47 of the parking spaces would be located underground, and 18 parking spaces would be located on the ground level. If this project were to follow the typical parking requirements for a multi-family development, it would need a total of 136 parking spaces. **Parking is not required for this use within the C-3 District, but the developer is providing 65 on-site parking spaces.**

5) Open Green Space: The C-3 District does not have any open green space area requirements.

The provided site plan does show some open space along the west and north property line, where grass and landscape plantings will be provided. **No open green space requirement.**

6) Landscaping: The College Hill Neighborhood Overlay District does require landscaping along the periphery of the parking area.

A revised landscaping plan has been submitted, which shows plantings along W 22nd Street and along the periphery of the parking lot. **Landscaping plan is acceptable.**

7) Building Design: The College Hill Neighborhood Overlay District states that the architectural character, materials, and textures of all buildings shall be compatible with those primary design elements on structures located on adjoining properties and also in consideration of said design elements commonly utilized on other nearby properties on the same block or within the immediate neighborhood. Comparable scale and character in relation to adjoining properties and other nearby properties in the immediate neighborhood shall be maintained by reviewing several design elements. These are noted below with a review on how each element is addressed.

Maintaining Similar Roof Pitch:

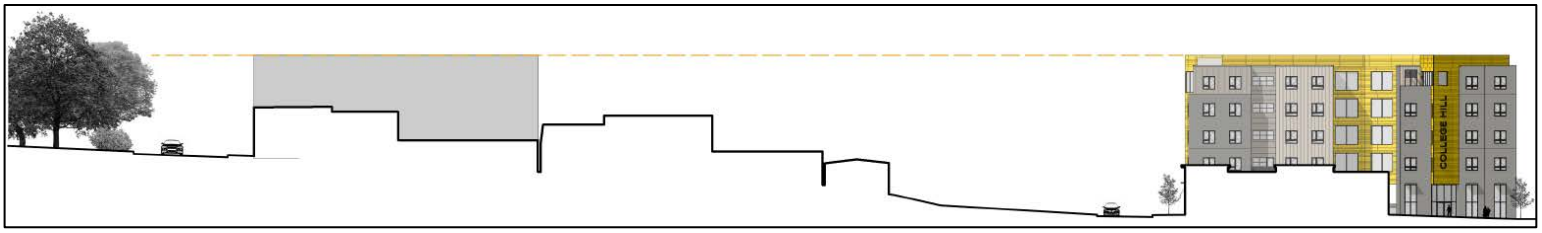
Flat roofs are used in this area. The proposed building also uses a flat roof.

Maintaining Similar Building Height, Building Scale and Building Proportion:

Most of the buildings in this immediate area are either one-story or two-story in height. The proposed building will be 5 stories in height, which would replace two existing two-story structures and one existing single story building that are currently on the property. The property is zoned C-3 Commercial District, which has a building height limitation of 165 feet or three times the width of the road that the building faces. In this case College Street is 40 feet in width, meaning that the maximum building height allowed would be 120 feet (40 feet x 3). As this structure would be 63 feet 8 inches in height, it would meet the height requirement of the Zoning Ordinance. This property is also located within the College Hill Neighborhood Overlay Zoning District. This overlay district does not have a specific height limitation for buildings, but it does call for reviewing the scale of a proposed building in relation to adjoining properties and other nearby properties within the immediate neighborhood.

The applicant has provided a diagram which shows several other buildings within a 2-3 block area that are taller than the proposed building (see attached diagram for building locations). In the diagram, it shows the proposed building with a height of approximately 64 feet. Other buildings in the area and their heights include the St. Stephen Catholic Student Center on W 23rd Street at 40 feet in height, Bartlett Hall on the UNI campus on W 23rd Street at 49 feet in height, the UNI parking garage on W 23rd Street at 35 feet in height, and Dancer Hall on Campus Street on the UNI campus at 159 feet in height. Also, the applicant has provided a side elevation diagram which shows the street section of buildings located on College Street and their height comparison to the proposed building. Based on the diagrams presented below, staff feels that the building scale and height will not be out of character for the area, as there are other structures within the neighborhood that are comparable in scale and height to the proposed building.

Building Height Comparisons



Street Section along College Street

Use of Materials Comparable and Similar to Other Buildings on Nearby Properties in the Immediate Neighborhood:

Most of the buildings in this immediate neighborhood are constructed with brick materials. University Book and Supply, which is located to the south of this property, is constructed mainly with limestone tiles.

The proposed building will have a more modern look, as it will be constructed with a mix of metal paneling, sandblasted concrete, brick and perforated metal screens. Each of the four sides of the building will have a slightly different design in relation to the amount and type of materials used. Please see the table below which breaks down the use of materials by building side.

Side of Building	Brick	Metal Paneling	Concrete	Openings
North	50.2%	35.9%	0%	13.9%
South (W 22nd St)	36.7%	27.5%	18.3%	17.5%
East (College St)	54.5%	23.9%	0%	21.6%
West	31.5%	54.6%	0%	13.9%

East (College Street) Elevation

South (W 22nd Street) Elevation

In addition to the design of the building, the overlay district looks at building scale, in that the maximum width of the front façade shall not be wider than 40 feet. If a building were to have a larger width than 40 feet, the façade of the building must be broken into modules that give the appearance of smaller, individual buildings.

Each individual module should adhere to the following guidelines, in order to give the appearance of separate, individual buildings:

1. Each module shall be no greater than 40 feet and no less than 10 feet in width.
2. Each module should have a corresponding change in roof line for the purpose of architectural identity.
3. Each module should be distinguished from the adjacent module by at least one of the following means:
    a. Variation in material colors, types and textures
    b. Variation in the building and/or parapet height
    c. Variation in the architectural details such as decorative banding, reveals, stones or tile accent
    d. Variation in window pattern
    e. Variation in the use of balconies and recesses

The building has a width of 50 feet, however it would appear that the building scale requirements for this building would meet the above requirements, as there would appear to be individual modules, colors, varying materials, textures, and recesses.

8) Trash Dumpster Site: The site plan shows a dumpster enclosure contained within the parking area at the entrance along W 22nd Street. New details have been submitted which shows two trash dumpsters completely located within the building, just before entering through the overhead door to get into the parking area. **Trash enclosure is acceptable.**

9) Lighting: The C-3 District and College Hill Neighborhood Overlay District regulations do not have specific lighting design guidelines. A lighting plan has been submitted, which details the exterior lighting to be placed along the faces of the building along W 22nd Street and College Street. This lighting will light up the faces of the building, highlighting the masonry materials without producing light spill onto other properties. The lighting in the parking areas will be oriented behind beams and soffits so that the light source is

concealed while still providing adequate lighting. This will also help to stop any light spill onto adjacent properties. **Lighting plan is acceptable.**

10) Signage: Wall signs are illustrated on the building renderings along the south side and east side of the building (facing College Street and W 22nd Street). These signs will indicate the name of the development. The proposed wall signs appear to be well within the District limitations of no larger than 1/3rd of the surface area of the single wall area to which the wall sign is attached, however this will be reviewed in detail at the time a sign permit is requested. **Signage is acceptable, subject to detailed review with a sign permit.**

11) Sidewalks: A minimum 5 foot paved sidewalk exists in front of the property along both College Street and W 22nd Street. The site plan shows additional decorative paving located near the entrance along W 22nd Street. **Sidewalk requirements are met.**

12) Storm Water Management: Storm water will be collected on site via an underground detention area underneath the parking lot and piped to the storm sewer along College Street. City Engineering Staff has indicated that they will need to see the final details on the system once they are designed by the developer's engineer. **Stormwater requirements will need to be reviewed and approved once final design is completed.**

TECHNICAL COMMENTS

City technical staff, including Cedar Falls Utilities (CFU) personnel, have few comments on the proposed item. The developer will be responsible to extend all utilities to the site.

STAFF RECOMMENDATION

The Community Development Department recommends approval of the College Hill Neighborhood District Site Plan for a new multi-use building at 2119 College Street.

PLANNING & ZONING COMMISSION

Discussion 11/21/2017

Ms. Oberle introduced the item and Mr. Graham provided background information. Staff has determined it to be a principal residential use. Based on the zoning ordinance, the on-site parking requirements are not met and there are potential height and setback issues. Staff is recommending that the applicant address comments from the staff report and the Commission to bring back for further discussion and review at a future meeting.

Mr. Graham noted that a letter was received from an attorney representing the concerned citizens of College Hill that addresses three concerns. Brent Dahlstrom, developer (5016 Samantha Circle), came forward and discussed issues with zoning and parking and asked questions with regard to requirements. Mr. Sturch provided explanation to the questions Mr. Dahlstrom presented with regard to buildings on State Street. There was discussion regarding the amount of commercial use in the building. Mr. Dahlstrom asked for recommendations from the staff so he can proceed.

Mr. Holst stated that while he appreciates that Mr. Dahlstrom wants to do the project, he cannot support it as it is. He feels that it fundamentally violates the C-3

zoning. He feels that when residential units are put in, the parking has to come with it. Mr. Dahlstrom argued that there is no parking required and that his last project at 917 W. 23rd Street has no parking stalls. Mr. Graham clarified that an agreement was made to provide parking in the UNI parking lots in the lease at that property. The Planning and Zoning Commission discussed the parking issue at length, noting that the 917 W. 23rd Street project was approved based on the agreement to provide offsite parking. Staff has assumed that those specifications are being enforced as was agreed upon.

Cara Bigelow Baker (1826 Quail Run Lane), works at 2211 College Hill and stated her concern with parking on College Hill. She feels there is not enough parking to support the residents of the building at 917 W. 23rd and there will be even more parking issues if the new building comes without designated parking.

Chris Wernimont, 415½ Washington Street, has rental properties in the area and is concerned about the parking issues that would be created by having that volume of residents with no parking. In his experience, 90% of his student tenants have vehicles and there will be nowhere for people to park.

Andy Fuchtman (422 N. Ellen Street), owner of Sidecar Coffee, stated that he would like to find a way to move toward more progress and would like to see the project move ahead.

Kyle Dehmlow (2113 Vera Way), owns businesses on College Hill. He feels that parking has been less of an issue recently. He has his employees park further away to allow for customer parking. He would like to see more focus on College Hill and would like to see more development.

PLANNING & ZONING COMMISSION

Discussion 1/10/2018

Mr. Holst opened the discussion to the public, asking that everyone be concise and do not repeat items that have already been addressed. Dan Manning, attorney representing concerned citizens in the College Hill area, stated their opposition. He sees it as a violation of the City zoning ordinance. He believes that the ordinance was designed to protect all citizens in the development of property, and feels that the proposed building is primarily residential and should not be considered to be commercial. He doesn't feel the building does not conform to the rules and regulations in one of the most regulated areas in the City. Mr. Manning stated that the citizens are not saying that nothing should be built in this area, but the Commission should not rely on what he feels is a "faulty interpretation" of the code. He discussed the parking issues and the standards that need to be met in the area.

Dave Deibler, 1616 Campus Street, expressed his support for the project, stating that he believes the City needs this development. He would like to see College Hill developed and grow.

Cara Bigelow Baker, 1826 Quail Run Lane, does business at the Razor's Edge at

2211 College Street. She stated that she is all for development but doesn't believe it is responsible to have this kind of building without adequate parking. She noted that she followed up with UNI regarding parking and discovered that there is no parking permit available for off campus residents to park overnight in the lot. The information that was provided to the City originally was false. She discussed the number of parking permits sold to students and stated that the ration of students with vehicles is much higher than the developer suggested. She noted that the website advertising the building at the Urban Flats building has changed its parking information since it was opened. It originally stated that with a "B" pass they would be eligible to park in the lot north of the building. As of the last meeting they changed the advertisement to "off-street parking available." It now says nothing about parking. She feels that the City should consider amendments to the parking rules for the lots.

Dan Drendel, Slingshot Architecture, architect for the project, feels that the zoning aligns perfectly with the master plan. He displayed renderings of the building showing the height relation to the other buildings, including the Urban Flats building. They feel they have addressed the issues properly in accordance with the ordinance. He also discussed trash enclosures and how they will keep the dumpsters out of view.

Chris Wernimont, 415 ½ Washington Street, pointed out that in the code the principal use does not mention the first floor. It also states that in case of conflict, the most restricted provision shall cover, and he noted that he has concerns about the overall height. He noted concerns by the College Hill Partnership, including height and parking issues.

Brian Sires, 1939 College Street, noted that there should be a single definition of what constitutes the principal use in a building, which is defined as the major use of the building. He's not against development, but believes everyone has to follow city ordinances. He believes it's the Commission's obligation to follow the law.

Mr. Graham wanted to note on record the letters that were received from different members of the community. He went through and named the people who sent comments or letters.

Mr. Wingert asked about the parking on the ground floor and noted that precedent is a big part of the law, and that he has to follow that as opposed to interpretation.

Mr. Leeper spoke to the scale of the project, stating that he feels density is a good thing in an underdeveloped part of town.

Mr. Arntson stated there is a bit of a cloud because of Urban Flats, and feels there needs to be some research with the parking issues. He believes that the estimates of people with cars in the area is low and needs to be taken into consideration. He feels the project looks good overall, but parking needs to be addressed.

Mr. Holst agreed with the sentiments of Mr. Arntson and has issues with the parking. He feels that it is a residential building and it should be treated as such. Ms. Giarusso and Ms. Saul also agreed that they have an issue with the parking.

PLANNING & ZONING COMMISSION

Discussion/ Vote 1/24/2018

Chair Oberle introduced the item and Mr. Graham provided background information. He explained that the item has been brought the Commission at past meetings for discussion and gave a brief overview of the information covered. He showed the original and the revised plans to illustrate the changes that have been made since previous meetings. He discussed additional site plan review items, such as height, building setbacks, trash enclosures, lighting details, and the landscaping plan. He also discussed the principle commercial use and parking issues that have been brought up in the past. Staff recommends approval of the site plan. Mr. Graham noted that letters that have been submitted since the last meeting were handed out to the Commission.

Larry James, 801 Grand Avenue, Des Moines, Iowa, (attorney on behalf of the applicant), stated that staff laid out the case, the project meets the code requirements and asks that the Commission support the project. He noted that precedent and the code should be considered, and based on the applicant's submittals, the project should be approved.

James Bunkofske, 1706 Cottage Lane, is a property owner in the area and indicated that he provides adequate parking for his rental properties. He doesn't feel that this development is providing enough parking, which will force taxpayers to pay for future parking lots for their tenants.

Dan Manning, 317 6th Avenue, Des Moines, Iowa, (attorney on behalf of the concerned citizens of College Hill), stated that he believes that the definition of principle use is the main use for the building, which is a residential building. He felt that this was covered at the November meeting and he felt that staff and the commission were in agreement. He asked that the application be rejected and revised.

Mr. Bunkofske suggested that the developer create parking on other locations that he owns.

Dr. Brian Sires, owner of University Manor at 1939 College Street, feels that this project is not being considered correctly and that there are more cars than are being accounted for. He feels that they are reinventing the code for the project and that this should be considered a residential project. The City is supposed to follow its own code as codes are legal restrictions.

Kurt Rickard, 223 W. 2nd Street, discussed principle and permitted use, as well as parking requirements and his interpretation of the code.

Nick Taiber, 1709 Clay Street, believes that people are changing single-family homes into rental homes to meet market demand. He feels the developer is trying

to meet that demand. He stated he feels the Commission should start looking at this as a chance to solve problems in neighborhoods and encourage these projects. He suggested that slight modifications to the parking policies it will also help.

Dave Deibler, 1616 Campus Street, owner of properties on College Hill, is in favor of the project and feels that it is good for the district.

Andy Fuchtman, 422 N. Ellen Street, (owner of Sidecar Coffee), feels that this will be great for the area and the businesses.

Kara Bigelow Baker, 1826 Quail Run Lane, (works at the Razor's Edge Hair Salon), feels that the project is needed, but feels that the parking is a big issue. She stated that the Commission was sent a request for a parking study in the area and asked why that has not been done. She also discussed issues with the Urban Flats building, University parking passes, and how parking issues have been created in the City lots. The Overlay Districts are in place to preserve the special characteristics of the areas. If the parking availability is continually disrupted, business occupancy will decline.

Dennis Bigelow, 3909 Beaver Ridge Circle, had concerns about the project with regard to deciding whether the principle use is commercial or residential. He suggests that there be a collaborative effort between the City, property owners, and the developer to complete a parking study. He feels that if you open the door to problems now, the door is open to future problems. He believes the project is a good concept, but parking issues need to be dealt with first.

Ms. Oberle closed the public comment period and asked if the petitioner would like to address any comments. Mr. James stated that he appreciates the comments and that he can see that there are a lot of people who care about their city. He feels the client has heard the concerns of the neighbors and has made adjustments accordingly.

Mr. Arntson feels the building looks great and utilizes solid materials. He feels that the effort to put full underground parking with 47 spaces is not an insignificant investment and agrees that there should be a reduction in the number of conversions from single-family to multi-unit in the area to get the population more concentrated in the neighborhood. Mr. Arntson stated that he is torn between the option of limiting the building size or creating an overflow parking area at another location, assuming that there is a parking problem.

Mr. Leeper asked about future development and if staff is encouraging these types of projects. Mr. Graham clarified that staff doesn't really have a preference but would like there to be more clarity in the code if it does come up again.

Ms. Giarusso asked about the zoning district boundary and the parking requirements for R-3 zoning. Mr. Graham explained the standards and parking requirements.

Mr. Holst stated that he feels the need to be fair and look at the intent. He noted that parking regulations need to be maintained for the uses and that there are different requirements in neighboring districts. C-3 is intended for commercial. He doesn't feel it's fair for this to be allowed to have half of the parking that would be expected anywhere else in the City.

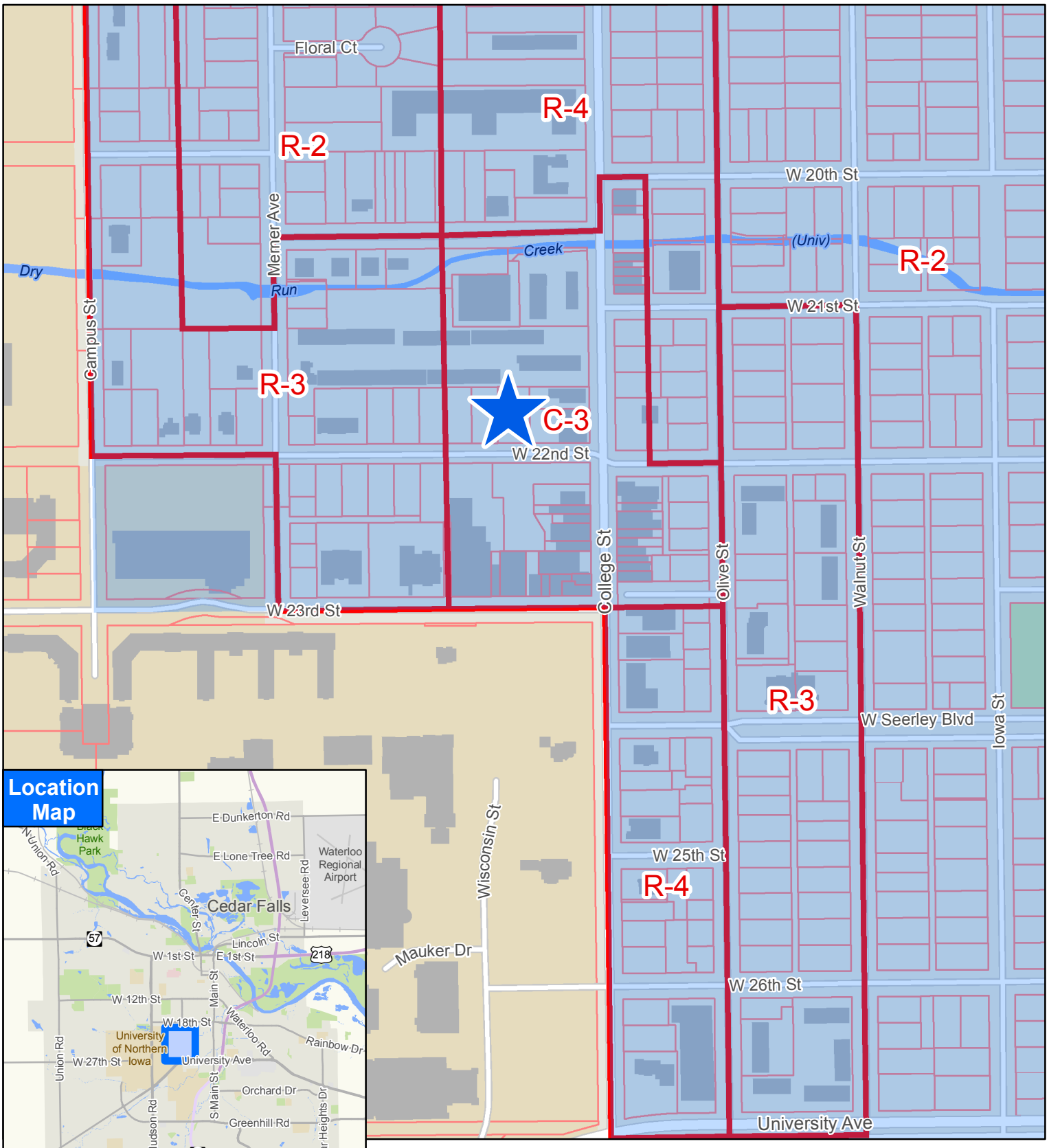
Ms. Saul feels that the Commission has to get back to what the zoning ordinance says, and maintains that the primary principle use of the property is residential and should refer to R-4 zoning ordinance requirements. She likes the project and feels we need something like this, but at this time it conflicts with the ordinance.

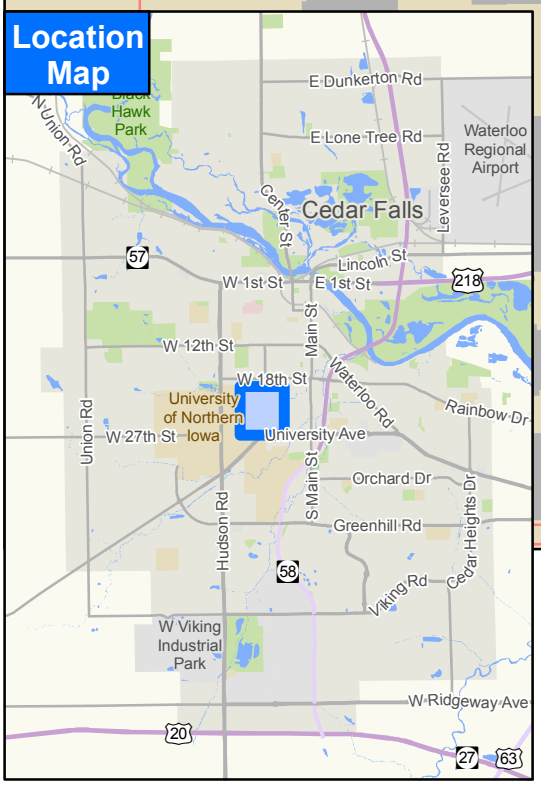
Mr. Leeper agrees that the primary use is residential and also agrees that these are the kind of projects we should be moving toward. He realizes that people are unhappy with the parking, but hopes that the changes to the zoning ordinance help to enable more projects like this.

Mr. Wingert agrees that a zoning change is needed to accomplish the growth seen in other communities. He asked about what the facts are with regard to parking and feels a parking study should be done. He completed his own independent parking study and doesn't feel there is a parking problem.

Mr. Hartley made a motion to approve. Mr. Wingert seconded the motion. The motion was approved with 5 ayes (Arntson, Hartley, Leeper, Oberle, and Wingert), and 4 nays (Adkins, Giarusso, Holst and Saul).

Cedar Falls City Council
February 5, 2018





College Hill Neighborhood Overlay District Site Plan Review

OWNER OF RECORD:
CV COMMERCIAL, LLC

DATE OF PREPARATION:
1-10-2017

APPLICANT INFORMATION
SLINGSHOT ARCHITECTURE
305 EAST COURT AVE.
DES MOINES, IOWA 50309

DEVELOPER INFORMATION
604 CLAY ST.
CEDAR FALLS, IOWA 50613
CONTACT: CORY HENKE (319-640-0182)

ZONE INFORMATION:
DISTRICT: C3 (COLLEGE HILL OVERLAY)

BUILDING SETBACKS

	REQUIRED	PROVIDED (MIN)
FRONT YARD:	0 '	0 '
SIDE YARDS:	5 '	5 '
REAR YARD:	5 '	5 '

LOT AREA: 0.69 AC (29,914 SF)
IMPERVIOUS: 0.56 AC (24,316 SF)

PARKING INFORMATION:

	PROVIDED
ABOVE GROUND:	18
HANDICAP ACCESSIBLE	1
BELOW GROUND:	47
HANDICAP ACCESSIBLE	2

FLOODPLAIN INFORMATION:
NO FLOODPLAIN PRESENT PER FIRM PANEL #19013C0164F

LEGEND
1. PCC
2. LANDSCAPING

STORMWATER MANAGEMENT
STORMWATER MANAGEMENT TO BE PROVIDED BY UNDERGROUND DETENTION

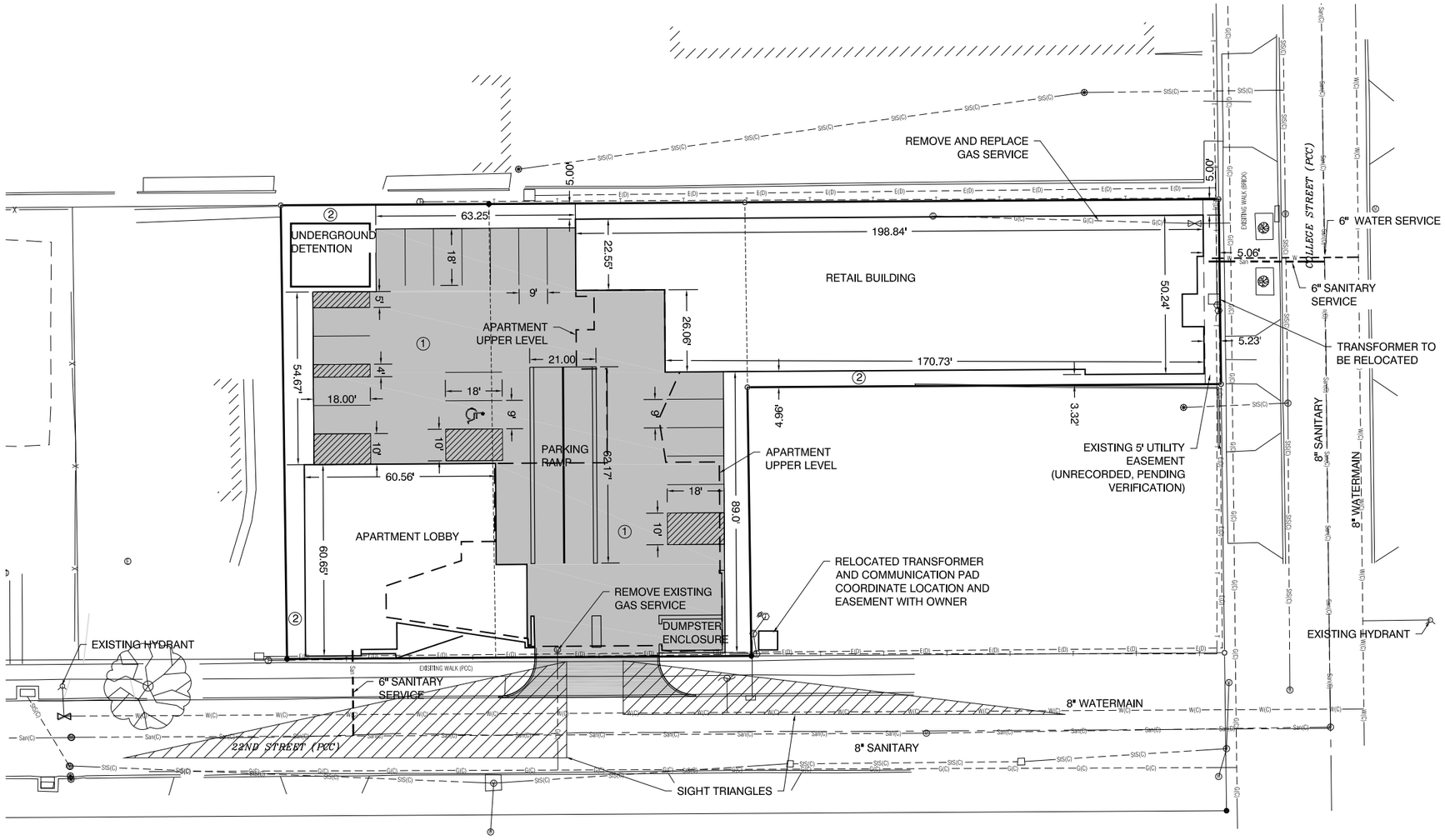
PROPERTY USE
MULTIFAMILY HOUSING AND RETAIL

SIGHT TRIANGLES
SIGHT TRIANGLE DIMENSIONS ARE BASED ON A 30 MPH DESIGN SPEED

UTILITY INFORMATION
CENTURY LINK UTILITIES ARE PRESENT ON SITE. TO BE REMOVED DURING CONSTRUCTION.

EASEMENTS
NO EXISTING RECORDED EASEMENTS ARE PRESENT ON SITE.

PROVIDE 6'X6' EASEMENT FOR RELOCATED TRANSFORMER AND COMMUNICATIONS PAD. COORDINATE LOCATION WITH OWNER OF LOT.



GRAPHIC SCALE
0 20' 40' 60'

NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA
Clapsaddle-Garber Associates, Inc
16 East Main Street
Marshalltown, Iowa 50158
Ph 641-752-6701
www.cgaconsultants.com

DESIGNED: _____ DATE: _____
DRAWN: _____ DATE: _____
CHECKED: _____ DATE: _____
APPROVED: _____ DATE: _____

COLLEGE HILL
CEDAR FALLS, IOWA

LAYOUT PLAN

PROJECT NO. 5627.04
SHEET NO. C.200

J:\5627\dwg\Sheets\5627 - Layout.dwg - CDA Plan - 01-10-18 - 1:57pm - BJG293

COLLEGE HILL

FLOOR PLATES & MASSING

APARTMENT RENTABLE SQUARE FOOTAGE			
UNIT TYPE	QTY.	UNIT SQ FT.	TOTAL SQ. FT.
2 BEDS	16	802	13,165
4 BEDS	7	1370	9,590
STUDIO 01	20	433	8,860
STUDIO 02	3	450	1,350
STUDIO 03	4	446	1,784
STUDIO 04	3	470	1,410
STUDIO 05	12	500	6,000
STUDIO 06	8	502	4,021
STUDIO 07	4	499	1,996
STUDIO 08	4	451	1,804
STUDIO 09	1	430	430
STUDIO 10	1	487	487
TOTAL	83		50,897 sq. ft
TOTAL BEDS	120		
PARKING PROVIDED	65 (1 ACCESSIBLE STALL)		

BUILDING GROSS AREA		
BASEMENT	UNDERGROUND PARKING	24,350 sq ft
LEVEL 1	COVERED PARKING	5,994 sq ft
LEVEL 1	RETAIL	11,603 sq ft
LEVEL 1	LOBBY	735 sq ft
LEVEL 2-5	RESIDENTIAL	66,752 sq ft
TOTAL		109,434 sq ft
ADDITIONAL SURFACE PARKING		7,131 sq ft

RESIDENTIAL FLOOR PLANS 2-4

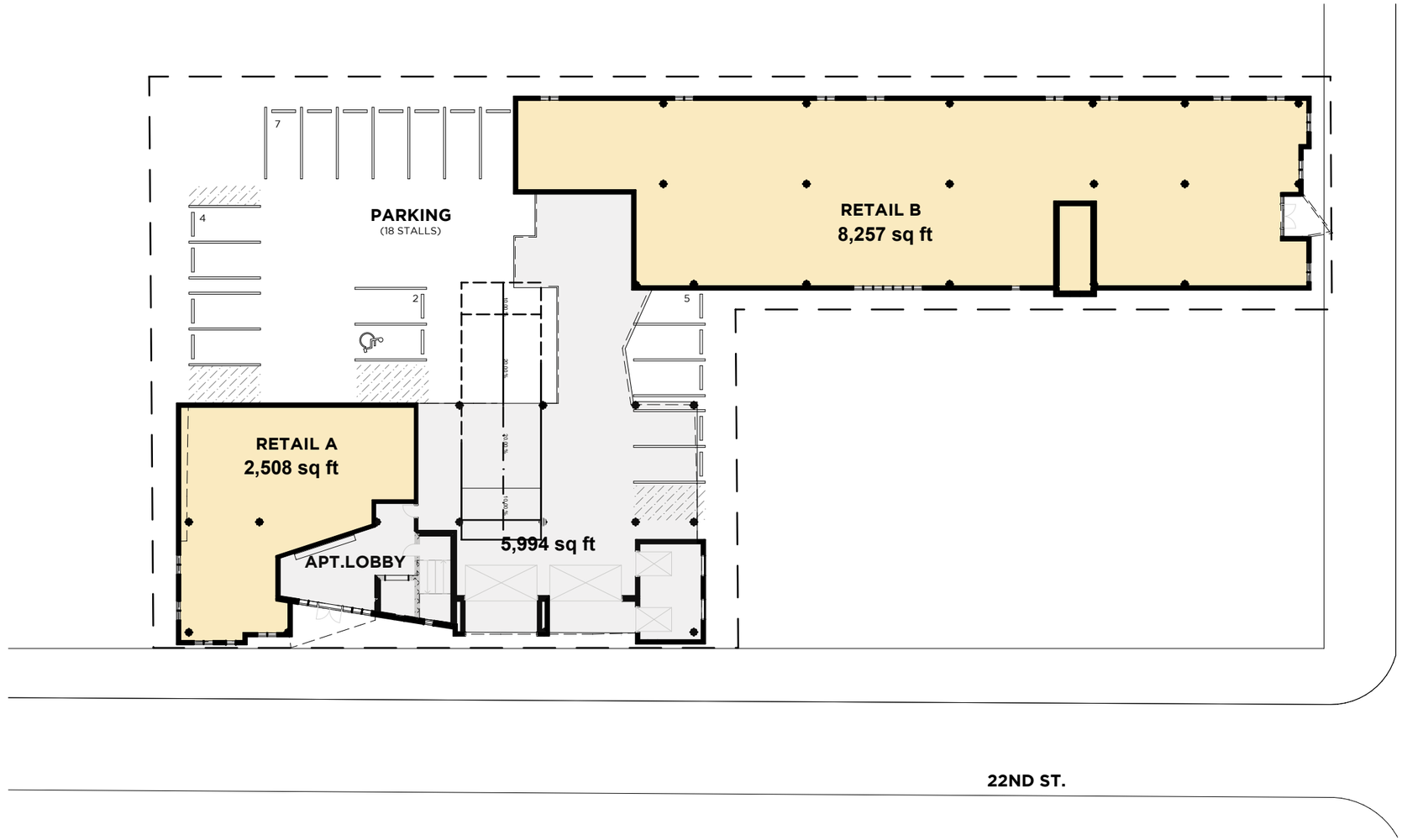
SCALE: 1/32" = 1'-0"

TOP FLOOR PLAN

SCALE: 1/32" = 1'-0"

COLLEGE HILL

GROUND FLOOR



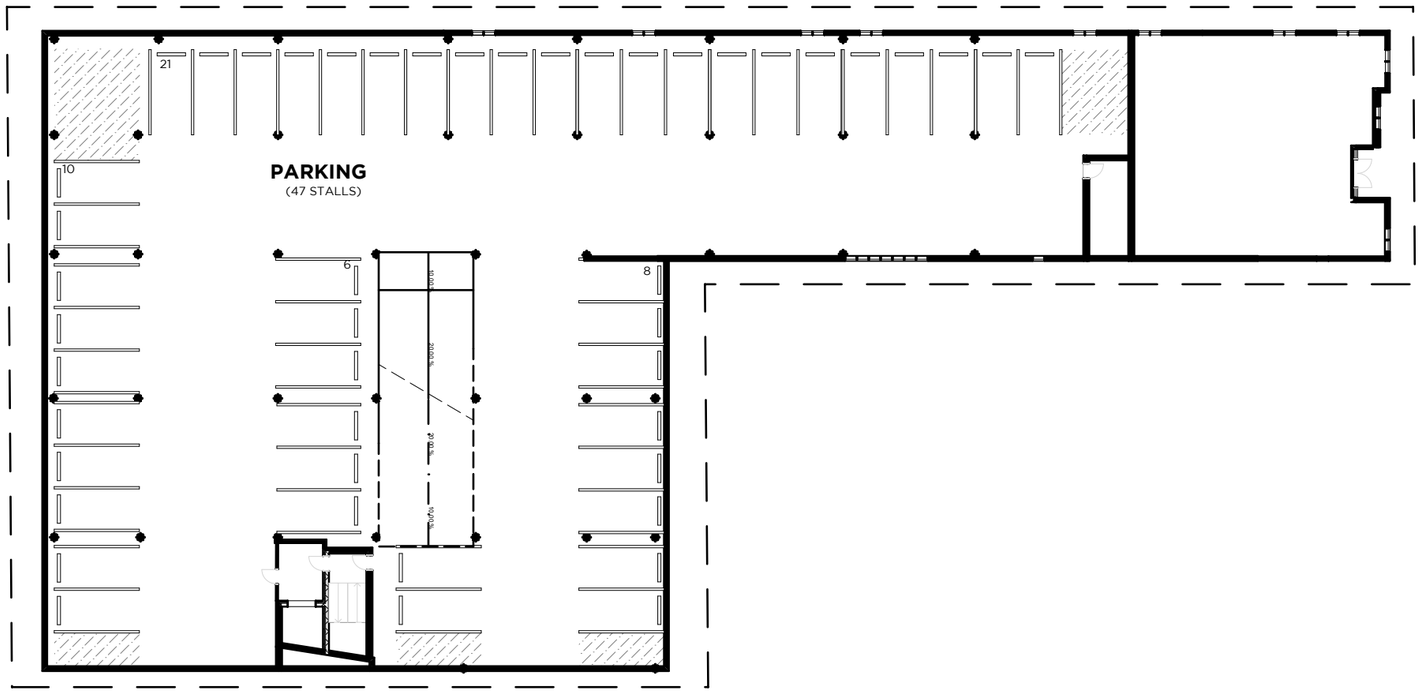
TOTAL RENTABLE RETAIL = 10,765 sq ft (64%)

LEVEL 1 - RETAIL + PARKING

SCALE: 1/32" = 1'-0"

COLLEGE HILL

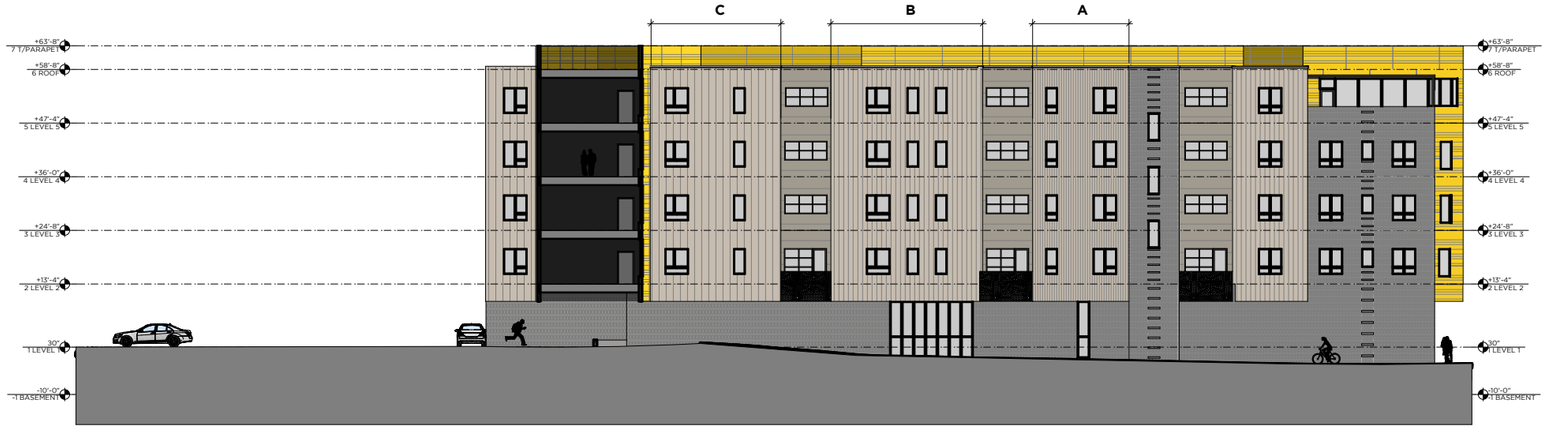
BASEMENT



UNDERGROUND PARKING

SCALE: 1/32" = 1'-0"

COLLEGE HILL
ELEVATIONS



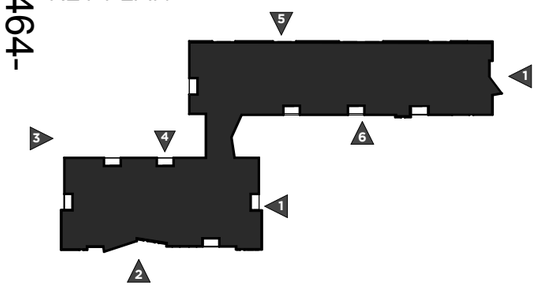
(6) SOUTH ELEVATION

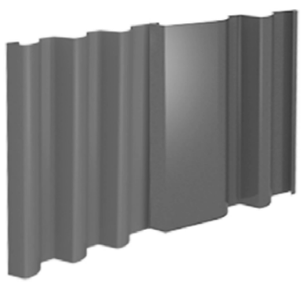
METAL PANEL @ FRONT FACE = 48.3%
BRICK @ FRONT FACE = 38.1%
OPENINGS @ FRONT FACE = 13.6%

(5) NORTH ELEVATION

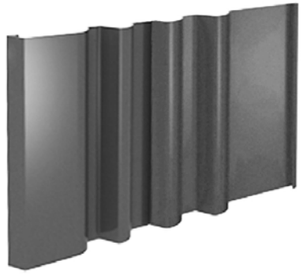
METAL PANEL @ FRONT FACE = 35.9%
BRICK @ FRONT FACE = 50.2%
OPENINGS @ FRONT FACE = 13.9%

KEY PLAN

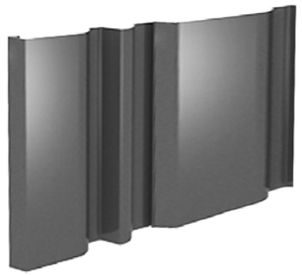




(A) METAL PANEL



(B) METAL PANEL



(C) METAL PANEL

METAL PANEL

BRICK

PERFORATED METAL SCREEN

GNILSHOT
ARCHITECTURE

COLLEGE HILL
ELEVATIONS

(4) NORTH ELEVATION - SOUTH BAR

METAL PANEL @ FRONT FACE = 75.3%
BRICK @ FRONT FACE = 13.6%
OPENINGS @ FRONT FACE = 11.1%

(3) WEST ELEVATION

METAL PANEL @ FRONT FACE = 54.6%
BRICK @ FRONT FACE = 31.5%
OPENINGS @ FRONT FACE = 13.9%

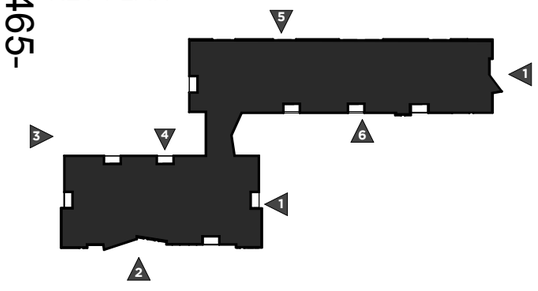
(2) SOUTH ELEVATION - SOUTH BAR

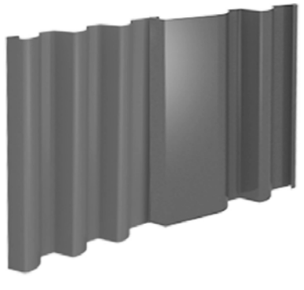
METAL PANEL @ FRONT FACE = 27.5%
BRICK @ FRONT FACE = 36.7%
OPENINGS @ FRONT FACE = 17.5%
CONCRETE @ FRONT FACE = 18.3%

(1) EAST ELEVATION

METAL PANEL @ FRONT FACE = 23.9%
BRICK @ FRONT FACE = 54.5%
OPENINGS @ FRONT FACE = 21.6%

KEY PLAN





(A) METAL PANEL

(B) METAL PANEL

(C) METAL PANEL

METAL PANEL

BRICK
COLLEGE BRICK: 71%
22ND STREET BRICK: 43%

PERFORATED METAL SCR

GNILSHOT
ARCHITECTURE

COLLEGE HILL

22ND STREET

-467-

ENSLING
ARCHITECTURE

COLLEGE HILL

COLLEGE STREET

GNILTSHOT
ARCHITECTURE

COLLEGE HILL

CORNER VIEW

TOASTLING
ARCHITECTURE

COLLEGE HILL

VIEW THROUGH PARKING LOT

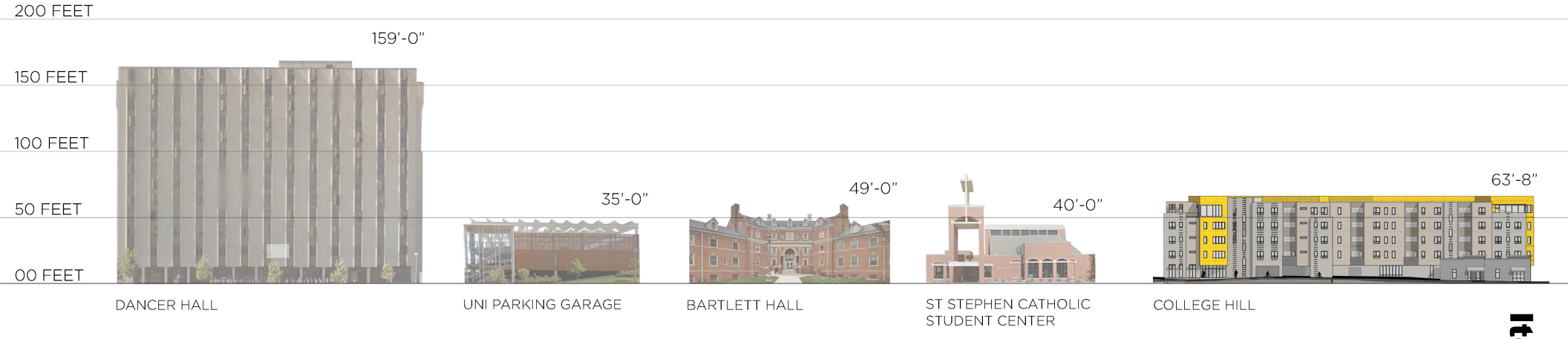
GNILSHOT
ARCHITECTURE

COLLEGE HILL

VIEW AT NORTH SIDE

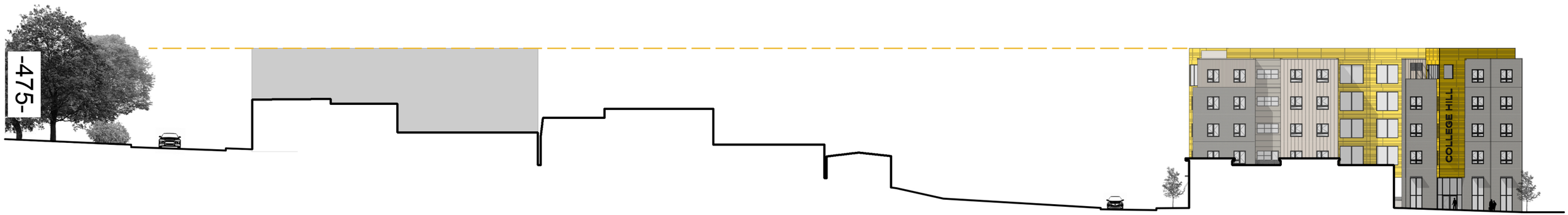
GNILSHOT
ARCHITECTURE

CEDAR FALLS BUILDING HEIGHTS

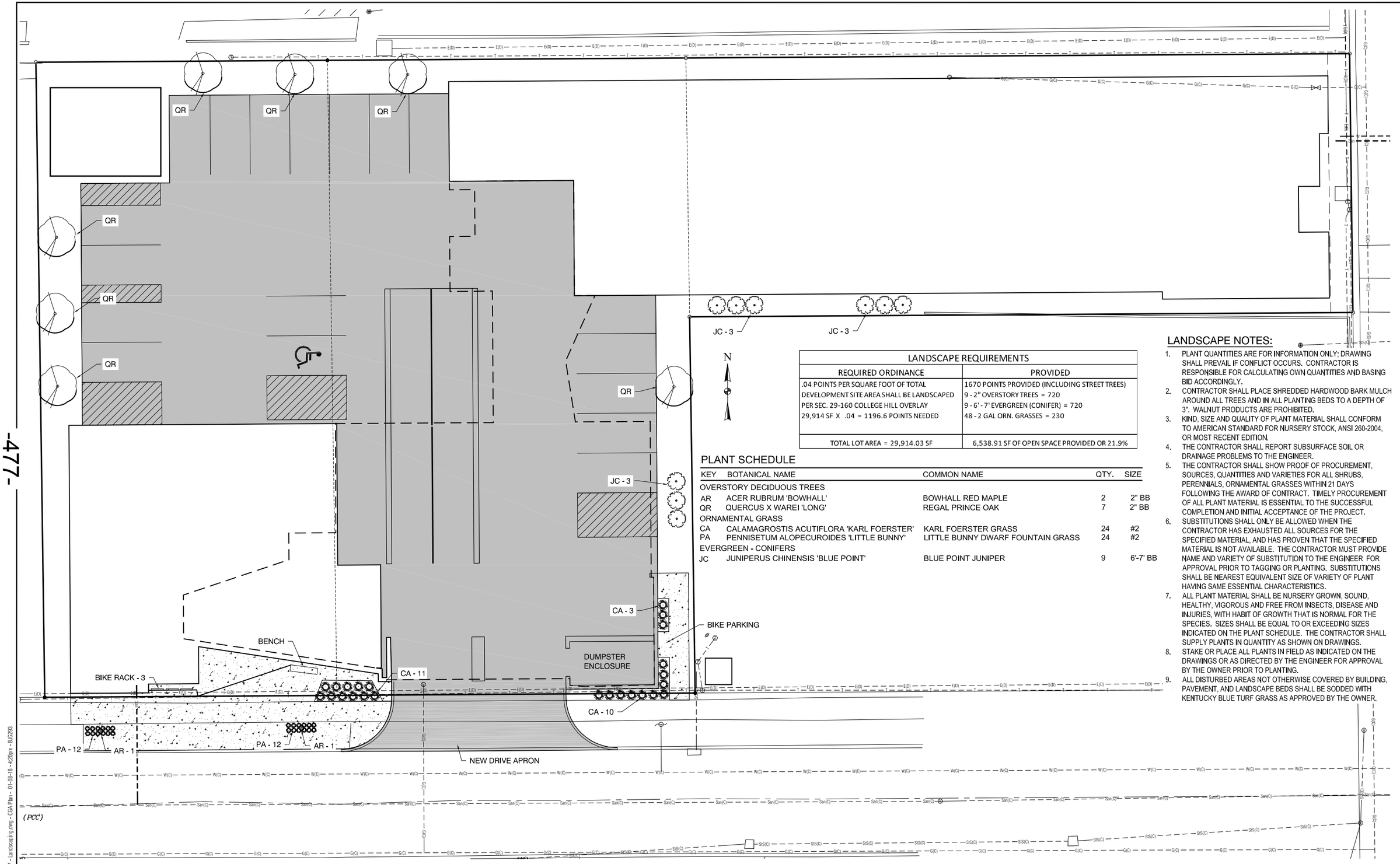


COLLEGE HILL

STREET SECTION



SLINGSHOT
ARCHITECTURE



LANDSCAPE REQUIREMENTS	
REQUIRED ORDINANCE	PROVIDED
.04 POINTS PER SQUARE FOOT OF TOTAL DEVELOPMENT SITE AREA SHALL BE LANDSCAPED PER SEC. 29-160 COLLEGE HILL OVERLAY 29,914 SF X .04 = 1196.6 POINTS NEEDED	1670 POINTS PROVIDED (INCLUDING STREET TREES) 9 - 2" OVERSTORY TREES = 720 9 - 6'-7' EVERGREEN (CONIFER) = 720 48 - 2 GAL ORN. GRASSES = 230
TOTAL LOT AREA = 29,914.03 SF	6,538.91 SF OF OPEN SPACE PROVIDED OR 21.9%

PLANT SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
OVERSTORY DECIDUOUS TREES				
AR	ACER RUBRUM 'BOWHALL'	BOWHALL RED MAPLE	2	2" BB
QR	QUERCUS X WAREI 'LONG'	REGAL PRINCE OAK	7	2" BB
ORNAMENTAL GRASS				
CA	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER GRASS	24	#2
PA	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY DWARF FOUNTAIN GRASS	24	#2
EVERGREEN - CONIFERS				
JC	JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	9	6'-7' BB

LANDSCAPE NOTES:

1. PLANT QUANTITIES ARE FOR INFORMATION ONLY; DRAWING SHALL PREVAIL IF CONFLICT OCCURS. CONTRACTOR IS RESPONSIBLE FOR CALCULATING OWN QUANTITIES AND BASING BID ACCORDINGLY.
2. CONTRACTOR SHALL PLACE SHREDDED HARDWOOD BARK MULCH AROUND ALL TREES AND IN ALL PLANTING BEDS TO A DEPTH OF 3". WALNUT PRODUCTS ARE PROHIBITED.
3. KIND, SIZE AND QUALITY OF PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, ANSI 260-2004, OR MOST RECENT EDITION.
4. THE CONTRACTOR SHALL REPORT SUBSURFACE SOIL OR DRAINAGE PROBLEMS TO THE ENGINEER.
5. THE CONTRACTOR SHALL SHOW PROOF OF PROCUREMENT, SOURCES, QUANTITIES AND VARIETIES FOR ALL SHRUBS, PERENNIALS, ORNAMENTAL GRASSES WITHIN 21 DAYS FOLLOWING THE AWARD OF CONTRACT. TIMELY PROCUREMENT OF ALL PLANT MATERIAL IS ESSENTIAL TO THE SUCCESSFUL COMPLETION AND INITIAL ACCEPTANCE OF THE PROJECT.
6. SUBSTITUTIONS SHALL ONLY BE ALLOWED WHEN THE CONTRACTOR HAS EXHAUSTED ALL SOURCES FOR THE SPECIFIED MATERIAL, AND HAS PROVEN THAT THE SPECIFIED MATERIAL IS NOT AVAILABLE. THE CONTRACTOR MUST PROVIDE NAME AND VARIETY OF SUBSTITUTION TO THE ENGINEER FOR APPROVAL PRIOR TO TAGGING OR PLANTING. SUBSTITUTIONS SHALL BE NEAREST EQUIVALENT SIZE OF VARIETY OF PLANT HAVING SAME ESSENTIAL CHARACTERISTICS.
7. ALL PLANT MATERIAL SHALL BE NURSERY GROWN, SOUND, HEALTHY, VIGOROUS AND FREE FROM INSECTS, DISEASE AND INJURIES, WITH HABIT OF GROWTH THAT IS NORMAL FOR THE SPECIES. SIZES SHALL BE EQUAL TO OR EXCEEDING SIZES INDICATED ON THE PLANT SCHEDULE. THE CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITY AS SHOWN ON DRAWINGS.
8. STAKE OR PLACE ALL PLANTS IN FIELD AS INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE ENGINEER FOR APPROVAL BY THE OWNER PRIOR TO PLANTING.
9. ALL DISTURBED AREAS NOT OTHERWISE COVERED BY BUILDING, PAVEMENT, AND LANDSCAPE BEDS SHALL BE SODDED WITH KENTUCKY BLUE TURF GRASS AS APPROVED BY THE OWNER.

GRAPHIC SCALE
0 20' 40' 60'

NO.	REVISION	BY	DATE	NO.	REVISION	BY	DATE

CGA
Clapsaddle-Garber Associates, Inc
16 East Main Street
Marshalltown, Iowa 50158
Ph 641-752-6701
www.cgaconsultants.com

DESIGNED: _____ DATE: _____
DRAWN: _____ DATE: _____
CHECKED: _____ DATE: _____
APPROVED: _____ DATE: _____

COLLEGE HILL
CEDAR FALLS, IOWA

LANDSCAPING PLAN

PROJECT NO. 5627.04
SHEET NO. L.100

SLINGSHOT
ARCHITECTURE

2018.01.12

Shane Graham
City of Cedar Falls
Planning and Community Services
Cedar Falls, IA 50613

RE: College Hill Project - Exterior Building Lighting

Shane:

In follow up to the staff comments on the project, we also wanted to provide a narrative for the exterior lighting design of the project. Two primary strategies will be implemented and are described below.

First, the faces of the building that front the public streets to the south and east will be washed with vertical, narrow beam sconces. The intent is to light up these active faces of they building to add to the character and safety of the neighborhood. By washing the surfaces of the building, the masonry materiality of the building will be highlighted without producing light spill on to other properties.

For the parking areas, the goal will be to provide safety without producing unnecessary light spilling on to other properties or shining into any residential windows of neighboring properties. The linear fixture will be oriented behind beams and soffits so that the light source is concealed while lighting the parking area to an average of approximately 10 foot candles. All site lighting of the parking lot will meet minimum requirements and limit the light levels at the property line to a maximum of 1 foot candle.

Cut sheets for each lighting type described above are attached for reference.

Please let us know if you have any questions on the items above.

Respectfully submitted,

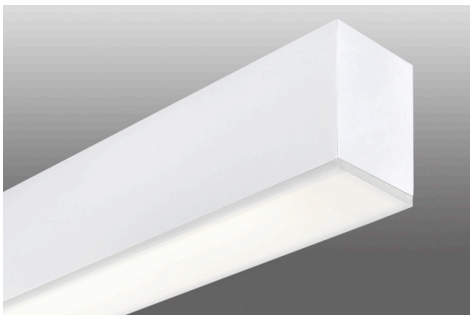
Dan Drendel, AIA
Slingshot Architecture

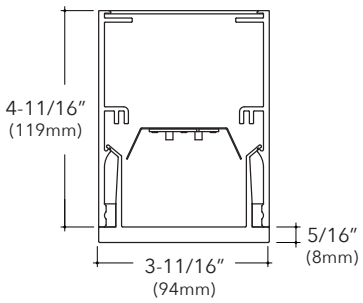
SLINGSHOTARCHITECTURE.COM
305 EAST COURT AVE, DES MOINES, IA 50309
T 515-243-0074

PINNACLE ARCHITECTURAL LIGHTING®

Project Name _____

Date _____ Type _____





EDGE EX3WET

3" Suspended Direct Linear WET

Key Features

- Approved for wet location unless otherwise noted. IP65 and IK10 rated
- 6063-T5 Extruded aluminum housing
- Highly reflective die-formed white painted reflector
- All-inclusive module houses all LED system components in one compact unit
- Unit easily releases from the housing for room-side maintenance
- Wiring access available through bottom of housing
- 5-year limited warranty covers LED, driver and fixture
- UL and cUL listed
- Buy American Act compliant

Example Part #: EX3-WET-N-830HO-8'-IND-AC48G1-U-OL1-1-0-W

EX3	- WET	- N	-	-	-	-	-	-	-	-	-	-
	DIRECT SHIELDING	*INDIRECT SHIELDING*	*CRI, CCT & OUTPUT*	*LENGTH*	*MOUNTING*	*VOLTAGE*	*DRIVER*	*CIRCUITING*	*BATTERY & EMERGENCY*	*FINISH*	*FIXTURE OPTIONS*	

WET	N	_ _ _ _ _ _	_ _ _ _
DIRECT SHIELDING	**INDIRECT SHIELDING**	**CRI, CCT & OUTPUT**	**LENGTH[1]**
WET - Satine Wet Lens *Shielding pg. 2*	**N** - None *Shielding pg. 2*	**_27_ _** - 2700K **_30_ _** - 3000K **_35_ _** - 3500K **_40_ _** - 4000K **CL_ _ _ _ _ _** - Custom Lumens **CW_ _ _ _ _ _** - Custom Watts *Lumen Output pg. 2* *Example: 830HO is **8** = 80 CRI; **30** = 3000K; **HO** = High Output; Blank = Standard Output*	**_ _** - Individual Fixture *Length pg. 2*

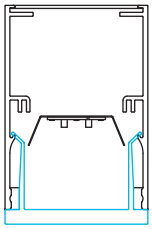
_ _ _	_ _ _ _ _ _	_	_ _ _
POSITION[2]	**MOUNTING[3]**	**VOLTAGE**	**DRIVER**
IND - Individual Fixture **BOR** - Beginning of Row **MOR** - Middle of Row **EOR** - End of Row *Position pg. 3*	**PP_ _JB** - Pendant to J Box **PP_ _ST** - Pendant to Structure **WA** - Wall Mount **S** - Surface Mount *Mounting pg. 3*	**U** - Universal *(120 thru 277V)* **1** - 120V **2** - 277V **3** - 347V *Voltage pg. 3*	**OL1** - Osram *(10%, 0-10v, standard)* **OL2** - Osram *(1%, 0-10v)* **OL3** - Osram 347v *(10%, 0-10v)* **EE1** - eldoLED ECOdrive *(1%, 0-10v)* **EE3** - eldoLED ECOdrive *(1%, DALI)* **PL2** - Philips Xitanium *(1%, 0-10v)* **PS1** - Philips Xitanium *(50%/100%)* **LH1** - Lutron Hi-lume *(1%, EcoSystem)* **LH3** - Lutron Hi-lume *(1%, 3-wire)* **L51** - Lutron 5-Series *(5%, EcoSystem)* **ND** - Non-Dimming *Driver pg. 3*

_	_ _ _	_ _	_ _ _ _	
CIRCUITING	**BATTERY & EMERGENCY[4]**	**FINISH**	**FIXTURE OPTIONS**	**CONTROLS**
1 - Single Circuit **M** - Multi Circuit **E** - Emergency *(entire fixture)* **N** - Night Light *(entire fixture)* *Circuiting pg. 4*	**0** - None **_P** - Philips Bodine 10W **_I** - Iota 10W Integral **_IC** - Iota 10W Integral *(CEC Listed)* **_E** - Emergency Section **_N** - Night Light Section **_L** - Life Safety Section **_G** - Philips Bodine GTD *Battery and Emergency pg. 4*	**W** - White **S** - Metallic Silver **BL** - Textured Black **BR** - Bronze **GR** - Graphite **CC** - Custom Color *Finish pg. 4*	**GLR** - Internal Fast Blow Fuse **EPF** - End Power Feed **CC-C** - Custom Color Canopy **CC-P** - Custom Color Pendant *Fixture Options pg. 5*	*Pinnacle is able to accommodate different control solutions from different manufacturers. Consult Factory for more information.*

[1] Individual fixtures come in nominal 2', 3', 4', 5', 6', 7', & 8' lengths, see pg. 2 for actual lengths. [2] Specify position of fixture. Use IND for an individual fixture, use BOR, MOR, or EOR for building connected rows. [3] Specify pendant length of either 12", 18" or 24". [4] Enter quantity for Battery and Emergency, Example 2P.

Direct Shielding

WET
Satine Wet Lens



Indirect Shielding

N
None

Output

- Specify either 80 or 90 CRI
- Longer lead-time may apply for 90 CRI. Consult factory
- 80 CRI = R9≥19 and 90 CRI = R9≥61

Custom Output- Lumens OR Wattage

CL_ _ _ _ _	Specify CRI, CCT and desired lumens (i.e. CL835500)	*Specify lumens between standard offering listed below. Lumens are specified per color temp*
CW_ _ _ _ _	Specify CRI, CCT and desired wattage (i.e. CW9407)	*Specify watts between standard offering listed below*

80 CRI

	Color	Output	Watts *per foot*	Shielding **WET** Satine Wet *Lumens/ft*	*LPW*
830	3000K	Standard	4.7	319	67.9
830HO	3000K	High	8.7	593	68.6
835	3500K	Standard	4.7	328	69.8
835HO	3500K	High	8.7	610	70.5
840	4000K	Standard	4.7	335	71.3
840HO	4000K	High	8.7	622	71.9

90 CRI

927	2700K	Standard	4.7	252	53.6
927HO	2700K	High	8.7	469	54.2
930	3000K	Standard	4.7	294	62.6
930HO	3000K	High	8.7	547	63.2
935	3500K	Standard	4.7	295	62.8
935HO	3500K	High	8.7	549	63.5
940	4000K	Standard	4.7	299	63.6
940HO	4000K	High	8.7	555	64.2

Length

2	3	4	5	6	7	8
Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture	Individual Fixture
27-1/8" (689mm)						
	39" (991mm)					
		50-3/4" (1289mm)				
			62-5/8" (1591mm)			
				74-5/8" (1895mm)		
					86-1/2" (2197mm)	
						98-3/8" (2499mm)

Position

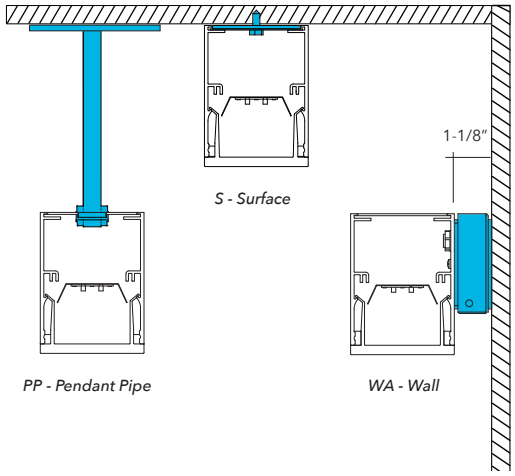
- When making rows with EDGE Wet, the rows must be ordered as individual units with a position specified
- Positions can either be "BOR" - Beginning of Row, "MOR" - Middle of Row, or "EOR" - End of Row
- The connection between fixtures is less than 1/8"
- For single, non-connected units, specify as "IND" for individual

IND	BOR	MOR	EOR
Individual Fixture	Beginning of Row	Middle of Row	End of Row

Mounting

- 1/2" diameter rigid stem pendant and wall mount available
- Specify overall pendant length of 12", 18" or 24"
- Specify pendant length in ordering code (PP12JB)
- Utilize Surface Mount for in-wall application. Building surface waterproofing by others
- End trims and power cord attached at factory
- Canopies and pendants are painted white unless otherwise specified
- Canopy and pendant color specified on Fixture Options page
- Approved for wet location unless otherwise noted
- Refer to installation instructions during installation at the jobsite

PP_ _JB	Pendant Pipe to J-Box
PP_ _ST	Pendant Pipe to Structure
WA	Wall Mount
S	Surface



Voltage

- Some EDGE Wet configurations will not accommodate all voltage options; consult with factory

U	Universal
1	120 volt
2	277 volt
3	347 volt

Driver

- Standard Driver Option = OL1
- Driver Lifetime: 50,000 hours at 25°C ambient operating conditions
- For more driver options see Pinnacle Resource Guide
- Some EDGE Wet configurations will not accommodate all driver options; consult with factory

OL1	Osram Optronic 10%, 0-10v
OL2	Osram Optronic 1%, 0-10v, nominal 1% dimming range
OL3	Osram Optronic 347v 10%, 0-10v, requires 347v option
EE1	eldoLED ECOdrive 1%, 0-10v Logarithmic
EE3	eldoLED ECOdrive 1%, DALI Logarithmic
PL2	Philips Advance Xitanium 1%, 0-10v
PS1	Philips Advance Xitanium Step Dimming 50%/100%
LH1	Lutron Hi-lume Soft-on, Fade-to-black 1%, EcoSystem, LDE1
LH3	Lutron Hi-lume 1%, 3-wire, Lutron-L3DA3W
L51	Lutron 5-Series 5%, EcoSystem, LDE5
ND	Non-Dimming

How to specify Circuiting, Battery and Emergency

1

- Select fixture circuiting from options below
- Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Circuiting

1	Single Circuit
M	Multi Circuit
E	Emergency Circuit only
N	Night Light Circuit only

2 + **3**

- Battery and emergency section options are available in addition to fixture circuit
- Select battery and emergency section options below; factory shop drawing required
- Some EDGE Wet configurations will not accommodate all circuiting options, consult with factory

Battery and/or Emergency *If Required*

0	No battery or specific emergency section required

Battery

- Select battery section type if required, indicate total QTY. *Example 2P*
- 90 minute battery runtime; test button is integral to fixture
- No battery option available for 2' lengths
- Entire direct fixture housing is on battery for lengths up to 5'
- Half of direct fixture is on battery for 6', 7' or 8' housing lengths
- For more battery options available, see Pinnacle Resource Guide

0	No battery
_P	Philips Bodine 10w Integral
_I	Iota 10w Integral
_IC	Iota 10w Integral *CEC Listed*

For Approximate Battery Lumen Output

- Multiply battery wattage X fixture LPW shown on Lumen Table
- 92.3 (LPW) x 10 (watts) = 923 battery lumen output

Battery OR Emergency Ordering Examples

- Single circuit, 10w Integral Battery — Ordering Code: 1-1P
- Emergency only, 10w Integral Battery — Ordering Code: E-1P
- Single circuit, GTD required — Ordering Code: 1-1G

Emergency

- Select emergency section type if required, indicate total QTY. *Example 1E*
- Combine battery and emergency section ordering codes if both options
- are selected

_E	Emergency circuit section
_N	Night Light circuit section
_L	Life Safety circuit section NO THROUGH WIRE
_G	Philips Bodine GTD, Generator Transfer Device section

Combination Section Ordering Examples

- Single circuit, (1) 10w battery, (1) emergency section — Ordering Code: 1-1P1E
- Multi circuit, (2) 10w battery, (2) emergency sections — Ordering Code: M-2P2E
- Single circuit, (1) night light section — Ordering Code: 1-1N

Finish

- Standard powder-coat textured white, metallic silver, textured black, graphite or bronze painted finish; consult factory for chip of standard paint finishes
- Selecting a fixture finish other than white may impact lumen output; consult factory for more information

W	White
S	Metallic Silver
BL	Textured Black
GR	Graphite
BR	Bronze
CC	Custom Color

Fixture Options

- Specify CC-C or CC-P to match housing. If not specified, canopy will be standard matte white.

GLR	Internal Fast Blow Fuse
EPF	End Power Feed
CC-C	Custom Color Canopy
CC-P	Custom Color Pendant

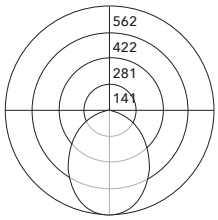
Controls

- Pinnacle is able to accommodate different control solutions from different manufacturers. Consult Factory for more information.

Photometrics

Satine Wet Lens

Test #	ITL86499
Catalog #	EX3-WET-N-840-4
Lumens	1338 lm
Watts	18.8 W
Efficacy	71 LPW



Candela Distribution

Vert Angle	Horizontal Angle				
	0	22.5	45	67.5	90
0	562	562	562	562	562
5	559	558	558	557	557
10	547	545	544	541	540
15	529	525	522	518	514
20	504	495	491	484	479
25	471	461	453	444	438
30	432	423	414	401	395
35	391	382	371	357	351
40	347	339	327	313	307
45	303	296	284	271	265
50	259	254	243	231	225
55	216	212	204	194	190
60	175	173	166	159	156
65	137	137	132	127	125
70	101	103	101	98	97
75	68	72	72	72	73
80	41	45	49	51	52
85	18	24	30	34	35
90	2	8	15	19	21

Luminance Data (cd/sq.m)

Angle In Degrees	Average 0-Deg	Average 45-Deg	Average 90-Deg
45	3516	3122	2855
55	3086	2690	2436
65	2635	2277	2074
75	2131	1863	1780
85	1625	1615	1669

Applications & Certificates

Construction 6063-T5 extruded aluminum housing with welded ends. Internal lens gaskets seal housing to prevent moisture and debris from entering the fixture. Pressure equalizing vent allows fixture to "breathe" preventing condensation.

Shielding Solid acrylic diffuse snap-in lens with matte finish with an EPDM gasketed for complete wet seal.

Mounting Fixtures can be installed individually or connected for a continuous run appearance. IND fixtures are individual fixtures and have no joining holes. IND fixtures cannot be joined. BOR fixtures are used for beginning of row and have joining holes on non-power end of fixture. MOR fixtures are used for middle of row and have joining holes on both ends of fixture. EOR fixtures are used for the end of a row and have no joining holes on power end of fixture. Consult factory for detailed installation instructions.

LED 25°C test environment. Lumen output/wattage has a margin of +/- 5%. All luminaire configurations tested in accordance with IES LM-79. Diodes tested in accordance with IES LM-80. Minimum lifetime greater than 60,000 hours. Lifetime Projection L70 = 136,200 hours and L90 = 41,100 hours. MacAdam 3-Step Ellipses. Not all products are Lighting Facts listed. For all available IES files, please visit our website at pinnacle-ltg.com.

CRI, CCT & Lumen Output Two lumen packages available. Standard and High (HO). Custom outputs are available. Specify custom lumens or watts between standard offering listed on CRI, CCT & Output page. 80 CRI is available for 3000K, 3500K, and 4000K. 90 CRI is available for 2700K, 3000K, 3500K, and 4000K. 80 CRI = R9≥19 and 90 CRI = R9≥61.

Voltage Universal (U), 120 volt (1), 277 volt (2) and 347 volt (3) options available. Must specify OL3 in Driver section when 347 volt (3) is selected. Some EDGE Wet configurations will not accommodate all voltage options; consult with factory.

Driver Standard Driver Option is Osram 0-10V, 10% = OL1. Electronic driver, Power factor is >0.9 with a THD <20%. Driver Lifetime: 50,000 hours at 25°C ambient operating conditions. Ambient operating range: -20°F/-30°C to 122°F/55°C. For more driver options, see Pinnacle Resource Guide. Some EDGE Wet configurations will not accommodate all driver options.

Circuiting Select from single circuit (1), Multi circuit - For multiple circuiting and zone control, requires factory shop drawing (M), Emergency circuit (E) or Night Light circuit (N). For emergency circuiting situations that require no through wire or circuit separation, Life Safety Circuit should be selected. This will provide a separate power feed and only the Life Safety Circuit in that section. Some EDGE Wet configurations will not accommodate all circuiting options; consult with factory.

Battery & Emergency Select battery or emergency options if required. If battery or emergency option is not required, enter 0. Battery duration is 90 minutes as standard. Test button is integral to fixture. For more Battery options, see Pinnacle Resource Guide.

Finish Standard powder-coat textured white, metallic silver, textured black, graphite or bronze painted finish; consult factory for chip of standard paint finishes or for additional custom color and finish options.

Controls Consult Factory

Labels UL and cUL Listed, approved for wet location unless otherwise noted. IP65 and IK10 rated.

Buy American Act Compliant

Warranty EDGE Wet LED offered with a 5-year limited warranty. Covers LED, driver and fixture.

TUBE ARCHITECTURAL DS-WS05-U

Ultra Narrow Beam LED Wall Mounts

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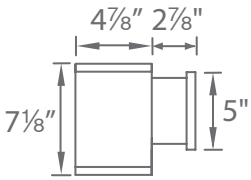


Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylinderical profile perfect for accent lighting.

FEATURES

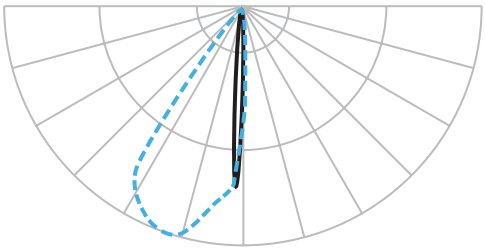
- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

SPECIFICATIONS

Input:	120V - 277VAC 50/60Hz
Dimming:	0 - 10V Dimming: 100% - 20% ELV 100% - 10% (120V only)
Standards:	IP65 rated, ETL & cETL wet location listed
Operating Temp:	-40°C to 40°C

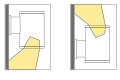
PHOTOMETRY

Reads 0.2 footcandle at 15 feet distance



ORDERING NUMBER

Distribution		Diameter		Watt	Beam		Color Temp		CRI	Lumens	CBCP	Light Direction		Finish	
Single	**DS-WS**	**05**	*5″*	*11W*	**U**	*6°*	**27**	*2700K*	*85*	*125*	*1182*	**B**	*Towards the wall*	**BK**	*Black*
							30	*3000K*	*85*	*145*	*1363*			**WT**	*White*
							35	*3500K*	*85*	*150*	*1411*			**BZ**	*Bronze*
							40	*4000K*	*85*	*155*	*1462*			**GH**	*Graphite*



DS-WS05-U____B-___

Example: **DS-WS05-U30B-WT**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
1600 Distribution Ct
Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760

TUBE ARCHITECTURAL DS-WD05-U

Ultra Narrow Beam LED Wall Mounts

WAC LIGHTING
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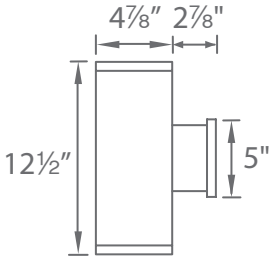


Fixture Type:

Catalog Number:

Project:

Location:

SPECIFICATIONS

Input:	120V - 277VAC 50/60Hz
Dimming:	0 - 10V Dimming: 100% - 20% ELV 100% - 10% (120V only)
Standards:	IP65 rated, ETL & cETL wet location listed
Operating Temp:	-40°C to 40°C

PRODUCT DESCRIPTION

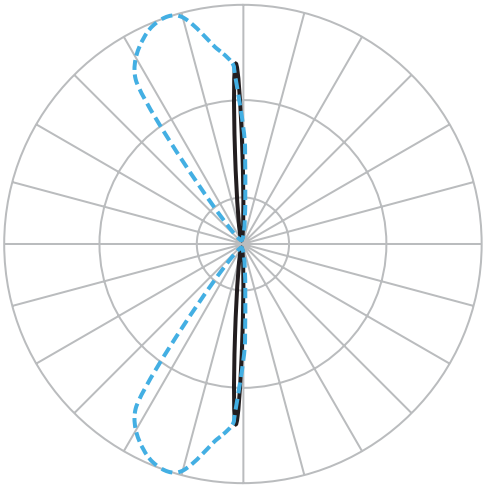
Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylinderical profile perfect for accent lighting.

FEATURES

- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

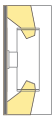
PHOTOMETRY

Reads 0.2 footcandle at 15 feet distance



ORDERING NUMBER

Distribution		Diameter		Watt	Beam		Color Temp		CRI	Lumens	CBCP	Light Direction		Finish	
Double	**DS-WD**	**05**	*5"*	*22W*	**U**	*6°*	**27**	*2700K*	*85*	*125 x2*	*1182 x2*	**B**	*Towards the wall*	**BK**	*Black*
							30	*3000K*	*85*	*145 x2*	*1363 x2*			**WT**	*White*
							35	*3500K*	*85*	*150 x2*	*1411 x2*			**BZ**	*Bronze*
							40	*4000K*	*85*	*155 x2*	*1462 x2*			**GH**	*Graphite*



DS-WD05-U____B-___

Example: **DS-WD05-U30B-WT**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

Central Distribution Center
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Lithia Springs, GA 30122

Western Distribution Center
1750 Archibald Avenue
Ontario, CA 91760

TUBE ARCHITECTURAL DS-WS06-U

Ultra Narrow Beam LED Wall Mounts

WAC LIGHTING
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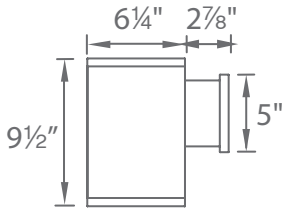


Fixture Type:

Catalog Number:

Project:

Location:

PRODUCT DESCRIPTION

Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylinderical profile perfect for accent lighting.

FEATURES

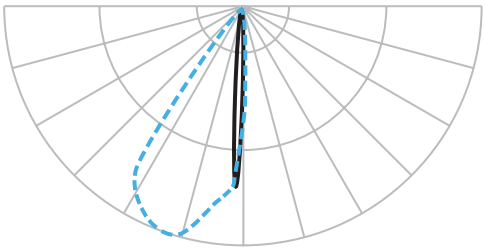
- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

SPECIFICATIONS

Input:	120V - 277VAC 50/60Hz
Dimming:	0 - 10V Dimming: 100% - 20% ELV 100% - 10% (120V only)
Standards:	IP65 rated, ETL & cETL wet location listed
Operating Temp:	-40°C to 40°C

PHOTOMETRY

Reads 0.2 footcandle at 15 feet distance



ORDERING NUMBER

Distribution		Diameter		Watt	Beam		Color Temp		CRI	Lumens	CBCP	Light Direction		Finish	
Single	**DS-WS**	**06**	*6"*	*11W*	**U**	*6°*	**27**	*2700K*	*85*	*110*	*1239*	**B**	*Towards the wall*	**BK**	*Black*
							30	*3000K*	*85*	*130*	*1428*			**WT**	*White*
							35	*3500K*	*85*	*130*	*1478*			**BZ**	*Bronze*
							40	*4000K*	*85*	*135*	*1532*			**GH**	*Graphite*

DS-WS06-U____B-___

Example: **DS-WS06-U30B-WT**

waclighting.com
Phone (800) 526.2588
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Headquarters/Eastern Distribution Center
44 Harbor Park Drive
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TUBE ARCHITECTURAL DS-WD06-U

Ultra Narrow Beam LED Wall Mounts

WAC LIGHTING
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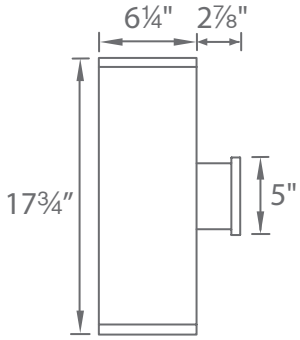


Fixture Type:

Catalog Number:

Project:

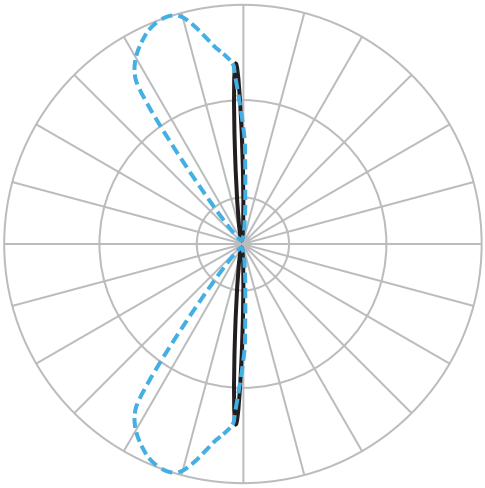
Location:

SPECIFICATIONS

Input: 120V - 277VAC 50/60Hz
Dimming: 0 - 10V Dimming: 100% - 20%
ELV 100% - 10% (120V only)
Standards: IP65 rated, ETL & cETL wet location listed
Operating Temp: -40°C to 40°C

PHOTOMETRY

Reads 0.2 footcandle at 15 feet distance



PRODUCT DESCRIPTION

Precise engineering using the latest energy efficient LED technology with a built-in ultra narrow beam precision optics. An appealing cylinderical profile perfect for accent lighting.

FEATURES

- High performance facade LED wall mount light
- Can be mounted upwards or downwards
- Solid aluminum construction
- 80,000 hour rated life
- 5 year warranty

ORDERING NUMBER

Distribution		Diameter		Watt	Beam		Color Temp		CRI	Lumens	CBCP	Light Direction		Finish	
Double	**DS-WD**	**06**	*6"*	*22W*	**U**	*6°*	**27**	*2700K*	*85*	*110 x2*	*1239 x2*	**B**	*Towards the wall*	**BK**	*Black*
							30	*3000K*	*85*	*130 x2*	*1428 x2*			**WT**	*White*
							35	*3500K*	*85*	*130 x2*	*1478 x2*			**BZ**	*Bronze*
							40	*4000K*	*85*	*135 x2*	*1532 x2*			**GH**	*Graphite*

DS-WD06-U____B-___

Example: **DS-WD06-U30B-WT**

waclighting.com
Phone (800) 526.2588
Fax (800) 526.2585

Headquarters/Eastern Distribution Center
44 Harbor Park Drive
Port Washington, NY 11050

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Lithia Springs, GA 30122

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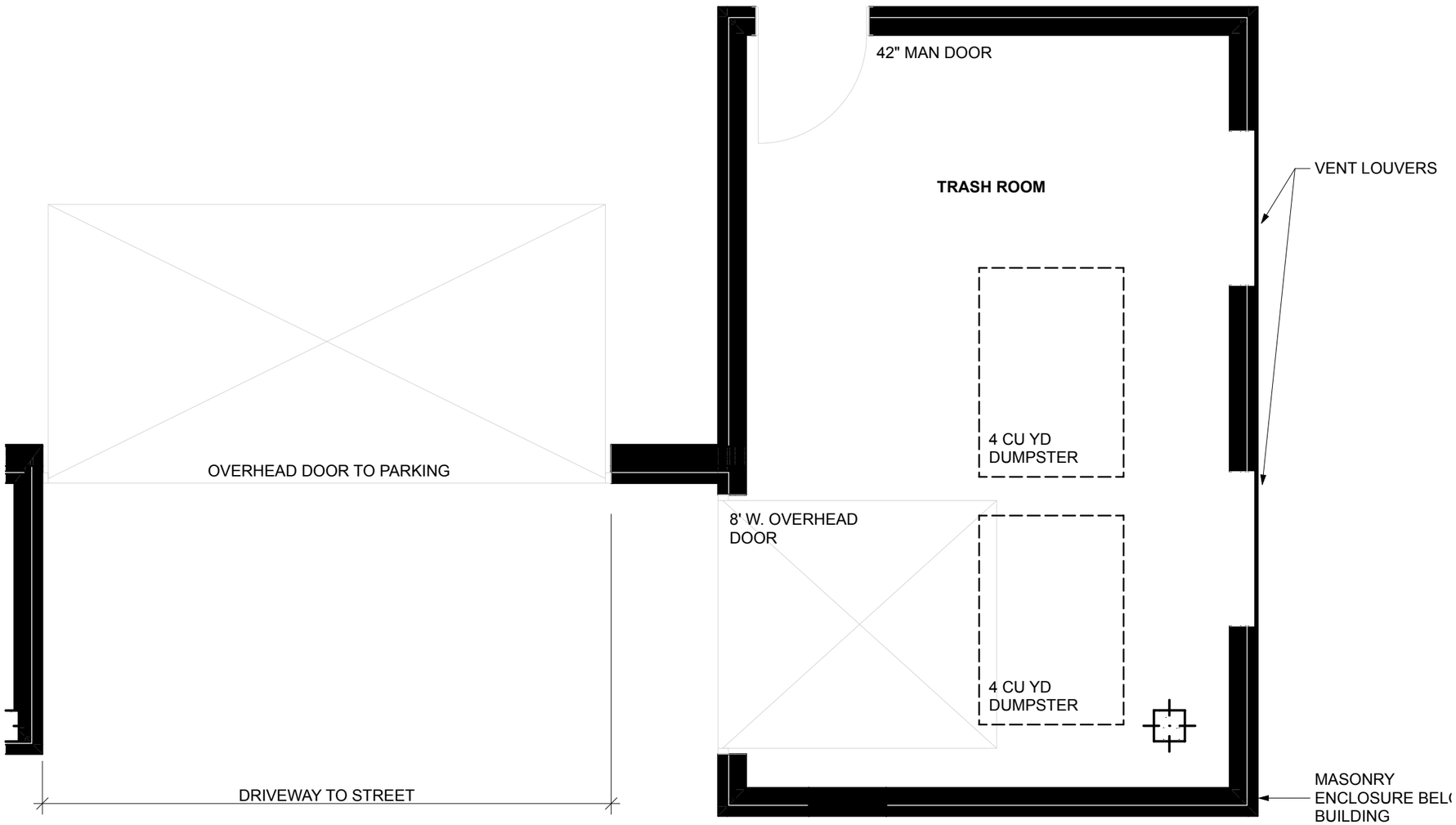
COLLEGE HILL

ENLARGED PLAN



SLINGSHOT
ARCHITECTURE

January 24, 2018

Planning & Zoning Commission
City Council and Staff
220 Clay Street
Cedar Falls, IA 50613

Dear Planning & Zoning Commission, City Council and Staff,

In February 2011, the Cedar Falls City Council approved a resolution to adopt the College Hill Urban Renewal Plan. This plan mentioned the blight and deterioration of the College Hill area several times, as well as the need to rehabilitate the area.

Shortly thereafter, the College Hill Partnership conducted a study of what the residents and students would like to see in the area. A coffee shop and farmers market were the two most popular selections. Two years later, the partnership pushed forward with a farmers market, and we started construction at 2215 College Street on the former Stebs site. This building includes a coffee shop along with a yoga studio and new residential units.

Since then we completed projects at 2019 Olive Street, 2024 College Street (Domino's), and 917 23rd Street. We are proud to have made a significant and positive impact in the College Hill area. We are also very excited about the current project and the possibility of continuing the vision adopted in the urban renewal plan seven years ago.

Parking is a common issue with new developments, including our proposed project. To gain insight on this issue, I believe we should study the effects of parking regulations in other urban areas. Cities such as Des Moines, Ames, Iowa City, and Champaign, IL all have areas of town with less restrictive parking requirements than Cedar Falls. I look at those cities as models of what our neighborhoods and buildings could look like. Champaign has published an informative report regarding the effects of eliminating parking requirements. I urge the staff, Planning and Zoning Commission, and City Council to read this report and to look at those other cities before we decide we want to be unlike all of them regarding our own code. Neighborhoods with front, side, and rear parking are not the urban areas that people love. I look at the vastness of the College Square parking lot and am reminded that parking does not always equate to success and vibrancy of a neighborhood.

Over the past two years, I have watched on the sidelines as many people in our city debated and then implemented the new rental code. The vision and purpose of the new code was that we were striving to maintain the integrity of our single-family neighborhoods and encourage development

of higher density buildings in our urban centers. I hope you find this proposed project to be an example of how that vision could become a reality.

Our town competes daily against other cities in Iowa and beyond to recruit businesses, families, college students, and retirees and to keep the wonderful talent that was born here. We have great schools, a safe town, and passionate residents, which make us all proud to call Cedar Falls our home. Let us continue to push forward and strive to reach higher heights.

Sincerely,

Brent Dahlstrom
President
Echo Development Group

Rent Cedar Valley
604 Clay Street
Cedar Falls, IA 50613
319-768-7150

January 11th, 2017

City of Cedar Falls
Planning & Zoning Commission
220 Clay Street
Cedar Falls, IA 50613

Planning & Zoning Commission,

I am the Vice President and Chief of Operations at Rent Cedar Valley. Rent Cedar Valley manages all leasing management and maintenance activities for CV Commercial LLC at the property known as Urban Flats located 917 W 23rd St in Cedar Falls.

Under direct instruction from owners of CV Commercial, Rent Cedar Valley has required each tenant of 917 W 23rd St to purchase a UNI parking permit dating back to pre-leasing activity in early 2017. Tenants have also signed an addendum to our standard lease agreeing to purchase a UNI parking permit. I have attached this addendum for your reference. All tenants with vehicles are required to provide proof of permit when keys are obtained prior to moving into the property.

Off campus students are eligible for B-Lot, C-Lot or R-Lot parking passes. B-Lot parking is permitted from 7AM to 1AM. C-Lot and R-Lot parking is permitted 24 hours a day. B-Lot permits also allow users to park in C-Lot and R-Lots.

This parking agreement will remain in effect at 917 W 23rd St in accordance with CV Commercial on all current and future leases.

Sincerely,

Chris Olsen | Vice President
D.K. Management LLC & Rent Cedar Valley
604 Clay St. | Cedar Falls, IA 50613
Ph: 319-296-6264

DK Management, LLC

PO Box 128 • Cedar Falls, IA 50613
(319) 768-7150

1. Parking Agreement

1.1 PARKING AGREEMENT

All Urban Flats Tenants will be required to purchase a parking permit issued by the University of Northern Iowa. This can be either a "B" or an "R" permit and must be purchased before tenants move in to the property. CV Commercial will reimburse tenants, in the form of a Rent Credit, for the UNI Parking Permit with proper receipt from the University.

X _____
Initial Here

Rent Cedar Valley
604 Clay Street
Cedar Falls, IA 50613
319-768-7150

January 23rd, 2017

City of Cedar Falls
Planning & Zoning Commission
220 Clay Street
Cedar Falls, IA 50613

Planning & Zoning Commission,

I would like to clarify one statement in my previous letter regarding parking permits for residents of 917 W 23rd St in Cedar Falls. Off Campus students are eligible for B-Lot or R-Lot parking passes. I previously incorrectly stated that off campus students are also eligible for C-Lot parking passes.

Residents of 917 W 23rd St are purchasing B-Lot passes. This gives them access to B, C and R lots (University of Northern Iowa Parking Regulations Section 6.2)

Sincerely,

Chris Olsen | Vice President
D.K. Management LLC & Rent Cedar Valley
604 Clay St. | Cedar Falls, IA 50613
Ph: 319-296-6264

Rent Cedar Valley
604 Clay Street
Cedar Falls, IA 50613
319-768-7150

January 11th, 2017

City of Cedar Falls
Planning & Zoning Commission
220 Clay Street
Cedar Falls, IA 50613

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Off campus students are eligible for B-Lot, ~~C-Lot~~ or R-Lot parking passes. B-Lot parking is permitted from 7AM to 1AM. C-Lot and R-Lot parking is permitted 24 hours a day. B-Lot permits also allow users to park in C-Lot and R-Lots.

This parking agreement will remain in effect at 917 W 23rd St in accordance with CV Commercial on all current and future leases.

Sincerely,

Chris Olsen | Vice President
D.K. Management LLC & Rent Cedar Valley
604 Clay St. | Cedar Falls, IA 50613
Ph: 319-296-6264

City of CHAMPAIGN

REPORT TO PLAN COMMISSION

FROM: **Bruce A. Knight, FAICP, Planning and Development Director**

DATE: **October 27, 2017**

SUBJECT: **UPDATE ON ELIMINATION OF RESIDENTIAL PARKING REQUIREMENT IN THE UNIVERSITY DISTRICT, MIDTOWN, AND DOWNTOWN — STUDY SESSION**

A. Introduction: In August 2015, the City of Champaign eliminated residential parking requirements throughout the University District, the high density residential neighborhood abutting the University of Illinois campus. In October 2016, residential parking requirements were eliminated in Midtown and Downtown as well upon the adoption of the new Central Business Zoning Districts. This report analyzes the provision of parking in private developments in the impacted areas since the elimination of residential parking requirements.

B. Recommended Action: This Study Session is for information and discussion purposes. A presentation will be given at the November 1, 2017 meeting and the Commission can offer comments and suggestions at that time.

C. Background:

1. Projected Outcomes of Eliminating Residential Parking Requirements. The recommendation to eliminate residential parking requirements in 2015 arose out of considerable research and local outreach. Research of parking requirement reductions in both Champaign and other municipalities revealed generally positive outcomes, while staff queried the local development and design communities about their anticipated behavior in the absence of parking requirements. Having conducted this study, staff projected four outcomes:

- Nearly all developers would provide less parking than previously required, but few to none would provide no parking.
- The design of buildings would generally improve. Specifically, buildings would be much more likely to come down to ground level in front, rather than being lifted entirely on stilts.
- Housing would become more affordable as tenants would no longer need to cover the construction costs of unused parking spaces.
- There would be a negligible impact on automobile congestion, as the existing parking supply is more than ample to accommodate any overflow parking demand.

The projection that developers would provide less parking than previously required carried a high degree of confidence. An analysis of parking provided at University District developments

built after the year 2000 showed that nearly every building provided only as much parking as required. When every development is built to a minimum standard and no further, it is strong evidence that developers would build below that standard if allowed. This inference was backed up by developers and architects themselves, who uniformly reported that they would provide less parking than existing regulations required. When asked specifically how much less they would provide, developers indicated that the answer would vary from site to site. Buildings with zero parking were considered unlikely, but one developer mentioned that he could anticipate building a zero-parking building under two circumstances: a small, challenging site, or a site immediately adjacent to another building under the same management containing a surplus of parking.

Developers and architects also attributed the proliferation of stilt buildings to parking requirements. Multiple architects agreed that the design of any project began with the parking lot, and that most subsequent design decisions were subservient to the provision of required parking. The July 2015 study session staff report projected:

> *Eliminating parking requirements will not necessarily improve the design of every new building in the University Neighborhood. However, doing so will open the design playbook for developers. In some cases, small amounts of parking may be tucked behind buildings or only under the rear half on properties where large amounts of required parking would be provided at ground level under the entire building.*

A third projected outcome anticipated better housing affordability due to lower parking construction costs. Parking is expensive to provide (underground parking costs exceed $15,000/space) and occupies space that could otherwise be rented out to residents as living space. One architect, testifying at Plan Commission in favor of the text amendment, projected that eliminating parking requirements would allow his client to capture the same profit at a proposed development even while lowering rents by 15% to 20%. The July 2015 study session staff report projected noted that:

> *With the University District parking supply artificially inflated, landlords have trouble renting out parking spaces at a rate that covers costs. Discussions with a local developer revealed that the parking rent for a typical building in his company's portfolio only covers approximately half of the combined construction and operational costs of providing parking. The other half of those costs are borne by all building tenants in the form of increased rent, whether they rent a parking space or not. This hidden cross-subsidy, where non-parkers cover a portion of the parking cost for their car-owning neighbors, continues to persist even as the market for University District living heats up. Multiple landlords have indicated that they have reduced the sticker price of parking rental to maintain occupancy rates, but any decrease in direct payment for parking must necessarily be offset by an increase in indirect payment for parking.*

Finally, staff projected that eliminating parking requirements would not create automobile congestion, as the existing parking supply contains significant vacancy and can moderate supply surges via price changes. At the time, landlords of University District apartment buildings reported that parking vacancy rates of 20%-40% were not uncommon. Additionally, despite recently reducing prices, the City's supply of off- and on-street permit parking was sitting more

than 25% vacant. Staff further projected that, even if parking demand should surge sharply in the future, this demand could be balanced by an increase in rates for private and public long-term parking alike.

During the text amendment adoption process, staff committed to provide periodic assessments of these projections to Plan Commission and City Council.

2. Observed Outcomes of Eliminating Residential Parking Requirements. Any assessment of outcomes must be viewed as preliminary. Residential parking requirements were eliminated slightly over two years ago in the University District, and only a year ago downtown. Accordingly, the number of buildings proposed under this new regulatory framework is relatively low. The number that have finished construction and opened their doors is even smaller. Nevertheless, enough information now exists to offer an initial assessment of projections made in the past. Since August 2015, fifteen multifamily apartment buildings have been proposed, permitted, or constructed in the impacted areas.

First, developers are building less parking than previously required. The now-eliminated standard required the provision of one parking space per two bedrooms (or half a space per bedroom). An analysis of the buildings developed after this ratio was eliminated reveals that developers have provided 2,287 new bedrooms and 614 new parking spaces. Some of these parking spaces are located at mixed-use buildings and are unavailable for resident use, reducing the number of new residential parking spaces to 562. The ratio of new residential parking spaces to new bedrooms is 0.25, half of what the Zoning Ordinance previously required. In other words, whereas developers building to code provided one parking space per two bedrooms prior to the text amendment, they are now providing one parking space per four bedrooms.

Building-level data reveals some interesting information as well. Only one development (901 S. Fourth Street) provides zero parking. This site once contained the Illini Inn, a longstanding and popular campus bar that was nevertheless sliding into irreversible decline. The undersized and constrained property likely could not have been redeveloped in an economical fashion had it been subject to parking requirements. Instead, this site will host a revitalized Illini Inn, along with 49 new bedrooms. The building is beginning construction at this time.

The next lowest parking ratio belongs to 615 S. Wright Street, a mixed use building currently under construction on the site of the former Garber's Cleaners. Located just northwest of the Alma Mater, few properties offer a shorter walk to campus. Ten bus lines pass within a block of the site, offering excellent access to transit. This building will offer 154 new bedrooms with only fifteen parking spaces, three of which will be reserved for commercial tenants.

No buildings have provided parking at the rate formerly required. The building that comes closest, 217 S. Neil St., is located on the southern edge of downtown Champaign. This building is the farthest of all sampled buildings from the University of Illinois campus and is likely the least targeted towards undergraduate tenants. Accordingly, parking demand is likely higher here than in the University District. Even so, the building provides only 35 residential parking spaces for 84 bedrooms (0.42 spaces/bedroom). Originally designing the building with three stories, the architect reported that the elimination of parking requirements allowed his client to add another floor of dwelling units without changing any of the ground level site plan.

Architects have taken advantage of parking flexibility to improve the design quality of their projects. Of the fifteen buildings studied, only two have parking visible from the street. In both instances, this parking is intended to serve the ground level commercial tenants. Additional residential parking is not visible from the street. Apart from the curb cuts and garage doors on the front of buildings lacking alley access, residential parking is practically invisible from the front street at all projects. Compared to the stilt buildings of previous years, these buildings engage with the street and the neighborhood to a much higher degree.

An excellent example of this phenomenon exists on Daniel Street. 307 E. Daniel Street (*photo below, left*) was constructed in 2014, shortly before the residential parking requirement was eliminated. It is six stories tall, although the first level is entirely dedicated to 20 parking spaces serving 40 bedrooms. Next door at 305 E. Daniel Street (*photo below, right*), a new building completed in 2017 took advantage of parking flexibility to provide 50 bedrooms and 11 parking spaces. Just like its neighbor, this building provides five stories of apartments (interior finishes are of similar quality). However, the building comes all the way down to the ground in front, with two units enjoying direct access from the street. Parking is provided on the ground level in the rear half of the building, with access taken via the alley. As the two buildings are built on identical lots and with similar bulk and massing, they reveal the impact that removing parking requirements can have on the built environment.

It is too early to discern the impact that eliminating parking requirements has had on housing affordability. Only a handful of the fifteen buildings studied are even occupied at present. However, the reduced parking ratios undoubtedly have reduced construction costs below what they would have been had the buildings provided one parking space per two bedrooms. The extent to which developers have passed these cost savings on to their tenants is unknown.

Finally, the construction of buildings with less parking has not had an adverse impact on either public or private parking operations. As predicted, some tenants of these new buildings choose to park on-site, others choose to rent parking elsewhere, and still others do not have cars. One landlord noted that he is finally able to begin filling some of his excess parking supply at older buildings with residents of newer buildings who do not mind parking a block or two away. Of course, as with housing affordability, it is too early to discern the full impact of parking requirement elimination on the larger University District parking supply.

In summary, of the four projected outcomes of eliminating residential parking requirements:

- As predicted, all developers have provided less parking than previously required. Only one building provides no parking due to site constraints.
- As predicted, the design of buildings has significantly improved, with all buildings coming down to the ground in front.
- While developers have been able to lower their construction costs by providing less parking, it is too early to determine whether these cost savings have been passed on to tenants.
- As predicted, there have been no adverse impacts on automobile congestion, as the existing parking supply appears to be accommodating any spillover parking.

D. Next steps: Staff will deliver this memo, along with any Plan Commission comments, to City Council for their review. Additionally, staff will continue to monitor parking dynamics in areas lacking residential parking requirements. Staff will update this study in 2019 or 2020, once the number of newly constructed buildings has increased.

Prepared by:

Ben LeRoy
Associate Planner

Reviewed by:

Rob Kowalski
Planning and Development
Assistant Director

Attachment: Selected Project Profiles

SELECTED PROJECT PROFILES

106 E. Armory Avenue
Bedrooms: 44
Parking Spaces: 9
Parking Spaces per bedroom: 0.2

SELECTED PROJECT PROFILES

108 E. Daniel Street
Bedrooms: 51
Parking Spaces: 9
Parking Spaces per bedroom: 0.18

SELECTED PROJECT PROFILES

212 E. Green Street
Bedrooms: 428
Parking Spaces: 81
Parking Spaces per bedroom: 0.19

SELECTED PROJECT PROFILES

217 S. Neil St.
Bedrooms: 84
Parking Spaces: 35
Parking Spaces per bedroom: 0.42

SELECTED PROJECT PROFILES

305 E. Daniel Street
Bedrooms: 50
Parking Spaces: 11
Parking Spaces per bedroom: 0.22

SELECTED PROJECT PROFILES

707 S. Third Street
Bedrooms: 251
Parking Spaces: 47
Parking Spaces per bedroom: 0.19

SELECTED PROJECT PROFILES

908 S. First Street
Bedrooms: 97
Parking Spaces: 25
Parking Spaces per bedroom: 0.26

SELECTED PROJECT PROFILES

1008 S. Fourth Street
Bedrooms: 158
Parking Spaces: 32
Parking Spaces per bedroom: 0.2

Larry James, Jr.
Partner
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Des Moines ▪ Iowa 50309-8003
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Fax **+1 515 248 9010**

January 18, 2018

Planning & Zoning Commission
City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613

Re: 2119 College Street, 925 W. 22nd Street, and 1003 W. 22nd Street – College Hill Development

Dear Commissioners,

Our firm represents CV Commercial, LLC ("CV") in their proposed real estate development at 925 22nd St, 2119 College St, and 1003 22nd St in the College Hill Neighborhood of Cedar Falls (the "Project"). The Project would be a mixed-use building that provides 65 parking spaces, despite the Code of Ordinances for the City of Cedar Falls (the "Code") requiring no parking spaces. We write to clarify why no parking spaces are required, and thus why our client's provision of 65 spaces satisfies the Code and should receive your approval.

I. No Parking Spaces Are Required Under the Code

We agree with City staff's determination in its January 5, 2018, Site Plan Review that no parking spaces are required. The Project is located within the C-3 Commercial District and the College Hill Neighborhood Overlay Zoning District (the "College Hill Overlay"). The Code sections for these districts do not require parking. Section 29-177(a) states parking shall be provided on-site, "except as follows:

(1) For a principal permitted commercial use in the C-3 commercial district; and

(2) For a residential use established as a permitted secondary, incidental or accessory use to a principal permitted commercial use in the C-3 commercial district, **such as for a dwelling unit or units located on the second or higher floor of a building, the first or lower floor of which comprises the principal permitted commercial use**, subject, however, to review and approval by the planning and zoning commission and city council." (emphasis added)

Both these conditions apply to the Project, because it is in the C-3 Commercial District, the principal use is commercial, and the secondary use is residential. The College Hill Overlay also requires no parking in Section 29-160(g)(2), which states that when secondary residential uses are "established on the upper floors of principal permitted commercial uses," then "[o]n-site parking will not be required for

secondary, accessory residential uses." City staff's January 5 Site Plan Review reaches the same conclusion, stating that parking is not required for uses such as for the Project in either the C-3 Commercial District or College Hill Overlay, but that "[e]ven though parking is not required, the developer has shown a total of 65 on-site parking spaces."

II. The Principal Use for the Project Is Commercial

The parking requirement—or lack of requirement, in this case—is determined by the principal use. We also agree with City staff that the principal use for the Project is commercial. Section 29-2 defines "principal use" as "the main use of land or structures, as distinguished from accessory use." The Code does not define "secondary use" but employs the term throughout the zoning ordinances. "Main use" is also undefined, but it should be based on the ground floor because of past precedent and the contextual and logical implications of the Code.

First, the principal use is commercial because of past precedent. City staff has repeatedly determined principal use by evaluating the use at the ground floor, including for mixed-use buildings in the College Hill Neighborhood. The staff's Site Plan Review lists projects where this has been the case. For this Project, City staff "deem[ed] this to be a principal commercial use" because 64% of the ground floor area will be commercial. This approach makes sense: the vast majority of the general public will interact with the Project through the commercial space, as it is the most visible from street level.

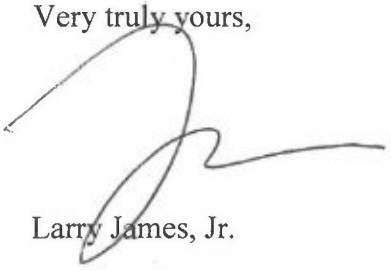
Second, the principal use is commercial because of the contextual and logical implications of the code. The Code implies that commercial uses are the principal uses on the ground floor, and residential sues are secondary uses when on the upper floors. The description of the College Hill Overlay's C-3 district states "the district is made up primarily of commercial uses as the principal uses" and that when residential uses are "contained within principal commercial uses," then "the residential uses are considered to be secondary or accessory uses to the principal commercial use on the property." Sec. 29-160(g). It also states that "principal permitted residential uses are to be discouraged" in a C-3 area "due to the limited area available for commercial establishments." *Id.* Finally, the Code refers to "secondary or accessory residential uses to be established on the upper floors of principal permitted commercial uses" as if it is one term, which implies that what is on the upper floors are secondary uses. Sec. 29-160(g)(2).

If, for some reason, the principal use were determined not based on the ground floor but on the total floor area, then a mixed-use building with commercial on the first floor and residential on upper floors could never have a principal commercial use. That type of building with principal commercial uses, though, is what the College Hill Overlay description and College Hill Revitalization plan explicitly prefer. *See* Sec. 29-160(g), *College Hill Urban Revitalization Plan.* Taken together, the contextual and logical implications are that the ground floor determines the principal use. When commercial use is present and on the ground floor, the default seems to be that the principal use is commercial, and the secondary use is residential.

III. Conclusion

CV seeks to help fulfill the City's College Hill Urban Revitalization Plan by "enhanc[ing] the quality of life and aesthetics," "increas[ing] the quality of the housing stock," and promoting a "mixed use" neighborhood. *College Hill Urban Revitalization Plan*. More parking lots will not do that, and we agree with City staff and their past practices that this Project is a principal commercial use and does not require more parking spaces. The principal use is commercial, and in the C-3 Commercial District and College Hill Overlay, no parking spaces are required for principal commercial uses. Nevertheless, the Project plans for 65 on-site parking spaces. We respectfully ask for your support in approving this site plan.

Very truly yours,



Larry James, Jr.

Item F.2.

Shane Graham

To: David Sturch
Subject: RE: Notice: 22nd Street Apartment Project

From: Jon Taiber <jtaiber@live.com>
Sent: Thursday, January 4, 2018 1:42 PM
To: College Hill Partnership; Brian.Sires@wfhc.org; cfhistory@cfu.net; dave.amend@regions.com; DJBKDK@cfu.net; dvchristopherson@gmail.com; iowaskip@hotmail.com; jcutler@cfu.net; jhanish@cfu.net; jmccarty@cfu.net; john@rentfromjohn.com; jreppas@cfu.net; ksam@uni.edu; lkgeisler@mchsi.com; mail4darla@aol.com; mary.fain@uni.edu; sigepuni@gmail.com; Alex and Hillery Oberle; Alpha Xi Delta Sorority; Amy Mohr; Arleen Cook; Art Store and More; Barry and Jane Wilson; Becky and Aaron Hawbaker; Becky Hawbaker; Ben Allen; Ben and Dawn Jacobson; Ben/Liz Gerdes; Bettina Fabos; Beverly Owen; Bill and Beryl Waack; Bob Kressig; Carole Yates; Cary Darrah; Cheryl and Jim McCullagh; Chris Martin; Christopher Wernimont; Clohesy Consulting; College Hill Arts Festival; College Hill Luthern Church; Copyworks; Darin Beck; Darrell Wiens; Daryl Andersen; Daryl Kruse; Doug Johnson; Elizabeth Sutton; Frank Darrah; Gale Bonsall; Helen Rutkowski; Jan Andersen; Janelle Darst; Jean Simmet; Jeanette Geisler; Jeff and Jill Bergman; Jeff Sitzmann; Jill Lankford; Jim and Mary Stichter; Joel and Linda Haack; Joel Anderson; John and Mary Cross; John Johnson; John McCarty; Jolene Carolan; Jonathan Taiber; Kamyar Enshayan; Karin Leonard; Kevin and Kim Engels; Kevin Shannon; Kyle Dehmlow; Len and Gail Froyen; Lynn and Mary Nielsen; Lynn Nielsen; Mara Beth Soneson; MaraBeth Soneson; Mary Brammer; Mary-Sue Bartlett; Matt and Sarah Hansen; Melanie Drake; Nick Taiber; nisg@uni.edu; Patricia Geadelmann; Randy Chapman; Russell Campbell; Stan and Rose Lorenz; Sub City; Sue Doody; Sue Hummel; Suzanne Freedman; Tim Hoekstra; Todd Dietz; Todd Munnik; Tony and Luann McAdams; Tony T; Vaughn Griffith; Wes Owen; Wesley Foundation; Wesley Foundation; William Clohesy; Zachary Simonson
Subject: Re: Notice: 22nd Street Apartment Project

All,

I am writing to express my support for this "hallmark" project on the Hill both as a neighbor resident and a frequent visitor to the Hill commercial establishments.

First, this project is a huge vote of confidence in the College Hill neighborhood and mixed use projects in general. It's not often a project of this level quality and financial commitment is sourced. This is an appropriate amount of density and connectivity given the location which should provide College Hill commercial businesses another 120+ customers within walking distance as well as campus which should reduce parking demands. Ames and Iowa City are great examples of communities have building vertically in their commercial areas adjacent to campus, Cedar Falls should consider the same approach.

Second, as a community, we should embrace the blue zone objectives by encouraging high density developments in a very walkable location thereby reducing the need for parking. There are no parking problems in Cedar Falls, people just need to be more creative and change the pre-existing mindsets. The lot behind Banni's a half a block away almost always sits empty. If consumers want a strip mall experience with curb side parking, there are plenty of options for the type of experience in Cedar Falls. People are driving far less with biking, uber and other car share services readily available in and around campus. Having to design unnecessary parking increases the cost of the development and adversely impacts the quality of life and experiences in our neighborhood. The market is perfectly positioned to address parking demand. Free parking simply should no longer be the norm. We can't let parking wag the dog which seems to be the concern.

Third, this project reduces the demand on less desirable apartment options as the increase in supply reduces the demand on single family home conversions. I believe there is a desire for the community urban core to have more owner occupied homes. Quality apartment developments relieve the pressure to convert older housing stock to apartments providing owner occupied opportunities in the core neighborhood.

Finally, this development represents a significant taxable value increase in the College Hill area with both residential and commercial.

Unfortunately, I am unable to make the meeting on January 10th due to an out of town commitment. I hope you will consider supporting this project.

Best,
Jon Taiber
16th Street Resident

From: College Hill Partnership <collegehillpartnership@gmail.com>
Sent: Wednesday, January 3, 2018 6:04 PM
To: Brian.Sires@wfhc.org; cfhistory@cfu.net; dave.amend@regions.com; DJBKDK@cfu.net; dvchristopherson@gmail.com; iowaskip@hotmail.com; jcutler@cfu.net; jhanish@cfu.net; jmccarty@cfu.net; john@rentfromjohn.com; jreppas@cfu.net; ksam@uni.edu; lkgeisler@mchsi.com; mail4darla@aol.com; mary.fain@uni.edu; sigepuni@gmail.com; Alex and Hillery Oberle; Alpha Xi Delta Sorority; Amy Mohr; Arleen Cook; Art Store and More; Barry and Jane Wilson; Becky and Aaron Hawbaker; Becky Hawbaker; Ben Allen; Ben and Dawn Jacobson; Ben/Liz Gerdes; Bettina Fabos; Beverly Owen; Bill and Beryl Waack; Bob Kressig; Carole Yates; Cary Darrah; Cheryl and Jim McCullagh; Chris Martin; Christopher Wernimont; Clohesy Consulting; College Hill Arts Festival; College Hill Luthern Church; Copyworks; Darin Beck; Darrell Wiens; Daryl Andersen; Daryl Kruse; Doug Johnson; Elizabeth Sutton; Frank Darrah; Gale Bonsall; Helen Rutkowski; Jan Andersen; Janelle Darst; Jean Simmet; Jeanette Geisler; Jeff and Jill Bergman; Jeff Sitzmann; Jill Lankford; Jim and Mary Stichter; Joel and Linda Haack; Joel Anderson; John and Mary Cross; John Johnson; John McCarty; Jolene Carolan; Jonathan Taiber; Kamyar Enshayan; Karin Leonard; Kevin and Kim Engels; Kevin Shannon; Kyle Dehmlow; Len and Gail Froyen; Lynn and Mary Nielsen; Lynn Nielsen; Mara Beth Soneson; MaraBeth Soneson; Mary Brammer; Mary-Sue Bartlett; Matt and Sarah Hansen; Melanie Drake; Nick Taiber; nisg@uni.edu; Patricia Geadelmann; Randy Chapman; Russell Campbell; Stan and Rose Lorenz; Sub City; Sue Doody; Sue Hummel; Suzanne Freedman; Tim Hoekstra; Todd Dietz; Todd Munnik; Tony and Luann McAdams; Tony T; Vaughn Griffith; Wes Owen; Wesley Foundation; Wesley Foundation; William Clohesy; Zachary Simonson
Subject: Fwd: Notice: 22nd Street Apartment Project

College Hill Members

As promised I wanted to make sure you were made aware when this project is going to go in front of the P & Z Commission. I will be sending this out to the CHP Board and College Hill Businesses as well.

Please let me know if you have any questions.
Kathryn Sogard
College Hill Partnership
Executive Director

Item F.2.

Shane Graham

To: David Sturch
Subject: RE: 22nd and College multi use aparment

-----Original Message-----
From: Russ Campbell [mailto:campbell@math.uni.edu]
Sent: Thursday, January 04, 2018 8:48 AM
To: David Sturch
Subject: 22nd and College multi use aparment

This is input invited by your e-mail to the College Hill Partnership.

1) Truth in the description: The description refers to level 1 covered parking, but it looks like only 2 of the level one parking slots will be covered. The square footage listed for covered parking refers primarily to access to the level 1 parking.

2) If there is retail space, there should be parking for customers. I do not think there is enough parking for residents and customers (I do not think there is enough parking for residents, but you have your guidelines on parking slots per bed.)

3) There should be more handicapped accessible parking slots. It would be nice if there were a couple underground. (I assume the elevator goes to the basement.)

4) The area (neighborhood) will be crowded, but the city code specifies how close to property lines you can build.

R. B. Campbell
1934 campus St.

college hill
PARTNERSHIP

Tuesday, January 9th 2018

To: Cedar Falls P&Z Commission
From: College Hill Partnership Board

Re: 22nd and College Mixed-Use Project

The College Hill Partnership is pleased to see the redevelopment and renewal of the College Hill district. Over the last several years many new developments have significantly improved College Hill commercial district. College Hill Partnership is supportive all developments that add new possibilities to the Hill and overall enhance the quality life for businesses and residents alike.

College Hill Partnership invited input from many residents and businesses regarding this proposed project. While everyone is supportive of the overall idea, the CHP Board had three specific concerns which we hope Planning & Zoning Commission can address in its deliberations:

1. Parking: Concerns were expressed regarding inadequate number of parking spots in relation to the number of people occupying the proposed project. Board members wanted to see consistency applied to this as any other project, and for the city to consider impact on the Hill.

The Board questions the designation of a five-story apartment complex as primarily commercial based on first story usage alone and the lower of parking requirements that comes with that designation.

2. Height of the proposed project in relation to the character of the surrounding area: Board members expressed concerns that the height of the project as is seemed somewhat excessive in relation to it surrounding areas and the character of the neighborhood; board members wanted to make sure Planning & Zoning Commission will consider this issue.

3. Study the Parking Impact of Urban Flats Before Proceeding. The Urban Flats mixed use multiplex was built with the intention that residents would either not have cars, would be UNI students who would park overnight near the Dome, or would park outside of the immediate Hill area. However, there is some evidence that the development has led to increased parking in the Hill lots and parking meters with a negative impact on some Hill Businesses. Before the city greenlights another, much larger project, the city should study the parking patterns of Urban Flats residents, current parking congestion on the Hill, and analyze the new development using that information.

Overall, while the board is supportive of all improvements and re-developments such as this, the CHP Board simply wanted these issues addressed in a fair manner.

Thanks,

College Hill Partnership Board of Directors

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JOHN CONNOLLY, JR. (1891-1975)
GEORGE E. O'MALLEY (1905-1982)
JOHN CONNOLLY III (1918-1998)
BERNARD J. CONNOLLY (1920-1970)
C. I. MCNUTT (1901-1958)
STREETAR CAMERON (1957-2008)

Writer's Direct Email Address: dmanning@lolaw.com

January 10, 2018

Planning and Zoning Commission
City of Cedar Falls
220 Clay Street
Cedar Falls, IA 50613

RE: Property: 2119 College Street; 925 W. 22nd St.; and 1003 W. 22nd St.
Issue: Site Plan Review – College Hill Apartment Project

Dear Members of the Planning and Zoning Commission:

This letter is provided to you in resistance to the proposed five (5) story multi-residential use proposed to be constructed at 2119 College Street; 925 W. 22nd St. and 1003 W. 22nd St. in the City of Cedar Falls, Iowa.

The site plan under review reveals that the principal use for this property is residential. Because the property is zoned C-3 within your zoning ordinance and the requirements imposed under Section 29-151(1)(l) apply. The evidence that supports the proposed use as a residential use is overwhelming and I will list that evidence as follows:

THE PROPOSED USE IS A RESIDENTIAL USE

1. **Chapter 29-Zoning, Article I. Section 29-2. Definitions.**
Principal use means the **main use** of land or structures, as distinguished from an accessory use.

2. **The staff report of Shane Green dated January 5, 2018.** The building as a whole will have approximately 10,765 square feet of commercial retail space located on the first floor and approximately 50,897 square feet of residential space located on the second through fifth floors. This would equate to an overall ratio of 17% commercial space and 83% residential space. Therefore, the **main use** of the land or structures in this proposed project is clearly residential.

3. **Faulty Interpretation.** The interpretation that you need only review the first floor of a property to determine its principal use is a flawed approach with no support anywhere within the City's ordinances. This flawed approach leads to an absurd result where safeguards set-out within your zoning ordinance are ignored. That is exactly what is happening here.

There are reasonable safeguards set-out in the zoning ordinance for any proposed residential use located within a C-3 zoning district. Specifically, Section 29-151(1)(l) requires that the density standards; on-site parking standards; height standards all must comply with the R-4 district standards set-out in Section 29-146 (R-4). For example, the height requirement is that no building shall exceed three (3) stories or forty-five (45) feet in height, whichever is lower.

College Hill Neighborhood Overlay District. Section 29-160

This property also lies within the College Hill Neighborhood Overlay Zoning District. That Section of the Ordinance clarifies that residential uses within the commercial district are discouraged. In addition, where they are allowed, the residential uses are governed by the minimum lot area, lot width, and building setback requirements, on-site parking, landscaping as specified in the R-4 residential zoning district.

This proposed use (site plan) does not conform to any of these requirements.

Section 29-177 Off-Street Parking Spaces

The proposed development does not comply with the requirements set out in the ordinance concerning off-street parking spaces. Two parking spaces per dwelling unit, plus one additional parking space for each bedroom in each dwelling unit in excess of two bedrooms is required. See paragraph 12(B) of Section 29-177 of the City's zoning ordinance.

Comparison of Properties

The properties identified in the City's staff report in support of its faulty interpretation are worthy of review.

2024 College Street (Domino's Pizza) – a two-story building
2215 College Street (Sidecar Café) – a two-story building
917 W. 23rd Street – a three-story building

The faulty interpretation imposed by the City's staff has little or no consequence when we are dealing with a two-story building. The flawed analysis raises concerns when we consider a three-story building. However, there is no credibility to the faulty interpretation when we analyze a proposal that includes a five-story building. In the case presently before the Planning and Zoning Commission, we are reviewing a building that has devoted over 80% of its use to residential (83%). However, none of the safeguards contained in the ordinance concerning residential uses located within C-3 zoned properties are being applied to this proposed use.

Survey of Residents Within the College Hill Neighborhood Area

A survey was conducted that included 957 residential apartment units located within the College Neighborhood area. The survey revealed that 98% of the residents surveyed owned vehicles. This confirms the need for on-site residential parking for any residential development located within the College Hill Area.

Because the proposed site plan fails to comply with the clear guidance and requirements set out within the City's own zoning ordinance, the proposed site plan must be rejected.

Very truly yours,

Daniel L. Manning, Sr.
For the Firm

DLM/dj

Shane Graham

To: David Sturch
Subject: RE: 925 W 22nd street

From: Kamyar Enshayan [mailto:kenshayan@gmail.com]
Sent: Tuesday, January 09, 2018 7:42 PM
To: David Sturch
Subject: 925 W 22nd street

Dear David,

I am writing in support of this proposal. There is plenty of public parking to do business, and of course a successful district is going to be hard to find parking... that is a good problem... compared to a declining Hill. We are grateful for city staff's work over the years towards the Hill area.

I fully support this proposal.

Thanks,

Kamyar Enshayan
1703 Washington St.
Cedar Falls IA 50613

Dear Commissioners,

I write to you all in hopes of giving a different perspective to the proposed project at 925 W. 22nd Street.

I have talked with business owners as well as heard a few concerns from outside parties with other priorities when it comes to the proposed project.

Having lived in Cedar Falls since 1999 and having worked for businesses on College Hill since 2006 and other businesses in Downtown Main Street since 2007 I have been able to see growth and obstacles alike in both areas. With all growth provides new opportunities, challenges, and obstacles, but none that haven't been overcome and the areas are better for it.

The opposition that I have heard about this project has been not only short sighted, but also dominantly one sided as to motives for the project to not be passed.

The commission has the thankless job of making decisions that have the potential to better our Community as a whole and I believe this project would do just that.

This project has invoked a lot of passion, but mostly from the people I've talked to that are for it. They see the possibilities of helping move College Hill in the right direction.

Parking continues to be a topic that is raised and has been a topic on Main Street ever since growth began. Where would Main Street be if we always deal with potential issues that may or may not come? That is not the town I live in or would care to live in. To Hinder growing this great community based on unsubstantiated what if's?

So, if we play that game and vote with that in mind here are a few questions to consider.

What successful area in any town has enough parking for every possible situation?
IF those exist how many have parking lots that are all with spots directly in front of those businesses?

Were Visionary projects like the Streetscape for Main Street and College Hill 100% supported?

After complete what growth and opportunity have they provided to current business and future businesses? Did New Businesses follow, property taxes go up, sales tax revenue increase?

Has the impact of these projects been negative or positive for these areas?

How is the current parking situation at College Square Mall helping bring new businesses, customers, or more traffic to that area? They have substantial parking and yet fewer and fewer

businesses over the years. To that point has an abundance of parking availability guaranteed success?

Have parking studies ever overruled the city's zoning codes that developers have met?

The market in Cedar Falls I believe will dictate the success of this project but the concerns raised I don't believe would be raised if this development was 100% Commercial.

I am on College Hill and Downtown every single day throughout the entire day and night. I see Multiple parking opportunities each and every day, but if I was looking for the one and only spot directly in front of a business available all the time the chances of that business still being open are very slim if they depend on actual physical customers to frequent their business.

The potential with this project to generate new revenue opportunities with current, new students, others that would choose to live in a district like this is great opportunity to increase business sales in the area and that would also help sales tax and future property taxes to this area.

I'm have no doubt that you as the commission will see a different picture painted by the opposition. For instance, the busiest time for College Hill is around the noon hour. Between Lunches, running errands with businesses that are located on the hill, classes that are offered at this time at the local hot yoga studio this for sure is the busiest time for parking. So, since I have no doubt you will see pictures of the area that will be taken at this time I would also like to send you some pictures to show the other side. Enclosed you will find 4 pictures from this morning at 9:00am taken by another supporter of this project Andy Fuchtman. The rest of the pictures are taken by me at 1:35pm today. Notice that they are not only of the College Hill business district but some surrounding apartment complexes directly next to College Hill and yet they are not even full.

I respectfully ask that you all consider the above and hope that you pass this project and send to City Council.

Thank You,
Kyle Dehmlow


UNIVERSITY
BOOK & SUPPLY


DO NOT
ENTER

Shane Graham

Subject: FW: College Hill neighborhood district site plan review 2119 College St.- planning and zoning commission meeting of Nov 21, 2017

-----Original Message-----
From: Brian Sires [mailto:brisires@gmail.com]
Sent: Tuesday, December 05, 2017 2:00 PM
To: David Sturch
Cc: Stephanie Sheetz
Subject: College Hill neighborhood district site plan review 2119 College St.- planning and zoning commission meeting of Nov 21, 2017

Hi Mr. Sturch,

I would like to correct two statements about the College Hill area that were misrepresented to the Planning and Zoning commission at the November 21 meeting. And I request that these comments be read into the record of the next meeting on this issue.

It is generally recognized that parking is a problem in the College Hill area, despite Mr. Dahlstrum's assertions to the contrary. One of the main reasons for this is the large student population living nearby, in association with a high percentage of students with cars.

It is fairly easy to sample the apartment residents in the College Hill area who register cars. These complexes are overwhelmingly filled with students.

I checked with the three major complexes in the area (including my own), representing 877 residents in over 280 apartments. Out of the 877 apartment residents, only 14 people could be found who do not own or drive cars. This gives a percentage of students registering and operating motor vehicles in the immediate area near College Hill of 98.4% - not the 30% suggested by the developer.

In a separate matter, it has come to my attention that a Commission member named Brian Wingert is a business partner in a construction company with Mr. Dahlstrum.

Although Mr. Wingert denied a conflict of interest at the November 21 Planning and Zoning meeting, if the information that he is a business partner with Mr. Dahlstrum is true, I believe the facts should be reviewed by the city attorney, as Mr. Wingert strongly advocates for Mr. Dahlstrum, and the appearance conflict of interest is obvious.

Thank you sincerely,

Brian Sires

January 22, 2018

Cedar Falls Planning and Zoning Commission: Please allow me to give you two quick thoughts, for your consideration, about the proposed apartment construction in the College Hill Overlay.

- **Cedar Falls Code of Ordinances: Sec. 29-177**

(2)For a residential use established as a permitted secondary, incidental or accessory use to a principal permitted commercial use in the C-3 commercial district, such as for a dwelling unit or units located on the second or higher floor of a building, the first or lower floor of which comprises the principal permitted commercial use**,** subject, however, to review and approval by the planning and zoning commission and city council.

Such review and approval shall include consideration of whether the proposed residential use **is indeed secondary, incidental or accessory** to a principal permitted commercial use of the structure or property.

At the last meeting City staff pointed you to this existing ordinance language to assist you in evaluating this site plan on its merits. An 83% residential use is not "secondary, incidental or accessory".

- **Precedent-Definition Law:** Precedent is a principle when deciding subsequent cases with similar facts.

Facts concerning the building in this case: Five stories - 120 units - 144 required off street parking stalls - 83% residential.

This building is not similar to the three multi-use buildings constructed in the College Hill Overlay that are used as "precedence" in your staff report. That's a fact.

*As a side observation. I'm concerned that Urban Flats moved forward essentially with a "gentleman's agreement" with the developer concerning off-street parking. No matter how honest or well- intentioned the petitioner might be, the use of the land is tied to the building not the diligence of the owner. Situations change but the building will always be there.

Thank you, Mary Brammer

THE JONES LAW FIRM
721 W. 1ST STREET
CEDAR FALLS, IOWA 50613

GARY N. JONES

(319) 266-3556
FAX (319) 266-2835

January 29, 2018

Mayor Jim Brown
220 Clay St.
Cedar Falls, Iowa 50613

Susan deBuhr
1713 Continental Access St.
Cedar Falls, Iowa 50613

Tom Blanford
1011 Rainbow Dr.
Cedar Falls, Iowa 50613

Rob Green
314 Olive St.
Cedar Falls, Iowa 50613

Mark Miller
2416 Central Ave.
Cedar Falls, Iowa 50613

Daryl Kruse
2725 Minnetonka Dr.
Cedar Falls, Iowa 50613

Frank Darrah
1915 Greenhill Dr.
Cedar Falls, Iowa 50613

David Wieland
4201 Heritage Rd.
Cedar Falls, Iowa 50613

Dear Mayor Brown and Members of the City Council:

First, let me apologize for the length of this letter; I know each of you are very busy but I think the magnitude of what is before you justifies the length.

I served as City Attorney for the City of Cedar Falls for 10 years (1995-2005) and while I was in that role it was my responsibility to enforce the ordinances of the City and to advise various boards and commissions of the City, one of which was planning and zoning. I am writing as a former City Attorney and as a property owner because I believe the council is in a difficult position.

Let me make it clear that I don't own any property on or near College Hill and I have no business relationship for or against Brent Dahlstrom. My concern is solely for the well-being of the City and all of its residents. In light of the recommendation of the Planning and Zoning Commission to approve the proposed development in the College Hill area classifying the building as a commercial structure the Council is being asked to take action that is illegal and contrary to prior City action.

In 1998 I represented the City in litigation filed by City Builders, Inc. over the fact the City refused to allow development of a parcel along Lone Tree Road because the "essential city services" were not present and allowing the parcel to be developed with a

septic system would be contrary to the City's zoning law and the Comprehensive Plan. The trial lasted 5 days and the position of the City prevailed. Although Judge Bauch didn't want to find for the City, he felt he had no choice because the City had followed its ordinance.

Maybe it is a character defect of us lawyers but if a law is in place it is essential that law be followed; failure to follow our laws leads us to a situation where we can't enforce the laws, and then they hold no value to our society.

Section 29-2 of the Cedar Falls City Code states as follows: *Principal use means the main use of land or structures, as distinguished from an accessory use.* The Council is being asked to cast this definition aside and classify a building that is admittedly 83% residential in use as a commercial property and as such exempt that property from all the requirements of an R-4 usage such as building height and on-site parking. Not only does the requested action require the Council to violate its own ordinance but it opens the door for inconsistent interpretations of the laws of our city. The primary basis of the City's position in City Builders, Inc. v. City of Cedar Falls was that the zoning laws of a city must be respected and followed in order to ensure orderly and property development of the city.

I fully appreciate the lure of increased tax base and the attractiveness of a new development in the College Hill area but we can't twist our morals or our definitions in order to find a way to make a development happen because it will generate more money for city coffers. Any action that requires a "liberal interpretation" of the City Code has the potential for grave consequences down the road. It is so very important that the Council follow the established zoning ordinance, even when it is difficult, in order to ensure the proper development of our community. To twist the established definition of a "principal use" such that a building that is 83% residential in use is determined to be a commercial use is without precedence and extremely dangerous. Such an action will invite anyone wishing to build a residential building in the College Hill area, an area with a special overlay district, to simply ensure the first floor is set up for commercial uses, even if those spaces never fill, and then put residential units in the next 3, 5 or even 10 floors without a concern for meeting the requirement of an R-4 usage. Is this what we want for the College Hill area?

An additional subject I am reluctant to address but I feel must be brought to light is the defective nature of the recommendation of the Planning and Zoning Commission. Again, I have no business with or against Mr. Wingert so my concern is solely one of respect for the process. While Mr. Wingert may not have any relationship with the developer, Mr. Dahlstrom, on this particular project, he does have substantial involvement with Mr. Dahlstrom in other ventures. They are, or at one time were, partners in the company known as Panther Builders and Mr. Wingert's real estate brokerage, Structure Real Estate, may act as broker for the sale of units developed by Mr. Dahlstrom. In the practice of law we are taught to avoid even the appearance of impropriety; in this situation Mr. Wingert had a clear conflict of interest and should have recused himself from any discussion or vote on the subject project. His failure to reveal his conflict of interest and recuse himself taints the recommendation of planning and zoning. The City Council is now being asked to act upon a flawed recommendation from planning and zoning, an action that could lead to an action in violation of our City Code.

While I very much respect the investment both Mr. Wingert and Mr. Dahlstrom have made in our community, we can't turn a blind eye to conflicts of interest that put the Council in a very dangerous position. Increased tax base is always needed in any city but we can't increase the tax base at the expense of our system of laws. As I stated at the beginning of this letter, as a former City Attorney, I am concerned the Council is being asked to take action that violates our ordinance, could lead to litigation based on an action that is deemed to be arbitrary and capricious and could tie the City's hands when future developers seek to exploit the "liberal interpretation" required in this situation.

Thank you for your time and for your service to the City of Cedar Falls.

Sincerely,

Gary N. Jones

January 31, 2018

To: Cedar Falls City Council

From: Jerry Geisler

RE: College Hill Project

For the past 26 years I have been involved with student housing on college hill. My family has built and managed several apartment complexes on the hill. During this period of time we have torn down 20 or more older poor quality houses and built new. We have been harassed, cat called etc. at city council meetings and have always tried to accommodate the city council. To get any of our projects accepted, we had to meet requirements which meant give and take on both sides. Many of the requirements were not in the code.

The Dahlstrom project has not been before the city council yet, but when it is I respectfully ask that the council consider some requirements we have been asked to accept on our projects instead of accepting the Dahlstrom project as presented at this time.

PARKING:

In years past we had a terrible parking problem. To alleviate this problem we were required to provide 2 parking stalls/one bedroom unit or studio and 1 parking stall for each bedroom in any larger unit. (That is 4 bedrooms required 4 parking stalls.) In addition at Hidden Valley, I was required to provide an additional visitor stall per every 5 apartments. Needless to say this was expensive to install and expensive to maintain.

As the years passed more regulations came into play regarding water retention, density, green space, fencing etc. The last few complexes built required parking costs equal to 25 to 35% of the total cost of the building. Needless to say these costs forced us to quit building. With that kind of costs incurred, we cannot compete with someone not providing either any parking or in one case no parking at all – Side Car Café & Apartments only city parking is provided. Marty Ryan and Mr. McCallister were very definite on how much parking we had to provide.

Over the past 26 years millions of dollars have been spent on our projects providing required parking. We cannot compete with projects that have no parking requirements or reduced requirements.

Regarding a parking survey, we have 498 bedrooms in our units. We require each car to be registered with the management and parking stalls are assigned so we know who is using our stalls. These stalls cost approximately $10,000/stall to build and maintain. Of the 498 stalls only 1 does not have a car. Remember all of these units are adjoining the proposed structure or are only 1-2 blocks from campus.

One house I own to the west of the proposed unit has eight bedrooms. According to notices I received this past week, I will have to PAVE the lot, meet set back requirements, green space requirements, and screening. The Dahlstrom project is 6 ' from my property line 5 stories tall with no screening, no green space etc. I suspect I will have the overflow parking from this project in my new lot. Not to mention all the dogs relieving themselves in my grass.

Yes we need to improve college hill, but we need to consider what caused the riots in the late 90's. I suspect none of you were there, but I was along with Councilman Rider, Mr. Lupkes, the police chief, etc. until 4:30 a.m. When the sun came up you wouldn't believe the mess. We've since cured many of the problems – it's been expensive. Remember the orange bladder on college hill with police in the center? I know letting this project go on sets us up for the same problems again.

Points to consider:

1. On 20th street my 1 bedroom units most years have 2 people/bedroom and 2 cars. This year 75% of the 1 bedrooms have 2 cars.
2. I stood outside Urban Flats one evening and asked tenants how many cars they had. Eight out of the nine I talked to had cars.
3. Since I have been on college hill almost daily for the last 26 years, I have found very little respect from people regarding parking. As if I am the one to ask – they say "Well where am I suppose to park?"
4. In 5 years people will be faced with the same parking problem (if approved) there was in the 1990's. Will the citizens and other landlords be required to provide college hill parking again?
5. One of the main points of contention in the 1990's came from college hill small businesses. People would not go the hill to shop because of the parking problem.
6. Tuesday night at 10:00 p.m. I ran a check on all of our lots to see how full they were. I'd respectfully ask any council member to come ride with me on Thursday night after 10:00 p.m. on the hill to get an understanding of the parking problem when most tenants are home. Some of my tenants especially girls work until 1or 2:00 a.m. at the hospitals, bars etc. They are very upset when they get home and their parking stall has been stolen. Remember they pay to have these stalls as part of their rent. How would your daughter react? L&M towing doesn't like to tow at that time.
7. The parking situation at Urban Flats plus this project will only increase the problem. Please check the Urban Flats provision for parking if you are not familiar with it. It should surprise you.
8. Years ago Mr. Ryan basically dared me to try and do a similar project when I wanted to copy Mankato State, and I was going to provide all the R-2 requirements just across the street where I had verbal commitments.
9. At a project 52 feet away, the owner was required to move the garage and provide parking for 4 cars for 4 tenants in December 2017 – just one month ago.

10. So far we have no plan for growth even though the City hired experts over the years to accommodate the College Hill Partnership. With this project going forward, this is piece meal growth with no plan and making planning in the future even more difficult.

SUGGESTIONS:

a. Mr. Dahlstrom presented a 5 story building knowing full he would take heat. I suspect his plan was to reduce it to 3 stores to satisfy the negative feelings.
b. Mr. Dalstrom also owns the 2 houses to the west of my 1009 W 22nd house. He could tear down these houses and put his off location parking there. This is what we would probably be required to do.
c. Sell Mr. Dahlstom the parking lot north of Urban Flats, and require him to bring it up to city standards with water retention etc. The city then could take the income and purchase 2 or 3 of the houses west of the book store and put in a public lot there. At one time I had a verbal commitment to buy all of these houses on that block and put in an R-2 apartment complex similar to the one on University. I was told no by Marty. Why wouldn't a city parking lot work there?

CLOSING REMARKS:

1. Don't regress back to what we had in 1998-99.
2. We can't afford to cure a mess like that again.
3. Mr. Dahlstrom has other alternatives I am sure. He is very excited about receiving very few negative comments. The rest of us would provide his parking.
4. I would be very glad to meet any one of you at 10:00 p.m. Thursday night on college hill to survey the situation. 319-415-5807. I can also show you our parking roster.
5. Most of the occupants on college hill are 18, 19, 20, 21 years old. They are of a much different mindset than the 25-30 year olds living down town.
6. We have already had murder on college hill. Is this a look into our future?
7. Don't pass something just because it looks good on the outside. Investigate.
8. Will I be allowed to do the same thing on my C-3 lot next door? Probably not!!!

Respectfully submitted

Jerry L. Heuston

COMMITTEE OF THE WHOLE

City Hall – Council Chambers
February 5, 2018

The Committee of the Whole met in the Council Chambers at 5:00 p.m. on February 5, 2018, with the following Committee persons in attendance: Mayor Jim Brown, Tom Blanford, Frank Darrah, Susan deBuhr, Rob Green, Daryl Kruse, Mark Miller, and David Wieland. Staff members attended from all City Departments. Pat Kinney with the Waterloo Courier and other members of the community attended.

Mayor Brown called the meeting to order and introduced the first item on the agenda, Vine Street Parking Restriction. David Sturch, Planner III, reviewed the request for parking restriction on Vine Street. He explained that this street is a narrower street, only 16-18 feet wide and the cul-de-sac is also smaller; 55 feet side (standard dimension for cul-de-sac is 80 feet). He said currently parking is allowed on both sides of the street and in the cul-de-sac. He stated staff received a petition signed by four of the six residents along Vine Street. The petition requested no parking in the cul-de-sac area. Mr. Sturch stated staff sent a notice to all of the property owners about the meeting. He stated staff reviewed the petition with other City departments and noted there are benefits to restricting the parking due to the narrow roadway. Mr. Sturch stated staff recommends a parking restriction for no parking in the Vine Street cul-de-sac and on the east side of Vine Street, north of Cedar Street. Mayor Brown opened it up for discussion. Rod Vander Werf, 1003 Cedar Street, commented that parking has not been an issue and people only park on one side of the street. Brad Heath, 2206 Vine Street, stated the parking issue has just come up since he moved in and it wasn't a problem before. Mike Johnson 2214 Vine Street, stated there have been issues with the parking because; it may block access to fire hydrants and mail boxes, Federal Express has trouble making deliveries and cars are parked longer than 48 hours. Mark Miller motioned to restrict parking in the cul-de-sac on Vine Street, seconded by Frank Darrah. Mr. Sturch stated that at a later time if warranted this could be brought back to review if no parking signs should be on the east side of Vine Street. The motion carried unanimously.

Mayor Brown introduced the second item on the agenda FY2019 Budget Presentation. Jennifer Rodenbeck, Director of Finance and Business Operations, reviewed a PowerPoint presentation. She reviewed the budget process and the property valuations. She stated assessed valuations increased 4.3%. She stated the assessed valuations are now over $3 billion. Ms. Rodenbeck reviewed the backfill money received from the State with regards to the commercial rollback; stating in FY19 back fill is not guaranteed. She stated for the FY19 budget staff is proposing the property tax rate increase from $11.13 to $11.22. She said residential properties will see a 1.53% decrease, commercial/industrial properties will see a .81% increase and multi-residential properties will see a 3.77% decrease. Ms. Rodenbeck stated that all Capital Improvement Projects for FY2019 are in the budget. She also reviewed other items, such as, TIF, FY19 benefits rates, additional staffing needs and outside agency funding. Ms. Rodenbeck answered questions from Council. Ms. Rodenbeck explained the Public

Hearing will be held on February 19th and we must certify the budget to Black Hawk County by March 15th.

Mayor Brown moved on to the third item on the agenda, Public Safety Services Update. Jeff Olson, Director of Public Safety Services/Police Chief, reviewed a PowerPoint presentation, stating crime has increased 11.9% in 2017, but continues to be down for the past 5 years. He reviewed the statistics and compared them to the FBI national crime stats. Crime reports to council includes all crime. The FBI crime stats reports only certain crime so the comparisons are different. He stated they continue to work with Waterloo to take appropriate action to react and prevent crime. Mayor Brown opened it up for questions from the Council. Chief Olson answered questions, stating the body cameras have been very beneficial in writing the case report and in court. He said University of Northern Iowa reports their own crime statistics. Chief Olson then played a video of the trip Public Safety personnel and other staff took to Kalamozoo, MI to see their Public Safety department. He stated they started a Public Safety department in 1985 and all employees are cross training Public Safety Officers (PSO). He said we are using their organization as a learning tool to what works best and Cedar Falls can progress towards this model. Chief Olson stated they may add a medical response truck to the fleet, this addition will cut down on wear and tear on the large fire trucks being deployed for medical only calls. He said they will also look into PSO's carrying the SCBA gear along with their other gear in the squad cars. Mr. Olson reviewed a listing of other Public Safety Departments across the USA, listing cities from 200,000 to 1,000 in population. Chief Olson answered questions regarding the training budget and having specialized PSO's.

Mayor Brown introduced the final item on the agenda bills and payroll. David Wieland moved to approve the bills as presented and Tom Blanford seconded the motion. The motion carried unanimously.

There being no further discussion Mayor Brown adjourned the meeting at 6:40 p.m.

Minutes by Lisa Roeding, Controller/City Treasurer

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
501 E. 4th Street
Cedar Falls, Iowa 50613
Phone: 319-273-8633
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Water Reclamation Division

TO: Honorable Mayor James P. Brown and City Council Members

FROM: Mike Nyman, Manager
Water Reclamation/Sewer Division

DATE: February 14, 2018

SUBJECT: 2018 Sanitary Sewer Rehabilitation Project
Project No. WR – 000 - 3150

The plans, specifications and form of contract for the 2018 Sanitary Sewer Rehabilitation (liner) Project have been prepared and are on file in the City Clerk's office. I've identified approximately 8,500 feet of sanitary sewer lines for rehabilitation. I'm requesting that the City Council receive and file these plans, specifications and form of contract at the council meeting of February 19, 2018 and set the public hearing for this project for March 5, 2018.

The FY17 CIP includes $250,000 for various sewer rehabilitation projects and is designated as such in budget line item 552-7755-436-9201. The estimated cost of this project is $240,000.

Thank you very much. Please let me know if you have any questions.

PROJECT SPECIFICATIONS
FOR
2018 SANITARY SEWER REHABILITATION PROJECT
Project No. WR – 000 – 3150
Cedar Falls, Iowa

ENGINEER'S CERTIFICATION	
	I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed professional engineer under the laws of the State of Iowa. _____ Date: 02/02/2018 Jon L. Resler, P.E. Iowa License No. 16911 My license renewal date is December 31, 2019 Pages or sheets covered by this seal: 1-25.

TABLE OF CONTENTS

DIVISION 3 – Standard Specifications

The City of Cedar Falls has adopted the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS) as the City's Standard Specification.

This "Standard Specification" is amended by the City of Cedar Falls' 2018 Supplemental Specifications to the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS).

Links to both documents can be found on the City's website at:
www.cedarfalls.com/designstandards

DIVISION 4 – Supplemental Plans and Specifications

2018 SANITARY SEWER REHABILITATION PLAN

NOTICE OF PUBLIC HEARING ON PLANS, SPECIFICATIONS, FORM OF CONTRACT, AND ESTIMATE OF COST FOR THE 2018 SANITARY SEWER REHABILITATION PROJECT IN THE CITY OF CEDAR FALLS, IOWA

TO ALL TAXPAYERS OF THE CITY OF CEDAR FALLS, IOWA, AND OTHER PERSONS INTERESTED:

Public notice is hereby given that the City Council of the City of Cedar Falls, Iowa, will conduct a Public Hearing on Plans, Specifications, Form of Contract, and Estimate of Cost for the construction of the 2018 Sanitary Sewer Rehabilitation Project in said City at 7:00 p.m. on the 5th day of March, 2018, said meeting to be held in the Council Chambers in the City Hall in said City.

Said Plans, Specifications, and Form of Contract are now on file in the office of the City Clerk in the City Hall in Cedar Falls, Iowa, and may be inspected by any persons interested.

Any person interested may appear at said meeting of the City Council for the purpose of making objections to said Plans, Specifications or Contract or the cost of making said improvement.

This notice given by order of the City Council of the City of Cedar Falls, Iowa.

City of Cedar Falls, Iowa

By: _____
Jacqueline Danielsen, CMC
City Clerk

NOTICE TO BIDDERS
2018 SANITARY SEWER REHABILITATION PROJECT
IN THE CITY OF CEDAR FALLS, IOWA

Time and Place for Filing Sealed Proposals: Sealed proposals will be received for 2018 Sanitary Sewer Rehabilitation Project at the City Clerk's office by the Water Reclamation Manager or an authorized representative of the City of Cedar Falls, Iowa, until 2:00 p.m. on the 13th day of March, 2018.

Time and Place Sealed Proposals will be Opened and Considered: Sealed proposals will be opened and read at 2:00 p.m. on the 13th day of March, 2018 in the City Council Chambers at City Hall, 220 Clay Street Cedar Falls, Iowa, for consideration by the City of Cedar Falls City Council at its meeting at 7:00 p.m. on the 19th day of March, 2018 or at such later time and place as may be fixed. The City of Cedar Falls reserves the right to reject any and all proposals including without limitation, nonconforming, nonresponsive, unbalanced, or conditional bids.

Time for Commencement and Completion of Work: The work under the proposed contract shall commence within eight (8) calendar weeks after the date set forth in the written Notice to Proceed and shall be performed regularly and diligently throughout the duration of the project.

Bid Security: Each Form of Proposal shall be accompanied in a separate envelope by a proposal guaranty as defined in Division 1 Section 05.

Contract Documents: Plans, specifications, and Form of Proposal blanks may be obtained from the Water Reclamation Manager's Office, 501 East 4th Street, Cedar Falls, Iowa. Contract documents are also available electronically by calling 319-268-5161 for ftp site location and access rights.

Preference for Iowa Products and Labor**:** The Contractor shall give preference to Iowa domestic labor in the construction or building of such public improvement or works in accordance with Section 73 of the Code of Iowa.

Sales Tax**:** Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies or equipment to be used in the performance of this project. Products utilized in the construction of this project will be exempt from tax as provided by Iowa Code Sections 423.2 and 423.45.

Project Description: This work shall consist furnishing and installing a cured in place liner within existing 8 and 12 inch diameter sewer lines in selected areas of the city and in accordance with the contract documents. Total project involves approximately 8,487 feet and 149 service taps. A complete list of sewers to be rehabilitated and TV inspection reports for most lines are available. Contractors may wish to perform their own evaluation prior to the bid.

Published upon order of the City Council of Cedar Falls, Iowa.

CITY OF CEDAR FALLS, IOWA

BY: _____
Jacqueline Danielsen, CMC,
City Clerk

DIVISION I – Instruction to Bidders

The work comprising the 2018 Sanitary Sewer Rehabilitation Project shall be constructed in accordance with the 2018 edition of the Iowa "SUDAS" and as further modified by the City of Cedar Falls' 2018 Supplemental Specifications and the special provisions included in the contract documents. The terms used in the contract revision of the documents are defined in said Standard Specifications.

Before submitting your bid, please review the requirements of "Division One, General Provisions and Covenants", in particular the sections regarding proposal requirements, bonding, contract execution, and insurance requirements. Please be certain that all documents have been completed properly; as failure to complete and sign all documents and to comply with the requirements listed below can cause your bid not to be read.

01 Definition & Terms

Add the following to Standard Specification Section 1010 – 1.03:

Code of Iowa: The latest edition of the Code of Iowa

Engineer: The City Engineer of Cedar Falls, Iowa or an authorized representative.

Project Manager: The Water Reclamation Manager of Cedar Falls, Iowa or an authorized representative.

Owner: The City of Cedar Falls, Iowa acting through its City Council.

Project: 2018 Sanitary Sewer Rehabilitation Project; City Project No. WR – 000 – 3150

02 Qualification of the Bidder

Add the following to Standard Specification Section 1020 – 1.01:

To demonstrate bidder's qualifications to perform the work, within five days of the Owners request, bidder shall submit written evidence such as may be called for below:

The address and description of the bidder's place of business; the present firm name, and the name of the state where incorporated.

The Owner hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or national origin in consideration for an award.

03 Contents of the Proposal Forms

Add the following to Standard Specification Section 1020 – 1.02:

Plans, specifications, and proposal forms may be obtained from the office of the Water Reclamation Manager's Office, 501 East 4th Street, Cedar Falls, Iowa. Plans, specifications, and proposal forms have been approved by the City Council and are now on file for public examination in the office of the City Clerk. Contract documents are also available electronically by calling 319-268-5161 for ftp site location and access rights.

04 Taxes

Add the following to Standard Specification Section 1020 – 1.08:

Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies or equipment in the performance of this project. Products utilized in the construction of this project will be exempt from tax as provided by Code of Iowa Sections 423.2 and 423.45.

05 Submission of the Proposal, Identity of Bidder & Bid Security

Add the following to Standard Specification Section 1020 – 1.12:

The bid security must be in the minimum amount of 10% of the total bid amount including all add alternates (do not deduct the amount of deduct alternates). Bid security shall be in the form of a cashier's check, a certified check, or a bank money order drawn on a FDIC insured bank in Iowa or drawn on a FDIC insured bank chartered under the laws of the United States; or a certified share draft drawn on a credit union in Iowa or chartered under the laws of the United States; or a bid bond executed by a corporation authorized to contract as a surety in Iowa or satisfactory to the Jurisdiction. The bid bond must be submitted on the enclosed Bid Bond form, as no other bid bond forms are acceptable. All signatures on the bid bond must be original signatures in ink; facsimile (fax) of any signature on the bid bond is not acceptable. Bid security other than said bid bond shall be made payable to City Clerk of the City of Cedar Falls".

"Miscellaneous Bank checks", as well as "Money Orders" and "Traveler's Checks" issued by persons, firms or corporations licensed under Code of Iowa Chapter 533B are not acceptable bid security.

The bid shall be submitted on the Form of Proposal included herewith or on a computer printed proposal. All entries on this proposal shall be filled in ink, typed or computer printed. The bidder shall not alter the quantity, unit price, or the extension that has been provided for items that have been predetermined by the contracting authority.

If the proposal is computer generated, the bidder shall submit a form titled as "Form of Proposal," followed by: the project name, project number, the City of Cedar Falls, Iowa and the bidder's name. The form shall then include the item numbers, item descriptions, and units and

their quantities. The bidder shall specify a unit price in figures of dollars and cents for all pay items, the extensions for the respective unit prices and quantities in figures in a column provided for the purpose, and the total amount of the proposal obtained by adding the amounts of the several items. The form shall then conclude with the bidder's name, that of its representative and the representative's signature.

The computer generated proposal then is to be attached to the Form of Proposal included herewith, which has the following entries completed: bid security sum and form, the name of the bidder and its official address, and the bidder's representative's name, signature, and title. Also the total bid shall be completed with the entry of "see attached."

The Proposal shall be submitted in a sealed envelope separate from the Bid Security, Bidder Status Form, and the Non-Collusion Affidavit. The envelope shall bear the return address of the Bidder and shall be addressed as follows:

To: City Clerk
City of Cedar Falls
City Hall
220 Clay Street
Cedar Falls, Iowa 50613

Proposal for: 2018 Sanitary Sewer Rehabilitation Project
Project No. WR – 000 – 3150

FORM OF PROPOSAL
2018 SANITARY SEWER REHABILITATION PROJECT
CITY OF CEDAR FALLS, IOWA
PROJECT NO. WR – 000 – 3150

To the Mayor and City Council
City of Cedar Falls, Iowa

The undersigned hereby certifies that _____ have personally and carefully examined the specifications, general conditions, and form of contract annexed hereto. Having made such examination, the undersigned hereby proposes to construct the improvements for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the plans and specifications on file in the office of the City Clerk, the published Notice to Bidders and the Form of Contract, herewith, complying with all the laws of the State of Iowa, and the Rules, Regulations and Ordinances of the City of Cedar Falls, and to the satisfaction of the City Council of the City of Cedar Falls, Iowa, including the guaranteeing of this Project for a period of two (2) years from the date of final acceptance thereof at the following prices, to-wit:

Item No.	Description	Units	Quantity	Unit Price	Extended Price
1	Pipe Lining, 8 Inch	Linear Feet	7,862		
2	Pipe Lining, 12 Inch	Linear Feet	625		
3	Building Sanitary Sewer Service Reconnection	Each	149		
4	Grouting Service Laterals	Each	149		
				Total Bid	

Bidders may not independently bid on selective items of work. In this project, all items constitute one indivisible work that will be let to one bidder. Bids shall be submitted for all of the items. The successful bidder will be determined by evaluating the Total Bid shown above. Failure to submit a bid on any item shall be just cause for disqualification of the entire proposal. Unit bids must be filled in ink, typed or computer generated, or the bid will be rejected. The Owner reserves the right to delete any part or all of any item.

The Owner reserves the right to reject any and all bids, including without limitation, nonconforming, nonresponsive, unbalanced, or conditional bids. The Owner further reserves the right to reject the bid of any bidder whom it finds, after reasonable inquiry and evaluation, to be non-responsible. The Owner may also reject the bid of any bidder if the Owner believes that it would not be in the best interest of the project to make an award to that bidder. The Owner also reserves the right to waive all informalities not involving price time or changes in the work

If written notice of approval of award is mailed, telegraphed or delivered to the undersigned within thirty (30) calendar days after the opening thereof, or any time thereafter before this bid is withdrawn, the undersigned agrees to execute and deliver an agreement in the prescribed form and furnish the required bond within ten (10) calendar days after the Contract is presented to him for signature, and start work within ten (10) calendar days after "Notice to Proceed" is issued.

Bid Security in the sum of _____ in the form of _____, is submitted herewith in accordance with the Instructions to Bidders.

The bidder is prepared to submit a financial and experience statement upon request.

The bidder has received the following Addendum or Addenda:

Addendum No. _____ Date _____
Addendum No. _____ Date _____
Addendum No. _____ Date _____

The bidder has filled in all blanks on this Proposal.

Note: The Penalty for making false statements in offers is prescribed in 18 U.S.A., Section 1001.
Name of bidder

_____ _____
By

_____ _____
Official Address Title

BID BOND
PROJECT NO. WR – 000 – 3150

KNOW ALL MEN BY THESE PRESENTS, that we, _____ _____, as Principal, and _____ as Surety are held and firmly bound unto the City of Cedar Falls, Iowa, as Obligee, hereinafter called "OBLIGEE," In the penal sum of_____ Dollars ($_____) lawful money of the United States, for the payment of which sum will and truly be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents. Whereas the Principal has submitted the accompanying bid dated the _____ day of_____, 20_____, for _____ _____.

NOW THEREFORE,

(a) If said Bid shall be rejected, or in the alternate,

(b) If said Bid shall be accepted and the Principal shall execute and deliver a contract in the form specified and shall furnish a bond for the faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid,

Then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

By virtue of statutory authority, the full amount of this bid bond shall be forfeited to the Obligee in liquidation of damages sustained in the event that the Principal fails to execute the contract and provide the bond as provided in the specifications or by law.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Obligee may accept such Bid or execute such contract; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations, have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers this _____ day of _____, A.D., 20_____.

_____ (Seal)
Principal

_____ By_____ (Title)
Witness

_____ (Seal)
Surety

_____ By_____
Witness Attorney-in-fact

Bidder Status Form

To be completed by all bidders — Part A

Please answer "Yes" or "No" for each of the following:

☐ Yes ☐ No My company is authorized to transact business in Iowa.
(To help you determine if your company is authorized, please review the worksheet on the next page).

☐ Yes ☐ No My company has an office to transact business in Iowa.

☐ Yes ☐ No My company's office in Iowa is suitable for more than receiving mail, telephone calls, and e-mail.

☐ Yes ☐ No My company has been conducting business in Iowa for at least 3 years prior to the first request for bids on this project.

☐ Yes ☐ No My company is not a subsidiary of another business entity or my company is a subsidiary of another business entity that would qualify as a resident bidder in Iowa.

If you answered "Yes" for each question above, your company qualifies as a resident bidder. Please complete Parts B and D of this form.

If you answered "No" to one or more questions above, your company is a nonresident bidder. Please complete Parts C and D of this form.

To be completed by resident bidders — Part B

My company has maintained offices in Iowa during the past 3 years at the following addresses:

Dates: ______ /______ /______ to ______ /______ /______ Address: ______________________
City, State, Zip: ______________________

Dates: ______ /______ /______ to ______ /______ /______ Address: ______________________
City, State, Zip: ______________________

Dates: ______ /______ /______ to ______ /______ /______ Address: ______________________
City, State, Zip: ______________________

You may attach additional sheet(s) if needed.

To be completed by non-resident bidders — Part C

1. Name of home state or foreign country reported to the Iowa Secretary of State:

____

2. Does your company's home state or foreign country offer preferences to bidders who are residents? ☐ Yes ☐ No
3. If you answered "Yes" to question 2, identify each preference offered by your company's home state or foreign country and the appropriate legal citation.

____

____

____ *You may attach additional sheet(s) if needed.*

To be completed by all bidders — Part D

I certify that the statements made on this document are true and complete to the best of my knowledge and I know that my failure to provide accurate and truthful information may be a reason to reject my bid.

Firm Name: ____

Signature: ______________________________ Date: ______________

You must submit the completed form to the governmental body requesting bids per 875 Iowa Administrative Code Chapter 156.
This form has been approved by the Iowa Labor Commissioner.

309-6001 02-14

Worksheet: Authorization to Transact Business

This worksheet may be used to help complete Part A of the Resident Bidder Status form. If at least one of the following describes your business, you are authorized to transact business in Iowa.

☐ Yes ☐ No	My business is currently registered as a contractor with the Iowa Division of Labor.
☐ Yes ☐ No	My business is a sole proprietorship and I am an Iowa resident for Iowa income tax purposes.
☐ Yes ☐ No	My business is a general partnership or joint venture. More than 50 percent of the general partners or joint venture parties are residents of Iowa for Iowa income tax purposes.
☐ Yes ☐ No	My business is an active corporation with the Iowa Secretary of State and has paid all fees required by the Secretary of State, has filed its most recent biennial report, and has not filed articles of dissolution.
☐ Yes ☐ No	My business is a corporation whose articles of incorporation are filed in a state other than Iowa, the corporation has received a certificate of authority from the Iowa secretary of state, has filed its most recent biennial report with the secretary of state, and has neither received a certificate of withdrawal from the secretary of state nor had its authority revoked.
☐ Yes ☐ No	My business is a limited liability partnership which has filed a statement of qualification in this state and the statement has not been canceled.
☐ Yes ☐ No	My business is a limited liability partnership which has filed a statement of qualification in a state other than Iowa, has filed a statement of foreign qualification in Iowa and a statement of cancellation has not been filed.
☐ Yes ☐ No	My business is a limited partnership or limited liability limited partnership which has filed a certificate of limited partnership in this state, and has not filed a statement of termination.
☐ Yes ☐ No	My business is a limited partnership or a limited liability limited partnership whose certificate of limited partnership is filed in a state other than Iowa, the limited partnership or limited liability limited partnership has received notification from the Iowa secretary of state that the application for certificate of authority has been approved and no notice of cancellation has been filed by the limited partnership or the limited liability limited partnership.
☐ Yes ☐ No	My business is a limited liability company whose certificate of organization is filed in Iowa and has not filed a statement of termination.
☐ Yes ☐ No	My business is a limited liability company whose certificate of organization is filed in a state other than Iowa, has received a certificate of authority to transact business in Iowa and the certificate has not been revoked or canceled.

309-6001 02-14

NON-COLLUSION AFFIDAVIT OF PRIME BIDDER
PROJECT NO. WR – 000 – 3150

STATE OF _____
ss
COUNTY OF _____

_____, being first duly sworn, deposes and says that:

(1) We are _____ of _____
(owner, partner, officer, representative, or agent)

_____, the Bidder that has submitted the attached bid:

(2) We are fully informed respecting the preparation and contents of the attached bid and of all pertinent circumstances respecting such bid:

(3) Such bid is genuine and is not a collusive or sham bid:

(4) Neither the said Bidder nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Bidder, firm or person to submit a collusive or sham bid in connection with the Contract for which the attached bid has been submitted or to refrain from bidding in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other Bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or, to fix any overhead, profit or cost element of the bid price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against the City of Cedar Falls, Iowa, or any person interested in the proposed Contract; and

(5) The price or prices quoted in the attached bid are fair and proper and are not tainted by a collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees or parties in interest, including this affiant.

_____
Signed

_____
Title

Subscribed and sworn to before me

this _____ day of _____, 20_____

_____

_____
Title

My Commission expires _____.

FORM OF CONTRACT

This Contract entered into in quadruplicate at Cedar Falls, Iowa, this ____ day of _____, 2018, by and between the City of Cedar Falls, Iowa, hereinafter called the Owner, and_____ of _____, hereinafter called the Contractor.

WITNESSETH:

The Contractor hereby agrees to furnish all labor, tools, materials, and equipment and construct the public improvement consisting of: 2018 SANITARY SEWER REHABILITATION PROJECT; PROJECT NO. WR – 000 – 3150 all in the City of Cedar Falls, Iowa, ordered to be constructed by the City Council of the City of Cedar Falls, Iowa, by Resolution duly passed on the 5th day of March, 2018 and shown and described in the Plans and Specifications therefore now on file with the City Clerk of said City.

Said improvement shall be constructed strictly in accordance with said Plans and Specifications.

The following parts of the Plans and Specifications for said 2018 SANITARY SEWER REHABILITATION PROJECT attached hereto shall be made a part of this contract as fully as though set out herein verbatim:

a. Resolution of Necessity
b. Resolution ordering construction of the improvement
c. Plans
d. Notice of Public Hearing on Plans and Specifications
e. Notice to Bidders
f. Instructions to Bidders
g. Supplemental Conditions
h. General Conditions
i. Project Specifications
j. Form of Proposal
k. Performance Bond
l. Maintenance Bond
m. Form of Contract

n. Non-collusion Affidavit of Prime Bidder
o. Bidder Status Form

On completion of the said improvement, the Owner agrees to pay to the Contractor the prices set out in the Form of Proposal of the Contractor, said payment to be made in the manner stated in the published Notice to Bidders.

In Witness whereof, this Contract has been executed in quadruplicate on the date first herein written.

_____
Contractor

CITY OF CEDAR FALLS, IOWA

By_____
James P. Brown, Mayor City of Cedar Falls

Attest: _____
Jacqueline Danielsen, CMC
City Clerk

DIVISION 2 – Special Provisions

Special Provisions are intended to amend or supplement the General Provisions and Covenants of the "SUDAS" Standard Specifications. All sections that are not amended or supplemented remain in full force and effect.

01 Award of Contract

Add the following to Standard Specification Section 1030 – 1.03:

The lowest responsive bidder will be required to furnish a performance, payment, and maintenance bond in the sum equal to one hundred (100%) percent of the total bid. The maintenance bond shall guarantee the maintenance of the improvements for a period of two (2) years from and after its completion and acceptance by the City of Cedar Falls.

02 Availability of Site

Add the following to Standard Specification Section 1050 – 1.04:

During construction of this project, the Contractor will be required to coordinate all work operations with the Department of Community development, City project contractors, and / or others involved with, but not limited to, the following events:

1) Public Works Garbage Collection Operations
2) Street Construction – 2018
3) University Ave Phase 2&3
4) Cedar Falls Util. Co. electrical, communications, gas & water main projects
5) 2018 Public Sidewalk & Patching Project
6) College Hill Arts Festival – June 15 and 16, 2018
7) Sturgis Falls Celebration – June 22 thru 24, 2018

03 Subletting or Assignment of Contract

Add the following to Standard Specification Section 1080 – 1.01:

The Contractor's own organization shall perform work amounting to not less than fifty (50%) percent of the total contract cost unless otherwise specified. An item designated as a specialty item may be performed by subcontract, and the cost of any such specialty item as performed by subcontract may be deducted from the total cost before computing the amount of work required by the Contractor's organization.

04 Contract Time

Add the following to Standard Specification Section 1080 – 1.02:

The work under the proposed contract shall commence within eight (8) calendar weeks after the date set forth in the written Notice to Proceed and shall be performed regularly and diligently throughout the duration of the project. There is no specified number of allotted working days for this contract; however, much of this work is in conjunction with street reconstruction or resurfacing. To minimize conflicts, and avoid encountering a situation that may require a possible spot repair under a newly laid street, Contractor should plan to finish by July 1, 2018.

05 Weekly Record of Working Days

Add the following to Standard Specification Section 1080 – 1.06:

Work shall not begin before 7:00 a.m. and shall stop at sunset.

06 Progress Payments

Add the following to Standard Specification Section 1090 – 1.01:

Pay estimates will be submitted to the City Council for approval on the first (1st) and third (3rd) Mondays of each month.

Payment for the work may be made in three parts, if requested by the Contractor. The Contractor may request from the Owner a progress payment when the job is 33% complete and another when the job is 66% complete. Final payment will be made upon satisfactory completion of this contract. Payment will be in accordance with the prices set forth in the proposal for the quantity of work performed. This shall include any additional expenses preapproved by the Owner.

Before final payment is made, the Contractor shall furnish vouchers showing that all subcontractors and all persons furnishing labor and materials have been fully paid for such materials and labor and that the City may retain ten (10) percent of the project cost from the last payment for a period of ninety (90) calendar days following such completion and approval, unless satisfied that material and laborers have been paid for in full.

07 Pollution Prevention Plan

1. Project Description

This work shall consist furnishing and installing a cured in place liner within existing 8 and 12 inch diameter sewer lines in selected areas of the city and in accordance with the contract documents. Total project involves approximately 8,487 feet and 149 service taps.

This project encompasses multiple locations within the city.

2. Erosion and Sediment Controls

All contractors and subcontractors operating on the site shall take efforts to prevent contamination of storm water runoff, groundwater, and soils by hazardous material and / or pollutants caused by their operations or encountered in their work. All waste materials and supplies must be removed from the site(s). If construction equipment maintenance or repair is performed on any site, provisions must be made to capture and remove any lubricants or other fluids.

The Contractor shall notify the Owner immediately upon finding a hazardous material contamination either existing at the site or caused by construction activities.

The Contractor and every Subcontractor shall be responsible to the Owner to:

1. Execute Contractor's part of the pollution prevention plan as described.

2. Conduct all work activities to not damage an existing erosion control measure or stabilizing vegetation. If damages occur, the Contractor shall make repairs with no additional cost to the Owner.

3. Coordinate with the Owner for installation of additional erosion control measures that may be needed during construction.

3. Certification Statement

N.P.D.E.S. CERTIFICATION

The contractor certifies under penalty of law that they understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site as part of this certification. Further, by signing and entering into contract for this work, the contractor understands that they are becoming a co-permittee, along with the owner(s) and other contractors and subcontractors, to the Iowa Department of Natural Resources NPDES General Permit No. 2 for "Storm Water Discharge Associated with Industrial Activity for Construction Activities" at the identified site. As co-permittee, the contractor understands that they and their company are legally required under the Clean Water Act and the Code of Iowa, to ensure compliance with the terms and conditions of the Storm Pollution Prevention Plan developed under this NPDES permit and the terms of this NPDES permit.

08 METHOD OF MEASUREMENT

The Engineer will measure the items of work that have been acceptably constructed as specified in the contract documents for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS) for public improvements and as further modified by the City of Cedar Falls' 2018 Supplemental Specifications, except as amended or supplemented as follows:

Item No. 4 – Grouting Service Laterals
The number of grouting service laterals will be measured on a per each location basis.

09 BASIS OF PAYMENT

Payment for the items listed in the Method of Measurement will be determined by multiplying the item quantity (as determined in the Method of Measurement) by the unit price as bid on the proposal form in accordance with the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) as amended by the City of Cedar Falls' 2018 Supplemental Specifications to the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS), except as amended or supplemented as follows:

Item No. 4 – Grouting Service Laterals
The Contractor will be paid the contract unit price per each measured.

DIVISION 4 - SUPPLEMENTAL PLANS AND SPECIFICATIONS

All work shall be constructed as specified in the Contract documents for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the 2018 Edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) as amended by the City of Cedar Falls' Supplemental Specifications to the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS), except as amended or supplemented as follows:

Item No. 1-2 – Pipe Lining, 8 and 12 Inch

Traffic control as per I.D.O.T. Specification Section 2528.12 shall be incidental to bid items. The bypassing of sewage shall be incidental the bid items. The cleanup of the work site is incidental to the bid items including maintenance of surfaces such as paving, seeding, sodding and graveling, as needed, if damaged.

Resin-Impregnated Tube for Cured-in-place pipe (CIPP) Lining shall be used per SUDAS Section 4050 2.05.

Water-tight end seals are required. Sealing is incidental to lining. The Contractor is responsible for using one or more of the following methods to achieve a water tight seal at both ends of the liner:

1. Install gasketed stainless steel bands (LMK or pre-approved equal) inside each end of the host pipe prior to lining. This method shall be the only acceptable method for pipes 18" or larger in diameter, or those subject to hydrostatic pressure (ground water table) at any time of the year.

2. Apply a hydrophilic sealing material (Hydrotite or pre-approved equal) 360 degrees inside the circumference of the host pipe at each end.

3. Chemical pressure grout between the exterior of the pipe and annulus of the liner after lining at the manhole.

The Contractor shall provide liner "coupon" specimens for testing to the Owner after installation. The Owner will pay all expenses for the testing of these specimens. The cost of retests made necessary by the failure of the samples of specimens to meet the specified requirements shall be paid for by the Contractor. Any liner installed failing this test shall be replaced at the Contractor's expense.

The Contractor shall furnish a general purpose felt/unsaturated polyester resin and catalyst system that meets ASTM Test Procedures D-638 and D-790 and the finished formed physical strengths specified herein. The Formed liner shall conform to the minimum structural standards as listed below:

Physical Characteristics	Test Procedure	Pipe Material Felt/Resin
Tensile Strength	ASTM D-638	3000 psi
Tensile Modulus	ASTM D-638	300000 psi

If, due to broken or offset pipe at the manhole wall, the pipe liner fails to make a tight seal, the Contractor shall apply a seal at that point. The seal shall be of a resin mixture compatible with the liner pipe material.

After insertion is completed, the Contractor shall supply suitable heat source equipment. The equipment shall be capable of delivering the appropriate heat source through the lining section to uniformly raise the temperature to effect forming of the cured-in-place liner. This temperature shall be determined by the system employed.

Any steam for processing shall utilize monitoring methods and forming period as recommended by the liner manufacturer. If water is utilized, the water temperature in the line during the forming period shall be as recommended by the liner manufacturer.

If the liner fails to form, the Contractor shall remove the failed liner and replace it with a new liner. This work shall be performed without additional cost to Owner.

Any defects which will affect in the foreseeable future or warranty period, the integrity or strength of the liner pipe shall be repaired at the Contractor's expense. Allowance shall be given for excess pipe (rib) when the cross-sectional area has been reduced due to offset joints, partial collapse, out of round sections, etc.

Item No. 3 – Building Sanitary Sewer Service Reconnection

Traffic control as per I.D.O.T. Specification Section 2528.12 shall be incidental to bid items. The cleanup of the work site is incidental to the bid items including maintenance of surfaces such as paving, seeding, sodding and graveling, as needed, if damaged.

After the pipe liner has been formed in place, the Contractor shall reconnect the existing active service connections as designated by the Owner. This shall be done without excavation, and in the case of non-man entry pipes, from the interior of the pipeline by means of a television camera and a cutting device that re-establishes the service connections to not less than 90 percent capacity. The CCTV inspection of the formed liner shall show a "dimple effect", which is an indication that there is a tight fit of the liner against the host pipe. If this is not the case, the liner must be reprocessed until there is a good definition of a "dimple" at the service connection, before reconnecting the service connection.

Item No. 4 – Grouting of Service Lines

Chemical grouting equipment shall consist of a closed circuit television system, necessary chemical sealant containers, pumps, regulators, valves, hoses, etc., and lateral connection sealing packers for the various sizes of sewer pipes.

Grout packer shall be cylindrical and have a diameter less than the pipe size and have cables attached at each end to pull it through the line. The same equipment shall be used for both testing and sealing sewer lateral connections. The packer shall contain a lateral sealing inversion tube. This tube should be designed to accommodate two sizes of laterals, 4" and 6" diameters. The inversion tubes are one length to facilitate sealing of approximately 2' of the lateral.

Sewer main shall be televised before service line is grouted; testing of grouted service will also be televised.

The chemical grout shall be a type which has a documented record of satisfactory performance in sewer usage. All grouting materials shall be delivered to the job site in the original, labeled, and unopened containers. Grouts shall be Acrylic base gel chemical sealing material – Avanti AV-100 or equal.

Laterals shall be air tested by isolating the area to be tested with the packer and applying positive pressure into the isolated "void" area. The test procedure will consist of applying air pressure into each isolated void area. The packer ends will be inflated to isolate the lateral and insert and inflatable inversion tube. The lateral shall be tested with a gauge pressure of one-half (1/2) p.s.i. per foot of depth of sewer or a minimum of four (4) p.s.i., whichever is larger. The void pressure will be observed during this test for a minimum of 10 seconds. If the void pressure drop is greater than 1 psi in 10 seconds, the lateral is considered to have failed the air test. If no pressure can be built up, the connection will also have failed the test. Any connection failing the test shall be sealed and retested utilizing the same method and procedures until it does pass the test. The cost of retesting lateral connections shall be considered incidental and included in the cost of sealing sanitary sewer lateral connection.

FY 2018 Rehabilitation (Lining) List

(In Alphabetical Order by size)

Video ID#	Street	Length	Taps	Description	Line Size (in)
1	Bluff	240	4	500 Blk, MH 382 (9'3") at 600 Bluff St to MH 381 (8'6") at 504 Bluff St.	8"
2	College	308	9	1000 Blk, MH 2825 (8'2") at 10th & College to MH 3084 (Lid Cold Patched) at 11th & College.	8"
3	Hillside	285	8	3900 Blk, MH 1176 (8'11") at 3908 Hillside to MH 1177 9' at 4007 Hillside.	8"
4	Hillside	284	2	4000 Blk, MH 1177 (9') at 4007 Hillside to MH 3629 (7'7") at Hillside and Valley High.	8"
5	Highland	292	6	100 Blk, MH 3101 (9'3") at 202 Highland to MH 3213 (8'6") at Hightland and Crescent.	8"
6	Highland	235	4	200 Blk, MH 3104 (7'9") at 209 Highland to MH 3103 (10'1") at Highland and W. 3rd.	8"
7	Highland	345	5	300 Blk, MH 3103 (10'1") at Highland and W. 3rd to MH 3189 (8'3") at Highland and W. 4th.	8"
8	Iowa	326	13	600 Blk, MH 3193 (8'10") at 6th and Iowa to MH 3194 (9'6") at 7th and Iowa.	8"
9	Iowa	332	10	700 Blk, MH 3194 (9'6") at 7th and Iowa to MH 3195 (9'2") 8th and Iowa.	8"
10	Kennedy	249	6	2600 Blk, MH 1995 (8'4") at 2626 Kennedy to MH 1996 (9'5") at Kennedy and Thomas.	8"
11	Kennedy	243	8	2700 Blk, MH 1995 (8'4") at 2626 Kennedy to MH 1994 (5'11") at Kennedy and Douglas.	8"
12	McClain	222	5	3100 Blk, MH 1145 (6'10") at 3121 McClain to MH 1146 (6'4") at 1708 Maplewood.	8"
13	Minnetonka	396	7	2700 Blk, MH 3791 (10') at Minnetonka and Horizon to MH 3804 (9'10") in ROW at 2725 Minnetonka.	8"
14	Minnetonka	133	1	2800 Blk, MH 3804 (9'10") in ROW at 2725 Minnetonka to MH 3374 (10'11") in ROW at 2821 Minnetonka.	8"
15	Minnetonka	395	4	2800-2900 Blk, MH 3378 (11'3") in ROW at 2914 Minnetonka to MH 2491 (9'9") in ROW at 2806 Minnetonka.	8"
16	Minnetonka	378	4	2900/3000 Blk, MH 3377 (10'1") in ROW at 3014 Minnetonka to MH 3378 (11'3") in ROW at 2914 Minnetonka.	8"
17	Minnetonka	388	6	3000 Blk, MH 3376 (11'6") in ROW at 3037 Minnetonka to MH 3372 (10'11") in ROW at 3003 Minnetonka. Service for 3020 either in MH or within first 10' of MH 3376.	8"
18	Neola	330	6	3000 Blk, MH 326 (7'10") in ROW at 3104 Neola to MH 327 (8'6") in ROW at 2703 Neola.	8"

19	N. College St.	146	4	100 Blk, MH 1457 (8'7") at 117 N. College to MH 1217 (16'3") at 117 N. College.	8"
20	N. College St.	236	5	300 Blk, MH 1215 (10'2") at 313 N. College to MH 1216 (9'2") at 225 N. College.	8"
21	Orchard	319	5	500 Blk, MH 1618 (8'9") at Dallas and Orchard to MH 1619 (7'7") in ROW at 609 Orchard.	8
22	Pleasant	202	2	1900 Blk, MH 1039 (8'10") at 1912 Pleasant to MH 1038 (8') at Pleasant and McClain.	12"
23	Pleasant	201	4	1900 Blk, MH 1537 (7'2") at 1923 Pleasant to MH 1039 (8') at 1912 Pleasant.	12"
24	Pleasant	222	1	Kuehn's Park, MH 1537 (7'2") at 1923 Pleasant to MH 2500 (7'8") at Pleasant and Edgewood.	12"
25	Rainbow	185	2	3000 Blk, MH 2906 (6.83') at Rainbow and Bronson Ct to MH 1018 (6') at Rainbow and Parrish.	8"
26	Ravine Dr to River Bluff Dr	191	2	MH 1581 (5') at 1511 River Bluff Drive to MH 1582 (4') at Willow and Ravine Dr. Under house/driveway of 1518 Ravine Drive.	8"
27	River Ridge	110	0	10 Blk. MH 1517 (10') at Timberledge Dr. and River Ridge to MH 2143 (13'5") in ROW at 18 River Ridge.	8"
28	River Ridge	278	5	20 Blk. MH 1512 (7'2") in ROW at 46 River Ridge to MH 2143 (13'5") in ROW at 18 River Ridge.	8"
29	River Ridge	90	1	40 Blk, MH 1511 (8'3") in ROW at 54 River Ridge to MH 1512 (7'2") in ROW at 46 River Ridge.	8"
30	River Ridge	292	4	100 Blk, MH 1504 (8'4") in ROW at 2019 Timberledge Dr to MH 1505 (8'5") in ROW at 119 River Ridge.	8"
31	River Ridge	88	2	100 Blk, MH 1505 (8'3") in ROW at 119 River Ridge to MH 1506 (11'4") in ROW at 101 River Ridge.	8"
32	River Ridge	110	1	100 Blk, MH 1506 (11'4") in Row at 101 River Ridge to MH 1509 (18'3") at River Ridge Rd and River Ridge Ln.	8"
33	Timberledge	177	1	1700 Blk. MH 1522 (9'7") at Timberledge and Westwood to MH 1519 (6'10") at 1716 Timberledge.	8"
34	Timberledge	89	1	1900 Blk, MH 1515 (8'1") at 1906 Timberledge to MH 1516 (8'2") at 1828 Timberledge.	8"
35	Timberledge Place	170	1	20 Blk, MH 1514 (8'1") at 15 Timberledge Pl to MH 1516 (8'2") at 1828 Timberledge Dr.	8"

C·E·D·A·R F·A·L·L·S Iowa

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
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MEMORANDUM
Engineering Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Chase Schrage, CIP Project Supervisor

DATE: February 13, 2018

SUBJECT: 2018 Street Construction Project
Project No. RC-000-3141
Bid Opening

On Tuesday, February 13, 2018 at 2:00 p.m., bids were received and opened for the 2018 Street Construction Project. A total of two (2) bids were received, with Peterson Contractors Inc. the low bidder:

	Bid Total
Peterson Contractors Inc.	**$4,676,551.93**
K. Cunningham Construction Co. Inc.	**$4,717,710.91**

The Engineer's Estimate for this project was $4,802,659.55. Peterson Contractors Inc. of Reinbeck, Iowa submitted the low bid in the amount of $4,676,551.93, which is 2.6% below the Engineer's Estimate. Attached is a bid tab for your reference.

As a result of the competitive bids, we recommend acceptance of the low bid from Peterson Contractors Inc. in the amount of $4,676,551.93. On March 5th, 2018, the Contract, Bonds and Insurance Certificate will be submitted for City Council approval.

If you have any questions or comments feel free to contact me.

xc: Stephanie Houk Sheetz, Director of Community Development
Jon Resler, City Engineer

PROJECT BID TAB

CITY OF CEDAR FALLS
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENGINEERING DIVISION

PROJECT NAME: 2018 STREET CONSTRUCTION PROJECT

CITY PROJECT NUMBER: RC - 000 - 3141
BID OPENING: February 13, 2018
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENGINEERING DIVISION

					ENGINEER'S ESTIMATE		(1) Peterson Contractors Inc.		(2) K. Cunningham Construction Co. Inc.		(3)		(4)		(5)	
BID ITEM	DESCRIPTION	UNITS	EST. QUANTITY	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES
1	REMOVAL OF PAVEMENT	S.Y.	28174.9	$5.00	$140,874.50	$4.55	$128,195.80	$4.75	$133,830.78						
2	REMOVAL OF A.C.C. SURFACING	S.Y.	27816.3	$5.00	$139,081.50	$3.50	$97,357.05	$3.50	$97,357.05						
3	REMOVAL OF A.C.C. SURFACING (MILLING)	S.Y.	19225.0	$8.00	$153,800.00	$4.50	$86,512.50	$4.55	$87,473.75						
4	REMOVAL OF SEALCOAT SURFACE (MILLING)	S.Y.	575.0	$8.00	$4,600.00	$6.85	$3,938.75	$6.85	$3,938.75						
5	REMOVAL OF P.C.C./A.C.C. SURFACE (TAPER MILLING)	S.Y.	1292.1	$43.00	$55,560.30	$35.15	$45,417.32	$35.15	$45,417.32						
6	REMOVAL OF CURB	L.F.	1973.1	$9.00	$17,757.90	$8.50	$16,771.35	$8.50	$16,771.35						
7	REMOVAL OF DRIVEWAY	S.Y.	2221.1	$6.00	$13,326.60	$4.00	$8,884.40	$4.00	$8,884.40						
8	REMOVAL OF SIDEWALK	S.Y.	425.4	$6.00	$2,552.40	$7.50	$3,190.50	$7.50	$3,190.50						
9	REMOVALS AS PER PLAN	UNITS	119.00	$425.00	$50,575.00	$500.00	$59,500.00	$535.00	$63,665.00						
10	SAW CUTTING FOR REMOVALS	L.F.	5354.6	$4.50	$24,095.70	$5.50	$29,450.30	$5.50	$29,450.30						
11	EXCAVATION, CLASS 10, ROADWAY WASTE	C.Y.	10332.1	$11.00	$113,653.10	$10.15	$104,870.82	$10.15	$104,870.82						
12	EXCAVATION, CLASS 10, UNSTABLE MATERIAL	C.Y.	1028.0	$11.00	$11,308.00	$10.50	$10,794.00	$10.50	$10,794.00						
13	EXCAVATION , CLASS 12, BOULDERS	C.Y.	37.0	$20.00	$740.00	$30.00	$1,110.00	$30.00	$1,110.00						
14	PAVEMENT, STAND. OR SLIP-FORM, P.C.C., 7 IN., CLASS "C"	S.Y.	883.6	$40.00	$35,344.00	$60.00	$53,016.00	$56.25	$49,702.50						
15	PAVEMENT, STAND. OR SLIP-FORM, P.C.C., 8 IN., CLASS "C"	S.Y.	19269.1	$43.00	$828,571.30	$44.00	$847,840.40	$42.75	$823,754.03						
16	HMA, (ST), SURF., 1/2" PG 58-28 S	TON	3656.9	$89.00	$325,464.10	$100.00	$365,690.00	$98.60	$360,570.34						
17	HMA, (ST), SURF., 3/4" PG 58-28 S	TON	3742.3	$85.00	$318,095.50	$94.00	$351,776.20	$92.90	$347,659.67						
18	HMA. (HT), SURFACE, 1/2", PG 58-28 H	TON	763.0	$93.00	$70,959.00	$103.00	$78,589.00	$102.30	$78,054.90						
19	HMA, (HT), INTERMEDIATE, 1/2", PG 58-28 H	TON	636.0	$89.00	$56,604.00	$101.00	$64,236.00	$100.25	$63,759.00						
20	CURB, PCC 7 IN. 2.0 FT WIDTH, TYPE "C" CLASS III	L.F.	165.5	$23.00	$3,806.50	$25.00	$4,137.50	$25.00	$4,137.50						
21	CURB, PCC 7 IN. 2.5 FT WIDTH, TYPE "C" CLASS III	L.F.	5225.0	$28.00	$146,300.00	$18.25	$95,356.25	$18.25	$95,356.25						
22	CURB, PCC 7 IN. 3.5 FT WIDTH, TYPE "C" CLASS III	L.F.	826.7	$32.00	$26,454.40	$27.50	$22,734.25	$27.50	$22,734.25						
23	CURB, PCC 8 IN. 2.0 FT WIDTH, TYPE "C" CLASS III	L.F.	157.0	$28.00	$4,396.00	$26.25	$4,121.25	$26.25	$4,121.25						
24	COMPACTION OF SUBGRADE	STA.	72.5	$230.00	$16,675.00	$250.00	$18,125.00	$250.00	$18,125.00						
25	GEOGRID	S.Y.	18534.0	$3.50	$64,869.00	$3.25	$60,235.50	$3.25	$60,235.50						
26	MODIFIED SUBBASE, 12 IN.	S.Y.	31237.0	$11.00	$343,607.00	$12.75	$398,271.75	$13.75	$429,508.75						
27	SURFACING, 1-INCH ROADSTONE	TONS	140.0	$25.00	$3,500.00	$28.00	$3,920.00	$28.00	$3,920.00						
28	TOPSOIL, FURNISH & SPREAD	C.Y.	2254.3	$18.00	$40,577.40	$15.00	$33,814.50	$15.00	$33,814.50						
29	SOD, PROVIDE AND PLACE	S.F.	125435.0	$0.60	$75,261.00	$0.50	$62,717.50	$0.49	$61,463.15						
30	HYDRAULIC SEEDING	S.F.	800.0	$0.45	$360.00	$0.40	$320.00	$0.40	$320.00						
31	WATERING SOD	M-GAL	70.0	$150.00	$10,500.00	$145.00	$10,150.00	$145.00	$10,150.00						
32	DRIVEWAY, P.C.C., 6 IN., CLASS "C"	S.Y.	2221.1	$42.00	$93,286.20	$35.00	$77,738.50	$42.75	$94,952.03						
33	SIDEWALK, P.C.C., 4 IN., CLASS "C"	S.Y.	117.8	$40.00	$4,712.00	$40.00	$4,712.00	$40.50	$4,770.90						
34	SIDEWALK, P.C.C., 6 IN., CLASS "C"	S.Y.	295.1	$40.00	$11,804.00	$40.00	$11,804.00	$45.00	$13,279.50						
35	PEDESTRIAN RAMPS, DETECTABLE WARNING	S.F.	608.0	$32.00	$19,456.00	$30.00	$18,240.00	$36.50	$22,192.00						
36	PATCH, P.C.C., FULL DEPTH, "M" MIX	S.Y.	132.5	$135.00	$17,887.50	$100.00	$13,250.00	$100.00	$13,250.00						
37	PATCH, HMA (ST) SURACE, 1/2", PG58-28S	TONS	72.0	$225.00	$16,200.00	$132.00	$9,504.00	$132.00	$9,504.00						
38	INTAKE, SW-507	EACH	3.0	$3,800.00	$11,400.00	$3,900.00	$11,700.00	$3,900.00	$11,700.00						
39	INTAKE, SW-508	EACH	2.0	$4,500.00	$9,000.00	$4,300.00	$8,600.00	$4,300.00	$8,600.00						
40	INTAKE, SW-509	EACH	8.0	$4,500.00	$36,000.00	$4,400.00	$35,200.00	$4,400.00	$35,200.00						
41	INTAKE, TYPE B	EACH	6.0	$3,800.00	$22,800.00	$3,800.00	$22,800.00	$3,800.00	$22,800.00						
42	INTAKE, TYPE D	EACH	24.0	$4,800.00	$115,200.00	$4,650.00	$111,600.00	$4,650.00	$111,600.00						
43	INTAKE, DOUBLE FLAT	EACH	1.0	$3,500.00	$3,500.00	$4,950.00	$4,950.00	$4,950.00	$4,950.00						
44	INTAKE, RA-3 TOP & INSERT	EACH	1.0	$2,500.00	$2,500.00	$1,450.00	$1,450.00	$1,450.00	$1,450.00						
45	INTAKE, RA-5 TOP & INSERT	EACH	4.0	$3,000.00	$12,000.00	$1,500.00	$6,000.00	$1,500.00	$6,000.00						
46	INTAKE, TYPE C TOP & INSERT	EACH	2.0	$3,500.00	$7,000.00	$1,800.00	$3,600.00	$1,800.00	$3,600.00						
47	INTAKE, TYPE E TOP & INSERT	EACH	5.0	$4,000.00	$20,000.00	$2,500.00	$12,500.00	$2,500.00	$12,500.00						
48	INTAKE, SINGLE FLAT, TOP	EACH	2.0	$1,500.00	$3,000.00	$1,200.00	$2,400.00	$1,200.00	$2,400.00						
49	INTAKE, RA-5 TOP	EACH	3.0	$1,800.00	$5,400.00	$1,100.00	$3,300.00	$1,100.00	$3,300.00						
50	INTAKE, RA-3 INSERT	EACH	1.0	$1,200.00	$1,200.00	$800.00	$800.00	$800.00	$800.00						
51	INTAKE, TYPE B INSERT	EACH	3.0	$3,000.00	$9,000.00	$1,500.00	$4,500.00	$1,500.00	$4,500.00						
52	INTAKE, TYPE C INSERT	EACH	1.0	$3,000.00	$3,000.00	$1,400.00	$1,400.00	$1,400.00	$1,400.00						
53	INTAKE, TYPE D INSERT	EACH	1.0	$3,500.00	$3,500.00	$1,850.00	$1,850.00	$1,850.00	$1,850.00						
54	MANHOLE, ADJUSTMENT, MINOR	EACH	39.0	$500.00	$19,500.00	$1,000.00	$39,000.00	$1,000.00	$39,000.00						
55	MANHOLE, STORM SEWER, SW-401	EACH	5.0	$2,800.00	$14,000.00	$3,400.00	$17,000.00	$3,400.00	$17,000.00						
56	MANHOLE, SANITARY SEWER, SW-301	EACH	14.0	$3,500.00	$49,000.00	$6,400.00	$89,600.00	$6,400.00	$89,600.00						
57	SEWER, STORM, 12 IN. PLASTIC, PERFORATED	L.F.	176.0	$45.00	$7,920.00	$50.00	$8,800.00	$50.00	$8,800.00						
58	SEWER, STORM, 12 IN. RCP, 2000D	L.F.	23.0	$42.00	$966.00	$55.00	$1,265.00	$55.00	$1,265.00						
59	SEWER, STORM, 15 IN. PLASTIC PERFORATED	L.F.	2245.0	$53.00	$118,985.00	$53.00	$118,985.00	$53.00	$118,985.00						
60	SEWER, STORM, 15 IN. R.C.P. 2000D	L.F.	613.0	$51.00	$31,263.00	$55.00	$33,715.00	$55.00	$33,715.00						
61	SEWER, STORM, 18 IN. PLASTIC PERFORATED	L.F.	592.0	$65.00	$38,480.00	$58.00	$34,336.00	$58.00	$34,336.00						
62	SEWER, STORM, 24 IN. PLASTIC, PERFORATED	L.F.	103.0	$70.00	$7,210.00	$75.00	$7,725.00	$75.00	$7,725.00						
63	SEWER, STORM, 24 IN. RCP, 2000D	L.F.	34.0	$60.00	$2,040.00	$95.00	$3,230.00	$95.00	$3,230.00						
64	SEWER, STORM, 36" PLASTIC, PERFORATED	L.F.	106.0	$90.00	$9,540.00	$95.00	$10,070.00	$95.00	$10,070.00						
65	SPECIAL PIPE CONNECTIONS, SW-211	EACH	2.0	$700.00	$1,400.00	$650.00	$1,300.00	$650.00	$1,300.00						
66	GRANULAR BACKFILL	TONS	500.0	$25.00	$12,500.00	$24.50	$12,250.00	$24.50	$12,250.00						
67	SUBDRAIN, PERFORATED, 6 IN.	L.F.	13173.0	$10.00	$131,730.00	$9.35	$123,167.55	$9.35	$123,167.55						
68	SUBDRAIN, PERFORATED, 8 IN.	L.F.	420.0	$12.00	$5,040.00	$10.25	$4,305.00	$10.25	$4,305.00						
69	SUBDRAIN, OUTLET, 6 IN. C.M.P.	EACH	45.0	$500.00	$22,500.00	$300.00	$13,500.00	$300.00	$13,500.00						
70	SUBDRAIN, OUTLET, 8 IN. C.M.P.	EACH	2.0	$500.00	$1,000.00	$315.00	$630.00	$315.00	$630.00						
71	SUBDRAIN, SUMP PUMP TAP	EACH	129.0	$300.00	$38,700.00	$260.00	$33,540.00	$260.00	$33,540.00						
72	FIELD TILE, 4 IN. TO 8 IN., FIELD REPAIR	L.F.	70.0	$25.00	$1,750.00	$16.00	$1,120.00	$16.00	$1,120.00						
73	MAILBOXES, RELOCATE & REINSTALL (PER POST)	EACH	21.0	$500.00	$10,500.00	$500.00	$10,500.00	$500.00	$10,500.00						
74	TRAFFIC CONTROL	L.S.	1.0	$80,000.00	$80,000.00	$25,000.00	$25,000.00	$35,000.00	$35,000.00						
75	FLAGGERS	DAYS	7.0	$600.00	$4,200.00	$500.00	$3,500.00	$585.00	$4,095.00						
76	VALVE ADJUSTMENT	EACH	7.0	$300.00	$2,100.00	$255.00	$1,785.00	$255.00	$1,785.00						
77	SPRINKLER HEADS, REMOVE & PLUG	EACH	7.0	$150.00	$1,050.00	$85.00	$595.00	$85.00	$595.00						
78	PAVEMENT MARKINGS, PAINTED	STA.	130.2	$25.00	$3,255.00	$35.00	$4,557.00	$35.00	$4,557.00						
79	PAVEMENT MARKINGS, SYMBOLS	EACH	27.0	$80.00	$2,160.00	$60.00	$1,620.00	$60.00	$1,620.00						
80	INTAKE WELL, SEDIMENT FILTER	EACH	83.0	$250.00	$20,750.00	$230.00	$19,090.00	$230.00	$19,090.00						
81	INTAKE, SEDIMENT FILTER	L.F.	872.0	$15.00	$13,080.00	$6.00	$5,232.00	$6.00	$5,232.00						
82	CLEANING OF SEDIMENT FILTER BASINS	EACH	63.0	$200.00	$12,600.00	$150.00	$9,450.00	$150.00	$9,450.00						
83	SIGN POST, SQUARE TUBING 14 GAUGE 2" GALVANIZED	L.F.	526.0	$10.00	$5,260.00	$9.00	$4,734.00	$9.00	$4,734.00						
84	RECEIVER, SIGN POST, SQUARE TUBING 12 GAUGE 2 1/4" GALVANIZED	EACH	50.0	$30.00	$1,500.00	$30.00	$1,500.00	$30.00	$1,500.00						
85	TYPE A SIGNS, ALUMINUM	S.F.	276.00	$25.00	$6,900.00	$20.00	$5,520.00	$20.00	$5,520.00						
86	STREET SWEEPING	HRS.	40.0	$200.00	$8,000.00	$150.00	$6,000.00	$140.00	$5,600.00						
87	BASE, CLEANING AND PREPARATION	S.Y.	51673.1	$1.50	$77,509.65	$1.05	$54,256.76	$1.15	$59,424.07						
88	3000LB PCC MIX	C.Y.	12.5	$320.00	$4,000.00	$390.00	$4,875.00	$390.00	$4,875.00						
89	SAW AND SEAL JOINTS	L.F.	9929.0	$5.00	$49,645.00	$5.75	$57,091.75	$5.75	$57,091.75						
90	SEWER, SANITARY, 8" TRUSS PIPE	L.F.	100.0	$90.00	$9,000.00	$150.00	$15,000.00	$150.00	$15,000.00						
91	SEWER, SANITARY, 4" SDR 23.5	L.F.	40.0	$50.00	$2,000.00	$110.00	$4,400.00	$110.00	$4,400.00						
92	PIPE, 6" SJ DIP (POLYETHYLENE WRAPPED)	L.F.	85.0	$60.00	$5,100.00	$65.00	$5,525.00	$65.00	$5,525.00						
93	PIPE, 8" SJ DIP (POLYETHYLENE WRAPPED)	L.F.	3277.0	$58.00	$190,066.00	$53.50	$175,319.50	$53.50	$175,319.50						
94	BEND, 8" MJ 11.25	EACH	1.0	$200.00	$200.00	$300.00	$300.00	$300.00	$300.00						
95	BEND, 8" MJ 22.5	EACH	2.0	$200.00	$400.00	$300.00	$600.00	$300.00	$600.00						
96	BEND, 8" MJ 45	EACH	2.0	$250.00	$500.00	$300.00	$600.00	$300.00	$600.00						
97	BEND, 4" MJ 90	EACH	8.0	$225.00	$1,800.00	$250.00	$2,000.00	$250.00	$2,000.00						
98	BEND, 6" MJ 90	EACH	9.0	$250.00	$2,250.00	$275.00	$2,475.00	$275.00	$2,475.00						
99	BEND, 8" MJ 90	EACH	8.0	$275.00	$2,200.00	$300.00	$2,400.00	$300.00	$2,400.00						
100	TEE, 8" X 6" MJ	EACH	3.0	$320.00	$960.00	$385.00	$1,155.00	$385.00	$1,155.00						
101	TEE, 8" X 8" MJ	EACH	2.0	$350.00	$700.00	$410.00	$820.00	$410.00	$820.00						
102	TEE, 6" X 6" MJ X SW	EACH	1.0	$300.00	$300.00	$335.00	$335.00	$335.00	$335.00						
103	TEE, 8" X 6" MJ X SW	EACH	4.0	$320.00	$1,280.00	$360.00	$1,440.00	$360.00	$1,440.00						
104	REDUCER, 8" X 4" MJ X PE	EACH	5.0	$215.00	$1,075.00	$285.00	$1,425.00	$285.00	$1,425.00						
105	REDUCER, 8" X 6" MJ X PE	EACH	2.0	$235.00	$470.00	$285.00	$570.00	$285.00	$570.00						
106	REDUCER, 12" X 6" MJ X PE	EACH	1.0	$275.00	$275.00	$310.00	$310.00	$310.00	$310.00						
107	8" X 18" HOLDING SPOOL	EACH	5.0	$330.00	$1,650.00	$350.00	$1,750.00	$350.00	$1,750.00						
108	SLEEVE, 4" X 12" SOLID	EACH	4.0	$260.00	$1,040.00	$260.00	$1,040.00	$260.00	$1,040.00						
109	SLEEVE, 6" X 12" SOLID	EACH	4.0	$285.00	$1,140.00	$285.00	$1,140.00	$285.00	$1,140.00						
110	SLEEVE, 8" X 12" SOLID	EACH	2.0	$330.00	$660.00	$310.00	$620.00	$310.00	$620.00						
111	VALVE , 6" MJ GATE W/ BOX	EACH	2.0	$1,600.00	$3,200.00	$1,650.00	$3,300.00	$1,650.00	$3,300.00						
112	VALVE, 8" MJ GATE W/ BOX	EACH	7.0	$2,000.00	$14,000.00	$1,950.00	$13,650.00	$1,950.00	$13,650.00						
113	TAPPING IN VALVE & SLEEVE, 12" X 6" W/ BOX	EACH	6.0	$2,000.00	$12,000.00	$3,000.00	$18,000.00	$3,000.00	$18,000.00						
114	CAP, 4" MJ	EACH	5.0	$120.00	$600.00	$125.00	$625.00	$125.00	$625.00						
115	CAP, 6" MJ	EACH	10.0	$135.00	$1,350.00	$135.00	$1,350.00	$135.00	$1,350.00						
116	CAP, 8" MJ	EACH	1.0	$155.00	$155.00	$160.00	$160.00	$160.00	$160.00						
117	HYDRANT ASSEMBLY	EACH	14.0	$4,800.00	$67,200.00	$4,500.00	$63,000.00	$4,500.00	$63,000.00						
118	REMOVE HYDRANT ASSEMBLY	EACH	6.0	$1,300.00	$7,800.00	$1,200.00	$7,200.00	$1,200.00	$7,200.00						
119	MECHANICAL JOINT RESTRAINT, 4"	EACH	21.0	$120.00	$2,520.00	$115.00	$2,415.00	$115.00	$2,415.00						
120	MECHANICAL JOINT RESTRAINT, 6"	EACH	22.0	$130.00	$2,860.00	$120.00	$2,640.00	$120.00	$2,640.00						
121	MECHANICAL JOINT RESTRAINT, 8"	EACH	35.0	$140.00	$4,900.00	$125.00	$4,375.00	$125.00	$4,375.00						
122	JOINT RESTRAINT GASKET, 6"	EACH	4.0	$140.00	$560.00	$175.00	$700.00	$175.00	$700.00						
123	JOINT RESTRAINT GASKET, 8"	EACH	30.0	$190.00	$5,700.00	$200.00	$6,000.00	$200.00	$6,000.00						
124	WATER SERVICE, SHORTSIDE, 3/4"	EACH	36.0	$1,000.00	$36,000.00	$1,250.00	$45,000.00	$1,250.00	$45,000.00						
125	WATER SERVICE, LONGSIDE, 3/4"	EACH	25.0	$1,500.00	$37,500.00	$1,650.00	$41,250.00	$1,650.00	$41,250.00						
126	WATER SERVICE, LONGSIDE, 1"	EACH	1.0	$1,600.00	$1,600.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00						
127	6" NITRIL GASKETS	EACH	25.0	$120.00	$3,000.00	$115.00	$2,875.00	$115.00	$2,875.00						
128	8" NITRIL GASKETS	EACH	25.0	$140.00	$3,500.00	$120.00	$3,000.00	$120.00	$3,000.00						
129	CASTING/CHIMNEY REPLACEMENT PCC MANHOLE IN PAVEMENT	EACH	16.0	$2,000.00	$32,000.00	$2,000.00	$32,000.00	$2,000.00	$32,000.00						
				TOTAL	**$4,802,659.55**	**TOTAL**	**$4,676,551.93**	**TOTAL**	**$4,717,710.91**	**TOTAL**		**TOTAL**		**TOTAL**	
									$4,717,710.91						
						water	$417,364.50	water	$417,364.50						

DEPARTMENT OF PUBLIC SAFETY SERVICES

POLICE OPERATIONS
CITY OF CEDAR FALLS
220 CLAY STREET
CEDAR FALLS, IOWA 50613

319-273-8612

MEMORANDUM

To: Mayor Brown and City Councilmembers

From: Jeff Olson, Public Safety Services Director/Chief of Police

Date: February 14, 2018

Re: Beer/Liquor License Applications

Police Operations has received applications for liquor licenses and/ or wine or beer permits. We find no records that would prohibit these license and permits and recommend approval.

Name of Applicants:

(1) Panchero's Mexican Grill, 6421 University Avenue, Class B beer - renewal.

(2) Asian Fusion Vietnamese and Thai Cuisine, 5725 University Avenue, Special Class C liquor - renewal.

(3) Chad's Pizza and Restaurant, 909 West 23rd Street, Class C liquor & outdoor service - renewal.

(4) Sakura Japanese Steakhouse & Sushi Bar, 5719 University Avenue, Class C liquor - renewal.

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR NEW EMPLOYEE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed employee.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Lisa Ahern CD/Planning	Planner I February 5, 2018	234	$27.885	40	FT	SE	

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacque Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR RECLASSIFIED EMPLOYEE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed reclassified employee.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018 for the reclassified position. This resolution hereby promotes the employee from the position of part-time Laborer to part-time Maintenance Worker.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Kathy Gaede MOP/PWP-Street	Maintenance Worker February 13, 2018	15A	19.039	29	PT	HN	TEAM

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR RECLASSIFIED EMPLOYEE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed reclassified employee.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018 for the reclassified position. This resolution hereby promotes the employee from the position of Police Captain to Police Captain-Public Safety Officer.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Mark Howard PSS/Police Oper.	Police Captain- PSO February 5, 2018	246	45.940	40	FT	SE	

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR RECLASSIFIED EMPLOYEES

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed reclassified employees.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018 for the reclassified position. This resolution hereby promotes the employees from the position of Police Lieutenant to Police Lieutenant-Public Safety Officer.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Martin Beckner PSS/Police Oper.	Police Lieutenant- PSO February 5, 2018	238	43.486	40	FT	SE	
Brooke Heuer PSS/Police Oper.	Police Lieutenant- PSO February 5, 2018	238	44.105	40	FT	SE	
Dennis O'Neill PSS/Police Oper.	Police Lieutenant- PSO February 5, 2018	238	43.787	40	FT	SE	

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR RECLASSIFIED EMPLOYEES

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed reclassified employees.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018 for the reclassified position. This resolution hereby promotes the employees from the position of Police Officer to Public Safety Officer.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Ryan Bellis PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-9	35.660	40	FT	HN	TEAM
Dusanka Devic PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-2	30.220	40	FT	HN	TEAM
Brian Johannsen PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-6	32.716	40	FT	HN	TEAM
Branden Madsen PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	27.373	40	FT	HN	TEAM
Stephanie Moore PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-9	35.660	40	FT	HN	TEAM
Brooke Neymeyer PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	27.373	40	FT	HN	TEAM
Kari Rea PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-9	35.660	40	FT	HN	TEAM
Preston Russell PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	27.373	40	FT	HN	TEAM

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAYSCALE FOR EMPLOYEE ASSIGNED IN ACTING CAPACITY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed employee assigned in the capacity of acting lieutenant

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018 for the acting position.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Mike Haislet	Acting Police Lieutenant-PSO						
PSS/Police Oper.	February 4, 2018	238	35.660	40	FT	SE	
	February 7, 2018	238	37.443				

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

RESOLUTION NO. _____

RESOLUTION ADOPTING PAY ADJUSTMENT FOR EMPLOYEES

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the pay, be and the same is hereby adopted as the payroll scale for the below listed employees receiving a pay adjustment.

BE IT FURTHER RESOLVED, that said pay scale shall be effective from the date below to June 29, 2018. This resolution herby adjusts the pay rate for the below listed employees.

BE IT FURTHER RESOLVED, that the Controller/City Treasurer of the City of Cedar Falls, Iowa, is hereby authorized to make payment from the appropriate funds for the period herein stated.

Name	Position	Band/ Step	Hrly	Hrs. Schd.	Stat.	Cls.	Union
Kevin Hernandez PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-2	$30.220	40	FT	HN	TEAM
Admir Babic PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	$27.373	40	FT	HN	TEAM
Adam Hancock PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	$27.373	40	FT	HN	TEAM
Nolan Young PSS/Police Oper.	Public Safety Officer February 5, 2018	P2S-1	$27.373	40	FT	HN	TEAM

INTRODUCED AND ADOPTED THIS _____ day of _____, 2018.

_____
James P. Brown, Mayor

ATTEST: _____
Jacqueline Danielsen, CMC, City Clerk

DEPARTMENT OF FINANCE & BUSINESS OPERATIONS

CITY OF CEDAR FALLS, IOWA
220 CLAY STREET
CEDAR FALLS, IOWA 50613
319-273-8600
FAX 319-268-5126

INTEROFFICE MEMORANDUM

TO: Mayor Brown and City Council Members

FROM: Jennifer Rodenbeck, Director of Finance & Business Operations

DATE: February 16, 2018

SUBJECT: Reimbursement Resolution

The City is required to pass a reimbursement resolution which allows the City to reimburse itself from bond sales or other indebtedness for expenses incurred on a project. Normally, the City adopts this resolution as part of the Capital Improvements Program to ensure that all project costs have been covered. However, due to the fact that the down payment on the new fire truck will occur prior to the bond sale and due to the fact that it is a substantial amount, bond counsel recommended passing a separate resolution specific to this project. Attached is that resolution.

If you have any questions, please feel free to contact me.

RESOLUTION NO. _____

RESOLUTION DECLARING AN OFFICIAL INTENT UNDER TREASURY REGULATION 1.150-2 TO ISSUE DEBT TO REIMBURSE THE CITY FOR CERTAIN ORIGINAL EXPENDITURES PAID IN CONNECTION WITH A SPECIFIED PROJECT

WHEREAS, the City anticipates making cash expenditures for the new fire truck as listed on the City's Capital Improvements Program (CIP) which shall hereinafter be referred to as the "Project", and

WHEREAS, the City reasonably expects to issue debt to reimburse the costs of the Project, and

WHEREAS, the Council believes it is consistent with the City's budgetary and financial circumstances to issue this declaration of official intent.

NOW THEREFORE, be it resolved by the City Council of the City of Cedar Falls, Iowa:

Section 1. That this Resolution be and does hereby serve as a declaration of official intent under Treasury Regulation 1.150-2.

Section 2. That it is reasonably expected that capital expenditures will be made in respect of the foregoing Project, from time to time and in such amounts as this Council determines to be necessary or desirable under the circumstances then and there existing.

Section 3. That the City reasonably expects to reimburse all or a portion of the foregoing expenditures with the proceeds of bonds, notes or other indebtedness to be issued or incurred by the City in the future.

Section 4. That the total estimated costs of the project, the maximum principal amount of bonds, notes or other indebtedness to be issued for the foregoing Project is $525,000 and the estimated date of completion of the Project will be in FY19.

Section 5. That the City reasonably expects to reimburse the above-mentioned Project costs no later than the later of eighteen months after the capital expenditures are

paid or eighteen months after the property is placed in service.

Section 6. That this Resolution be maintained by the City Clerk in an Official Intent File maintained in the office of the City Clerk and available at all times for public inspection, subject to such revisions as may be necessary.

ADOPTED this 19th day of February 2018.

_____

James P. Brown, Mayor

ATTEST:

_____

Jacque Danielsen, MMC, City Clerk

DEPARTMENT OF FINANCE AND BUSINESS OPERATIONS

CITY OF CEDAR FALLS, IOWA
220 CLAY STREET
CEDAR FALLS, IOWA 50613
PHONE 319-273-8600
FAX 319-268-5126

MEMORANDUM
Legal Services Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Kevin Rogers, City Attorney

DATE: February 14, 2018

SUBJECT: Amendment, Assignment and Assumption Agreement--University Book & Supply/University of Northern Iowa

In 2005 the City entered into a Ground Lease Agreement ("Lease", attached) wherein the City constructed a municipal parking lot partially on land owned by University Book & Supply (after a parcel swap with the City). As part of the Lease, the City agreed to rent the ground upon which that part of the parking lot was located, for $1/year for 20 years. By its terms the Lease is set to expire on April 30, 2025, unless renewed.

The University of Northern Iowa ("UNI") is in the process of acquiring University Book & Supply. That transaction is currently scheduled to close on February 26, 2018. As part of that transaction, UNI will be acquiring University Book & Supply's ownership interest in the parking lot subject to the Lease. UNI has expressed its interest in assuming the obligations of University Book & Supply under the Lease, and continuing with the Lease under the same terms. In order to accomplish that, a separate agreement was drafted titled "Amendment, Assignment and Assumption Agreement" ("Agreement"). I have reviewed this Agreement and its terms are acceptable.

One of the provisions of the Lease, at Paragraph 9, refers to the obligation of University Book & Supply to pay real estate and personal property taxes. As an Iowa Board of Regents institution, UNI is exempt from real estate and personal property taxes, so that provision will become moot upon UNI's acquisition of the property. Therefore, as part of the Agreement, Paragraph 9 of the Lease would be stricken and replaced with the following:

"Tenant acknowledges that Landlord is exempt from real estate and personal property taxes."

This change is appropriate.

I recommend that Council approve the Agreement and allow the Mayor to sign the Agreement on behalf of the City.

Let me know if you have any questions. Thank you.

Prepared By: Kevin Rogers, City Attorney, 220 Clay Street, Cedar Falls, IA 50613, Phone: (319)243-2713

AMENDMENT, ASSIGNMENT AND ASSUMPTION AGREEMENT

This Amendment, Assignment and Assumption Agreement (Agreement) is made and entered into by and between the University of Northern Iowa (UNI or Landlord); University Book and Supply Company, Inc. (UBS); and the City of Cedar Falls (City or Tenant) and relates to that certain Ground Lease Agreement dated as of April 25, 2005 previously recorded in the records of the Black Hawk County Recorder on May 27, 2005 as Fee Book #2005-27604 (Lease Agreement) by and between the City and UBS.

WHEREAS; UNI and UBS are parties to an Asset Purchase Agreement pursuant to which, among other items, UNI would agree to assume the Lease Agreement from UBS at the closing of the Asset Purchase Agreement (Closing); and

WHEREAS; the City and UNI desire to amend the Lease Agreement in accordance with the terms contained herein effective immediately subsequent to the Closing and immediately upon assumption of the Lease by UNI; and

WHEREAS; UBS desires to assign its rights and obligations under the Lease Agreement to UNI, UNI desires to assume such rights and obligations, and the City desires to acknowledge such assignment and assumption and to amend the Lease Agreement as provided herein.

NOW, THEREFORE, for good and valuable consideration, the receipt of which is hereby irrevocably acknowledged, the parties agree as follows:

1. Assignment and Assumption. UBS hereby assigns, grants, transfers, sets over and delivers the Lease Agreement to UNI as of the Closing. UNI hereby assumes all obligations of UBS under the Lease Agreement for the term thereof and any renewals, and hereby agrees to observe and perform all of the covenants and agreements contained therein on the part of UBS, to the extent the same first accrue from and after the Closing.

2. Acknowledgement and Representation. The City hereby acknowledges the foregoing assignment and assumption of Lease Agreement. The City further represents that Lease Agreement is valid, in full force and effect and, to the City's knowledge, UBS is not in default under the Lease Agreement, nor has the City or any other party taken any action which would constitute a default under the Lease Agreement. The City has, as of the date contained herein, no claims or defenses against UBS arising out of or relating to the Lease Agreement.

3. Amendment of Lease Agreement. Contingent upon the assignment and assumption of the Lease Agreement as described herein, effective immediately subsequent to the Closing and the assumption of the Lease Agreement by UNI, the City and UNI agree to amend the Lease Agreement by striking current Paragraph 9, and replacing it with the following:

> "Real Estate and Personal Property Taxes. Tenant acknowledges that Landlord is exempt from real estate and personal property taxes."

4. Notices. Any notices to be sent to UNI under the Lease Agreement shall be sent to:

Michael Hager
Senior Vice President for Finance and Operations
University of Northern Iowa
122 Lang Hall
Cedar Falls, IA 50614-0003

With a copy to:

Tim McKenna
University Counsel
University of Northern Iowa
1 Seerley Hall
Cedar Falls, IA 50614-0705

5. The City acknowledges that on the Closing, UNI shall become the legal owner of the parcel of property that is subject to the Lease Agreement. On the Closing, UNI shall exercise full control and ownership of the property, and all property rights associated therewith, subject to the terms of the Lease Agreement and any renewals thereof.

6. Counterparts. This Amendment may be executed in several counterparts, all of which when taken together shall constitute one and the same document. Delivery of counterpart signature pages may be effected by email of scanned copies of executed signature pages; provided, however, that the parties shall promptly arrange to exchange executed original signature pages by personal or commercial overnight delivery.

7. Choice of Law. This Agreement shall be construed and enforced in accordance with the laws of the State of Iowa, and any action arising under this Agreement shall be brought or maintained in the Iowa District Courts in and for Black Hawk County.

8. Binding Effect. This Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns. Notwithstanding the forgoing, this Agreement may not be assigned without the written agreement of all parties, which shall not be unreasonably withheld.

9. Condition Precedent. For the avoidance of doubt, this Agreement shall be effective only upon UNI's assumption of the Lease Agreement on the Closing. If the Asset Purchase Agreement is terminated for any reason, this Agreement shall be moot and of no force and effect.

UNI:

2-14-18
Michael Hager Date
Senior Vice President of Finance and Operations

UBS:

2-14-18
Kathleen Hesse Date
President

STATE OF IOWA, COUNTY OF Black Hawk, ss:

This record was acknowledged before me on the 14th day of February, 2018, by Michael Hager, Senior Vice President of Finance and Operations, University of Northern Iowa.

Sarah Harms
Notary Public in and for the State of Iowa

My Commission Expires: 4-15-18

STATE OF IOWA, COUNTY OF Black Hawk, ss:

This record was acknowledged before me on the 14th day of February, 2018, by Kathleen Hesse, President, University ~~of Northern Iowa~~ Book and Supply Company, Inc.

Sarah Harms
Notary Public in and for the State of Iowa

My Commission Expires: 4-15-18

The City:

Jim Brown Date
Mayor

(SEAL)

ATTEST:

Jacqueline Danielsen Date
CMC, City Clerk

DEPARTMENT OF MUNICIPAL OPERATIONS & PROGRAMS

ADMINISTRATION DIVISION
2200 TECHNOLOGY PKWY
CEDAR FALLS, IOWA 50613
319-273-8629
FAX 319-273-8632

PUBLIC WORKS/PARKS DIVISION
2200 TECHNOLOGY PKWY
319-273-8629
FAX 319-273-8632

MEMORANDUM

TO: **Honorable Mayor James P. Brown and City Council**

FROM: Brian Heath, Public Works/Parks Division Manager

DATE: February 13, 2018

SUBJECT: FY19 Cemetery Fees

During the February 8, 2018 Park and Recreation Commission meeting staff presented the Commission with the attached recommended increase for cemetery fees in an effort to help cover operating costs for the city's three municipal cemeteries. Typically fees are adjusted every two to three years and were last adjusted in FY15. The proposed fee increase is precipitated mainly by increased supply costs and staff wages.

The Park and Recreation Commission approved the proposed increase by a 6-0 vote. Therefore, it is the recommendation of Municipal Operations and Programs to approve the proposed FY19 Municipal Cemetery Fee increase.

Att.

City of Cedar Falls
MUNICIPAL CEMETERY FEE SCHEDULE FY19

	FY15 Adopted	FY19 Proposed	FY17	FY15-17 Cur. Fee	FY19 Proposed
Adult Spaces, Flush Marker Section	$650	$675	2	$1,300	$1,350
Adult Spaces, Monument Section	$775	$800	68	$52,700	$54,400
Infant Spaces (2' x 5')	$250	$250	1	$250	$250
Infant Spaces (2.5' x 5')	$260	$260	0	$0	$0
Adult Open & Close – Weekday	$750	$750	58	$43,500	$43,500
Adult Open & Close – Sat. A.M.	$900	$900	9	$8,100	$8,100
Adult Open & Close – Sat. P.M.	$950	$950	4	$3,800	$3,800
Adult Open & Close – less than 8 hour notice	$925	$925	1	$925	$925
Infant Open & Close – Weekday with tent	$375	$385	1	$375	$385
Weekday w/o tent	$325	$335	0	$0	$0
Infant Open & Close – Saturday with tent	$480	$500	0	$0	$0
Saturday w/o tent	$405	$425	0	$0	$0
Saturday P.M.Add	$45	$50	0	$0	$0
Cremains – Weekday with tent	$385	$400	5	$1,925	$2,000
Weekday w/o tent	$335	$350	18	$6,030	$6,300
Cremains – Saturday with tent	$490	$500	3	$1,470	$1,500
Saturday w/o tent	$415	$425	8	$3,320	$3,400
Saturday P.M. Add	$60	$60	4	$240	$240
Winter Cremains – Weekday	$625	$625	7	$4,375	$4,375
Saturday A.M.	$725	$725	2	$1,450	$1,450
Saturday P.M.	$775	$775	0	$0	$0
Services Entering Cemetery Before 9:00 A.M.	$175	$175	0	$0	$0
Services Entering Cemetery After 3:00 P.M.	$175	$200	2	$350	$400
and each hour after 4:00 pm	$50	$50	0	$0	$0
Disinterment – Adult	$1,150	$1,250	1	$1,150	$1,250
Disinterment – Infant	$535	$550	1	$535	$550
Foundation Fee	$65	$65	62	$4,030	$4,030
Cemetery Lot Ownership & Deed Changes	$60	$60	2	$120	$120
				$135,945	**$138,325**
					$2,380

DEPARTMENT OF MUNICIPAL OPERATIONS & PROGRAMS

CITY OF CEDAR FALLS, IOWA
220 CLAY STREET
CEDAR FALLS, IOWA 50613
PHONE 319-273-8600
FAX 319-268-5126
www.cedarfalls.com

MEMORANDUM

TO: Mayor James P. Brown and City Council

FROM: Mark Ripplinger, Director of Municipal Operations & Programs

DATE: February 15, 2018

SUBJECT: Lease Approvals – Flood Buyout Properties

Residents often express an interest in leasing the vacant parcels of land which are part of a periodic flood buyout program, for additional open green space adjacent to their property or to plant gardens. In the past there were only a few parcels that were desirable. However, after the 2008 flood event removed numerous structures in established neighborhoods, interest in leasing grew.

Attached to this cover memo is a lease requiring approval from the City Council. The individual signing the lease provided the City with the necessary liability insurance coverage in order to utilize the property.

MOP and the Park Division Staff believe the leasing program is very beneficial not only for the neighbors, but the City as well. The parcels are mowed and maintained by the lessees during the growing season, which saves maintenance dollars and allows park staff to spend time maintaining higher priority properties.

The Department of Municipal Operations & Programs recommends that the City Council approve these leases. Let me know if you have any questions or comments.

CITY OF CEDAR FALLS
LEASE

PARCEL NO. 8914-02-235-008

LEASE NO. PK-2018-001 COUNTY: Black Hawk

THIS LEASE, made and entered into this ____ day of _____, 20____, by and between CITY OF CEDAR FALLS, IOWA ("Landlord"), whose address, for the purpose of this lease, is c/o Cedar Falls Recreation Center, 110 E. 13th Street, Cedar Falls, Iowa 50613, and Rodney Vanderwerf ("Tenant"), whose address for the purpose of this lease is 1003 Cedar Street. Cedar Falls, IA 50613.

The parties agree as follows:

1. **PREMISES AND TERM.** Landlord leases to Tenant the following real estate, situated in Black Hawk County, Iowa:

BRUHNS SUBDIVISION OF A PART OF NE QUARTER OF THE NE QUARTER OF SEC 2 T 89 NORTH RANGE 14 WEST OF THE 5TH PM LOT 24

the address of which is locally known as Parcel No. 8914-02-235-008 Cedar Falls, Iowa 50613 (hereinafter the "Premises"), for a term beginning on the _____ day of _____, 20____, and ending on the 31st day of December, 2018, upon the condition that Tenant performs as provided in this Lease.

2. **RENT.** Tenant agrees to pay Landlord as rent for the Lease term the sum of $1.00, in advance.

All sums shall be paid at the address of Landlord, or at such other place as Landlord may designate in writing.

3. **POSSESSION.** Tenant shall be entitled to possession on the first day of the Lease term, and shall yield possession to Landlord at the termination of this Lease.

4. **USE.** Tenant shall use the Premises only for open green space or private, non-commercial vegetable and flower gardens of a scale similar to those existing in the residential properties in the neighborhood of the Premises. No structures, fences, buildings, hard surfacing, driveways, sidewalks or vehicles shall be constructed, placed or stored on the Premises. Tools and equipment consistent with private, non-commercial vegetable or flower garden use may be temporarily placed and used on the Premises at the sole risk of Tenant. No motorized vehicles shall be parked on or otherwise used in connection with the Premises except when such vehicles are actually engaged in

maintenance of the Premises. A violation of this provision shall be cause for immediate termination of the Lease.

5. **CARE AND MAINTENANCE.**

(a) Tenant takes the Premises as is without warranty, express or implied, as to the condition of the Premises or its suitability for any particular purpose.

(b) Tenant shall maintain the Premises in a reasonably safe, serviceable, clean and presentable condition. Tenant may plant vegetable or flower gardens, grass, turf, shrubs, and, with the prior written consent of Landlord, trees. Tenant shall not install any other improvements on the Premises.

6. **SURRENDER.** Immediately upon the termination of this Lease for any reason, Tenant will surrender the Premises to Landlord in good condition.

7. **ASSIGNMENT AND SUBLETTING.** No assignment or subletting, either voluntary or by operation of law, shall be effective without the prior written consent of Landlord, which consent may be withheld in the sole and absolute discretion of Landlord.

8. **INSURANCE.** LIABILITY INSURANCE. Tenant shall show proof of general liability insurance in the amounts of $250,000 each occurrence and $500,000 aggregate for the Premises for the entire term of the lease, including any renewal period.

9. **INDEMNITY AND HOLD HARMLESS.** To the fullest extent permitted by law, Tenant agrees to defend, pay on behalf of, indemnify, and hold harmless Landlord, Landlord's elected and appointed officials, directors, employees, agents and volunteers working on behalf of Landlord (collectively, for purposes of this paragraph, "Landlord"), against any and all claims, demands, suits or loss, including any and all outlay and expense connected therewith, and for damages which may be asserted, claimed or recovered against or from Landlord, including but not limited to, damages arising by reason of personal injury, including bodily injury or death, and property damages, by any person or entity, including by Tenant or any other person or entity on the Premises with the permission, express or implied, of Tenant (collectively, for purposes of this paragraph, "Tenant"), which arises out of or is in any way connected or associated with the tenancy or use and occupancy of the Premises or any part thereof, to the extent arising out of the errors, omissions or other fault of Tenant, except for only the extent of any fault of Landlord.

10. **DEFAULT, NOTICE OF DEFAULT AND REMEDIES.**

EVENTS OF DEFAULT

A. Each of the following shall constitute an event of default by Tenant: (1) Failure to pay rent when due; and (2) failure to observe or perform any duties, obligations, agreements, or conditions imposed on Tenant pursuant to the terms of the Lease.

NOTICE OF DEFAULT

B. Landlord shall give Tenant a written notice specifying the default and giving the Tenant ten (10) days in which to correct the default.

REMEDIES

C. In the event Tenant has not remedied a default in a timely manner following a Notice of Default, Landlord may proceed with all available remedies at law or in equity, including but not limited to the following: (1) Termination. Landlord may declare this Lease to be terminated and shall give Tenant a written notice of such termination. In the event of termination of this Lease, Landlord shall be entitled to prove claim for and obtain judgment against Tenant for the balance of the rent agreed to be paid for the term herein provided, plus all expenses of Landlord in regaining possession of the Premises, including attorney's fees and court costs; or (2) Forfeiture. If a default is not remedied in a timely manner, Landlord may then declare this Lease to be forfeited and shall give Tenant a written notice of such forfeiture, and may, at the time, give Tenant the notice to quit provided for in Chapter 648 of the Code of Iowa.

11. **NOTICES AND DEMANDS.** All notices shall be given to the parties hereto at the addresses designated unless either party notifies the other, in writing, of a different address. Without prejudice to any other method of notifying a party in writing or making a demand or other communication, such notice shall be considered given under the terms of this Lease when it is deposited in the U.S. Mail, registered or certified, properly addressed, return receipt requested, and postage prepaid. All notices and demands given by Tenant to Landlord in connection with this Lease shall be sent to the following address:

Return Both Copies Signed to:

Cedar Falls Recreation Center
Attn: Peggee Frost
110 E. 13th Street
Cedar Falls, IA 50613

12. **PROVISIONS BINDING.** Each and every covenant and agreement herein contained shall extend to and be binding upon the respective successors, heirs, administrators, executors and assigns of the parties hereto.

13. **ADDITIONAL PROVISIONS.**

(a) Tenant shall comply with all obligations imposed by applicable provisions of the City of Cedar Falls Code of Ordinances, including Chapter 29, Zoning. Tenant shall conduct himself or herself in a manner that will not disturb his or her neighbors' peaceful enjoyment of the neighbors' premises.

(b) Without limiting the generality of the foregoing, Tenant shall be responsible for mowing the Premises to a height not to exceed eight (8) inches and for general upkeep of the entire Premises, and restoring the Premises to a mowable condition at the end of

the term of the Lease, or any renewal term of the Lease. Any improvements installed or added to the premises in accordance with paragraph 5(b) of the Lease shall be at the sole cost of Tenant, and shall become the property of Landlord upon termination of the Lease or any renewal term of the Lease.

(c) Tenant shall not engage in or permit the conduct of any commercial business whatsoever on the Premises. A violation of this provision shall be grounds for immediate termination of this Lease.

(d) Landlord may enter upon the Premises at any time during the term of the Lease for the purpose of inspection, drilling test holes or making surveys, or to accommodate public utilities relocation.

(e) Tenant shall comply with all FEMA rules related to the use of the property.

14. **TERMINATION OF LEASE.** This Lease may be terminated by Landlord for any reason, and without cause, on thirty (30) days' written notice to Tenant. Tenant may terminate the Lease for any reason, without cause, by ten (10) days' written notice to Landlord.

15. **PROPERTY MANAGER.** The City Director of Municipal Operations & Programs, or his or her designee, is authorized to manage the Premises covered by this Lease.

16. **ENTIRE AGREEMENT.** This Lease contains the entire agreement between the parties with respect to the subject matter of the Lease and supersedes all prior agreements and understandings, both oral and written, between the parties with respect to the subject matter of the Lease.

CITY OF CEDAR FALLS, IOWA
LANDLORD

By:

_____ _____

James Brown, Mayor Date

Attest:

_____ _____

Jacque Danielsen, CMC, City Clerk Date

TENANT

By:

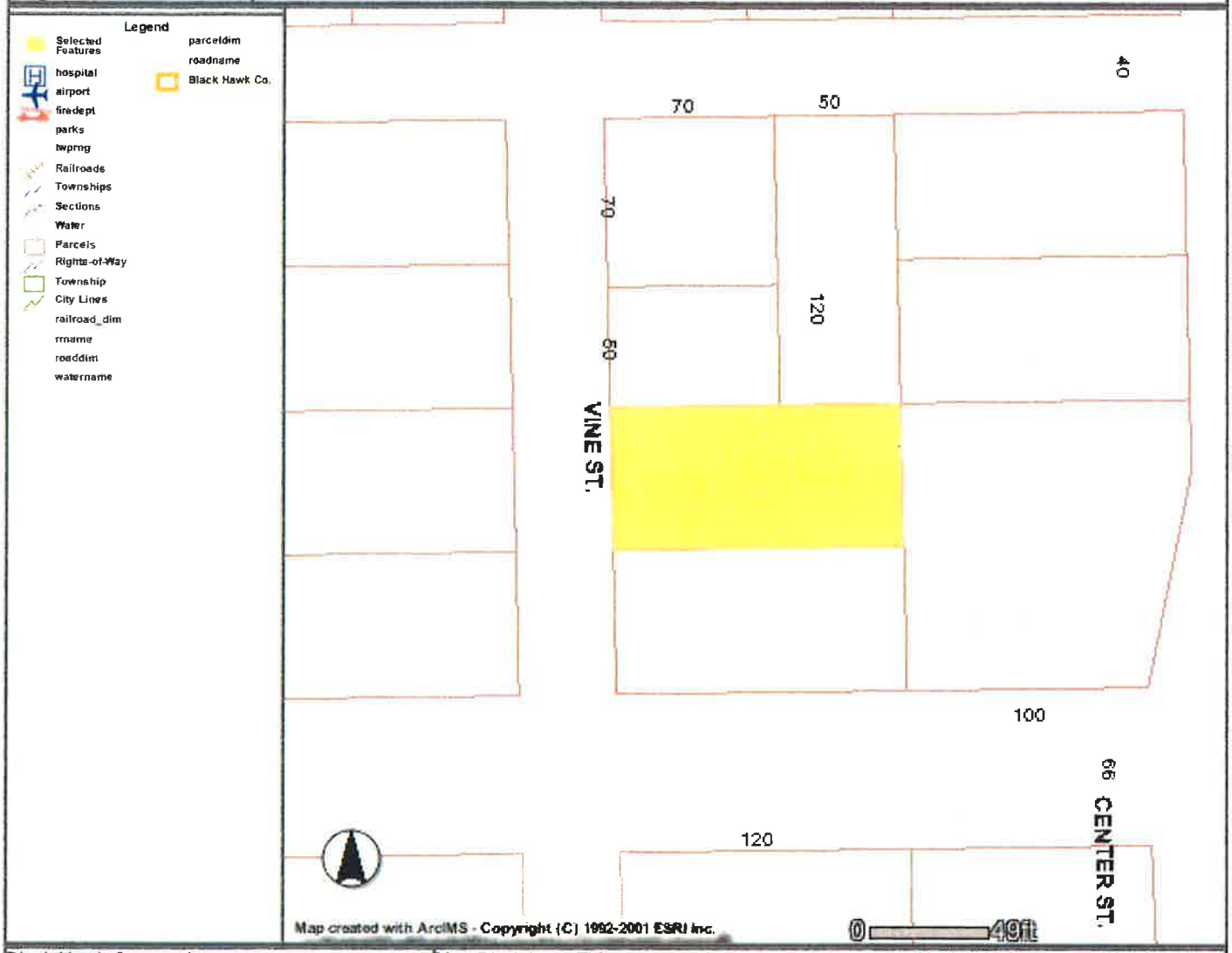
Rod VanderWerf — Signature

2/2/18 — Date

Rod VanderWerf — Print Name

1003 Cedar St Cedar Falls — Address

Parcel ID:	8914-02-235-008
Deed Holder:	CITY OF CEDAR FALLS
Legal:	BRUHNS SUBDIVISION OF A PART OF NE QUARTER OF THE



Black Hawk County, Iowa
316 East 5th Street
Waterloo, Iowa 50703-4774
Phone: (319) 833-3002
Fax: (319) 833-3070
E-mail: auditor@co.black-hawk.ia.us.org

HOMEOWNERS POLICY

ALLIED PROP AND CAS INS CO
1100 LOCUST ST
DES MOINES IA 50391-1100
(800) 282-1446

POLICY NUMBER: HOC 0039058146-5
ACCOUNT NUMBER: 7258721678

AGENCY THE SINNOTT AGENCY, INC.
WATERLOO IA

Policy Period
From: 10-26-17 To: 10-26-18
12:01 A.M. Standard Time

Effective Date of Change

CONTINUATION DECLARATIONS

NAME INSURED AND ADDRESS

VANDERWERF, ROD
LENIUS, KATHLEEN
1003 CEDAR ST
CEDAR FALLS, IA 50613-1305

The described residence premises covered hereunder is located at the above address, unless otherwise stated herein. (No., Street, City, State, Zip Code)

PREVIOUS POLICY NUMBER HOC 0039058146-4

TO BE PAID BY NAMED INSURED

Not a bill. Your bill is sent separately.

COVERAGE AND LIMITS OF LIABILITY

SECTION I				SECTION II	
A. DWELLING	B. OTHER STRUCTURES	C. PERSONAL PROPERTY	D. LOSS OF USE ACTUAL LOSSES SUSTAINED	E. PERSONAL LIABILITY	F. MEDICAL PAY EACH PERSON
177,700	17,770	133,275	IN 12 MOS.	500,000	2,000

FOR LOSSES ARISING UNDER SECTION I, WE WILL PAY ONLY THAT PART OF THE LOSS IN EXCESS OF $2,500.

COVERAGE		DESCRIPTION	PREMIUM	COVERAGES		DESCRIPTION	PREMIUM
BASIC COVERAGE							
HO5	01/00	Comprehensive Fm	535.00	12559	11/04	Per Prop Repl	
		Gold Package		12747	12/01	Fungi/Bacteria	
12567P	11/04	Replacement Cost	8.76	12669	10/02	Back-up of Sewer	34.48
HO216	01/00	Prem Alarm Prot	8.76CR	HO48	01/00	Oth Str Incr Lim	24.44
12550	01/80	Other Structures		IN0000	04/09	Privacy Stmt	
12549	01/00	Work Comp - Iowa		12729	01/04	Premier Endrsmnt	
HO300IA	10/14	Spec Provisions					
						TOTAL PREMIUM	593.92

Additional Residence Occupied By Insured

Mortgage Loss Payee or Other Interest

Loan Number

ALLIED PROP AND CAS INS CO
Authorized Representative

12501 (01-00) 04

DIRECT BILL 0000 17254 018212 INSURED COPY 7258721678 43

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
501 E. 4th Street
Cedar Falls, Iowa 50613
Phone: 319-273-8633
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Water Reclamation Division

TO: Mayor James P. Brown and Council members

FROM: Mike Nyman, Manager Water Reclamation

DATE: February 14, 2018

SUBJECT: Sanitary Sewer Inflow/Infiltration Control Project

The City, along with the engineering firm WHKS, conducted a sump pump inspection project which began in 2015 and continued through early 2017. The goal of the program was to reduce the amount of ground and rain water entering the City's sanitary sewer system. This reduces the potential for backups and property damage and protects investments made in infrastructure.

Approximately 3,500 homes were inspected with a 99.8% response rate and a resolution of violations of 99.7%. We received no response from twelve households despite multiple contacts. These households are currently being charged a monthly fee of $100. The City is sending annual notices to these properties and, if in the future, they come into compliance the fee will be eliminated.

All final documents have been received and are on file.

The total cost of this project was $197,517.08. All payments have been made with the exception of the final invoice of $890.00. It is my recommendation that this project be recognized as complete, accepted, and approval be granted for final payment.

If you have any questions regarding this project please let me know.

C·E·D·A·R F·A·L·L·S Iowa

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-268-5161
Fax: 319-268-5197
www.cedarfalls.com

MEMORANDUM
Engineering Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Chase Schrage, CIP Project Supervisor

DATE: February 13, 2018

SUBJECT: 2018 Street Construction Project
Project No. RC-000-3141
Bid Opening

On Tuesday, February 13, 2018 at 2:00 p.m., bids were received and opened for the 2018 Street Construction Project. A total of two (2) bids were received, with Peterson Contractors Inc. the low bidder:

	Bid Total
Peterson Contractors Inc.	**$4,676,551.93**
K. Cunningham Construction Co. Inc.	**$4,717,710.91**

The Engineer's Estimate for this project was $4,802,659.55. Peterson Contractors Inc. of Reinbeck, Iowa submitted the low bid in the amount of $4,676,551.93, which is 2.6% below the Engineer's Estimate. Attached is a bid tab for your reference.

As a result of the competitive bids, we recommend acceptance of the low bid from Peterson Contractors Inc. in the amount of $4,676,551.93. On March 5th, 2018, the Contract, Bonds and Insurance Certificate will be submitted for City Council approval.

If you have any questions or comments feel free to contact me.

xc: Stephanie Houk Sheetz, Director of Community Development
Jon Resler, City Engineer

PROJECT BID TAB

CITY OF CEDAR FALLS
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENGINEERING DIVISION

PROJECT NAME: 2018 STREET CONSTRUCTION PROJECT

CITY PROJECT NUMBER: RC - 000 - 3141
BID OPENING: February 13, 2018
DEPARTMENT OF COMMUNITY DEVELOPMENT
ENGINEERING DIVISION

					ENGINEER'S ESTIMATE		(1) Peterson Contractors Inc.		(2) K. Cunningham Construction Co. Inc.		(3)		(4)		(5)	
BID ITEM	DESCRIPTION	UNITS	EST. QUANTITY	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES	UNIT PRICES	EXTENDED PRICES
1	REMOVAL OF PAVEMENT	S.Y.	28174.9	$5.00	$140,874.50	$4.55	$128,195.80	$4.75	$133,830.78							
2	REMOVAL OF A.C.C. SURFACING	S.Y.	27816.3	$5.00	$139,081.50	$3.50	$97,357.05	$3.50	$97,357.05							
3	REMOVAL OF A.C.C. SURFACING (MILLING)	S.Y.	19225.0	$8.00	$153,800.00	$4.50	$86,512.50	$4.55	$87,473.75							
4	REMOVAL OF SEALCOAT SURFACE (MILLING)	S.Y.	575.0	$8.00	$4,600.00	$6.85	$3,938.75	$6.85	$3,938.75							
5	REMOVAL OF P.C.C./A.C.C. SURFACE (TAPER MILLING)	S.Y.	1292.1	$43.00	$55,560.30	$35.15	$45,417.32	$35.15	$45,417.32							
6	REMOVAL OF CURB	L.F.	1973.1	$9.00	$17,757.90	$8.50	$16,771.35	$8.50	$16,771.35							
7	REMOVAL OF DRIVEWAY	S.Y.	2221.1	$6.00	$13,326.60	$4.00	$8,884.40	$4.00	$8,884.40							
8	REMOVAL OF SIDEWALK	S.Y.	425.4	$6.00	$2,552.40	$7.50	$3,190.50	$7.50	$3,190.50							
9	REMOVALS AS PER PLAN	UNITS	119.00	$425.00	$50,575.00	$500.00	$59,500.00	$535.00	$63,665.00							
10	SAW CUTTING FOR REMOVALS	L.F.	5354.6	$4.50	$24,095.70	$5.50	$29,450.30	$5.50	$29,450.30							
11	EXCAVATION, CLASS 10, ROADWAY WASTE	C.Y.	10332.1	$11.00	$113,653.10	$10.15	$104,870.82	$10.15	$104,870.82							
12	EXCAVATION, CLASS 10, UNSTABLE MATERIAL	C.Y.	1028.0	$11.00	$11,308.00	$10.50	$10,794.00	$10.50	$10,794.00							
13	EXCAVATION , CLASS 12, BOULDERS	C.Y.	37.0	$20.00	$740.00	$30.00	$1,110.00	$30.00	$1,110.00							
14	PAVEMENT, STAND. OR SLIP-FORM, P.C.C., 7 IN., CLASS "C"	S.Y.	883.6	$40.00	$35,344.00	$60.00	$53,016.00	$56.25	$49,702.50							
15	PAVEMENT, STAND. OR SLIP-FORM, P.C.C., 8 IN., CLASS "C"	S.Y.	19269.1	$43.00	$828,571.30	$44.00	$847,840.40	$42.75	$823,754.03							
16	HMA, (ST), SURF., 1/2" PG 58-28 S	TON	3656.9	$89.00	$325,464.10	$100.00	$365,690.00	$98.60	$360,570.34							
17	HMA, (ST), SURF., 3/4" PG 58-28 S	TON	3742.3	$85.00	$318,095.50	$94.00	$351,776.20	$92.90	$347,659.67							
18	HMA. (HT), SURFACE, 1/2", PG 58-28 H	TON	763.0	$93.00	$70,959.00	$103.00	$78,589.00	$102.30	$78,054.90							
19	HMA, (HT), INTERMEDIATE, 1/2", PG 58-28 H	TON	636.0	$89.00	$56,604.00	$101.00	$64,236.00	$100.25	$63,759.00							
20	CURB, PCC 7 IN. 2.0 FT WIDTH, TYPE "C" CLASS III	L.F.	165.5	$23.00	$3,806.50	$25.00	$4,137.50	$25.00	$4,137.50							
21	CURB, PCC 7 IN. 2.5 FT WIDTH, TYPE "C" CLASS III	L.F.	5225.0	$28.00	$146,300.00	$18.25	$95,356.25	$18.25	$95,356.25							
22	CURB, PCC 7 IN. 3.5 FT WIDTH, TYPE "C" CLASS III	L.F.	826.7	$32.00	$26,454.40	$27.50	$22,734.25	$27.50	$22,734.25							
23	CURB, PCC 8 IN. 2.0 FT WIDTH, TYPE "C" CLASS III	L.F.	157.0	$28.00	$4,396.00	$26.25	$4,121.25	$26.25	$4,121.25							
24	COMPACTION OF SUBGRADE	STA.	72.5	$230.00	$16,675.00	$250.00	$18,125.00	$250.00	$18,125.00							
25	GEOGRID	S.Y.	18534.0	$3.50	$64,869.00	$3.25	$60,235.50	$3.25	$60,235.50							
26	MODIFIED SUBBASE, 12 IN.	S.Y.	31237.0	$11.00	$343,607.00	$12.75	$398,271.75	$13.75	$429,508.75							
27	SURFACING, 1-INCH ROADSTONE	TONS	140.0	$25.00	$3,500.00	$28.00	$3,920.00	$28.00	$3,920.00							
28	TOPSOIL, FURNISH & SPREAD	C.Y.	2254.3	$18.00	$40,577.40	$15.00	$33,814.50	$15.00	$33,814.50							
29	SOD, PROVIDE AND PLACE	S.F.	125435.0	$0.60	$75,261.00	$0.50	$62,717.50	$0.49	$61,463.15							
30	HYDRAULIC SEEDING	S.F.	800.0	$0.45	$360.00	$0.40	$320.00	$0.40	$320.00							
31	WATERING SOD	M-GAL	70.0	$150.00	$10,500.00	$145.00	$10,150.00	$145.00	$10,150.00							
32	DRIVEWAY, P.C.C., 6 IN., CLASS "C"	S.Y.	2221.1	$42.00	$93,286.20	$35.00	$77,738.50	$42.75	$94,952.03							
33	SIDEWALK, P.C.C., 4 IN., CLASS "C"	S.Y.	117.8	$40.00	$4,712.00	$40.00	$4,712.00	$40.50	$4,770.90							
34	SIDEWALK, P.C.C., 6 IN., CLASS "C"	S.Y.	295.1	$40.00	$11,804.00	$40.00	$11,804.00	$45.00	$13,279.50							
35	PEDESTRIAN RAMPS, DETECTABLE WARNING	S.F.	608.0	$32.00	$19,456.00	$30.00	$18,240.00	$36.50	$22,192.00							
36	PATCH, P.C.C., FULL DEPTH, "M" MIX	S.Y.	132.5	$135.00	$17,887.50	$100.00	$13,250.00	$100.00	$13,250.00							
37	PATCH, HMA (ST) SURACE, 1/2", PG58-28S	TONS	72.0	$225.00	$16,200.00	$132.00	$9,504.00	$132.00	$9,504.00							
38	INTAKE, SW-507	EACH	3.0	$3,800.00	$11,400.00	$3,900.00	$11,700.00	$3,900.00	$11,700.00							
39	INTAKE, SW-508	EACH	2.0	$4,500.00	$9,000.00	$4,300.00	$8,600.00	$4,300.00	$8,600.00							
40	INTAKE, SW-509	EACH	8.0	$4,500.00	$36,000.00	$4,400.00	$35,200.00	$4,400.00	$35,200.00							
41	INTAKE, TYPE B	EACH	6.0	$3,800.00	$22,800.00	$3,800.00	$22,800.00	$3,800.00	$22,800.00							
42	INTAKE, TYPE D	EACH	24.0	$4,800.00	$115,200.00	$4,650.00	$111,600.00	$4,650.00	$111,600.00							
43	INTAKE, DOUBLE FLAT	EACH	1.0	$3,500.00	$3,500.00	$4,950.00	$4,950.00	$4,950.00	$4,950.00							
44	INTAKE, RA-3 TOP & INSERT	EACH	1.0	$2,500.00	$2,500.00	$1,450.00	$1,450.00	$1,450.00	$1,450.00							
45	INTAKE, RA-5 TOP & INSERT	EACH	4.0	$3,000.00	$12,000.00	$1,500.00	$6,000.00	$1,500.00	$6,000.00							
46	INTAKE, TYPE C TOP & INSERT	EACH	2.0	$3,500.00	$7,000.00	$1,800.00	$3,600.00	$1,800.00	$3,600.00							
47	INTAKE, TYPE E TOP & INSERT	EACH	5.0	$4,000.00	$20,000.00	$2,500.00	$12,500.00	$2,500.00	$12,500.00							
48	INTAKE, SINGLE FLAT, TOP	EACH	2.0	$1,500.00	$3,000.00	$1,200.00	$2,400.00	$1,200.00	$2,400.00							
49	INTAKE, RA-5 TOP	EACH	3.0	$1,800.00	$5,400.00	$1,100.00	$3,300.00	$1,100.00	$3,300.00							
50	INTAKE, RA-3 INSERT	EACH	1.0	$1,200.00	$1,200.00	$800.00	$800.00	$800.00	$800.00							
51	INTAKE, TYPE B INSERT	EACH	3.0	$3,000.00	$9,000.00	$1,500.00	$4,500.00	$1,500.00	$4,500.00							
52	INTAKE, TYPE C INSERT	EACH	1.0	$3,000.00	$3,000.00	$1,400.00	$1,400.00	$1,400.00	$1,400.00							
53	INTAKE, TYPE D INSERT	EACH	1.0	$3,500.00	$3,500.00	$1,850.00	$1,850.00	$1,850.00	$1,850.00							
54	MANHOLE, ADJUSTMENT, MINOR	EACH	39.0	$500.00	$19,500.00	$1,000.00	$39,000.00	$1,000.00	$39,000.00							
55	MANHOLE, STORM SEWER, SW-401	EACH	5.0	$2,800.00	$14,000.00	$3,400.00	$17,000.00	$3,400.00	$17,000.00							
56	MANHOLE, SANITARY SEWER, SW-301	EACH	14.0	$3,500.00	$49,000.00	$6,400.00	$89,600.00	$6,400.00	$89,600.00							
57	SEWER, STORM, 12 IN. PLASTIC, PERFORATED	L.F.	176.0	$45.00	$7,920.00	$50.00	$8,800.00	$50.00	$8,800.00							
58	SEWER, STORM, 12 IN. RCP, 2000D	L.F.	23.0	$42.00	$966.00	$55.00	$1,265.00	$55.00	$1,265.00							
59	SEWER, STORM, 15 IN. PLASTIC PERFORATED	L.F.	2245.0	$53.00	$118,985.00	$53.00	$118,985.00	$53.00	$118,985.00							
60	SEWER, STORM, 15 IN. R.C.P. 2000D	L.F.	613.0	$51.00	$31,263.00	$55.00	$33,715.00	$55.00	$33,715.00							
61	SEWER, STORM, 18 IN. PLASTIC PERFORATED	L.F.	592.0	$65.00	$38,480.00	$58.00	$34,336.00	$58.00	$34,336.00							
62	SEWER, STORM, 24 IN. PLASTIC, PERFORATED	L.F.	103.0	$70.00	$7,210.00	$75.00	$7,725.00	$75.00	$7,725.00							
63	SEWER, STORM, 24 IN. RCP, 2000D	L.F.	34.0	$60.00	$2,040.00	$95.00	$3,230.00	$95.00	$3,230.00							
64	SEWER, STORM, 36" PLASTIC, PERFORATED	L.F.	106.0	$90.00	$9,540.00	$95.00	$10,070.00	$95.00	$10,070.00							
65	SPECIAL PIPE CONNECTIONS, SW-211	EACH	2.0	$700.00	$1,400.00	$650.00	$1,300.00	$650.00	$1,300.00							
66	GRANULAR BACKFILL	TONS	500.0	$25.00	$12,500.00	$24.50	$12,250.00	$24.50	$12,250.00							
67	SUBDRAIN, PERFORATED, 6 IN.	L.F.	13173.0	$10.00	$131,730.00	$9.35	$123,167.55	$9.35	$123,167.55							
68	SUBDRAIN, PERFORATED, 8 IN.	L.F.	420.0	$12.00	$5,040.00	$10.25	$4,305.00	$10.25	$4,305.00							
69	SUBDRAIN, OUTLET, 6 IN. C.M.P.	EACH	45.0	$500.00	$22,500.00	$300.00	$13,500.00	$300.00	$13,500.00							
70	SUBDRAIN, OUTLET, 8 IN. C.M.P.	EACH	2.0	$500.00	$1,000.00	$315.00	$630.00	$315.00	$630.00							
71	SUBDRAIN, SUMP PUMP TAP	EACH	129.0	$300.00	$38,700.00	$260.00	$33,540.00	$260.00	$33,540.00							
72	FIELD TILE, 4 IN. TO 8 IN., FIELD REPAIR	L.F.	70.0	$25.00	$1,750.00	$16.00	$1,120.00	$16.00	$1,120.00							
73	MAILBOXES, RELOCATE & REINSTALL (PER POST)	EACH	21.0	$500.00	$10,500.00	$500.00	$10,500.00	$500.00	$10,500.00							
74	TRAFFIC CONTROL	L.S.	1.0	$80,000.00	$80,000.00	$25,000.00	$25,000.00	$35,000.00	$35,000.00							
75	FLAGGERS	DAYS	7.0	$600.00	$4,200.00	$500.00	$3,500.00	$585.00	$4,095.00							
76	VALVE ADJUSTMENT	EACH	7.0	$300.00	$2,100.00	$255.00	$1,785.00	$255.00	$1,785.00							
77	SPRINKLER HEADS, REMOVE & PLUG	EACH	7.0	$150.00	$1,050.00	$85.00	$595.00	$85.00	$595.00							
78	PAVEMENT MARKINGS, PAINTED	STA.	130.2	$25.00	$3,255.00	$35.00	$4,557.00	$35.00	$4,557.00							
79	PAVEMENT MARKINGS, SYMBOLS	EACH	27.0	$80.00	$2,160.00	$60.00	$1,620.00	$60.00	$1,620.00							
80	INTAKE WELL, SEDIMENT FILTER	EACH	83.0	$250.00	$20,750.00	$230.00	$19,090.00	$230.00	$19,090.00							
81	INTAKE, SEDIMENT FILTER	L.F.	872.0	$15.00	$13,080.00	$6.00	$5,232.00	$6.00	$5,232.00							
82	CLEANING OF SEDIMENT FILTER BASINS	EACH	63.0	$200.00	$12,600.00	$150.00	$9,450.00	$150.00	$9,450.00							
83	SIGN POST, SQUARE TUBING 14 GAUGE 2" GALVANIZED	L.F.	526.0	$10.00	$5,260.00	$9.00	$4,734.00	$9.00	$4,734.00							
84	RECEIVER, SIGN POST, SQUARE TUBING 12 GAUGE 2 1/4" GALVANIZED	EACH	50.0	$30.00	$1,500.00	$30.00	$1,500.00	$30.00	$1,500.00							
85	TYPE A SIGNS, ALUMINUM	S.F.	276.00	$25.00	$6,900.00	$20.00	$5,520.00	$20.00	$5,520.00							
86	STREET SWEEPING	HRS.	40.0	$200.00	$8,000.00	$150.00	$6,000.00	$140.00	$5,600.00							
87	BASE, CLEANING AND PREPARATION	S.Y.	51673.1	$1.50	$77,509.65	$1.05	$54,256.76	$1.15	$59,424.07							
88	3000LB PCC MIX	C.Y.	12.5	$320.00	$4,000.00	$390.00	$4,875.00	$390.00	$4,875.00							
89	SAW AND SEAL JOINTS	L.F.	9929.0	$5.00	$49,645.00	$5.75	$57,091.75	$5.75	$57,091.75							
90	SEWER, SANITARY, 8" TRUSS PIPE	L.F.	100.0	$90.00	$9,000.00	$150.00	$15,000.00	$150.00	$15,000.00							
91	SEWER, SANITARY, 4" SDR 23.5	L.F.	40.0	$50.00	$2,000.00	$110.00	$4,400.00	$110.00	$4,400.00							
92	PIPE, 6" SJ DIP (POLYETHYLENE WRAPPED)	L.F.	85.0	$60.00	$5,100.00	$65.00	$5,525.00	$65.00	$5,525.00							
93	PIPE, 8" SJ DIP (POLYETHYLENE WRAPPED)	L.F.	3277.0	$58.00	$190,066.00	$53.50	$175,319.50	$53.50	$175,319.50							
94	BEND, 8" MJ 11.25	EACH	1.0	$200.00	$200.00	$300.00	$300.00	$300.00	$300.00							
95	BEND, 8" MJ 22.5	EACH	2.0	$200.00	$400.00	$300.00	$600.00	$300.00	$600.00							
96	BEND, 8" MJ 45	EACH	2.0	$250.00	$500.00	$300.00	$600.00	$300.00	$600.00							
97	BEND, 4" MJ 90	EACH	8.0	$225.00	$1,800.00	$250.00	$2,000.00	$250.00	$2,000.00							
98	BEND, 6" MJ 90	EACH	9.0	$250.00	$2,250.00	$275.00	$2,475.00	$275.00	$2,475.00							
99	BEND, 8" MJ 90	EACH	8.0	$275.00	$2,200.00	$300.00	$2,400.00	$300.00	$2,400.00							
100	TEE, 8" X 6" MJ	EACH	3.0	$320.00	$960.00	$385.00	$1,155.00	$385.00	$1,155.00							
101	TEE, 8" X 8" MJ	EACH	2.0	$350.00	$700.00	$410.00	$820.00	$410.00	$820.00							
102	TEE, 6" X 6" MJ X SW	EACH	1.0	$300.00	$300.00	$335.00	$335.00	$335.00	$335.00							
103	TEE, 8" X 6" MJ X SW	EACH	4.0	$320.00	$1,280.00	$360.00	$1,440.00	$360.00	$1,440.00							
104	REDUCER, 8" X 4" MJ X PE	EACH	5.0	$215.00	$1,075.00	$285.00	$1,425.00	$285.00	$1,425.00							
105	REDUCER, 8" X 6" MJ X PE	EACH	2.0	$235.00	$470.00	$285.00	$570.00	$285.00	$570.00							
106	REDUCER, 12" X 6" MJ X PE	EACH	1.0	$275.00	$275.00	$310.00	$310.00	$310.00	$310.00							
107	8" X 18" HOLDING SPOOL	EACH	5.0	$330.00	$1,650.00	$350.00	$1,750.00	$350.00	$1,750.00							
108	SLEEVE, 4" X 12" SOLID	EACH	4.0	$260.00	$1,040.00	$260.00	$1,040.00	$260.00	$1,040.00							
109	SLEEVE, 6" X 12" SOLID	EACH	4.0	$285.00	$1,140.00	$285.00	$1,140.00	$285.00	$1,140.00							
110	SLEEVE, 8" X 12" SOLID	EACH	2.0	$330.00	$660.00	$310.00	$620.00	$310.00	$620.00							
111	VALVE , 6" MJ GATE W/ BOX	EACH	2.0	$1,600.00	$3,200.00	$1,650.00	$3,300.00	$1,650.00	$3,300.00							
112	VALVE, 8" MJ GATE W/ BOX	EACH	7.0	$2,000.00	$14,000.00	$1,950.00	$13,650.00	$1,950.00	$13,650.00							
113	TAPPING IN VALVE & SLEEVE, 12" X 6" W/ BOX	EACH	6.0	$2,000.00	$12,000.00	$3,000.00	$18,000.00	$3,000.00	$18,000.00							
114	CAP, 4" MJ	EACH	5.0	$120.00	$600.00	$125.00	$625.00	$125.00	$625.00							
115	CAP, 6" MJ	EACH	10.0	$135.00	$1,350.00	$135.00	$1,350.00	$135.00	$1,350.00							
116	CAP, 8" MJ	EACH	1.0	$155.00	$155.00	$160.00	$160.00	$160.00	$160.00							
117	HYDRANT ASSEMBLY	EACH	14.0	$4,800.00	$67,200.00	$4,500.00	$63,000.00	$4,500.00	$63,000.00							
118	REMOVE HYDRANT ASSEMBLY	EACH	6.0	$1,300.00	$7,800.00	$1,200.00	$7,200.00	$1,200.00	$7,200.00							
119	MECHANICAL JOINT RESTRAINT, 4"	EACH	21.0	$120.00	$2,520.00	$115.00	$2,415.00	$115.00	$2,415.00							
120	MECHANICAL JOINT RESTRAINT, 6"	EACH	22.0	$130.00	$2,860.00	$120.00	$2,640.00	$120.00	$2,640.00							
121	MECHANICAL JOINT RESTRAINT, 8"	EACH	35.0	$140.00	$4,900.00	$125.00	$4,375.00	$125.00	$4,375.00							
122	JOINT RESTRAINT GASKET, 6"	EACH	4.0	$140.00	$560.00	$175.00	$700.00	$175.00	$700.00							
123	JOINT RESTRAINT GASKET, 8"	EACH	30.0	$190.00	$5,700.00	$200.00	$6,000.00	$200.00	$6,000.00							
124	WATER SERVICE, SHORTSIDE, 3/4"	EACH	36.0	$1,000.00	$36,000.00	$1,250.00	$45,000.00	$1,250.00	$45,000.00							
125	WATER SERVICE, LONGSIDE, 3/4"	EACH	25.0	$1,500.00	$37,500.00	$1,650.00	$41,250.00	$1,650.00	$41,250.00							
126	WATER SERVICE, LONGSIDE, 1"	EACH	1.0	$1,600.00	$1,600.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00							
127	6" NITRIL GASKETS	EACH	25.0	$120.00	$3,000.00	$115.00	$2,875.00	$115.00	$2,875.00							
128	8" NITRIL GASKETS	EACH	25.0	$140.00	$3,500.00	$120.00	$3,000.00	$120.00	$3,000.00							
129	CASTING/CHIMNEY REPLACEMENT PCC MANHOLE IN PAVEMENT	EACH	16.0	$2,000.00	$32,000.00	$2,000.00	$32,000.00	$2,000.00	$32,000.00							
				TOTAL	**$4,802,659.55**	**TOTAL**	**$4,676,551.93**	**TOTAL**	**$4,717,710.91**	**TOTAL**		**TOTAL**		**TOTAL**		
									$4,717,710.91							
						water	$417,364.50	water	$417,364.50							

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
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MEMORANDUM
Engineering Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Matthew Tolan, EI, Civil Engineer II

DATE: February 15, 2018

SUBJECT: Levee/Floodwall System Improvements Project
Project No. FL – 000 – 1975
Temporary Easement Agreement

The Levee/Floodwall System Improvements Project is currently under construction. This project involves raising the level of flood protection along the length of the levee by approximately two (2) feet. The improvements to the system will involve both new structural walls as well as increased earthen sections.

This project requires an updated temporary easement from one property in order to complete the repairs to the Levee/Floodwall System for the 2018 construction season. The Temporary Easement Agreement is attached for review. This easement is part of River Place Third Addtion, Lot 3 in the City of Cedar Falls.

The Engineering Division recommends that the Temporary Easement Agreement with River Place Properties, L.C., be accepted by the City Council and recorded at the Black Hawk County Recorder's Office.

Xc: Stephanie Houk Sheetz, Director of Community Development
Jon Resler, PE, City Engineer

Prepared by: Matthew Tolan, 220 Clay Street, Cedar Falls, IA 50613 (319) 268-5164

TEMPORARY EASEMENT

The undersigned River Place Properties, L.C., (hereinafter "Grantor"), in consideration of One Dollar ($1.00) and other valuable consideration, the receipt of which is hereby acknowledged, does hereby grant and convey to the City of Cedar Falls, Iowa (hereinafter "Grantee"), its successors and assigns, a temporary easement over, under, and across the real estate legally described below, for purposes of construction, reconstruction, replacement, operation and maintenance of the Levee/Floodwall System Improvements Project, together with the right of ingress to and egress from the real estate described below, in order to perform all work and do all other things reasonably necessary to exercise all rights granted to Grantee in this easement, provided that such easement shall not unreasonably interfere with grantor's business operation or access thereto. This Easement shall expire the earlier of November 1, 2018, or upon completion of the levee project.

Said easement is granted over the following described real estate owned by Grantor to-wit:

See Exhibit "A"

This easement shall be temporary in nature, terminating earlier of November 1, 2018, or upon completion of the levee project. Shall benefit and shall be binding upon Grantor and Grantee, and their respective heirs, personal representatives, successors and assigns, and shall constitute a covenant that runs with the Grantor's land.

Upon completion of any construction or maintenance work undertaken by Grantee upon the above-described real estate, the Grantee shall be required to replace or restore any and all damage to said real estate resulting from said construction or maintenance work as is reasonable under the circumstances.

DEE PAULSEN
Commission Number 790190
My Commission Expires
May 28, 2018

River Place Properties, L.C.

By _____
Mark Kittrell

STATE OF Iowa)
) ss.
COUNTY OF Black Hawk)

This instrument was acknowledged before me on 15th day of Feb., 2018, by River Place Properties, LC.

_____
Notary Public in and for the State of Iowa

My Commission Expires: 5-28-18

ACCEPTANCE OF EASEMENT

The City of Cedar Falls, Iowa ("Grantee"), does hereby accept and approve the foregoing Easement.

Dated this _____ day of _____, 2018.

CITY OF CEDAR FALLS, IOWA

_____
James P. Brown, Mayor

ATTEST:

_____
Jacqueline Danielsen, CMC
City Clerk

STATE OF IOWA)
) ss.
COUNTY OF BLACK HAWK)

This instrument was acknowledged before me on _____, 2018, by James P. Brown, Mayor, and Jacqueline Danielsen, CMC, City Clerk of the City of Cedar Falls, Iowa.

_____
Notary Public in and for the State of Iowa

My Commission Expires: _____

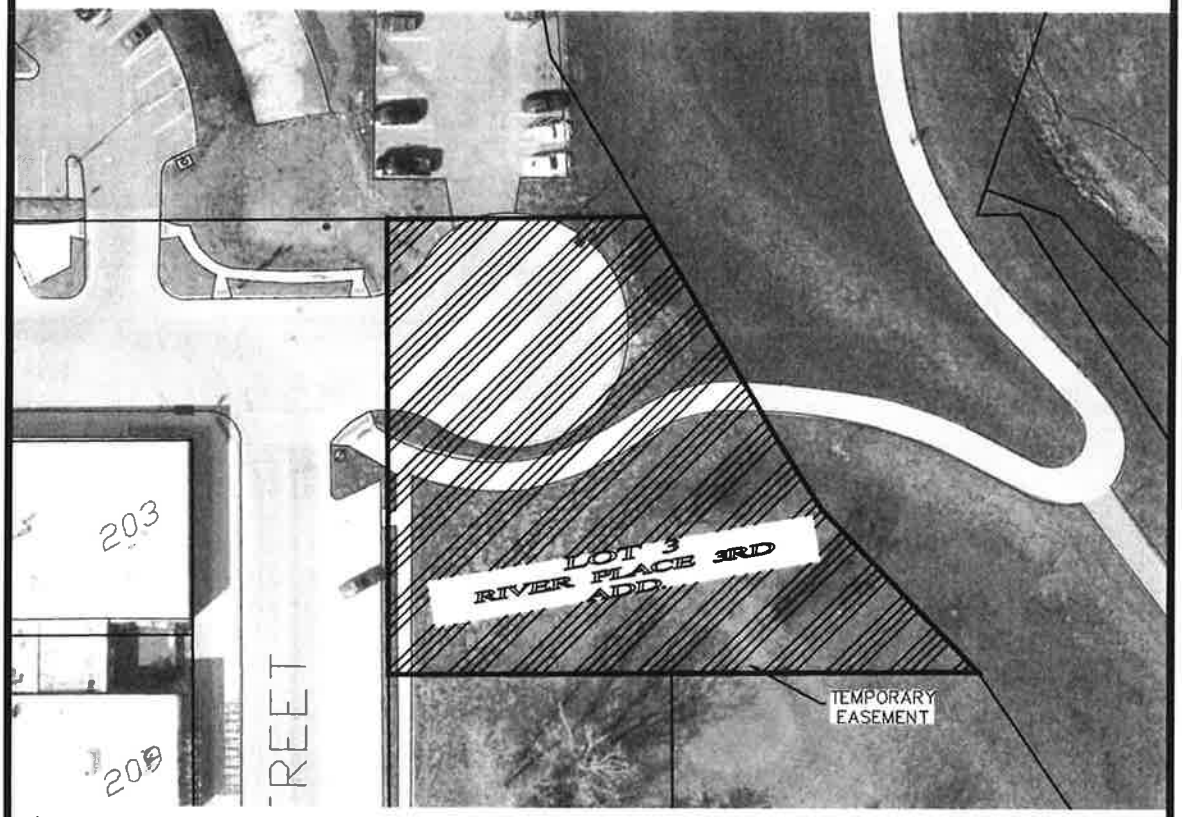
EXHIBIT "A"

Right of Way Acquisition Plat

Levee/Floodwall System Improvements

City Proj. No. FL-000-1975

TEMPORARY EASEMENT



TEMPORARY EASEMENT:
All of River Place Third Addition, Lot 3 in the City of Cedar Falls, Black Hawk County, Iowa.

0 50 100
Scale 1" = 50'

This plat has been compiled from record information and is not the result of a field survey.

Owner
STATE STREET MIXED USE LC.
200 STATE STREET 200-Z
CEDAR FALLS, IA 50613

Parcel No. : 1
891412253046

DEPARTMENT OF COMMUNITY DEVELOPMENT
ENGINEERING DIVISION

CITY of CEDAR FALLS, IOWA
220 CLAY ST.
CEDAR FALLS, IOWA
50613
(319) 273-8606

"OUR CITIZENS ARE OUR BUSINESS"

DRAWN BY: JCH	CHECKED BY: CS		SHEET NO. 1	TOTAL SHEETS 1

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Iris Lehmann, Planner I

DATE: February 14, 2018

SUBJECT: Certified Local Government Annual Report

In order to be eligible for the Certified Local Government (CLG) grant programs the City of Cedar Falls must have and maintain a Certified Local Government Agreement with the State of Iowa and the National Park Service. Under the CLG Agreement with the State, Historic Preservation Commissions are responsible for submitting an annual report summarizing the city or county's historic preservation work during the calendar year.

This report documents that the City of Cedar Falls' Historic Preservation Commission has met the requirements of the CLG program and would like to continue its CLG status. Approving this annual report for submittal aligns with City Council's Organization Goal # 5 to preserve the community's physical, human, and aesthetic assets by assuring that "Quality of life" services are available for the leisure, educational, cultural and personal enrichment of residents.

The Community Development Department recommends that City Council adopt the following:

1. Resolution approving and authorizing the submittal of the 2017 Certified Local Government (CLG)/Historic Preservation Commission annual report to the State Historic Preservation Office.

Please feel free to contact me if you have any questions or concerns.

XC: Stephanie Sheetz, Director of Community Development
Julie Etheredge, Chair, Historic Preservation Commission

[For SHPO use only]

Received _____

Minimum no. of meetings?	yes	no
Required training?	yes	no
Fully appointed commission?	yes	no
Has the commission been active?	yes	no
Has the commission accomplished at least one project?	yes	no

Comments:

_____

_____

Approved/CLG in good standing yes no

More information requested _____

_____

Entered into database _____/_____

IOWA CERTIFIED LOCAL GOVERNMENT
2017 ANNUAL REPORT (January 2017-December 2017)

NAME OF THE CITY, COUNTY, OR LAND USE DISTRICT: **City of Cedar Falls**

Section I.
Locating Historic Properties
Identification, Evaluation, and Registration Activity

CLG Standards found in CLG Agreement and National Historic Preservation Act

- The CLG shall maintain a system for the survey and inventory of historic and prehistoric properties in a manner consistent with and approved by the STATE.
- The CLG will review National Register nominations on any property that lies in the jurisdiction of the local historic preservation commission.

1. Please provide complete reports and site inventory forms from historic identification/survey, evaluation, and/or registration/nomination projects that your commission completed in 2017. Do not include projects that were funded with a CLG grant or mandated by the Section 106 review and compliance process as we already have these in our files. **The Historic Preservation Commission continued to assist in the nomination of the Wild House, 501 W 1st Street. The property was listed on the National Register of Historic Places in June 2017. See attached. In addition, the Commission successfully nominated and awarded 501 W 1st Street for the Preservation Merit Award and the Mandalay Mansion to the 2017 most endangered property list.**

2. How many National Register of Historic Places (NRHP) properties in your City, County, or LUD were altered, moved, or demolished in 2017? Please identify the property (historic name and address) and the action. **None.**

3. In 2017, how many additional properties did your city place on its list **of locally designated** historic landmarks and/or historic districts?

If you have questions about whether you have a locally designation program or not, please contact Paula Mohr before you complete this section.

*(As a reminder, **before** your elected officials approve or change local districts or ordinances, you must send a copy to the State Historic Preservation Office for review and comment.)* Please attach a copy of the final designation nomination(s) and ordinance(s).

Date the ordinance(s) reviewed and commented by SHPO **0**

4. In 2017, what were the actions to revise, amend, change, or de-list a locally designated property? Please attach documentation of the review and appeal process and decisions made by the historic preservation commission, planning and zone commission, city Council, District Court or other governmental agency or official involved with the process. (use additional pages if needed) **None.**

Section II
Managing, Protecting, and Preserving Historic Properties

- The CLG will enforce all appropriate state and local ordinances for designating and protecting historic properties
- The CLG shall provide for adequate public participation in the local historic preservation programs

4. Did your city, county, LUD or its historic preservation commission undertake any of the following activities in 2017? Please think broadly about this question and include any activity (small or large) that facilitated historic preservation in your community. This is your opportunity to boast about your accomplishments and get credit for the great work you do! (use additional pages if needed)

a. Historic preservation planning. Examples include the development or revision of an preservation plan, development of a work plan for your commission, etc. (use additional pages if needed) **In 2014 a Certified Local Government Grant was approved for funds to inventory the historic downtown area for nomination as a district. This grant has been completed and closed out in July-August 2015. Following this project, in January 2016, the City of Cedar Fall's Historic Preservation Commission was awarded another Certified Local Government Grant to prepare all necessary documentation required to nominate the Cedar**

Falls Downtown Commercial District to the National Register of Historic Places. This grant was completed and closed out in September 2017. The Downtown Historic District was listed on the National Register of Historic Places as on October 2, 2017.

In the fall of 2013, Tallgrass Historians, LLC undertook an Archaeological Survey of the area related to the 1st Street/Highway 57 repaving project being proposed by the IDOT and the City of Cedar Falls. During this Survey it was determined three homes associated with Daniel and Margaret Wild along the north side of 1st Street, constituted a "small district" eligible for the National Register of Historic Places designation. A State Historic Preservation Office Inventory form was prepared and was deemed eligible by Tallgrass Historians, LLC. These homes stand at 423, 501, and 509 West 1st Street. In December 2017 a Certified Local Government Grant was approved for funds to prepare all necessary documentation required to nominate the Wild District to the National Register of Historic Places. RFPs are currently being sent out to potential consultants to help with the nomination.

b. Provided technical assistance on historic preservation issues or projects. Examples include working with individual property owners, business owners, institutions to identify appropriate treatments and find appropriate materials, research advice, etc. Please be specific (use additional pages if needed) **The Historic Preservation Commission has been active in assisting with the two National Register nominations, listed above, as needed. The Commission has been working with the Cedar Falls Historical Society to research grants and plan for the preservation of the last brick road in Cedar Falls. In addition, the Commission has assisted in the Celebrating Local Authors Festival as needed and reviewed a request to place signs along historic US HWY 20.**

c. Sponsored public educational programming in historic preservation. Examples include training sessions offered to the public, walking tours, open houses, lectures, Preservation Month activities, etc. (use additional pages if needed) **The Historic Preservation Commission, in partnership with Community Main Street and the Historical Society, held a ribbon cutting in the Downtown to celebrate the successful nomination of the downtown area to the National Register of Historic Places. In addition to the ribbon cutting, the Historic Preservation Commission submitted and contributed to multiple articles about the nominations success. For example, the article published in the local Currents is attached. The Commission is currently exploring options to hold a workshop on the benefits of the nomination for property owners within the district.**

The Historic Preservation Commission in partnership with a professor at the University of Northern Iowa (Thomas Connors), Channel 15, and the Historical Society have been working together to create a filmed tour of the local

Fairview Cemetery. Filming and research were completed in November 2017. Editing is now in process. When complete the Historic Preservation Commission will host a video premiere of the tour and the end product will be incorporated in Channel 15's programming.

5. If the city or county amended its historic preservation ordinance or resolution or passed additional ordinances or resolutions that impact historic properties, please attach copies of the amendments and new ordinances or resolutions.

(As a reminder, before your elected officials approve local districts or ordinances, you must send a copy to the State Historic Preservation Office for comment.)
None.

7. If new or revised design standards and/or guidelines were developed and adopted during 2017, please attach a copy. **Not Applicable.**

8. Are there any particular issues, challenges, and/or successes your preservation commission has encountered or accomplished this year? (use additional pages if needed) **The Commission continues to work on potential ways to help preserve an endangered historical structure, 1603 Mandalay Drive. Efforts include submitting the property to the Preservation Iowa's 2017 Most Endangered List and working with the owner of the property to explore preservation options. The Commission is also looking into ways to preserve the last brick road in Cedar Falls and encourage the preservation of two other at risk structures (Sartori Hospital and a Mennonite church).**

9. Does your commission have a website and if so, what is the address? **There is a link to the Cedar Falls Historic Preservation Commission on the city's website (www.cedarfalls.com) under Government, Boards, and Commissions.**

Section III
Historic Preservation Program Administration

- The CLG will organize and maintain a historic preservation commission, which must meet at least three (3) times per year.
- The commission will be composed of community members with a demonstrated positive interest in historic preservation, or closely related fields, to the extent available in the community.
- The commission will comply with Iowa Code Chapter 21 (open meetings) in its operations.
- Commission members will participate in state-sponsored or state-approved historic preservation training activities.

10. List dates of meetings held (please note these are meetings actually held with a quorum, not just those that were scheduled). **1/11/17, 2/8/17, 3/8/17, 4/12/17, 5/10/17, 6/14/17, 7/12/17, 8/9/17, 9/13/17, 10/11/17, 11/8/17, 12/14/17**

11. We recommend that each commission have a budget with a minimum of $750 to pay for training and other commission expenses. In 2017, what was the dollar amount for the historic preservation commission's annual budget? **The Commission does not have its own budget. Reimbursement for Commissioner training and travel comes out of the Cedar Falls Community Development Department's budget.**

12. Where are your official CLG files located? **Files are electronically saved in the City's Planning and Community Services computers in a CLG folder dedicated to Historic Preservation activities. Paper copies are also kept by the City's project manager, Iris Lehmann.**

12. Please update the attached CLG Personnel Information Table (this must be completed).

13. Please attach biographical sketches for commissioners who were newly appointed in 2017 or 2018. Please be sure newly appointed commissioners sign and date their statement.

14. Please complete the 2017 Commission Training Table.

PLEASE SIGN and DATE

Signature of person who completed this report ***Date***

Signature of Mayor or Chairman of the Board of Supervisors ***Date***

Please retain a copy for your official CLG file and send a PDF of the signed document to paula.mohr@iowa.gov. OR you can mail a hard copy with original signatures to the address below. The deadline is February 28, 2018.

Paula A. Mohr
State Historical Society of Iowa
600 East Locust St,
Des Moines IA 50319-0290
Paula.mohr@iowa.gov

If you have questions, please contact me at: (515) 281-6826.

2017 Historic Preservation Training Table

An important requirement of the Certified Local Government program is annual state-sponsored or state-approved training undertaken by at least one member of the historic preservation commission and/or staff liaison. In this table, provide information about the commissioners' involvement in historic preservation training, listing the name of the conference, workshop or meeting (including on-line training opportunities); the sponsoring organization; the location and date when the training occurred. Be sure to provide the names of commissioners, staff, and elected officials who attended.

Name of Training Session: **2017 Preserve Iowa Summit**
Sponsoring organization: **SHPO/Davenport Historic Preservation Commission**
Location: **Fort Dodge, Iowa**
Date: **June 2017**
Names of commission members, staff and elected officials who attended the Preserve Iowa Summit **Julie Etheredge and Donna Bash (Commission members) and Iris Lehmann (staff)**

Name of Training Session: **2017 PastForward Conference**
Sponsoring organization: **National Trust for Historic Preservation**
Location: **Webinar**
Date: **November 16 and 17, 2017**
Names of historic preservation commissioners, staff and elected officials who attended: **Jeff Schlobohm, Jeanine Johnson, and Biff Rocha (Commission members)**

Name of Training Session: **Historical Storytelling Through Technology**
Sponsoring organization: **National Trust for Historic Preservation**
Location: **Webinar**
Date: **January 16, 2017**
Names of historic preservation commissioners, staff and elected officials who attended: **Biff Rocha (Commission member)**

Biographical Sketch
Applicant for Historic Preservation Commission

NAME: **Dr. Biff Rocha**

ADDRESS: **4520 Ashworth Dr., Apt 4, Cedar Falls, IA 50613**

WORK PHONE NUMBER WORK: **(319) 266-9863**

HOME PHONE NUMBER: **Cell: (937) 750-1688**

EMAIL ADDRESS: **BiffRocha1@aol.com**

INTEREST IN LOCAL HISTORY AND HISTORIC PRESERVATION (Describe education, employment, memberships, publications, and/or other activities which indicate your interest in and commitment to historic preservation; or provide a statement detailing your interest in local history and commitment to historic preservation)

EDUCATION: **Doctorate in Historical Theology**

EMPLOYMENT: **Campus Ministry Director at St. Stephens the Witness**

INTERESTS: **Biff has a doctorate in historical theology and has experience with historic preservation and archivist work. He is currently a History Instructor, training in archival preservation. Dr. Biff Rocha recently moved to Cedar Falls and is eager to serve and get involved in the community.**

While serving on the Cedar Falls Historic Preservation Commission, I will work to insure that the commission enforces the Historic Preservation Ordinance/Resolution; upholds the CLG Agreement with the State of Iowa, and works in compliance with the Secretary of the Interior's Standards for Archaeology and Historic Preservation.

_____ _____

Signature Date

Biographical Sketch
Applicant for Historic Preservation Commission

NAME: **Donna Bash**

ADDRESS: **1801 Quail Run Lane**

WORK PHONE NUMBER WORK: **N/A**

HOME PHONE NUMBER: **Home: (319)290-8568**

EMAIL ADDRESS: **luckyone@cfu.net**

INTEREST IN LOCAL HISTORY AND HISTORIC PRESERVATION (Describe education, employment, memberships, publications, and/or other activities which indicate your interest in and commitment to historic preservation; or provide a statement detailing your interest in local history and commitment to historic preservation)

EDUCATION: **Bachelors in Advertising/Graphic Sites**

EMPLOYMENT: **Self Employed**

INTERESTS: **Donna's education is in Historic Sites and Advertising. She has an extensive background in community involvement including serving as Vice President of the Cedar Falls Art and Culture Board. In 2016 she successfully nominated the Wonder Bread Plant in Waterloo to the Places to Save Campaign and Antique Archeology. Donna has been a resident of Cedar Falls for the past seven years and has a passion for historical buildings and architecture.**

While serving on the Cedar Falls Historic Preservation Commission, I will work to insure that the commission enforces the Historic Preservation Ordinance/Resolution; upholds the CLG Agreement with the State of Iowa, and works in compliance with the Secretary of the Interior's Standards for Archaeology and Historic Preservation.

_____ _____

Signature Date

CLG Personnel Table

A. Please list the names of the Historic Preservation Commissioners who served during calendar year 2017:
Julie Etheredge, Jeanine Johnson, Jeff Schlobohm, Donna Bash, Biff Rocha, Jake Moore

B. CHIEF ELECTED OFFICIAL **2018 (note this is beginning January 2018)**
Name of Mayor, Chairman of Board of Supervisors, or President of LUD Trustees:
First Name: **Jim**
Last Name: **Brown**
Mailing Address: **220 Clay Street, Cedar Falls, IA, 50613**
Phone Number: **(319) 268-5118**
Email Address: **Jim.Brown@cedarfalls.com**

C. STAFF PERSON FOR THE HISTORIC PRESERVATION COMMISSION **(required)**
First Name: **Iris**
Last Name: **Lehmann**
Job Title: **Planner I**
Mailing Address: **220 Clay Street, Cedar Falls, IA 50613**
Phone Number: **(319) 268-5185**
Email Address: **Iris.Lehmann@cedarfalls.com**

2018 HISTORIC PRESERVATION COMMISSION: Please note that this is for 2018

Please complete the following and provide information about your new 2018 commission.

If the commissioner represents a locally designated district, provide the name of the district (Representative, Name of Historic District). Specify the month, day, and year that the commissioner's term will end (Term Ends). If a commission member serves as contact with the State Historic Preservation Office for the Commission, please circle yes. **Electronic and mailed communication will be sent to the staff person for the commission and the contact.**

CHAIRPERSON/COMMISSIONER
First Name **Julie**
Last Name: **Etheredge**

Mailing Address (please provide full mailing address including city and zip code):
322 W. 6th St. Cedar Falls IA 50613

Home Phone Number: **(319) 269-5710**
Work Phone Number: **(319) 233-8419**

Email Address: **juliee@invisionarch.com**

Representative, Name of Local Historic District: **N/A**

Term Ends: Month **3** Day **31** Year **2020**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle (Yes) No

VICE CHAIRPERSON/COMMISSIONER
First Name **Jeff**
Last Name: **Schlobohm**

Mailing Address (please provide full mailing address including city and zip code): **1910 Grand Blvd. Cedar Falls IA 50613**

Home Phone Number: **(319) 610-1663**
Work Phone Number: **(319)-226-1784**

Email Address: **Schlobohmj@cfu.net**

Representative, Name of Local Historic District**: N/A**

Term Ends: Month **3** Day **31** Year**2019**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle Yes (No)

COMMISSIONER

First Name **Jake**
Last Name: **Moore**

Mailing Address (please provide full mailing address including city and zip code): **1104 Main St. Cedar Falls IA, 50613**

Home Phone Number: **314-532-0246**
Work Phone Number: **N/A**

Email Address: **jakemoore09@gmail.com**

Representative, Name of Local Historic District: **N/A**

Resigned due to move out of State: Month **5** Day **24** Year **2017**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle Yes (No)

COMMISSIONER

First Name **Jeanine**
Last Name: **Johnson**

Mailing Address (please provide full mailing address including city and zip code): **509 Clay St. Cedar Falls, IA 50613**

Home Phone Number: **(319) 266-3070 Cell: (319) 610-0554**
Work Phone Number: **N/A**

Email Address: **jjohnson@cfu.net**

Representative, Name of Local Historic District: **N/A**

Term Ends: Month **3** Day **31** Year **2019**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle Yes (No)

COMMISSIONER

First Name **Donna**
Last Name: **Bash**

Mailing Address (please provide full mailing address including city and zip code):
1801 Quail Run Lane, Cedar Falls IA 50613

Home Phone Number: (**319) 290-8568**
Work Phone Number: **N/A**

Email Address: **luckyone@cfu.net**

Representative, Name of Local Historic District: **N/A**

Term Ends: Month **3** Day **31** Year **2020**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle Yes (No)

COMMISSIONER
First Name**: Biff**
Last Name: **Rocha**

Mailing Address (please provide full mailing address including city and zip code):
4520 Ashworth Dr., Apt 4, Cedar Falls, IA 50613

Home Phone Number: **Cell: (937) 750-1688**
Work Phone Number: **(319) 266-9863**

Email Address: **BiffRocha1@aol.com**

Representative, Name of Local Historic District: **N/A**

Term Ends: Month **3** Day **31** Year **2019**

Please indicate if this person serves as the Contact with the State Historic Preservation Office for the Commission. Circle Yes (No)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Daniel and Margaret Wild House
Other names/site number: 07-00100
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 501 W. 1st Street
City or town: Cedar Falls State: Iowa County: Black Hawk
Not For Publication: na Vicinity: na

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide _X_local

Applicable National Register Criteria:

___A _X_B _X_C ___D

Signature of certifying official/Title: **Date**

State Historical Society of Iowa

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	x
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	x
District	
Site	
Structure	
Object	

Daniel and Margaret Wild House
Name of Property

Black Hawk/Iowa
County and State

Number of Resources within Property

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions

DOMESTIC/Single Dwelling

Current Functions

DOMESTIC/Single Dwelling

7. Description

Architectural Classification

Late Victorian/Queen Anne

Materials.
Principal exterior materials of the property:

FOUNDATION – Stone/Granite
ROOF – Shingle
WALLS – Weatherboard/Wood

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [ ] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [x] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Daniel and Margaret Wild House
Name of Property

Black Hawk/Iowa
County and State

Areas of Significance

Architecture
Industry

Period of Significance
1895 - 1903

Significant Dates
1895

Significant Person
Wild, Daniel

Architect/Builder
Robinson, William A.
Wild, Abraham

10. Geographical Data

Acreage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: 42.538084 Longitude: -92.451111

Or
UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone:	Easting: 545072.85	Northing: 4709667.85
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description
LD 537 683
Part of the West one-half of the North West Quarter of Section No. Twelve (12), in township No. Eighty-nine (89). North Range No. Fourteen (14), West of the 5th P.M. in black Hawk County, Iowa, described as: Commencing Eighty (80) feet North of the North East corner of Block No. Twenty-eight (28) Cedar Falls: thence North eight (8) rods: thence West Five Rods (5) rods; thence South Eight (8) rods; thence East 5 (5) rods to place of beginning; EXCEPT that part conveyer to the State of Iowa for highway purposes described in LD 551 749.

Boundary Justification

The boundary encompasses the area historically associated with the Daniel and Margaret Wild house.

11. Form Prepared By

name/title: _Susan E. Card/Owner_____
organization: _____
street & number: 501 W. 1st Street_____
city or town:_Cedar Falls___ state: _Iowa__ zip code: 50613____
e-mail__susanecard@cs.com
telephone:_319-277-7462_
date:_August 22, 2016__

Owner: Same as above

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Narrative Description

Summary Paragraph

The Daniel and Margaret Wild Residence is a large and elaborately detailed Queen Anne style house that sits on a level to slightly raised lot at the northwest corner of Tremont and West 1st Streets in Cedar Falls, Iowa. The leg of Tremont north of West 1st, at this intersection has long been vacated leaving the yard between the house and the one next to it to the East (423 W. 1st) open and undeveloped. Behind these houses, the slope quickly falls away toward the Cedar River.[1] This well preserved and maintained 1895 home is situated on a corner lot, two blocks from the historic Main Street and downtown. It also sits high above the Cedar River, adjacent to the Illinois Central RR, well out of reach of flood waters. Although the landscaping is not exact as to its historic roots, it has eye appeal with well-manicured lawns and shrubs, original lilac bushes, Sugar Maple, Ash, Sumac and Sapling as well as several very old, well established black walnut trees.

The two story, with full attic, house has a complex form and irregular footprint typical of Queen Anne homes of its time. A broad hipped roof with cross gables and a truncated peak and ridge cresting covers the basic boxy shape. Large, full height gables project from the façade and sides. The walls are covered with narrow wood siding and the façade corners are canted and topped by steeply pitched narrow roof gables. Porches are integrated (inset) at both levels under the front gable. There is an open southeast side porch, as well as an enclosed northeast porch with an open gazebo porch on the second floor elevation. Gable peaks are clad in decorative siding variously set on a diagonal or in faux timber arrangements. The prominent front gable sports a sunburst motif over a three part Palladian-like attic window arrangement with interesting decorative trim board tile arrangement which is repeated on the upper east face. A solid granite foundation provides a firm footing for this 120 year old home. Windows are largely original and are mostly one-over-one double hung sashes, but there are also smaller fixed windows. Two of these, flanking the ground level front porch, have graceful segmental arched headers (eyebrows) with prominent drip caps.[2] *Figure 10/Figure 11*

Exterior - South - Front Façade

The front façade faces south on 1st street. The original façade porches were rebuilt sometime around 1925 – 1930, with solid half walls and classical-looking squared columns. *Figure 12 and Figure 13* In the 1980's, the 3rd owner of the home salvaged the porch columns and spindles and balustrades and these now have been restored to their approximate original appearance. The original wood lattice work detail still exists at the garden level, protecting the basement windows and providing a decorative detail. Broad wooden steps, with spindles and banisters, lead up to the front porch with narrow roof overhang. The large formal front door is solid wood with a similar recessed panel arrangement which is carried out consistently throughout the residence. There is an original turnkey doorbell which rings similar to a bike bell on the lower portion of the door, and a cast iron slot for mail delivery on the original screen door. On the second floor, there is an integrated and open balcony (sleeping porch) with matching balustrade open spindle detail front with ornamental corner brackets in the "gingerbread" Victorian style. The sides of this porch are attached on the diagonal to the unusual 3 cornered vestibules with square single pane windows, on the left

[1] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106
[2] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

and right of the central portion. The front gable is at the 3rd floor or attic level with a row of decorative tiles above the inset porch with a sunburst motif over a three part Palladian-like attic window.

Exterior – West Side

The west side of this home continues the irregular footprint consistent with the Queen Anne Victorian architecture. The narrow roof overhang and steep pitched roof creates a dramatic visual effect when coupled with the 3 cornered front sections of the home. The granite foundation is about 3 feet in height with the frame siding above. On the first level, on the northeast corner of the 3 cornered front section, there is a double hung window. At the small hip section is another smaller double hung window which is located in the first floor bath. In the middle section of the home (dining room) there are two identical double hung windows. The upper level, topped by a steep pitch gable in the 3rd floor attic, has a similar window arrangement on the front section, no window in the hipped section, and only one smaller double hung window on the second floor in the middle section above the dining room. On the third level, the gable is present on the front section with the three smaller windows. The hipped section of the roof has a steep slope down to what at one time was the end portion of the house. A small single pane window graces the dormered area of that 2nd floor room. The one chimney in the home dominates the center portion of the roof with a large flat area accessed by a ladder from the attic.

Garage – Addition

The 3rd owner added a passage way/mud room and carriage house garage styled with Queen Anne details, in 2007. At the basement level, there is a full size room accessible only by the original basement window as the addition was added on to the existing exterior wall on the west side of the kitchen. The north facing dining room window was removed in order to create a straight line where there had been an inset to the kitchen section. The original carriage structure, which was attached to the home and had a door to the kitchen, was razed due to its deteriorated condition in 2004. The new two car garage, built to replicate a Victorian carriage house, boasts a soaring ceiling with space for a studio in the rafters. The height is symmetrical with the original homes elevations and mirrors the peak, sunburst motif on the front gable as well as similar Palladian style window. There are also two rows of faceted tiles matching those on the east and front facades.

Exterior – North - Back facade

The rear of this home has the same 3 foot pink granite foundation topped by a frame construction. The footprint of the home, as is typical of Queen Anne Architecture insets to the back of the structure narrowing to the center section at the rear of the home (see photo key floor plans pp 22-23). The addition mentioned above added on about 8 feet to the west side, which continues the dining room width all the way back to the garage addition. The west facing window that was in the kitchen at the first floor was removed in order to create the door from the kitchen in to the mud room/hallway. The back exterior door was removed when the carriage house/garage was torn down and the wall framed in. Also, on the first floor, but to the east of the middle section, is the back porch area. This covered porch with a decorative entry way, and steps with spindle work and gingerbread design detail, was expanded to the east and enclosed in the 1980's by the 3rd owner of the home. There was an old cook stove which stood against the back (north) wall with a 3 story chimney, and thusly, no window to take in the beautiful view of the Cedar River. Of note, this was a self-sustaining farming property with at least two outbuildings (horse barn and chicken coop as well as some type of covered structure attached to the home for a vehicle or carriage). Currently, the home has been updated with removal of the chimney in order to add a large 4x4 kitchen window, double hung with sash to replicate the Victorian look. There are no windows at the second level at the back of the house. An open 2nd level porch with turret sits atop the 4 season porch facing east. An ornate interior door and a screen door graces the entrance on to

this porch, most likely more utilitarian for drying clothes, than recreational. A double hung window sits right next to the door. Facing north at the back of the home, there is one small double hung window at the 3rd or attic level.

Exterior - East Side

It is entirely possible that the bent wood arched lattice work extended to the corner of the 3 sided vestibule at the east side of the house with the spindle work continuing to the corner as well, but this was not a true "wraparound" porch. The east side inset porch is covered, smaller than its north corner counterpart, and remains open and in its original form with one exception; because of the placement of the granite hitching post adjacent to this porch, it is probable that a walkway existed with steps up to the porch, providing a private entrance to the formal parlor . There is one double hung window on the north side of the porch, which is located on the south wall of the interior. The middle section of the house boasts one oversized picture window. The now enclosed 4 season porch always had one over one windows to allow for a screened in porch with cross breezes - the 3rd owner eventually replaced these with triple pane windows, but of similar if not exact design. Above this is a charming and graceful turreted porch, with a door and one double hung window. Above the southeast open side porch sits a double hung window with façade corners canted and topped by steeply pitched narrow roof gables with full height windows. In the middle section is a smaller double hung window topped by impressive full height gabled attic window, which is flanked by the same sunburst motif found on the upper front façade. Beneath the sunburst are two rows of faceted tiles similar to those on the front façade and on the carriage house garage façade. These windows are single pane with leaded intricate detailing of similar design to those on the sides and front façade.

In an excerpt from a memoir written by Hertha Strothman, she writes about the home circa 1923 - 1925, when she was eight and her family had purchased the home from the Pillsbury family, fully furnished for $6,000, she writes:

"A tremendous barn stood behind the house, with a couple of black walnut trees. The yard had several huge maples and a garden with a big asparagus bed and a trellis of perennial sweet peas.

The house had five porches, 3 downstairs and two on the upper floor. It had two stairways to the basement, plus another through a slanted cyclone door from the back yard, as well as two stairways to the second floor and a narrow flight to the unfinished attic. The first floor had a wide center hall, four large rooms plus a powder room and a huge kitchen with a wood burning range. Mama kept her electric wringer washing machine in a corner. The second floor had a bathroom and four spacious bed rooms and a sunny "study" that became the nursery when Franklin Allen was born. The big, pale yellow house occupied the northwest corner of West First Street and Tremont Avenue., but Tremont ended there, giving us the width of the street in lawn for carefree play. The lawn extended down to the Illinois Central Railroad tracks. Beyond the tracks flowed the Cedar River, and across the river we could see the Bathing Beach House and the Bath house. We could watch the huge blocks of ice being cut and pushed through a channel to the Ice House where they were layered with straw for next summer's use. [3]"

We are very fortunate to have this detailed description of the home at this early time in its 120 year history.

[3] Bertha Strothman Memoir – Given to Susan Card Fall of 2013.

Interior

The interior of this house is essentially intact and makes extensive use of exotic woods. A closet under the front hall stairway contains the signatures of various people who worked on the house as well as the date "1895". These are written in lead pencil on the underside of the quarter sawn stair steps and include: W.A. Robinson, Architect & Builder, F.W. Stevens, (painter), and A. Wilde. The last "e" is likely an inadvertent scrawl added to Abraham Wild's looping signature. Abraham Wild was the town's prominent lumber dealer at the time and a distant relative of Daniel Wild.[4]

First Floor

As you walk through the grand and elegant front door from the imposing and broad front porch, you are immediately held in a soaring reception area with an elaborately carved walnut staircase with mid-level landing and three ornately carved newel posts. To the right and left respectively are a formal parlor and gentleman's study. A doorway at the end of the reception hall invites you in to the large dining room. Further, off the reception hall is a powder room tucked under the front hall staircase and a pass-through closet for guests' outer garments. The home is well-appointed with several types of wood: front hall staircase and paneling are walnut, and the dining room paneling is circassian walnut. The floors in the dining room are hearts of pine, wider plank, and the rest of the formal rooms (east/west parlors, living room, and front reception), are of a narrow plank oak overlay. The doors, pocket doors, and all windows have carved bullseye rosettes or a floral rosette, as well as ornate moldings on the door headers. Most all of the doors and windows have the original brass or wrought iron hardware. There are two sets of pocket doors; one leads from the living room in to the east parlor and uses the same wood on both sides. The second is situated between the dining room and the family room with the light walnut finish on the living room side and the more fancy, circassian walnut, on the dining room side. These are all original and in very good working condition. The interior woodwork detail has never been painted (to my knowledge), and has retained the original light walnut stain color, refinished from time to time as needed.

To the east of the dining room is the family room with a very large picture window which looks to the east, and has views of the Cedar River. Through the swinging door at the north end of the dining room is the kitchen. The original cabinets in a red pine still exist, and the added cabinetry replicated those with a complete rehabilitation of the kitchen/enclosed porch area in a 2014/2015 project. The original cabinetry still had the hardware intact, so the bin pulls, fancy hinges and the bracket latches were matched with replica hardware. As would be typical in a house of this era, there were few counters, low sink, and worn and uneven floors. The rehabilitation project updated the functionality of the kitchen to today's standards while retaining the original character of the home, via soapstone sink, marble counters and tile, Douglas fir flooring, and of course, the removal of the non-functioning chimney, and installation of a 4x4 foot picture window to take in the river views. The already enclosed 4 season porch with eating area and fireplace are next to the kitchen. On the east side of the room is a back staircase to the second floor, and on the south wall, an interior stairwell to the basement level. All of the wood work in the kitchen area was retained and re-purposed in this effort.

The home continues to utilize hot water radiant heat, with all but two radiators original. The boiler has been updated to the McClain energy efficient version, and functions very well. The walls are plaster over lathe.

[4] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

Second Floor

At the front hall stairway landing the starting step features a circle end. The newel post is elaborate with floral rosettes and carving detail. Victorian spindle gingerbread design supports the handrail up the stairs, to the L shaped landing with a curved banister/handrail with the same spindle design. The upper flooring is wide plank southern yellow pine, and is in very good condition. On the west side of the landing (the short side of the L), there is a bedroom, with the hexagon shape of the parlor below, with windows facing the street and west side, and a large walk in closet. Directly across the hall landing is a bedroom with the same shape, also with a large walk in closet and window arrangement. On the long side of the L, there is space for a sitting area or bureau, and a long hall which stretches to the back of the house. Along this hall is a bedroom on each side of square or rectangular shape. At the end of the hall is a bath room original to the home. This bath had been updated in the 60's or early 70's with a linoleum floor and fiberglass shower/bath stall, but with windows and wood work, wainscot, trims and floorboards all intact and untouched. This has since been restored to a Victorian look with a marble floor tile, vintage sink, marble tiled shower, and all wood refinished, in 2013. An interesting wash room/nursery sits with an angled opening with similar gingerbread decorative overhead molding, at the end of the hall. All windows have their original wood casings.

Attic

Up a flight of sturdy and broad stairs off the nursery/washroom lies the walk up attic. A wire strung around the room at about 7 feet in height with pins to hold a curtain of some type, indicates this area could have been used as a place to sleep for servants during the cold winter months. With the large brick chimney in the middle of the space, it may have been the practical solution. This top floor mimics in size and shape the floor below it, with steeply sloping walls under the gabled areas.

Basement

There was, and still is, a storm entrance to the root cellar, servant's quarters and summer kitchen on the north side of the basement level. The canning shelves, pulley system for hanging clothes and probably drying meat, herbs, and other items are still evident in the large central room in the basement. Also, a dry cistern still exists in the canning room underneath its long wooden table, which still has the gas line intact, most likely used for the summer stove.

Integrity

The significance of the Daniel and Margaret Wild House is conveyed through all 7 aspects of integrity: location, setting, design, materials, workmanship, feeling and association.

Location and setting: The Daniel and Margaret Wild house is located in the northernmost area of intersection of 1st St. and Tremont St. where there is a good visual connection with the restored and preserved historic corridor directly to the east along 1st Street. This consists of the Jacob and Eleanor Wild House at 423 W. 1st St., The Ice House Museum, The Behren's Rapp Filling Station, and the Little Red School House. These historic places create an authentic setting for the entire area.

Materials: The residence materials include wooden weatherboard exteriors, ornate and detailed spindle work and balustrades as well as decorative brackets and lattice work, moldings, and ornamental tiles. The foundation is built of pink granite.

Design: The integrity of exterior design is excellent. Despite alterations made to add weatherboard half walls on each of the open porches, the former owner undertook the meticulous research and process to return them to their original form and appearance as built in 1895. According to Audrey Smith, the 3rd owner of the home from 1975 to 2011, some of the spindles were left intact under the half walls, and therefore she had the example from which to obtain replicas of them. Additionally, she indicates that a couple of the larger columns were also stored in the garage structure at the time she purchased the home. She utilized those columns in order to replicate the spindle style used on all of the exterior porches during the exterior porch restoration project.

The interior design integrity is also excellent. With the exception of the utilization of the NW side bedroom closet as the master bath shower at the time of its rehabilitation, and the addition of a mud room on the first level, no changes have been made. While the upstairs remains unchanged as to footprint, the mudroom did require the removal of the NW dining room window, and a west facing kitchen window, which is now the doorway to the mud room area. However, no exterior walls were removed in the process.

Workmanship: The Daniel and Margaret Wild House was built using the finest materials available in the day, reaching as far south as Georgia for the fancy circassion walnut which graces the dining room paneling, and pocket door. The home was built with two bath rooms, hot water heat with the original radiators still in use today. A large hinge that allows for the kitchen door to the dining room to swing, and a pass through door/closet for use in serving meals to the large family, are also evidence that this was a sophisticated residence in its day.

Feeling and Association: Although 1st street has been widened, and therefore reduced the amount of front lawn in front of the home, much of the original vegetation remains similar. With this small "district" of Wild Family homes intact, it evokes the feeling of a Victorian neighborhood, albeit a small one.

Future Plans: The current owner applied for and was granted State Historic Tax Credits for the preservation and rehabilitation efforts undertaken in this special home.

The plan is to continue to inhabit the residence and enjoy the peacefulness of the setting high above the Cedar River, the vibrancy of a well preserved historic corridor, and the vitality of a re-surging historic downtown Cedar Falls area. Next projects may include a revamping of the current driveway and entrance to look more as it did in the early 1900's. This would narrow and radius the drive, add landscaping, trees, and historic lighting, and a potential redo of the front yard area in order to maximize the diminished space and create a more private front entrance setting.

8. Statement of Significance Summary Paragraph

This building is individually eligible for the National Register at the local level under Criterion B. The house is also a very well preserved example of an elaborate Queen Anne, representing the success of its industrious owners (as well as the practical solution for a large family with ten children), and the work of a local master who learned by apprenticeship. The building is locally significant, therefore, for its architecture under Criterion C and individually eligible for the National Register. [5] At the time of this Queen Anne's construction, Daniel and Margaret Wild had lived at this location since at least 1870, based on city directories Wild's brick manufactory and kiln (no longer exists) were located about 700 feet to the northwest along the north/south rail corridor of the Illinois Central Railroad. The Wild House is the middle residence in a group of three houses associated with Daniel Wild and family, important to the early growth and development of the City of Cedar Falls.

[5] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

Criterion B

A first generation immigrant to the United States from Germany (Bavaria), Daniel Wild was an early settler and a contemporary of well known founding fathers such as Overman, Brown, Hartman and Mullarky. He first purchased a parcel of land from John Hartman in 1855. This most likely constituted the very large land holdings present at the time of publishing of the Cedar Falls Brief History 1843-1893, and included a family cemetery plot in the north-west area of his holdings which later became Greenwood Cemetery. *Figure 1* The Daniel and Margaret Wild house is significant under Criterion B in the area of Commerce and Community Development because of Daniel Wild's early arrival and establishment of businesses vital to the growth of early Cedar Falls. His industry portfolio comprised Wild & Co. which was involved in the manufacture of brick, cement, and quarry of stone. As well, he partnered in and later owned the lumber and coal business started by his relative Abraham Wild.

Daniel Wild – Brick Mason, Lumber and Coal, Farming and Real Estate (1828 – 1903)

Daniel Wild (born in 1828), arrived in Cedar Falls in 1853 with the early pioneers (Iowa State Reporter, 9/1/1903). "At that time, there were only 13 log cabins", as Daniel Sr. told to Clara Zager Houghton, his granddaughter by daughter Caroline (Carrie).[6] He married Margaret Glasser later in 1853; she had immigrated with her family, the Nicholas Glasser's arriving in 1853 as well, and perhaps the families traveled together, as business partners and friends. By 1868, Wild was already a busy brick maker employing 7 men and "supplying brick for building purposes at Waterloo and other adjoining towns…."[7]
The Cedar Falls Semi Weekly Gazette of July 2, 1895, reported that Daniel Wild has purchased a lot near the Burlington depot of W.C. Nuhn, paying $1,000 for same. It is known as the G.N. Miner lot and lies directly east of the Bryant Neely office. It will be used for the present as a storage lot for the brickyard, and the barn for teams.[8] A reprint of a 50 year Cedar Falls Historical Record published by Peter Melendy, 1843 – 1893, says the following:

> "A.M. Dixter made the first brick in the county, and in Cedar Falls, in 1852. Daniel Wild and his son Joseph Wild and his nephew G.A. Wild, still continue in the business and is the oldest firm doing business without a break in the Cedar Valley. (Original firm was called Cedar Falls Brick & Tile Works)
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> The plant is located in the city limits, southeast part. Their machinery is run by steam – have 35 horse-power, boiler 30 horse-power, engine in a building 32 x 28 feet in size, machine house 28 x 38 in size. They have six dry sheds 8 x 100 feet in size each. They manufacture 6 months in the year 18,000 brick per day or 2,808,000 for the season. They supply the home demand and ship large lots by rail car to the adjoining towns. Their pressed brick is of excellent quality. They employ 20 hands. City headquarters for Wild & Co's Brick & Tile Works have been located on the east side of Main, between 3rd and 4th streets – in a one-story building 25x120 feet in size – where they have plenty of room to show their line of goods."[9]

While this one story building on the east side of Main is non-extant (burnt down in a fire), Wild & Co. brick and materials were used to construct "A New Brick Block", in Feb of 1898, comprising two buildings between 3rd and 4th on Main Street.[10] Further research found those two buildings listed on the east side of Main at 314 and 316 in 1901, with the proprietor W.A. McIntosh, Furniture and Undertaking. These buildings still exist, and are part of

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[6] Houghton, Clara Zager: Notes of The Wild House, 1974
[7] Sweet, Cyndi: *CFHPC Research* 10 -2013
[8] IBID
[9] Melendy, Peter: *Historical Record of Cedar Falls 1843-1893*
[10] *Cedar Falls Semi-Weekly Gazette,* Feb 15, 1898,

an Architectural Survey study for a Commercial Historic District in downtown Cedar Falls. As far back as 1874, Daniel Wild is the only listing as proprietor of a brick yard in the surrounding areas, which may be why his firm provided (sold) the 200,000 bricks necessary to build the new Grace Methodist Episcopal Church in 1877-1878 in East Waterloo. It was located at East 4th and Mulberry Streets – of a Gothic style with foundations of stone and red brick with terra cotta and white brick trim. 104 feet long with three gables, a tower with double front surrounded by a mansard roof with a total height of 76 feet.[11] In 1894, Wild & Co. was still the only brick and tile manufacturer listed in the city directory. There was a brick and tile dealer, Tenig & Fortune, but they did not manufacture. The Melendy 1843-1893 directory does indicate on page 133 under the category of Brick, Tile, Cement, Lime, Sand and Plastering hair, several other firms doing some type of one of those businesses, however, in total 29 persons were employed. By assimilation, it is known in the same directory in the sub category of brick and tile works that Wild & Co. employed 20 hands, leaving 9 hands for all the rest of the businesses listed therein. Given the historic details of Wild & Co.'s output, service to outlying towns and substantial infrastructure (buildings, manufactory, Main St. store front, several wagon teams), it is clear that Daniel Wild not only had a corner on the local market, but probably in Waterloo and other adjoining towns as well. Moreover, given his ability to travel south to Florida during the winter, maintain several homes, and pay $7,000 for his newest and grandest residence, he had also become very successful in his multiple enterprises. This requires risk taking, determination, and the ability to establish oneself as a leader amongst his early pioneer peers.

Katherine (Wild) Glasser, the wife of Nicholas Glasser, Margaret's Father, was related to Abraham Wild, and so may have been a cousin to Daniel. Therefore, it is no surprise that Daniel Wild was a partner in the lumber and coal business, Abraham Wild and Co. that provided the lumber for the Daniel and Margaret Wild house built in 1895. Shortly thereafter, however, the partnership was troubled and entered into a business agreement with Daniel as the Receiver of the lumber and coal business, which then became a part of Wild and Co.[12] Various CF Gazette entries from 1896 to early 1900's mention that Abr. Wild & Co. Lumber and Coal is still doing business. Place your orders now.

Even though the original abstract does not indicate exact date of the building of the home, the markings and signature underneath the staircase do, and state clearly the year of 1895 as the completion date of the home. Further, the Cedar Falls Semi-Weekly Gazette reported on 12/06/1895, that "Daniel Wild expects to move in to the fine residence he has built, about Christmas time."[13] Daniel's home is listed in 1875 at the northwest corner of Tremont and 1st, exactly where the current house exists today, so an earlier home did exist at this exact site, and next to the extant smaller bungalow at 509 W. 1st St. also built by Daniel Wild of brick and stone. This house was inhabited by his son Charles and Theresa Wild, and later another son, Joseph Wild. *Figure 2* This is further verified in the written memorandum from Clara Zager Houghton, daughter of Carrie Wild Zager, and granddaughter of Daniel Wild. She recalls the Daniel Wild homes vividly:

> "The home was built in 1895, and as I recall, (I was only 6 years old) the family moved in about Thanksgiving time. Daniel Wild and wife had spent the previous winter in Eustis, Florida. Friends down there had just finished building a new house. Mr. Wild liked the set of plans so well, he brought them home with him, and started things moving immediately, to have a replica of this house for his new home.

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11 *History of Grace U.Methodist Church 1861 - 1996,* June 1996

12 *Cedar Falls Semi-Weekly Gazette,* April 21, 1896

13 *Cedar Falls Semi-Weekly Gazette,* December 6, 1895

The two story brick house, which had formerly been the home, was made from brick from the Wild Brick Yard, which was my Grandfather's business. The brick bungalow directly west of the Wild residence is also made from brick fired in the Wild Brick Yard. This house is still standing.

The type of the Wild House is southern; the front door opening in the middle, with the sitting room on the right and parlor on the left. From the outside, both sides look the same.

The woodwork in the dining room is Georgia curly pine. These curls are not painted on the wood, but are in the wood. I think the wood is varnished. I used to think the sliding doors that opened into the library were so beautiful. While in the south, Grandfather had this wood shipped to Cedar Falls.[14]"

From the previously sited Cedar Falls Historical Record 1843 - 1893, it is evidenced that W.A. Robinson and Abraham Wild, and members of the Wild family (Daniel's sons), were leaders in the community in which they lived. Abraham Wild and W.A. Robinson held offices of the Cedar Valley Lodge no. 233, and Charles Wild, (Daniel and Margaret's 3rd child) was President of the Cedar Valley Building and Loan Association in 1891. Three of their sons (Charles, Daniel N., and Joseph Wild) were in business together at the Leader Shoe Store in downtown Cedar Falls. .*Figure 14*

The narrative establishes that Daniel Wild clearly meets a test of significance in multiple forms: early settler in the undeveloped Cedar Valley, journeyman tradesman growing prosperous by building sustainable thriving businesses, land acquisitions which created viable economic streams of revenue through farming, leasing of land, and the eventual selling of cemetery plots, and by involving offspring in businesses both retail and wholesale (Leader Shoe Store and Cedar Falls Dairy). His significance is exemplified by the structures which still exist; his 3 homes, and at least two brick buildings within Cedar Falls. While he was not a statesman, or college president, or mayor, these are not the only measures of significance. Daniel was a man who spent his life achieving success in his business ventures in order to provide for and sustain his growing family. His impact is undeniable, and the City would not be the same without him. The Daniel Wild home showcases his brick (interior walls), cement (basement floor), the fancy woodwork certainly obtained by connection with Abraham Wild & Co., Lumber and Coal, but it is also a lasting tribute to him and his family. The Wild family had 10 children; Emma, Caroline, Charles, George, Jacob, Daniel, Joseph, Flora, Rose and Helen. It is known that the house to the east of this one at 423 W. 1st St., was built by Daniel Wild for his expanding family, and that at least one of his sons, Jacob and his wife Eleanor lived there for a time.

The Greenwood Cemetery resides in the center of the northwest section of Daniel Wild's land holdings as of 1892. It is the oldest cemetery in Cedar Falls, dating back to the 1840's. The cemetery occupies one of the highest points in Cedar Falls, located on a beautiful bluff overlooking the Cedar River. It began as Overman family's private plot. A daughter of D.C. Overman was the first to be interred at Greenwood in 1849. Other family plots belonged to the Mullarky and the Wild families. The Mullarky plot came to be known as the Riverside Cemetery, and the family eventually began selling plots to non-members as did the Wild's. Both family plots were eventually sold to the City of Cedar Falls along with the Overman Family Plot, and collectively became Greenwood Cemetery.

Despite acquiring many acres of land, succeeding in both farming and industry, and leaving this imposing Queen Anne edifice at 501 W. 1st Street, as well as "the brick block" downtown Cedar Falls, and other buildings and structures as his legacy, there was little public notice taken of his death in Feb, 1903 at the age of 72. His wife Margaret died soon after in Feb 1905. All of Daniel and Margaret's children (except for George), as well as other

[14] *Houghton, Clara Zager*: Notes of The Wild House, 1974

family members, are buried in the family plot in Greenwood Cemetery which is just up the street from where they spent their life in Cedar Falls.[15] There are three large Wild family monuments.

Criterion C

The Daniel and Margaret Wild house is eligible for the National Register of Historic Places under Criterion C, as a very well preserved and excellent example at the local level, of Queen Anne Style Architecture. This style was widely used for homes built in the mid to later nineteenth century.

The 18 year old Princess Victoria became Queen of England in 1837. The ornate style of architecture and decoration that was popular during her reign (from 1837 to 1901) has been called "Victorian". [16] This period fell in between the clean and classic periods of the Colonial and Federal styles and the plain forms of the Arts and Crafts movement. The very word "Victorian" has now come to mean stuffy, busy and ornate. Eclectic might be another term used as well. It was an era of ornate and excessive decoration in all things.[17]

Despite early origins from English architecture (half-timbering and patterned masonry), the style morphed into American interpretations characterized by spindle work, cross gabling, and hipped roofs. The style was spread throughout the country in late 1870's and beyond by printing the styles in pattern books and magazines. Also, the expanding railroad network allowed for shipping of pre-cut architectural details, popularizing the style westward.[18] Architects took full advantage of balloon frame construction which is largely responsible for turrets, bay windows, towers, and gables used in Queen Anne construction. [19]

The Daniel and Margaret Wild House exhibits key characteristics of this architectural style within the Spindlework subtype – as defined by Virginia and Lee Macalester in their book "A Field Guide to American Houses". About 50 percent of Queen Anne houses have delicate turned porch supports, spindlework ornamentation, which commonly occurs in porch balustrades or as a frieze suspended from the porch ceiling.[20] Each of the homes five porch's feature both the decorative spindles, and balustrades. This large family home utilizes an irregular floor plan characteristic of the Queen Anne style, and achieved in part through inset porches and wall projections on the east and west side respectively. The home also nicely showcases cross gables, a hipped roof, as well as the roof top porch turret found on the second floor NE corner open porch, ridgeline decoration, as well as gable point finial or decoration. Most Queen Anne homes boast elaborate front facing gables, as does the Daniel and Margaret Wild house.

In any case, it is a very fine example, and very well preserved and in excellent condition for its 120 year age. *Figure 11*

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15 Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

16 Maas, John, "The Gingerbread Age", 1983 Greenwich house Publishing

17 Gillian, Edmund V. Jr. and Lancaster, Clay, "Victorian Houses, A Treasury" 1973 Dover Publications, NY

18 Macalester, Virginia and Lee, "A Field Guide to American Houses

19 Plymat, William: "Victorian Architecture of Iowa" 1997, Palladian Publishing Co.

20 Macalester, Virginia and Lee, "A Field Guide to American Houses

Architect – William A. Robinson (c. 1849-1921)

William was the eldest son of Peter and Sarah Robinson, born in Ohio but living in Cedar falls by at least 1870. Peter was an English immigrant and was noted in the 1870 federal census as a "carpenter joiner"." Son William was 21 at the time. By 1880, William was married and living outside his parents' household. His occupation was "carpenter". A birds-eye map published in 1880 contains advertising along the margins, much the way roadside café papers placemats are printed today. The relevant ad read, P.S. Robinson & Son, Architects and Builders, Patentees of Robinson's Shutter Worker. Indeed, Peter S. Robinson was a bit of an inventor as well as a designer of buildings. In 1879 and again in 1881, Peter successfully patented two types of devices for operating exterior shutters or blinds from the interior of the house, using a rod that extended through the sash (see Google patents online ##US221613 and US238716).[21] An example of this type of exterior blind can be found in St. Paul, MN, at the New Victorian Bed and Breakfast. The blind actually retracts into a window seat box. It is not clear when the elder Robinson retired or died, but in 1895, the year Daniel and Margaret Wild's house was built, William or W.A. Robinson was advertising as a sole practitioner. Following the Wilds' house construction, among other things, Robinson sought the commission for building the local State Normal School (now University of Northern Iowa) in 1900; acted as superintendent of construction for the Main Street High School designed by Architect F.D. Orff in 1901, and in 1902, while his brother was Mayor, successfully designed the city's new Carnegie Library, which was later torn down. When Robinson died in 1921 at the age of 72, he was called a "pioneer architect and contractor". [22]

While it hasn't been proved that William A. Robinson specialized in residential architecture, or even Queen Anne architecture, what is known is that he practiced within the time this architectural type was being built, and was sought out by a prominent citizen (Daniel Wild), to build this Queen Anne Spindlework home. It is stated previously that Mr. Wild obtained design plans for this Queen Anne home while visiting friends in Florida. William Robinson was retained locally to revise and enhance the plans to meet the needs of his client. As was typical of the time, Mr. Robinson was the architect as well as the builder (general contractor) of the home.

[21] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

[22] Full, Jan Olive: SHPO Site Inventory Form Historical Survey # 07-106

9. Major Bibliographical References

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"History of Grace U. Methodist Church 1861 -1996", June 1996 Contributing Members: Russ Smith, Grant Veeder, Gene Murty, Syndi Delaney, Lucile Freeland & Linda Morgan

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Melendy, Peter. "Historical Record of Cedar Falls, the garden city of Iowa; containing a brief history of Iowa, of Black hawk County, and a full and complete description of industrial and picturesque Cedar Falls." Cedar Falls, Iowa: Peter Melendy, 1893.

Plymat, William. "Victorian Architecture in Iowa", Palladian Publishing Co. Des Moines Iowa 1997

Strothman, Hertha. "A Memoir" Excerpts about living at 501 W. 1st St. as a child, between 1923 and 1925, as told in her auto biographical memoir. Date of origin is unknown.

Sweet, Cynthia R. "Research on West 1st St. Properties", Cedar Falls Historic Preservation Commission, 10/2013 and 8/2016

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
_X_ Other
Name of repository: _Cedar Falls Historic Preservation Commission, Cedar Falls Historical Society_____

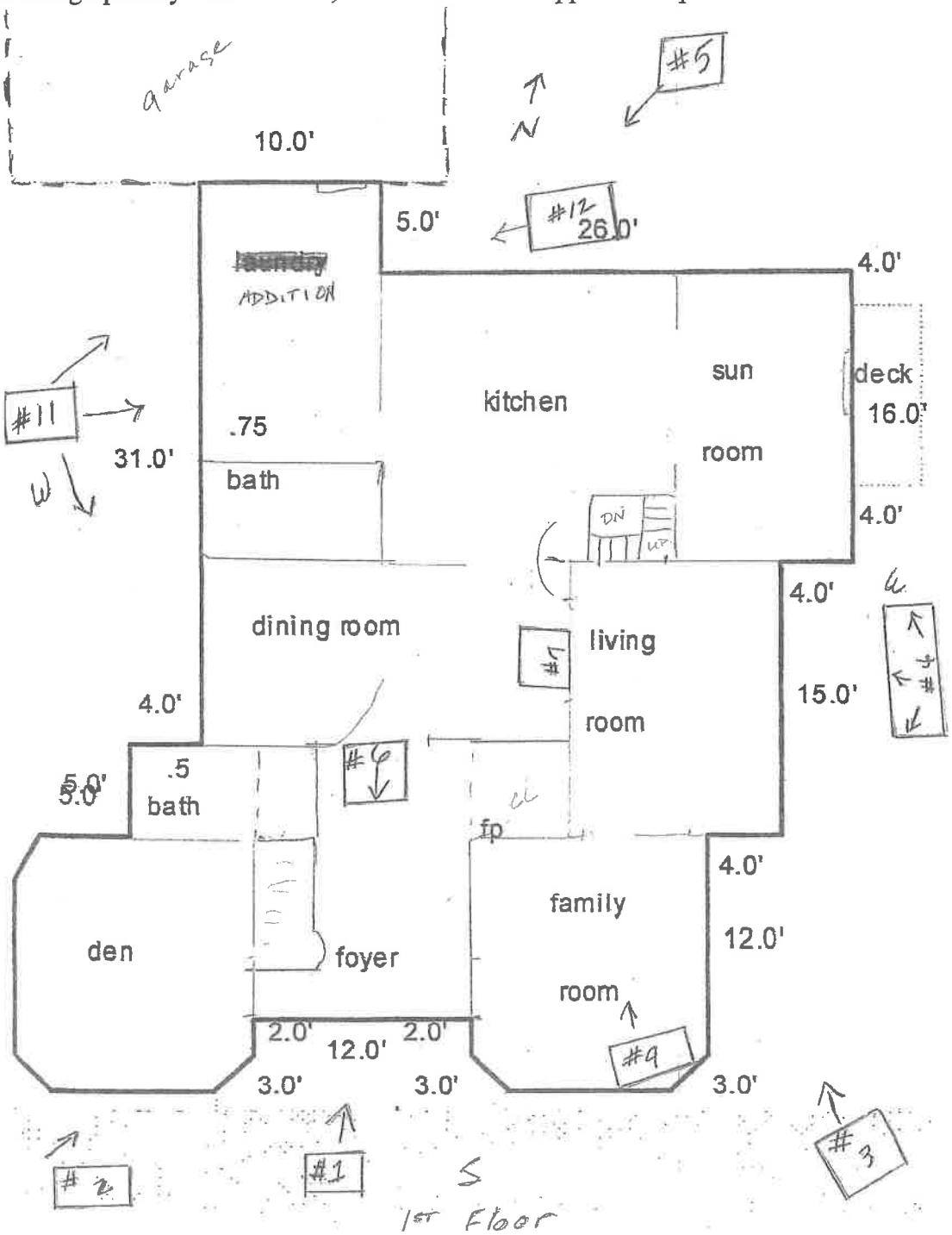
Historic Resources Survey Number (if assigned): _____

Photo Log
Name of Property: Daniel Wild Home
City or Vicinity: Cedar Falls
County: Black Hawk State: Iowa
Photographer: Susan Card
Date Photographed: Various – see detail

Photos 1 of 12

1 of 12	Iowa/Black Hawk Daniel Wild Home 0001	Wild House Circa 2015/Front View, Susan Card
2 of 12	Iowa/Black Hawk Daniel Wild Home 0002	Wild House Circa 2015/Southwest View, Susan Card
3 of 12	Iowa/Black Hawk Daniel Wild Home 0003	Wild House Circa 2015/Southeast View, Susan Card
4 of 12	Iowa/Black Hawk Daniel Wild Home 0004	Wild House Circa 2015/East Side, Susan Card
5 of 12	Iowa/Black Hawk Daniel Wild Home 0005	Wild House Circa 2015/Northeast View, Susan Card
6 of 12	Iowa/Black Hawk Daniel Wild Home 0006	Wild House Interior 7-2015/Front Hall, Susan Card
7 of 12	Iowa/Black Hawk Daniel Wild Home 0007	Wild House Interior 7-2015/Dining Room, Susan Card
8 of 12	Iowa/Black Hawk Daniel Wild Home 0008	Wild House Interior 7-2015/Upstairs Landing, Susan Card
9 of 12	Iowa/Black Hawk Daniel Wild Home 0009	Wild House Interior 7-2015/East Parlor Susan Card
10 of 12	Iowa/Black Hawk Daniel Wild Home 0010	Wild House Interior 7-2015/Mstr Bedroom, Susan Card
11 of 12	Iowa/Black Hawk Daniel Wild Home 0011	Wild House Exterior 8-2016/West Side, Susan Card
12 of 12	Iowa/Black Hawk Daniel Wild Home 0012	Wild House Interior 8-2016/Garage Deck Susan Card

Photograph Key – First Level, 501 W. 1st Street Appraisal Report 8/2011



Photograph Key – Second Level, 501 W. 1st Street Appraisal Report 8/2011

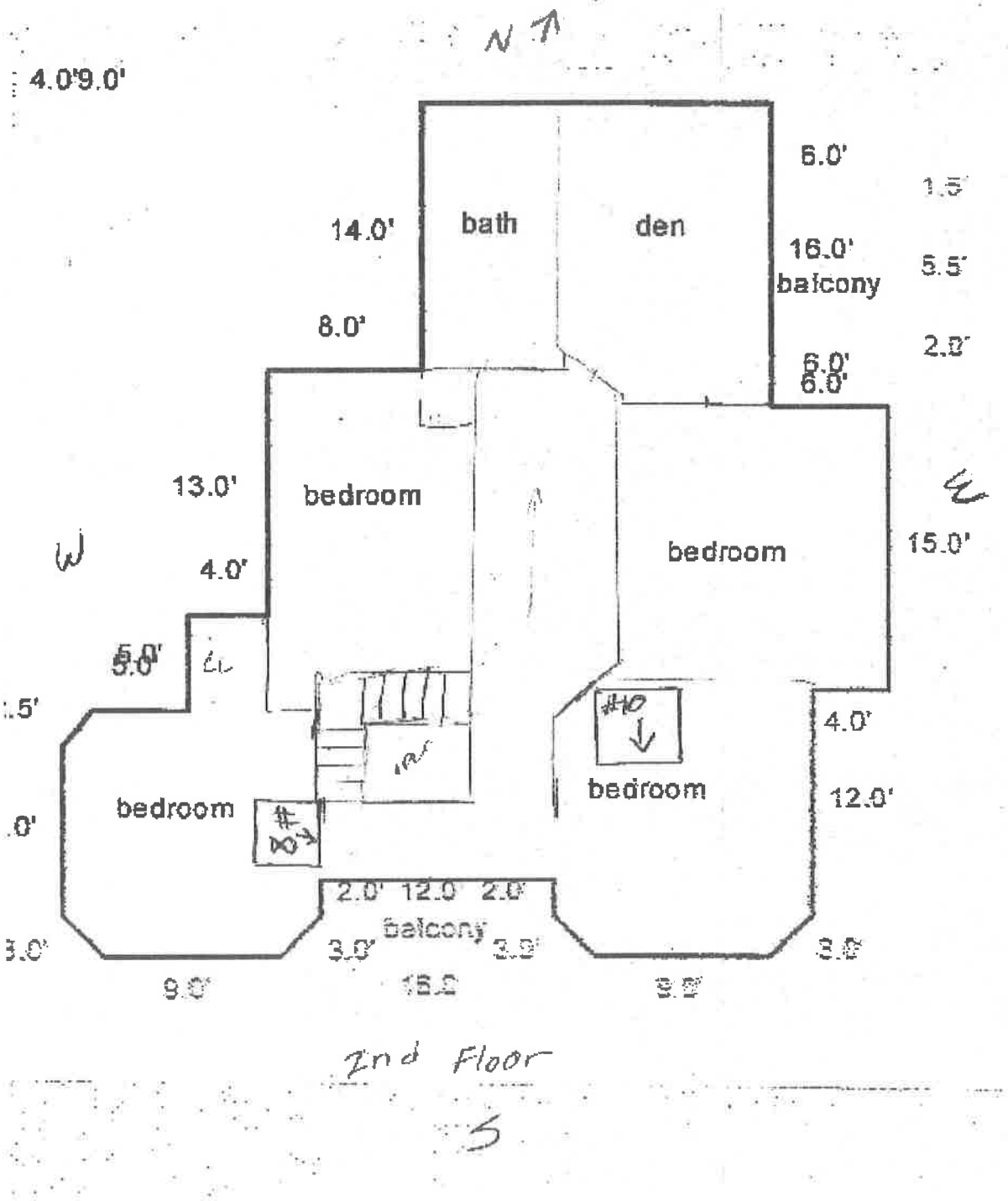


Figure 1 1892 Map - Historical Record of Cedar Falls

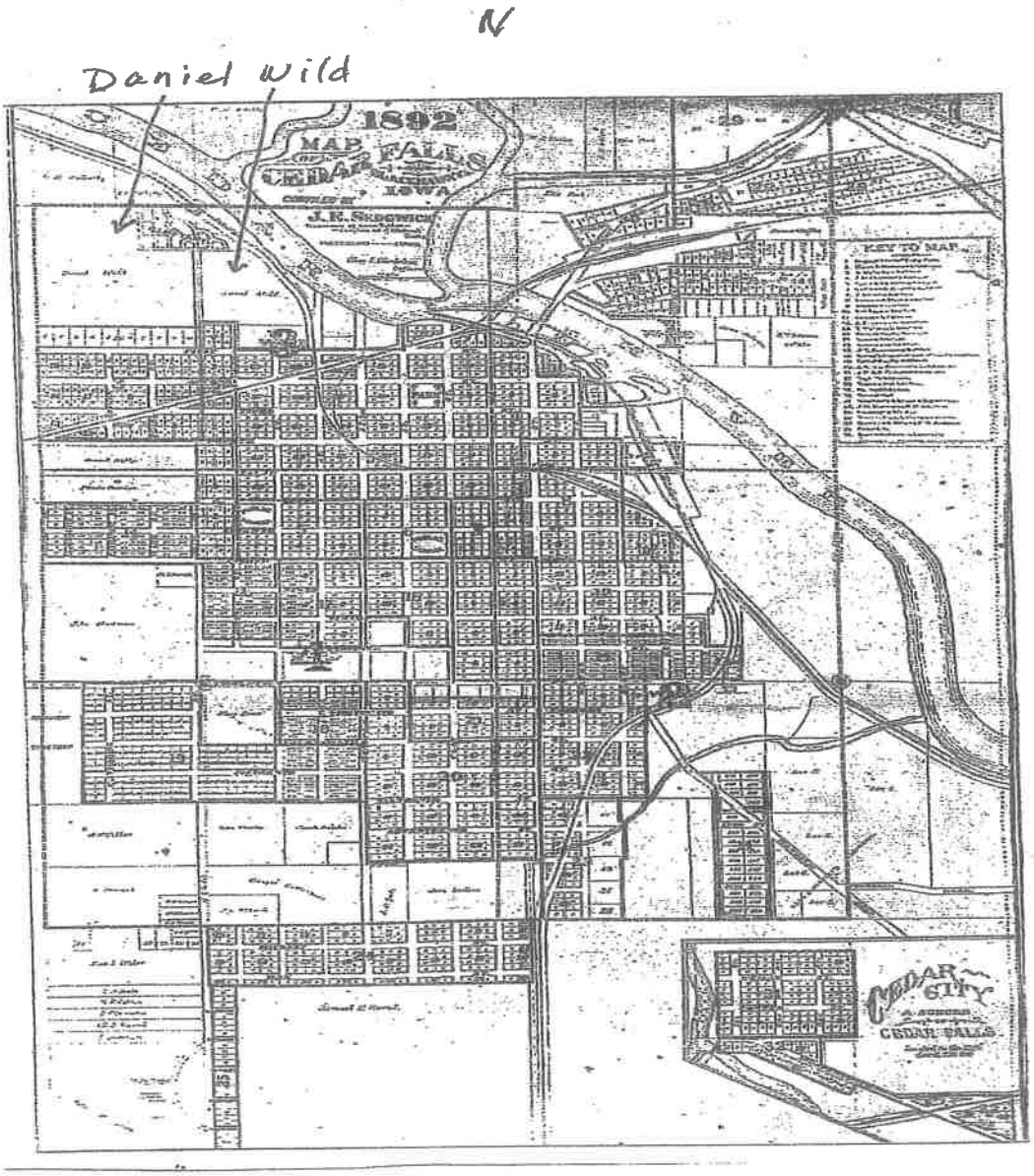


Figure 2 1901 Sanborn Fire Map – Sanborn/UMI/State of Iowa 11/2013

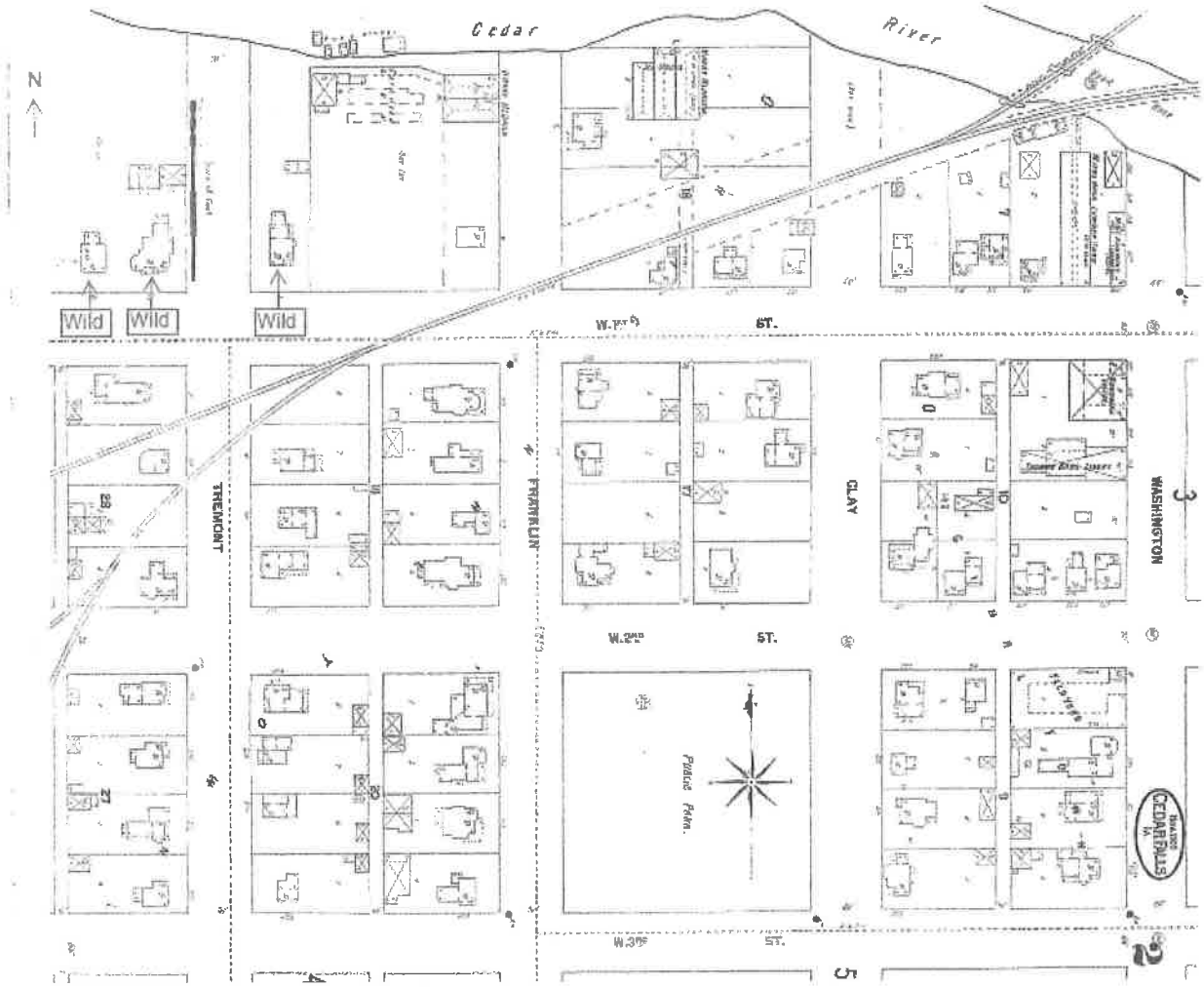


Figure 3 1909 Sanborn Fire Map – Sanborn/UMI/State of Iowa - 11/2013

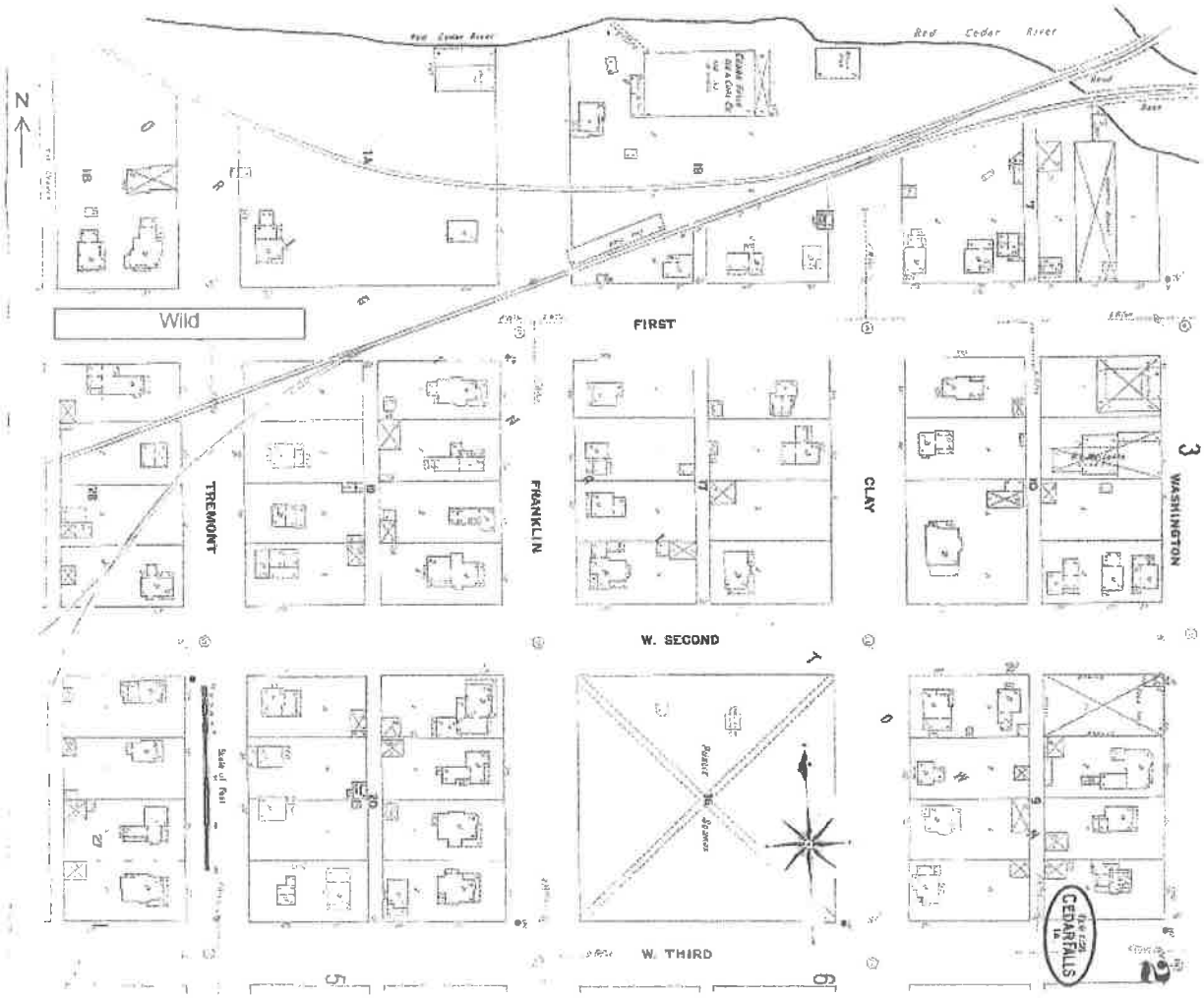


Figure 4 1916 Sanborn Fire Map – Sanborn/UMI/State of Iowa – 11/2013

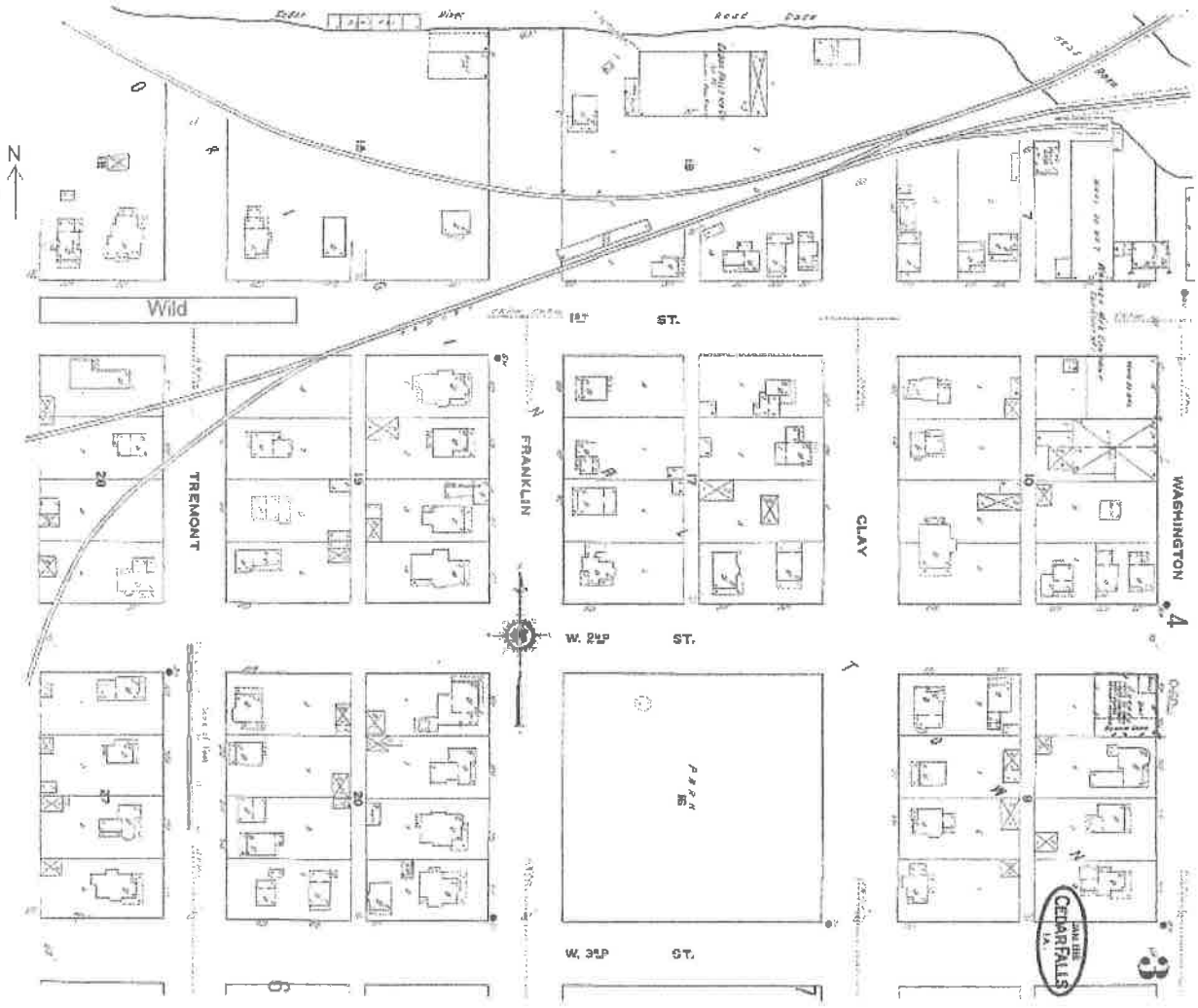


Figure 5 1926 Sanborn Fire Map – Sanborn/UMI/State of Iowa – 11/2013

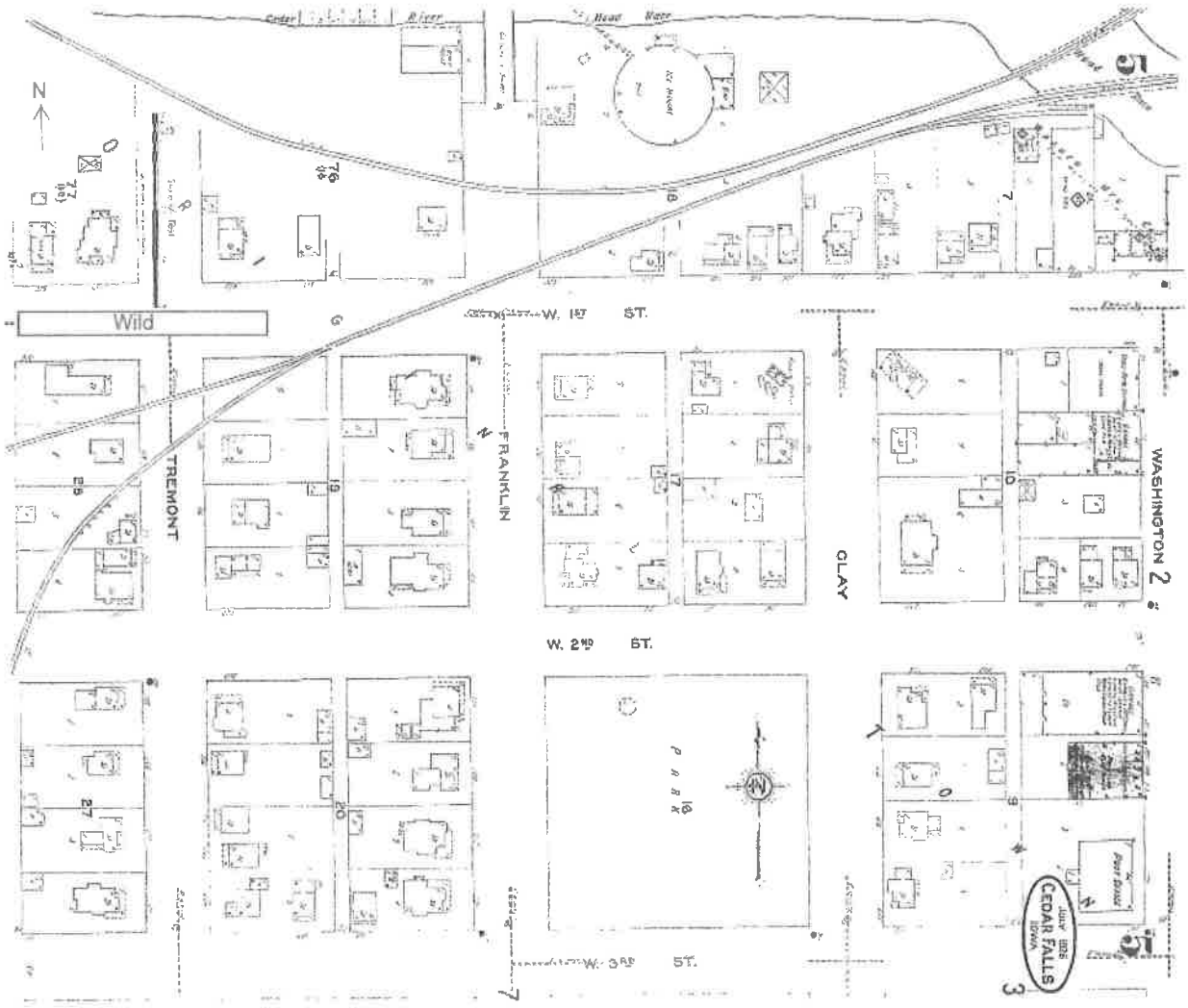


Figure 6 1956 Sanborn Fire Map – Sanborn/UMI/State of Iowa – 11/2013

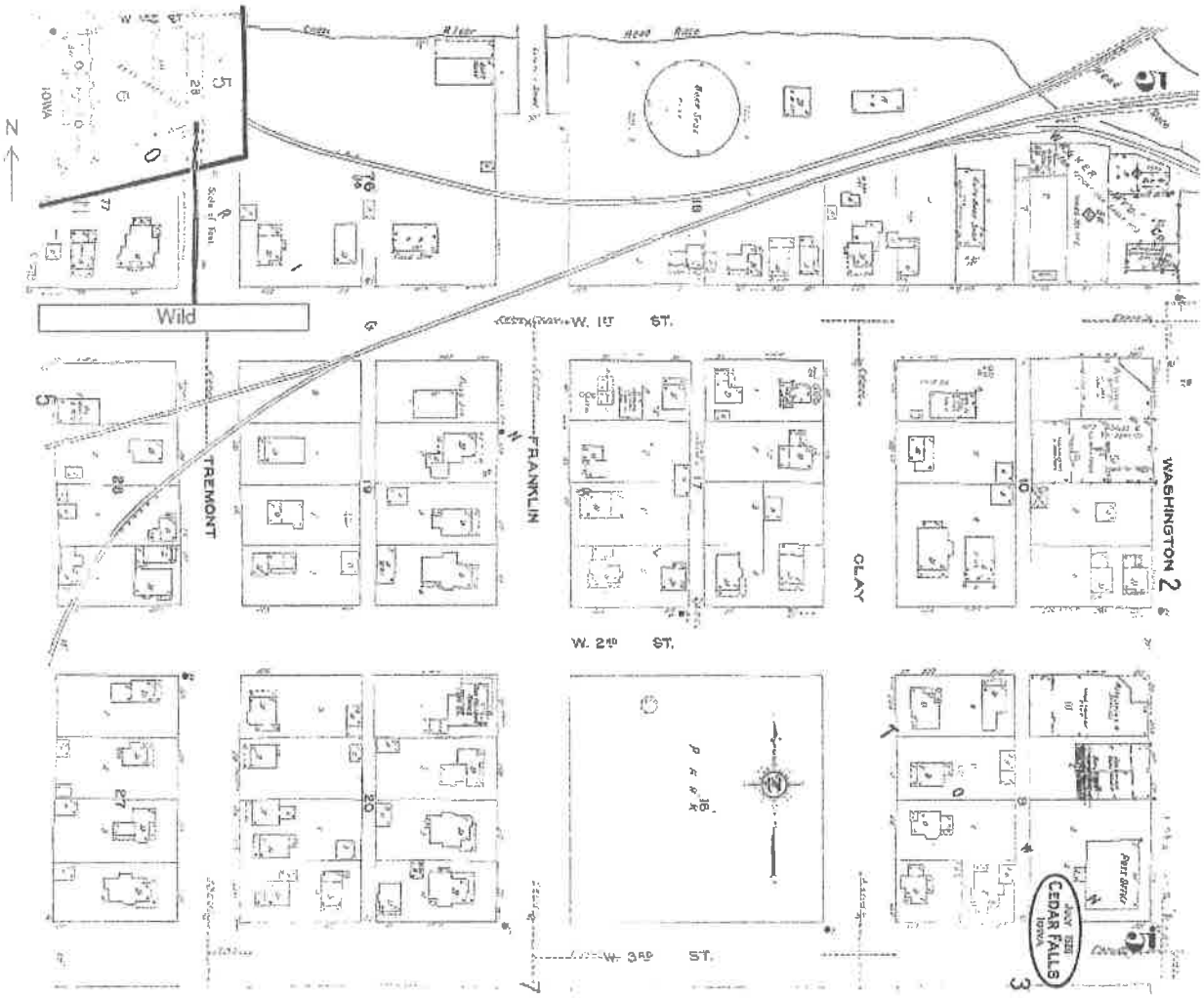


Figure 7 2007 Plat Survey 501 W. 1st Street – VGM Surveying 8/2011

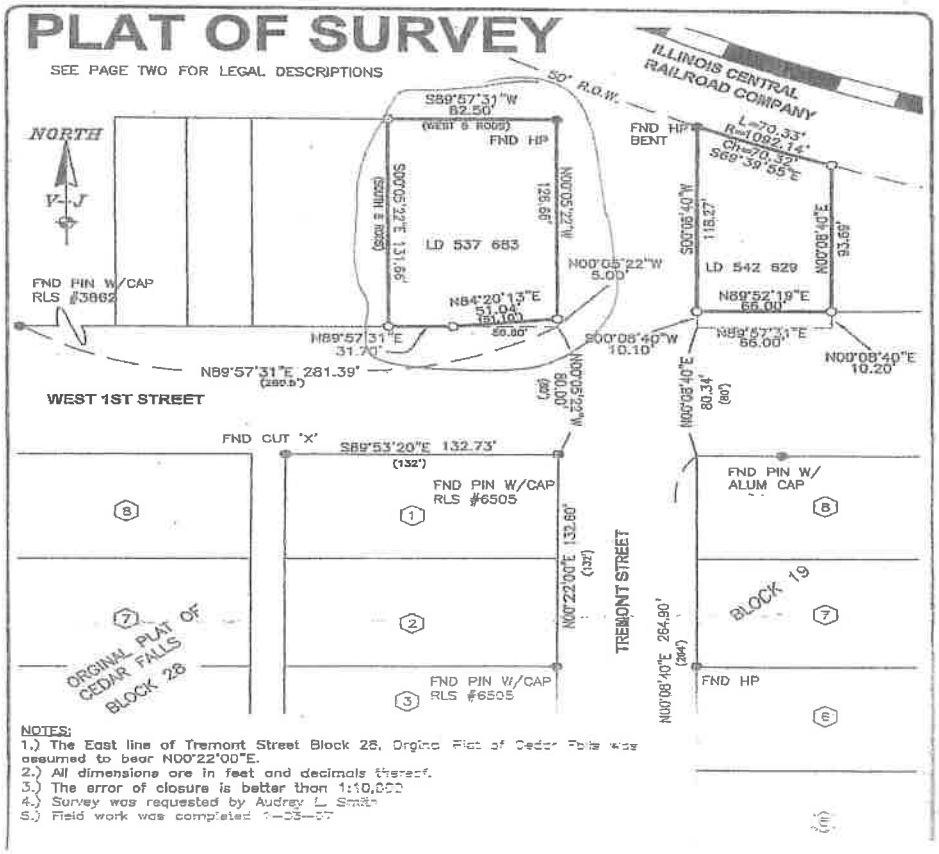
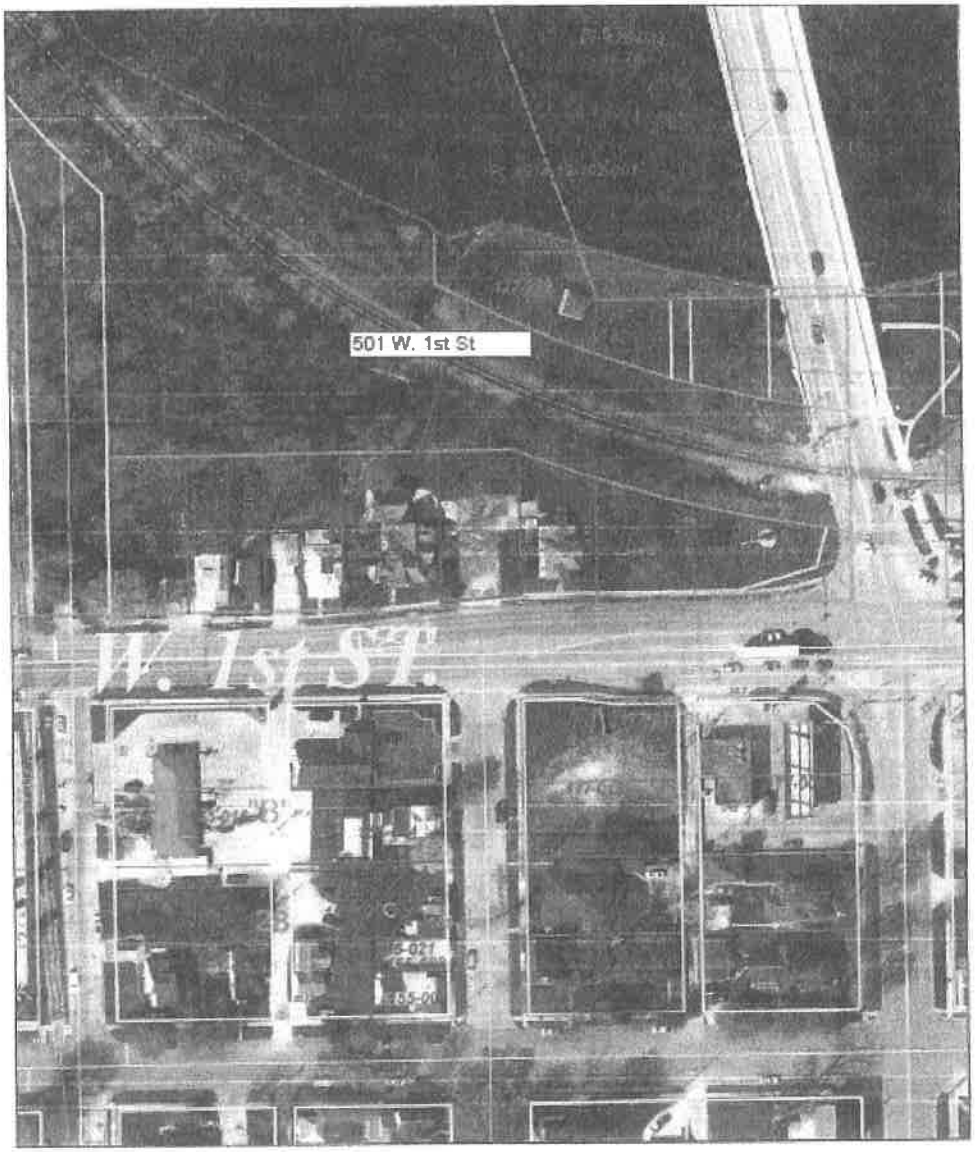


Figure 8 Large Scale Map – 501 W. 1st. Black Hawk County Real Estate Mapping, July, 2016



Map Disclaimer: This map does not represent a survey. No liability is assumed for the accuracy of the data delineated hereon, either expressed or implied by Black Hawk County, the Black Hawk County Assessor or their employees. This map is compiled from official records, including plats, surveys, recorded deeds, and contracts and only contains information required for local government purposes. See the recorded documents for more detailed legal information.

1:1,200

Figure 9 Small Scale Google Map – Map Data google 7/2016

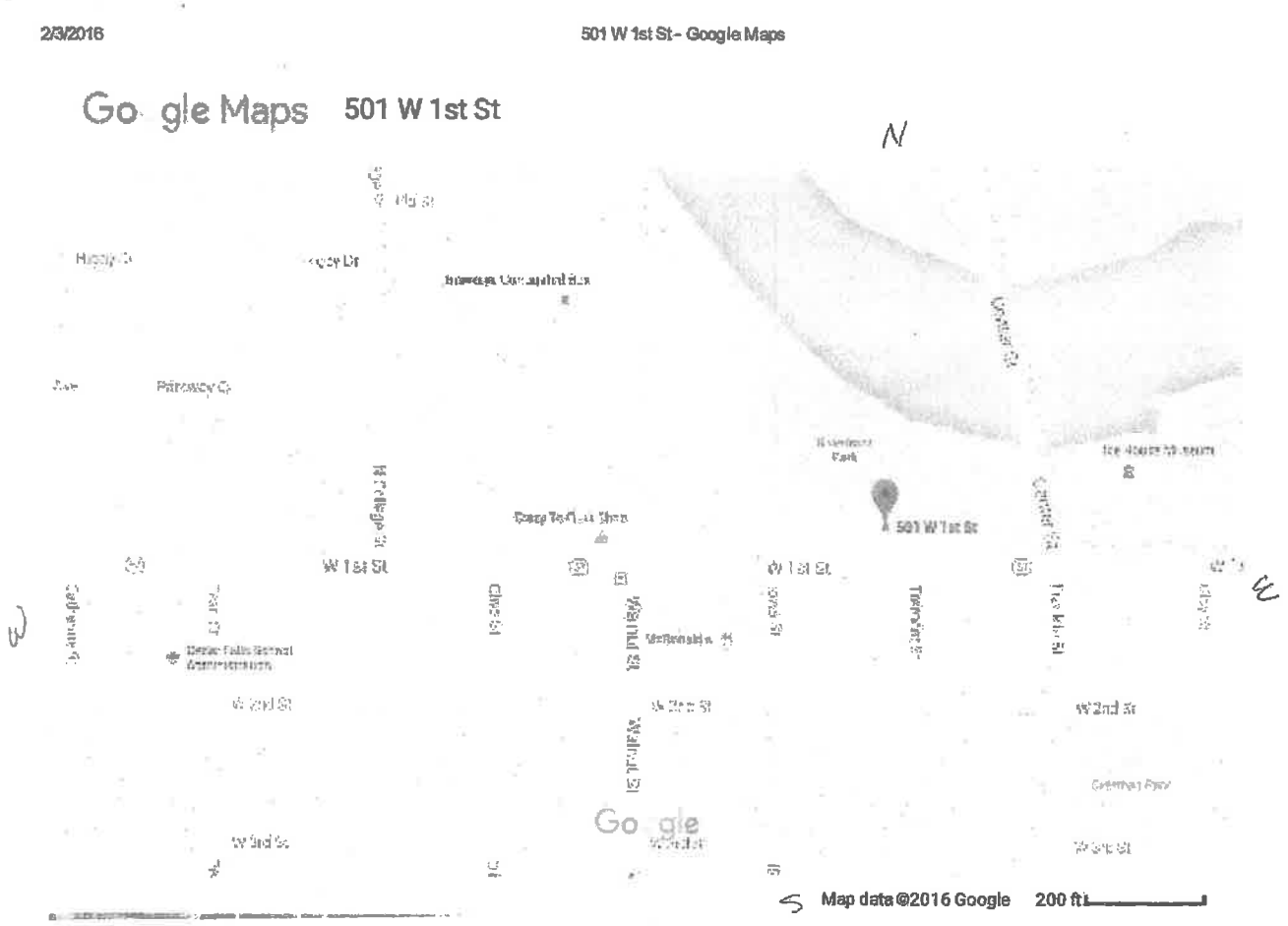


Figure 10 Daniel & Margaret Wild House – Circa 1895, Cedar Falls Historical Society, July 2015

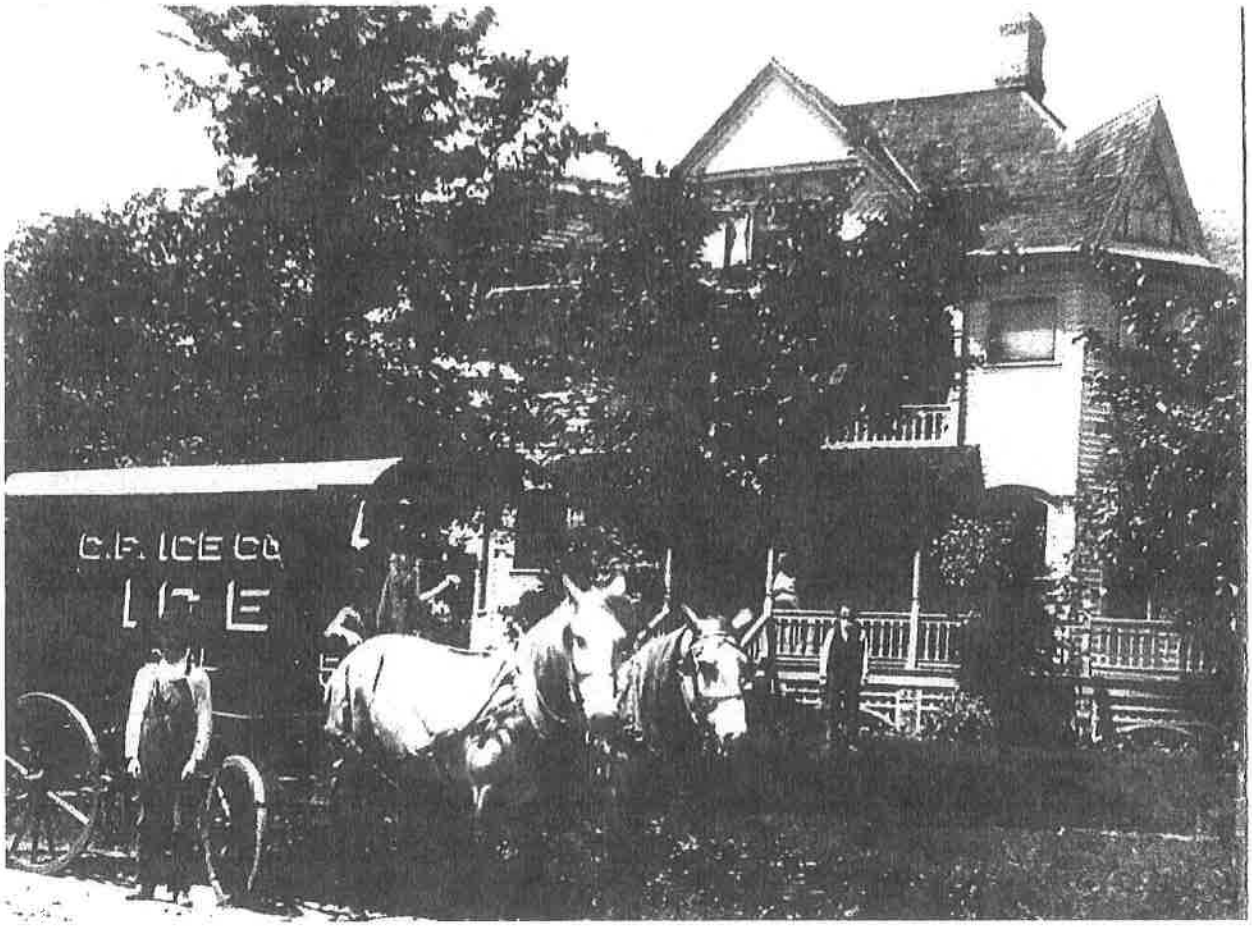


Figure 11 Daniel & Margaret Wild House Circa 1980. Susan Card, 2012

Figure 12 Daniel & Margaret Wild House/ Circa 1925-1930, George and Sigrid Wood. Audrey Smith, given to S. Card August 2015

Figure 13 Daniel & Margaret Wild House Circa 1925-1930, East side. Audrey Smith, given to S. Card August 2015

Figure 14 Daniel Wild Business Ad Cedar Falls City Directory 1894

Research Methodology

In the fall of 2013, Tallgrass Historians, LLC undertook an archaeological survey of the Impact area related to the 1st Street/Highway 57 reconstruction project being proposed by the IDOT, and the City of Cedar Falls. The survey, done as part of the Environmental Assessment phase of the planning process, is as required by the FHA. During this survey, it was determined by Tallgrass, LLC, that the Daniel Wild Home was deemed to be eligible for the National Register, and two other associated with the Wild Family created a small residential district also eligible. At that time, Ms. Jan Olive Full prepared the Site Inventory Form as required by SHPO, and the home and district are now inventoried with the State. 07-00110, and 07-13237, respectively are the Site numbers assigned to the Daniel Wild Home, and the Wild Historic District.

This National Register nomination relies in part, on the site Inventory form prepared by Ms. Full.

On October 2, 2017 Downtown Cedar Falls was officially listed on the National Register of Historic Places

Since 2014 the Historic Preservation Commission and Community Main Street have been working on nominating the Cedar Falls' downtown to the National Register of Historic Places. With the collaboration of the Cedar Falls Historical Society, University of Northern Iowa, and multiple community volunteers, and after multiple reviews, two grant processes, and public meetings the nomination has been a success. This designation provides Downtown Cedar Falls recognition of its architectural assets, history, and culture and the opportunity for property owners within the district to apply for historical tax credits on rehabilitation projects. Property owners within the district boundaries interested in using tax credits for rehabilitation should contact Community Main Street or the Historic Preservation Commission. For information on the National Register of Historic Places visit: https://www.nps.gov/nr/.

A ribbon cutting was held on November 8th at 4:30 p.m. at the corner of 4th Street and Main Street to celebrate the successful nomination of Cedar Falls downtown to the National Register of Historic Places.

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Iris Lehmann, Planner I

DATE: February 15, 2018

SUBJECT: Facade review of property in the College Hill Neighborhood Overlay

---

REQUEST: New signage on storefront

PETITIONER: Kyle Dehmlow (Owner); Signs & Designs, INC (Contractor)

LOCATION: 917 W 23rd Street

PROPOSAL

The applicant is requesting a site plan review for a new projecting sign and awnings at 917 W 23rd Street to advertise the building's new tenant, Greenhouse Kitchen. 917 W 23rd Street is located in the College Hill Neighborhood Overlay. See image of proposed signage to the right.

BACKGROUND

This proposal requires review by the Planning & Zoning Commission and the City Council due to the fact that this property, 917 W 23rd Street, is located within the College Hill Neighborhood (Section 29-160). The College Hill Neighborhood district requires a site plan review (i.e. design review) for any "substantial improvement" to an exterior façade, including new signs and awnings. A substantial improvement to properties in the College Hill Neighborhood is defined in Section 29-160 (c, 20) and includes: "any new, modified or replacement awnings, signs or similar projections over public sidewalk areas."

Typically signage is not part of the review process unless the review is mandated by the Ordinance Section 29-160 (c, 20). In this case, when a new projecting sign is installed that overhangs the public right-of-way the Planning & Zoning Commission and City Council must review and approve the request. Not all signs are reviewed in this manner. If a sign or projecting sign is simply replaced, review of this level is not triggered and a permit can be issued with only staff level review.

ANALYSIS

The projecting sign will be placed above the store's entrance on W 23rd Street. The proposed sign will be lighted, roughly 12 square feet, and elevated at least 12 feet above the sidewalk. The size and placement of the sign meets city code and height clearances. The proposed awnings will go on the west and south side windows of the building and extend 12 inches. The height and placement of the awnings are consistent with other awnings along this street. If approved by the Planning and Zoning Commission, this item will be placed on the next regularly scheduled City Council meeting. If the City Council approves this request, a sign permit will be issued for the new sign.

TECHNICAL COMMENTS

No comments.

PLANNING & ZONING COMMISSION

Discussion/Vote 2/14/2018	Planner Lehmann presented the proposed façade plan. There were no questions or comments. The proposal was unanimously approved by the Commission.

STAFF RECOMMENDATION

The Planning and Zoning Commission and the Community Development Department recommend approval of the submitted facade plan for 917 W 23rd Street.

Attachments: Letter of intent from property owners
Additional details about proposed work

SIGNS & DESIGNS

5600 NORDIC DRIVE
CEDAR FALLS, IOWA 50613
PHONE: 319-277-8829 FAX: 319-268-2298

1/18/2018
917 West 23rd street
Cedar Falls, Iowa

P&Z Letter of intent:

Location:
917 West 23rd Street Cedar Falls, Iowa

Overview:
Installation of a 4' aluminum cabinet , lighted projecting sign. This sign is 2-sided and will extend over the sidewalk 60" on the South side of the Building over the entrance. There will also be 2) awnings over the West windows on the South side that will be 8' to the bottom and project 12" from the building
The purpose is to identify the business along 23rd St..

Applicant Contact:
Landlord: Kyle Dehmlow for CV Properties II LC
Or
David Schachterle, 5600 Nordic Drive, Cedar Falls, Iowa 50613 T: 319-277-8829

Sincerely,

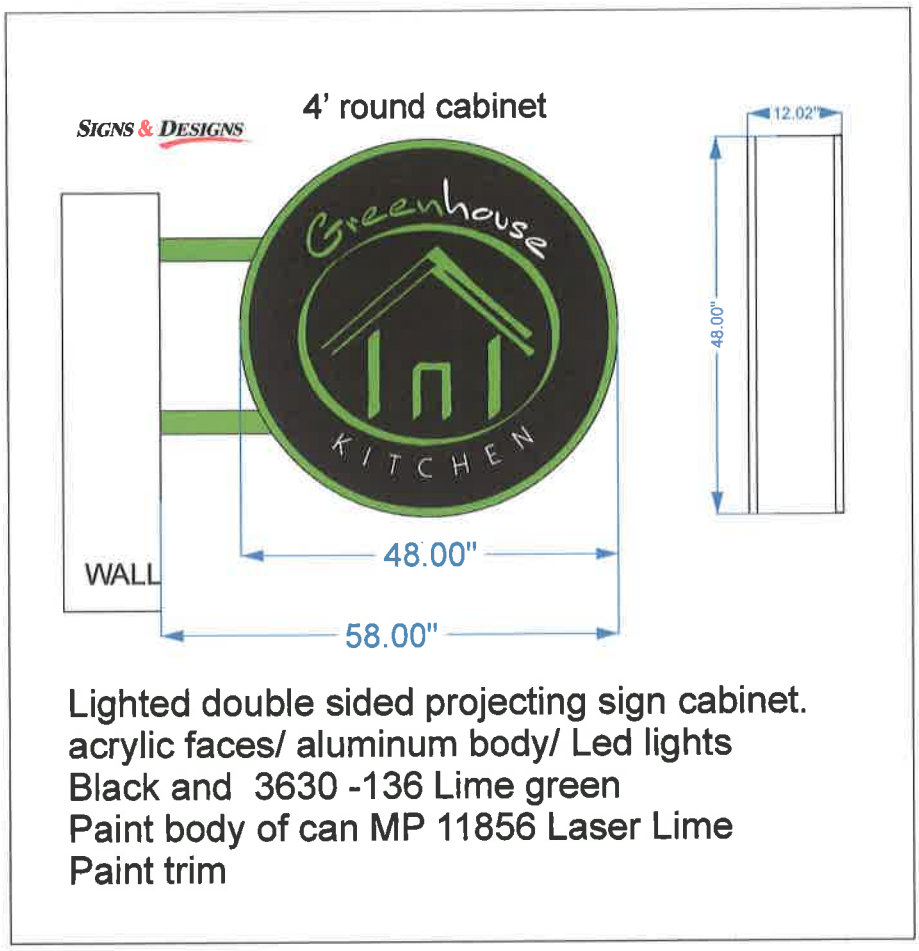
David R. Schachterle
Vice President
Signs & Designs, Inc.
319-277-8829
Dave@thesignpeople.net


Greenhouse
KITCHEN

G\greenhouse kitchen signs.cdr

Composite

2 awnings 32" x 82" café style



Lighted double sided projecting sign cabinet.
acrylic faces/ aluminum body/ Led lights
Black and 3630 -136 Lime green
Paint body of can MP 11856 Laser Lime
Paint trim

Qty 2 awnings /café style. Black frames/
Black sunbrella eradicated
Vinyl color 3630-136 lime green Trans.

DEPARTMENT OF COMMUNITY DEVELOPMENT

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www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Shane Graham, Planner II

DATE: February 15, 2018

SUBJECT: Amendment to Northern Cedar Falls Industrial Park Phase I Deed of Dedication

The City of Cedar Falls established the Northern Cedar Falls Industrial Park in 2009. This included purchasing the property, grading the land, building a road and extending utilities to the subdivision. The Northern Cedar Falls Industrial Park was platted into a total of 19 lots. 4 of the lots have been developed and are occupied by two companies: Standard Distribution and East Central Iowa Cooperative. Another company, BAJR Enterprises, LLC, recently acquired one lot and is anticipating starting construction this spring.

When the subdivision was approved by the City in 2009, a deed of dedication was also approved, which establishes certain restrictions within the subdivision. One of those restrictions relates to the type of building construction that is allowed. The deed of dedication states that "*all primary occupied buildings within said addition shall be of any allowable construction except Type V noted in Chapter 6 of the 2003 International Building Code or current adopted Building Code.*" Type V construction, as defined within the International Building Code, is a type of construction in which the structural elements are of any materials permitted by code, including wood.

When the City established its first industrial park in 1990, this language was incorporated into the deed of dedication in order to prohibit wood frame structures, which would then only allow metal frame structures. It is staff's belief that this was done at the time to promote a certain look to the exterior of the building, which includes a certain gauge type of metal on the roof and siding. This also includes adding a certain amount of brick or stone elements to a building frontage as well. When subsequent industrial park expansions occurred, this wording was carried over into those deeds of dedication as well.

Recently, the City Council approved an Agreement for Private Development with BAJR Enterprises, LLC to construct a new fleet maintenance facility in the Northern Cedar Falls Industrial Park. The company submitted preliminary building construction information, and it was noted that the building was proposed to be constructed with wood framing, which the deed of dedication does not allow. Staff reviewed the deed of dedication language, and looked into what effect removing the Type V construction language from the deed of dedication would have on the building design, and it was determined that there would be no impact to the exterior look of a building, as this wording only deals with what kind of framing that the building is made out of. Craig Witry, Building Official, has indicated that there would be no negative impact by removing the wording excepting

Type V construction from the deed of dedication, as a wood frame structure is just as safe as a metal frame building and has to meet all other applicable building codes. Also, the requirements for certain gauge steel siding and roofing, as well as the requirement to add a certain amount of brick or stone on the building, will remain unchanged.

City staff has reached out to the 3 property owners within the subdivision, and they have signed the Agreement to Amend Restrictions in Deed of Dedication. This amendment would remove the prohibition on Type V construction as an allowable construction for any buildings within the subdivision, so that wood studs are allowed in addition to metal studs in buildings, and it would also update the reference from the 2003 International Building Code to the 2015 International Building Code.

The Community Development Department recommends City Council adopt a Resolution approving and authorizing the execution of agreement to amend restrictions in deed of dedication of Northern Cedar Falls Industrial Park Phase I Addition.

If you have any questions, please feel free to contact this office.

xc: Stephanie Sheetz, Director of Community Development
Craig Witry, Building Official

Preparer Information: Kevin Rogers, City Attorney, 220 Clay Street, Cedar Falls, IA 50613, (319) 273-8600

AGREEMENT TO AMEND RESTRICTIONS IN DEED OF DEDICATION

This Agreement to Amend Restrictions contained in Deed of Dedication (hereinafter the "Agreement") is made and entered into effective on this _____ day of _____, 2018, by and between SDC Real Estate, L.L.C., an Iowa limited liability company; East Central Iowa Cooperative, an Iowa cooperative association; BAJR Enterprises, LLC, an Iowa limited liability company; and the City of Cedar Falls, Iowa (collectively referred to herein as the "Lot Owners"), and the City of Cedar Falls, Iowa (hereinafter the "City"),

WITNESSETH:

WHEREAS, the City, as owner and subdivider, executed that certain Owner's Deed of Dedication of a subdivision known as NORTHERN CEDAR FALLS INDUSTRIAL PARK PHASE I ADDITION, CITY OF CEDAR FALLS, BLACK HAWK COUNTY, IOWA (hereinafter the "Subdivision"), dated November 25, 2009, and filed on the 14th day of January, 2010, in Plat Book 29, Page 224, and as Doc. #2010-13580, in the Office of the Recorder of Black Hawk County, Iowa (hereinafter the "Deed of Dedication"); and

WHEREAS, the Deed of Dedication contains certain restrictions (the “Restrictions”) on the lots in the Subdivision; and

WHEREAS, SDS Real Estate, L.L.C., is owner of Lots 1, 2 and 8, Tract E, and that part of Tract C1 described as Parcel “A” in Tract C1 of Northern Cedar Falls Industrial Park Phase I, Black Hawk County, Iowa, filed in Doc. No. 2015-01330, in the Subdivision; and

WHEREAS, East Central Iowa Cooperative is owner of Lot 14 in the Subdivision; and

WHEREAS, BAJR Enterprises, LLC, is owner of Lot 15 in the Subdivision; and

WHEREAS, the City is the owner of all other lots in the Subdivision, namely: Lots 3 through 7, Lots 9 through 13, and Lots 16 through 19; Tracts A and B, all of Tract

C1 other than Parcel "A" in Tract C1 filed in Doc. No. 2015-01330; and Tracts C2, C3, D, E, F, and G, all in the Subdivision; and

WHEREAS, the City proposes to amend Paragraph 8 of the Restrictions contained in the Deed of Dedication of the Subdivision, by deleting the reference to Type V of construction types, so as to allow wood studs in addition to metal studs in buildings constructed in the Subdivision; and by updating the reference to the 2003 International Building Code to the 2015 International Building Code; and

WHEREAS, all of the Lot Owners are in agreement with the City's proposed amendment to the Restrictions, the parties have reached agreement thereon, and now desire to reduce their agreement to writing.

NOW, THEREFORE, BE IT MUTUALLY COVENANTED AND AGREED AS FOLLOWS:

1. The first unnumbered paragraph of Paragraph 8 of the Restrictions contained in the Deed of Dedication of the Subdivision is hereby deleted, and the following new first unnumbered paragraph of Paragraph 8 is substituted in its place:

> "All primary occupied buildings within said addition shall be of any allowable construction type ~~except Type V~~ noted in Chapter 6 of the 2015 ~~2003~~ International Building Code or current adopted Building Code. Furthermore, all building plans shall be signed and sealed by a registered engineer certifying to the fact that they meet all loading requirements of the applicable codes."

2. Except for the amendments to the first unnumbered paragraph of Paragraph 8 of the Restrictions as set forth in paragraph 1 of this Agreement, the parties hereby ratify and confirm all remaining terms, conditions and provisions of the Deed of Dedication of the Subdivision, including all Restrictions contained in the Deed of Dedication, as herein amended.

3. The City joins in execution of this Agreement as the original owner and subdivider of the Subdivision, and in its capacity as an owner of certain lots and tracts in the Subdivision.

4. The parties acknowledge that this Agreement shall inure to the benefit of, and shall be binding upon, the City and each of the Lot Owners and their respective heirs, personal representatives, successors and assigns, and shall run with the land which comprises all of the lots and tracts in the Subdivision.

5. This Agreement shall become effective upon execution by all of the Lot Owners and upon approval of this Agreement by the City Council of the City.

IN WITNESS WHEREOF, the Lot Owners and the City have executed this Agreement, to be effective as of the date stated at the beginning of this Agreement, which shall be the date the last party to this Agreement executes this Agreement.

SDC REAL ESTATE, L.L.C., an Iowa limited liability company

By_____
Stanley S. Poe, Member

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by Stanley S. Poe, as Member of SDC Real Estate, L.L.C., an Iowa limited liability company.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

EAST CENTRAL IOWA COOPERATIVE,
an Iowa cooperative association

By_____
Randy Carlholm, Chief Executive Officer

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by Randy Carlholm, as Chief Executive Officer of East Central Iowa Cooperative, an Iowa cooperative association.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

BAJR ENTERPRISES, LLC,
an Iowa limited liability company

By_____
_____ (Name)
_____ (Title)

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by _____, as _____ of BAJR Enterprises, LLC, an Iowa limited liability company.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

CITY OF CEDAR FALLS, IOWA

By_____
James P. Brown, Mayor

ATTEST:

_____
Jacqueline Danielsen, CMC, City Clerk

STATE OF IOWA, COUNTY OF BLACK HAWK, ss.

This record was acknowledged before me on the _____ day of _____, 2018, by James P. Brown, as Mayor, and Jacqueline Danielsen, as City Clerk, of the City of Cedar Falls, Iowa.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

Preparer Information: Kevin Rogers, City Attorney, 220 Clay Street, Cedar Falls, IA 50613, (319) 273-8600

AGREEMENT TO AMEND RESTRICTIONS IN DEED OF DEDICATION

This Agreement to Amend Restrictions contained in Deed of Dedication (hereinafter the "Agreement") is made and entered into effective on this _____ day of _____, 2018, by and between SDC Real Estate, L.L.C., an Iowa limited liability company; East Central Iowa Cooperative, an Iowa cooperative association; BAJR Enterprises, LLC, an Iowa limited liability company; and the City of Cedar Falls, Iowa (collectively referred to herein as the "Lot Owners"), and the City of Cedar Falls, Iowa (hereinafter the "City"),

WITNESSETH:

WHEREAS, the City, as owner and subdivider, executed that certain Owner's Deed of Dedication of a subdivision known as NORTHERN CEDAR FALLS INDUSTRIAL PARK PHASE I ADDITION, CITY OF CEDAR FALLS, BLACK HAWK COUNTY, IOWA (hereinafter the "Subdivision"), dated November 25, 2009, and filed on the 14th day of January, 2010, in Plat Book 29, Page 224, and as Doc. #2010-13580, in the Office of the Recorder of Black Hawk County, Iowa (hereinafter the "Deed of Dedication"); and

WHEREAS, the Deed of Dedication contains certain restrictions (the “Restrictions”) on the lots in the Subdivision; and

WHEREAS, SDS Real Estate, L.L.C., is owner of Lots 1, 2 and 8, Tract E, and that part of Tract C1 described as Parcel “A” in Tract C1 of Northern Cedar Falls Industrial Park Phase I, Black Hawk County, Iowa, filed in Doc. No. 2015-01330, in the Subdivision; and

WHEREAS, East Central Iowa Cooperative is owner of Lot 14 in the Subdivision; and

WHEREAS, BAJR Enterprises, LLC, is owner of Lot 15 in the Subdivision; and

WHEREAS, the City is the owner of all other lots in the Subdivision, namely: Lots 3 through 7, Lots 9 through 13, and Lots 16 through 19; Tracts A and B, all of Tract

C1 other than Parcel “A” in Tract C1 filed in Doc. No. 2015-01330; and Tracts C2, C3, D, E, F, and G, all in the Subdivision; and

WHEREAS, the City proposes to amend Paragraph 8 of the Restrictions contained in the Deed of Dedication of the Subdivision, by deleting the reference to Type V of construction types, so as to allow wood studs in addition to metal studs in buildings constructed in the Subdivision; and by updating the reference to the 2003 International Building Code to the 2015 International Building Code; and

WHEREAS, all of the Lot Owners are in agreement with the City's proposed amendment to the Restrictions, the parties have reached agreement thereon, and now desire to reduce their agreement to writing.

NOW, THEREFORE, BE IT MUTUALLY COVENANTED AND AGREED AS FOLLOWS:

1. The first unnumbered paragraph of Paragraph 8 of the Restrictions contained in the Deed of Dedication of the Subdivision is hereby deleted, and the following new first unnumbered paragraph of Paragraph 8 is substituted in its place:

> “All primary occupied buildings within said addition shall be of any allowable construction type noted in Chapter 6 of the 2015 International Building Code or current adopted Building Code. Furthermore, all building plans shall be signed and sealed by a registered engineer certifying to the fact that they meet all loading requirements of the applicable codes.”

2. Except for the amendments to the first unnumbered paragraph of Paragraph 8 of the Restrictions as set forth in paragraph 1 of this Agreement, the parties hereby ratify and confirm all remaining terms, conditions and provisions of the Deed of Dedication of the Subdivision, including all Restrictions contained in the Deed of Dedication, as herein amended.

3. The City joins in execution of this Agreement as the original owner and subdivider of the Subdivision, and in its capacity as an owner of certain lots and tracts in the Subdivision.

4. The parties acknowledge that this Agreement shall inure to the benefit of, and shall be binding upon, the City and each of the Lot Owners and their respective heirs, personal representatives, successors and assigns, and shall run with the land which comprises all of the lots and tracts in the Subdivision.

5. This Agreement shall become effective upon execution by all of the Lot Owners and upon approval of this Agreement by the City Council of the City.

IN WITNESS WHEREOF, the Lot Owners and the City have executed this Agreement, to be effective as of the date stated at the beginning of this Agreement, which shall be the date the last party to this Agreement executes this Agreement.

SDC REAL ESTATE, L.L.C., an Iowa limited liability company

By_____
Stanley S. Poe, Member

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by Stanley S. Poe, as Member of SDC Real Estate, L.L.C., an Iowa limited liability company.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

EAST CENTRAL IOWA COOPERATIVE,
an Iowa cooperative association

By_____
Randy Carlholm, Chief Executive Officer

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by Randy Carlholm, as Chief Executive Officer of East Central Iowa Cooperative, an Iowa cooperative association.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

BAJR ENTERPRISES, LLC,
an Iowa limited liability company

By_____
_____ (Name)
_____ (Title)

STATE OF IOWA, COUNTY OF BLACK HAWK, ss:

This record was acknowledged before me on the _____ day of _____, 2018, by _____, as _____ of BAJR Enterprises, LLC, an Iowa limited liability company.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

CITY OF CEDAR FALLS, IOWA

By_____
James P. Brown, Mayor

ATTEST:

_____
Jacqueline Danielsen, CMC, City Clerk

STATE OF IOWA, COUNTY OF BLACK HAWK, ss.

This record was acknowledged before me on the _____ day of _____, 2018, by James P. Brown, as Mayor, and Jacqueline Danielsen, as City Clerk, of the City of Cedar Falls, Iowa.

_____
Notary Public in and for the State of Iowa

My Commission Expires:

_____

Prepared by: Kevin Rogers, City Attorney, 220 Clay Street, Cedar Falls, IA 50613 (319) 273-8600

RESOLUTION NO. _____

RESOLUTION APPROVING AND AUTHORIZING EXECUTION OF AGREEMENT TO AMEND RESTRICTIONS IN DEED OF DEDICATION OF NORTHERN CEDAR FALLS INDUSTRIAL PARK PHASE I ADDITION, CITY OF CEDAR FALLS, BLACK HAWK COUNTY, IOWA

WHEREAS, City Staff has requested that the City of Cedar Falls, Iowa, as owner and subdivider of a subdivision in the Northern Cedar Falls Industrial Park, known as Northern Cedar Falls Industrial Park Phase I Addition, City of Cedar Falls, Black Hawk County, Iowa (hereinafter the "Subdivision"), and as owner of certain lots and tracts in the Subdivision, join in amending the restrictions (the “Restrictions”) affecting the lots in the Subdivision; and

WHEREAS, all of the other owners of lots in the Subdivision have agreed to the proposed amendments to the Restrictions, all as contained in the Agreement to Amend Restrictions in Deed of Dedication (the "Agreement"), a copy of which was presented at this meeting; and

WHEREAS, the amendment to the Restrictions removes the prohibition on a Type V construction as an allowable construction for any buildings within the Subdivision, so that wood studs are allowed in addition to metal studs in buildings constructed in the Subdivision, and updates the reference to the 2003 International Building Code to the 2015 International Building Code; and

WHEREAS, the City Council of the City of Cedar Falls, Iowa, has reviewed the proposed Agreement, and deems it to be in the best interests of the City of Cedar Falls, Iowa, to approve the Agreement and to authorize the Mayor and City Clerk to execute said Agreement on behalf of the City of Cedar Falls, Iowa.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR FALLS, IOWA, that the Agreement to Amend Restrictions in Deed of Dedication be and the same is hereby approved, and the Mayor and the City Clerk are hereby authorized to execute said Agreement on behalf of the City of Cedar Falls, Iowa,

and to cause the same to be recorded in the Office of the Recorder of Black Hawk County, Iowa.

ADOPTED this _____ day of _____, 2018.

CITY OF CEDAR FALLS, IOWA

By_____
James P. Brown, Mayor

ATTEST:

_____
Jacqueline Danielsen, MMC, City Clerk

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
Phone: 319-273-8600
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Administration Division

TO: Mayor Brown and City Council

FROM: Stephanie Houk Sheetz, AICP, Director of Community Development

DATE: February 13, 2018

SUBJECT: Community Development Block Grant Program
Grant Administration and Technical Services for Rehabilitation Program

Cedar Falls is a recipient of Community Development Block Grant (CDBG) and HOME funds. In December, Council approved an hourly contract with INRCOG as a short term solution in supporting staff with administrative and project responsibilities. Staff recently completed a consultant selection process as a long term solution for the CDBG program support. Five consultants were contacted with the City's Request for Proposals. Two proposals were received by the deadline:

Proposer	Proposal Fee
City of Waterloo	$42,622.80
INRCOG	$35,500.00

Staff recommends entering into a contract with INRCOG for CDBG services due to their qualifications and information provided in their response as well as overall fee for services. Attached is the proposed agreement and all required attachments.

Please contact me with any questions. Thank you.

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
220 Clay Street
Cedar Falls, Iowa 50613
www.cedarfalls.com

Administration Division ◆ Planning & Community Services Division
Phone: 319-273-8600 Fax: 319-273-8610

Engineering Division ◆ Inspection Services Division
Phone: 319-268-5161 Fax: 319-268-5197

Water Reclamation Division
Phone: 319-273-8633 Fax: 319-268-5566

PROFESSIONAL SERVICE AGREEMENT

CDBG Entitlement Funding: Grant Administration and Technical Services for Housing Projects
Cedar Falls, Iowa
City Project Number BL-000-CD

This Agreement is made and entered by and between ___the Iowa Northland Regional Council of Governments (INRCOG)_____, ____229 East Park Avenue, Waterloo, Iowa 50703____, hereinafter referred to as "CONSULTANT" and City of Cedar Falls, 220 Clay Street, Cedar Falls, Iowa, hereinafter referred to as "CLIENT."

IN CONSIDERATION of the covenants hereinafter set forth, the parties hereto mutually agree as follows:

I. SCOPE OF SERVICES

CONSULTANT shall perform professional Services (the "Services") in connection with CLIENT's facilities in accordance with the Scope of Services set forth in Exhibit A attached hereto.

II. CONSULTANT'S RESPONSIBILITIES

CONSULTANT shall, subject to the terms and provisions of this Agreement:

(a) Appoint one or more individuals who shall be authorized to act on behalf of CONSULTANT and with whom CLIENT may consult at all reasonable times, and whose instructions, requests, and decisions will be binding upon CONSULTANT as to all matters pertaining to this Agreement and the performance of the parties hereunder.

(b) Use all reasonable efforts to complete the Services within the time period mutually agreed upon, except for reasons beyond its control, as set forth in Exhibit A.

(c) Perform the Services in accordance with generally accepted professional grant administrative standards in existence at the time of performance of the Services. If during the two year period following the completion of Services, it is shown that there is an error in the Services solely as a result of CONSULTANT's failure to meet these standards, CONSULTANT shall re-perform such substandard Services as may be necessary to remedy such error at no cost to CLIENT. Since CONSULTANT has no control over local

conditions, the cost of labor and materials, or over competitive bidding and market conditions, CONSULTANT does not guarantee the accuracy of any construction cost estimates as compared to contractor's bids or the actual cost to the CLIENT. CONSULTANT makes no other warranties either express or implied and the parties' rights, liabilities, responsibilities and remedies with respect to the quality of Services, including claims alleging negligence, breach of warranty and breach of contract, shall be exclusively those set forth herein.

(d) CONSULTANT shall, if requested in writing by CLIENT, for the protection of CLIENT, require from all vendors and subcontractors from which CONSULTANT procures equipment, materials or services for the project, guarantees with respect to such equipment, materials and services. All such guarantees shall be made available to CLIENT to the full extent of the terms thereof. CONSULTANT's liability with respect to such equipment, and materials obtained from vendors or services from subcontractors, shall be limited to procuring guarantees from such vendors or subcontractors and rendering all reasonable assistance to CLIENT for the purpose of enforcing the same.

(e) CONSULTANT will be providing estimates of costs to the CLIENT covering an extended period of time. CONSULTANT does not have control over any such costs, including, but not limited to, costs of labor, material, equipment or services furnished by others or over competitive bidding, marketing or negotiating conditions, or construction contractors' methods of determining their prices. Accordingly, it is acknowledged and understood that any estimates, projections or opinions of probable project costs provided herein by CONSULTANT are estimates only, made on the basis of CONSULTANT's experience and represent CONSULTANT's reasonable judgment as a qualified professional. CONSULTANT does not guarantee that proposals, bids or actual project costs will not vary from the opinions of probable costs prepared by CONSULTANT, and the CLIENT waives any and all claims that it may have against CONSULTANT as a result of any such variance.

III. CLIENT'S RESPONSIBILITIES

CLIENT shall at such times as may be required for the successful and expeditious completion of the Services:

(a) Provide all criteria and information as to CLIENT's requirements; obtain all necessary approvals and permits required from all governmental authorities having jurisdiction over the project; and designate a person with authority to act on CLIENT's behalf on all matters concerning the Services.

(b) Furnish to CONSULTANT all existing studies, reports and other available data pertinent to the Services, and obtain additional reports, data and services as may be required for the project. CONSULTANT shall be entitled to rely upon all such information, data and the results of such other services in performing its Services hereunder.

IV. INSURANCE REQUIREMENTS FOR CONTRACTORS FOR THE CITY OF CEDAR FALLS

The provisions of the document entitled, "Insurance Requirements for Contractors for the City of Cedar Falls," dated December 13, 2011 as revised January 31, 2017 consisting of 11 pages, which are attached hereto, marked Exhibit B, are hereby made a part of this Agreement as if set out word for word herein.

CONSULTANT shall furnish to CLIENT a certificate or certificates of insurance containing all coverages, endorsements and other provisions required by the Insurance Requirements set forth in Exhibit B. In the event of any conflict between the provisions of Exhibit B and the other terms of this Agreement, the provisions of Exhibit B shall control.

CONSULTANT shall obtain and maintain an insurance policy or policies that meet the provisions set out in the Insurance Requirements for Contractors for the City of Cedar Falls, attached hereto and marked Exhibit B.

V. STANDARD TERMS AND CONDITIONS FOR CONTRACTS BETWEEN CONTRACTORS WHO PERFORM PROFESSIONAL SERVICES AND THE CITY OF CEDAR FALLS

The provisions of the documents entitled "Standard Terms and Conditions for Contracts Between Contractors Who Perform Professional Services and the City of Cedar Falls," consisting of three pages are incorporated into this Agreement by the Client and attached as Exhibit C.

VI. COMPENSATION AND TERMS OF PAYMENT

Compensation for the services shall be on an hourly basis in accordance with the hourly fees and other direct expenses in effect at the time the services are performed. Administrative compensation for: housing rehabilitation services shall not exceed $6,000/unit; housing repairs shall not exceed $3,000/unit; total agency allocation shall not exceed $3,000; and total planning and reporting expenses shall not exceed $5,500.

CONSULTANT may bill the CLIENT monthly for services completed at the time of billing. CLIENT agrees to pay CONSULTANT the full amount of such invoice within thirty (30) days after receipt thereof. In the event CLIENT disputes any invoice item, CLIENT shall give CONSULTANT written notice of such disputed item within ten (10) days after receipt of invoice and shall pay to CONSULTANT the undisputed portion of the invoice according to the provisions hereof. CLIENT agrees to abide by any applicable statutory prompt pay provisions currently in effect.

VII. TERMINATION

CLIENT may, with or without cause, terminate the Services at any time upon fourteen (14) days written notice to CONSULTANT. The obligation to provide further Services under this Agreement may be terminated by either party upon fourteen (14) days' written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party, providing such defaulting party has not cured such failure, or, in the event of a non-monetary default, commenced reasonable actions to cure such failure. In either case, CONSULTANT will be paid for all expenses incurred and Services rendered to the date of the termination in accordance with compensation terms of Article VI.

VIII. OWNERSHIP OF DOCUMENTS

(a) Bid documents, specifications, final project specific calculations, plans, reports, and other instruments of service which CONSULTANT prepares and delivers to CLIENT pursuant to this Agreement shall become the property of CLIENT when CONSULTANT has been compensated for Services rendered. CLIENT shall have the right to use such instruments of service solely for the purpose of the benefiting the CDBG Entitlement Program. Any other use or reuse of original or altered files shall be at CLIENT's sole risk without liability or legal exposure to CONSULTANT and CLIENT agrees to release, defend and hold CONSULTANT harmless from and against all claims or suits asserted against CONSULTANT in the event such documents are used for a purpose different than originally prepared even though such claims or suits may be based on allegations of negligence by CONSULTANT. Nothing contained in this paragraph shall be construed as limiting or depriving CONSULTANT of its rights to use its basic knowledge and skills to design or carry out other projects or work for itself or others, whether or not such other projects or work are similar to the work to be performed pursuant to this Agreement.

(b) Any files delivered in electronic medium may not work on systems and software different than those with which they were originally produced and CONSULTANT makes no warranty as to the compatibility of these files with any other system or software. Because of the potential degradation of electronic medium over time, in the event of a conflict between the original documents and the electronic files, the original documents will govern.

IX. MEANS AND METHODS

(a) CONSULTANT shall not have control or charge of and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for safety measures and programs including enforcement of Federal and State safety requirements, in connection with construction work performed by CLIENT's construction contractors. Nor shall CONSULTANT be responsible for the supervision of CLIENT's construction contractors, subcontractors or of any of their employees, agents and representatives of such contractors; or for inspecting machinery, construction equipment and tools used and employed by contractors and subcontractors on CLIENT's construction projects and shall not have the right to stop or reject work without the thorough evaluation and approval of the CLIENT. In no event shall CONSULTANT be liable for the acts or omissions of CLIENT's construction contractors, subcontractors or any persons or entities performing any of the construction work, or for the failure of any of them to carry out construction work under contracts with CLIENT.

X. INDEPENDENT CONTRACTOR

CONSULTANT shall be an independent contractor with respect to the Services to be performed hereunder. Neither CONSULTANT nor its subcontractors, nor the employees of either, shall be deemed to be the servants, employees, or agents of CLIENT.

XI. PRE-EXISTING CONDITIONS

Anything herein to the contrary notwithstanding, CONSULTANT shall have no legal responsibility or liability for any and all pre-existing contamination. "Pre-existing contamination" is any hazardous or toxic substance present at the site or sites concerned which was not brought onto such site or sites by CONSULTANT. CLIENT agrees to release CONSULTANT from and against any and all liability to the CLIENT which may in any manner arise in any way directly or indirectly caused by such pre-existing contamination except if such liability arises from CONSULTANT's sole negligence or willful misconduct.

CLIENT shall, at CLIENT’s sole expense and risk, arrange for handling, storage, transportation, treatment and delivery for disposal of pre-existing contamination. CLIENT shall be solely responsible for obtaining a disposal site for such material. CLIENT shall look to the disposal facility and/or transporter for any responsibility or liability arising from improper disposal or transportation of such waste. CONSULTANT shall not have or exert any control over CLIENT in CLIENT’s obligations or responsibilities as a generator in the storage, transportation, treatment or disposal of any pre-existing contamination. CLIENT shall complete and execute any governmentally required forms relating to regulated activities including, but not limited to generation, storage, handling, treatment, transportation, or disposal of pre-existing contamination.

For CONSULTANT's Services requiring drilling, boring, excavation or soils sampling, CLIENT shall approve selection of the contractors to perform such services, all site locations, and provide CONSULTANT with all necessary information regarding the presence of underground hazards, utilities, structures and conditions at the site.

XII. DISPUTE RESOLUTION

If a dispute arises out of, or relates to, the breach of this Agreement and if the dispute cannot be settled through negotiation, then the CONSULTANT and the CLIENT agree to submit the dispute to mediation. In the event CONSULTANT or the CLIENT desires to mediate any dispute, that party shall notify the other party in writing of the dispute desired to be mediated. If the parties are unable to resolve their differences within 10 days of the receipt of such notice, such dispute shall be submitted for mediation in accordance with the procedures and rules of the American Arbitration Association (or any successor organization) then in effect. The deadline for submitting the dispute to mediation can be changed if the parties mutually agree in writing to extend the time between receipt of notice and submission to mediation. The expenses of the mediator shall be shared 50 percent by CONSULTANT and 50 percent by the CLIENT. This requirement to seek mediation shall be a condition required before filing an action at law or in equity. However, prior to or during the negotiations or the mediation either party may initiate litigation that would otherwise be barred by a statute of limitations, and CONSULTANT may pursue any property liens or other rights it may have to obtain security for the payment of its invoices.

This Agreement shall be governed by the laws of the State of Iowa and any action at law or other judicial proceeding arising from this Agreement shall be instituted in Black Hawk County District Court, Waterloo, Iowa.

XIII. MISCELLANEOUS

(a) This Agreement constitutes the entire agreement between the parties hereto and supersedes any oral or written representations, understandings, proposals, or communications heretofore entered into by or on account of the parties and may not be changed, modified, or amended except in writing signed by the parties hereto. In the event of any conflict between this contract document and any of the exhibits hereto, the terms and conditions of Exhibit C shall control. In the event of any conflict among the exhibits, Exhibit C shall control.

(b) This Agreement shall be governed by the laws of the State of Iowa.

(c) CONSULTANT may subcontract any portion of the Services to a subcontractor approved by CLIENT. In no case shall CLIENT's approval of any subcontract relieve CONSULTANT of any of its obligations under this Agreement.

(d) In the event CLIENT uses a purchase order form to administer this Agreement, the use of such form shall be for convenience purposes only, and any typed provision in conflict with the terms of this Agreement and all preprinted terms and conditions contained in or on such forms shall be deemed stricken and null and void.

(e) This Agreement gives no rights or benefits to anyone other than CLIENT and CONSULTANT and does not create any third party beneficiaries to the Agreement.

(f) Except as may be explicitly set forth above, nothing contained in this Agreement or its exhibits limits the rights and remedies, including remedies related to damages, of either party that are available to either party under the law.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the day and year written below.

APPROVED FOR CLIENT	**APPROVED FOR CONSULTANT**
By:_____	By:_____
Printed Name: James P. Brown	Printed Name: Kevin Blanshan
Title: Mayor of Cedar Falls	Title: INRCOG Executive Director
Date:_____	Date:_____

Exhibit A

CDBG Entitlement Funding: Grant Administration and Technical Services for Housing Projects
Cedar Falls, Iowa
City Project Number BL-000-CD

Overview

The Iowa Northland Regional Council of Governments (INRCOG) is proposing to administer the City of Cedar Falls' (City) Housing Rehabilitation, Housing Repair, and Agency Grant programs, all of which are funded through the City's Community Development Block Grant (CDBG) Entitlement allocation, as outlined in the Request for Proposals issued on December 22nd, 2017.

Qualifications

HOUSING REHABILITATION AND CDBG EXPERIENCE

As a public agency created under Chapter 28E of the Iowa Code, INRCOG serves a six-county area. The City of Cedar Falls is a member in good standing our staff has built a solid relationship with the City's staff. We are located in close proximity to Cedar Falls City Hall and we are very familiar with the community, including its infrastructure, services and its elected and appointed officials.

Our agency is proud of the working relationships we have built with numerous federal and state departments, as we have administered numerous programs on behalf of our local government members. Included amongst those agencies are the US Department of Commerce, Economic Development Administration; US Department of Agriculture; Federal Highway and Federal Transit Administrations; Federal Emergency Management Agency; Iowa Economic Development Authority; Iowa Department of Transportation; Iowa Department of Natural Resources; Iowa Homeland Security and Emergency Management; and the Iowa Finance Authority. INRCOG also provides staff and oversight for several regional bodies including the Black Hawk County Metropolitan Transportation Organization; Regional Transportation Authority; Regional Transit Commission; Regional Economic Development Commission; and Regional Housing Council. Further, our agency has acted as the procurement and fiscal agent for multi-county emergency management regions. Through our work, our agency has developed relationships with several non-profit organizations, including administration of housing-related grants which involves working directly with several entities such as The Salvation Army, Iowa Heartland Habitat for Humanity, Cedar Valley Friends of the Family, Operation Threshold, Exceptional Persons, Inc., Northeast Iowa Area Agency on Aging; Northeast Iowa Community Action Corporation; Community Based Services; and House of Hope.

INRCOG has extensive housing rehabilitation and repair experience under the Iowa Economic Development Authority's (IEDA) Housing Rehabilitation and Iowa Finance Authority's (IFA) Local Housing Trust Fund programs. IEDA's program is funded through the CDBG program, as administered by the US Department of Housing and Urban Development, and the IFA program is funded through the State Housing Trust Fund. We also have a familiarity with the HOME Investment Partnership Program as administered by the US Department of Housing and Development. INRCOG has administered housing trust fund grants for the Iowa Northland Regional Housing Council since 2003 and since 2014 for the Waterloo Housing Trust Fund. Through the trust funds, our staff has developed and administered annual homeowner repair programs that serve approximately ten individual households per year. In addition to administering the individual home improvement programs, INRCOG has managed numerous housing acquisition programs, as funded by the Hazard Mitigation Grant and CDBG Programs, following disasters in 1993, 1999, 2000, 2008, and 2016.

Our staff writes the grants for these programs for our member local governments and we performs all administrative tasks relative to construction, finance, and professional service functions associated with the programs. We have completed all IEDA basic and updated trainings associated with administering CDBG funds, specifically those associated with environmental assessments, Davis-Bacon (prevailing wage) compliance, historical preservation review and approval, Section 3 (hiring practices) compliance, fair housing standards, lead-based paint testing and certification, radon testing, and contractor procurement. INRCOG is accustomed to developing the necessary contracts, developing file and program management techniques, assisting with city audits, successfully preparing for and completing IEDA monitoring reviews, conflict mediation, financial management, and closeout processes associated with CDBG projects.

A table of housing rehabilitation projects, which we have or are administering, is presented on page 5 of this proposal.

PRIMARY STAFF MEMBERS

The primary contacts for this proposal and program are

- Brian Schoon, Director of Development (bschoon@inrcog.org);
- Cindy Knox, Housing Planner II (cknox@inrcog.org);
- Rose Phillips, Housing Planner II (rphillips@inrcog.org).

Brian Schoon has been employed by INRCOG since September 1991 and is currently serving as the Director of Development. He is a member of the American Institute of Certified Planners. His responsibilities include supervision, project administration, budget oversight, and planning functions associated with INRCOG's housing, planning, and economic development efforts, including numerous CDBG projects funded by the Iowa Economic Development Authority (IEDA). Schoon also oversees the Iowa Northland Regional Housing Council and its local Housing Trust Funds, and staffs the Waterloo Housing Trust Fund and its financial programs. He is currently providing planning services to the City, including updating the Consolidated and Annual Action Plans related to its current HUD CDBG Entitlement Program. Schoon has a Bachelors'

degree in Landscape Design from South Dakota State University and a Masters' degree in Community and Regional Planning from Iowa State University.

Cindy Knox has worked as a housing program specialist for INRCOG for 13 years. Knox has administered nearly two dozen CDBG housing rehab programs, as well as other housing programs awarded to our member communities from the US Department of Agriculture, Federal Home Loan Bank, and Iowa Finance Authority. She has managed homebuyer and down-payment assistance programs; housing inspection programs; and emergency and rural repair programs for our regional Housing Council. Knox is a Certified Lead-Based Paint Sampling Technician and has knowledge of Iowa Minimum Housing and Housing Quality Standards. Knox has a Bachelor's degree in Design and the Human Environment from the University of Northern Iowa.

Rose Phillips has been with INRCOG since early 2017 and is responsible for managing CDBG housing rehabilitation programs for our member communities. She also develops housing needs assessments and manages post-disaster housing acquisition programs for our member local governments. Phillips has a Bachelors' degree in Environmental Studies from Mount Holyoke College and a Masters' degree in Urban and Regional Planning from the University of Iowa.

Description of Technical Services, Grant Administration, and Organizational Capacity

INRCOG, through its existing staff, will administer the City's Fiscal Year 2018 Housing Rehabilitation and Housing
Repair Programs and the Agency Grant program, as funded by the US Department of Housing and Urban Development (HUD). As part of a subsequent contract, INRCOG will complete three (3) rehabilitation projects and repair three (3) homes in the same manner that INRCOG currently provides to non-entitlement CDBG communities, and will assist with providing agency grants, all under the supervision of City staff. Included in each housing rehabilitation project, INRCOG will provide general and technical administrative services, which includes income verifications, construction management, vendor procurements, lead tests, and oversight of radon testing, as is necessary. INRCOG will propose per unit expenses for each home, including staff time and benefits, travel time and expenses, recording, mailing, and other ancillary expenses associated with the program.

The City will be responsible for providing all inspections and preparing initial project descriptions, with write-ups to INRCOG, as may be associated with the programs addressed under this proposal. INRCOG will prepare procurement and contract documents as is necessary for each rehabilitation and/or repair project. We will then manage each home project including preparation of a prioritized list of projects, contracts, and implementation of each contract. INRCOG will present any necessary approvals or reports to the City's Housing Commission and/or City Council. Further, as HUD's subrecipient, the City will be responsible for obtaining HUD reimbursement for all expenses under this proposal with INRCOG assisting with obtaining said

reimbursements. Likewise, INRCOG will assist the City with any necessary HUD or CDBG reports, as requested.

INRCOG will consider extending any arrangement or contract annually for up to two (2) additional fiscal years (2019 and 2020), provided the City is willing and able to do so.

Budget

INRCOG is prepared to offer the administrative services for a not-to-exceed price of $35,500 for the current City fiscal year, as outlined below. Said administrative expenses will be billed on an hourly basis, using rates that will be defined in the contract between the City and INRCOG.

- **Single-Unit Owner-Occupied Housing Rehabilitation Program**
  - 3 Units
  - $34,000/Unit (Includes all Administration, Construction, and Program expenses)
    Total Cost: $102,000
    INRCOG General and Technical Administration Expense: $18,000 or $6,000/Unit

- **Single-Unit Owner-Occupied Housing Repair Program**
  - 3 Units
  - $13,000/Unit (Includes all Administration, Construction, and Program expenses)
    Total Cost: $39,000
    INRCOG General Administration Expense: $9,000 or $3,000/Unit

- **Agency Awards Program (to City-Determined Agencies)**
  - 6 Agencies
  - $5,500/Agency (Includes all Administration and Award expenses)
    Total Cost: $33,000
    INRCOG General Administration Expense: $3,000 or $500/Agency

- **Plan and Report Development**
  - Annual Action Plan, CAPER, and Reports (i.e. Section 3, MBE/DBE, SF 425)
    Total Cost: $5,500

If accepted by the City, INRCOG is willing to negotiate a contract utilizing the City's standard agreement. INRCOG currently meets the City's insurance requirements and has attached a certificate as evidence.

Under this proposal, INRCOG will provide monthly invoices to the City for services provided by our staff. Services covered by the agreement will be assigned an individual, unique program number through which expenses will be tracked and monitored within INRCOG's monthly financial reports and annual independent audit. INRCOG shall make all financial records available to the City upon request.

Time of Performance

Work under this proposal would begin upon execution of an agreement and completion would be no later than June 30th, 2018. Because more than half the fiscal year has elapsed at the time of presenting this proposal, INRCOG may propose an extension to the negotiated agreement, in the event it is unable to complete the services defined above. Accordingly, the completion date may be extended for a period of up to six (6) months upon written request of INRCOG documenting a good faith effort to complete performance in a timely manner.

Project Review

At least annually, and not later than May 1st, 2018 during the first year, the City and INRCOG will meet to review INRCOG's performance with regard to the services provided to the City. Extending the existing agreement for future years(s) may also be discussed at that time.

Exhibit B

CDBG Entitlement Funding: Grant Administration and Technical Services for Housing Projects
Cedar Falls, Iowa
City Project Number BL-000-CD

Original12/13/11
Revision 01/31/2017

INSURANCE REQUIREMENTS FOR CONTRACTORS FOR THE CITY OF CEDAR FALLS

*** This document outlines the insurance requirements for all Contractors who perform work for the City of Cedar Falls. The term "contractor" as used in this document shall be defined as the general contractor, artisan contractor, or design contractor that will be performing work for the City of Cedar Falls under contract.

1. All policies of insurance required hereunder shall be with an insurer authorized by law to do business in Iowa. All insurance policies shall be companies satisfactory to the City and have a rating of A-, VII or better in the current A.M. Best Rating Guide.

2. All Certificates of Insurance required hereunder shall include the Cancellation & Material Change Endorsement. A copy of this endorsement is attached in Exhibit 1.

3. Contractor shall furnish a signed Certificate of Insurance to the City of Cedar Falls, Iowa for the coverage required in Exhibit 1. Such Certificates shall include copies of the following endorsements:

   a) Commercial General Liability policy is primary and non-contributing
   b) Commercial General Liability additional insured endorsement – See Exhibit 1
   c) Governmental Immunities Endorsement – See Exhibit 1

Copies of additional insured endorsements, executed by an authorized representative from an Insurer duly licensed to transact business at the location of the jobsite, must be provided prior to the first payment.

Contractor shall, upon request by the City, provide Certificates of Insurance for all subcontractors and sub-sub-contractors who perform work or services pursuant to the provisions of this contract.

4. Each certificate shall be submitted to the City of Cedar Falls.

5. Failure to provide minimum coverage shall not be deemed a waiver of these requirements by the City of Cedar Falls. Failure to obtain or maintain the required insurance shall be considered a material breach of this agreement.

6. Failure of the Contractor to maintain the required insurance shall constitute a default under this Contract, and at City's option, shall allow City to terminate this Contract for cause and/or purchase said insurance at Contractor's expense.

7. Contractor shall be required to carry the following minimum coverage/limits or greater, if required by law or other legal agreement; as per Exhibit 1:

- This coverage shall be written on an occurrence, not claims made form. All deviations or exclusions from the standard ISO commercial general liability form CG 001 shall be clearly identified and shall be subject to the review and approval of the City.

- Contractor shall maintain ongoing CGL coverage for at least 2 years following substantial completion of the Work to cover liability arising from the products-completed operations hazard and liability assumed under an insured contract.

- Governmental Immunity endorsement identical or equivalent to form attached.

- Additional Insured Requirement – See Exhibit 1.
  The City of Cedar Falls, including all its elected and appointed officials, all its employees and volunteers, all its boards, commissions and/or authorities and their board members, employees and volunteers shall be named as an additional insured on General Liability Policies for all classes of contractors.

  Contractors shall include coverage for the City of Cedar Falls as an additional insured including ongoing and completed operations coverage equivalent to: ISO CG 20 10 07 04* and ISO CG 20 37 07 04**

  * ISO CG 20 10 07 04 "Additional Insured – Owners, Lessees or Contractors – Scheduled Person or Organization"

  ** ISO CG 20 37 07 04 "Additional Insured – Owners, Lessees or Contractors – Completed Operations"

8. Errors & Omissions: If the contract's scope of services includes design work or other professional services, then Contractor shall maintain insurance coverage for errors, omissions and other wrongful acts or omissions (except for intentional acts or omissions), arising out of the professional services performed by Contractor. Contractor shall maintain continuous Errors & Omissions coverage for a period commencing no later than the date of the contract, and continuing for a period of no less than 2 years from the date of completion of all work completed or services performed under the contract. The limit of liability shall not be less than $1,000,000.

9. Separation of Insured's Provision: If Contractor's liability policies do not contain the standard ISO separation of insured's provision, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

10. Limits: By requiring the insurance as set out in this Contract, City does not represent that coverage and limits will necessarily be adequate to protect Contractor and such coverage and limits shall not be deemed as a limitation on Contractor's liability under the indemnities provided to City in this Contract. The City will have the right at any time to require liability insurance greater than that otherwise specified in Exhibit 1. If required, the additional premium or premiums payable shall be added to the bid price.

11. Indemnification (Hold Harmless) Provision: To the fullest extent permitted by law, the Contractor agrees to defend, pay on behalf of, indemnify, and hold harmless the City of Cedar Falls, Iowa, its elected and appointed officials, directors, employees, agents and volunteers working on behalf of the City of Cedar Falls, Iowa against any and all claims, demands, suits or loss, including any and all outlay and expense connected therewith, and for damages which may be asserted, claimed or recovered against or from the City of Cedar Falls, Iowa, its elected and appointed officials, directors, employees, agents and volunteers working on behalf of the City of Cedar Falls, Iowa, including, but not limited to, damages arising by reason of personal injury, including bodily injury or death, and property damages, which arises out of or is in any way connected or associated with the work and/or services provided by the Contractor to the City of Cedar Falls, Iowa pursuant to the provisions of this contract to the extent arising out of the errors, omissions or negligent acts of the Contractor, its agents, employees, subcontractors or others working on behalf of the Contractor. It is the intention of the parties that the City of Cedar Falls, Iowa, its elected and appointed officials, directors, employees, agents and volunteers working on behalf of the City of Cedar Falls, Iowa shall not be liable or in any way responsible for the injury, damage, liability, loss or expense incurred by the Contractor, its officers, employees, subcontractors, and others affiliated with the

Contractor due to accidents, mishaps, misconduct, negligence or injuries either in person or property resulting from the work and/or services performed by the Contractor pursuant to the provisions of this contract, except for and to the extent caused by the negligence of the City of Cedar Falls, Iowa.

The Contractor expressly assumes full responsibility for damages or injuries which may result to any person or property by reason of or in connection with the work and/or services provided by the Contractor to the City of Cedar Falls, Iowa pursuant to this contract to the extent arising out of the errors, omissions or negligent acts of the Contractor, its agents, employees, subcontractors or others working on behalf of the Contractor, and agrees to pay the City of Cedar Falls, Iowa for all damages caused to the City of Cedar Falls, Iowa premises resulting from the work and/or services of the Contractor, its officers, employees, subcontractors, and others affiliated with the Contractor to the extent arising out of such errors, omissions or negligent acts.

The Contractor represents that its activities pursuant to the provisions of this contract will be performed and supervised by adequately trained and qualified personnel, and the Contractor will observe, and cause its officers, employees, subcontractors and others affiliated with the Contractor to observe all applicable safety rules.

12. Waiver of Subrogation: To the extent permitted by law, Contractor hereby releases the City of Cedar Falls, Iowa, its elected and appointed officials, its directors, employees, agents and volunteers working on behalf of the City of Cedar Falls, Iowa, from and against any and all liability or responsibility to the Contractor or anyone claiming through or under the Contractor by way of subrogation or otherwise, for any loss or damage to property caused by fire or any other casualty and for any loss due to bodily injury to Contractor's employees. This provision shall be applicable and in full force and effect only with respect to loss or damage occurring during the time of this contract or arising out of the work performed under this contract. The Contractor's policies of insurance shall contain a clause or endorsement to the effect that such release shall not adversely affect or impair such policies or prejudice the right of the Contractor to recover thereunder.

Completion Checklist

- ❑ Certificate of Liability Insurance (2 pages)
- ❑ Additional Insured CG 20 10 07 04
- ❑ Additional Insured CG 20 37 07 04
- ❑ Governmental Immunities Endorsement

CDBG Entitlement Housing Services
Cedar Falls, Iowa
City Project No. BL-000-CD

EXHIBIT 1 – INSURANCE SCHEDULE

General Liability (Occurrence Form Only):

Commercial General Liability	
General Aggregate	$2,000,000
Products-Completed Operations Aggregate Limit	$2,000,000
Personal and Advertising Injury Limit	$1,000,000
Each Occurrence Limit	$1,000,000
Fire Damage Limit (any one occurrence)	$ 50,000
Medical Payments	$ 5,000

Automobile: *(Combined Single Limit)* $1,000,000
If the Contractor does not own any vehicles, coverage is required on non-owned and hired vehicles.

Standard Workers Compensation

Statutory for Coverage A	
Employers Liability:	
Each Accident	$ 500,000
Each Employee – Disease	$ 500,000
Policy Limit – Disease	$ 500,000

Umbrella: $3,000,000
The Umbrella/Excess Insurance shall be written on a per occurrence basis and if the Umbrella/Excess is not written on a follow form basis it shall have the same endorsements as required of the primary policy(ies).

Errors & Omissions: $1,000,000

CDBG Entitlement Housing Services
Cedar Falls, Iowa
City Project No. BL-000-CD

CITY OF CEDAR FALLS, IOWA
ADDITIONAL INSURED ENDORSEMENT

The City of Cedar Falls, Iowa, including all its elected and appointed officials, all its employees and volunteers, all its boards, commissions and/or authorities and their board members, employees, and volunteers, are included as Additional Insureds, including ongoing operations CG 2010 07 04 or equivalent, and completed operations CG 2037 07 04 or equivalent. See Specimens.

This coverage shall be primary to the Additional Insureds, and not contributing with any other insurance or similar protection available to the Additional Insureds, whether other available coverage be primary, contributing or excess.

GOVERNMENTAL IMMUNITIES ENDORSEMENT
(For use when *including* the City as an Additional Insured)

1. Nonwaiver of Government Immunity. The insurance carrier expressly agrees and states that the purchase of this policy and the including of the City of Cedar Falls, Iowa as an Additional Insured does not waive any of the defenses of governmental immunity available to the City of Cedar Falls, Iowa under Code of Iowa Section 670.4 as it now exists and as it may be amended from time to time.

2. Claims Coverage. The insurance carrier further agrees that this policy of insurance shall cover only those claims not subject to the defense of governmental immunity under the Code of Iowa Section 670.4 as it now exists and as it may be amended from time to time.

3. Assertion of Government Immunity. The City of Cedar Falls, Iowa shall be responsible for asserting any defense of governmental immunity, and may do so at any time and shall do so upon the timely written request of the insurance carrier. Nothing contained in this endorsement shall prevent the carrier from asserting the defense of governmental immunity on behalf of the City of Cedar Falls, Iowa.

4. Non-Denial of Coverage. The insurance carrier shall not deny coverage under this policy and the insurance carrier shall not deny any of the rights and benefits accruing to the City of Cedar Falls, Iowa under this policy for reasons of governmental immunity unless and until a court of competent jurisdiction has ruled in favor of the defense(s) of governmental immunity asserted by the City of Cedar Falls, Iowa.

5. No Other Change in Policy. The insurance carrier and the City of Cedar Falls, Iowa agree that the above preservation of governmental immunities shall not otherwise change or alter the coverage available under the policy.

CANCELLATION AND MATERIAL CHANGES ENDORSEMENT

Thirty (30) days Advance Written Notice of Cancellation, Non-Renewal, Reduction in coverage and/or limits and ten (10) days written notice of non-payment of premium shall be sent to: Risk Management Office, City of Cedar Falls, City Hall, 220 Clay Street, Cedar Falls, Iowa 50613. This endorsement supersedes the standard cancellation statement on the Certificate of Insurance to which this endorsement is attached. Contractor agrees to furnish the City with 30 days advance written notice of cancellation, non-renewal, reduction in coverage and/or limits, and 10 days advance written notice of non-payment of premium.

CDBG Entitlement Housing Services
Cedar Falls, Iowa
City Project No. BL-000-CD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Your Insurance Agency 123 Main Street Anytown, IA 00000	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: PRODUCER CUSTOMER ID #:
INSURED Business Name 123 Main Street Anytown, IA 0000	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Carrier should reflect rating of A-, VIII or better INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC	X	X	Policy Number	01/01/2015	01/01/2016	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY [X] ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	X	X	Policy Number	01/01/2015	01/01/2016	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $ $1,000,000
A	[X] UMBRELLA LIAB [X] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DEDUCTIBLE RETENTION $	X		Policy Number	01/01/2015	01/01/2016	EACH OCCURRENCE AGGREGATE	$ 3,000,000 $ 3,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N [ ] (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	N/A	X	Policy Number	01/01/2015	01/01/2016	[X] WC STATU-TORY LIMITS [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 500,000 $ 500,000 $ 500,000
	Errors & Omissions			Policy Number	01/01/2015	01/01/2016	Each Occurence	$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

City of Cedar Falls, Iowa, including all its elected and appointed officials, all its employees and volunteers, all its boards, commissions and/or authorities and their board members, employees and volunteers are an Additional Insured(s) on the general liability policy on a primary and non-contributory basis (CG2010 & CG2037). Governmental Immunities Endorsement including 30 Days Notice of Cancellation Included. Waiver of Subrogation under the Work Comp & Gen Liab.

CERTIFICATE HOLDER	CANCELLATION
City of Cedar Falls 220 Clay Street Cedar Falls, IA 50613	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

ACORD 25 (2009/09)

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 10 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):
Location(s) Of Covered Operations
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. **Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or

2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

All terms and conditions of this policy apply unless modified by this endorsement.

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 37 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):
Location And Description Of Completed Operations
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

All terms and conditions of this policy apply unless modified by this endorsement.

Item G.2.r.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 2/9/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER PDCM Insurance P.O. Box 2597 Waterloo IA 50704	**CONTACT NAME:** Janet Dufel, CPCU, CIC, CRM, CPIW **PHONE (A/C, No, Ext):** 319-234-8888 **FAX (A/C, No):** 319-234-7702 **E-MAIL ADDRESS:** jdufel@pdcm.com
	INSURER(S) AFFORDING COVERAGE / **NAIC #**
	INSURER A : Philadelphia Ins. Companies
INSURED IOWANOR-02 Iowa Northland Regional Council of Governments 229 E. Park Avenue Waterloo IA 50703	**INSURER B :** IMWCA **INSURER C :** * XL Insurance **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 658193401 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [ ] LOC [ ] OTHER:	Y	Y	PHPK1673821	7/1/2017	7/1/2018	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 1,000,000 $ 20,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	**AUTOMOBILE LIABILITY** [X] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [X] HIRED AUTOS [X] NON-OWNED AUTOS	Y	Y	PHPK1673821	7/1/2017	7/1/2018	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
A	X **UMBRELLA LIAB** [X] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE DED [X] RETENTION $ 10,000	Y		PHUB589612	7/1/2017	7/1/2018	EACH OCCURRENCE AGGREGATE 	$ 4,000,000 $ 4,000,000 $
B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		0640	7/1/2017	7/1/2018	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 5,000,000 $ 5,000,000 $ 5,000,000
A C	Professional Liability Public Officials E&O			PHPK1673821 POL0950362	7/1/2017 7/1/2017	7/1/2018 7/1/2018	Ea Incident/Aggregate Ea Claim/Aggregate	1000000/2000000 1000000/1000000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Cedar Falls, Iowa, including all its elected and appointed officials, all its employees and volunteers, all its boards, commissions and/or authorities and their board members, employees and volunteers are an Additional insured on the general liability policy on a primary and non-contributory basis. Governmental Immunities Endorsement and 30 Day Notice of Cancellation Endorsement are included. Waiver of Subrogation applies under General Liability.

CERTIFICATE HOLDER

City of Cedar Falls
220 Clay Street
Cedar Falls IA 50613

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Stephen Clabby

PI-GL-005 (07/12)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED
PRIMARY AND NON-CONTRIBUTORY INSURANCE

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Effective Date: 01/29/2018

Name of Person or Organization (Additional Insured):

City of Cedar Falls
220 Clay St
Cedar Falls, IA 50613

SECTION II – WHO IS AN INSURED is amended to include as an additional insured the person(s) or organization(s) shown in the endorsement Schedule, but only with respect to liability for "bodily injury," "property damage" or "personal and advertising injury" arising out of or relating to your negligence in the performance of "your work" for such person(s) or organization(s) that occurs on or after the effective date shown in the endorsement Schedule.

This insurance is primary to and non-contributory with any other insurance maintained by the person or organization (Additional Insured), except for loss resulting from the sole negligence of that person or organization.

This condition applies even if other valid and collectible insurance is available to the Additional Insured for a loss or "occurrence" we cover for this Additional Insured.

The Additional Insured's limits of insurance do not increase our limits of insurance, as described in **SECTION III – LIMITS OF INSURANCE**.

All other terms, conditions, and exclusions under the policy are applicable to this endorsement and remain unchanged.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF GOVERNMENTAL IMMUNITY

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
OWNERS AND CONTRACTORS PROTECTIVE LIABILITY COVERAGE PART
RAILROAD PROTECTIVE LIABILITY COVERAGE PART

We will waive, both in the adjustment of claims and in the defense of "suits" against the insured, any governmental immunity of the insured, unless the insured requests in writing that we not do so.

Waiver of immunity as a defense will not subject us to liability for any portion of a claim or judgment in excess of the applicable limit of insurance.

Exhibit C

CDBG Entitlement Funding: Grant Administration and Technical Services for Housing Projects
Cedar Falls, Iowa
City Project Number BL-000-CD

2/9/12

STANDARD TERMS AND CONDITIONS FOR CONTRACTS BETWEEN CONTRACTORS WHO PERFORM PROFESSIONAL SERVICES AND THE CITY OF CEDAR FALLS

This document outlines the Standard Terms and Conditions for all Contractors who perform work or services for the City of Cedar Falls under a contract. The term, "Contractor," as used in this document, includes an engineer, an architect, and any other design professional providing professional services to the City of Cedar Falls, Iowa, under a contract (but excludes construction contractors).

1. This Contract may not be modified or amended except by a writing signed by an authorized representative of the City of Cedar Falls and of the Contractor.

2. Time is of the essence of this Contract.

3. Contractor shall be an independent contractor with respect to the services to be performed under this Contract. Neither Contractor nor its subcontractors, agents, or employees, shall be deemed to be employees or agents of the City.

4. Contractor shall perform all duties in accordance with all applicable federal, state and local laws and regulations.

5. If Contractor breaches this Contract, the City shall have all remedies available to it at law or in equity.

6. Severability. If any provision of this Contract is declared invalid, illegal, or incapable of being enforced by any court of competent jurisdiction, all of the remaining provisions of this Contract shall nevertheless continue in full force and effect, and no provision shall be deemed dependent upon any other provision unless so expressed herein.

7. Assignment. Contractor may not assign this Contract or any of its rights or obligations hereunder, without the prior written consent of the City, which consent may be withheld in the sole and absolute discretion of the City.

8. Survival of Obligations. All obligations and duties which by their nature extend beyond the term of this Contract shall survive the expiration or termination of this Contract.

9. Governing Law; Jurisdiction; Venue and Trial. This Contract shall be construed in accordance with, and all disputes hereunder shall be governed by, the laws of the State of Iowa, excluding its conflicts of law rules. The parties hereto agree that the exclusive jurisdiction and venue shall be in the Iowa District Court for Black Hawk County, and in no other jurisdiction or location, and shall not be removed to federal court. The parties hereby agree to waive the right to trial by jury and agree to submit all disputes to a trial by judge alone. The parties agree that no disputes under this Contract shall be submitted to binding arbitration, but may be submitted to mediation by mutual consent of both parties.

10. Any failure of Contractor to comply with the Insurance Requirements for Contractors for the City of Cedar Falls set forth on Attachment A, shall constitute a default under this Contract.

11. Attorneys' Fees. In the event of litigation, the City shall under no circumstances be obligated for payment of any attorneys' fees of Contractor or any other party, arising out of such litigation.

12. Payment. Payment of Contractor's invoices shall be due no sooner than thirty (30) days from the date of invoice. In the event any invoices are not paid within thirty (30) days, the City shall pay interest thereon at the rate provided for by Section 668.13(3), Code of Iowa, computed monthly.

13. The City shall not be obligated to maintain confidentiality of Contractor documents or records that are furnished to the City if such documents are public records under the Iowa Open Records Law, Chapter 22, Code of Iowa, and the City shall have no responsibility to Contractor for disclosure of such records.

14. Under no circumstances shall the City waive any damages against the Contractor or any other party arising out of any breach of this Contract, whether consequential, indirect, special, or punitive damages.

15. Under no circumstances shall the Contractor's liability to the City be limited to any specific amount or sum, whether that amount is the compensation paid by the City to the Contractor under this Contract, or the dollar amount of coverage provided for in the Insurance Requirements for Contractors for the City of Cedar Falls, Attachment A.

16. No waiver of the City's subrogation rights against the Contractor or any other party shall conflict with the provisions of the City Insurance Requirements, Attachment A.

17. Limitations Period. There shall be no limitation, except as provided for by Iowa law, on the period of time within which the City may make any claim against the Contractor or other party under the provisions of this Contract.

18. This Contract shall not be binding on the City unless and until approved by the City Council of the City at a duly constituted meeting, and signed by the Mayor and City Clerk of the City.

19. Warranties. Contractor represents and warrants that all services furnished to the City under this Contract shall be furnished in a skilled and workmanlike manner, in accordance with the degree of skill and care that is required by current, good and sound practices applicable to the Contractor's industry or profession, and as otherwise required by applicable law.

20. Force Majeure. Neither party to this Contract shall be liable to the other party for delays in performing the services, or for the direct or indirect cost resulting from such delays, that may result from acts of God, acts of governmental authorities, extraordinary weather conditions or other natural catastrophes, or any other cause beyond the reasonable control or contemplation of either party. Each party will take reasonable steps to mitigate the impact of any force majeure.

Exhibit D

CDBG Entitlement Funding: Grant Administration and Technical Services for Housing Projects
Cedar Falls, Iowa
City Project Number BL-000-CD

Required Federal Contract Language
For
Community Development Block Grant (CDBG) Funded Contracts
(As Excerpted from the IEDA 2016 CDBG Management Guide)

Federal Labor Standards Provisions

Applicability
The Project or Program to which the construction work covered by this contract pertains is being assisted by the United States of America and the following Federal Labor Standards Provisions are included in this Contract pursuant to the provisions applicable to such Federal assistance.

A.1. (i) Minimum Wages. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR Part 3), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under Section l(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of 29 CFR 5.5(a)(1)(iv); also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under 29 CFR 5.5(a)(1)(ii) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible, place where it can be easily seen by the workers.

(ii)(a) Any class of laborers or mechanics which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. HUD shall approve an additional classification and wage rate and fringe benefits therefor only when the following criteria have been met:
(1) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(b) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and HUD or its designee agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by HUD or its designee to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, D.C. 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB control number 1215-0140.)

(c) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and HUD or its designee do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), HUD or its designee shall refer the questions, including the views of all interested parties and the recommendation of HUD or its designee, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise HUD or its designee or will notify HUD or its designee within the 30-day period that additional time is necessary. (Approved by the Office of Management and Budget under OMB Control Number 1215-0140.)

(d) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii)(b) or (c) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program. (Approved by the Office of Management and Budget under OMB Control Number 1215-0140.)

2. Withholding. HUD or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract In the event of failure to pay any laborer or mechanic, including any apprentice, trainee or helper, employed or working on the site of the work, all or part of the wages required by the contract, HUD or its designee may, after written notice to the contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased. HUD or its designee may, after written notice to the contractor, disburse such amounts withheld for and on account of the contractor or subcontractor to the respective employees to whom they are due. The Comptroller General shall make such disbursements in the case of direct Davis-Bacon Act contracts.

3. (i) Payrolls and basic records. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in Section l(b)(2)(B) of the Davis-bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5 (a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section l(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs. (Approved by the Office of Management and Budget under OMB Control Numbers 1215-0140 and 1215-0017.)

(ii) (a) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to HUD or its designee if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant sponsor, or owner, as the case may be, for transmission to HUD or its designee. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i) except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at *http://www.dol.gov/esa/whd/forms/wh347instr.htm* or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain

the full social security number and current address of each covered worker, and shall provide them upon request to HUD or its designee if the agency is a party to the contract, but if the agency is not such a party, the contractor will submit the payrolls to the applicant sponsor, or owner, as the case may be, for transmission to HUD or its designee, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this subparagraph for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to HUD or its designee. (Approved by the Office of Management and Budget under OMB Control Number 1215-0149.)

(b) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5 (a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is
correct and complete;

(2) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR Part 3;

(3) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(c) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by subparagraph A.3.(ii)(b).

(d) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The contractor or subcontractor shall make the records required under subparagraph A.3.(i) available for inspection, copying, or transcription by authorized representatives of HUD or its designee or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, HUD or its designee may, after written notice to the contractor, sponsor, applicant or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.
(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under

the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is

performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant ',to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(iii) Equal employment opportunity. The utilization of apprentices, trainees and journeymen under 29 CFR Part 5 shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR Part 3 which are incorporated by reference in this contract

6. Subcontracts. The contractor or subcontractor will insert in any subcontracts the clauses contained in subparagraphs 1 through 11 in this paragraph A and such other clauses as HUD or its designee may by appropriate instructions require, and a copy of the applicable prevailing wage decision, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this paragraph.

7. Contract termination; debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its

subcontractors) and HUD or its designee, the U.S. Department of Labor, or the employees or their representatives.

10. (i) Certification of Eligibility. By entering into this contract the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of Section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1) or to be awarded HUD contracts or participate in HUD programs pursuant to 24 CFR Part 24.
(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of Section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1) or to be awarded HUD contracts or participate in HUD programs pursuant to 24 CFR Part 24.
(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001. Additionally, U.S. Criminal Code, Section 1 01 0, Title 18, U.S.C., "Federal Housing Administration transactions", provides in part: "Whoever, for the purpose of... influencing in any way the action of such Administration... makes, utters or publishes any statement knowing the same to be false... shall be fined not more than $5,000 or imprisoned not more than two years, or both."

11. Complaints, Proceedings, or Testimony by Employees. No laborer or mechanic to whom the wage, salary, or other labor standards provisions of this Contract are applicable shall be discharged or in any other manner discriminated against by the Contractor or any subcontractor because such employee has filed any complaint or instituted or caused to be instituted any proceeding or has testified or is about to testify in any proceeding under or relating to the labor standards applicable under this Contract to his employer.

B. Contract Work Hours and Safety Standards Act. The provisions of this paragraph B are applicable where the amount of the prime contract exceeds $100,000. As used in this paragraph, the terms "laborers" and "mechanics" include watchmen and guards.

(1) Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which the individual is employed on such work to work in excess of 40 hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of 40 hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in subparagraph (1) of this paragraph, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in subparagraph (1) of this paragraph, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of 40 hours without payment of the overtime wages required by the clause set forth in sub paragraph (1) of this paragraph.

(3) Withholding for unpaid wages and liquidated damages. HUD or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contract, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act which is held by the same prime contractor such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in subparagraph (2) of this paragraph.

(4) Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in subparagraph (1) through (4) of this paragraph and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in subparagraphs (1) through (4) of this paragraph.

C. Health and Safety. The provisions of this paragraph C are applicable where the amount of the prime contract exceeds $100,000.

(1) No laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health and safety as determined under construction safety and health standards promulgated by the Secretary of Labor by regulation.

(2) The Contractor shall comply with all regulations issued by the Secretary of Labor pursuant to Title 29 Part 1926 and failure to comply may result in imposition of sanctions pursuant to the Contract Work Hours and Safety Standards Act, (Public Law 91-54, 83 Stat 96). 40 USC 3701 et seq.

(3) The contractor shall include the provisions of this paragraph in every subcontract so that such provisions will be binding on each subcontractor. The contractor shall take such action with respect to any subcontractor as the Secretary of Housing and Urban Development or the Secretary of Labor shall direct as a means of enforcing such provisions.

REQUIRED CONTRACT LANGUAGE

All project contracts shall contain at a minimum the following provisions, as appropriate.

ALL CONTRACTS

1. Access and Maintenance of Records

The contractor must maintain all required records for five years after final payments are made and all other pending matters are closed.

At any time during normal business hours and as frequently as is deemed necessary, the contractor shall make available to the Iowa Economic Development Authority, the State Auditor, the General Accounting Office, and the Department of Housing and Urban Development, for their examination, all of its records pertaining to all matters covered by this contract and permit these agencies to audit, examine, make excerpts or transcripts from such records, contract, invoices, payrolls, personnel records, conditions of employment, and all other matters covered by this contract.

2. Civil Rights

The Contractor must comply with the following laws and regulations:

- Title VI of the Civil Rights Act of 1964 (P.L. 88-352).
  States that no person may be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, or national origin.

- Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), as amended.

- Iowa Civil Rights Act of 1965.
  This Act mirrors the Federal Civil Rights Act.

- Section 109 of Title I of the Housing and Community Development Act of 1974, as amended (42 U.S.C. 5309).
  Provides that no person shall be excluded from participation in, denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, sex, age, or handicap under any program or activity funded in part or in whole under Title I of the Act.

- The Age Discrimination Act of 1975, as amended (42 U.S.C. 1601 et seq.)
  Provides that no person on the basis of age, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving Federal financial assistance.

- Section 504 of the Rehabilitation Act of 1973, as amended (P.L. 93-112, 29 U.S.C. 794).
  Provides that no otherwise qualified individual shall solely by reason of his/her handicap be excluded from participation in, be denied the benefits of, or be discriminated against under any program or activity receiving Federal financial assistance.

- Americans with Disabilities Act (P.L. 101-336, 42 U.S.C. 12101-12213)
  Provides comprehensive civil rights to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

- Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u).
  Provides to the greatest extent feasible, that training and employment opportunities be made available to lower-income residents of project areas and that contracts be awarded to small businesses located within the project area or owned in substantial part by project area residents.

- Federal Executive Order 11246, as amended by Executive Order 11375.
  Provides that no one be discriminated in employment.

- Federal Executive Order 11063, as amended by Executive Order 12259.

3. Termination Clause

All contracts utilizing CDBG funds must contain a termination clause that specifies the following:
- Under what conditions the clause may be imposed.
- The form the termination notice must take (e.g., certified letter).
- The time frame required between the notice of termination and its effective date.
- The method used to compute the final payment(s) to the contractor.

4. Certification regarding government-wide restriction on lobbying.

All contracts utilizing CDBG funds must contain the following certification concerning restriction of lobbying:

"The Recipient certifies, to the best of his or her knowledge and belief, that:

i. No Federal appropriated funds have been paid or will be paid, by or on behalf of the Recipient, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

ii. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee, or an employee of a Member of congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Recipient shall complete and submit Standard Form-LLL, "Disclosure Form to Report Federal Lobbying" in accordance with its instruction.

iii. The Recipient shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure."

5. Lead-Safe Housing Regulations (As applicable)

24 CFR Part 35 et. al.

Requirements for Notification, Evaluation and Reduction of Lead-Based Paint Hazards in Federally Owned Residential Properties and Housing Receiving Federal Assistance, Final Rule

6. Standards and Policies Relating to Energy Efficiency

Pub. L. 94-163, 89 Stat. 871

Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

7. Notice of Awarding Agency Requirements and Regulations Pertaining to Reporting

The Contractor must provide information as necessary and as requested by the Iowa Economic Development Authority for the purpose of fulfilling all reporting requirements related to the CDBG program.

ALL CONTRACTS IN EXCESS OF $10,000

In addition to the preceding provisions, all contracts in excess of $10,000 must include the following language, pursuant to Federal Executive Orders 11246 and 11375:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of the Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The contractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the contractor's non-compliance with the nondiscrimination clause of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The contractor will include the provisions of Paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

ALL CONTRACTS IN EXCESS OF $100,000

In addition to the preceding provisions, contracts in excess of $100,000 shall require compliance with the following laws and regulations:

Section 306 of the Clean Air Acts (42 U.S.C. 1857(h)).
Section 508 of the Clean Water Act (33 U.S.C. 1368).
Executive Order 11738.
EPA Regulations - 40 CFR, Part 15.

Clean Air and Water Acts - required clauses:

This clause is required in all third party contracts involving projects subject to the Clean Air Act (42 U.S.C. 1857 et seq.), the Federal Water Pollution Control Act (33 U.S.C. 1251 et seq.), and the regulations of the Environmental Protection Agency with respect to 40 CFR Part 15, as amended. It should also be mentioned in the bid document.

During the performance of this contract, the CONTRACTOR agrees as follows:

(1) The CONTRACTOR will certify that any facility to be utilized in the performance of any nonexempt contract or subcontract is not listed on the Excluded Party Listing System pursuant to 40 CFR 32.

(2) The CONTRACTOR agrees to comply with all the requirements of Section 114 of the Clean Air Act, as amended, (42 U.S.C. 1857c-8) and Section 308 of the Federal Water Pollution Control Act, as amended (33 U.S.C. 1318) relating to inspection, monitoring, entry, reports, and information, as well as all other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued thereunder.

(3) The CONTRACTOR agrees that as a condition for the award of the contract, prompt notice will be given of any notification received from the Director, Office of Federal Activities, Environmental Protection Agency, indicating that a facility utilized or to be utilized for the contract is under consideration to be listed on the Excluded Party Listing System.

(4) The CONTRACTOR agrees that it will include or cause to be included the criteria and requirements in Paragraph (1) through (4) of this section in every nonexempt subcontract and require every subcontractor to take such action as the Government may direct as a means of enforcing such provisions.

ALL CONSTRUCTION CONTRACTS IN EXCESS OF $2,000

In addition to the preceding provisions, all construction contracts in excess of $2,000 must include the Federal Labor Standards Provisions (verbatim) found in Appendix 2 under Required Contract Provisions. (Housing rehabilitation contracts of less than 8 units are excluded from this requirement.)

HOUSING AND URBAN DEVELOPMENT ACT OF 1968
SECTION 3 CLAUSE

A. The work to be performed under this contract is on a project assisted under a program providing direct Federal financial assistance from the Department of Housing and Urban Development and is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended, 12 U.S.C. 1701 u. Section 3 requires that to the greatest extent feasible opportunities for training and employment be given lower income residents of the project area and contracts for work in connection with the project be awarded to business concerns which are located in, or owned in substantial part by persons residing in the area of the project.

B. The parties to this contract will comply with the provisions of said Section 3 and the regulations issued pursuant thereto by the Secretary of Housing and Urban Development set forth in 24 CFR Section 3, and all applicable rules and orders of the Department issued there under prior to the execution of this contract. The parties to this contract certify and agree that they are under no contractual or other disability that would prevent them from complying with these requirements.

C. The contractor will send to each labor organization or representative of workers with which he has a collective bargaining agreement or other contract or understanding if any, a notice advising said labor organization or workers' representative of his commitments under this Section 3 clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment or training.

D. The contractor will include this Section 3 clause in every subcontract; for work in connection with the project and will, at the direction of the applicant for or recipient of Federal financial assistance, take appropriate action pursuant to the Subcontract upon a finding that the subcontractor is in violation of regulations issued by the Secretary of Housing and Urban Development, 24 CFR Section 3. The contractor will not subcontract with any subcontractor where it has notice or knowledge that the latter has been found in violation of regulations under 24 CFR Section 3 and will not let any subcontract unless the subcontractor has first provided it with a preliminary statement of ability to comply with the requirements of these regulations.

E. Compliance with the provisions of Section 3, the regulations set forth in 24 CFR Section 3, and all applicable rules and orders of the Department issued there under prior to the execution of the contract, shall be a condition of the Federal financial assistance provided to the project, binding upon the applicant or recipient for such assistance, its successors, and assigns. Failure to fulfill these requirements shall subject the applicant or recipient, its contractors and subcontractors, its successors, and assigns to those sanctions specified by the grant or loan agreement or contract through Federal assistance is provided, and to such sanctions as are specified by 24 CFR Section 135.135.

DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
501 E. 4th Street
Cedar Falls, Iowa 50613
Phone: 319-273-8633
Fax: 319-273-8610
www.cedarfalls.com

MEMORANDUM

Water Reclamation Division

TO: Honorable Mayor James P. Brown and City Council Members

FROM: Mike Nyman, Manager
Water Reclamation/Sewer Division

DATE: February 14, 2018

SUBJECT: 2018 Sanitary Sewer Rehabilitation Project
Project No. WR – 000 - 3150

The plans, specifications and form of contract for the 2018 Sanitary Sewer Rehabilitation (liner) Project have been prepared and are on file in the City Clerk's office. I've identified approximately 8,500 feet of sanitary sewer lines for rehabilitation. I'm requesting that the City Council receive and file these plans, specifications and form of contract at the council meeting of February 19, 2018 and set the public hearing for this project for March 5, 2018.

The FY17 CIP includes $250,000 for various sewer rehabilitation projects and is designated as such in budget line item 552-7755-436-9201. The estimated cost of this project is $240,000.

Thank you very much. Please let me know if you have any questions.

PROJECT SPECIFICATIONS
FOR
2018 SANITARY SEWER REHABILITATION PROJECT
Project No. WR – 000 – 3150
Cedar Falls, Iowa

ENGINEER'S CERTIFICATION	
	I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed professional engineer under the laws of the State of Iowa. _____ Date: 02/02/2018 Jon L. Resler, P.E. Iowa License No. 16911 My license renewal date is December 31, 2019 Pages or sheets covered by this seal: 1-25.

TABLE OF CONTENTS

DIVISION 3 – Standard Specifications

The City of Cedar Falls has adopted the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS) as the City's Standard Specification.

This "Standard Specification" is amended by the City of Cedar Falls' 2018 Supplemental Specifications to the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS).

Links to both documents can be found on the City's website at:
www.cedarfalls.com/designstandards

DIVISION 4 – Supplemental Plans and Specifications

2018 SANITARY SEWER REHABILITATION PLAN

NOTICE OF PUBLIC HEARING ON PLANS, SPECIFICATIONS, FORM OF CONTRACT, AND ESTIMATE OF COST FOR THE 2018 SANITARY SEWER REHABILITATION PROJECT IN THE CITY OF CEDAR FALLS, IOWA

TO ALL TAXPAYERS OF THE CITY OF CEDAR FALLS, IOWA, AND OTHER PERSONS INTERESTED:

Public notice is hereby given that the City Council of the City of Cedar Falls, Iowa, will conduct a Public Hearing on Plans, Specifications, Form of Contract, and Estimate of Cost for the construction of the 2018 Sanitary Sewer Rehabilitation Project in said City at 7:00 p.m. on the 5th day of March, 2018, said meeting to be held in the Council Chambers in the City Hall in said City.

Said Plans, Specifications, and Form of Contract are now on file in the office of the City Clerk in the City Hall in Cedar Falls, Iowa, and may be inspected by any persons interested.

Any person interested may appear at said meeting of the City Council for the purpose of making objections to said Plans, Specifications or Contract or the cost of making said improvement.

This notice given by order of the City Council of the City of Cedar Falls, Iowa.

City of Cedar Falls, Iowa

By: _____
Jacqueline Danielsen, CMC
City Clerk

NOTICE TO BIDDERS
2018 SANITARY SEWER REHABILITATION PROJECT
IN THE CITY OF CEDAR FALLS, IOWA

Time and Place for Filing Sealed Proposals: Sealed proposals will be received for 2018 Sanitary Sewer Rehabilitation Project at the City Clerk's office by the Water Reclamation Manager or an authorized representative of the City of Cedar Falls, Iowa, until 2:00 p.m. on the 13th day of March, 2018.

Time and Place Sealed Proposals will be Opened and Considered: Sealed proposals will be opened and read at 2:00 p.m. on the 13th day of March, 2018 in the City Council Chambers at City Hall, 220 Clay Street Cedar Falls, Iowa, for consideration by the City of Cedar Falls City Council at its meeting at 7:00 p.m. on the 19th day of March, 2018 or at such later time and place as may be fixed. The City of Cedar Falls reserves the right to reject any and all proposals including without limitation, nonconforming, nonresponsive, unbalanced, or conditional bids.

Time for Commencement and Completion of Work: The work under the proposed contract shall commence within eight (8) calendar weeks after the date set forth in the written Notice to Proceed and shall be performed regularly and diligently throughout the duration of the project.

Bid Security: Each Form of Proposal shall be accompanied in a separate envelope by a proposal guaranty as defined in Division 1 Section 05.

Contract Documents: Plans, specifications, and Form of Proposal blanks may be obtained from the Water Reclamation Manager's Office, 501 East 4th Street, Cedar Falls, Iowa. Contract documents are also available electronically by calling 319-268-5161 for ftp site location and access rights.

Preference for Iowa Products and Labor**:** The Contractor shall give preference to Iowa domestic labor in the construction or building of such public improvement or works in accordance with Section 73 of the Code of Iowa.

Sales Tax**:** Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies or equipment to be used in the performance of this project. Products utilized in the construction of this project will be exempt from tax as provided by Iowa Code Sections 423.2 and 423.45.

Project Description: This work shall consist furnishing and installing a cured in place liner within existing 8 and 12 inch diameter sewer lines in selected areas of the city and in accordance with the contract documents. Total project involves approximately 8,487 feet and 149 service taps. A complete list of sewers to be rehabilitated and TV inspection reports for most lines are available. Contractors may wish to perform their own evaluation prior to the bid.

Published upon order of the City Council of Cedar Falls, Iowa.

CITY OF CEDAR FALLS, IOWA

BY: _____
Jacqueline Danielsen, CMC,
City Clerk

DIVISION I – Instruction to Bidders

The work comprising the 2018 Sanitary Sewer Rehabilitation Project shall be constructed in accordance with the 2018 edition of the Iowa "SUDAS" and as further modified by the City of Cedar Falls' 2018 Supplemental Specifications and the special provisions included in the contract documents. The terms used in the contract revision of the documents are defined in said Standard Specifications.

Before submitting your bid, please review the requirements of "Division One, General Provisions and Covenants", in particular the sections regarding proposal requirements, bonding, contract execution, and insurance requirements. Please be certain that all documents have been completed properly; as failure to complete and sign all documents and to comply with the requirements listed below can cause your bid not to be read.

01 Definition & Terms

Add the following to Standard Specification Section 1010 – 1.03:

Code of Iowa: The latest edition of the Code of Iowa

Engineer: The City Engineer of Cedar Falls, Iowa or an authorized representative.

Project Manager: The Water Reclamation Manager of Cedar Falls, Iowa or an authorized representative.

Owner: The City of Cedar Falls, Iowa acting through its City Council.

Project: 2018 Sanitary Sewer Rehabilitation Project; City Project No. WR – 000 – 3150

02 Qualification of the Bidder

Add the following to Standard Specification Section 1020 – 1.01:

To demonstrate bidder's qualifications to perform the work, within five days of the Owners request, bidder shall submit written evidence such as may be called for below:

The address and description of the bidder's place of business; the present firm name, and the name of the state where incorporated.

The Owner hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color or national origin in consideration for an award.

03 Contents of the Proposal Forms

Add the following to Standard Specification Section 1020 – 1.02:

Plans, specifications, and proposal forms may be obtained from the office of the Water Reclamation Manager's Office, 501 East 4th Street, Cedar Falls, Iowa. Plans, specifications, and proposal forms have been approved by the City Council and are now on file for public examination in the office of the City Clerk. Contract documents are also available electronically by calling 319-268-5161 for ftp site location and access rights.

04 Taxes

Add the following to Standard Specification Section 1020 – 1.08:

Contractors and approved subcontractors will be provided a Sales Tax Exemption Certification to purchase building materials, supplies or equipment in the performance of this project. Products utilized in the construction of this project will be exempt from tax as provided by Code of Iowa Sections 423.2 and 423.45.

05 Submission of the Proposal, Identity of Bidder & Bid Security

Add the following to Standard Specification Section 1020 – 1.12:

The bid security must be in the minimum amount of 10% of the total bid amount including all add alternates (do not deduct the amount of deduct alternates). Bid security shall be in the form of a cashier's check, a certified check, or a bank money order drawn on a FDIC insured bank in Iowa or drawn on a FDIC insured bank chartered under the laws of the United States; or a certified share draft drawn on a credit union in Iowa or chartered under the laws of the United States; or a bid bond executed by a corporation authorized to contract as a surety in Iowa or satisfactory to the Jurisdiction. The bid bond must be submitted on the enclosed Bid Bond form, as no other bid bond forms are acceptable. All signatures on the bid bond must be original signatures in ink; facsimile (fax) of any signature on the bid bond is not acceptable. Bid security other than said bid bond shall be made payable to City Clerk of the City of Cedar Falls".

"Miscellaneous Bank checks", as well as "Money Orders" and "Traveler's Checks" issued by persons, firms or corporations licensed under Code of Iowa Chapter 533B are not acceptable bid security.

The bid shall be submitted on the Form of Proposal included herewith or on a computer printed proposal. All entries on this proposal shall be filled in ink, typed or computer printed. The bidder shall not alter the quantity, unit price, or the extension that has been provided for items that have been predetermined by the contracting authority.

If the proposal is computer generated, the bidder shall submit a form titled as "Form of Proposal," followed by: the project name, project number, the City of Cedar Falls, Iowa and the bidder's name. The form shall then include the item numbers, item descriptions, and units and

their quantities. The bidder shall specify a unit price in figures of dollars and cents for all pay items, the extensions for the respective unit prices and quantities in figures in a column provided for the purpose, and the total amount of the proposal obtained by adding the amounts of the several items. The form shall then conclude with the bidder's name, that of its representative and the representative's signature.

The computer generated proposal then is to be attached to the Form of Proposal included herewith, which has the following entries completed: bid security sum and form, the name of the bidder and its official address, and the bidder's representative's name, signature, and title. Also the total bid shall be completed with the entry of "see attached."

The Proposal shall be submitted in a sealed envelope separate from the Bid Security, Bidder Status Form, and the Non-Collusion Affidavit. The envelope shall bear the return address of the Bidder and shall be addressed as follows:

To: City Clerk
City of Cedar Falls
City Hall
220 Clay Street
Cedar Falls, Iowa 50613

Proposal for: 2018 Sanitary Sewer Rehabilitation Project
Project No. WR – 000 – 3150

FORM OF PROPOSAL
2018 SANITARY SEWER REHABILITATION PROJECT
CITY OF CEDAR FALLS, IOWA
PROJECT NO. WR – 000 – 3150

To the Mayor and City Council
City of Cedar Falls, Iowa

The undersigned hereby certifies that _____ have personally and carefully examined the specifications, general conditions, and form of contract annexed hereto. Having made such examination, the undersigned hereby proposes to construct the improvements for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the plans and specifications on file in the office of the City Clerk, the published Notice to Bidders and the Form of Contract, herewith, complying with all the laws of the State of Iowa, and the Rules, Regulations and Ordinances of the City of Cedar Falls, and to the satisfaction of the City Council of the City of Cedar Falls, Iowa, including the guaranteeing of this Project for a period of two (2) years from the date of final acceptance thereof at the following prices, to-wit:

Item No.	Description	Units	Quantity	Unit Price	Extended Price
1	Pipe Lining, 8 Inch	Linear Feet	7,862		
2	Pipe Lining, 12 Inch	Linear Feet	625		
3	Building Sanitary Sewer Service Reconnection	Each	149		
4	Grouting Service Laterals	Each	149		
				Total Bid	

Bidders may not independently bid on selective items of work. In this project, all items constitute one indivisible work that will be let to one bidder. Bids shall be submitted for all of the items. The successful bidder will be determined by evaluating the Total Bid shown above. Failure to submit a bid on any item shall be just cause for disqualification of the entire proposal. Unit bids must be filled in ink, typed or computer generated, or the bid will be rejected. The Owner reserves the right to delete any part or all of any item.

The Owner reserves the right to reject any and all bids, including without limitation, nonconforming, nonresponsive, unbalanced, or conditional bids. The Owner further reserves the right to reject the bid of any bidder whom it finds, after reasonable inquiry and evaluation, to be non-responsible. The Owner may also reject the bid of any bidder if the Owner believes that it would not be in the best interest of the project to make an award to that bidder. The Owner also reserves the right to waive all informalities not involving price time or changes in the work

If written notice of approval of award is mailed, telegraphed or delivered to the undersigned within thirty (30) calendar days after the opening thereof, or any time thereafter before this bid is withdrawn, the undersigned agrees to execute and deliver an agreement in the prescribed form and furnish the required bond within ten (10) calendar days after the Contract is presented to him for signature, and start work within ten (10) calendar days after "Notice to Proceed" is issued.

Bid Security in the sum of _____ in the form of _____, is submitted herewith in accordance with the Instructions to Bidders.

The bidder is prepared to submit a financial and experience statement upon request.

The bidder has received the following Addendum or Addenda:

Addendum No. _____ Date _____
Addendum No. _____ Date _____
Addendum No. _____ Date _____

The bidder has filled in all blanks on this Proposal.

Note: The Penalty for making false statements in offers is prescribed in 18 U.S.A., Section 1001.
Name of bidder

_____ _____
By

_____ _____
Official Address Title

BID BOND
PROJECT NO. WR – 000 – 3150

KNOW ALL MEN BY THESE PRESENTS, that we, _____ _____, as Principal, and _____ as Surety are held and firmly bound unto the City of Cedar Falls, Iowa, as Obligee, hereinafter called "OBLIGEE," In the penal sum of_____ Dollars ($_____) lawful money of the United States, for the payment of which sum will and truly be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents. Whereas the Principal has submitted the accompanying bid dated the _____ day of_____, 20_____, for _____ _____.

NOW THEREFORE,

(a) If said Bid shall be rejected, or in the alternate,

(b) If said Bid shall be accepted and the Principal shall execute and deliver a contract in the form specified and shall furnish a bond for the faithful performance of said contract, and for the payment of all persons performing labor or furnishing materials in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said Bid,

Then this obligation shall be void, otherwise the same shall remain in force and effect; it being expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no event, exceed the penal amount of this obligation as herein stated.

By virtue of statutory authority, the full amount of this bid bond shall be forfeited to the Obligee in liquidation of damages sustained in the event that the Principal fails to execute the contract and provide the bond as provided in the specifications or by law.

The Surety, for value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Obligee may accept such Bid or execute such contract; and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and seals, and such of them as are corporations, have caused their corporate seals to be hereto affixed and these presents to be signed by their proper officers this _____ day of _____, A.D., 20_____.

_____ (Seal)
Principal

_____ By_____ (Title)
Witness

_____ (Seal)
Surety

_____ By_____
Witness Attorney-in-fact

Bidder Status Form

To be completed by all bidders — Part A

Please answer "Yes" or "No" for each of the following:

☐ Yes ☐ No My company is authorized to transact business in Iowa.
(To help you determine if your company is authorized, please review the worksheet on the next page).

☐ Yes ☐ No My company has an office to transact business in Iowa.

☐ Yes ☐ No My company's office in Iowa is suitable for more than receiving mail, telephone calls, and e-mail.

☐ Yes ☐ No My company has been conducting business in Iowa for at least 3 years prior to the first request for bids on this project.

☐ Yes ☐ No My company is not a subsidiary of another business entity or my company is a subsidiary of another business entity that would qualify as a resident bidder in Iowa.

If you answered "Yes" for each question above, your company qualifies as a resident bidder. Please complete Parts B and D of this form.

If you answered "No" to one or more questions above, your company is a nonresident bidder. Please complete Parts C and D of this form.

To be completed by resident bidders — Part B

My company has maintained offices in Iowa during the past 3 years at the following addresses:

Dates: _____/_____/_____ to _____/_____/_____ Address: _____

City, State, Zip: _____

Dates: _____/_____/_____ to _____/_____/_____ Address: _____

City, State, Zip: _____

Dates: _____/_____/_____ to _____/_____/_____ Address: _____

You may attach additional sheet(s) if needed. City, State, Zip: _____

To be completed by non-resident bidders — Part C

1. Name of home state or foreign country reported to the Iowa Secretary of State:

_____

2. Does your company's home state or foreign country offer preferences to bidders who are residents? ☐ Yes ☐ No

3. If you answered "Yes" to question 2, identify each preference offered by your company's home state or foreign country and the appropriate legal citation.

_____

_____

You may attach additional sheet(s) if needed.

To be completed by all bidders — Part D

I certify that the statements made on this document are true and complete to the best of my knowledge and I know that my failure to provide accurate and truthful information may be a reason to reject my bid.

Firm Name: _____

Signature: _____ Date: _____

You must submit the completed form to the governmental body requesting bids per 875 Iowa Administrative Code Chapter 156.
This form has been approved by the Iowa Labor Commissioner.

309-6001 02-14

Worksheet: Authorization to Transact Business

This worksheet may be used to help complete Part A of the Resident Bidder Status form. If at least one of the following describes your business, you are authorized to transact business in Iowa.

☐ Yes ☐ No	My business is currently registered as a contractor with the Iowa Division of Labor.
☐ Yes ☐ No	My business is a sole proprietorship and I am an Iowa resident for Iowa income tax purposes.
☐ Yes ☐ No	My business is a general partnership or joint venture. More than 50 percent of the general partners or joint venture parties are residents of Iowa for Iowa income tax purposes.
☐ Yes ☐ No	My business is an active corporation with the Iowa Secretary of State and has paid all fees required by the Secretary of State, has filed its most recent biennial report, and has not filed articles of dissolution.
☐ Yes ☐ No	My business is a corporation whose articles of incorporation are filed in a state other than Iowa, the corporation has received a certificate of authority from the Iowa secretary of state, has filed its most recent biennial report with the secretary of state, and has neither received a certificate of withdrawal from the secretary of state nor had its authority revoked.
☐ Yes ☐ No	My business is a limited liability partnership which has filed a statement of qualification in this state and the statement has not been canceled.
☐ Yes ☐ No	My business is a limited liability partnership which has filed a statement of qualification in a state other than Iowa, has filed a statement of foreign qualification in Iowa and a statement of cancellation has not been filed.
☐ Yes ☐ No	My business is a limited partnership or limited liability limited partnership which has filed a certificate of limited partnership in this state, and has not filed a statement of termination.
☐ Yes ☐ No	My business is a limited partnership or a limited liability limited partnership whose certificate of limited partnership is filed in a state other than Iowa, the limited partnership or limited liability limited partnership has received notification from the Iowa secretary of state that the application for certificate of authority has been approved and no notice of cancellation has been filed by the limited partnership or the limited liability limited partnership.
☐ Yes ☐ No	My business is a limited liability company whose certificate of organization is filed in Iowa and has not filed a statement of termination.
☐ Yes ☐ No	My business is a limited liability company whose certificate of organization is filed in a state other than Iowa, has received a certificate of authority to transact business in Iowa and the certificate has not been revoked or canceled.

309-6001 02-14

NON-COLLUSION AFFIDAVIT OF PRIME BIDDER
PROJECT NO. WR – 000 – 3150

STATE OF _____
ss
COUNTY OF _____

_____, being first duly sworn, deposes and says that:

(1) We are _____ of _____
(owner, partner, officer, representative, or agent)

_____, the Bidder that has submitted the attached bid:

(2) We are fully informed respecting the preparation and contents of the attached bid and of all pertinent circumstances respecting such bid:

(3) Such bid is genuine and is not a collusive or sham bid:

(4) Neither the said Bidder nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly, with any other Bidder, firm or person to submit a collusive or sham bid in connection with the Contract for which the attached bid has been submitted or to refrain from bidding in connection with such Contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other Bidder, firm or person to fix the price or prices in the attached bid or of any other Bidder, or, to fix any overhead, profit or cost element of the bid price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against the City of Cedar Falls, Iowa, or any person interested in the proposed Contract; and

(5) The price or prices quoted in the attached bid are fair and proper and are not tainted by a collusion, conspiracy, connivance or unlawful agreement on the part of the Bidder or any of its agents, representatives, owners, employees or parties in interest, including this affiant.

_____
Signed

_____
Title

Subscribed and sworn to before me

this _____ day of _____, 20_____

_____

_____
Title

My Commission expires _____.

FORM OF CONTRACT

This Contract entered into in quadruplicate at Cedar Falls, Iowa, this ____ day of _____, 2018, by and between the City of Cedar Falls, Iowa, hereinafter called the Owner, and_____ of _____, hereinafter called the Contractor.

WITNESSETH:

The Contractor hereby agrees to furnish all labor, tools, materials, and equipment and construct the public improvement consisting of: 2018 SANITARY SEWER REHABILITATION PROJECT; PROJECT NO. WR – 000 – 3150 all in the City of Cedar Falls, Iowa, ordered to be constructed by the City Council of the City of Cedar Falls, Iowa, by Resolution duly passed on the 5th day of March, 2018 and shown and described in the Plans and Specifications therefore now on file with the City Clerk of said City.

Said improvement shall be constructed strictly in accordance with said Plans and Specifications.

The following parts of the Plans and Specifications for said 2018 SANITARY SEWER REHABILITATION PROJECT attached hereto shall be made a part of this contract as fully as though set out herein verbatim:

a. Resolution of Necessity
b. Resolution ordering construction of the improvement
c. Plans
d. Notice of Public Hearing on Plans and Specifications
e. Notice to Bidders
f. Instructions to Bidders
g. Supplemental Conditions
h. General Conditions
i. Project Specifications
j. Form of Proposal
k. Performance Bond
l. Maintenance Bond
m. Form of Contract

n. Non-collusion Affidavit of Prime Bidder
o. Bidder Status Form

On completion of the said improvement, the Owner agrees to pay to the Contractor the prices set out in the Form of Proposal of the Contractor, said payment to be made in the manner stated in the published Notice to Bidders.

In Witness whereof, this Contract has been executed in quadruplicate on the date first herein written.

_____
Contractor

CITY OF CEDAR FALLS, IOWA

By_____
James P. Brown, Mayor City of Cedar Falls

Attest: _____
Jacqueline Danielsen, CMC
City Clerk

DIVISION 2 – Special Provisions

Special Provisions are intended to amend or supplement the General Provisions and Covenants of the "SUDAS" Standard Specifications. All sections that are not amended or supplemented remain in full force and effect.

01 Award of Contract

Add the following to Standard Specification Section 1030 – 1.03:

The lowest responsive bidder will be required to furnish a performance, payment, and maintenance bond in the sum equal to one hundred (100%) percent of the total bid. The maintenance bond shall guarantee the maintenance of the improvements for a period of two (2) years from and after its completion and acceptance by the City of Cedar Falls.

02 Availability of Site

Add the following to Standard Specification Section 1050 – 1.04:

During construction of this project, the Contractor will be required to coordinate all work operations with the Department of Community development, City project contractors, and / or others involved with, but not limited to, the following events:

1) Public Works Garbage Collection Operations
2) Street Construction – 2018
3) University Ave Phase 2&3
4) Cedar Falls Util. Co. electrical, communications, gas & water main projects
5) 2018 Public Sidewalk & Patching Project
6) College Hill Arts Festival – June 15 and 16, 2018
7) Sturgis Falls Celebration – June 22 thru 24, 2018

03 Subletting or Assignment of Contract

Add the following to Standard Specification Section 1080 – 1.01:

The Contractor's own organization shall perform work amounting to not less than fifty (50%) percent of the total contract cost unless otherwise specified. An item designated as a specialty item may be performed by subcontract, and the cost of any such specialty item as performed by subcontract may be deducted from the total cost before computing the amount of work required by the Contractor's organization.

04 Contract Time

Add the following to Standard Specification Section 1080 – 1.02:

The work under the proposed contract shall commence within eight (8) calendar weeks after the date set forth in the written Notice to Proceed and shall be performed regularly and diligently throughout the duration of the project. There is no specified number of allotted working days for this contract; however, much of this work is in conjunction with street reconstruction or resurfacing. To minimize conflicts, and avoid encountering a situation that may require a possible spot repair under a newly laid street, Contractor should plan to finish by July 1, 2018.

05 Weekly Record of Working Days

Add the following to Standard Specification Section 1080 – 1.06:

Work shall not begin before 7:00 a.m. and shall stop at sunset.

06 Progress Payments

Add the following to Standard Specification Section 1090 – 1.01:

Pay estimates will be submitted to the City Council for approval on the first (1st) and third (3rd) Mondays of each month.

Payment for the work may be made in three parts, if requested by the Contractor. The Contractor may request from the Owner a progress payment when the job is 33% complete and another when the job is 66% complete. Final payment will be made upon satisfactory completion of this contract. Payment will be in accordance with the prices set forth in the proposal for the quantity of work performed. This shall include any additional expenses preapproved by the Owner.

Before final payment is made, the Contractor shall furnish vouchers showing that all subcontractors and all persons furnishing labor and materials have been fully paid for such materials and labor and that the City may retain ten (10) percent of the project cost from the last payment for a period of ninety (90) calendar days following such completion and approval, unless satisfied that material and laborers have been paid for in full.

07 Pollution Prevention Plan

1. Project Description

This work shall consist furnishing and installing a cured in place liner within existing 8 and 12 inch diameter sewer lines in selected areas of the city and in accordance with the contract documents. Total project involves approximately 8,487 feet and 149 service taps.

This project encompasses multiple locations within the city.

2. Erosion and Sediment Controls

All contractors and subcontractors operating on the site shall take efforts to prevent contamination of storm water runoff, groundwater, and soils by hazardous material and / or pollutants caused by their operations or encountered in their work. All waste materials and supplies must be removed from the site(s). If construction equipment maintenance or repair is performed on any site, provisions must be made to capture and remove any lubricants or other fluids.

The Contractor shall notify the Owner immediately upon finding a hazardous material contamination either existing at the site or caused by construction activities.

The Contractor and every Subcontractor shall be responsible to the Owner to:

1. Execute Contractor's part of the pollution prevention plan as described.

2. Conduct all work activities to not damage an existing erosion control measure or stabilizing vegetation. If damages occur, the Contractor shall make repairs with no additional cost to the Owner.

3. Coordinate with the Owner for installation of additional erosion control measures that may be needed during construction.

3. Certification Statement

N.P.D.E.S. CERTIFICATION

The contractor certifies under penalty of law that they understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site as part of this certification. Further, by signing and entering into contract for this work, the contractor understands that they are becoming a co-permittee, along with the owner(s) and other contractors and subcontractors, to the Iowa Department of Natural Resources NPDES General Permit No. 2 for "Storm Water Discharge Associated with Industrial Activity for Construction Activities" at the identified site. As co-permittee, the contractor understands that they and their company are legally required under the Clean Water Act and the Code of Iowa, to ensure compliance with the terms and conditions of the Storm Pollution Prevention Plan developed under this NPDES permit and the terms of this NPDES permit.

08 METHOD OF MEASUREMENT

The Engineer will measure the items of work that have been acceptably constructed as specified in the contract documents for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the 2018 edition of the Iowa "Statewide Urban Design and Specifications" (SUDAS) for public improvements and as further modified by the City of Cedar Falls' 2018 Supplemental Specifications, except as amended or supplemented as follows:

Item No. 4 – Grouting Service Laterals
The number of grouting service laterals will be measured on a per each location basis.

09 BASIS OF PAYMENT

Payment for the items listed in the Method of Measurement will be determined by multiplying the item quantity (as determined in the Method of Measurement) by the unit price as bid on the proposal form in accordance with the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) as amended by the City of Cedar Falls' 2018 Supplemental Specifications to the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS), except as amended or supplemented as follows:

Item No. 4 – Grouting Service Laterals
The Contractor will be paid the contract unit price per each measured.

DIVISION 4 - SUPPLEMENTAL PLANS AND SPECIFICATIONS

All work shall be constructed as specified in the Contract documents for the 2018 SANITARY SEWER REHABILITATION PROJECT in accordance with the 2018 Edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) as amended by the City of Cedar Falls' Supplemental Specifications to the 2018 edition of the Iowa "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS), except as amended or supplemented as follows:

Item No. 1-2 – Pipe Lining, 8 and 12 Inch

Traffic control as per I.D.O.T. Specification Section 2528.12 shall be incidental to bid items. The bypassing of sewage shall be incidental the bid items. The cleanup of the work site is incidental to the bid items including maintenance of surfaces such as paving, seeding, sodding and graveling, as needed, if damaged.

Resin-Impregnated Tube for Cured-in-place pipe (CIPP) Lining shall be used per SUDAS Section 4050 2.05.

Water-tight end seals are required. Sealing is incidental to lining. The Contractor is responsible for using one or more of the following methods to achieve a water tight seal at both ends of the liner:

1. Install gasketed stainless steel bands (LMK or pre-approved equal) inside each end of the host pipe prior to lining. This method shall be the only acceptable method for pipes 18" or larger in diameter, or those subject to hydrostatic pressure (ground water table) at any time of the year.

2. Apply a hydrophilic sealing material (Hydrotite or pre-approved equal) 360 degrees inside the circumference of the host pipe at each end.

3. Chemical pressure grout between the exterior of the pipe and annulus of the liner after lining at the manhole.

The Contractor shall provide liner "coupon" specimens for testing to the Owner after installation. The Owner will pay all expenses for the testing of these specimens. The cost of retests made necessary by the failure of the samples of specimens to meet the specified requirements shall be paid for by the Contractor. Any liner installed failing this test shall be replaced at the Contractor's expense.

The Contractor shall furnish a general purpose felt/unsaturated polyester resin and catalyst system that meets ASTM Test Procedures D-638 and D-790 and the finished formed physical strengths specified herein. The Formed liner shall conform to the minimum structural standards as listed below:

Physical Characteristics	Test Procedure	Pipe Material Felt/Resin
Tensile Strength	ASTM D-638	3000 psi
Tensile Modulus	ASTM D-638	300000 psi

If, due to broken or offset pipe at the manhole wall, the pipe liner fails to make a tight seal, the Contractor shall apply a seal at that point. The seal shall be of a resin mixture compatible with the liner pipe material.

After insertion is completed, the Contractor shall supply suitable heat source equipment. The equipment shall be capable of delivering the appropriate heat source through the lining section to uniformly raise the temperature to effect forming of the cured-in-place liner. This temperature shall be determined by the system employed.

Any steam for processing shall utilize monitoring methods and forming period as recommended by the liner manufacturer. If water is utilized, the water temperature in the line during the forming period shall be as recommended by the liner manufacturer.

If the liner fails to form, the Contractor shall remove the failed liner and replace it with a new liner. This work shall be performed without additional cost to Owner.

Any defects which will affect in the foreseeable future or warranty period, the integrity or strength of the liner pipe shall be repaired at the Contractor's expense. Allowance shall be given for excess pipe (rib) when the cross-sectional area has been reduced due to offset joints, partial collapse, out of round sections, etc.

Item No. 3 – Building Sanitary Sewer Service Reconnection

Traffic control as per I.D.O.T. Specification Section 2528.12 shall be incidental to bid items. The cleanup of the work site is incidental to the bid items including maintenance of surfaces such as paving, seeding, sodding and graveling, as needed, if damaged.

After the pipe liner has been formed in place, the Contractor shall reconnect the existing active service connections as designated by the Owner. This shall be done without excavation, and in the case of non-man entry pipes, from the interior of the pipeline by means of a television camera and a cutting device that re-establishes the service connections to not less than 90 percent capacity. The CCTV inspection of the formed liner shall show a "dimple effect", which is an indication that there is a tight fit of the liner against the host pipe. If this is not the case, the liner must be reprocessed until there is a good definition of a "dimple" at the service connection, before reconnecting the service connection.

Item No. 4 – Grouting of Service Lines

Chemical grouting equipment shall consist of a closed circuit television system, necessary chemical sealant containers, pumps, regulators, valves, hoses, etc., and lateral connection sealing packers for the various sizes of sewer pipes.

Grout packer shall be cylindrical and have a diameter less than the pipe size and have cables attached at each end to pull it through the line. The same equipment shall be used for both testing and sealing sewer lateral connections. The packer shall contain a lateral sealing inversion tube. This tube should be designed to accommodate two sizes of laterals, 4" and 6" diameters. The inversion tubes are one length to facilitate sealing of approximately 2' of the lateral.

Sewer main shall be televised before service line is grouted; testing of grouted service will also be televised.

The chemical grout shall be a type which has a documented record of satisfactory performance in sewer usage. All grouting materials shall be delivered to the job site in the original, labeled, and unopened containers. Grouts shall be Acrylic base gel chemical sealing material – Avanti AV-100 or equal.

Laterals shall be air tested by isolating the area to be tested with the packer and applying positive pressure into the isolated "void" area. The test procedure will consist of applying air pressure into each isolated void area. The packer ends will be inflated to isolate the lateral and insert and inflatable inversion tube. The lateral shall be tested with a gauge pressure of one-half (1/2) p.s.i. per foot of depth of sewer or a minimum of four (4) p.s.i., whichever is larger. The void pressure will be observed during this test for a minimum of 10 seconds. If the void pressure drop is greater than 1 psi in 10 seconds, the lateral is considered to have failed the air test. If no pressure can be built up, the connection will also have failed the test. Any connection failing the test shall be sealed and retested utilizing the same method and procedures until it does pass the test. The cost of retesting lateral connections shall be considered incidental and included in the cost of sealing sanitary sewer lateral connection.

FY 2018 Rehabilitation (Lining) List

(In Alphabetical Order by size)

Video ID#	Street	Length	Taps	Description	Line Size (in)
1	Bluff	240	4	500 Blk, MH 382 (9'3") at 600 Bluff St to MH 381 (8'6") at 504 Bluff St.	8"
2	College	308	9	1000 Blk, MH 2825 (8'2") at 10th & College to MH 3084 (Lid Cold Patched) at 11th & College.	8"
3	Hillside	285	8	3900 Blk, MH 1176 (8'11") at 3908 Hillside to MH 1177 9' at 4007 Hillside.	8"
4	Hillside	284	2	4000 Blk, MH 1177 (9') at 4007 Hillside to MH 3629 (7'7") at Hillside and Valley High.	8"
5	Highland	292	6	100 Blk, MH 3101 (9'3") at 202 Highland to MH 3213 (8'6") at Hightland and Crescent.	8"
6	Highland	235	4	200 Blk, MH 3104 (7'9") at 209 Highland to MH 3103 (10'1") at Highland and W. 3rd.	8"
7	Highland	345	5	300 Blk, MH 3103 (10'1") at Highland and W. 3rd to MH 3189 (8'3") at Highland and W. 4th.	8"
8	Iowa	326	13	600 Blk, MH 3193 (8'10") at 6th and Iowa to MH 3194 (9'6") at 7th and Iowa.	8"
9	Iowa	332	10	700 Blk, MH 3194 (9'6") at 7th and Iowa to MH 3195 (9'2") 8th and Iowa.	8"
10	Kennedy	249	6	2600 Blk, MH 1995 (8'4") at 2626 Kennedy to MH 1996 (9'5") at Kennedy and Thomas.	8"
11	Kennedy	243	8	2700 Blk, MH 1995 (8'4") at 2626 Kennedy to MH 1994 (5'11") at Kennedy and Douglas.	8"
12	McClain	222	5	3100 Blk, MH 1145 (6'10") at 3121 McClain to MH 1146 (6'4") at 1708 Maplewood.	8"
13	Minnetonka	396	7	2700 Blk, MH 3791 (10') at Minnetonka and Horizon to MH 3804 (9'10") in ROW at 2725 Minnetonka.	8"
14	Minnetonka	133	1	2800 Blk, MH 3804 (9'10") in ROW at 2725 Minnetonka to MH 3374 (10'11") in ROW at 2821 Minnetonka.	8"
15	Minnetonka	395	4	2800-2900 Blk, MH 3378 (11'3") in ROW at 2914 Minnetonka to MH 2491 (9'9") in ROW at 2806 Minnetonka.	8"
16	Minnetonka	378	4	2900/3000 Blk, MH 3377 (10'1") in ROW at 3014 Minnetonka to MH 3378 (11'3") in ROW at 2914 Minnetonka.	8"
17	Minnetonka	388	6	3000 Blk, MH 3376 (11'6") in ROW at 3037 Minnetonka to MH 3372 (10'11") in ROW at 3003 Minnetonka. Service for 3020 either in MH or within first 10' of MH 3376.	8"
18	Neola	330	6	3000 Blk, MH 326 (7'10") in ROW at 3104 Neola to MH 327 (8'6") in ROW at 2703 Neola.	8"

19	N. College St.	146	4	100 Blk, MH 1457 (8'7") at 117 N. College to MH 1217 (16'3") at 117 N. College.	8"
20	N. College St.	236	5	300 Blk, MH 1215 (10'2") at 313 N. College to MH 1216 (9'2") at 225 N. College.	8"
21	Orchard	319	5	500 Blk, MH 1618 (8'9") at Dallas and Orchard to MH 1619 (7'7") in ROW at 609 Orchard.	8
22	Pleasant	202	2	1900 Blk, MH 1039 (8'10") at 1912 Pleasant to MH 1038 (8') at Pleasant and McClain.	12"
23	Pleasant	201	4	1900 Blk, MH 1537 (7'2") at 1923 Pleasant to MH 1039 (8') at 1912 Pleasant.	12"
24	Pleasant	222	1	Kuehn's Park, MH 1537 (7'2") at 1923 Pleasant to MH 2500 (7'8") at Pleasant and Edgewood.	12"
25	Rainbow	185	2	3000 Blk, MH 2906 (6.83') at Rainbow and Bronson Ct to MH 1018 (6') at Rainbow and Parrish.	8"
26	Ravine Dr to River Bluff Dr	191	2	MH 1581 (5') at 1511 River Bluff Drive to MH 1582 (4') at Willow and Ravine Dr. Under house/driveway of 1518 Ravine Drive.	8"
27	River Ridge	110	0	10 Blk. MH 1517 (10') at Timberledge Dr. and River Ridge to MH 2143 (13'5") in ROW at 18 River Ridge.	8"
28	River Ridge	278	5	20 Blk. MH 1512 (7'2") in ROW at 46 River Ridge to MH 2143 (13'5") in ROW at 18 River Ridge.	8"
29	River Ridge	90	1	40 Blk, MH 1511 (8'3") in ROW at 54 River Ridge to MH 1512 (7'2") in ROW at 46 River Ridge.	8"
30	River Ridge	292	4	100 Blk, MH 1504 (8'4") in ROW at 2019 Timberledge Dr to MH 1505 (8'5") in ROW at 119 River Ridge.	8"
31	River Ridge	88	2	100 Blk, MH 1505 (8'3") in ROW at 119 River Ridge to MH 1506 (11'4") in ROW at 101 River Ridge.	8"
32	River Ridge	110	1	100 Blk, MH 1506 (11'4") in Row at 101 River Ridge to MH 1509 (18'3") at River Ridge Rd and River Ridge Ln.	8"
33	Timberledge	177	1	1700 Blk. MH 1522 (9'7") at Timberledge and Westwood to MH 1519 (6'10") at 1716 Timberledge.	8"
34	Timberledge	89	1	1900 Blk, MH 1515 (8'1") at 1906 Timberledge to MH 1516 (8'2") at 1828 Timberledge.	8"
35	Timberledge Place	170	1	20 Blk, MH 1514 (8'1") at 15 Timberledge Pl to MH 1516 (8'2") at 1828 Timberledge Dr.	8"

C·E·D·A·R F·A·L·L·S Iowa

DEPARTMENT OF COMMUNITY DEVELOPMENT

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MEMORANDUM
Engineering Division

TO: Honorable Mayor James P. Brown and City Council

FROM: Terra Ray, Engineer Technician II

DATE: February 2, 2018

SUBJECT: Set Public Hearing for Right of Way Acquisition
Campus Street Bridge Replacement University Branch of Dry Run Creek
Project NO. BR-101-3043

The City of Cedar Falls engineering is planning to reconstruct the Campus Street Bridge at the University Branch of Dry Run Creek during the 2018 construction season. The Project will require the acquisition of temporary and permanent easements along the corridor. Plans for the project show the need for acquisitions from two properties.

Iowa law requires that the City Council hold a public hearing to authorize proceeding with the project, including the purchase of right of way. The public hearing offers an opportunity for the public, especially those from whom the easements will be purchased, to comment on the project.

We recommend that the Council schedule a Public Hearing for March 5, 2018, to be held at the regularly scheduled City Council meeting.

Xc: Stephanie Houk Sheetz, Director of Community Development
Jon Resler, PE, City Engineer
Chase Schrage, CIP Projects Supervisor