



**AGENDA
CITY OF CEDAR FALLS, IOWA
PLANNING AND ZONING COMMISSION MEETING
WEDNESDAY, OCTOBER 28, 2020
5:30 PM AT CITY HALL VIA VIDEO CONFERENCE**

To protect against the spread of the COVID-19, the meeting will be held via Videoconference. The public may access/participate in the meeting in the following ways:

- a) By dialing the phone number +1 312 626 6799 or +1 929 205 6099 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 and when prompted, enter the meeting ID (access code) 886 2008 9534.
- b) iPhone one-tap: +13126266799,,88620089534# or +19292056099,,88620089534#
- c) Join via smartphone or computer using this link: <https://us02web.zoom.us/j/88620089534>.
- d) View the live stream on Channel 15 YouTube using this link: <https://www.youtube.com/channel/UCCzeig5nIS-dIEYisqah1uQ> (view only).
- e) Watch on Cedar Falls Cable Channel 15 (view only).

To request to speak when allowed on the agenda, participants must click "Raise Hand" if connected by smartphone or computer, or press *9 if connected by telephone. All participants will be muted by the presiding officer when not actually speaking.

Call to Order and Roll Call

Approval of Minutes

- 1. Planning and Zoning Commission Minutes of October 14, 2020.

Public Comments

Old Business

- 2. **Rezoning from R-4 Multiple Residence District to C-3 Commercial District (RZ20-007)**
Location: 0.4 acres of property located at 2128 College Street
Owner: S&G PAK, LLC; **Applicant:** Levi Architecture
Previous discussion: October 14, 2020
Recommendation: *Recommend Approval*
P&Z Action: *Conduct public hearing and make a recommendation to Council*

New Business

- 3. **Site Plan Review – Hwy-1 Highway Commercial (SP20-010)**
Location: 416 Brandilynn Blvd.
Applicant: Brightwork Real Estate
Previous discussion: None
Recommendation: *Introduction and discussion*
P&Z Action: *Discussion*

Zoning Code Text Amendments

- 4. **Subdivision Code Text Amendments (TA20-001) – Final Plat Phasing**
Applicant: City of Cedar Falls
Previous discussion: August 12 and 26, 2020

Recommendation: *Approval*

P&Z Action: *Review and make a recommendation to City Council*

5. Zoning Code Text Amendment (TA20-002) – Adaptive re-use of institutional buildings

Applicant: City of Cedar Falls

Previous discussion: August 26, 2020

Recommendation: *Approval or continue hearing if more discussion is needed*

P&Z Action: *Conduct public hearing/make a recommendation to Council or continue hearing*

Commission Updates

Adjournment

Reminders:

* November 11 and **24 (NOTE: Tuesday meeting)** - Planning & Zoning Commission Meetings

* November 2 and 16 - City Council Meetings

**Cedar Falls Planning and Zoning Commission
Regular Meeting
October 14, 2020
Via Videoconference
Cedar Falls, Iowa**

MINUTES

The Cedar Falls Planning and Zoning Commission met in regular session on October 14, 2020 at 5:30 p.m. via videoconference due to precautions necessary to prevent the spread of the COVID-19 virus. The following Commission members were present: Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad. Ms. Adkins was absent. Karen Howard, Community Services Manager, Thomas Weintraut, Planner III, and Jaydevsinh Atodaria, Planner I, were also present.

- 1.) Chair Holst noted the Minutes from the September 23, 2020 regular meeting are presented. Mr. Leeper made a motion to approve the Minutes as presented. Mr. Hartley seconded the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.
- 2.) The first item of business was a special presentation with regard to the *Imagine College Hill!* Virtual community design charrette. Chair Holst introduced the item and Ms. Howard introduced members of the consultant team, including Geoff Ferrell, Mary Madden and Anita Morrison. Ms. Madden provided some background information about the project, noting that City Council adopted a set of project priorities and she explained the tasks for the consultants. Their first goal was to understand College Hill, and she noted that their study area was bigger than what is traditionally considered as College Hill. They looked at historic plans, the zoning ordinance and they walked around the area to get a feel for what the district is like currently. They analyzed what they saw and met with the public to get feedback with regard to what they like and didn't like about the area and what they would like to see change. The first week of October the team conducted a virtual community design charrette to give the public an opportunity for engagement to further express what they would like to see in the future. The topics people were most interested in discussing were preserving the neighborhoods, walkability and sidewalks, street trees and natural amenities, retail and dining options and bicycles. There were also technical meetings that included different departments within the city, as well as outside such as MET Transit, UNI, the College Hill Partnership, etc.

Ms. Madden discussed the "big ideas" for College Hill based on all the public input:

- stabilizing and enhancing the neighborhoods
- concentrating and intensifying student housing near the campus
- reconnecting the Upper and Lower Hill
- improving walkability
- increasing retail and dining options
- treating natural areas as amenities (adding and maintaining street trees)
- making biking easier by improving connections to trails and downtown
- managing parking better

She discussed the mobility of College Hill and noted that the transportation analyst on the team has looking at the different aspects of mobility in the area and the parking standards.

Ms. Morrison spoke about the housing market and how it is directly tied to enrollment at the university. She also discussed the potential for converting student housing to single-family north of 18th Street and east of Iowa Street. She then discussed the commercial market, explaining that there is a need for a bigger retail customer base to provide more diversity and provided information on ways to do that.

Mr. Ferrell discussed the different character areas in the study area and provided a map displaying their boundaries. He discussed the overall Illustrative Vision Plan, explaining that it is all a work in progress. The Illustrative Plan is an illustration of things that could happen under the vision given some policy and regulation adjustments. He emphasized that it is intended to give an idea of what could happen, not necessarily what will happen. He clarified that generally these are not things that the city will do, but is about encouraging private sector development in support of the vision. He provided renderings of different potential ideas for the College Hill area. He provided information for deadlines for comments and input.

Mr. Schrad asked about the potential changes to the ordinances and what will prompt those changes. Ms. Madden explained the updating the zoning ordinance is the next step in the project. Mr. Farrell stated that parking could be a larger part of the equation and they will be looking at how that may be adjusted. Ms. Saul stated that she feels that building height needs to be looked at as well and noted that the project shows the potential for much needed improvement. Mr. Larson asked about the proposed timeframe on transforming the vision into proposed changes to code. Ms. Madden provided information on the timeline.

- 3.) The next item for consideration by the Commission was a Land Use Map Amendment and rezoning request within the Pinnacle Prairie Mixed Use Development. Chair Holst introduced the item and Ms. Howard provided background information. She explained that the property is located north of Huntington Road and west of Cedar Heights Drive. The area proposed for rezoning to MU is approximately 15 acres, which would then be incorporated into the larger Pinnacle Prairie master planned area. This item was discussed in September and some updates have been made to the proposal. Ms. Howard discussed the proposed zoning and displayed the 2015 Master Plan for Pinnacle Prairie and an aerial photo of the current build-out of the area to display the area being considered. Staff recommends approval of a land use map amendment to this area so that it reflects “planned development” instead of “office and business park.” Ms. Howard also discussed the rezoning request and what it entails. She showed the proposed update to the master plan for Pinnacle Prairie, which would include the proposed multi-family area near Cedar Heights Drive and a refined street and block pattern to replace the bubble diagram from the 2015 master plan. She noted that water, electric, gas and communications utility services are available, as well as sanitary sewer lines. She noted that some new lots will not be allowed to be platted with more than 25% of the lot in the floodplain. She noted that street and lots shown on the concept plan will need to be adjusted at the time of platting. The developer has noted this on the updated master plan. Ms. Howard also discussed the open space, parks and trails. A revised concept provides trail connection to the commercial area and the calculation of open space, parks and trails have been updated with the new area added. She noted that there was discussion of further refinement of the townhome area and noted that the revised layout illustrates the majority of the townhomes with vehicular access from an alley and described the various benefits of this type of layout. She also noted that the trail connection shown on the previous version was adjusted to illustrate direct access to the commercial area. Ms. Howard discussed the area proposed for rezoning and discussed the remaining issue of the concept plan’s elimination of the one east-west connection to Cedar Heights Drive. She noted that collector street connections should be provided at least every ¼ mile. Staff’s recommendation is against the elimination of the connection, which is shown in the 2015 master plan. She noted a number of reasons that it was important to provide an east-west street connection from the larger neighborhood to Cedar Heights Drive, noting that there is not a connection for 4000 feet. She noted staff concerns about long term implications for traffic circulation, including for emergency services. She noted that one way to provide that connection is to eliminate the cul-de-sac (labeled “Court A” on the concept plan) extending it to the east to connect with Cedar Heights Drive. Although she noted that staff is open to other options for creating that east-west connection.

Staff finds that the proposed increase in development density is acceptable as long as

adequate street access is provided and parking and open space amenities are provided to create high quality living environment for future residents. She noted that the City is making improvements to Cedar Heights Drive. The improvement plans provide an option for a future roundabout at Huntington Drive, which would allow that street to be extended to the west to serve the commercial area and would be another potential option for an east-west street connection to the neighborhood. Ms. Howard discussed the technical comments from the last meeting and discussed the changes the developer has proposed since that time. She explained that the developer has provided a concept plan for the reconfiguration of the Goldenrod street stub into a trail head, as well as for landscaping amenities in the Prairie Parkway/Prairie View roundabout. Construction of these improvements will be addressed in the development agreement. Staff also recommends that prior to approval of the rezoning, the owner pay funds into an escrow equivalent to the costs of the improvements. A new developmental procedures agreement will need to be drafted and signed prior to setting a public hearing at City Council for the rezoning request. She summarized the staff recommendation. Staff recommends approval of the land use map amendment, but recommends denial of the rezoning request because the proposed update to the master plan eliminates the east-west street connection to Cedar Heights Drive.

Mike Schoppe (Schoppe Design Associates) and Carrie Hansen (Schoppe Design Associates) were in attendance to answer questions and provide information. Mr. Schoppe gave a brief explanation of the project and the reason it was planned the way it was.

Ms. Hansen also spoke to the history of the project and how it came about, as well as the timeline of the proposal. She explained that they have met via zoom with residents in the area to discuss the project and answer any questions, and noted that there has been a significant amount of progress since January.

Daniel Fencil (resident) stated that there was a good discussion with Ms. Hansen regarding the proposal, but the residents still have concerns with attaching a street from the new development on Cedar Heights Drive to the cul-de-sac. They feel it would aggravate traffic issues and create safety issues for children in the neighborhood attending the local school. He asked the city to consider a multi-lane roundabout on Cedar Heights and Greenhill Road. Mr. Schoppe responded to Mr. Fencil's concerns and explained how they are proposing to address them. He also discussed the floodplain and the drainage in the area and how it affects the project.

Mr. Schrad asked how long it will be before Cedar Heights becomes four lanes and if we really want to have another road coming on to Cedar Heights if it has the four lanes? Ms. Howard explained the general improvements planned for the street project, but noted that street connections to the arterial street network are essential for good traffic circulation in the neighborhood. She also explained that if there is not an east-west connection provided as the Pinnacle Prairie neighborhood builds out, all the traffic would have to flow to existing routes including Rownd Street, which is the street that the neighborhood expressed concerns about. An additional street connection should help distribute the traffic so that the existing routes do not become overburdened.

Mr. Larson explained why he felt it wouldn't be an issue to approve the map amendment and the zoning at this time and felt the street issue could be resolved later. Mr. Holst disagreed and noted that if the rezoning is approved without the east-west street connection shown in the master plan, the area could be developed without it. He emphasized that this is the time to address the issue at the master plan stage. He asked Howard to confirm. She confirmed his assessment.

Mr. Larson made a motion to approve the land use map amendment. Mr. Hartley seconded

the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.

Mr. Schrad made a motion to approve the rezoning request. Ms. Saul seconded the motion. There was further discussion regarding street connections and issues at hand. Mr. Schrad withdrew his motion. After further discussion, Mr. Schrad then made a motion to deny the rezoning request. Ms. Prideaux seconded the motion. The motion was withdrawn as motions have to be made in the affirmative.

Larson noted his opinion that the road connection was not necessary and would be difficult to achieve. Holst noted his disagreement and made various points in that regard. Prideaux expressed her thoughts about why the street connection is important. Mr. Leeper expressed conflicting feelings about it because of the need to cross Green Creek and said it was a difficult decision.

The Commission discussed the option of giving the developer more time to resolve the issue by continuing the hearing. Mr. Larson moved to continue the hearing to the next meeting. The Commission asked Mr. Schoppe if continuing the hearing would provide the additional time needed to work toward a solution on the road connection issue. Mr. Schoppe said that he didn't think that the owner would change their proposal even if given more time. Mr. Larson withdrew his motion to continue the hearing.

After further discussion, Mr. Larson moved to approve the rezoning request. Mr. Hartley seconded the motion. The motion was denied with 4 ayes (Larson, Leeper, Saul and Schrad) and 4 nays (Hartley, Holst, Lynch and Prideaux).

- 4.) The Commission then considered a Central Business District Overlay Design Review for NRG Pilates. Chair Holst introduced the item and Mr. Atodaria provided background information. He explained that the building is located at southeast corner of the Washington Street and W. 5th Street and a request has been made to add new projecting awnings and a projecting sign over the public sidewalk advertising the new business "N.R.G. Pilates." Mr. Atodaria discussed the details regarding the projection distance, area of sign, size of awning and the clear height distance that will be maintained as per the city code. Mr. Atodaria stated that the sign meets the standards and recommended approval.

Mason Fromm, from the sign company who submitted the application, encouraged support for the sign.

Mr. Holst mentioned that the proposal looks very good. Adding to the comment, Ms. Saul mentioned that she is excited about the new business.

Ms. Saul made a motion to approve the item. Mr. Larson seconded the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.

- 5.) The next item of business was a rezoning request from R-4 Multiple Residence District to C-3 Commercial District at 2128 College Street. Chair Holst introduced the item and Mr. Weintraut provided background information. He explained that the proposal is to rezone the property at 2128 College Street (Bani's) from R-4, Multiple Residence District and C-3 Commercial District to C-3, Commercial District. He explained that the lot currently has split zoning. The request was submitted to move the zoning boundary so that the entirety of the lot is zoned C-3. The split zoning makes it difficult for any redevelopment to occur on the site. The request is

consistent with the Future Land Use Map and would encourage bringing mixed-use development to the area and link the Upper and Lower Hill, which is noted as a goal in the Comprehensive Plan. All public services are accessible and it has access to street network, although he noted that the excessively wide curb cuts are nonconforming and inconsistent with the desired pedestrian-oriented character of the area, so noted that if redeveloped these curb cuts may need to be modified. He displayed photos of the Bani's site and discussed the changes that the rezoning could create. Staff recommends gathering comments from the Planning and Zoning Commission and the public and scheduling a date for a public hearing.

Dan Levi (Levi Architecture) stated that the owner is making the request because there has been discussion about redevelopment of this prominent corner to be in compliance with the overall vision for the College Hill District.

Kathryn Sogard (College Hill Partnership) read a letter of support for the rezoning of the property on behalf of the College Hill Partnership.

Mr. Holst stated that he feels that it is a pretty straightforward project to clean up an existing inconsistency in the zoning.

The item was continued to the next meeting for public hearing.

- 6.) Commission Updates: Ms. Howard noted that the next Planning and Zoning meeting would be in a hybrid format and conducted in person and via Zoom. Mr. Weintraut briefly discussed the Resilience Plan and upcoming meetings.

As there were no further comments, Mr. Larson made a motion to adjourn. Mr. Schrad seconded the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.

The meeting adjourned at 8:05 p.m.

Respectfully submitted,


Karen Howard
Community Services Manager


Joanne Goodrich
Administrative Assistant



DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
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MEMORANDUM

Planning & Community Services Division

TO: Planning & Zoning Commission
FROM: Thom Weintraut, AICP, Planner III
DATE: October 22, 2020
SUBJECT: Rezoning Request 2128 College Street (RZ20-007)

REQUEST: Rezone property from C-3: Commercial District and R-4: Multiple Residence District, to C-3: Commercial District.

PETITIONER: Levi Architecture; OWNER: S&G PAK, LLC

LOCATION: 2128 College Street

PROPOSAL

The proposal is to rezone a 0.4 acre (17,424 SF) property located at 2128 College Street, which currently has split zoning from the C-3: Commercial District and R-4: Multiple Residence District, to C-3: Commercial District. The property is located at the northeast corner of the intersection of College Street and W 22nd Street.

BACKGROUND

The commercial building on this property was constructed in 1964. The parcel is one of four (4) along the east side of College Street between 21st and 22nd Streets with split zoning: the west portion, approximately 85 feet along College Street is zoned C-3: Commercial District, and the east portion (rear), approximately 47 feet in depth, is zoned R-4: Multiple Residence District. The zoning district boundary is aligned with the zoning district boundary for the properties located between 20th and 21st Streets, where an alley is the east district boundary. It is likely the zoning boundaries were established when the Zoning Ordinance was adopted in 1970 and did not follow a property line or have a surveyed



legal description. The applicant is proposing to rezone the parcel based on the legal description to C-3 Commercial District to insure the complete C-3 zoning coverage of the entire property. The property is also located in the College Hill Neighborhood Overlay Zoning District. The property owner is requesting the zoning change to provide uniformity and compliance of the current use of the entire property and to afford a more streamlined redevelopment process for mixed use development in the future.

ANALYSIS

CURRENT ZONING

The R-4 Multiple Residence District serves as a transition zone between lower density residential districts and commercial districts. In addition to residential uses, the R-4 Residence district allows uses such as funeral home, hotels, personal services and medical and professional offices, but excludes retail uses.

The request is to change the zoning on 0.4 acres of land at 2128 College Street from R-4: Multiple Residence District to C-3: Commercial District. The site contains a building which houses a wine, liquor and tobacco/vape store. The uses along the east side of College Street north of the site are a duplex house and two (2) former single-family houses that have been converted into four (4) residential units each. Adjacent to the east is a city-owned parking lot at the corner of 22nd and Olive Street and a single-family residence north of the parking lot. Across the College Street going north starting at 22nd and College Streets in a multi-tenant commercial building, a nine (9) unit residential building, the Hidden Valley Apartments and lastly at the southwest intersection of 20th Street and College Street is a Kwik Star convenience store/gas station. On both sides of College Street south of 22nd Street is the main core of the College Hill commercial area.

PROPOSED ZONING

The C-3 Commercial District Zone designation allows for a broad range of commercial and retail uses. While this request does not include immediate changes to the use or site, the rezoning should make redevelopment easier in the future by providing uniform zoning. It should be noted, the site is currently non-conforming with regard to driveway access width, parking lot setback and parking lot standards. It is also noncompliant with the standards of the CHN: College Hill Neighborhood Overlay Zoning District (see below). A majority of this parcel is zoned C-3 Commercial District, and has likely been since adoption of the Zoning Ordinance. This request will bring an existing commercial use closer to conformance by making the entire parcel commercially zoned.

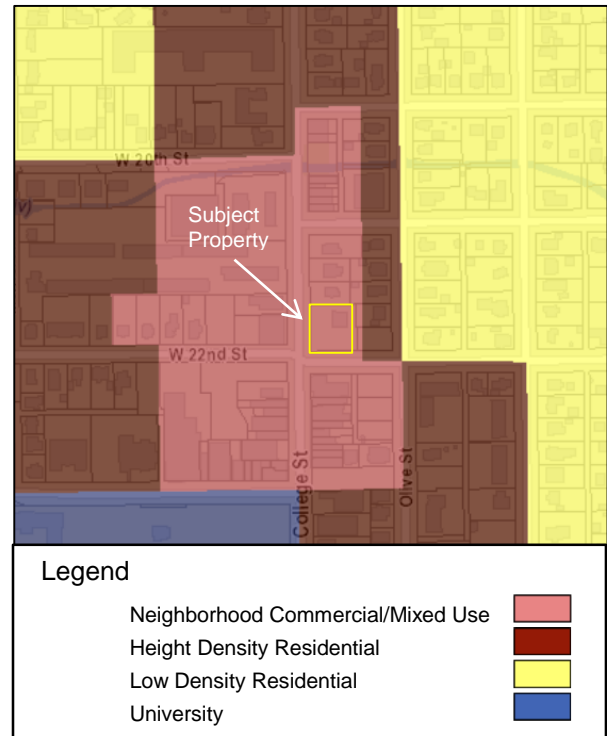
This site is also located within the CHN: College Hill Neighborhood Overlay Zoning District. The purpose of the CHN is to regulate development and land uses in the College Hill neighborhood and to provide guidance for building and site design standards, maintenance and development of the residential and business districts in a manner that compliments the University of Northern Iowa campus, promotes community vitality and safety and strengthens commercial enterprise. The CHN encourages the placement of non-residential and commercial buildings to the front and corner of lots with a zero to 15 foot maximum setback from street lot lines to foster street activity and parking is prohibited in front and side yards. While there is no proposal for redevelopment of the property currently, the site would need to address these standards if it were further developed in the future. The proposed zoning will allow the possibility for further development of the site by clearing up the split zoning. Staff finds that

facilitating further development or redevelopment in a manner that is consistent with the CHN would be beneficial to the overall health of the College Hill Business District.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Future Land Use Map identifies this entire property and the properties to the north and south along both sides of College Street as Neighborhood Commercial/Mixed Use. One of the characteristics of this land use category is that it includes a range of low impact commercial uses providing a variety of neighborhood services. The College Hill Neighborhood section of the Comprehensive Plan encourages bringing mixed-used development to College Street between 21st and 22nd Street to provide a link to the “Upper Hill” and “Lower Hill” with a more cohesive, walkable retail area.

The future land use designated for the entire property is Neighborhood Commercial/Mixed Use, so amending the Future Land Use Map would not be necessary. The requested C3 Zoning is consistent with the Comprehensive Plan.



ACCESS TO PUBLIC SERVICES

The property is located in a developed area of the city and will have access to all utilities and public services.

ACCESS TO ADEQUATE STREET NETWORK

The property currently has access from both College Street and W 22nd Street: however, the current access configuration is non-conforming with the College Hill Neighborhood Overlay Zoning District and the City’s access standards. There are two very wide curb cuts, one on College Street and one on 22nd Street that likely date to a time when the site was a gas station. These large curb cuts interrupt the walkable character of the street and create vehicular conflict points close to the corner. If the site is redeveloped or further developed in the future, these access points would be reviewed for modification as a part of the site plan process.

PUBLIC NOTICE

Notice of the rezoning proposal was mailed to the adjoining property owners with the potential date of public hearing and public hearing notice was also published in Waterloo Cedar Falls Courier on October 22, 2020.

TECHNICAL COMMENTS

The City technical staff, including Cedar Falls Utilities, has no concerns with the proposed rezoning request, other than what is noted above with regard to excessive driveway access points.

STAFF RECOMMENDATION

The Community Development Department recommends approval of RZ20-007, a request to rezone a 0.4 acre (17,424 SF) property located at 2128 College Street from the C-3: Commercial District and R-4: Multiple Residence District, to C-3: Commercial District.

PLANNING & ZONING COMMISSION

Introduction 10/14/2020 Discussion & Vote Chair Holst introduced the item and Mr. Weintraut provided background information. He explained that the proposal is to rezone 2128 College Street (Bani’s) from R-4, Multiple Residence District to C-3, Commercial District. The request is consistent with the Future Land Use Map and would encourage mixed-use development help link the “Upper” and “Lower” College Hill commercial area. All public services are accessible and it is has access to street network, although he noted that the excessively wide curb cuts are nonconforming and inconsistent with the desired pedestrian-oriented character of the area, so noted that if the property is redeveloped these curb cuts may need to be modified. He provided photos of the site and discussed the how having unified zoning would help redevelopment plans. Staff welcomes comments from the Planning and Zoning Commission and the public and recommends scheduling a date for a public hearing.

Dan Levi (Levi Architecture) stated there has been discussion regarding redevelopment of this prominent corner and the vision for the College Hill District.

Kathryn Sogard (College Hill Partnership) read a letter of support for the rezoning.

Mr. Holst stated it is a pretty straightforward request to clean up an existing inconsistency in the zoning.

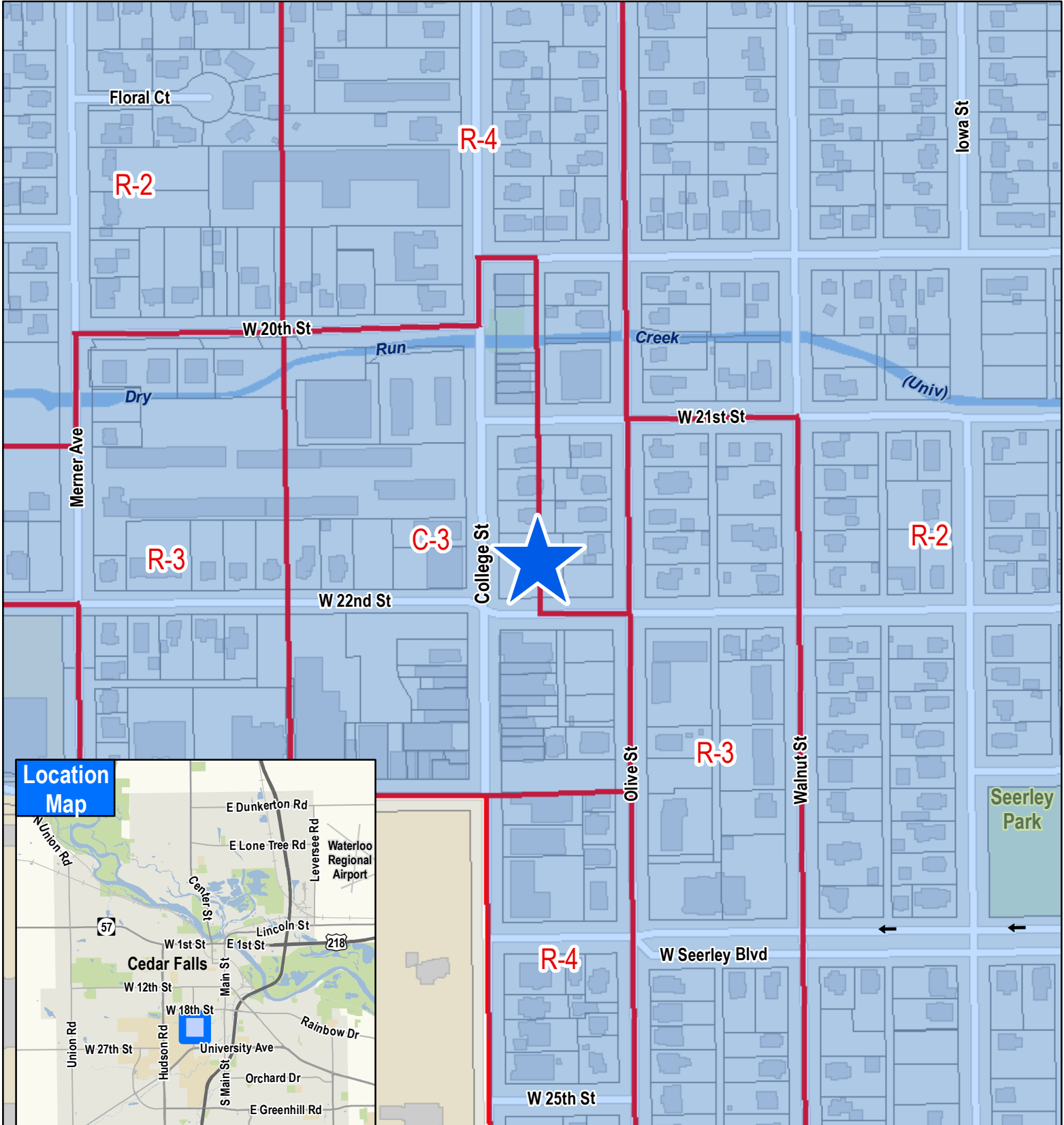
The matter will be continued at the next meeting.

Attachments: Location Map
Rezoning Aerial Photo

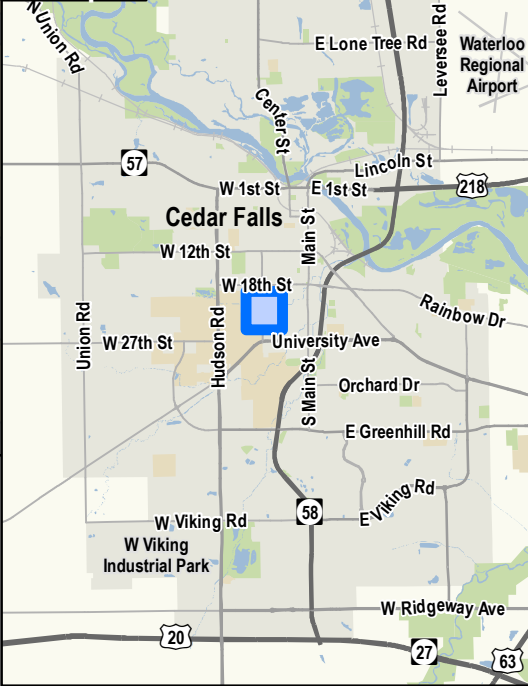
Cedar Falls Planning & Zoning Commission

October 14, 2020

Item 2.



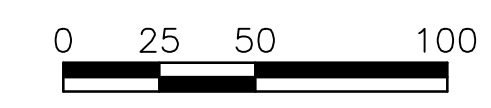
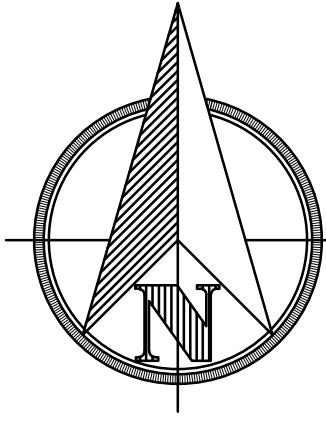
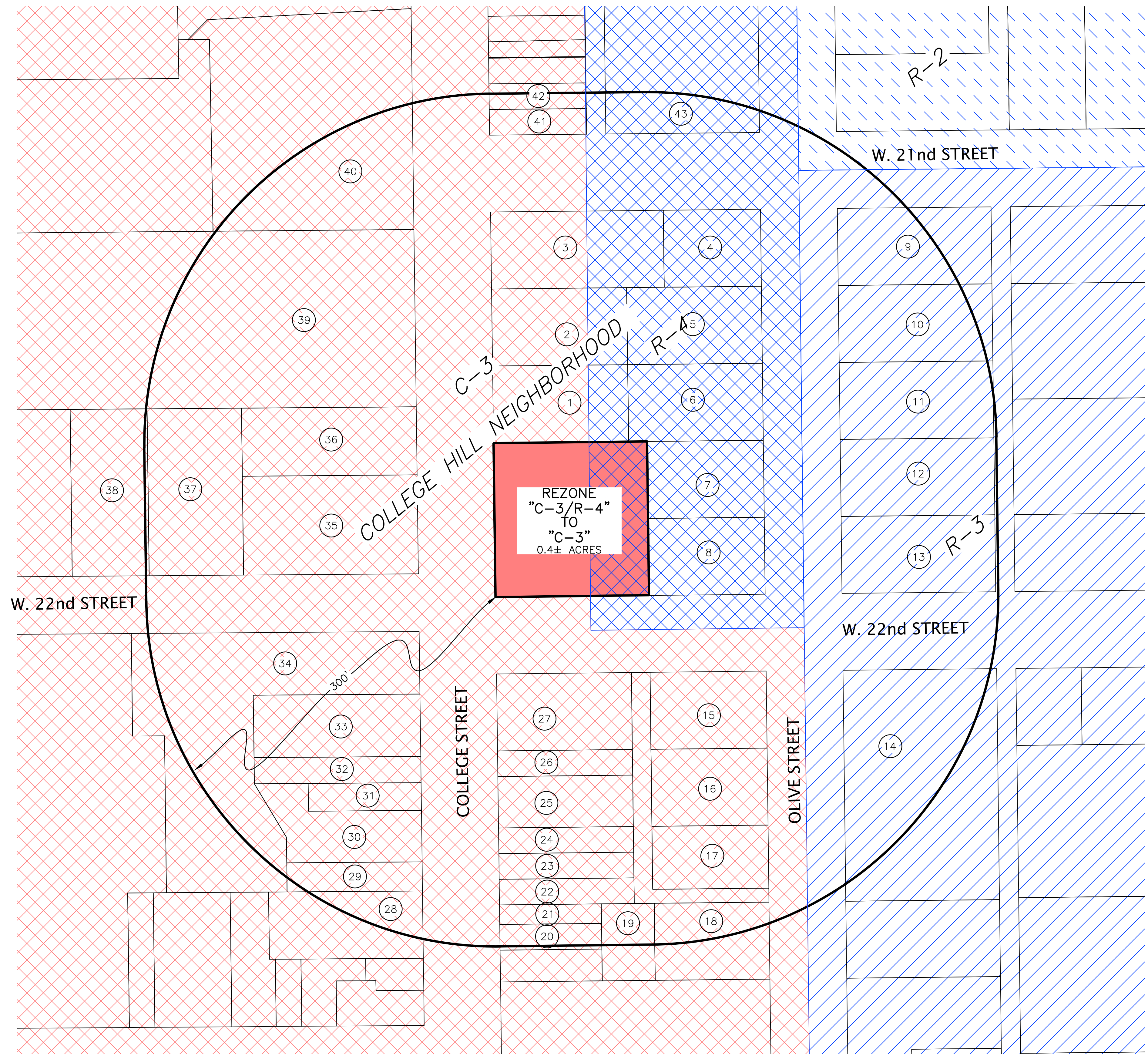
Location Map



Bani's - 2128 College St
R-4 to C-3

PROPERTIES WITHIN 300 FEET
OF
LOT NO. THREE (3), EXCEPT THE EAST
FIVE (5) RODS THEREOF, AND THE WEST
ONE HUNDRED THIRTY-TWO (132) FEET
OF LOT NO. FOUR (4) IN "NORMAL PLAT"
IN THE CITY OF CEDAR FALLS, BLACK
HAWK COUNTY, IOWA.

SEE ATTACHED SHEETS FOR
PROPERTY OWNER NAMES
AND ADDRESSES



NOTE:
CONCEPT PLAN IS BASED ON GIS AND RECORD
DATA AVAILABLE AND SUBJECT TO ACTUAL SITE
CONDITIONS.

DEPARTMENT OF COMMUNITY DEVELOPMENT



City of Cedar Falls
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MEMORANDUM
Planning & Community Services Division

TO: Planning & Zoning Commission
FROM: Chris Sevy, Planner I
DATE: October 28, 2020
SUBJECT: Tidal Wave Site Plan: Case # SP20-010

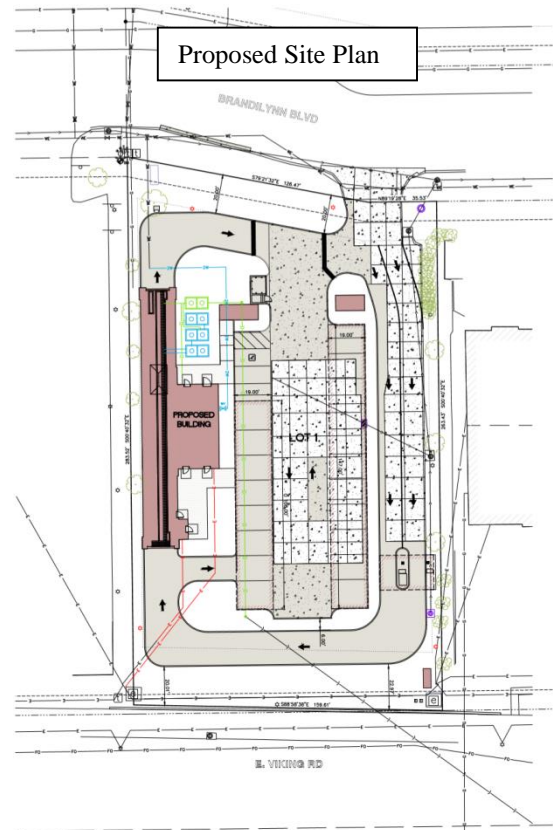
REQUEST: Site plan approval for construction of a new car wash.
PETITIONER: Brightwork Real Estate (developer); MMS Consultants (engineer)
LOCATION: 416 Brandilynn Boulevard

PROPOSAL

The applicant proposes to construct a one story, 3,538 square foot Tidal Wave, a car wash concept new to Cedar Falls, on 416 Brandilynn Boulevard. The proposal includes a canopied pay station, a drive through car wash facility, canopied stations for patrons to vacuum their cars, and a dumpster enclosure. The proposed layout of the site sits on about 1 acre and is oriented toward Brandilynn Boulevard. This project will include demolition of the existing car wash facility that currently sits on the lot.

BACKGROUND

This area was rezoned from (A-1) Agricultural District to (HWY-1) Highway Commercial District in 1998 which is when this area began to be developed. The GenCom Subdivision plat, of which this parcel is a part, was approved in 2003 and the existing car wash on the site was approved and built in 2004.



ANALYSIS

The HWY-1 District is intended to promote general service commercial uses that serve a broader market area (i.e. city-wide or regional customer base). The ordinance requires a detailed site plan review prior to approval in order to ensure that the development site satisfies a number of basic aesthetic 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 for the proposed development:

- 1) Use: Service stations are listed as a permitted use in the HWY-1 District and a car wash fits into that category. **Use is allowed.**
- 2) Setbacks: There are platted building setbacks of 20 feet along Brandilynn Boulevard and 30 feet along Viking Road. The building is 62 feet from Brandilynn and 80 feet from Viking Road. At these distances the building more than meets these setbacks. The default side yard setback is 5 feet. The district also requires that a 20-foot landscaped setback be maintained along streets and accessways. Drives, aisles, and parking areas may not encroach into this landscaped setback. The applicant's last complete submission does not meet this requirement, however they have provided a new drawing that conforms and agreed to update their complete set of plans prior to approval. This updated drawing is included with

this staff report and all analysis will consider this new drawing. **Building setbacks are satisfied. The parking lot setbacks are also satisfied.**

- 3) Parking: For an automatic carwash, five stacking spaces are required for each washing bay. There are at least six stacking spaces between the pay station and the bay entrance and seven more stacking spaces behind the pay station in each lane (there are two lanes approaching the pay station). Stacking space requirements are enumerated in the code for vacuuming units. However, this rule is intended for a drive-thru format that is similar to that of a fuel pump at a filling station and is meant to ensure that waiting vehicles do not stack into the public right-of-way. The applicant proposes a concept/format that provides 19 vacuum stations that are in the form of large parking stalls, which are adequate in number to prevent stacking. Therefore, it is not practical to require stacking spaces behind these stalls. Based on the projected number of employees, the applicant figures that two parking spaces are required (one space for every two employees). Based on the site plan they are providing three parking spaces (independent of the vacuum stalls) including one ADA space. The parking meets the zoning standards with minimum stall dimensions of 9' x 19' (vacuum stalls are wider) and a 30-foot wide aisle (24 feet is the minimum requirement). **The amount and dimension of the parking stalls and drives are met.**

- 4) Open Green Space: The HWY-1 District requires that open green space/landscape area be provided at the rate of 10% of the development site excluding the required 20-foot landscaped setback area. Below is a summary from the site plan that details how this provision is met. The applicant's calculation of provided open green space below actually does not exclude the 20-foot setback area. However, staff estimates that the open green space provided within the required parameters comfortably exceeds the 10% requirement.

<u>New Development Site</u>	43,190 SF	
Required Open/Green Space	4,319 SF	10%
Provided Open/Green Space	14,612 SF	33.8%

Landscaping is shown throughout the site, both around the building as well as within the parking lot, along the streets and required setbacks.

The open green space exceeds the minimum requirement and is well distributed.

- 5) Landscaping: The HWY-1 District requires landscaping at the rate of 0.02 points per sq. ft. of total development site area which comes to 864 points required. Their plan achieves 870 points. An additional 241 points are required for street tree planting and their plan achieves 250.

Trees are required in the vehicular use area at the rate of one overstory tree per 15 parking spaces. This equates to a requirement of 2 overstory trees. 3 overstory trees are proposed within the parking area to meet this requirement.

In addition to parking lot trees, there are trees located along the street frontages, with shrubs and additional trees being located around each of the buildings as required. The required screening around the parking/vehicular use area is also fulfilled by their proposed plan. **Landscaping requirements are met.**

- 6) **Building Design:** The HWY-1 zone requires a design review of various elements. The intent of the zone is to promote and facilitate comprehensively planned commercial developments located adjacent to major transportation corridors and interchanges. It is further the purpose of the zone to encourage high standards of building architecture and site planning. The elements in the code are noted below with a review on how each is addressed. **Overall, staff finds that the proposed building design meets the zoning standards based on the following analysis.**



An existing Tidal Wave Car Wash that reflects the design of the proposed building. This photo was taken from their company website.

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.

Renderings of the proposed building have been submitted. The scale and proportion of the new building will be similar to the existing building and the surrounding buildings. It is 1-story with 14 foot wall heights and a 6/12 roof pitch. The maximum height of the proposed building is 28 feet (at the tip of the cupola) while the general roofline sits at 21 feet. The neighboring buildings to the east and west have similar dimensions though their maximum heights don't appear to be quite as high. Staff finds that the proposal is consistent with neighboring buildings and with the height allowances in the zoning district.

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 adjacent buildings utilize flat roofs with a parapet around the edge. The IHOP next door has some roof style features similar to the cupola on the proposed building. The proposed building and the vacuum canopies

will not utilize a flat roof and instead have a 6/12 pitch (rise/run). This is similar to the existing building on site and does not appear to be incompatible with the surrounding buildings.

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.

The new building will feature stone veneer façades with varying surfaces of stucco, precast concrete, and masonry veneer. The sides of the building will have clear windows running the course of the drive-thru and providing natural light to patrons. Overall, the building materials and patterns meet or exceed the city's standards.

Materials and texture: 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.

Glass, stone, stucco, architecturally finished concrete masonry, and metal roof are the exterior materials proposed for the new building. All of the materials besides the roof, doors, and trim will provide a masonry texture. These are similar material and texture choices to those of adjacent buildings.

TIDAL WAVE AUTO SPA - EXTERIOR FINISH SCHEDULE:

The schedule includes the following items:

- GLAZING - CLEAR**
(PROVIDE SPANDREL GLAZING IN GLAZED GABLE TRUSSES LOCATED AT ENCLOSED ATTICS)
- PREFINISHED METAL ROOF**
COLOR - REGAL BLUE
(PREFIN SOFFIT, FASCIA, FLASHING COLOR-MATCH ROOF COLOR)
- PRECAST WATERTABLE COURSE**
OLD CASTLE - WHITE
- STONE VENEER**
KENTUCKY LEDGESTONE
- STOREFRONT FRAME**
COLOR - BRONZE
- EXPOSED STRUCTURAL STEEL**
TRUSSES AND COLUMNS.
PAINT - BLACK
- HM DOORS/FRAMES**
PAINT SW 2735 ROCKWEED
- SPLIT FACE MASONRY**
OLD CASTLE -

DO NOT PAINT BOTTOM SIDE OF ANY EXPOSED METAL ROOF PANEL


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.

With exception of the blue roof, the new building will primarily use lighter earth tones with minor accents such as frames and doors that are darker. These colors are typical of the Tidal Wave brand and are used on most of their locations.

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.

Architectural features of the new building include a cross gabled roof, a cupola, an abundant use of windows, and a well-textured façade using stone and masonry. The roof line only varies at the cupola. These style features and materials maintain identity while being generally consistent with neighboring buildings.



- 7) Trash Dumpster Site: The dumpster and enclosure is located near the northeast corner of the building. This enclosure will be made of concrete masonry and stucco that will match materials used on the principal structure. It will have two doors to operate towards the east where cars enter and exit the vacuum area. The enclosure will measure 8' by 15'. **Dumpster facility location and enclosure is acceptable.**
- 8) Lighting: The HWY-1 District regulations do not have specific lighting design guidelines. However, all new site plans require review of the lighting to consider potential nuisance issues and incompatibilities. The vehicular use area will utilize seven 20-foot high fully downcast fixtures produced by CREE Inc. (example fixture pictured to the right). The building will utilize wall-mounted and shielded downcast lights produced by Williams Outdoor. These models appear to properly light critical areas of the site without producing glare or spillover light directing light on to other properties. **Lighting is acceptable.**
- 
- 9) Signage: While separate sign permits will be required for all signage prior to installation, the proposed signage plan for the site must be reviewed by the Planning and Zoning Commission and City Council. **There are still some issues to address in the applicant's signage plan and planning staff will work with the applicant to bring forward the details of that plan at the next meeting.**
- 10) Storm Water Management: Due to the regional detention basin installed during the Gencom Phase II development, including Walmart and the surrounding sites, the engineering division has determined that no additional detention is required. However, water quality improvements are required with redevelopment. A water quality device will be installed on-site to collect water run-off prior to it entering the storm sewer network along Brandilynn Boulevard. **Criterion is met, subject to final engineering review prior to issuance of a building permit.**

TECHNICAL COMMENTS

Cedar Falls Utilities (CFU) has reviewed the site plan for Tidal Wave Auto Spa. Water, electric, gas, and communications are all available to the site in accordance with CFU Service Policies. The Utility Plan shows a new 2" water service connecting to an existing 8" water service into the property. The existing water service is connected to the 12" water main with a 4" valve and reduces to a 2" copper water service. Water services in Cedar Falls are owned, installed and maintained by the property owner. Gas services are owned, installed and maintained by CFU. The Utility Plan shows a new gas service connected to the existing gas service near the northwest corner of the new building. HVAC or plumbing contractor will make the gas piping connection to the CFU installed gas meter. The general contractor must contact CFU for coordination of utility service locations.

An updated plan set illustrating the required 20-foot perimeter setback area and associated adjustments to the landscaping plan is required.

Signage plan to be adjusted to meet City requirements.

Any other minor remaining technical issues will be addressed prior to Council approval or at the time of building plan review.

A courtesy notice to surrounding property owners was mailed on October 21, 2020.

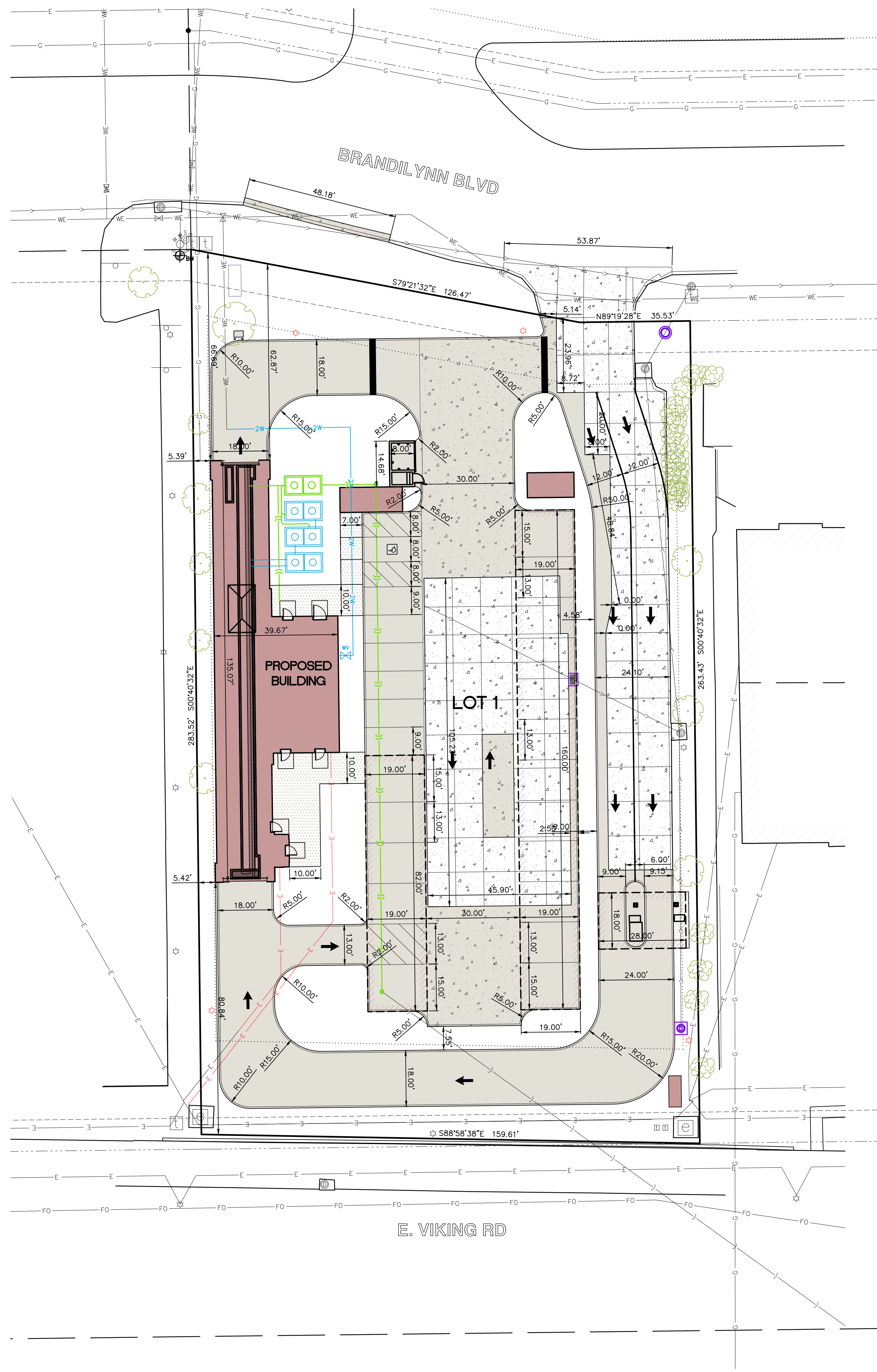
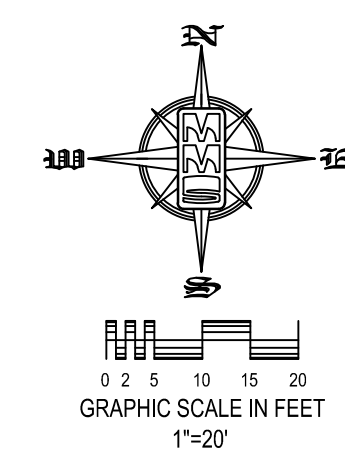
STAFF RECOMMENDATION

Introduction of this site plan is for discussion and public comment. An updated plan set illustrating the 20-foot perimeter setback area and signage details and a formal recommendation will be brought forward at the next meeting.

Attachments: Complete Site Plan Set (Submitted 10/16)
Revised Site Plan (Submitted 10/22)
Proposed Building Elevations
Proposed Canopy Elevations

SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

PREPARED BY: MMS CONSULTANTS INC. 1917 S. GILBERT STREET IOWA CITY, IA 52240
OWNER: VIKING ROAD WASH PARTNERS 416 BRANDILYNN BLVD CEDAR FALLS, IA 50613
APPLICANT: BRIGHTWORK REAL ESTATE ATTN: JOHN LAPOINTE 3708 WEST SWANN AVENUE, SUITE 200 TAMPA, FL 33609
APPLICANT'S ATTORNEY: GARDNER BREWER MARTINEZ-MONFORT LAW ATTN: CHRIS BREWER 400 NORTH ASHLEY STREET, SUITE 1100 TAMPA, FL 33602



LEGAL DESCRIPTION:
 LOT 1, GENCOM ADDITION, CEDAR FALLS, BLACK HAWK COUNTY, IOWA EXCEPT THAT PART CONVEYED TO THE CITY OF CEDAR FALLS IN DOCUMENT #2018-10402. RECORDER'S OFFICE. SAID PARCEL CONTAINS 0.99 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

PROPOSAL:
 APPLICANT PLANS TO DEVELOP A CAR WASH FACILITY ON THE 0.99 ACRE SITE.

DEVELOPMENT SCHEDULE

PHASE	AREA OF WORK
LOT 1	

DEVELOPMENT CHARACTERISTICS

CURRENT ZONING IS HWY-1 (HIGHWAY COMMERCIAL)

SETBACK REQUIREMENTS

BUILDING SETBACKS:	REQUIRED
FRONT YARD	20 FEET
SIDE YARD	9 FEET
REAR YARD	30 FEET

LOT CHARACTERISTICS

LOT AREA	43,190 SF (100%)(0.99 AC)
BUILDING AREA - PROPOSED	3,538 SF (8.2%)
VACUUM CANOPIES/AMENITIES	5,102 SF
NOTE: VACUUM CANOPIES/AMENITIES CALCULATIONS INCLUDE OVERHEAD STRUCTURES THAT ARE LOCATED ABOVE EXISTING AND PROPOSED PAVING AREAS	
TOTAL BUILDING AREAS	8,640 SF
PAVING AREA - PROPOSED	17,560 SF (40.7%)
PAVING AREA - EXISTING (TO REMAIN)	8,895 SF (20.6%)
GREEN SPACE AREA	13,197 SF (30.5%)

PARKING REQUIREMENTS:
 RETAIL (CAR WASH) 1 SPACE / 2 EMPLOYEES = 2 SPACES
 7 STANDARD/EMPLOYEE SPACES PROVIDED (1 ADA)
 17 ADDITIONAL WORKING SPACES PROVIDED (VACUUM AREAS)
 TOTAL SPACES PROVIDED: 24 SPACES (1 ADA)

GENERAL NOTES:
 - ALL GROUND MOUNTED MECHANICAL UNITS SHALL BE SCREENED WITH LANDSCAPING
 - SEE SIGNAGE PACKAGE FOR FINAL SIGN LAYOUT

LIGHTING:
 - FREE STANDING LIGHT POLES NOT TO EXCEED 25 FEET.
 - PARKING LIGHTS TO BE NON-ADJUSTABLE DOWNLIGHTS.
 - WALL MOUNTED LIGHTS NOT TO BE FORWARD THROWING.
 - MAXIMUM WATTAGE = 250 WATTS.
 - LIGHT SPREAD SHALL NOT IMPACT BEYOND PROPERTY LIMITS.
 - SEE LIGHTING PACKAGE FOR FINAL LAYOUT

STANDARD LEGEND AND NOTES

- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- EXISTING RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES, PLATTED OR BY DEED
- PROPOSED EASEMENT LINES
- EXISTING EASEMENT LINES
- BENCHMARK
- RECORDED DIMENSIONS
- CURVE SEGMENT NUMBER

EXISTING (EXIST) / PROPOSED (PROP)

- POWER POLE
- POWER POLE W/DROP
- POWER POLE W/TRANS
- POWER POLE W/LIGHT
- GUY POLE
- LIGHT POLE
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- DRAINAGE MANHOLE
- CURB INLET
- FENCE LINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- WATER LINES
- ELECTRICAL LINES
- TELEPHONE LINES
- GAS LINES
- FIBER OPTIC
- OVERHEAD ELECTRIC
- CONTOUR LINES (INTERVAL)
- PROPOSED GROUND
- EXISTING TREE LINE
- EXISTING DECIDUOUS TREE & SHRUB
- EXISTING EVERGREEN TREES & SHRUBS

THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.

SHEET INDEX

- 1 SITE LAYOUT AND DIMENSION PLAN
- 2 SITE LAYOUT AND UTILITY PLAN
- 3 SITE DEMOLITION PLAN
- 4 EROSION CONTROL PLAN
- 5 GRADING PLAN
- 6 LANDSCAPE PLAN
- 7 GENERAL NOTES & DETAILS

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PER IDOT STANDARD ROAD PLAN TC-419 OR SUDAS 8030-110 AND CITY OF CEDAR FALLS REQUIREMENTS AT ALL TIMES DURING WORK WITHIN PUBLIC R.O.W.

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ANY REQUIRED RELOCATION OF EXISTING UTILITIES.

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

KELLY J. BECKLER
 14624
 P.E. Iowa Lic. No. 14624
 My license expires on December 31, 20__

Seal: _____
 Date: _____

GENCOM ADDITION, LOT 1
 CEDAR FALLS, IOWA

LOCATION MAP
 NOT TO SCALE

CIVIL ENGINEERS
 LAND PLANNERS
 LAND SURVEYORS
 LANDSCAPE ARCHITECTS
 ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
 IOWA CITY, IOWA 52240
 (319) 351-8282
www.mmsconsultants.net

Date	Revision
08/21/20	PER CITY COMMENTS - NPB
10/16/20	PER CITY COMMENTS - NPB

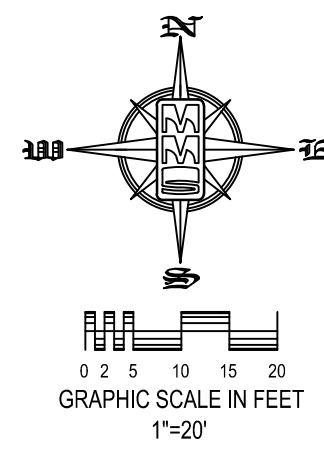
SITE LAYOUT AND DIMENSION PLAN

GENCOM ADDITION, LOT 1
 TIDAL WAVE
 AUTO SPA
 CEDAR FALLS
 BLACK HAWK COUNTY
 IOWA

MMS CONSULTANTS, INC.

Date:	08/14/20
Designed by:	NPB
Drawn by:	NPB
Checked by:	KJB
Project No.:	IOWA CITY 10927-002
Field Book No.:	
Scale:	1"=20'
Sheet No.:	1
of:	22

SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA



PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
VIKING ROAD WASH PARTNERS
416 BRANDILYNN BLVD
CEDAR FALLS, IA 50613

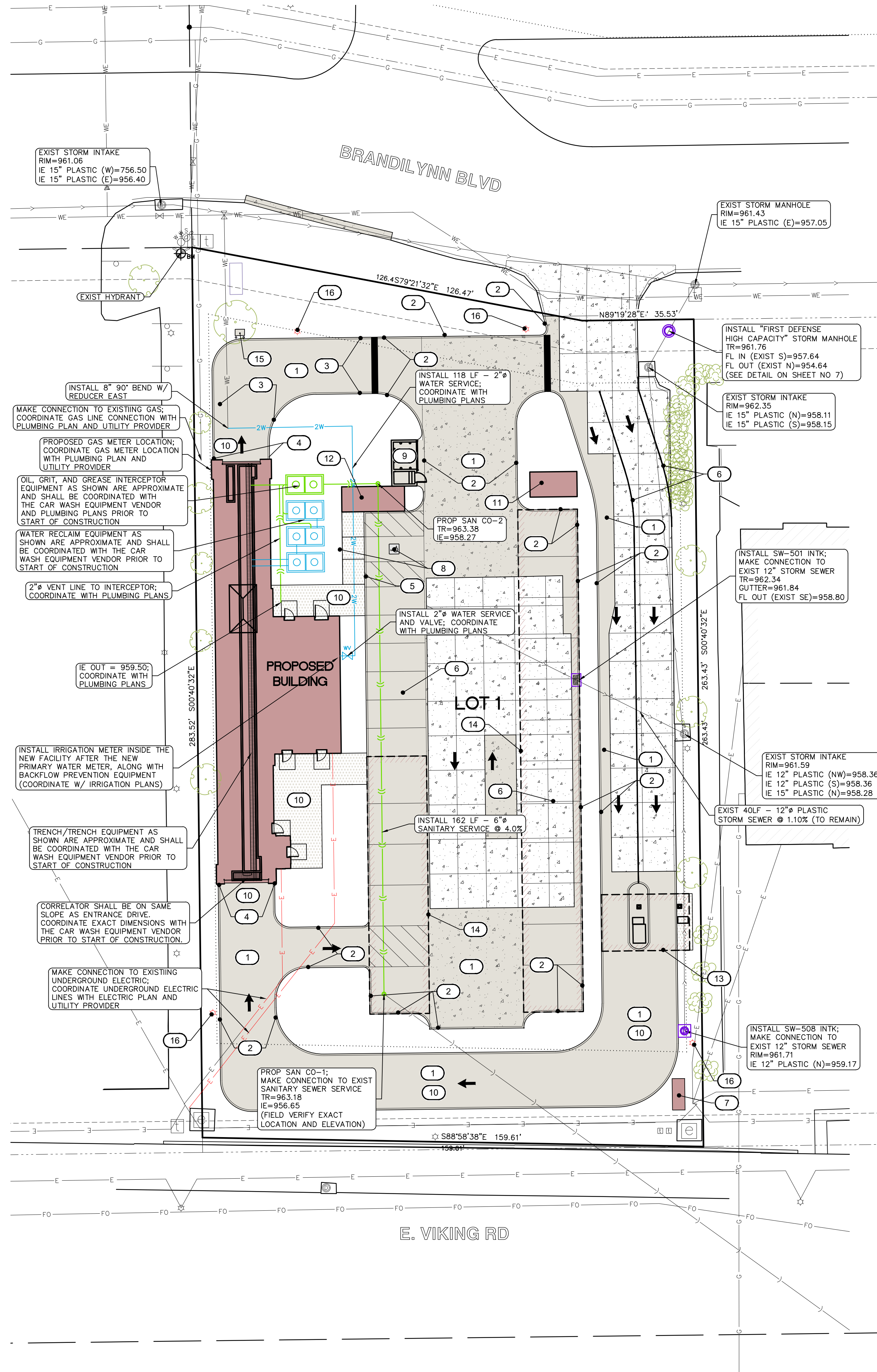
APPLICANT:
BRIGHTWORK REAL ESTATE
ATTN: JOHN LAPOINTE
3708 WEST SWANN AVENUE, SUITE 200
TAMPA, FL 33609

APPLICANT'S ATTORNEY:
GARDNER BREWER MARTINEZ-MONFORT LAW
ATTN: CHRIS BREWER
400 NORTH ASHLEY STREET, SUITE 1100
TAMPA, FL 33602



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS
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Date	Revision
08/21/20	PER CITY COMMENTS - NPB
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NUMBER	KEYNOTE	DETAIL
1	INSTALL DRIVE AND PARKING (SEE PAVING LEGEND TABLE THIS SHEET FOR THICKNESS AND MATERIAL)	
2	INSTALL STANDARD 6" CURB AND GUTTER	
3	INSTALL 3" ROLL CURB	
4	TRANSITION TO NO CURB	
5	INSTALL THICKENED EDGE SIDEWALK	
6	INSTALL 4" WIDE PAVEMENT MARKINGS (TYP)	
7	INSTALL SIGN; COORDINATE WITH ARCHITECTURAL AND SIGNAGE PLANS	
8	INSTALL ADA PARKING, SYMBOL, BOLLARD W/SIGNAGE, AND RAMPS PER ADA STANDARDS	
9	INSTALL DUMPSTER ENCLOSURE; COORDINATE WITH ARCHITECTURAL PLANS	
10	INSTALL HEATED PCC PAVING ADJACENT TO BUILDING; COORDINATE WITH MECHANICAL PLANS	
11	VACUUM SCREENING; COORDINATE WITH ARCHITECTURAL PLANS	
12	VACUUM SCREENING W/ VENDING; COORDINATE WITH ARCHITECTURAL PLANS	
13	PAY STATION CANOPY; COORDINATE WITH ARCHITECTURAL PLANS	
14	VACUUM CANOPY; COORDINATE WITH ARCHITECTURAL PLANS	
15	INSTALL STOP/GO LIGHT WITH BOLLARDS; COORDINATE WITH ARCHITECTURAL AND SIGNAGE PLANS	
16	INSTALL LIGHT AND BASE	

STANDARD LEGEND AND NOTES	
---	PROPERTY &/or BOUNDARY LINES
---	CONGRESSIONAL SECTION LINES
---	RIGHT-OF-WAY LINES
---	EXISTING RIGHT-OF-WAY LINES
---	CENTER LINES
---	LOT LINES, INTERNAL
---	LOT LINES, PLATTED OR BY DEED
---	PROPOSED EASEMENT LINES
---	EXISTING EASEMENT LINES
---	BENCHMARK
(R)	RECORDED DIMENSIONS
22-1	CURVE SEGMENT NUMBER
-EXIST-	POWER POLE
-EXIST-	POWER POLE W/DROP
-EXIST-	POWER POLE W/TRANS
-EXIST-	POWER POLE W/LIGHT
-EXIST-	GUY POLE
-EXIST-	LIGHT POLE
-EXIST-	SANITARY MANHOLE
-EXIST-	FIRE HYDRANT
-EXIST-	WATER VALVE
-EXIST-	DRAINAGE MANHOLE
-EXIST-	CURB INLET
-EXIST-	FENCE LINE
-EXIST-	EXISTING SANITARY SEWER
-EXIST-	PROPOSED SANITARY SEWER
-EXIST-	EXISTING STORM SEWER
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SHEET INDEX

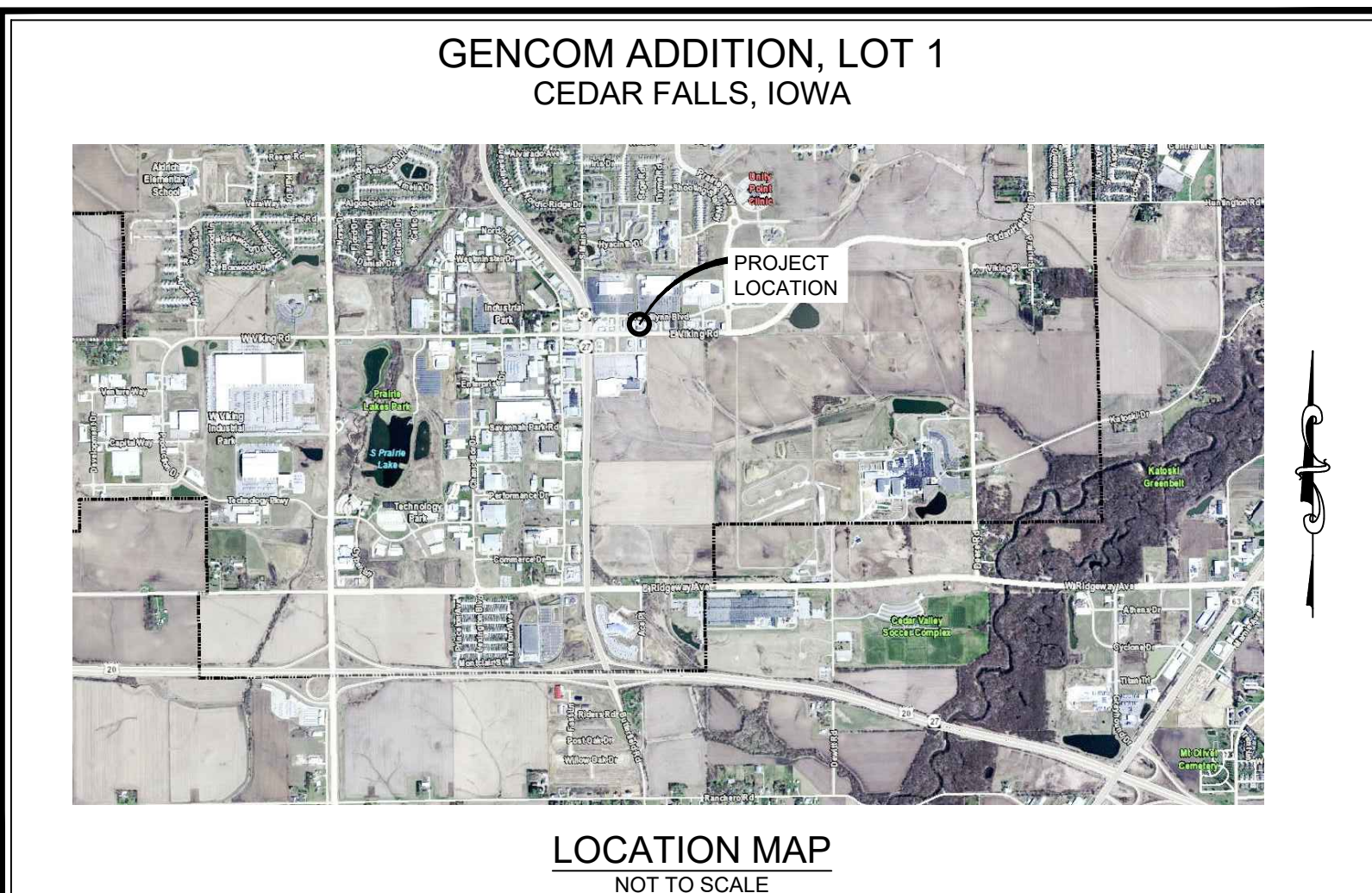
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PAVING LEGEND (TOTAL SITE CONSTRUCTION, INCLUDING WORK WITHIN RIGHT-OF-WAY)	
[Pattern]	7" PCC OVER 6" GRANULAR BASE (DOT GRADATION 12 OR 14) (4,155 SF)
[Pattern]	5" PCC OVER 4" GRANULAR BASE (DOT GRADATION 12 OR 14) (12,280 SF)
[Pattern]	4" PCC (1,125 SF)

WATER SERVICES IN CEDAR FALLS ARE OWNED, INSTALLED AND MAINTAINED BY THE PROPERTY OWNER. GAS SERVICES ARE OWNED, INSTALLED AND MAINTAINED BY CFU (CEDAR FALLS UTILITIES). HVAC OR PLUMBING CONTRACTOR WILL MAKE THE GAS PIPING CONNECTION TO THE CFU INSTALLED GAS METER. THE GENERAL CONTRACTOR SHALL CONTACT CFU FOR COORDINATION OF UTILITY SERVICE LOCATIONS.

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PER IDOT STANDARD ROAD PLAN TC-419 OR SUDAS 8030-110 AND CITY OF CEDAR FALLS REQUIREMENTS AT ALL TIMES DURING WORK WITHIN PUBLIC R.O.W.

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ANY REQUIRED RELOCATION OF EXISTING UTILITIES.



SITE LAYOUT AND UTILITY PLAN

GENCOM ADDITION, LOT 1 TIDAL WAVE AUTO SPA CEDAR FALLS BLACK HAWK COUNTY IOWA

MMS CONSULTANTS, INC.

Date: 08/14/20

Designed By: NPB Field Book No:

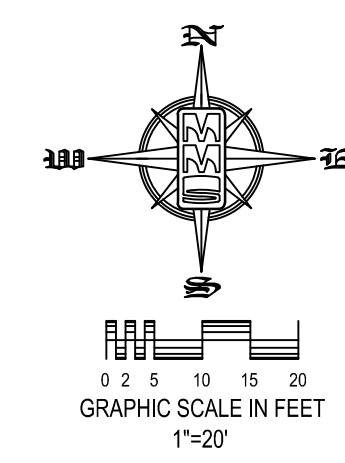
Drawn By: NPB Scale: 1"=20'

Checked By: KJB Sheet No:

Project No: IOWA CITY

10927-002 of 23

SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

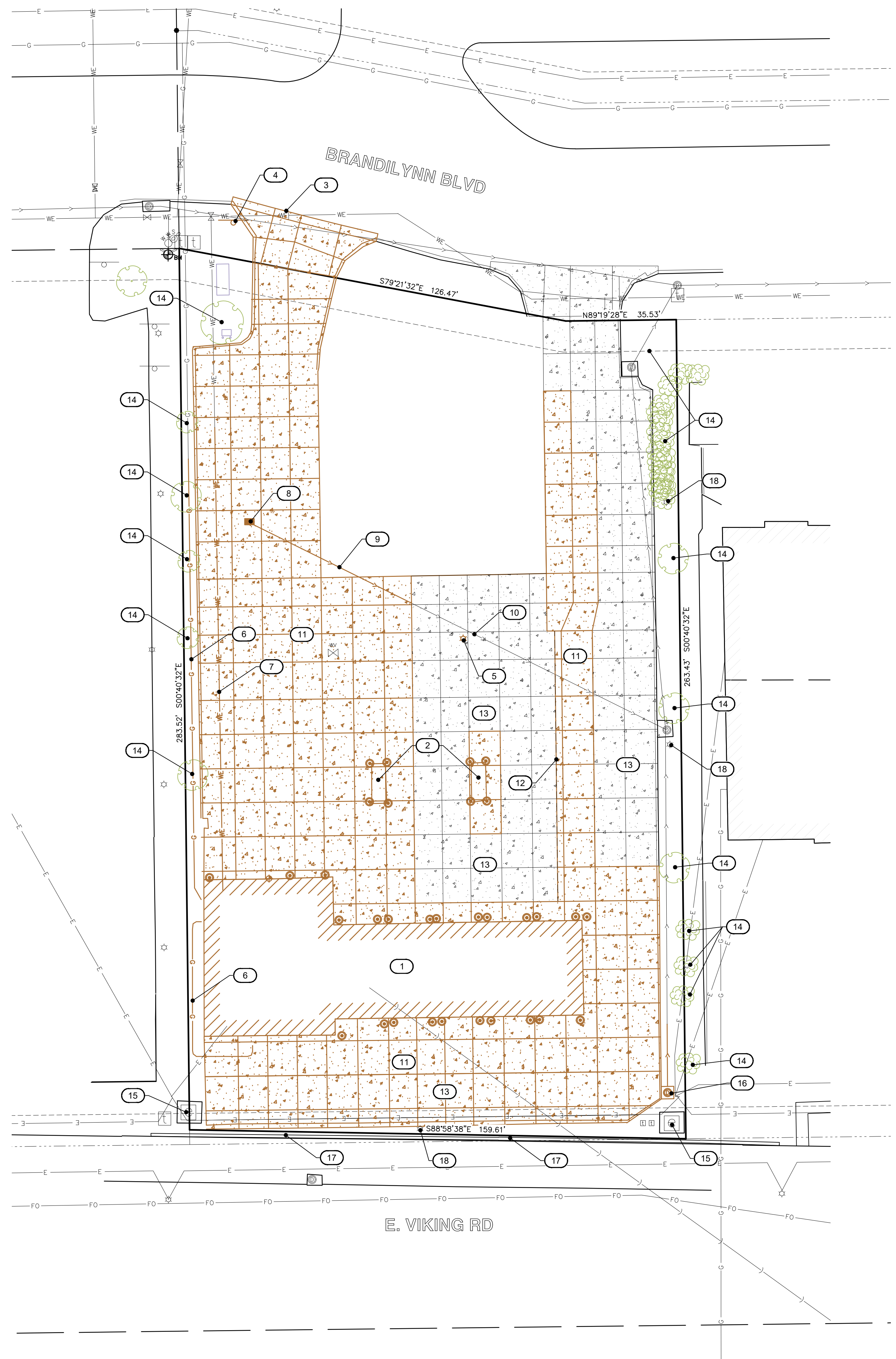


PREPARED BY:
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APPLICANT'S ATTORNEY:
GARDNER BREWER MARTINEZ-MONFORT LAW
ATTN: CHRIS BREWER
400 NORTH ASHLEY STREET, SUITE 1100
TAMPA, FL 33602



- KEYNOTES:**
- 1 REMOVE EXISTING BUILDING AND RELATED MATERIALS
 - 2 REMOVE EXISTING FEATURE AND RELATED MATERIALS
 - 3 SAWCUT & REMOVE CURB DEPRESSION; INSTALL 6" VERTICAL CURB SECTION.
 - 4 REMOVE EXISTING SIGN
 - 5 REMOVE EXISTING LIGHT AND POLE
 - 6 REMOVE EXISTING GAS SERVICE LINE (COORDINATE WITH UTILITY PROVIDER)
 - 7 REMOVE EXISTING WATER SERVICE LINE
 - 8 REMOVE EXISTING STORM INTAKE
 - 9 REMOVE 58 LF EXISTING STORM SEWER
 - 10 ABANDON IN PLACE 52 LF EXISTING STORM SEWER
 - 11 REMOVE EXISTING CONCRETE PAVEMENT TO NEAREST JOINT
 - 12 SAWCUT AND REMOVE EXISTING CONCRETE PAVEMENT
 - 13 PROTECT EXISTING CONCRETE PAVEMENT
 - 14 PROTECT EXISTING LANDSCAPING (TYP.)
 - 15 PROTECT EXISTING TRANSFORMER AND UNDERGROUND ELECTRIC
 - 16 REMOVE EXISTING STORM INTAKE AND 20 LF EXISTING STORM SEWER
 - 17 PROTECT EXISTING SIDEWALK AND RETAINING WALL ADJACENT TO E. VIKING RD.
 - 18 PROTECT EXISTING LIGHT AND POLE.

- PAVING REMOVAL LEGEND**
- REMOVE EXISTING CONCRETE PAVEMENT (20,100 SF)
 - EXISTING CONCRETE PAVEMENT TO REMAIN (8,895 SF)
 - REMOVE EXISTING BUILDING

- DEMOLITION NOTES:**
- 1) COORDINATE ALL DEMOLITION ACTIVITIES WITH OWNER BEFORE COMMENCING ANY DEMOLITION WORK.
 - 2) THE CONTRACTOR SHALL CONTACT ALL UTILITIES AND ARRANGE FOR THEIR LOCATION OF FACILITIES BEFORE BEGINNING DEMOLITION. THE CONTRACTOR SHALL COORDINATE WITH ALL PUBLIC UTILITIES FOR DISCONNECTION AND REMOVAL OF THEIR FACILITIES SERVING STRUCTURE BEING DEMOLISHED.
 - 3) CLEARING AND REMOVAL OF TREES, BUSHES AND BRUSH SHALL INCLUDE REMOVAL FROM THE SITE OF ALL TRUNKS, BRANCHES, STUMPS AND ROOTS. THE CONTRACTOR SHALL REMOVE ALL STUMPS AND ROOTS.
 - 4) REMOVAL OF BUILDINGS INCLUDES REMOVAL AND DISPOSAL OF ALL BUILDING MATERIALS, FOUNDATIONS, SIDEWALKS AND BELOW SLAB PIPING AND CONDUITS FOR THE BUILDINGS INDICATED ON THIS SHEET.
 - 5) ALL EXCAVATIONS FOR REMOVAL OF FOUNDATIONS, UTILITIES AND TREES SHALL BE BACKFILLED WITH SUITABLE ON SITE SOIL AND COMPACTED TO 95% STANDARD PROCTOR DENSITY.
 - 6) WHERE WORK CAUSES REMOVAL OF PAVEMENT WITHIN EXISTING RIGHTS-OF-WAY, PAVEMENT SHALL BE REPLACED AS SOON AS PRACTICAL.
 - 7) REMOVAL OF FENCES INCLUDES REMOVAL AND DISPOSAL OF ALL FENCE MATERIALS FROM THE PROJECT SITE.
 - 8) ADJACENT STREETS ARE TO BE MAINTAINED CLEAN AS PER CITY OF CEDAR FALLS REQUIREMENTS.
 - 9) WHEN PEDESTRIAN TRAFFIC FLOW IS INTERRUPTED, CONTRACTOR SHALL INSTALL PROPER SIGNAGE ("SIDEWALK CLOSED AHEAD USE OTHER SIDE").
 - 10) THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL CONFORMING TO THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" WHEN WORK EXTENDS INTO THE PUBLIC STREET.

STANDARD LEGEND AND NOTES

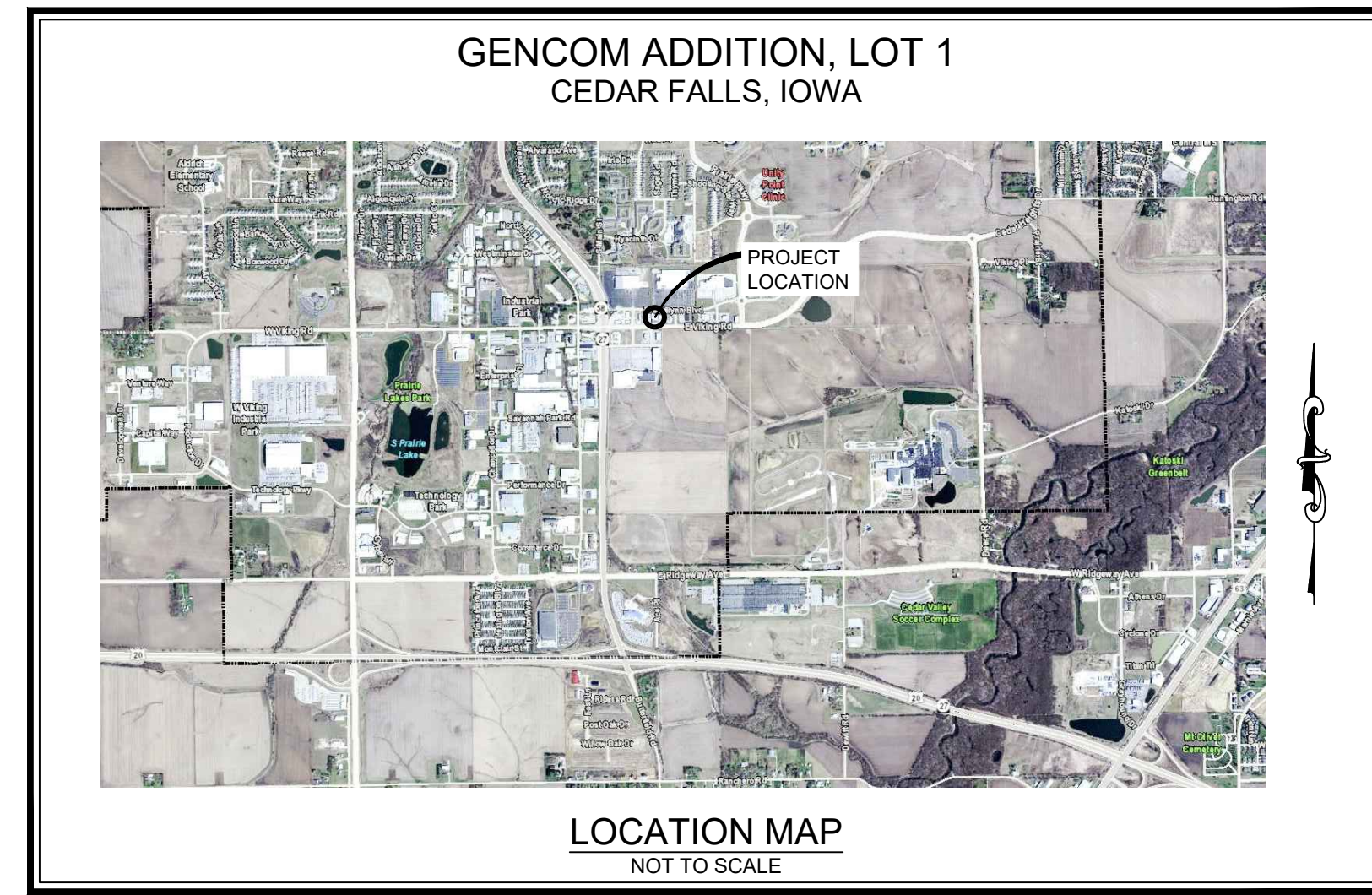
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- POWER POLE
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- GUY POLE
- FIBER OPTIC BOX
- GAS METER
- CABLE TELEVISION BOX
- TELEPHONE MANHOLE
- SANITARY MANHOLE
- SANITARY CLEANOUT
- FIRE HYDRANT
- WATER VALVE
- WATER MONITOR WELL
- DRAINAGE MANHOLE
- CURB INLET
- BOLLARD
- 1.5' SQUARE BOLLARD WITH ELECTRICAL RECEPTACLE
- FENCE LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- WATER LINES
- ELECTRICAL LINES
- OVERHEAD ELECTRICAL LINES
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THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.

- SHEET INDEX**
- 1 SITE LAYOUT AND DIMENSION PLAN
 - 2 SITE LAYOUT AND UTILITY PLAN
 - 3 SITE DEMOLITION PLAN
 - 4 EROSION CONTROL PLAN & SWPPP
 - 5 GRADING PLAN
 - 6 LANDSCAPE PLAN
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CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-8282
www.mmsconsultants.net

Date	Revision
08/21/20	PER CITY COMMENTS - NPB
10/16/20	PER CITY COMMENTS - NPB

SITE DEMOLITION PLAN

GENCOM ADDITION, LOT 1
TIDAL WAVE
AUTO SPA
CEDAR FALLS
BLACK HAWK COUNTY
IOWA

MMS CONSULTANTS, INC.

Date: 08/14/20

Designed By: NPB Field Book No:

Drawn By: NPB Scale: 1"=20'

Checked By: KJB Sheet No: 3

Project No: IOWA CITY 10927-002 of 24

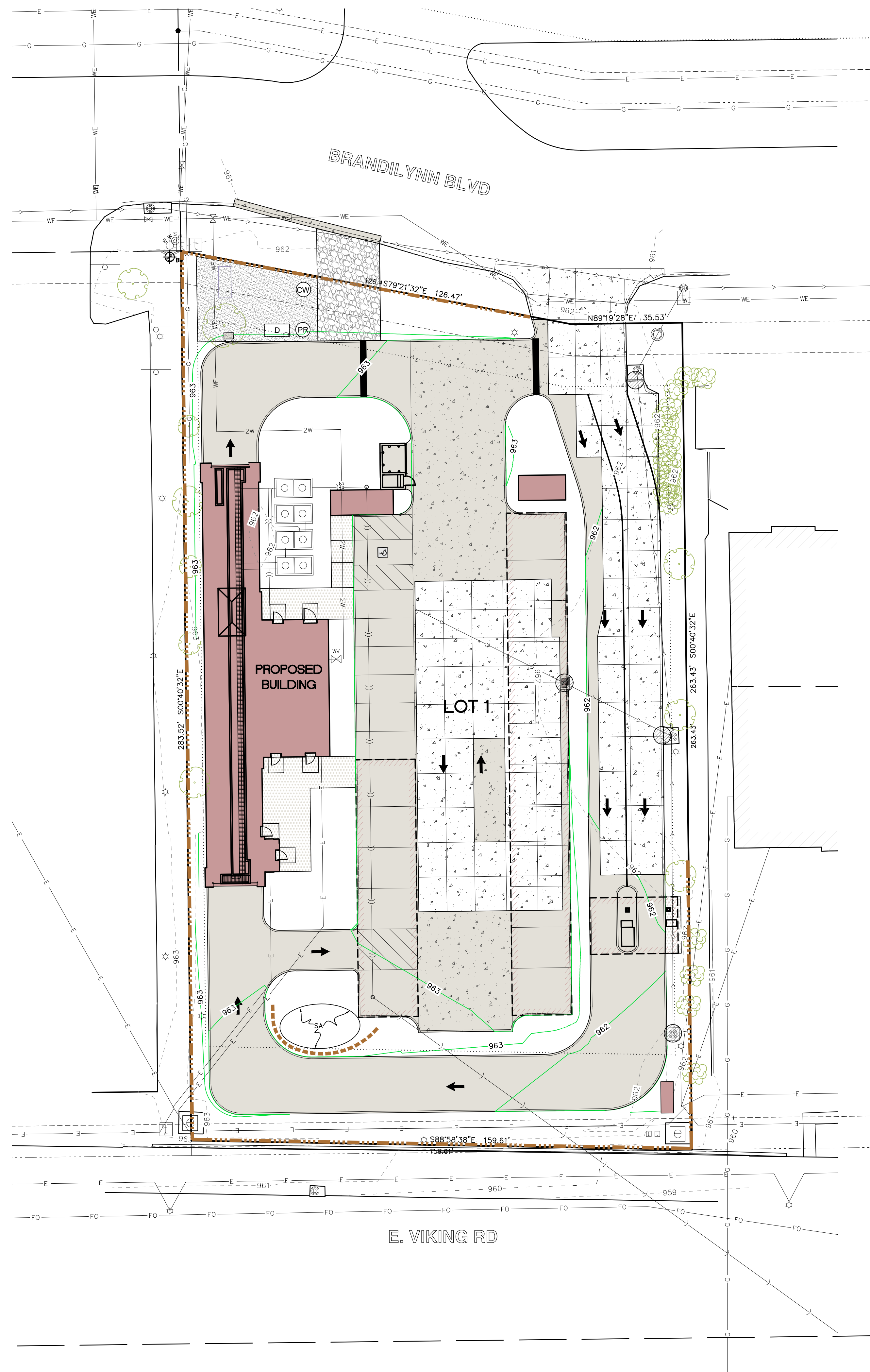
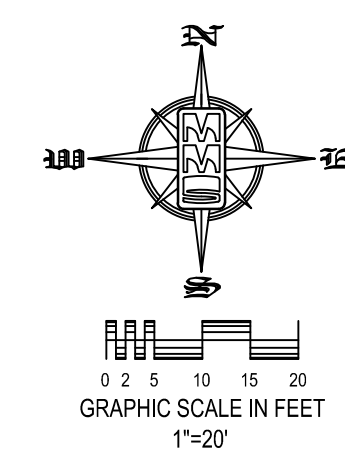
SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

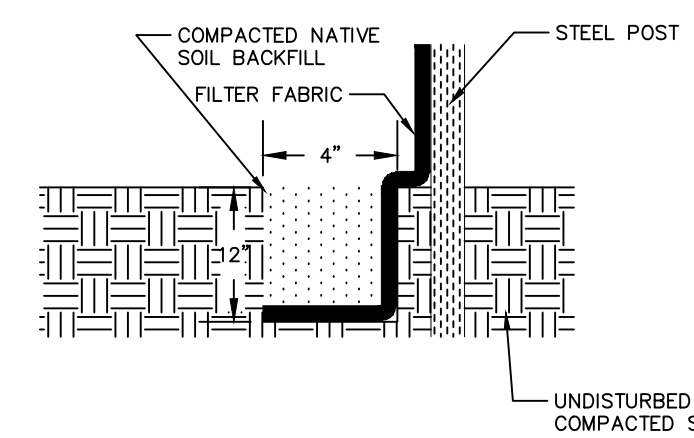
OWNER:
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416 BRANDILYNN BLVD
CEDAR FALLS, IA 50613

APPLICANT:
BRIGHTWORK REAL ESTATE
ATTN: JOHN LAPOINTE
3708 WEST SWANN AVENUE, SUITE 200
TAMPA, FL 33609

APPLICANT'S ATTORNEY:
GARDNER BREWER MARTINEZ-MONFORT LAW
ATTN: CHRIS BREWER
400 NORTH ASHLEY STREET, SUITE 1100
TAMPA, FL 33602



SILT FENCE DETAIL

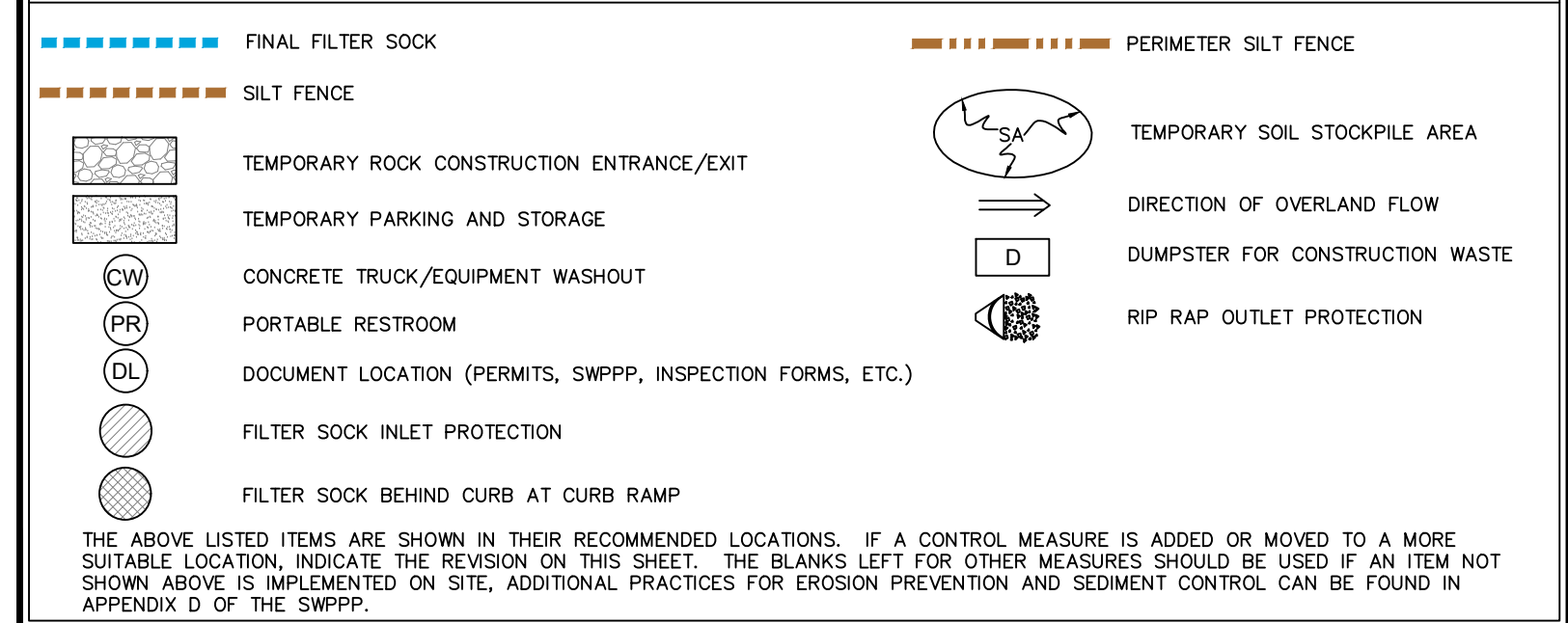


- INSTALLATION**
- POSTS SHALL BE 1.33 POUNDS PER LINEAL FOOT STEEL WITH A MINIMUM LENGTH OF 5 FEET. STEEL POSTS SHALL HAVE PROJECTIONS FOR FASTENING WIRE TO THEM.
 - SILT FENCE FABRIC SHALL CONFORM TO I.D.O.T. STANDARD SPECIFICATION SECTION 4196.01.A. SILT FENCING SHALL BE A MINIMUM OF 24" AND A MAXIMUM OF 36" HIGH WHEN COMPLETE.
 - THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE FENCE TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, THE FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6" OVERLAP, AND SECURELY SEALED.
 - POSTS SHALL BE SPACED A MAXIMUM OF 8 FEET APART AND DRIVEN SECURELY INTO THE GROUND ALONG THE FENCE ALIGNMENT. POSTS SHALL BE DRIVEN INTO THE GROUND A MINIMUM OF 28".
 - A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4" WIDE BY 12" DEEP ALONG THE UPSLOPE SIDE OF THE POSTS.
 - FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE POSTS SUCH THAT THE FABRIC EXTENDS INTO THE TRENCH AS SHOWN ABOVE. THE FABRIC SHALL BE FASTENED A MINIMUM OF THREE PLACES ON EACH POST. THE TRENCH SHALL BE BACK FILLED WITH EXCAVATED MATERIAL AND THOROUGHLY COMPACTED.
- MAINTENANCE**
- SILT FENCES SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINFALL EVENT OF 0.5 INCHES OR MORE. DURING PERIODS OF PROLONGED RAIN INSPECTIONS SHALL BE AT LEAST DAILY. ANY REPAIRS NEEDED TO MAINTAIN THE SILT FENCE'S EFFECTIVENESS SHALL BE MADE IMMEDIATELY.
 - SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO STABILIZING THE UPSLOPE AREAS THE FABRIC SHALL BE REPLACED PROMPTLY.
 - SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN THE DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE FENCE. SILTS REMOVED SHALL BE PLACED IN A PROTECTED PLACE THAT WILL PREVENT THEIR ESCAPE FROM THE CONSTRUCTION SITE.
 - ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER NEEDED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEED.
 - SILT FENCE SHALL REMAIN IN PLACE UNTIL IT IS NO LONGER NEEDED AS DIRECTED BY THE POLLUTION PREVENTION PLAN. GENERALLY SILT FENCES SHALL REMAIN UNTIL THE UPSLOPE AREAS ARE STABILIZED WITH AN ESTABLISHED GRASS COVER AS A MINIMUM.

STANDARD LEGEND AND NOTES

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---	GAS LINES
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---	PROPOSED GROUND
---	EXISTING TREE LINE
---	EXISTING DECIDUOUS TREE & SHRUB
---	EXISTING EVERGREEN TREES & SHRUBS

EROSION CONTROL LEGEND



- NOTES:**
- ALL ELEVATIONS ARE TOP OF SLAB UNLESS NOTED OTHERWISE.
 - TEMPORARY STABILIZATION IS REQUIRED ON DISTURBED AREAS AFTER THE 14TH DAY OF INACTIVITY.
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GRADING AND EROSION CONTROL NOTES

TOTAL SITE AREA: 0.99 ACRES
TOTAL AREA TO BE DISTURBED: 0.75 ACRES

EROSION CONTROL MEASURES SHOWN SHALL BE USED DURING FILL ACTIVITIES. EROSION CONTROL MEASURES SHALL BE REEVALUATED AND MODIFIED, IF NECESSARY, AT THE TIME OF SITE DEVELOPMENT.

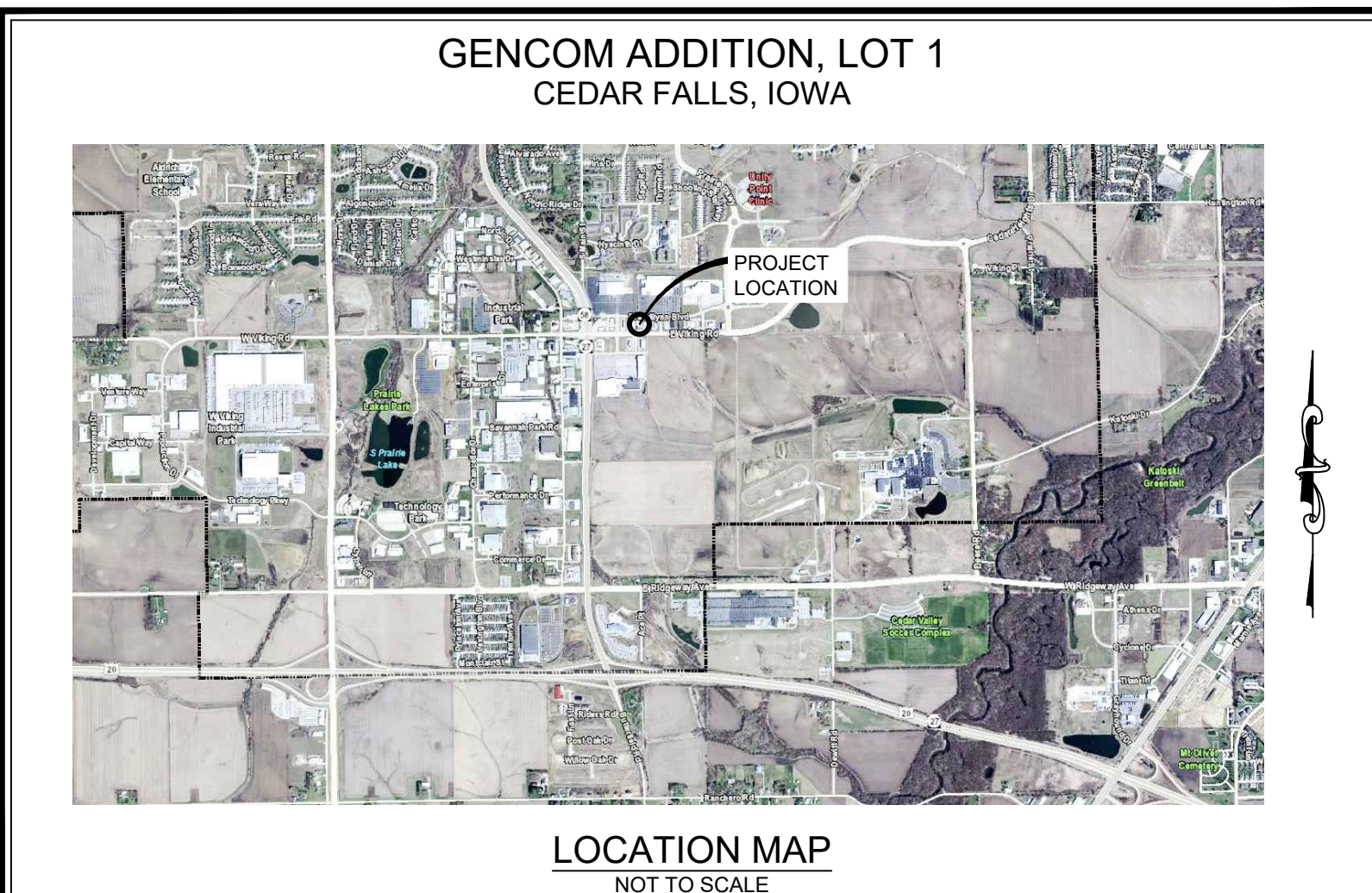
ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES THAT COULD BE USED ON SITE, IF NEEDED, CAN BE FOUND IN APPENDIX D OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ENGINEER PREPARED FOR THE SITE. IF ADDITIONAL MEASURES ARE USED, INDICATE THE TYPE AND LOCATION OF SAID MEASURE ON THIS PLAN.

CONTRACTOR SHALL INSTALL A ROCK ENTRANCE AND PERFORM REGULAR CLEANING OF VEHICLES THAT LEAVE THE SITE.

FOLLOWING INSTALLATION OF PERIMETER SILT FENCE AND TEMPORARY CONSTRUCTION ENTRANCE, THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR TO SCHEDULE A SITE INSPECTION PRIOR TO ANY SOIL DISTURBING ACTIVITIES.

THE CONTRACTOR SHALL FOLLOW THE NPDES PERMIT, SWPPP, AND THE CITY CSR REGULATIONS WHENEVER APPLICABLE.

THE EROSION CONTROL CONTRACTOR SHALL INSTALL FILTER SOCKS OR OTHER APPROVED FORM OF INLET PROTECTION AT EACH STREET INTAKE ADJACENT TO THE SITE.



LOCATION MAP
NOT TO SCALE

EROSION CONTROL PLAN

GENCOM ADDITION, LOT 1
CEDAR FALLS, IOWA
TIDAL WAVE
AUTO SPA
CEDAR FALLS
BLACK HAWK COUNTY
IOWA

MMS CONSULTANTS, INC.
Date: 08/14/20
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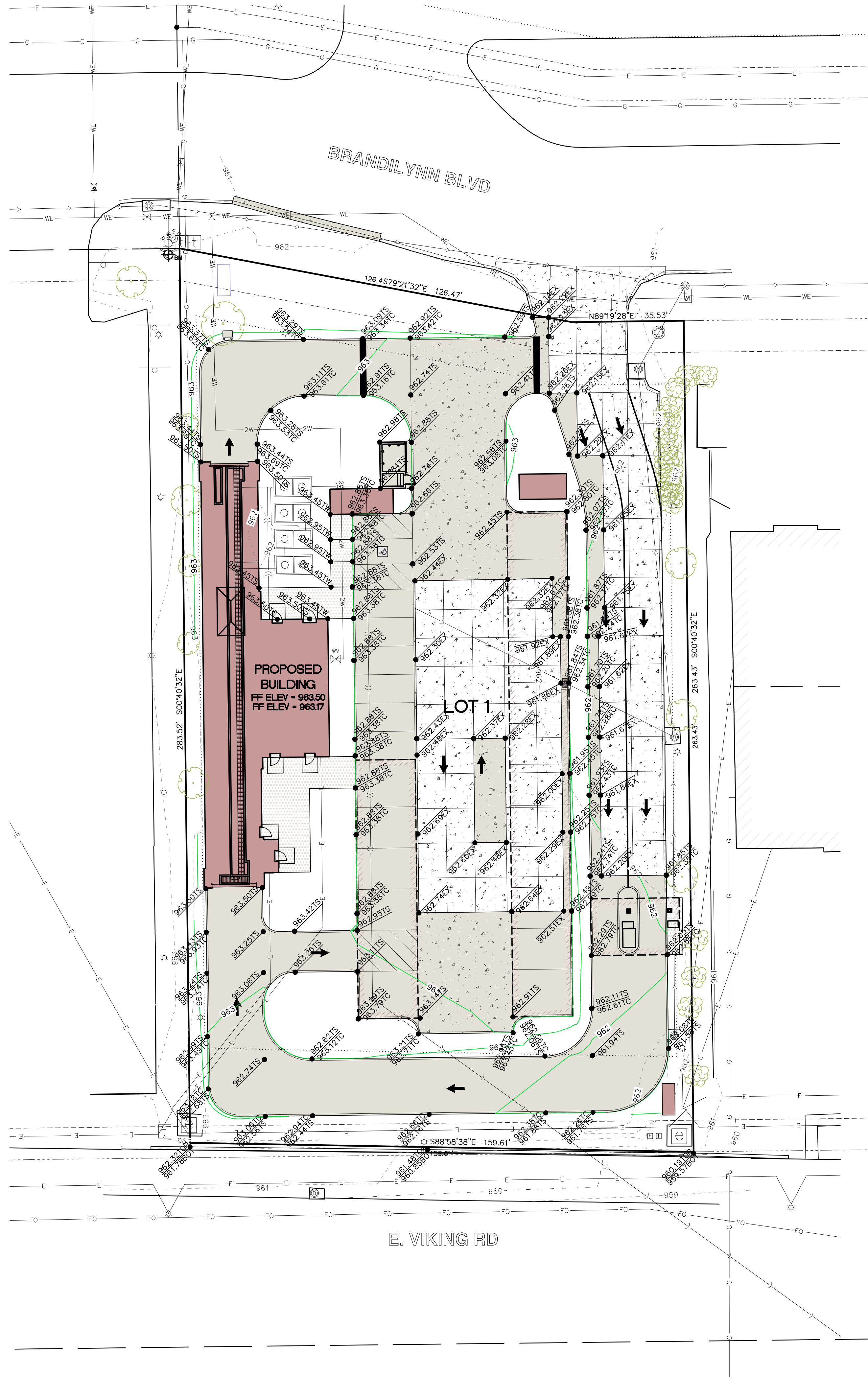
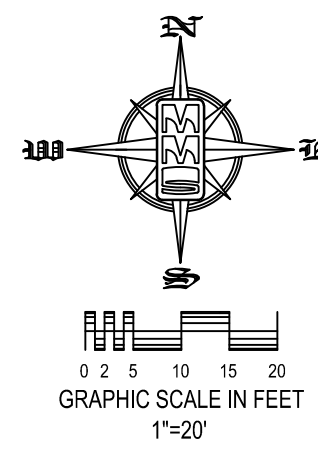
SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

PREPARED BY:
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1917 S. GILBERT STREET
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APPLICANT'S ATTORNEY:
GARDNER BREWER MARTINEZ-MONFORT LAW
ATTN: CHRIS BREWER
400 NORTH ASHLEY STREET, SUITE 1100
TAMPA, FL 33602



● 000.00EX	- EXISTING SURFACE
● 000.00TS	- TOP SLAB
● 000.00TW	- TOP WALK
● 000.00TC	- TOP CURB
● 000.00TR	- TOP RIM
● 000.00TOP	- TOP OF WALL
● 000.00BOT	- BOTTOM OF WALL
● 000.00FG	- FINISHED GRADE

GRADING NOTES

- 1.) MAXIMUM SLOPE ON CUTS AND FILLS SHALL BE 3:5. HORIZONTAL TO 1: VERTICAL.
- 2.) NO EXCAVATION SHALL BE ALLOWED WITHIN 2' OF PROPERTY LINES.
- 3.) WHERE HEIGHT OF FILL IS GREATER THAN 30' AN INTERMEDIATE TERRACE OF AT LEAST 6' WIDE SHALL BE ESTABLISHED AT MID HEIGHT. SEE TYPICAL FILL SECTION.
- 4.) COMPACTION TO BE 90% MODIFIED PROCTOR WHERE > 6:1 SLOPE.
- 5.) ALL TREES OUTSIDE THE LIMITS OF GRADING OPERATIONS SHALL BE SAVED, UNLESS OTHERWISE INDICATED TO BE REMOVED. TREES NEAR THE EDGES OF GRADING LIMITS AND IN THE STORM WATER DETENTION BASIN AREAS SHALL BE SAVED IF POSSIBLE, WITHIN THE REQUIREMENTS OF THE SPECIFICATIONS.
- 6.) PRIOR TO ANY GRADING A CONSTRUCTION SAFETY FENCE SHALL BE INSTALLED AROUND TRUNKS OF TREES TO BE PROTECTED.
- 7.) STABILIZATION SEEDING SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT MORE THAN 14 DAYS, UPON COMPLETION OF GRADING IN ANY AREA OF GRADING OPERATIONS. DISTURBED AREAS SHALL BE KEPT AS SMALL AS POSSIBLE TO PREVENT LARGE SCALE EROSION PROBLEMS. IF THE GRADING CONTRACTOR STOPS GRADING OPERATIONS FOR MORE THAN 14 DAYS, THEN STABILIZATION SEEDING SHALL BE DONE ON ALL DISTURBED AREAS.
- 8.) SILT FENCE LOCATIONS AND LENGTHS, AS INDICATED, ARE APPROXIMATE ONLY. FINAL LOCATIONS AND LENGTHS WILL BE DETERMINED, AS NEEDED, UPON COMPLETION OF GRADING OPERATIONS IN AN AREA.
- 9.) ALL STREET SUBGRADES SHALL BE CONSTRUCTED AND COMPACTED IN ACCORDANCE WITH CITY OF CEDAR FALLS DESIGN AND CONSTRUCTION STANDARDS AND PROCEDURES.

NOTES:

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---	(R) 22-1
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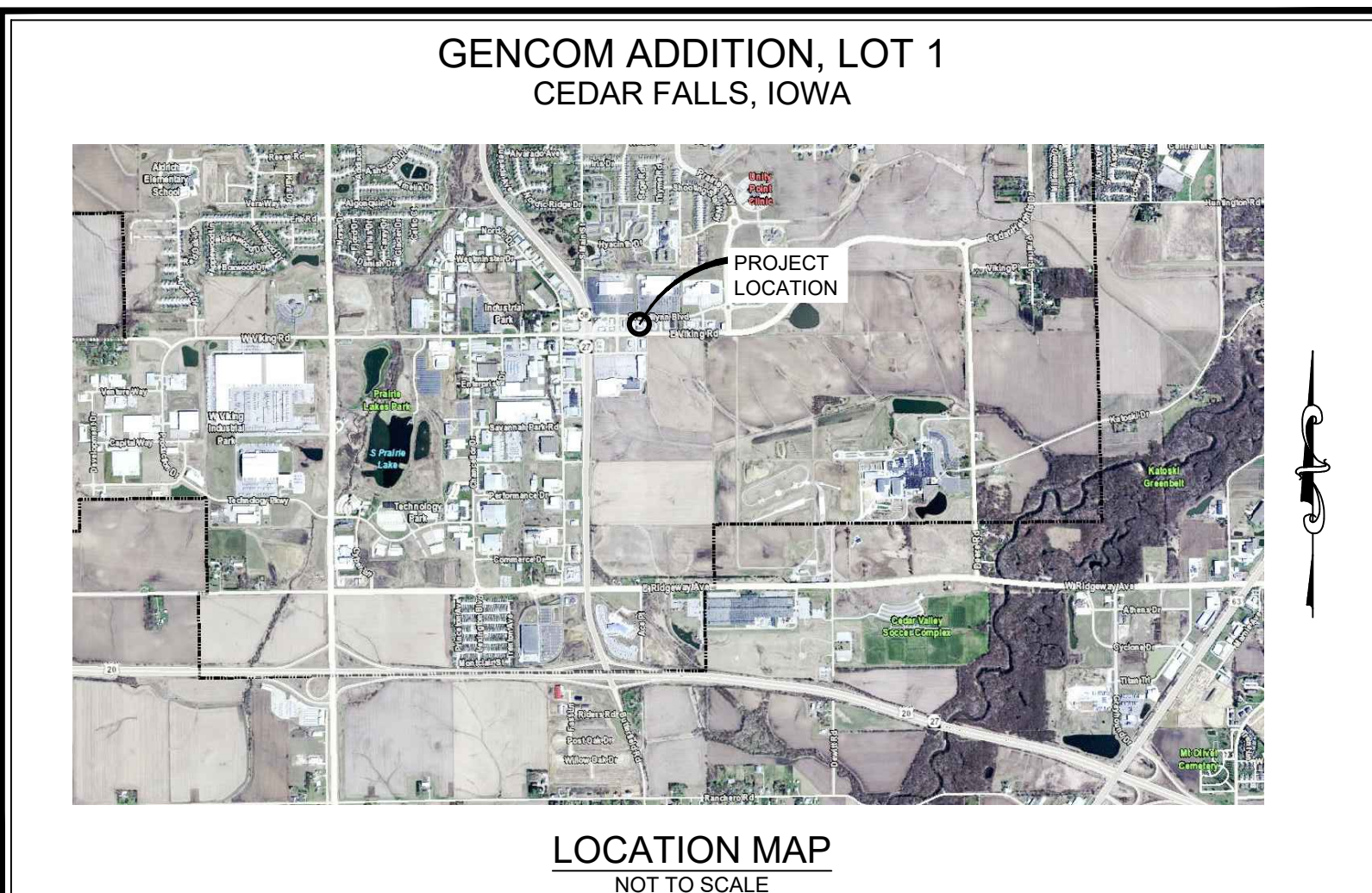
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GRADING PLAN

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GENCOM ADDITION, LOT 1
TIDAL WAVE
AUTO SPA
CEDAR FALLS
BLACK HAWK COUNTY
IOWA

MMS CONSULTANTS, INC.

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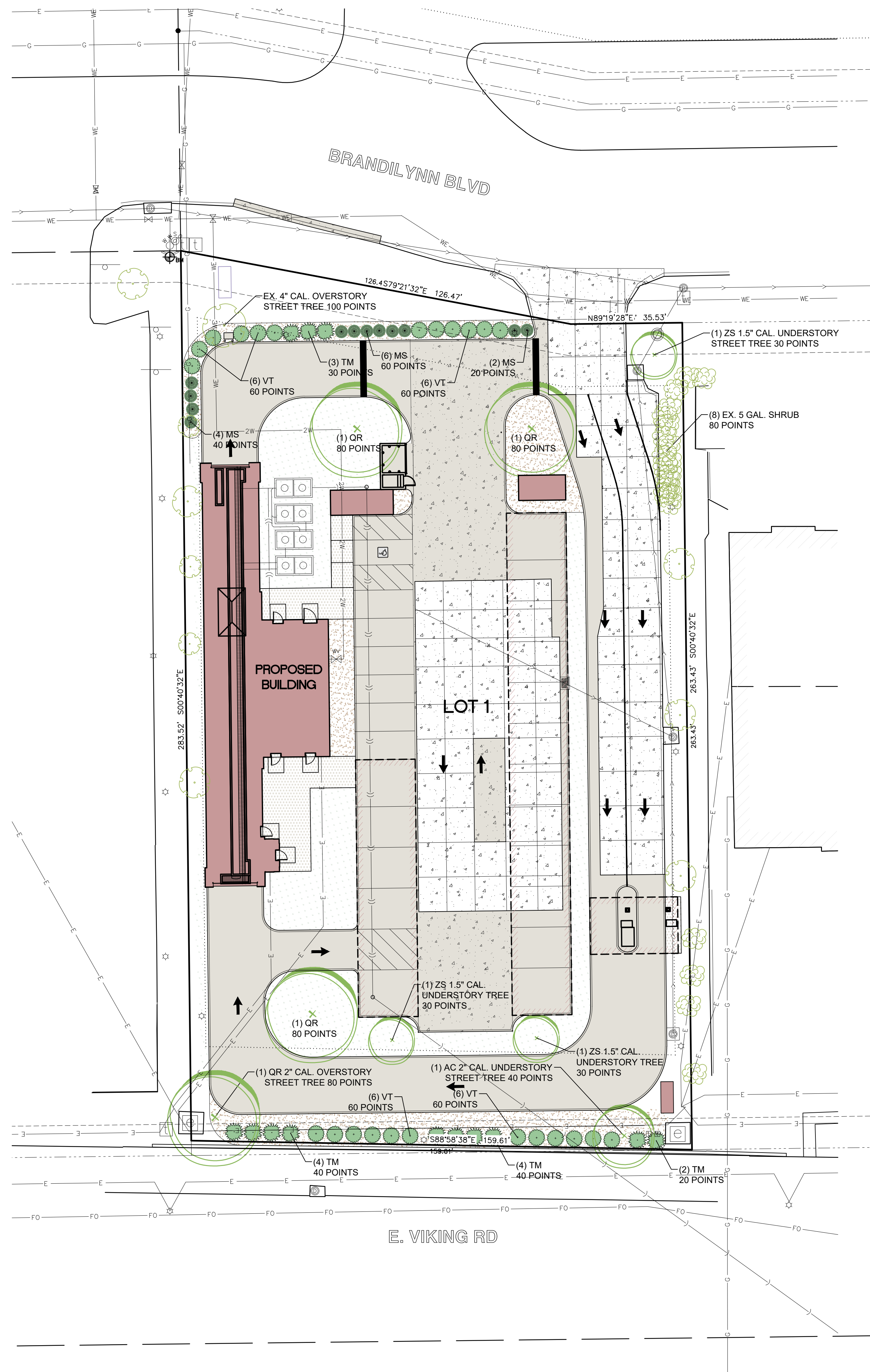
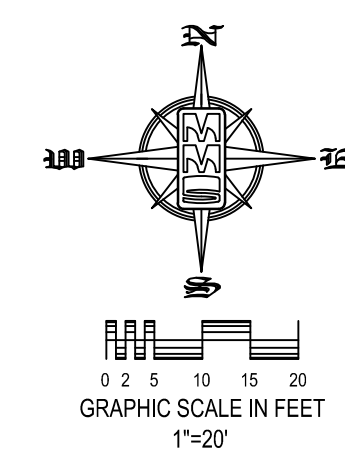
SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

PREPARED BY: MMS CONSULTANTS INC. 1917 S. GILBERT STREET IOWA CITY, IA 52240

OWNER: VIKING ROAD WASH PARTNERS 416 BRANDILYNN BLVD CEDAR FALLS, IA 50613

APPLICANT: BRIGHTWORK REAL ESTATE ATTN: JOHN LAPOINTE 3708 WEST SWANN AVENUE, SUITE 200 TAMPA, FL 33609

APPLICANT'S ATTORNEY: GARDNER BREWER MARTINEZ-MONFORT LAW ATTN: CHRIS BREWER 400 NORTH ASHLEY STREET, SUITE 1100 TAMPA, FL 33602



QTY	KEY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	POINTS	MATURE SIZE
1	AC	AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	2" CAL	40 EA	25' X 10'
4	QR	QUERCUS RUBRA	RED OAK	2" CAL	80 EA	60' X 40'
3	ZS	ZELKOVA SERRATA 'JPS-KW'	CITY SPRITE ZELKOVA	1.5" CAL	30 EA	10' X 15'

QTY	KEY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	POINTS	MATURE SIZE
12	MS	MISCANTHUS SINENSIS 'GRACILLIMUS'	GRACILLIMUS MADEN GRASS	3/8" HT.	10 EA	6' X 4'
19	TM	TAXUS X MEDIA 'DARK GREEN SPREADER'	DARK GREEN SPREADER YEW	3/8" HT.	10 EA	4' X 6'
24	VT	VIBURNUM TRILOBUM 'BAILEY COMPACT'	BAILEY COMPACT HIBERNIAN CRANBERRY	3/8" HT.	10 EA	6' X 6'

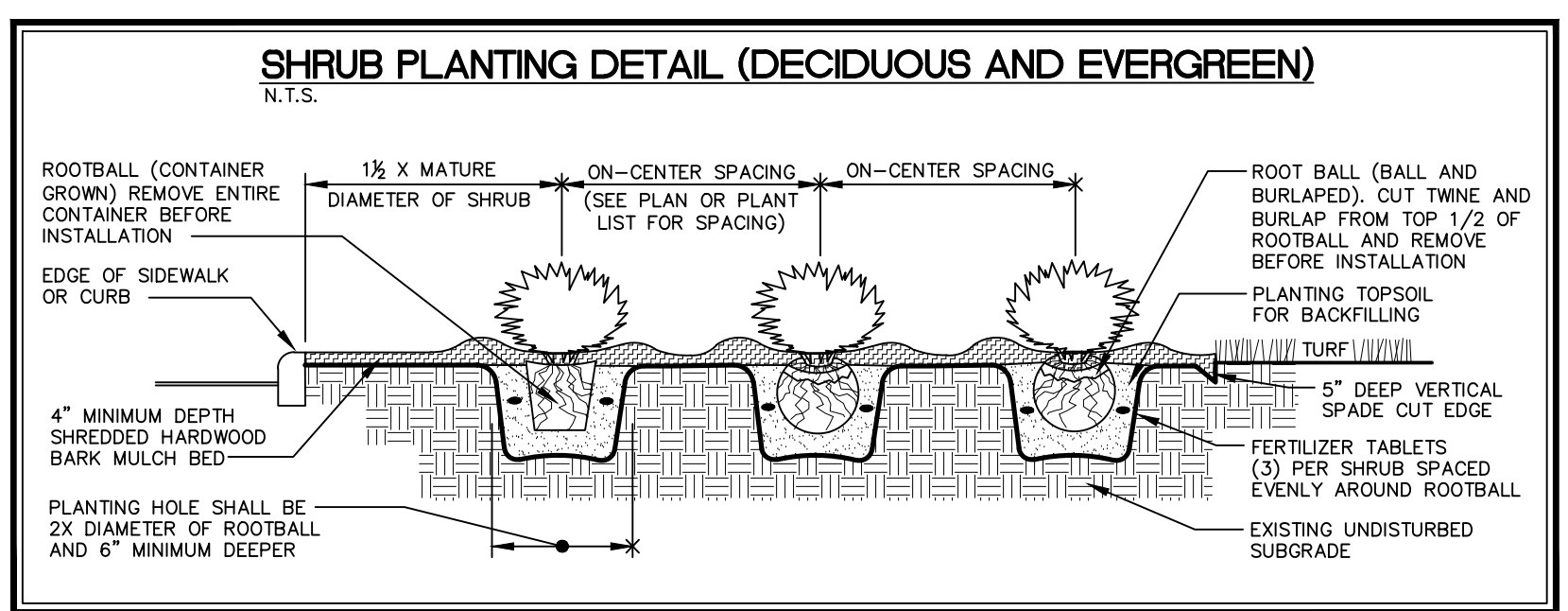
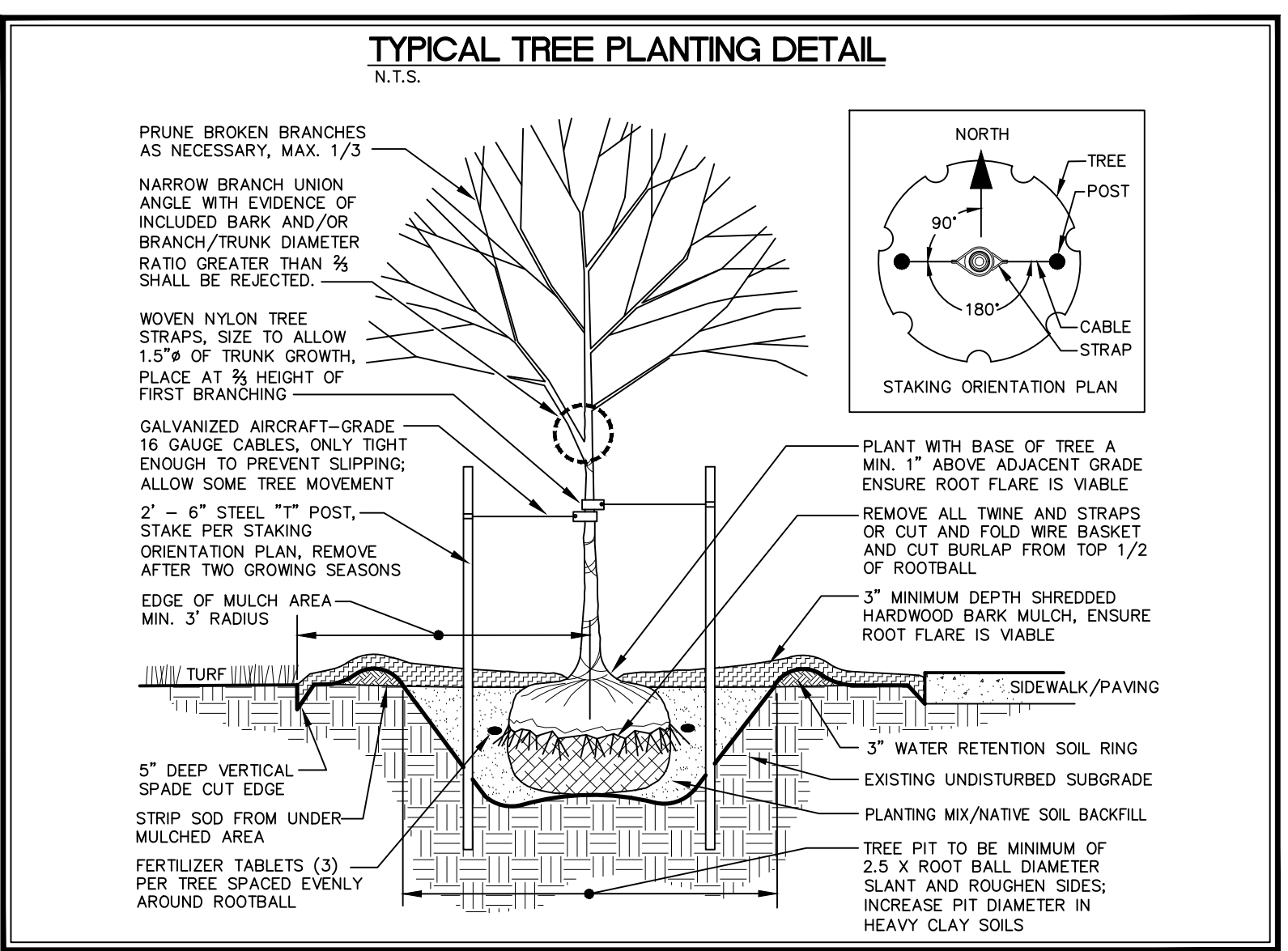
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LANDSCAPE LEGEND:

- SOD
- MULCH

LANDSCAPE REQUIREMENTS

LANDSCAPING/OPEN SPACE

OPEN SPACE: 43,190 X 0.10 = 4,319.5F REQUIRED (13,197 PROVIDED)

LANDSCAPING: 43,190 X 0.02 = 864 POINTS REQUIRED (870 PROVIDED)

STREET TREES BRANDILYNN BLVD: 162 X 0.75 = 121.50 POINTS REQUIRED (130 PROVIDED)

VIKING RD: 159.61 X 0.75 = 119.71 POINTS REQUIRED (120 PROVIDED)

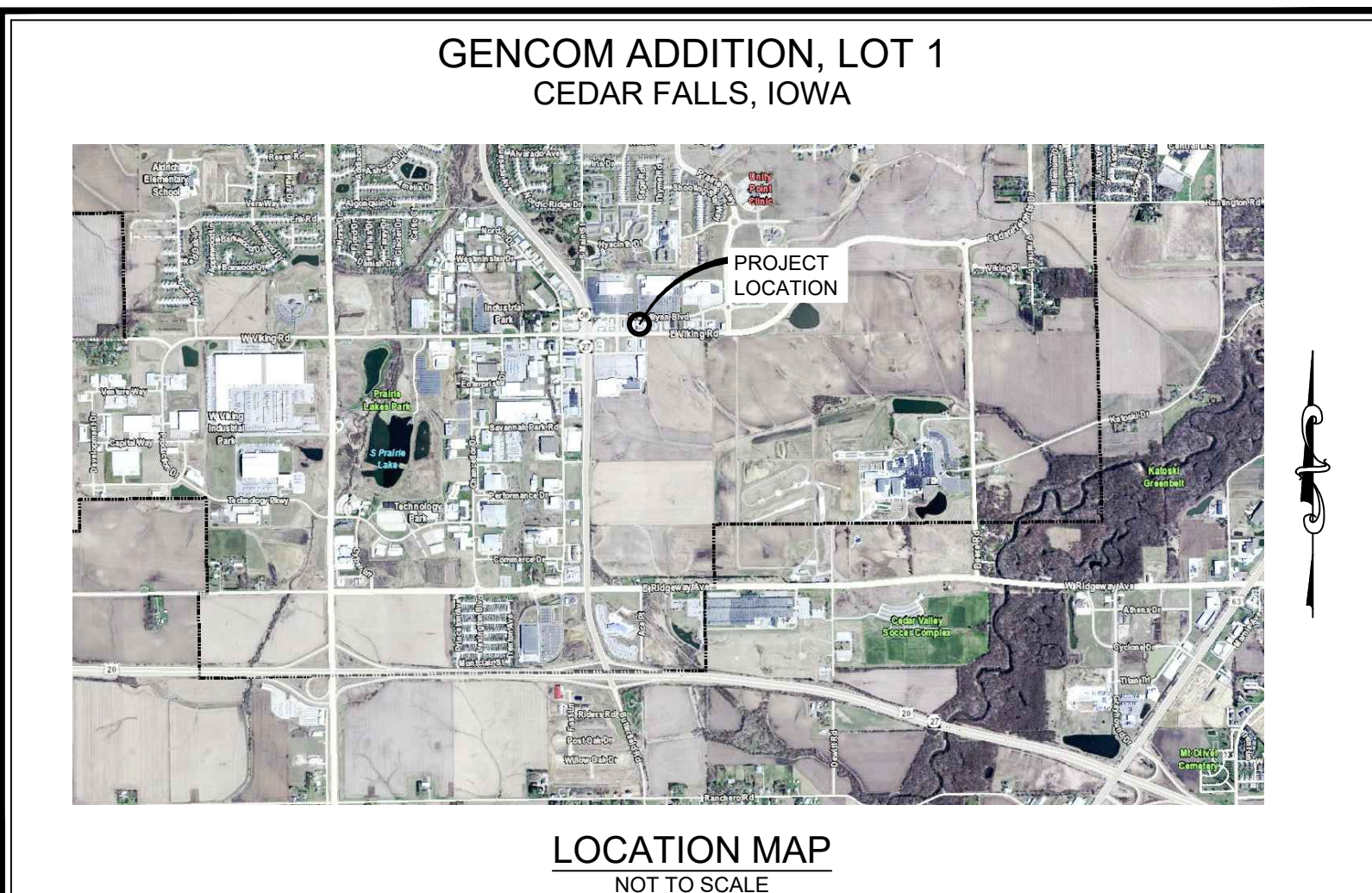
TOTAL = 241 POINTS REQUIRED (250 PROVIDED)

PARKING AREAS

INTERIOR: 1 OVERSTORY TREE FOR EVERY 15 PARKING STALLS 24 / 15 = 2 TREES REQUIRED (2 PROVIDED)

PERIMETER: BERM AND/OR SHRUBBERY TO SCREEN PARKING AREAS

- ### LANDSCAPE NOTES:
- THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL LOCATIONS OF UNDERGROUND UTILITIES ON SITE PRIOR TO LANDSCAPE INSTALLATION.
 - PLANT QUANTITIES ARE FOR INFORMATION ONLY; DRAWINGS SHALL PREVAIL IF CONFLICT OCCURS.
 - KIND, SIZE AND QUALITY OF PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60 - 1990, OR MOST RECENT ADDITION.
 - LAYOUT OF PLANT MATERIAL AT SITE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 - ALL PLANTING BED AREAS SHALL HAVE QUALITY TOPSOIL ADDED (IF NEEDED) BY LANDSCAPE CONTRACTOR TO BRING BED GRADES 5" - 4" BELOW EXISTING CONCRETE AREAS AND TOP OF DEGRADATE WALLS. PRIOR TO BEING, CONTRACTOR IS RECOMMENDED TO VISIT SITE.
 - FINISH GRADING OF PLANT BED AND SOD AREAS SHALL BE PERFORMED BY LANDSCAPE CONTRACTOR.
 - ALL FIELD AND PERENNIAL PLANTING AREAS SHALL HAVE A MINIMUM 9 INCH DEEP BED OF DOUBLE SHREDDED HARDWOOD DARK MULCH AND AN APPLICATION OF A PRE-EMERGENT (PREVENT OR APPROVED EQUAL) FOR WEED CONTROL.
 - LANDSCAPE EDGING BETWEEN DARK MULCH AND LAWN AREAS SHALL BE A SPADE CUT EDGE. EDGE SHALL BE INSTALLED VERTICAL AND ACCORDING TO DETAILS.
 - STAKING SHALL BE REQUIRED ON ALL TREES (EXCEPT MULTI-STEM VARIETIES STAKE USING (R) OR (S) 6" STEEL "T" POST PLACED OUTSIDE OF ROOTBALL AND ADHERED TO TRUNK OF TREE WITH 1/8 GAUGE CABLE AND WOVEN NYLON TREE STRAPS.
 - ALL TREES FREE-STANDING IN LAWN AREAS AND IN PLANTING BEDS SHALL BE WRAPPED WITH A STANDARD MANUFACTURED TREE WRAP AND FASTENED WITH TWINE OR APPROVED METHOD.
 - ALL TREES FREE-STANDING WITHIN LAWN AREAS SHALL HAVE A MINIMUM 4 FT. DIA. RING OF DOUBLE SHREDDED HARDWOOD DARK MULCH AT A 9 INCH DEPTH.
 - ALL LANDSCAPE PLANTINGS AND SOD AREAS SHALL BE THOROUGHLY WATERED UPON INSTALLATION AND A TOTAL OF (5) WATERINGS BEFORE INITIAL ACCEPTANCE. AFTER ACCEPTANCE, SOD SHALL BE MAINTAINED FOR 90 DAYS OR UNTIL ROOTED IN.
 - LANDSCAPE CONTRACTOR MUST FOLLOW ALL DETAILS PROVIDED ON SHEET'S DESCRIBING LANDSCAPE CONSTRUCTION TECHNIQUES.
 - ALL LANDSCAPE PLANTINGS SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR FROM DATE OF INITIAL ACCEPTANCE.
 - SEED ALL REMAINING AREAS WITH BOUT GRASS MIX.



CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
(319) 351-8282
www.mmsconsultants.net

Date	Revision
08/21/20	PER CITY COMMENTS - NPB
10/16/20	PER CITY COMMENTS - NPB

LANDSCAPE PLAN

GENCOM ADDITION, LOT 1
TIDAL WAVE
AUTO SPA
CEDAR FALLS
BLACK HAWK COUNTY
IOWA

MMS CONSULTANTS, INC.

Date: 08/14/20

Designed by: NPB Field Book No:

Drawn by: NPB Scale: 1"=20'

Checked by: KJB Sheet No:

Project No: IOWA CITY 10927-002 of 27

6

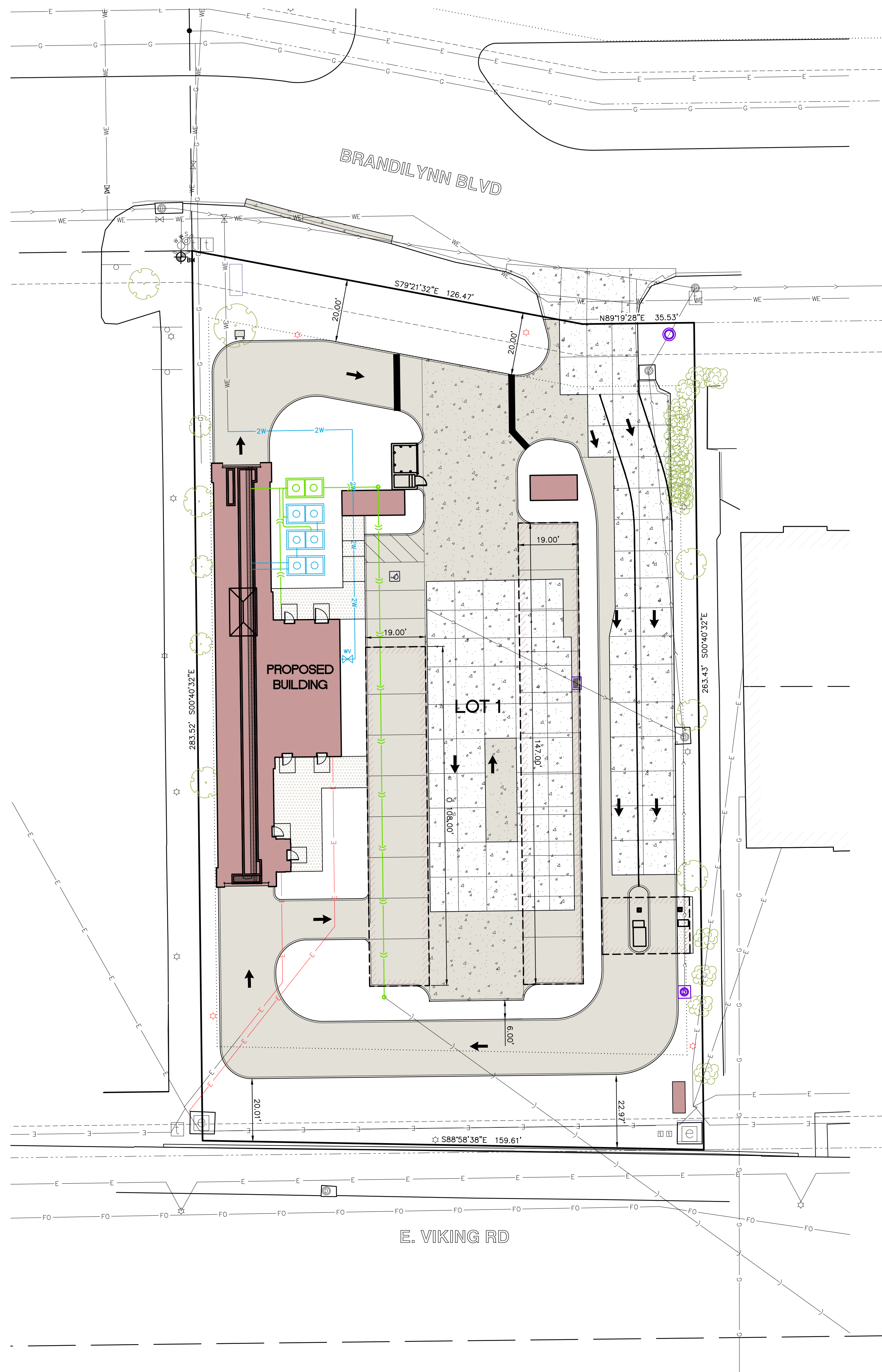
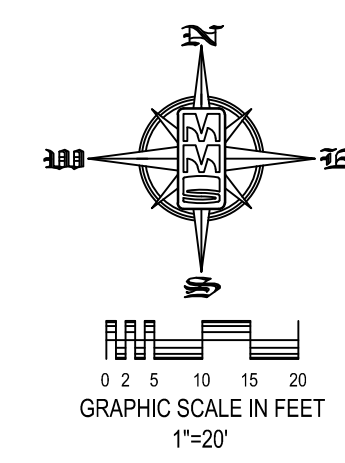
SITE PLAN GENCOM ADDITION, LOT 1 CEDAR FALLS, IOWA

PREPARED BY:
MMS CONSULTANTS INC.
1917 S. GILBERT STREET
IOWA CITY, IA 52240

OWNER:
VIKING ROAD WASH PARTNERS
416 BRANDILYNN BLVD
CEDAR FALLS, IA 50613

APPLICANT:
BRIGHTWORK REAL ESTATE
ATTN: JOHN LAPOINTE
3708 WEST SWANN AVENUE, SUITE 200
TAMPA, FL 33609

APPLICANT'S ATTORNEY:
GARDNER BREWER MARTINEZ-MONFORT LAW
ATTN: CHRIS BREWER
400 NORTH ASHLEY STREET, SUITE 1100
TAMPA, FL 33602



LEGAL DESCRIPTION
LOT 1, GENCOM ADDITION, CEDAR FALLS, BLACK HAWK COUNTY, IOWA EXCEPT THAT PART CONVEYED TO THE CITY OF CEDAR FALLS IN DOCUMENT #2018-10402. RECORDER'S OFFICE. SAID PARCEL CONTAINS 0.99 ACRES AND IS SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

PROPOSAL
APPLICANT PLANS TO DEVELOP A CAR WASH FACILITY ON THE 0.99 ACRE SITE.

DEVELOPMENT SCHEDULE

PHASE	AREA OF WORK	LAND USE TYPE(S)	CONSTRUCTION PERIOD
	LOT 1	RETAIL (CAR WASH)	FALL 2020 THRU SUMMER 2020

DEVELOPMENT CHARACTERISTICS

CURRENT ZONING IS HWY-1 (HIGHWAY COMMERCIAL)

SETBACK REQUIREMENTS

BUILDING SETBACKS:	REQUIRED
FRONT YARD	20 FEET
SIDE YARD	9 FEET
REAR YARD	30 FEET

LOT CHARACTERISTICS

LOT AREA	43,190 SF (100%)(0.99 AC)
BUILDING AREA - PROPOSED	3,538 SF (8.2%)
VACUUM CANOPIES/AMENITIES	5,629 SF
NOTE: VACUUM CANOPIES/AMENITIES CALCULATIONS INCLUDE OVERHEAD STRUCTURES THAT ARE LOCATED ABOVE EXISTING AND PROPOSED PAVING AREAS	
TOTAL BUILDING AREAS	9,167 SF
PAVING AREA - PROPOSED	16,145 SF (37.4%)
PAVING AREA - EXISTING (TO REMAIN)	8,895 SF (20.6%)
GREEN SPACE AREA	14,912 SF (33.8%)

PARKING REQUIREMENTS
RETAIL (CAR WASH) 1 SPACE / 2 EMPLOYEES = 2 SPACES

3 STANDARD/EMPLOYEE SPACES PROVIDED (1 ADA)
19 ADDITIONAL WORKING SPACES PROVIDED (VACUUM AREAS)

TOTAL SPACES PROVIDED: 22 SPACES (1 ADA)

GENERAL NOTES

- ALL GROUND MOUNTED MECHANICAL UNITS SHALL BE SCREENED WITH LANDSCAPING
- SEE SIGNAGE PACKAGE FOR FINAL SIGN LAYOUT.

LIGHTING

- FREE STANDING LIGHT POLES NOT TO EXCEED 25 FEET.
- PARKING LIGHTS TO BE NON-ADJUSTABLE DOWNLIGHTS.
- WALL MOUNTED LIGHTS NOT TO BE FORWARD THROWING.
- MAXIMUM WATTAGE = 250 WATTS.
- LIGHT SPREAD SHALL NOT IMPACT BEYOND PROPERTY LIMITS.
- SEE LIGHTING PACKAGE FOR FINAL LAYOUT

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PER IDOT STANDARD ROAD PLAN TC-419 OR SUDAS 8030-110 AND CITY OF CEDAR FALLS REQUIREMENTS AT ALL TIMES DURING WORK WITHIN PUBLIC R.O.W.

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ANY REQUIRED RELOCATION OF EXISTING UTILITIES.

STANDARD LEGEND AND NOTES

- PROPERTY &/or BOUNDARY LINES
- CONGRESSIONAL SECTION LINES
- RIGHT-OF-WAY LINES
- EXISTING RIGHT-OF-WAY LINES
- CENTER LINES
- EXISTING CENTER LINES
- LOT LINES, INTERNAL
- LOT LINES, PLATTED OR BY DEED
- PROPOSED EASEMENT LINES
- EXISTING EASEMENT LINES
- BENCHMARK
- RECORDED DIMENSIONS
- CURVE SEGMENT NUMBER

-EXIST-

- POWER POLE
- POWER POLE W/DROP
- POWER POLE W/TRANS
- POWER POLE W/LIGHT
- GUY POLE
- LIGHT POLE
- SANITARY MANHOLE
- FIRE HYDRANT
- WATER VALVE
- DRAINAGE MANHOLE
- CURB INLET
- FENCE LINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- WATER LINES
- ELECTRICAL LINES
- TELEPHONE LINES
- GAS LINES
- FIBER OPTIC
- OVERHEAD ELECTRIC
- OHE
- CONTOUR LINES (INTERVAL)
- PROPOSED GROUND
- EXISTING TREE LINE
- EXISTING DECIDUOUS TREE & SHRUB
- EXISTING EVERGREEN TREES & SHRUBS

THE ACTUAL SIZE AND LOCATION OF ALL PROPOSED FACILITIES SHALL BE VERIFIED WITH CONSTRUCTION DOCUMENTS, WHICH ARE TO BE PREPARED AND SUBMITTED SUBSEQUENT TO THE APPROVAL OF THIS DOCUMENT.

SHEET INDEX

- 1 SITE LAYOUT AND DIMENSION PLAN
- 2 SITE LAYOUT AND UTILITY PLAN
- 3 SITE DEMOLITION PLAN
- 4 EROSION CONTROL PLAN
- 5 GRADING PLAN
- 6 LANDSCAPE PLAN
- 7 GENERAL NOTES & DETAILS

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

KELLY J. BECKLER
14624
IOWA

KELLY J. BECKLER
P.E. Iowa Lic. No. 14624
My license expires on December 31, 20__

Seal of sheets covered by this seal.

GENCOM ADDITION, LOT 1
CEDAR FALLS, IOWA

PROJECT LOCATION

LOCATION MAP
NOT TO SCALE

CIVIL ENGINEERS
LAND PLANNERS
LAND SURVEYORS
LANDSCAPE ARCHITECTS
ENVIRONMENTAL SPECIALISTS

1917 S. GILBERT ST.
IOWA CITY, IOWA 52240
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Date	Revision
09/21/20	PER CITY COMMENTS - NPB
10/16/20	PER CITY COMMENTS - NPB
10/20/20	PER CITY COMMENTS - NPB

SITE LAYOUT AND DIMENSION PLAN

GENCOM ADDITION, LOT 1
TIDAL WAVE
AUTO SPA
CEDAR FALLS
BLACK HAWK COUNTY
IOWA

MMS CONSULTANTS, INC.

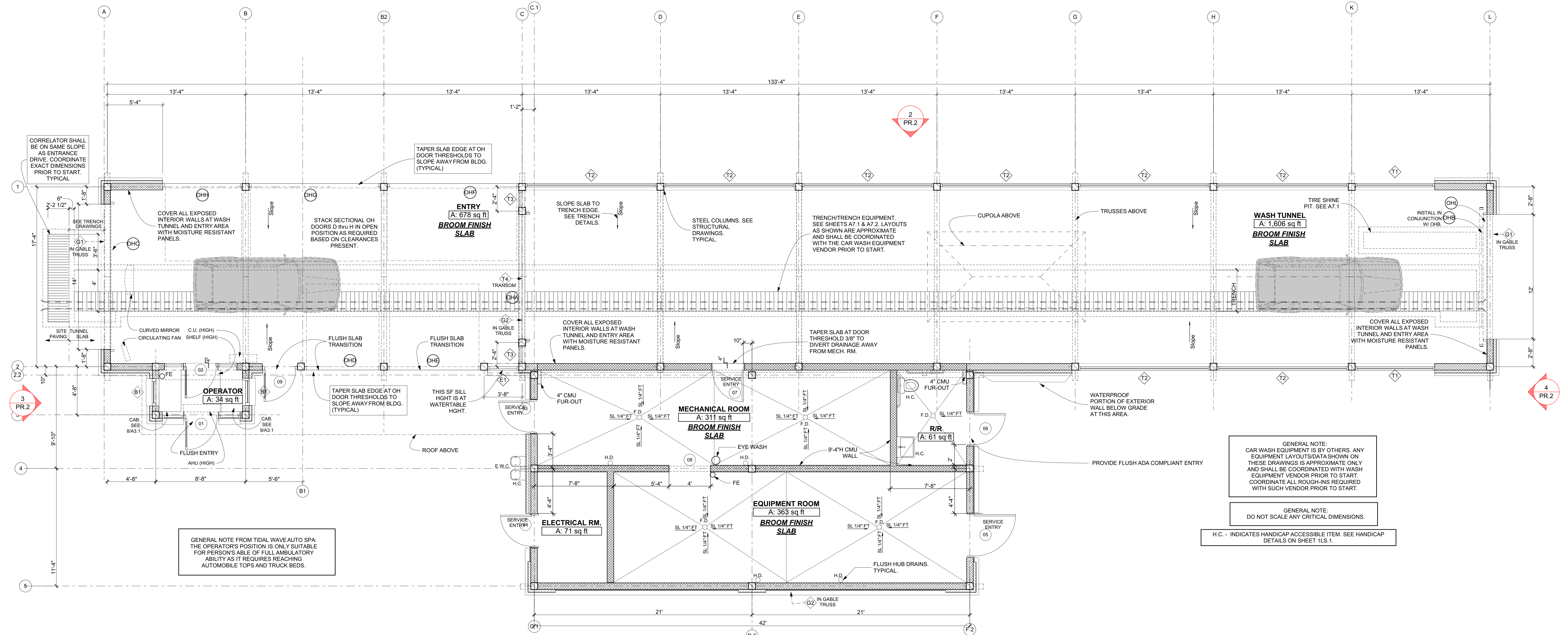
Date: 08/14/20

Designed by: NPB Field Book No:

Drawn by: NPB Scale: 1"=20'

Checked by: KJB Sheet No: 1

Project No: IOWA CITY 10927-002 of 29



GENERAL NOTE:
CAR WASH EQUIPMENT IS BY OTHERS. ANY EQUIPMENT LAYOUTS/DETAILS SHOWN ON THESE DRAWINGS IS APPROXIMATE ONLY AND SHALL BE COORDINATED WITH WASH EQUIPMENT VENDOR PRIOR TO START. COORDINATE ALL ROUGH-INS REQUIRED WITH SUCH VENDOR PRIOR TO START.

GENERAL NOTE:
DO NOT SCALE ANY CRITICAL DIMENSIONS.

H.C. - INDICATES HANDICAP ACCESSIBLE ITEM. SEE HANDICAP DETAILS ON SHEET 1LS-1.

1 PRELIMINARY FLOOR PLAN
SCALE: 1/4" = 1'-0"

TIDAL WAVE AUTO SPA - EXTERIOR FINISH SCHEDULE:

 GLAZING - CLEAR (PROVIDE SPANDREL GLAZING IN GLAZED GABLE TRUSSES LOCATED AT ENCLOSED ATTICS)	 PREFINISHED METAL ROOF COLOR - REGAL BLUE (PREFIN SOFFIT, FASCIA, FLASHING COLOR-MATCH ROOF COLOR)	 PRECAST WATERTABLE COURSE OLD CASTLE - WHITE
 STONE VENEER KENTUCKY LEDGESTONE DO NOT PAINT BOTTOM SIDE OF ANY EXPOSED METAL ROOF PANEL	 STOREFRONT FRAME COLOR - BRONZE	 SPLIT FACE MASONRY OLD CASTLE -
 EXPOSED STRUCTURAL STEEL TRUSSES AND COLUMNS. PAINT - BLACK	 HM DOORS/FRAMES PAINT SW 2735 ROCKWEED	

M. TODD ALBRITTON
ARCHITECT

202 EAST MAIN STREET
THOMASTON, GEORGIA
30286
PH 770-550-3275
mtoddalbrittonarchitect@gmail.com

NEW TIDAL WAVE
AUTO SPA

,#####

OWNER:
TIDAL WAVE AUTO SPA
EAST THOMPSON STREET
THOMASTON GEORGIA
30286

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TIDAL WAVE
A U T O S P A



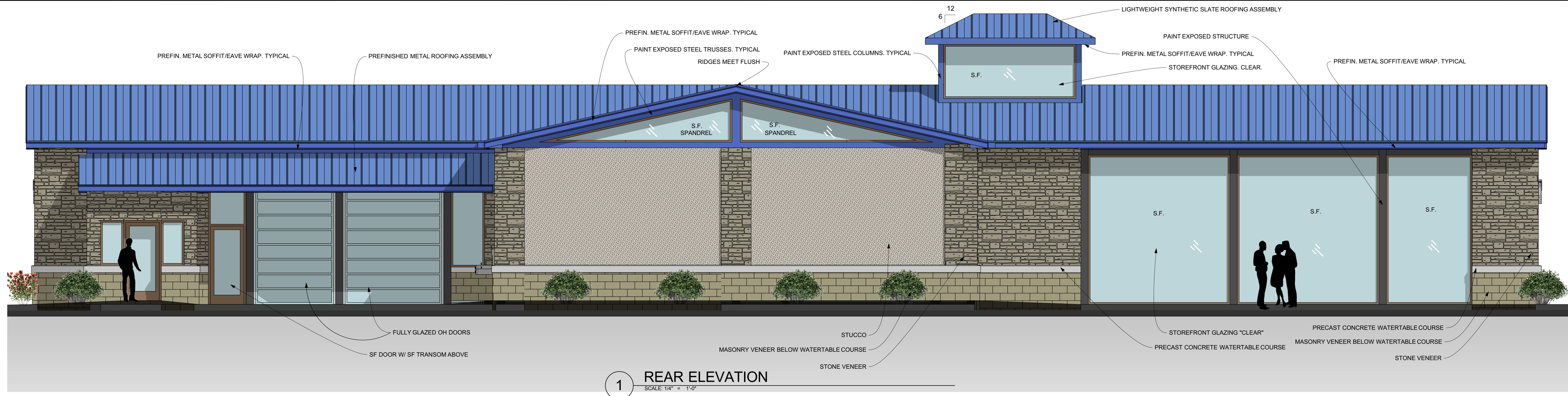
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SHEET TITLE
PRELIMINARY

PROJECT DATE: #####
PROJECT NUMBER: ##
DRAWN BY: Name

PR.1

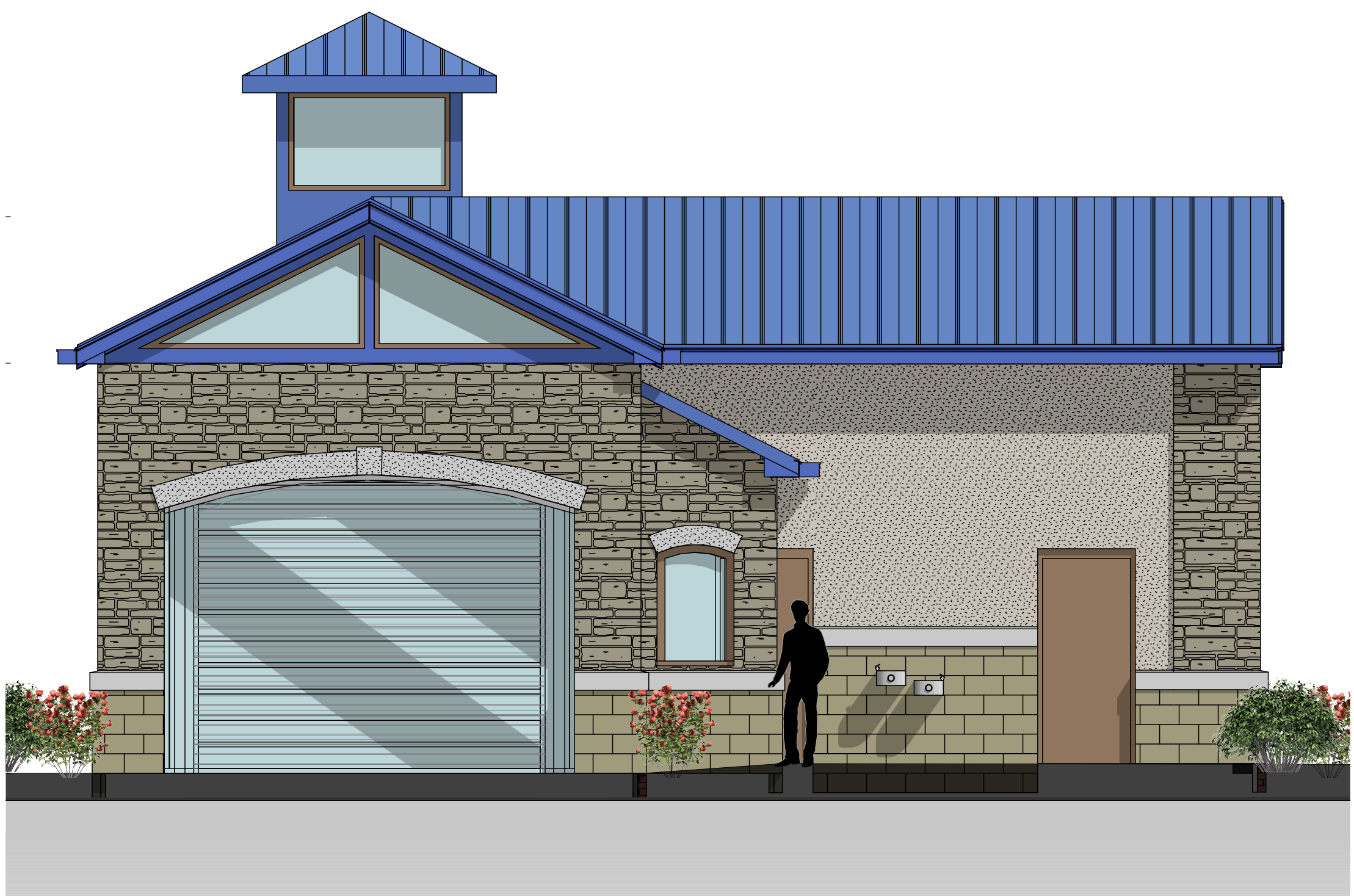
NOT RELEASED FOR CONSTRUCTION



1 REAR ELEVATION
SCALE: 1/4" = 1'-0"



2 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



3 SIDE ELEVATION - ENTRY
SCALE: 1/4" = 1'-0"



4 SIDE ELEVATION - EXIT
SCALE: 1/4" = 1'-0"

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**NEW TIDAL WAVE
AUTO SPA**

#####, #####
OWNER:
**TIDAL WAVE AUTO
SPA**
EAST THOMPSON STREET
THOMASTON GEORGIA
30286



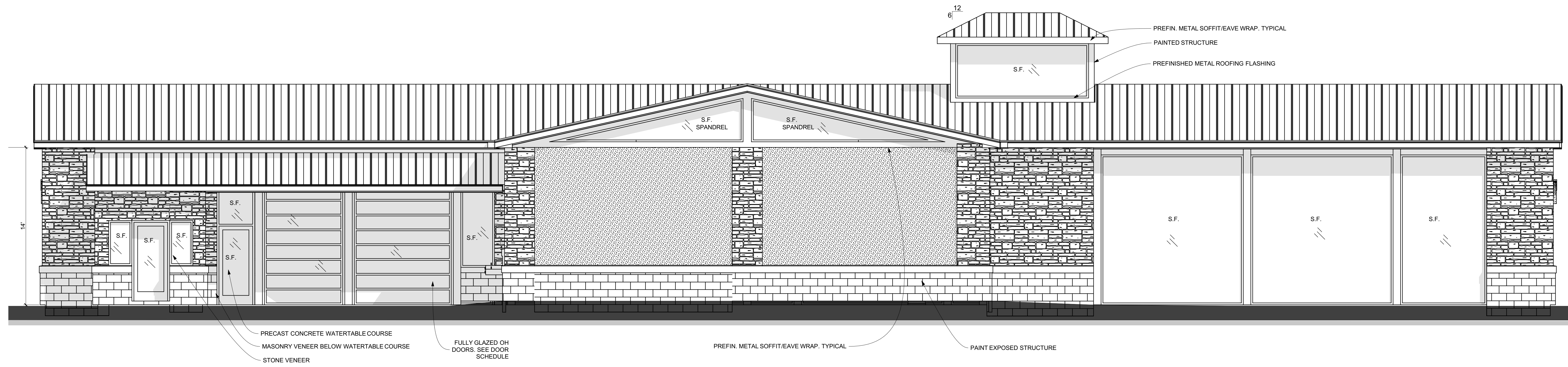
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SHEET TITLE
PRELIMINARY

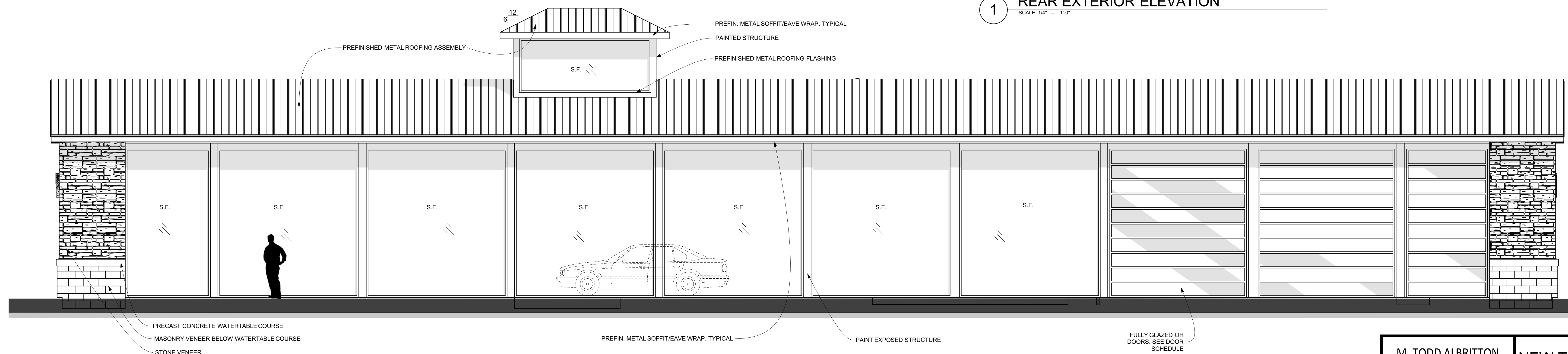
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PROJECT NUMBER: ##
DRAWN BY: Name

PR.2

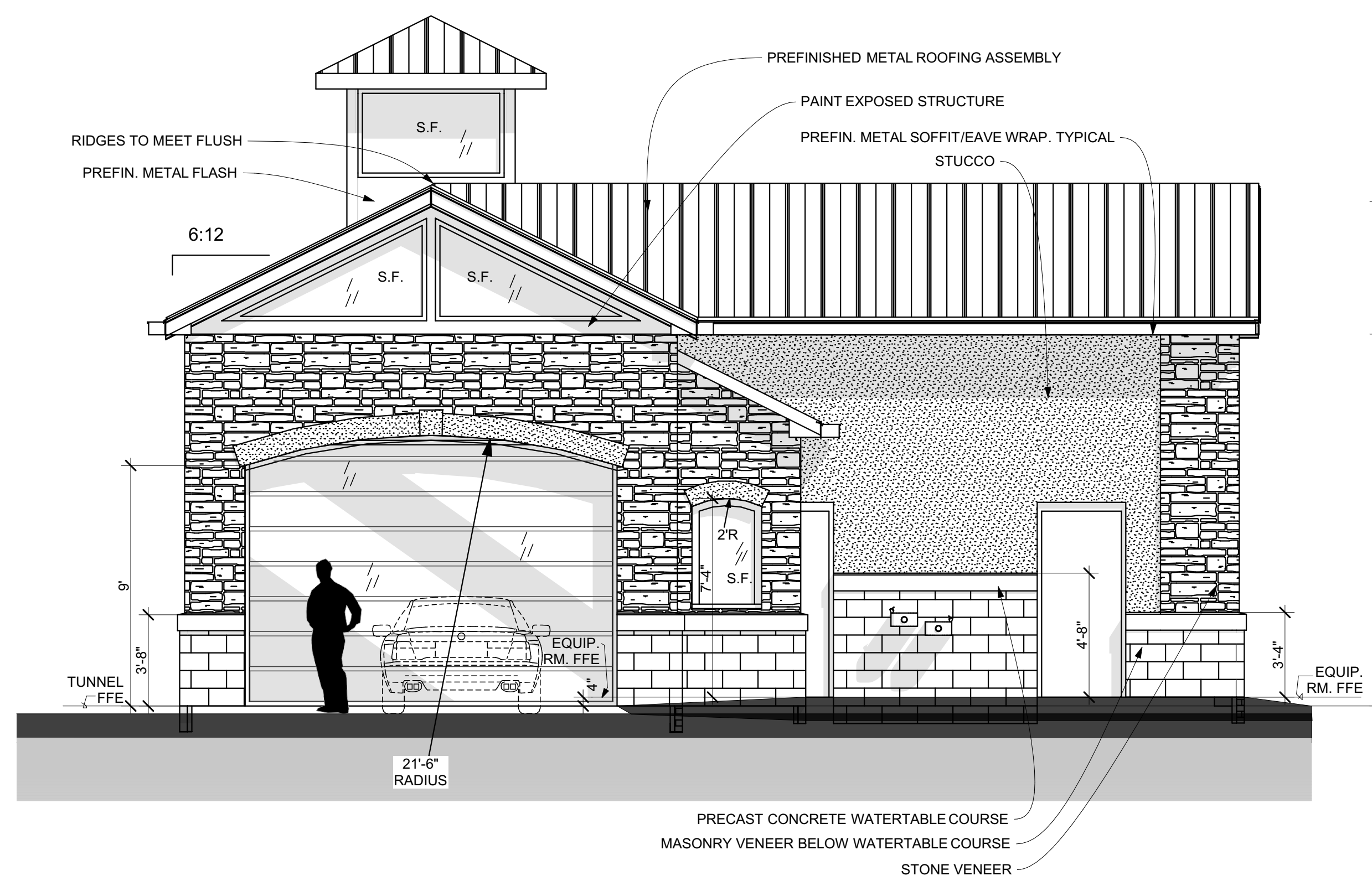
NOT RELEASED FOR CONSTRUCTION



1 REAR EXTERIOR ELEVATION
SCALE: 1/4" = 1'-0"



2 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



3 SIDE ELEVATION - ENTRY
SCALE: 1/4" = 1'-0"



4 SIDE ELEVATION - EXIT
SCALE: 1/4" = 1'-0"

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OWNER:
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EAST THOMPSON STREET
THOMASTON GEORGIA
30286

NEW TIDAL WAVE
AUTO SPA

#####, #####



NOT RELEASED FOR CONSTRUCTION

MARK DATE DESCRIPTION

SHEET TITLE
PRELIMINARY

PROJECT DATE: #####

PROJECT NUMBER: ##

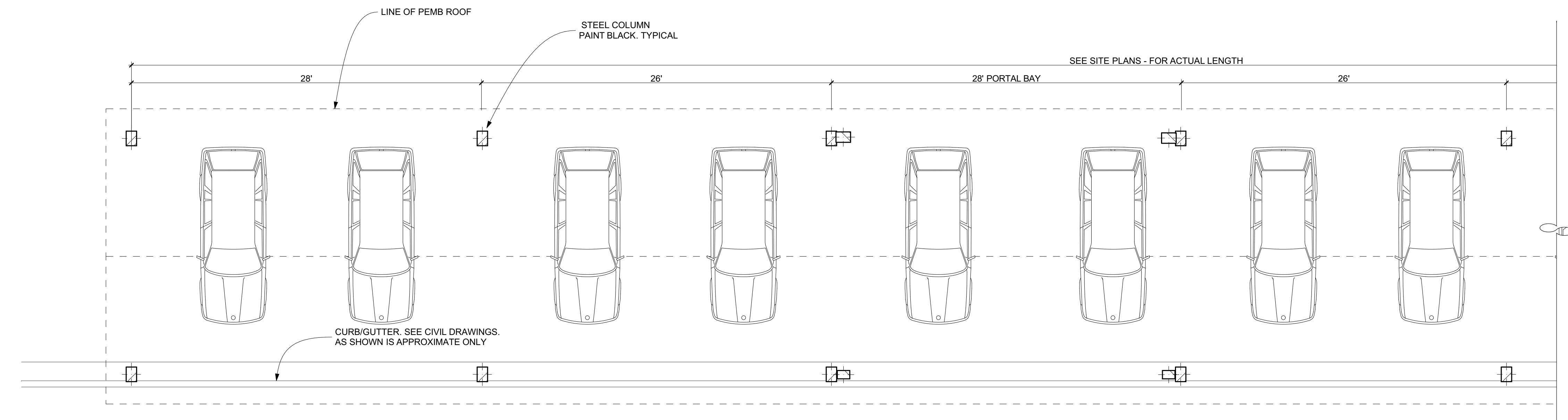
DRAWN BY: Name

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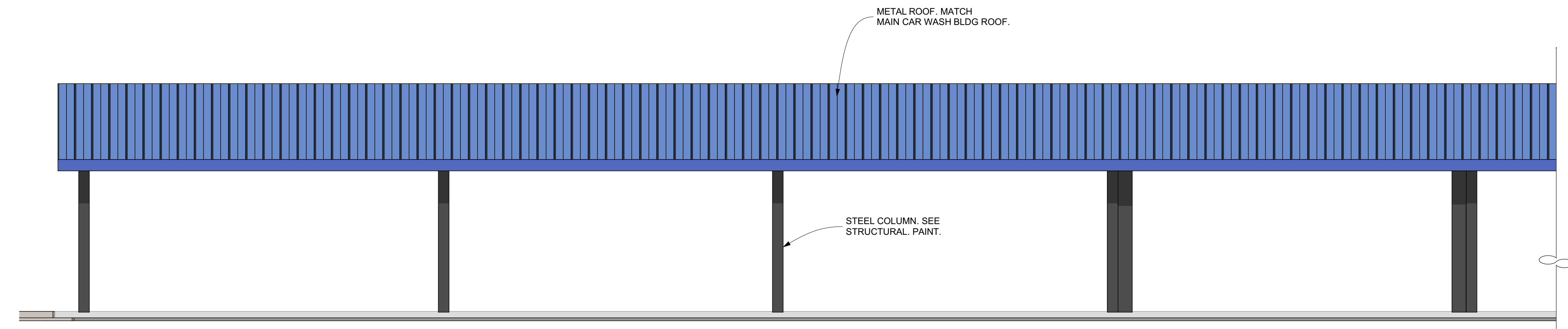
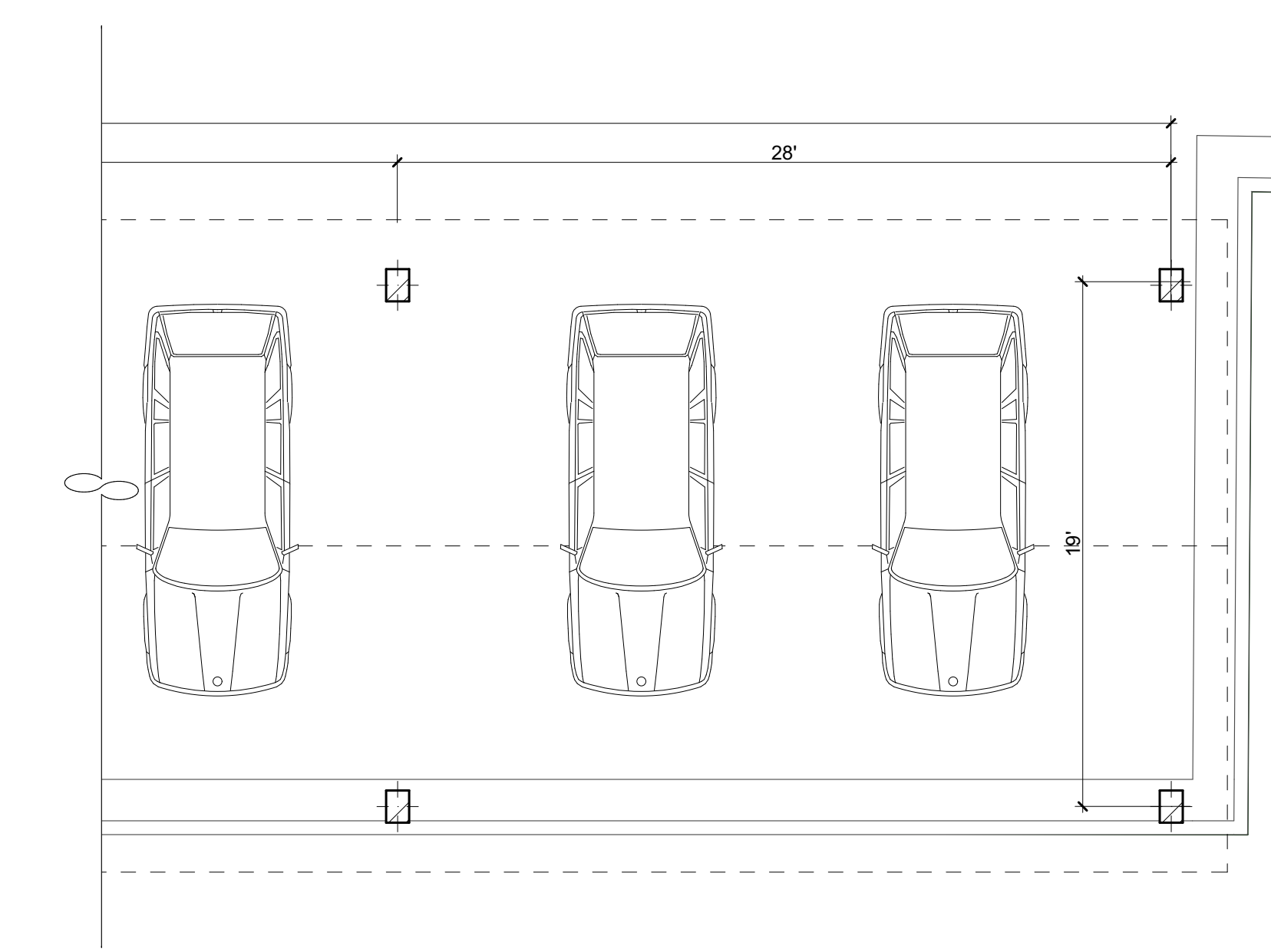
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NEW TIDAL WAVE AUTO SPA
 CEDAR FALLS, IA

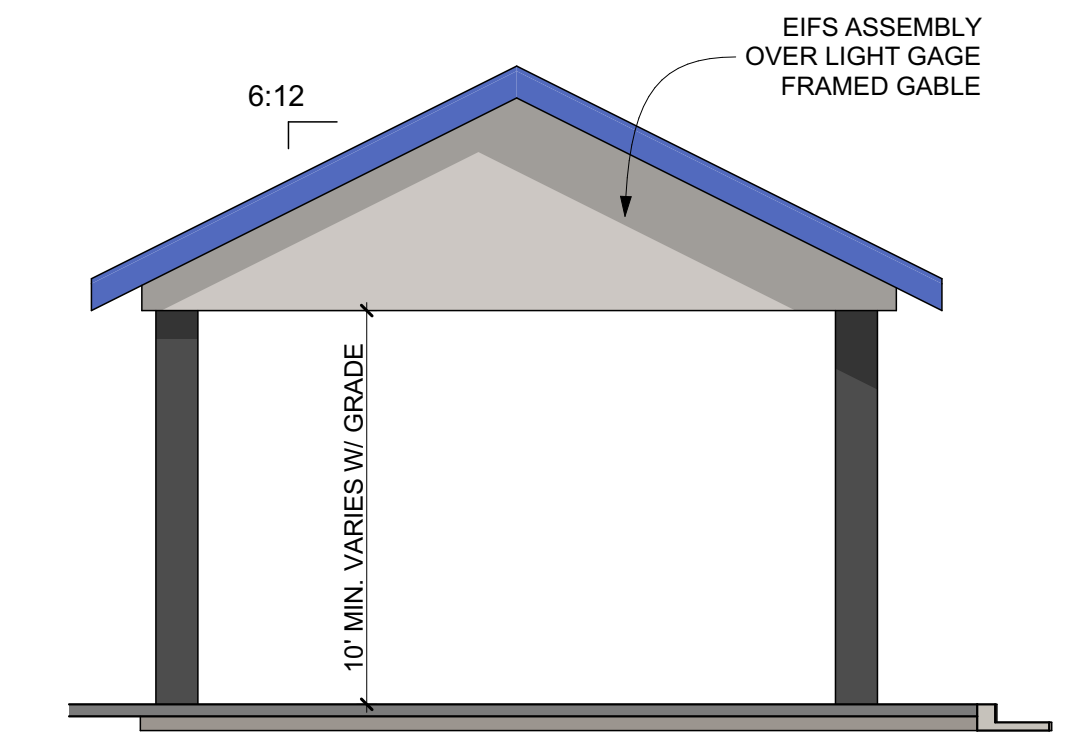
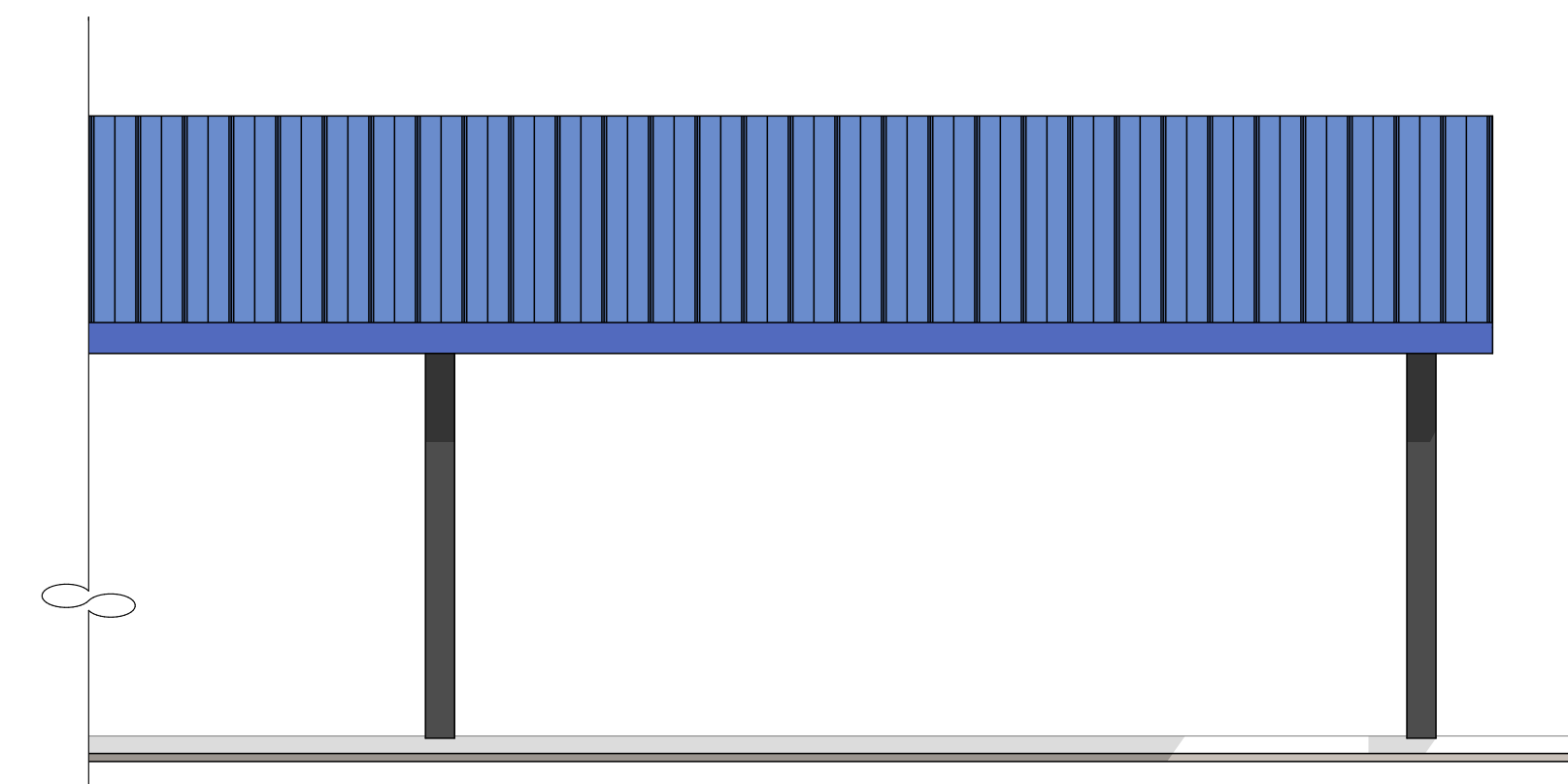
OWNER:
TIDAL WAVE AUTO SPA
 EAST THOMPSON STREET
 THOMASTON GEORGIA
 30286



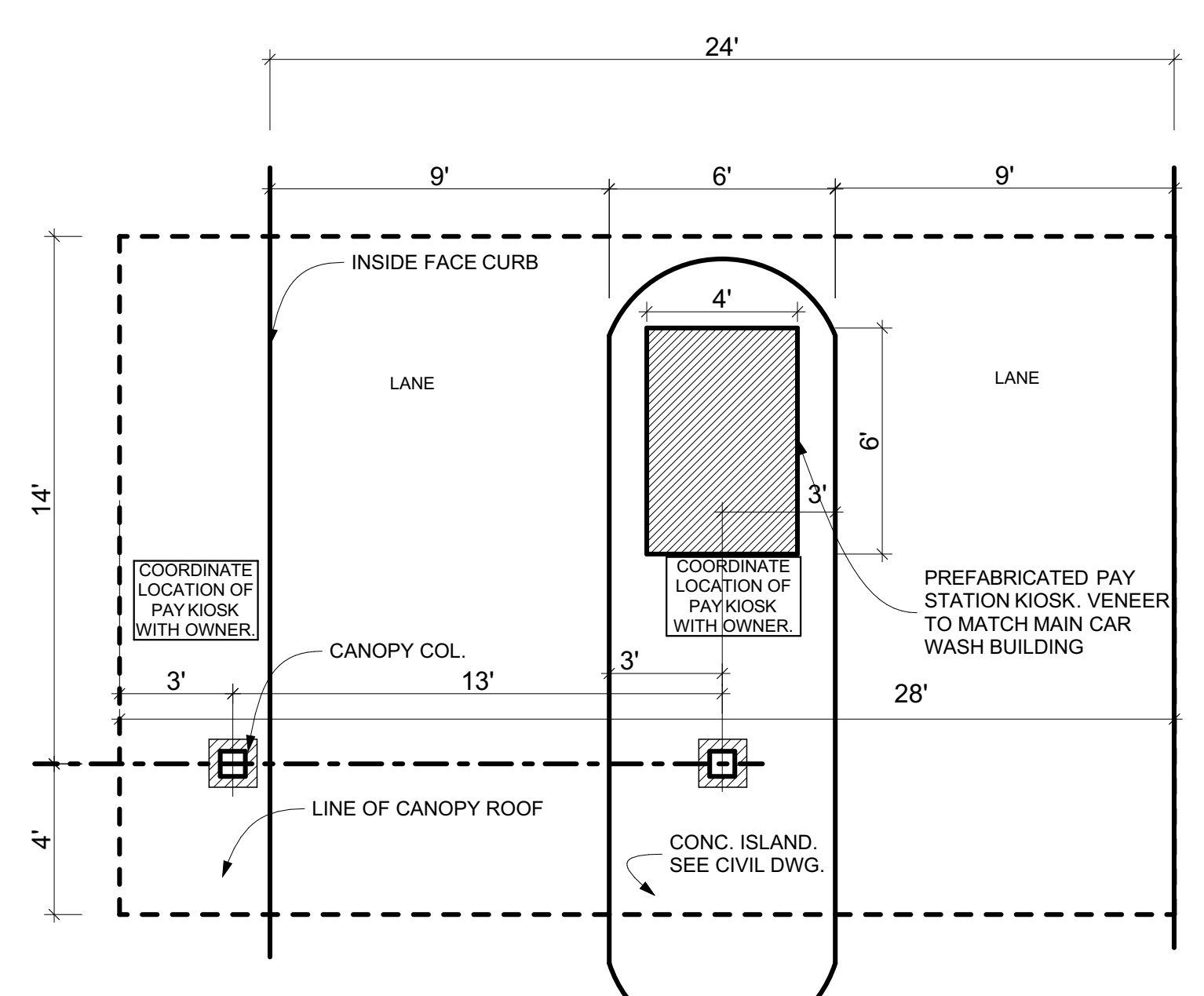
1 VAC CANOPY
 SCALE: 3/16" = 1'-0"



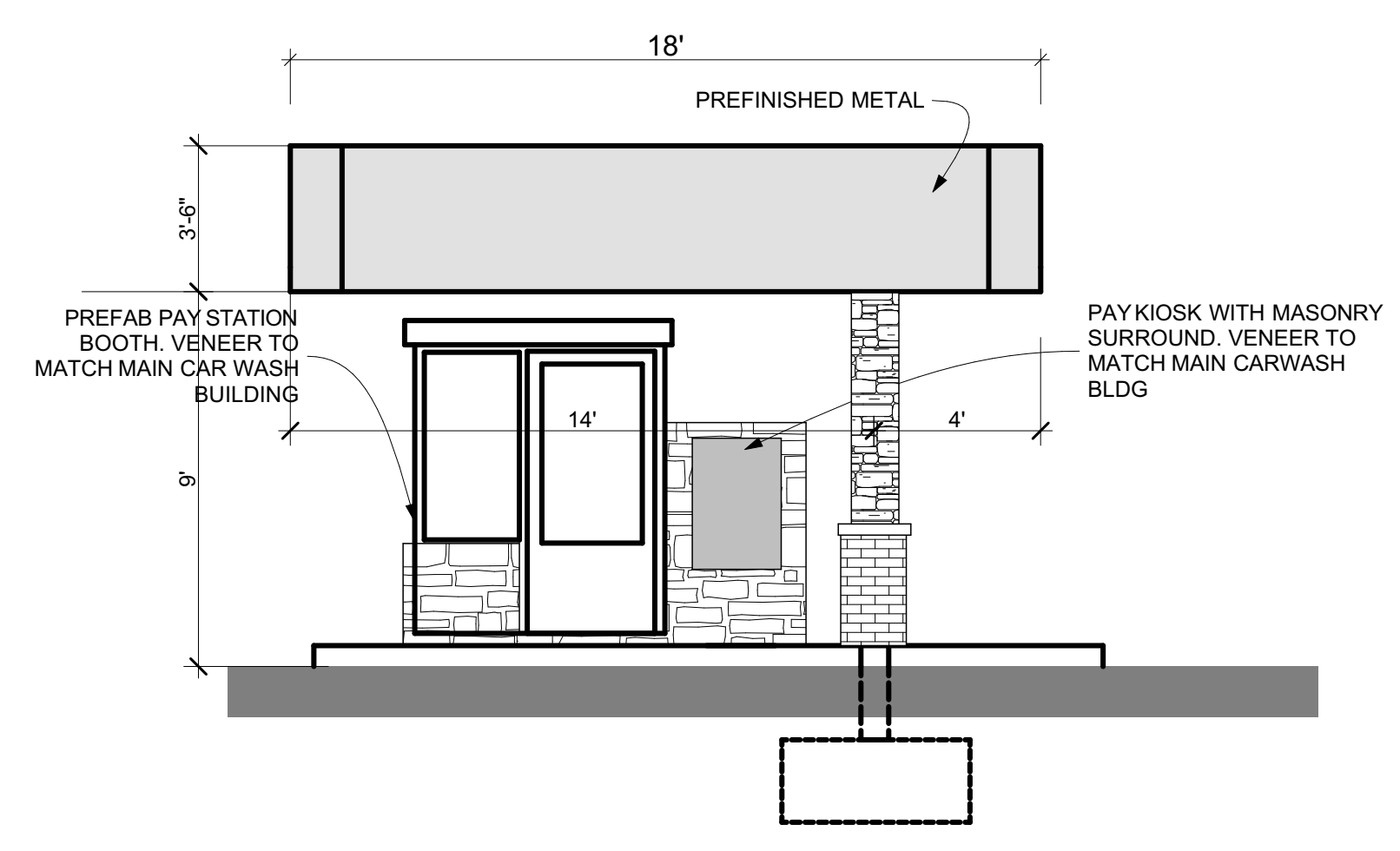
2 FRONT/REAR ELEVATION VAC CANOPY
 SCALE: 3/16" = 1'-0"



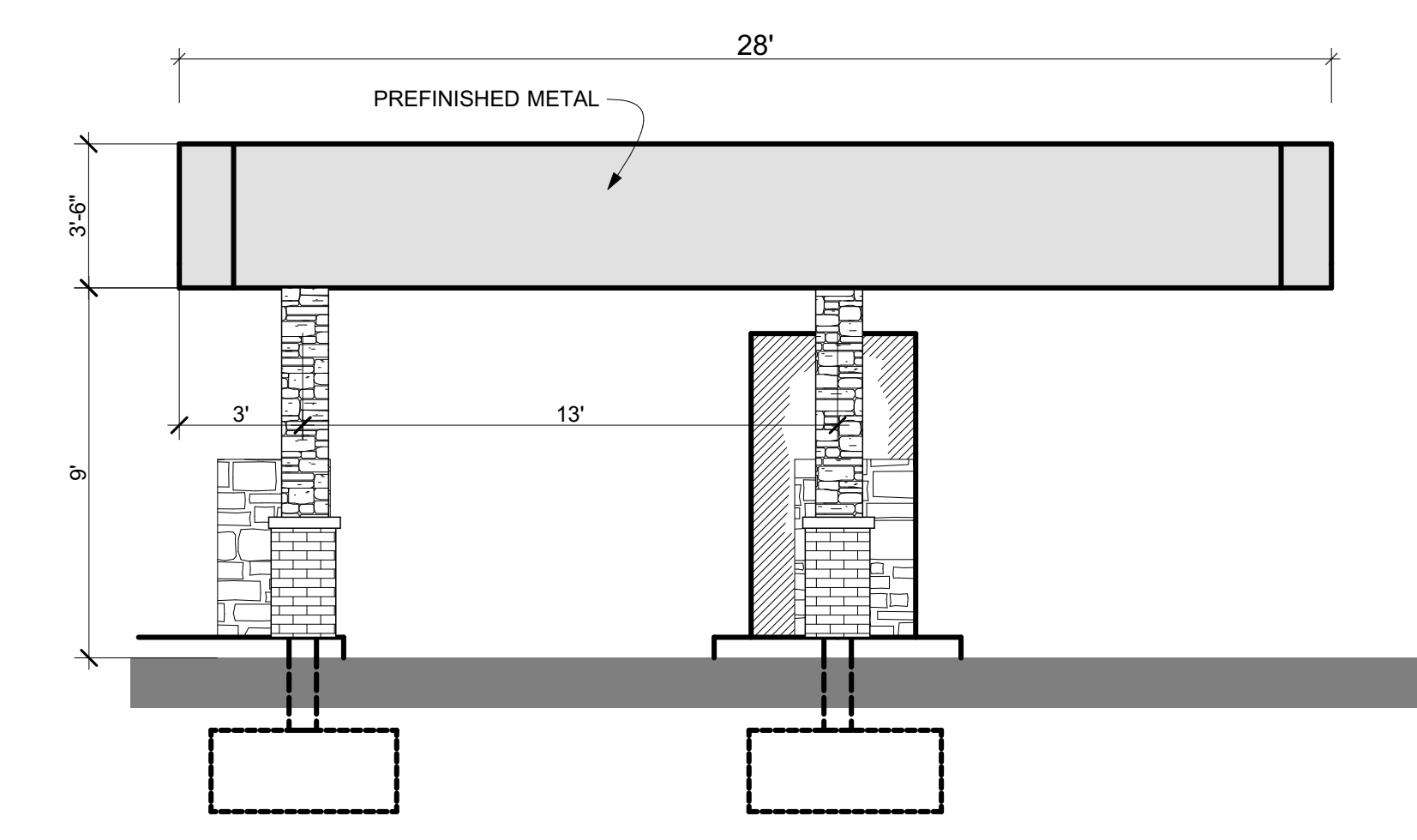
3 END ELEVATION - VAC CANOPY
 SCALE: 3/16" = 1'-0"



PAY STATION - PLAN



PAY STATION CANOPY SIDE ELEVATION



PAY STATION CANOPY FRONT/REAR ELEVATION

DEFERRED SUBMITTALS:
 PRIOR TO CANOPY FABRICATION OR INSTALL, PROVIDE DETAILED DESIGN SHOP DRAWINGS PREPARED BY A STRUCTURAL ENGINEER HIRED OR EMPLOYED BY CANOPY MANUFACTURER. SUCH DRAWINGS SHALL BE CERTIFIED/STAMPED AND SIGNED BY THE RELATED DESIGN ENGINEER. SUBMIT TO LOCAL AUTHORITIES FOR REVIEW AND APPROVAL PRIOR TO START OF ANY RELATED WORK.

COLORS:
 COLORS TO MATCH MAIN CAR WASH BUILDING. COORDINATE WITH TIDAL WAVE, INC PRIOR TO START

MARK	DATE	DESCRIPTION

SHEET TITLE
AUXILIARY BUILDINGS

PROJECT DATE: 2/18/20 PERMIT SET
 PROJECT NUMBER: ##
 DRAWN BY: Name

RELEASED FOR CONSTRUCTION



DEPARTMENT OF COMMUNITY DEVELOPMENT

City of Cedar Falls
 220 Clay Street
 Cedar Falls, Iowa 50613
 Phone: 319-273-8606
 Fax: 319-273-8610
 www.cedarfalls.com

MEMORANDUM

Planning & Community Services Division

TO: Planning & Zoning Commission
FROM: Karen Howard, AICP, Planning & Community Services Manager
DATE: October 22, 2020
SUBJECT: Subdivision Code Text Amendment – Final plat phasing (TA20-001)

BACKGROUND

The stated purpose of the City's Subdivision Code is "to provide minimum standards for the design, development, and improvement of all new subdivisions and re-subdivisions of land, so that existing land uses will be protected, and so that adequate provisions are made for public facilities and services, and so that growth occurs in an orderly manner, consistent with the comprehensive plan, and to promote the public health, safety and general welfare of the citizens of the city." (Sec.20-1(b)). Iowa law states that subdivision platting regulations are intended to "encourage orderly community development and provide for the regulation and control of the extension of public improvements, public services, and utilities, the improvement of land, and the design of subdivisions, consistent with an approved comprehensive plan or other specific community plan." It also states that the purpose of establishing regulations for subdivisions is to "provide for a balance between the land use rights of individual landowners and the economic, social, and environmental concerns of the public when a city or county is developing or enforcing land use regulations." (Iowa Code Section 354.1).

When a property owner desires to divide their land into two or more developable parcels a platting process is required. The preliminary plat is intended to show the layout of streets, blocks and lots and indicate how public improvements will be extended to serve the new lots created with the subdivision. It also identifies any sensitive environmental features that should be preserved and how the new development will be integrated into the larger community of neighborhoods according to the City's Comprehensive Plan. To provide a good understanding how the new development will connect with surrounding neighborhoods and be designed in a manner that will protect the interests of all current and future property owners, the City's subdivision code requires that the preliminary plat include the total contiguous land holdings of the owner (Sec.20-58).

It is the obligation of the owner/developer to design and construct all the public improvements necessary to support the development of homes or other types of buildings on the newly created lots, including all streets, stormwater management facilities, sanitary sewer and water distribution systems, sidewalks and trails, and to provide for the extension of other utilities and communications systems. The cost of these improvements is then incorporated into the price of the lots made available for sale with the final platting of the property. Based on the anticipated

pace of development in the community, the developer may want to develop the subdivision in phases, particularly if the preliminary platted area contains more lots than can be absorbed (sold) within the developer's anticipated timeline.

STATEMENT OF THE PROBLEM

The subdivision code does not currently include specific rules regarding final plat phasing. While City staff request a development phasing plan with the preliminary plat, it has been largely up to the developer to determine how the subdivision develops over time. This practice has resulted in some critical street connections remaining unfinished in certain areas of the community. The most recent example is in the Prairie Winds and Prairie West subdivisions where the final critical segments of both Ashworth Drive and Ironwood Drive have not been constructed, even though the majority of these subdivisions have been built out with new homes. This incomplete street network has forced a significant amount of traffic to Aldrich Elementary School onto Erik Road. In addition, without a direct connection to Greenhill Road via Ironwood, all commuter traffic to and from these neighborhoods have to use either Erik Road or the one block segment of Harriet Lane, which was never intended to carry a significant traffic load.

Poorly planned subdivision phasing, particularly when combined with excessively long block lengths and few connections between subdivisions create a very inefficient street network. Poorly planned subdivision phasing and lack of street connectivity within and between subdivisions have both short term and long term costs to the community in the form of increased commute times, increased traffic speeds, increased traffic congestion, safety concerns for children along walking routes to school, increased emergency response times, and inefficient routes for utilities, refuse pick-up and snowplowing.

DISCUSSION OF SOLUTIONS

A first step toward improving the City's subdivision regulations to help ensure the orderly growth of the community would be to establish a standard for final plat phasing to ensure that critical infrastructure connections occur in a timely manner and prior to less critical areas of a subdivision. The standard should give flexibility to the developer to propose phasing that meets the pace of market demand, but give discretion to the City to determine if the final plat phase proposed can function as an independent development with all the necessary public improvements and infrastructure extensions; and most importantly will ensure that no essential infrastructure improvements are being circumvented or delayed.

For example, in the case discussed above, if the final plat phase of Prairie Winds that includes the connection of Ashworth Drive to Arbors Drive would have been built earlier, rather than being the last phase of development, it would have provided an additional route to the elementary school close to the time when the new school opened, which would have more evenly distributed traffic and significantly reduced traffic congestion on Erik Road. These issues have also been a topic of discussion for the future West Fork Crossing development. The recommended phasing plan is intended to ensure that areas of the development that include the critical east-west and north-south street connections occur first with other areas of the development to follow in a logical and timely fashion. With a well-connected street pattern of modest-sized blocks, each new area would provide additional travel routes to help distribute the local traffic so no one street is overburdened by traffic.

As mentioned at the Commission's August 12th meeting, additional amendments to the subdivision code are warranted to address the issues with street connectivity described above

and also to address allowances for temporary construction access to reduce construction traffic on neighborhood streets. Numerous communities have adopted street connectivity standards that result in a more consistent pattern of development that lowers long term costs to the community. The Commission requested additional information regarding what other cities are doing with regard to street connectivity issues. Proposed subdivision code amendments and research on best practices and examples from other cities will be brought forward for discussion at a future meeting.

However, a logical first step in addressing the issues described above is to insert a paragraph into the City's subdivision code to establish the expectation that each final plat phase will be reviewed on a case by case basis to make sure that critical street and infrastructure extensions are not being unduly circumvented or delayed.

At the meeting on August 26th, the Commission inquired about what other cities are doing with regard to final plat phasing. Staff researched and reached out to a number of Iowa communities (Ames, Iowa City, Urbandale, Ankeny, Sioux City, Bettendorf, and Council Bluffs). A number of the cities require phasing plans to be submitted and four of the communities address critical infrastructure through separate development agreements. Iowa City includes a similar clause in their subdivision code as proposed here. It was adopted at the time their subdivision code was rewritten in 2008 to address similar concerns about completion of critical connections. Following is the provision as stated in the Iowa City subdivision code:

Upon approval by the City, a final plat may include only a portion of the development illustrated on the preliminary plat if that portion can function as a separate development, including access and utilities, and if no essential public infrastructure extensions are delayed. Whether or not said infrastructure is essential in nature shall be determined by the City.

At the August 26th meeting some on the Commission also expressed a desire to formalize the practice of requiring a phasing plan at the time of preliminary plat. Staff finds that codification of this practice would provide clarity to the review process, so have proposed such an amendment below.

CONCLUSION

In conclusion, staff notes the following for consideration:

- The language below is drafted to ensure that each subdivision will be reviewed on its own merits. All unique circumstances or characteristics can be considered. This is exactly the opposite of a blanket approach. In a sense it is a quality control check reminder for the developer, staff, the Planning and Zoning Commission, and the City Council to review the plat with an eye toward ensuring that critical connections get prioritized in the phasing of a plat.
- Providing clear direction in the code will ensure that the rules are applied consistently and fairly over time.
- Requiring one development phase to occur prior to a less critical phase does not necessarily mean additional cost to the developer. The cost of extending the infrastructure is recaptured with the sale of the lots. The cost of installing a 300-foot segment of street is recaptured with the sale of lots on either side of that street segment. Requiring a different, but more critical 300 foot segment of street to be constructed first would not result in additional cost to the developer, but may result in reduced costs and benefits to the community as a whole as a more efficient travel route is established.

- Finally, the provision will ensure that a subdivision is not platted in a manner that leaves out one small segment of critical infrastructure that is then unlikely to ever be completed except by the City at taxpayer expense.

In summary, staff is bringing the proposed amendments forward to address a problem we are experiencing in Cedar Falls. The City has received numerous complaints from residents and concerns have also been expressed by the City Council about traffic congestion and safety concerns caused by delays in extending critical street segments. The proposed amendment will focus attention on this aspect of land development during the review process to avoid such situations in the future.

STAFF RECOMMENDATION

To prevent future situations where critical public infrastructure is delayed or circumvented, as described above and to ensure that the same standard is applied consistently and fairly to all future subdivisions, staff recommends adding the following underlined language to the City's subdivision code (City Code, Chapter 20). Staff finds that this will establish a better balance of interests between private property owners and the community's interest in timely extension of public improvements to serve a neighborhood.

Staff recommends that the Commission review and make a recommendation to City Council on the following proposed amendments.

Amend *Division 2. Preliminary Plat, Section 20-58, Information required to be shown, by adding the following paragraph (21), and renumbering all subsequent paragraphs accordingly:*

- (21) If the proposed preliminary plat area will be developed in phases, a subdivision phasing plan shall be submitted for review, with an emphasis on ensuring the timely connection of streets and other infrastructure within the development, to ensure multiple, shorter and more direct routes between neighborhood destinations, and to ensure that critical street routes are completed first to reduce traffic congestion, encourage safe walking and biking, improve emergency access and response times, and allow for more efficient provision of public utilities and services.

Amend *Division 3. Final Plat, Section 20-100, Submission required, by adding the following paragraph (2)*

- (2) In response to the pace of market demand, the subdivider may final plat only a portion of the development illustrated on the preliminary plat, if said final plat phase can function as a separate development, including street access, storm water management, and utilities, and if no essential public infrastructure extensions are delayed. In general phasing shall follow the phasing plan submitted and approved with the preliminary plat. However, since conditions may change during build out of a phased subdivision, alternate phasing of a subdivision may be required by the City to ensure timely connection of essential infrastructure. Whether or not said infrastructure is essential in nature shall be determined by the City.

PLANNING & ZONING COMMISSION

Discussion
8/12/2020

The next item for consideration by the Commission was a text amendment to the subdivision code for Division 3 Final Plat Section 20-100. Chair Holst introduced the item and Ms. Howard provided background information. She explained that the purpose of the subdivision code is to establish “minimum standards for the design, development and improvement of subdivisions so that the existing land uses will be protected, and so that adequate provisions are made for public facilities and services, and so that growth occurs in an orderly manner, consistent with the Comprehensive Plan, and to promote the public health, safety and general welfare of the citizens of the city.” Ms. Howard explained the intent and structure of the subdivision ordinance and the differences between the preliminary and final platting processes. She explained that the subdivision code currently doesn’t include specific rules regarding final plat phasing. While a phasing plan is requested, it has been left largely up to the developer to determine the order of development. In some cases, it has resulted in critical street connections remaining unfinished, which can create short and long term costs to the community from the inefficient or incomplete street pattern. Other issues include increased commute times; overburdening certain streets with excess traffic, impacting homeowners along those routes; safety concerns for pedestrians along the congested routes, particularly children; increased driver frustration and speeding; increased emergency response times; and inefficient routing for utilities and services such as refuse pick-up and snow removal. She displayed examples of incomplete streets and problematic final plat phasing using aerial photographs.

Ms. Howard discussed the first step, which is to establish a standard for final plat phasing to ensure that critical infrastructure connections occur in a timely manner and prior to less critical areas of a subdivision. While giving flexibility to the developer to propose phasing that meets the pace of market demand, the City would have the discretion to determine if the final plat phase can function as an independent development and ensure that no essential infrastructure improvements are being circumvented or delayed.

The next step would be to adopt street connectivity standards that provide multiple street stubs to subdivision boundaries, allowing continuation of the street pattern on adjacent properties. Block lengths would be limited and existing restrictions on cul-de-sacs would be enforced. A standard for intersection spacing along major roadways would also be established, as well as consideration of construction access. Code amendments to establish these standards will be brought forward for discussion at a future Commission meeting.

Ms. Howard displayed the proposed amendments to the code and brought it to the Commission for discussion. Ms. Prideaux stated that this has been explained well and will ensure the standard is applied fairly and consistently. Mr. Larson noted that case-by-case attention should be maintained as things do change over time. With regard to street connectivity standards, he would like more information about what other communities are doing. He has some skepticism of using a blanket approach. Mr. Leeper stated that these changes are good to

consider. Mr. Schrad asked if staff could look at the zoning in Ankeny to see how they are dealing with sprawl in their community. Ms. Saul wants to see research regarding street connectivity standards in other communities and how it has affected them and what changes we could make to keep up with their growth.

Discussion
8/26/2020

The first item of business was a text amendment to the Subdivision Code Division 3 Final Plats. Chair Holst introduced the item and Ms. Houk Sheetz provided background information. She explained that the item was considered at the last meeting and gave a brief refresher on the previous discussion, reiterating the purpose of the code and the platting process for preliminary and final plats. She also discussed the issues with the current language and process and provided an example situation. Ms. Houk Sheetz brought forward potential solutions for discussion with the Commission, and displayed the section for consideration at this time (Section 20-100).

Mr. Larson stated that he recalled that samples from other similar communities were requested for the Commission to look over. He moved to table the item until those samples are provided. Ms. Sheetz stated that she can speak to the subject or the motion could go forward. Ms. Saul seconded the motion to table the discussion.

Ms. Sheetz explained that a planner did reach out to several Iowa communities (Ames, Urbandale, Ankeny, Sioux City, Bettendorf and Council Bluffs) and provided the information that was received. While none of the communities have specific language regarding the phasing of a final plat, Ames does have language requiring commercial, industrial and multi-family subdivision to do an integrate site plan with a development agreement. Urbandale requires phasing plans for preliminary plats, Sioux City is updating its subdivision regulations to require phasing plans, but there is no specific language regarding timing in either city. The majority of the cities do use development agreements when critical infrastructure is involved to insure completion, but it is done on a case-by-case basis. Council Bluffs has no requirement and tries to follow the practices of Omaha to make development easier for the developers who serve the Omaha area. Bettendorf and Iowa City were the most stringent regarding phasing and development of critical infrastructure. There appears to be a variety of ways that communities handle such development.

Ms. Saul stated that she was concerned that the Commission asked for the information to be supplied so that they can read it before the meeting and didn't receive it. She also asked what caused the problems in the examples that were presented (i.e. Prairie West). Ms. Sheetz stated that the projects were some time ago and gave information based on records she has. Mr. Larson noted his concern that a blanket approach could lead to major obstacles where developments wouldn't be viable to pursue. He also pointed out that in the private sector you would never be able to build and presume that someone else would make road connections. He feels that having a phasing proposal submitted with the preliminary plat would be helpful.

Mr. Leeper asked if the City has the discretion to tell the developer which phase should go first. Ms. Houk Sheetz stated that the City has done that in the past. Each case will be different so timing will depend on the specific development. There was further discussion regarding proposed language and definitions to be considered, as well as consequences and enforcement for timelines that are not met. Mr. Schrad stated that he would second that the item should be tabled and that he would like to see some examples from other communities.

Mr. Larson's motion to table the item until the next meeting was again brought forward. Mr. Schrad seconded the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.



DEPARTMENT OF COMMUNITY DEVELOPMENT

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MEMORANDUM

Planning & Community Services Division

TO: Planning & Zoning Commission

FROM: Chris Sevy, Planner I
 Karen Howard, AICP, Planning & Community Services Manager

DATE: October 14, 2020

SUBJECT: Zoning Code Text Amendment – Adaptive re-use of institutional buildings (TA20-002)

INTRODUCTION

The owner of a vacant church building in an R-1 residential district has inquired about alternative uses and wants to operate an event space there for wedding receptions. The activity associated with that use may not be too different from that of a church and could be compatible with the neighborhood. However, in the R-1 and R-2 districts, principal uses are limited generally to residential dwellings and uses of a religious or civic nature. And while the R-3 and R-4 zoning districts do allow a wider variety of uses, in some instances in order to preserve a large institutional building some flexibility in the standards may be needed. In the recent inquiry, the owner of the vacant church has only four options allowed by code: 1. Sit vacant; 2. Sell to another church; 3. Convert the use to a public or parochial school; or 4. Tear down and subdivide into residential lots. Staff is bringing this before the Planning and Zoning Commission to explore ways to provide more flexibility within the zoning ordinance for repurposing existing religious and civic buildings currently in R districts.

STATEMENT OF THE PROBLEM

When the decision is made that the use of a church or other civic building is no longer viable or desirable, the common consideration to close or tear down these buildings is often a tough reality for the owner and the patrons of those institutions. They are often buildings of historical or cultural significance worthy of preservation but also pose unique challenges because they are large buildings that sit on large parcels. They have plenty of potential but their location within a residential zone is usually the biggest hurdle keeping them from converting into another practical use. As such, providing flexibility within the zoning ordinance for economically viable alternatives to religious or civic uses may be appropriate to provide a path to repurpose these institutional facilities.

DISCUSSION OF SOLUTIONS

While exploring this issue, staff reached out to planners in Iowa City, Cedar Rapids, Des Moines, and Council Bluffs to find out how they have handled similar issues in their cities. While a number of these cities indicated that they have encountered similar inquiries about

re-purposing obsolete institutional buildings, only two have pursued specific ordinance amendments to address these issues: Council Bluffs and Iowa City. Staff in Council Bluffs proposed amendments to allow alternative uses through a conditional use process, but these have yet to be adopted. Iowa City allows repurposing of buildings of historical significance through a special exception process.

If a use is conditionally allowed in a zoning district, this is known as a conditional use or special exception. According to Iowa Code 414.12(2), such matters are to be decided by a Board of Adjustment. Some cities use the term “conditional use” and some use the term “special exception,” but the meaning is the same. In some ordinances, the term “special exception” is also used to refer to actions by the Board of Adjustment to allow adjustments to other requirements in a zoning ordinance, such as setbacks or height standards, when specifically enumerated in the code. While the Cedar Falls Board of Adjustment is empowered to hear special exception cases, there are few enumerated in the zoning ordinance. The ones most requested are from owners of property located in the Floodway Districts, where City’s floodplain ordinance establishes conditions under which improvements to properties may be approved through a special exception or variance process.

A conditional use or special exception process allows requests to be carefully considered through a public hearing process. The basic premise is that uses listed as conditional or special exceptions, may or may not be appropriate for a particular location. It is up to the owner of the property to present convincing evidence at a public hearing to demonstrate how the proposed use would fit into the context of the surrounding neighborhood and meet the approval criteria. Conditional uses or special exceptions are fairly common in codes across Iowa. They provide flexibility, but also extra scrutiny for uses that may fit nicely into a neighborhood if certain conditions are met, but may be denied when the characteristics of a particular use are determined to be problematic for a particular location. Prior to the public hearing on the matter, surrounding property owners are notified, and notice published in the newspaper of record. The Board of Adjustment would consider all the evidence presented at the hearing and render a decision to approve (with or without conditions) or deny the requested conditional use.

Staff recommends establishing a conditional use process to consider requests for adaptive re-use of institutional buildings, particularly buildings of historic or cultural significance. Each conditional use application that qualifies would require review and a decision by the Board of Adjustment. After consideration, the Board may approve, deny, or approve the proposal with conditions. Surrounding property owners would be notified prior to the hearing and staff would review and provide analysis of the proposal at the meeting. Board of Adjustment meetings are considered quasi-judicial public hearings and therefore notice must be published prior to the meeting. Procedures established in State Code must be followed.

Staff identified issues that we may want to consider in an ordinance amendment. These include the following:

- Not all uses are compatible with residential neighborhoods. We may want to limit the alternative uses that can be considered;
- Nuisance issues such as noise and traffic will be important to evaluate when considering alternative uses;
- Allowing an opportunity for neighborhood input will be important in the review process;

- Depending on the proposed use and the characteristics of the site, additional conditions may need to be imposed, such as additional requirements for or restrictions on parking, limits to hours of operation, restrictions on use of amplified sound, additional landscape screening and buffering to ensure compatibility with the neighborhood.

Since not all uses would be compatible with residential living, the following is a list of potential alternative uses that staff has identified as appropriate for consideration:

- Hospitality-oriented uses such as: retreat facilities, guesthouses, commercial meeting halls, and event facilities.
- Conversion to a multi-unit dwelling where the proposed number of units may not otherwise be allowed.
- Community service uses such as: libraries, museums, senior centers, community centers, neighborhood centers, day care facilities, youth club facilities, social service facilities, and vocational training facilities for the physically or mentally disabled.
- Specialized educational facilities such as: music schools, dramatic schools, dance studios, martial arts studios, language schools, and short-term examination preparatory schools.
- Professional office uses such as accountants, lawyers, and architects.

Each case should be evaluated carefully with regard to aspects of the proposed use that might create a nuisance in the neighborhood. For example:

- Are the proposed hours of operation compatible with the neighborhood context?
- Will noise levels be at or below the levels produced by the previously permitted use or otherwise controlled in a manner that is compatible with residential living?
- Will the traffic generated by the proposed use be similar or less than what was generated by the previously permitted use?
- Will the proposed use draw similar or lower numbers of people to the site than the previously permitted use? Will it draw large groups converging for a singular event? Small groups? Constant stream of visitors?
- Will the frequency of activity be similar or less intense than the previously permitted use? Will it be every day? Just weekends?
- Does the proposed use require any updates to parking or landscaping to address issues of neighborhood compatibility or compliance with current zoning standards?
- Is special consideration warranted in order to preserve a building or site of historical or cultural value?
- What type of signage, if any, should be allowed?
- Is there neighborhood support for the proposal? Have neighborhood concerns been adequately addressed?

The questions above will help identify conditions that the Board of Adjustment may see fit to impose if the request is approved, or may be grounds for denial of the request

EXAMPLES FROM OTHER CITIES

During the Commission's previous discussion of this proposal, the Commission requested examples of code language from other cities. Staff talked with staff and/or reviewed codes from Dubuque, Cedar Rapids, Des Moines, Mason City, Iowa City, and Council Bluffs. While few codes specifically address the issue of adaptive re-use of institutional or civic buildings,

many cities in Iowa allow conditional uses or special exceptions even if on a limited basis. The specific conditional use we are proposing is fairly unique, but as stated above we found a similar exception allowed in Iowa City to help preserve buildings of historic significance. Here is the example from the Iowa City zoning code:

2. The Board of Adjustment may grant a special exception to allow a property designated as an Iowa City landmark or registered on the National Register of Historic Places to be adapted and reused as a community service use, specialized educational facility, or hospitality oriented retail use. In addition to the general special exception approval criteria listed in chapter 4, article B of this title, the applicant must also meet the following criteria in order for the board to grant this exception:
 - a. The exception will help preserve the historic, aesthetic, or cultural attributes of the property.
 - b. The applicant must obtain a certificate of appropriateness from the Historic Preservation Commission.

In the Iowa City example above, note that for every special exception considered there are also general special exception approval criteria (not listed above) related to neighborhood compatibility that must be considered. Based on staff's research, the general approval criteria in the Iowa City Code are similar to conditional use or special exception approval criteria found in numerous codes across Iowa. The following language from the Dubuque code is similar to general approval criteria found in codes from other Iowa cities.

No conditional use permit shall be granted unless the board determines on the basis of specific information presented at the public meeting or contained in the application for such use that each of the following conditions has been satisfied:

- A. The proposed conditional use will comply with all applicable regulations of this title, including lot requirements, bulk regulations, use limitations, and all other standards or conditions contained in the provisions authorizing such use.
- B. Adequate utility, drainage and other necessary facilities or improvements have been or will be provided.
- C. Adequate access roads or entrances and exit drives will be provided and will be designed so as to prevent traffic hazards and to minimize traffic conflicts and congestion in public streets and alleys.
- D. The use shall not commence until applicant has provided written evidence that all necessary permits and licenses required for the operation of the conditional use have been obtained.
- E. All exterior lighting fixtures are shaded wherever necessary to avoid casting direct light upon any property located in a residential district.
- F. The location and size of the conditional use, the nature and intensity of the activities to be involved or conducted in connection with it, the size of the site in relation thereto, and the location of the site with respect to streets giving access to the conditional use, shall be such that it will be in harmony with the appropriate and orderly development of the district and neighborhood in which it is located.
- G. The location, nature and height of buildings, structures, walls, and fences on the site and the nature and extent of landscaping and screening on the site shall be such that the use will not reasonably hinder or discourage the appropriate development, use and enjoyment of the adjacent land, buildings and structures.
- H. The proposed conditional use will not cause substantial injury to the value of other property in the neighborhood in which it is located and will contribute to and promote the convenience and welfare of the public.

For the specific purpose of allowing for adaptive re-use of institutional buildings, staff's recommended language is crafted to specifically address issues that might arise with adaptive reuse of such buildings, but the principles of neighborhood compatibility and consideration of the specific characteristics of the proposal are similar to other conditional use processes followed by other cities.

STAFF RECOMMENDATION

To provide flexibility to adaptively re-use defunct institutional buildings or buildings or properties of historic or cultural significance, staff recommends adding a new conditional use section of the zoning code referenced as City Code Sec. 26-140, as set forth below. In the future this section may contain other conditional uses as appropriate.

Amend Article II. Division 3. Exceptions and Modifications, by adding a new Section 26-140, as follows:

Sec. 26-140. Conditional Uses

- (a) Generally. The Board of Adjustment is empowered to hear and decide applications for conditional uses in certain circumstances specifically enumerated within this Section. To ensure that the spirit of the ordinance is observed, no conditional use shall be granted by the Board unless the applicant demonstrates that all of the approval criteria are met for the conditional use requested.
- (b) Burden of Proof. The applicant bears the burden of proof and must support each of the approval criteria by a preponderance of the evidence.
- (c) Precedents. The granting of a special exception is not grounds for granting other special exceptions for the same or differing properties.
- (d) Other applicable regulations. In addition to the approval criteria listed in this Section, all conditional uses are required to meet the regulations of the base zone and any overlay district in which they are located and all other applicable regulations of this Chapter, except as may be specifically modified by the Board for the specific conditional use requested. If a property is located in a floodway or floodplain overlay district, the floodplain regulations apply in all cases. Approval of a conditional use permit is not intended to substitute for other permits required under local, state, or federal regulations.
- (e) Specific Conditional Uses Enumerated. The following conditional uses are permitted only after approval from the Board of Adjustment, subject to the restrictions and the approval criteria listed for each specific use listed below and any conditions imposed by the Board of Adjustment after consideration at a public hearing as set forth in the Board's rules of procedure and according to Iowa Code.
 - (1) **Adaptive re-use of defunct institutional buildings or buildings or properties of significant historical or cultural value.** According to the provisions set forth in this subsection, the Board of Adjustment may grant a conditional use permit to allow the adaptive re-use of a building or property of historic or cultural value or a defunct institutional facility, such as a church

or civic building, when such building or property is located in a district where such adaptive use would not otherwise be permitted. The Board of Adjustment may deny the use or aspects of the use that are deemed out of scale, incompatible, or out of character with the surrounding neighborhood, or may require additional measures to mitigate these differences. Additional conditions may include, but are not limited to, additional screening, landscaping, parking, pedestrian facilities, setbacks, limitations on hours or days of operation, occupancy limits, limitations on outdoor or accessory uses, and restrictions on use of amplified sound, exterior lighting, or signage. The following provisions, regulations, and restrictions shall apply:

- a. Qualifying uses. Only the following uses qualify for consideration under this subsection:
 1. Hospitality-oriented uses such as: retreat facilities, convention centers, guesthouses, meeting halls, and event facilities;
 2. Conversion to a multi-unit dwelling in a zone where such use is not otherwise allowed or where the proposed number of units exceeds the number otherwise allowed in the zone;
 3. Community service uses such as: libraries, museums, senior centers, community centers, neighborhood centers, day care facilities, youth club facilities, social service facilities, and vocational training facilities for the physically or mentally disabled;
 4. Specialized educational facilities such as: music schools, dramatic schools, dance studios, martial arts studios, language schools, and short-term examination preparatory schools;
 5. Professional office uses such as: accountants, lawyers, architects, or similar.

- b. Criteria for approval. In order to grant a conditional use, the Board of Adjustment must find that the proposal meets the following approval criteria or will meet the criteria if certain conditions are applied:
 1. The anticipated characteristics of the proposed use, including but not limited to hours of operation, noise levels, lighting, traffic generation, signage, number of patrons/visitors/residents, and frequency, level, and type of activity will be compatible with the neighborhood context;
 2. The proposed use will not be detrimental to or endanger the public health, safety, comfort or general welfare;
 3. The proposed use will not be injurious to the use and enjoyment of other property in the immediate vicinity;
 4. Establishment of the proposed use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district in which such property is located;
 5. Adequate utilities, access roads, parking, drainage and/or other necessary facilities are or will be provided;
 6. Adequate measures have been or will be taken to provide ingress or egress designed to minimize traffic congestion on public streets;
 7. In the case of a building or property of historic or cultural significance, the proposal will preserve the significant historic, aesthetic, and/or cultural attributes of the property.

8. The specific proposed use, in all other respects, conforms to the applicable regulations of the zone in which it is to be located.
- c. Required submittals. The applicant must demonstrate how the proposal meets the criteria for approval. The following is the minimum necessary documentation that the applicant must furnish:
1. A description of the previous use to the extent known, including but not limited to: site layout, number of existing parking spaces, traffic generation, hours/days of operation, number of patrons, visitors, and/or residents (as applicable), and frequency and level of both indoor and outdoor activity;
 2. A detailed description of the proposed use including, but not limited to: any proposed changes to the site layout, anticipated traffic generation, proposed hours of operation, projected number of patrons or visitors(as applicable), frequency and type of activity (both indoor and outdoor), any new outdoor lighting proposed, proposed signage, residential density (if applicable), number of off-street parking spaces, anticipated parking demand, anticipated outdoor activities, and any proposed use of amplified sound.
 3. Site plan showing all proposed changes including site removals and improvements to accommodate the proposed use.
 4. A list of owners of record of all parcels located within 300 feet of the parcel and their addresses.
 5. Any further information or materials that will help demonstrate compliance with the criteria for approval listed above.

PLANNING & ZONING COMMISSION

Discussion
8/26/2020

Chair Holst introduced the item and Mr. Sevy provided background information. He discussed a case where a church has sat vacant with few options for allowed land uses, including continuing to sit vacant, sell to another church, convert to a public or parochial school or tear it down and subdivide it into residential lots. The owner was hoping to use the property to host wedding receptions, however without a religious institution it would not be allowed. He discussed research that has been done to review codes in other cities to consider different approaches. It is proposed to craft an amendment that provides alternatives that would be subject to review and approval by staff, the Commission and City Council. Mr. Sevy discussed the critical issues for consideration, including compatibility with residential neighborhoods, nuisance issues such as noise and traffic, allowing neighborhood input and any additional conditions that may need to be imposed. He identified appropriate alternative uses for consideration, including: hospitality-oriented uses, conversion to a multi-unit dwelling, community services, specialized educational facilities and professional offices. Mr. Sevy also discussed factors to consider in the neighborhood context. Staff recommends adding a conditional use process to the zoning ordinance, review and discussion of the proposal and setting a date for public hearing at the September 9 meeting.

Ms. Saul felt that a lot of thought was put into the item and that it would be beneficial. Mr. Holst also feels it is a good idea and clarified that it will be

considered for all districts. Mr. Schrad asked if the tax base would change. Ms. Houk Sheetz clarified that it could, depending on the proposed use. Ms. Prideaux also feels it would be a good idea and would like to see the wording in other communities. Ms. Prideaux asked about the historical aspects of the building and whether that would be considered. Mr. Leeper likes the flexibility that this would give the commission.

Ms. Saul made a motion to approve the recommendation to set a date for public hearing. Mr. Leeper seconded the motion. The motion was approved unanimously with 8 ayes (Hartley, Holst, Larson, Leeper, Lynch, Prideaux, Saul and Schrad), and 0 nays.

Attachments: None