



**AGENDA  
CITY OF CEDAR FALLS, IOWA  
STANDING COMMITTEE MEETING  
MONDAY, AUGUST 15, 2022  
5:20 PM AT COMMUNITY CENTER, 528 MAIN STREET**

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*Committee meetings will begin at the time noted above with succeeding Committee meetings starting immediately following the conclusion of the previous meeting. Time periods for individual topics represent an estimate and is based on the time of completion of the previous Committee topic.*

**Call to Order**

**Roll Call**

**Committee of the Whole**

1. Fireworks follow-up.  
(25 Minutes, Acting Police Chief Mark Howard)

**Finance & Business Operations Committee**

1. Downtown Public Parking Structure.  
(20 Minutes, City Clerk Jacque Danielsen)

**Public Works Committee**

1. Safety Improvements – 6th & State to 6th & Main.  
(15 Minutes, City Engineer David Wicke)

**Community Development Committee**

1. Clarification of Private Shared Parking Requirements Referral to Planning & Zoning Commission.  
(30 Minutes, Planning & Community Services Manager Karen Howard)

## 2022 FIREWORKS SUMMARY

- Overall we believe the new Ordinance was successful. There was less usage of fireworks other than the holiday and the times/dates authorized.
- We saw over a 30% decrease in Police Division calls for service for fireworks during the holiday. (52% if you take out officer generated calls)
- We also noticed usage outside of dates allowed by ordinance decreased.
- Ad campaign was successful and we had good cooperation from vendors
- Inspection process of vendors was successful
  - 0 violations with sales
- 54 CALLS FOR SERVICE FROM JULY 1-5
  - – 16 CALLS CREATED BY OFFICERS
  - 54-16= 38 CFS
  - 2021 79 CFS (SAME TIME FRAME)
  - 38/79= 48% (52% DECREASE IN CFS)
- 8 CALLS FOR SERVICE SINCE JULY 5<sup>TH</sup>:
  - 6 CALLS IN THE CEDARLOO AREA
  - 0 CITATIONS
  - VERY SIMILAR TO LAST YEAR'S NUMBERS AFTER JULY 5<sup>TH</sup>.
  - LAST CALL FOR FIREWORKS WAS 7/29
- TICKETS:
  - JUNE: 6<sup>TH</sup> – 30<sup>TH</sup> : 6 TICKETS
  - JULY 1 -5: 30 TICKETS
    - 1<sup>ST</sup>: 0
    - 2<sup>ND</sup>: 5
    - 3<sup>RD</sup>: 13
    - 4<sup>TH</sup>: 11
    - 5<sup>TH</sup>: 1
  - 36 TICKETS TOTALS AS OF THE 5<sup>TH</sup>
- PERSONNEL HOURS:
  - JUNE:
    - 60 HRS TOTAL
    - 12 OVERTIME HOURS
    - 48 HRS BY ON-DUTY FIRE FIGHTERS AND SUPERVISORS
  - JULY: (1 – 5)
    - 54 HRS TOTAL (1-4)
    - 23 OVERTIME HOURS
    - 31 HRS BY ON-DUTY FIRE FIGHTERS AND SUPERVISORS

- **104 TOTAL PERSONNEL HOURS SINCE JUNE 1<sup>ST</sup>:**
  - **35 OT**
- **JULY 4<sup>TH</sup> CFS:**
  - **36 CALLS 2021**
  - **12 CALLS 2022 (3 BY OFFICER)**
  - **9/36= 25% (75% DECREASE FROM LAST YEAR)**

**Dept of Public Safety' Suggestions for next year:**

1. Same time frame for each day Noon to ? for all day fireworks are allowed.
2. Getting language in ordinance that includes the weekend
  - a. More people off on the weekend even for the Holiday
  - b. Give more citizens the opportunity to celebrate which may have lessened the usage outside of authorized time
3. Removing the 5<sup>th</sup> unless it falls on the weekend
  - a. Usage drops after the 4th



# ***Downtown Public Parking Structure?***

***August 15, 2022***



# Background

- February 2019 – Downtown Parking Study was performed (\$48,475)
- Parking Technical Committee formed between City staff and CMS to discuss recommendations and implementation
- 10/7/19 City Council approves contract for new Parking Management System
- Recommendations fully implemented October 2020, Including adding over 100 new stalls, paid parking in lots, improved signage and enforcement. (\$150,000 +)
- 12/9/20 City Council suspends paid parking in lots.
- 08/2/21 City Council removes paid parking Downtown. All other implemented recommendations remain in place.



# City Council Goals

- 3.C.10. Downtown Economic Development Objectives.
- 3.C.10.b. Explore all options to building a downtown parking structure, in conjunction with a feasibility study and continual re-evaluation of paid parking options.



# Where to go from here

- Does City Council wish to pursue a parking structure in Downtown with understanding of a total paid parking system?
- If City Council elects to move forward with parking structure, staff will bring back proposals for location, financing, etc., to be discussed in future Executive Session.



# DISCUSSION / QUESTIONS





CEDAR FALLS COMMUNITY MAIN STREET, INC. IS A VOLUNTEER-DRIVEN, NON-PROFIT ORGANIZATION ESTABLISHED TO FOSTER ECONOMIC VITALITY, AND TO PRESERVE AND PROMOTE THE HISTORIC IMAGE AND CHARACTER OF THE DOWNTOWN, WHILE IMPROVING THE QUALITY OF LIFE IN CEDAR FALLS.

Dear Mayor, City Council, Administrator and Staff:

On behalf of the Community Main Street (CMS) Board of Directors, I am submitting a letter of support for the planning and development of a Downtown District parking ramp.

Over the last six months, CMS conducted meetings with stakeholders to discuss the potential for a parking ramp in the Downtown District. These conversations have been constructive and centered around preferred location, size/capacity, economic development potential and parking system.

Bulleted below are the consensus points of emphasis from these discussions.

- A Downtown District parking ramp should:
  - Promote growth and opportunity as an economic development driver, through the addition of accessible parking and mixed-use space for Downtown District.
  - Be future focused through planning and development for a present location and potential additional future location(s).
  - Incentivize parking usage in a consistent manner across the Downtown District.
  - Be developed with a “Do it right the first time” approach to resolve current issues and anticipate near-term future Downtown District growth (e.g., 1/2 block minimum for location/size, ample parking and mixed-use capacity for current and future growth in next 5-10 years).

Though a paid parking system was implemented in 2020, the impact of the pandemic led to a CMS request that the city reconsider implementation of this system in support of Downtown District stakeholders, as they weathered the resulting challenges of the pandemic. We appreciate the support shown to our Downtown community by suspending the paid system, it was appreciated by all during a difficult time. In discussing the potential that a Downtown District parking ramp could necessitate a return to a paid parking system in the Downtown District, stakeholders communicated that, as a ramp would be a physical change (e.g., you would essentially see what you are paying for), it would be key for the paid system to be consistent throughout the District to limit confusion for consumers/customers and property/business owners.

2021-2022  
BOARD OF  
DIRECTORS:

- LEXIE HEATH -  
PRESIDENT
- DARIN BECK
- NATALIE BROWN
- ANN EASTMAN
- CYRSTAL FORD
- WYNETTE  
FROEHNER
- AUDREY KITTRELL
- JENNY LEEPER
- HELEN PEARCE
- CLARK RICKARD
- STEPHANIE SHEETZ
- MARK SHOWALTER
- BRAD STROUSE



As you are well aware, parking accessibility in the Downtown District continues to be a consistent concern, resulting in repetitive and circular conversations. While the District's growth and popularity is a "good" problem, perceptions and concerns about adequate parking deter customers from spending their time and money in the District, which may push them to go elsewhere. This sentiment was reflected in the 2022 Market Study & Strategies survey, conducted in coordination with Main Street Iowa. For the open-ended question "What is the first thing you would do to improve the Cedar Falls Downtown District?", nearly 50% of the answers were parking related.

In addition, over the past 10+ years, CMS has included parking-related improvements in our Capital Improvement Project recommendations. In 2021, the CMS request was to fully explore the potential of a Downtown District parking ramp.

The CMS Board supports the Downtown District parking ramp initiative, but also understands that it involves many moving parts. We are hopeful to be included in constructive dialogue as part of the exploration process as preferred location, size/capacity, economic development potential and parking system options are evaluated.

Kind regards,

*Kim Bear*

Kim Bear  
Executive Director  
Community Main Street



## *6<sup>th</sup> Street Presentation*

Council referral from February 21, 2022 council meeting

- To look into safety concerns with the crosswalk at 6<sup>th</sup> Street and State Street intersection and potential improvements.
- Investigate the potential for other safety improvements to 6<sup>th</sup> Street from Main to State.



# 6<sup>th</sup> Street Existing Corridor from Main to State

- Pavement Type – Portland Cement Concrete
- Speed Limit – 25mph
- Width - 24' back to back
- Length - 315'
- Traffic signal controlled at Main St.
- Stop sign controlled at State St.





## *6<sup>th</sup> Street Crash Data*

- Two crashes in the last ten years.
- No injuries reported with those two accidents.
- No other safety concerns reported in the corridor



## *Pedestrian Crossing at State and 6<sup>th</sup> Streets*

- Improve crosswalk striping with the “piano bar” pattern.
- Add additional signage warning motorist of crosswalk
- Increase stop sign size to be more visible
- Add paint markings on sidewalk to increase awareness and enhance safety features





## *Summary*

- Only two accidents in the last 10 years have occurred in the corridor.
- There have been no other known safety concerns reported.
- Evaluated 90° parking adjacent to 6<sup>th</sup> Street.
- Enhanced safety features at the State Street crosswalk can be added.

# *Questions*

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**DEPARTMENT OF COMMUNITY DEVELOPMENT**

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Fax: 319-273-8610  
www.cedarfalls.com

**MEMORANDUM*****Planning & Community Services Division***

**TO:** Mayor Robert M. Green and City Council  
**FROM:** Karen Howard, AICP, Planning & Community Services Manager  
**DATE:** August 8, 2022  
**SUBJECT:** Location and Time Standards for Shared Parking in Downtown Character District

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At your August 1<sup>st</sup> meeting, Council decided that further clarification was needed for the referral to the Planning and Zoning Commission regarding a Council petition to amend the location and time standards for shared parking in the Downtown Character District.

In preparation for this discussion, powerpoint slides are attached with the current parking requirements stated along with the time and location standards for shared parking. There is also a slide that provides an example on how required and shared parking requirements could be met for a new building with residential units.

Staff will be available to answer questions at the meeting.

# City Council Committee Meeting

August 15, 2022



# Council Referral: Shared Parking Requirements for new development in Downtown

## Clarify referral to P&Z

1. Location standards for Shared Parking
2. Time of day rules for shared parking

# Downtown Shared Parking Requirements:

Item 1.

*(City Code Section 26-196)*

## Minimum Shared Parking Requirements for New Development

- Upper Story Commercial
  - 1.25 spaces per 1000 gross square feet for non-residential uses  $\geq$  5000 gsf (smaller spaces are exempt)
- Residential in mixed-use or multi-unit buildings
  - 0.25 spaces/bedroom(BR)

### **Note:**

- No required or shared parking requirement for non-residential uses on the ground floor, e.g. retail, restaurant
- For new residential: Required parking of 0.75 spaces/bedroom, but not less than 1/unit; must be located on-site (or on abutting property in Urban General (UG), UG2, Storefront areas)

# Downtown Shared Parking Requirements:

Item 1.

*(City Code Section 26-196)*

## Shared Parking - Location Standards

Options to provide flexibility for the property owner:

- On the project site;
- On a different property within 600 feet walking distance of the project site (2 blocks) (this is only allowed for Urban General (UG), UG2, and Storefront areas, not in the Neighborhood areas);
- On-street parking directly abutting the project site may be counted toward the shared parking requirement.

These rules are similar to what was allowed within the previous CBD Overlay.

- Parking on a separate site was allowed
- On-street parking counted toward the “visitor parking” requirement.

# Downtown Shared Parking Requirements:

Item 1.

## Example:

### **New building in UG with 20, 2-bedroom apartments**

- Required parking (0.75/BR): 30 parking spaces for the residents are required on-site or on abutting property

### Options for meeting the shared parking requirement (0.25/BR):

1. Construct an additional 10 parking spaces on-site.
2. Any on-street parking abutting the property can count toward the shared parking requirement.
3. Developer makes an arrangement to provide shared spaces on another property located within 600 ft. walking distance (2 blocks). (Note: This is not an option in the Neighborhood Areas)

# Downtown Parking Requirements:

*(City Code Section 26-196)*

Item 1.

## Shared Parking - Time Restrictions (UG, UG2, Storefront)

If the owner desires to place time or hour of the day restrictions on the shared parking, the restrictions must be reviewed and approved according to the following rules:

- It is available to the public at least 12 hours out of any 24-hour period;
- At least 8 of those hours must be during either business or nighttime hours depending on whether the primary use will be for commercial or residential uses.

## Shared Parking – Time Restrictions (Neighborhood Frontages)

- No time restrictions allowed. Shared parking must be available to the public 24 hours per day.

# Council Referral to Discuss Private Shared Parking

## Action:

Discuss a petition to the Planning & Zoning Commission to amend one or more of the time and location rules for shared parking.