

**AGENDA
PLANNING AND ZONING COMMISSION
REGULAR MEETING
April 25, 2016**

**HIAWATHA COUNCIL CHAMBERS
(101 Emmons Street-Upper Floor) – 5:30 P.M.**

1. Call to Order - Roll Call
2. Consider Approval of:
 - a. Agenda
 - b. Minutes of March 28, 2016
3. Business:
 - a. Consider Resolution to approve the Site Plan submitted by Jim Sauter for Hawkeye Ready Mix located at 1450 Hawkeye Drive., Hiawatha, IA.
 - # b. Consider Resolution for recommendation to City Council to approve the Final Plat submitted by Schnoor Bonifazi for Longfellow Square 10th Addition, Hiawatha, IA.
 - # c. Consider Resolution for recommendation to City Council to approve the Hiawatha Unified Development Code Chapter 166 section 166.10 of the Sign Code.

Adjourn

Items that have to go on to City Council for final vote
• Items that Planning and Zoning Commission have final vote
* Items that have to go on to Board of Adjustment for final vote

**HIAWATHA PLANNING AND ZONING COMMISSION
REGULAR MEETING
March 28, 2016**

The Hiawatha Planning and Zoning Commission met in a meeting on March 28, 2016. Chairman, Gilbert Lawrence called the meeting to order at 5:30 P.M. Members present: Mark Powers, Kenny Jones, Mark Ross, and Tom Wille. Members Absent: Reta Saylor and Darryl Cheney. Staff present: Community Development Director, Pat Parsley and Assistant Building Official, Jim Fisher. Guests in Attendance: Council Member Dennis Norton and Dave Brost Jr.

Board Member, Kenny Jones moved to approve the agenda, second by Tom Wille. Motion carried.

Board Member, Mark Powers moved approval of the revised meeting minutes of February 22, 2016, striking the word Chairman before Mark Ross' name in the adjournment of the meeting, second by Tom Wille. Motion carried.

Consider Resolution for recommendation to City Council to approve the Design Guidelines submitted by Brost Architects for McGrath Kia located at 1020 North Center Point Road

Dave Brost Jr. of Brost Architects spoke on behalf of the project explaining the two big canopies on the exterior of the building will be removed along with the existing EFIS system that is failing. Brost continued to explain a new store front will be added including EFIS on the bottom section of the building. Other new additions mentioned by Brost include aluminum store front windows with clear glass, a new vestibule, new customer parking to make it more convenient to customers and interior remodeling. Brost said the reason for changing the image of the building is to match the national dealership.

Chairman Gilbert Lawrence asked for input from the Community Development Department.

Community Development Director Pat Parsley stated the plans have been reviewed by Community Development staff and the proposed façade complies with the Hiawatha Design Guidelines. Pat Parsley said the materials can be approved.

Mark Ross moved approval of a recommendation to City Council approving the site plan submitted by Brost Architects for McGrath Kia located at 1020 North Center Point Road to the Hiawatha Design Guidelines, seconded by Mark Powers.

Roll call vote:

AYES: MARK POWERS, KENNY JONES, GILBERT LAWRENCE, MARK ROSS, TOM WILLE

NAYS: NONE

ABSENT: DARRYL CHENEY AND RETA SAYLOR

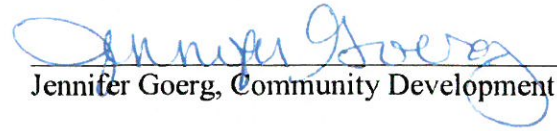
Motion Carried

Resolution #16-006 Approved

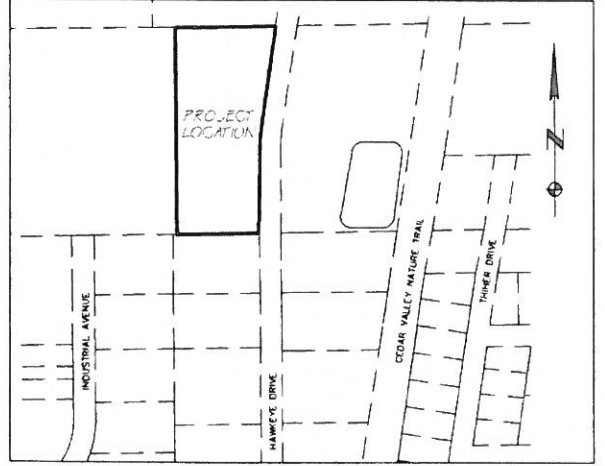
Mark Ross motioned to adjourn the meeting at 5:36 p.m., Second by Mark Powers. Motion carried.


Gilbert Lawrence, Chairman

ATTEST:


Jennifer Goerg, Community Development Clerk

SITE DEVELOPMENT PLAN HAWKEYE READY MIX OUTDOOR STORAGE IN THE CITY OF HIAWATHA, LINN COUNTY, IOWA



LOCATION MAP (SCALE: 1"=250')

UTILITY LEGEND	
EXISTING	PROPOSED
(SSB) SANITARY SEWER W/SIZE	SSB
(STIS) STORM SEWER W/SIZE	STIB
(FM6) FORCE MAIN W/SIZE	FM6
(WB) WATER MAIN W/SIZE	W12
(G) GAS	C
(S) STEAM	S
(OHE) ELECTRIC-OVERHEAD	OHE
(E) ELECTRIC-UNDERGROUND	E
(C) CABLE TV-UNDERGROUND	C
(OHC) CABLE TV-OVERHEAD	OHC
(OHT) TELEPHONE-OVERHEAD	OHT
(F) FIBER OPTIC-UNDERGROUND	F
(OHF) FIBER OPTIC-OVERHEAD	OHF
(T) TELEPHONE-UNDERGROUND	T
FENCE LINE	
(FP) SALT FENCE	FP
(FW) FLOODPLAIN LIMITS	FW
(CORP) FLOODWAY LIMITS	CORP
BOD CITY CORPORATION LIMITS	BOD
☆ LIGHT POLE W/D MAST	☆
○ LIGHT POLE W/MAST	○
⊕ TELEPHONE POLE	⊕
⊖ POWER POLE	⊖
⊙ GUY ANCHOR	⊙
⊘ GUY POLE	⊘
⊚ TELEPHONE PEDESTAL	⊚
⊛ TELEPHONE MANHOLE	⊛
⊜ CABLE TV PEDESTAL	⊜
⊝ UTILITY/CONTROL CABINET	⊝
⊞ SANITARY MANHOLE	⊞
⊟ STORM MANHOLE	⊟
⊠ GRATE INTAKE	⊠
⊡ RA-3 INTAKE	⊡
⊢ RA-5 INTAKE	⊢
⊣ RA-6 INTAKE	⊣
⊤ RA-8 INTAKE	⊤
⊥ HORSESHOE CATCH BASIN W/D FLUME	⊥
⊦ HORSESHOE CATCH BASIN W/FLUME	⊦
⊧ GAS VALVE	⊧
⊨ FLARED END SECTION	⊨
⊩ CLEANOUT, STORM OR SANITARY	⊩
⊪ TRAFFIC SIGNAL W/MAST	⊪

NOTE: THIS IS A STANDARD LEGEND. SOME ITEMS MAY NOT APPEAR ON DRAWINGS.

UTILITY LEGEND (CONTINUED)	
EXISTING	PROPOSED
⊕	⊕
⊖	⊖
⊙	⊙
⊘	⊘
⊚	⊚
⊛	⊛
⊜	⊜
⊝	⊝
⊞	⊞
⊟	⊟
⊠	⊠
⊡	⊡
⊢	⊢
⊣	⊣
⊤	⊤
⊥	⊥
⊦	⊦
⊧	⊧
⊨	⊨
⊩	⊩
⊪	⊪

SURVEY LEGEND	
○	SET REBAR W/C/P NO.
□	SET PK NAIL
⊙	FOUND SURVEY MONUMENT AS NOTED
⊘	FOUND RIGHT OF WAY RAIL
⊚	SECTION CORNER SET AS NOTED
⊛	SECTION CORNER FOUND AS NOTED
⊜	CUT "X" IN CONCRETE
⊝	RECORDED AS
⊞	EASEMENT LINE
⊟	PLAT OR SURVEY BOUNDARY
⊠	PLAT LOT LINE
⊡	CENTERLINE
⊢	SECTION LINE
⊣	1/4 SECTION LINE
⊤	1/4-1/4 SECTION LINE
⊥	EXISTING LOT LINE
⊦	BUILDING SETBACK LINE

PLANT LEGEND	
EXISTING	PROPOSED
⊕	⊕
⊖	⊖
⊙	⊙
⊘	⊘
⊚	⊚
⊛	⊛
⊜	⊜
⊝	⊝
⊞	⊞
⊟	⊟
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⊡	⊡
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⊥	⊥
⊦	⊦
⊧	⊧
⊨	⊨
⊩	⊩
⊪	⊪

APPLICANT / OWNER	AREA CALCULATIONS
R & S PROPERTIES, LLC JAM SAUTER 1340 HAWKEYE DRIVE HIAWATHA IA 52223 (515) 355-7029 jsauter@hawkeyereadymix.com	SEAL COAT 2.69 AC (185%) GREEN SPACE 0.43AC (14%) CONCRETE DRIVEWAYS 0.00 AC (1%) TOTAL 3.17 AC (100%)
LEGAL DESCRIPTION	EROSION CONTROL PLAN
LOT 7, BROWN & DYER'S INDUSTRIAL PARK LOT 1, CROELL'S FIRST ADDITION PLAT OF SURVEY #1028	1. PLACE FILTER SOCKS AT THREE INTAKES ALONG HAWKEYE DRIVE IN FRONT OF THE SITE. 2. CONCRETE WASHOUT TO OCCUR OFFSITE AT CROELL CONCRETE PLANT. 3. HYDROSEED AND MULCH GREEN SPACE. 4. REMOVE INTAKE FILTER SOCKS WHEN SITE IS SUBSTANTIALLY (> 75%) STABILIZED.
DIMENSIONAL STANDARDS	ZONING AND USE
FRONT YARD: 35' INTERIOR SIDE: 15' CORNER SIDE: 25' REAR YARD: 25'	EXISTING ZONING: I-1 EXISTING USE: CONSTRUCTION OFFICE/YARD

STORAGE AREA USE	HATCH LEGEND
STORAGE OF PRECAST CONCRETE PRODUCTS	⊕ GREEN SPACE
	⊖ PCC SIDEWALK AND DRIVEWAYS
	⊙ SEAL COAT

DRAWN BY: BDV			
CHECKED BY: BDV			
APPROVED BY: BDV			
DATE: 03/31/16			
FIELD BOOK: XXX	NO.	REVISION DESCRIPTION	APPROVED DATE

HALL & HALL ENGINEERS, INC.

180 BOYD ROAD, HIAWATHA, IOWA 52223
PHONE (515) 362-8548 FAX (515) 362-1595

CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE
LAND SURVEYING • LAND DEVELOPMENT PLANNING

SITE DEVELOPMENT PLAN
HAWKEYE READY MIX OUTDOOR STORAGE AREA
IN THE CITY OF HIAWATHA, LINN COUNTY, IOWA

STORAGE AREA SITE PLAN	SHEET 1 OF 2
PROJECT # 10144-05	

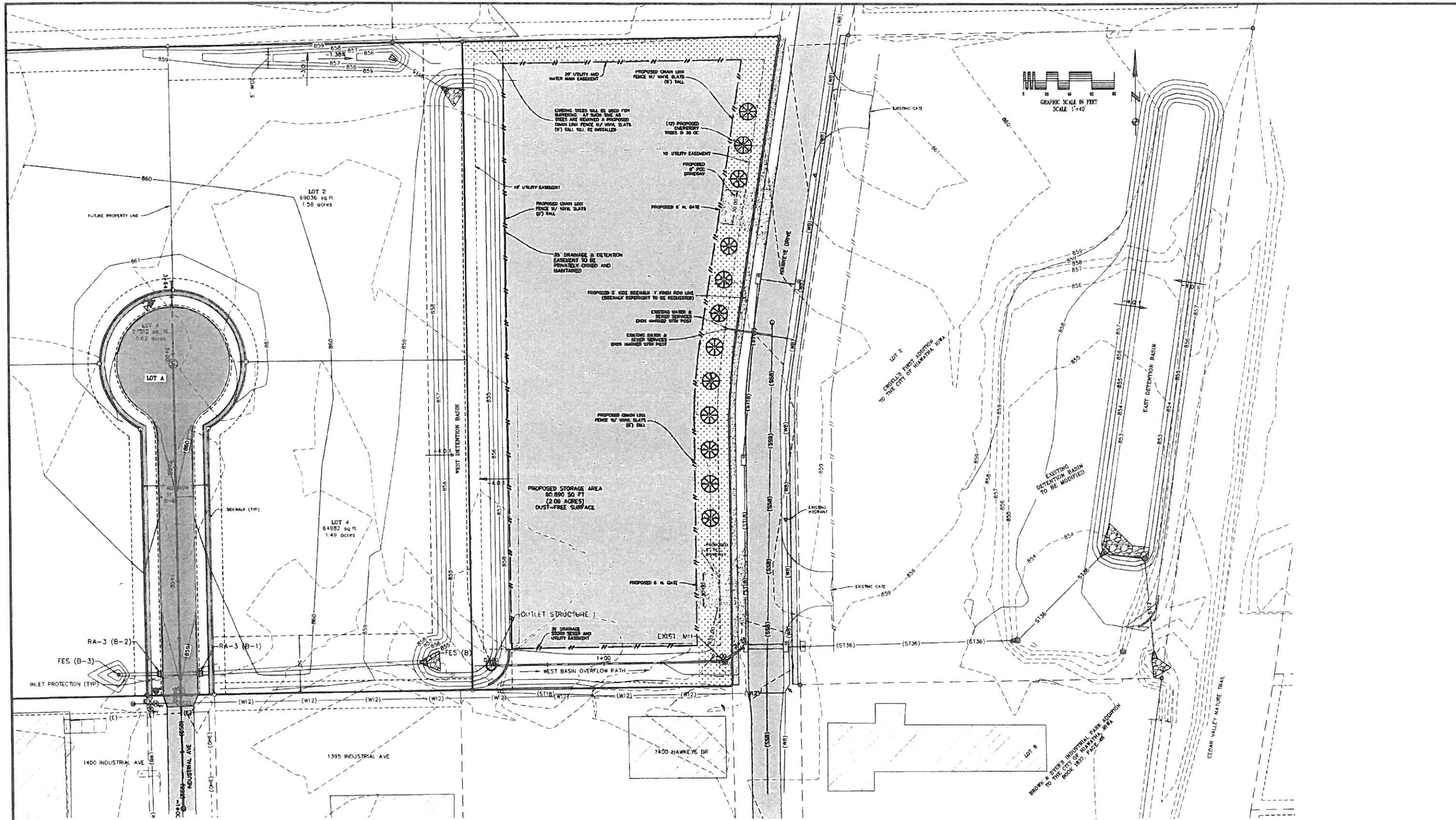
I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Iowa.

Date: _____

My license renewal date is December 31, _____

Pages of sheets covered by this seal: _____

CAD File: I:\projects\10144-05-Hawkeye-Ready-Mix-Storage\DWG\Site-Plans\10144-02-501_302013.dwg Date Plotted: Mar 31, 2016 10:36am Plotted By: SUSAN-FORMAN-H



DRAWN BY: BDV					
CHECKED BY: BDV					
APPROVED BY: BDV					
DATE: 03/31/16					
FIELD BOOK: XXX	NO.	REVISION DESCRIPTION	APPROVED	DATE	

Hiawatha!

HALL & HALL ENGINEERS, INC.

1820 BOY'SON ROAD, HIAWATHA, IOWA 52233
 PHONE: (515) 362-9548 FAX: (515) 362-7565
 CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE
 LAND SURVEYING • LAND DEVELOPMENT PLANNING

SITE DEVELOPMENT PLAN
HAWKEYE READY MIX OUTDOOR STORAGE AREA
IN THE CITY OF HIAWATHA, LINN COUNTY, IOWA

OUTDOOR STORAGE AREA

PROJECT: 10144-5

CAD File: I:\Projects\10200\10214 R and S Addition Hiawatha (DWG)\P0\10214-B02.dwg Date Plotted: Mar 31, 2016 - 10:39am Plotted By: SUSAN-LORNA-SH

City of Hiawatha
Community Development Department
Building, Zoning, Code Enforcement & Development
101 Emmons St., Hiawatha Iowa, 52233-1697
PHONE (319) 294-2929 FAX (319) 393-1516

Purpose: Final Plat Recommendation **Date:** 04/15/2016

To: Planning and Zoning Commission

Name of Plan: Longfellow Square 10th Addition

Address: Preliminary Plat for Tower Commerce 1st **Zone:** C-4
1710 Hawkeye Drive-Lot 2
1700 Hawkeye Drive-Lot 3

Number of Lots: One lot on Longfellow Drive.

Reviewed by: Patrick Parsley, Community Development Director

Description:

This is part of the Preliminary Plat of Longfellow Square submitted and approved in 1999. The plan of improvements was submitted with the Preliminary plat.

This plat differs from the preliminary plat with the elimination of a cul de sac and a reconfiguration of accessing streets. A site plan was submitted with this final plat indicating the possible construction of four buildings on a single lot. The site plan for the first building complies with the Hiawatha UDC and is being approved by staff. A new site plan will be submitted for each successive building.

Report:

City Staff has reviewed the plat and has found issues regarding storm water management and ownership arrangements that conflict with City standards for utility and street access. The owner has agreed to resubmit the storm water plans and to provide a Development Agreement clarifying the access and utility agreements. The improvements for this plat are intended to remain private and will continue to be maintained by the property owners. The City of Hiawatha will be granted authority to have access and control to all water shut offs within the development.

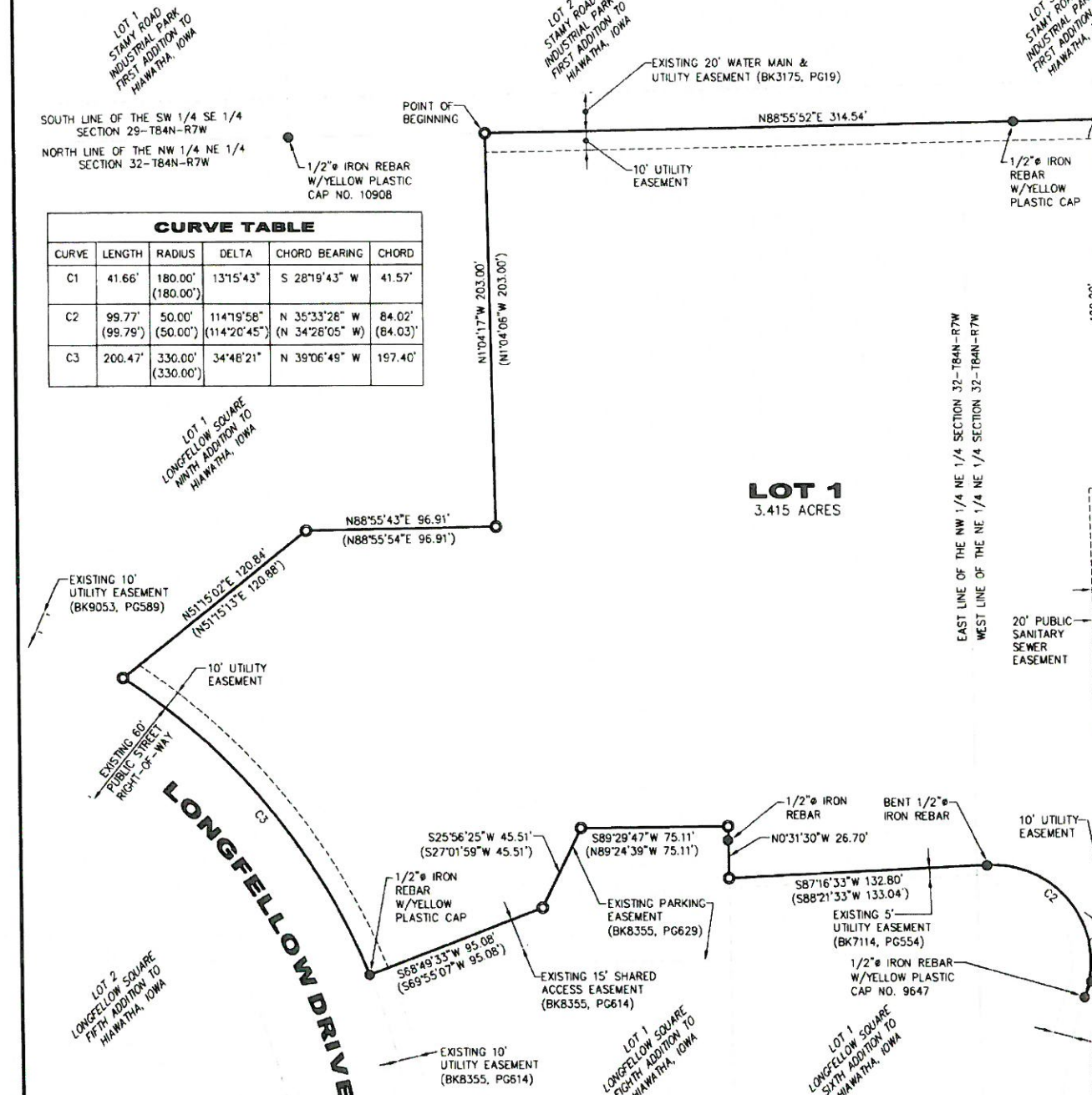
Recommendation: Community Development supports a recommendation to City Council for approval of this final Plat contingent upon submittal of a revised storm water plan and a Developer's Agreement.

FINAL PLAT LONGFELLOW SQUARE TENTH ADDITION TO HIAWATHA, IOWA

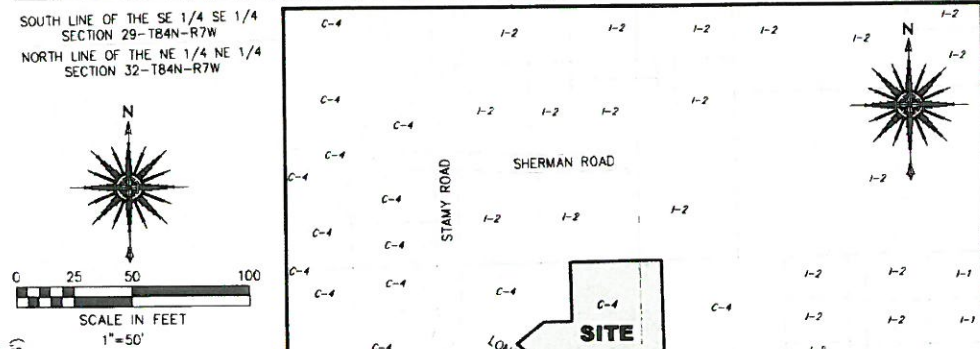


SCHNOOR-BONIFAZI
ENGINEERING & SURVEYING, LC
431 FIFTH AVENUE SW
CEDAR RAPIDS, IA 52404
(319) 298-8888 (PHONE)

PREPARED BY: SCHNOOR-BONIFAZI ENGINEERING & SURVEYING, L.C., 431 FIFTH AVENUE S.W., CEDAR RAPIDS, IOWA 52404 (319) 298-8888



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD
C1	41.66' (180.00')	180.00' (180.00')	131°5'43"	S 28°19'43" W	41.57'
C2	99.77' (99.79')	50.00' (50.00')	114°19'58" (114°20'45")	N 35°33'28" W (N 34°28'05" W)	84.02' (84.03)'
C3	200.47' (330.00')	330.00' (330.00')	34°48'21"	N 39°06'49" W	197.40'



1 SITE LOCATION MAP 1"=400'

LEGAL DESCRIPTION

LONGFELLOW SQUARE TENTH ADDITION TO HIAWATHA, IOWA is that part of the NW 1/4 NE 1/4 and the NE 1/4 NE 1/4 of Section 32, Township 84 North, Range 7 West of the 5th Principal Meridian, City of Hiawatha, Linn County, Iowa described as follows:

Beginning at the Northeast corner of Lot 1, Longfellow Square Ninth Addition to the City of Hiawatha, Linn County, Iowa;

thence North 88° 55' 52" East 314.54 feet along the North line of the NE 1/4 of said Section 32 to the Northwest corner of Lot 1, Longfellow Square Seventh Addition to Hiawatha, Iowa;

thence South 01° 04' 58" East 415.74 feet along the West line of said Lot 1, Longfellow Square Seventh Addition to the Southwest corner thereof, also being a point on the Northwest right-of-way line of Dina Court and the beginning of a 180.00 foot radius non-tangent curve concave Southeast;

thence Southwesterly along said curve, along the Northwest right-of-way line of Dina Court, through a central angle of 13° 15' 43" an arc distance of 41.66 feet (chord bearing South 28° 19' 43" West 41.57 feet) to an Easterly corner of Lot 1, Longfellow Square Sixth Addition to the City of Hiawatha, Linn County, Iowa and the beginning of a 50.00 foot radius non-tangent curve concave Southwesterly;

thence Northwesterly along said curve, being a Northeasterly line of said Lot 1, Longfellow Square Sixth Addition, through a central angle of 114° 19' 58" an arc distance of 99.77 feet (chord bearing North 35° 33' 28" West 84.02 feet) to a Northerly corner of said Lot 1, Longfellow Square Sixth Addition;

thence South 87° 16' 33" West 132.80 feet along the North line of said Lot 1, Longfellow Square Sixth Addition to the Northwest corner thereof, also being a point on the Northeasterly right-of-way line of Longfellow Drive and the beginning of a 330.00 foot radius non-tangent curve concave Southwesterly;

thence North 00° 31' 30" West 26.70 feet along said East line of Lot 1, Longfellow Square Eighth Addition to the Northeast corner thereof;

thence South 89° 29' 47" West 75.11 feet along a North line of said Lot 1, Longfellow Square Eighth Addition to a Northerly corner thereof;

thence South 25° 56' 25" West 45.51 feet along a North line of said Lot 1, Longfellow Square Eighth Addition to a Northerly corner thereof;

thence South 68° 49' 33" West 95.08 feet along a North Line of said Lot 1, Longfellow Square Eighth Addition to a Northwesterly corner thereof, also being a point on the Northeasterly right-of-way line of Longfellow Drive and the beginning of a 330.00 foot radius non-tangent curve concave Southwesterly;

thence Northwesterly along said curve, being the Northeasterly right-of-way line of Longfellow Drive, through a central angle of 34° 48' 21" an arc distance of 200.47 feet (chord bearing North 39° 06' 49" West 197.40 feet) to a Southerly corner of said Lot 1, Longfellow Square Ninth Addition;

thence North 51° 15' 02" East 120.84 feet along a Southerly line of said Lot 1, Longfellow Square Ninth Addition to a Southerly corner thereof;

thence North 88° 55' 43" East 96.91 feet along a Southerly line of said Lot 1, Longfellow Square Ninth Addition to the Southeast corner thereof;

thence North 01° 04' 17" West 203.00 feet along the East line of said Lot 1, Longfellow Square Ninth Addition to the point of beginning, containing 3.415 acres, subject to easements, covenants and restrictions of record.

OWNER
LONGFELLOW SQUARE, LC
222 3RD AVENUE SE, SUITE 299
CEDAR RAPIDS, IA 52401
CONTACT: MR. JON DUSEK
PHONE: (319) 364-6533
FAX: (319) 369-0919

PREPARED BY
SCHNOOR-BONIFAZI
ENGINEERING & SURVEYING, LC
431 FIFTH AVENUE SW
CEDAR RAPIDS IA 52404
CONTACT: LEO BONIFAZI, PLS
PHONE: 319-298-8888

DATE OF SURVEY
MARCH 7, 2016

EXISTING ZONING
C-4 (CENTRAL SERVICE DISTRICT)

AREAS

QUARTER QUARTER	AREA
NW 1/4 NE 1/4 SEC. 32-T84N-R7W	2.758 AC.
NE 1/4 NE 1/4 SEC. 32-T84N-R7W	0.657 AC.
TOTAL	3.415 AC.

- NOTES**
- IT IS PROHIBITED TO PLACE ANY ABOVE GROUND UTILITY STRUCTURES WHERE UTILITY EASEMENTS CROSS STORM SEWER, DRAINAGE OR ACCESS EASEMENTS.
 - ALL PUBLIC UTILITY EASEMENTS ARE NOW BEING DEDICATED TO THE PUBLIC AS SHOWN ON THE FINAL PLAT.
 - STAMY ROAD INDUSTRIAL PARK FIRST ADDITION TO THE CITY OF HIAWATHA, LINN COUNTY, IOWA WAS RECORDED IN BOOK 3175, PAGES 19-33 IN THE OFFICE OF THE LINN COUNTY RECORDER.
 - LONGFELLOW SQUARE FIFTH ADDITION TO THE CITY OF HIAWATHA, LINN COUNTY, IOWA WAS RECORDED IN BOOK 5775, PAGES 239-246 IN THE OFFICE OF THE LINN COUNTY RECORDER.
 - LONGFELLOW SQUARE SIXTH ADDITION TO THE CITY OF HIAWATHA, LINN COUNTY, IOWA WAS RECORDED IN BOOK 7114, PAGES 554-568 IN THE OFFICE OF THE LINN COUNTY RECORDER.
 - LONGFELLOW SQUARE SEVENTH ADDITION TO HIAWATHA, IOWA WAS RECORDED IN BOOK 7114, PAGES 154-170 IN THE OFFICE OF THE LINN COUNTY RECORDER.
 - LONGFELLOW SQUARE EIGHTH ADDITION TO THE CITY OF HIAWATHA, LINN COUNTY, IOWA WAS RECORDED IN BOOK 8355, PAGES 614-628 IN THE OFFICE OF THE LINN COUNTY RECORDER.
 - LONGFELLOW SQUARE NINTH ADDITION TO THE CITY OF HIAWATHA, LINN COUNTY, IOWA WAS RECORDED IN BOOK 9053, PAGES 589-601 IN THE OFFICE OF THE LINN COUNTY RECORDER.

- LEGEND**
- SECTION LINE
 - PROPERTY LINE
 - ADJOINING LOT LINE
 - ADJOINING EASEMENT LINE
 - - - - - EASEMENT LINE
 - FOUND 5/8" IRON REBAR W/ORANGE CAP NO. 13480 UNLESS OTHERWISE NOTED
 - SET 5/8" IRON REBAR W/ORANGE CAP NO. 13480
 - () RECORDED AS

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNATURE: DATE: 04/18/2016

LEO P. BONIFAZI
LICENSE NO. 13480
SHEETS COVERED BY THIS SEAL: 1 OF 1

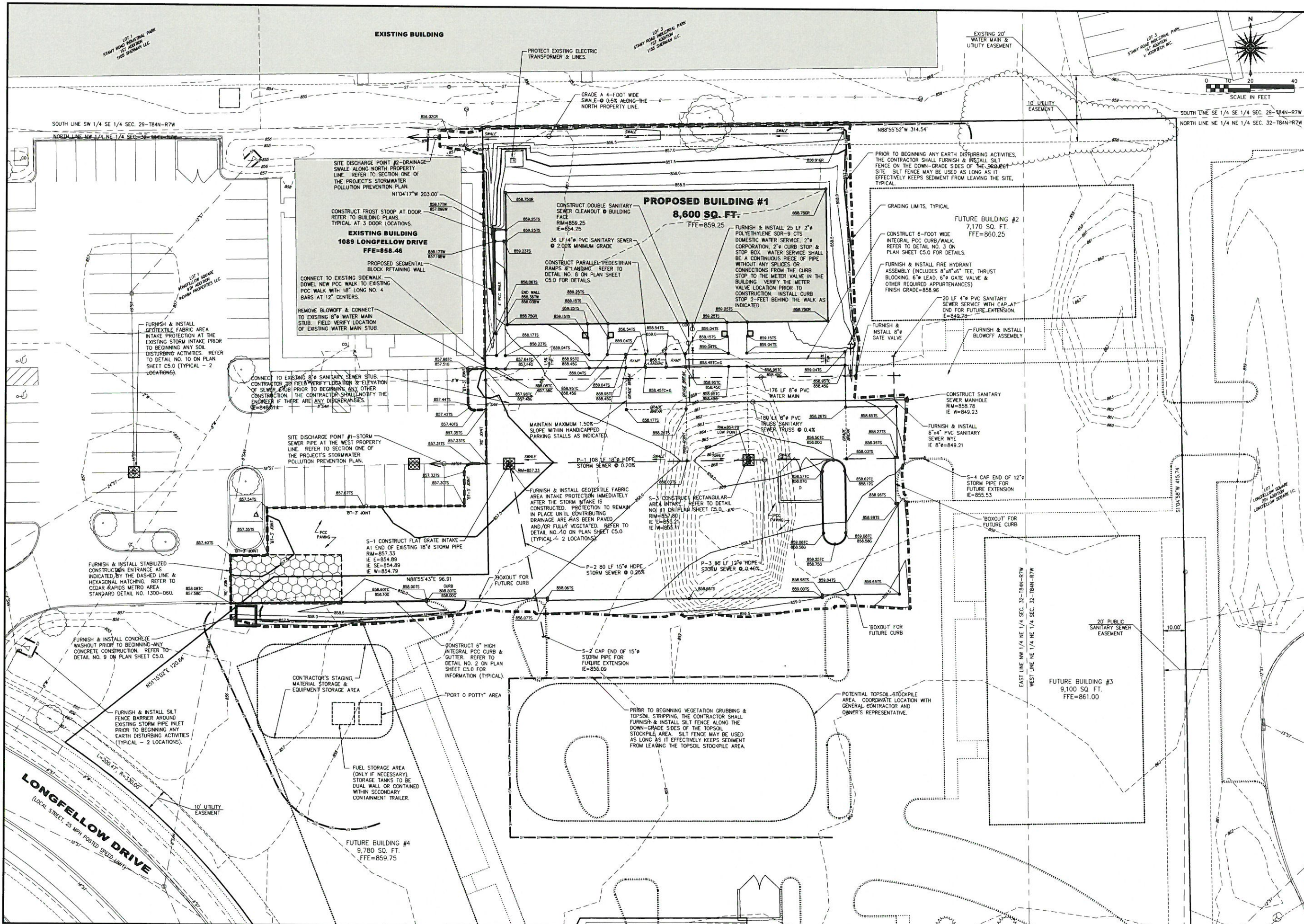
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2017

REVISIONS

DRAWN: TRED SCHNOOR
APPROVED: LEO BONIFAZI
ISSUED FOR: APPROVAL
DATE: 04/18/2016
PROJECT NO.: 16017

**FINAL PLAT
LONGFELLOW SQUARE
TENTH ADDITION
TO HIAWATHA, IOWA
LONGFELLOW SQUARE, LC**

FINAL PLAT



REVISIONS

NO.	DATE	DESCRIPTION

DRAWN: ETHAN SMALL

APPROVED: TRED SCHNOOR

ISSUED FOR: REVIEW

DATE: 03/28/2016

PROJECT NO.: 16017

**DRAWINGS OF PROPOSED
PRIVATE SITE IMPROVEMENTS FOR
PROPOSED OFFICE BUILDING
1071 LONGFELLOW DRIVE
HIAWATHA, IOWA 52233**

**SITE
CONSTRUCTION
PLAN**

C3.0

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- THE LOCATIONS OF UTILITY MAINS, STRUCTURES AND SERVICE CONNECTIONS PLOTTED ON THIS DRAWING ARE APPROXIMATE ONLY AND WERE OBTAINED FROM RECORDS MADE AVAILABLE TO SCHNOOR-BONIFAZI ENGINEERING AND SURVEYING, LC. THERE MAY BE OTHER EXISTING UTILITY MAINS, STRUCTURES AND SERVICE CONNECTIONS NOT KNOWN TO SCHNOOR-BONIFAZI ENGINEERING AND SURVEYING, LC AND NOT SHOWN ON THIS DRAWING.
- NOTIFY UTILITY COMPANIES WHOSE FACILITIES ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN CONSTRUCTION LIMITS OF THE SCHEDULE PRIOR TO EACH STAGE OF CONSTRUCTION.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL UNCOVER EXISTING UTILITIES AT CRITICAL LOCATIONS TO VERIFY EXACT HORIZONTAL AND VERTICAL LOCATION.
- IOWA CODE 480, UNDERGROUND FACILITIES INFORMATION, REQUIRES VERBAL NOTICE TO IOWA ONE-CALL 1-800-292-8989, NOT LESS THAN 48 HOURS BEFORE EXCAVATING, EXCLUDING WEEKENDS AND HOLIDAYS.
- NOTIFY THE APPROPRIATE GOVERNING AUTHORITY 48 - 72 HOURS PRIOR TO BEGINNING CONSTRUCTION WITHIN PUBLIC RIGHT-OF-WAY. THE CITY OF HIAWATHA SHALL BE THE PUBLIC AGENCY RESPONSIBLE FOR INTERFERING DURING CONSTRUCTION OF THE PUBLIC PORTIONS OF THE PROJECT.
- NO WORK SHALL BE PERFORMED BEYOND THE PROJECT LIMITS WITHOUT PRIOR AUTHORIZATION FROM THE OWNER'S REPRESENTATIVE.
- PROVIDE TRAFFIC AND PEDESTRIAN CONTROL MEASURES (SIGNS, BARRICADES, FLAGGERS, ETC.) IN COMPLIANCE WITH PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION AND THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION.
- ADJUST ALL VALVES, MANHOLES, CASTINGS, GAS VENTS, ETC., TO MATCH THE NEW SURFACE. ADJUSTMENT SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND THE COST FOR ALL ADJUSTMENTS SHALL BE INCIDENTAL TO THE CONSTRUCTION. AT NO ADDITIONAL COST TO THE OWNER, REPAIR ANY DAMAGE TO SAID STRUCTURES AND APPURTENANCES THAT OCCUR DURING CONSTRUCTION.
- CONTRACTOR SHALL REFER TO BUILDING PLANS FOR BUILDING DIMENSIONS, STOOB SIZES AND LOCATIONS, AND BUILDING UTILITY ENTRANCE LOCATIONS, SIZES, AND ELEVATIONS.
- REPLACE ANY PROPERTY MONUMENTS REMOVED OR DESTROYED BY CONSTRUCTION. MONUMENTS SHALL BE SET BY A LAND SURVEYOR REGISTERED TO PRACTICE IN THE STATE OF IOWA.

SITE PREPARATION NOTES

- PROTECT ADJACENT PROPERTY DURING DEMOLITION.
- MAINTAIN POSITIVE DRAINAGE ON THE SITE THROUGHOUT THE PROJECT DURATION.
- PROVIDE WASTE AREAS OR DISPOSAL SITES FOR EXCESS MATERIAL (EXCAVATED MATERIAL OR BROKEN CONCRETE) WHICH IS NOT DESIRABLE TO BE INCORPORATED INTO THE WORK INVOLVED ON THIS PROJECT. NO PAYMENT FOR OVERHAUL WILL BE ALLOWED FOR MATERIAL HAULED TO THESE SITES. NO MATERIAL SHALL BE PLACED WITHIN THE EASEMENTS, UNLESS SPECIFICALLY STATED IN THE PLANS OR APPROVED BY THE ENGINEER. DISPOSAL SITES MUST BE APPROVED BY THE ENGINEER. CONTRACTOR SHALL APPLY NECESSARY MOISTURE TO THE CONSTRUCTION AREA AND TEMPORARY HAUL ROADS TO PREVENT THE SPREAD OF DUST. OFF-SITE DISPOSAL SHALL BE IN ACCORDANCE WITH THE APPLICABLE GOVERNMENTAL REGULATIONS.
- ARRANGE AND PAY FOR AN OFF-SITE STORAGE AREA FOR MATERIALS AND EQUIPMENT. ONLY STAGING AREAS WITHIN THE PROPERTY LIMITS WILL BE AVAILABLE FOR CONTRACTOR USE.
- KEEP ADJACENT PUBLIC STREETS FREE FROM SOIL AND DEBRIS GENERATED BY THE PROJECT. CLEAN SOIL AND DEBRIS FROM THE ADJACENT STREETS ON A DAILY BASIS.
- DURING CONSTRUCTION, CONTROL DUST SPREADING FROM ALL WORK AND STAGING AREAS.
- REMOVAL OR ABANDONMENT OF PUBLIC UTILITIES SHALL BE FULLY COORDINATED WITH APPROPRIATE UTILITY SUPPLIER AND REGULATORY AGENCIES.
- WHERE A SECTION OF PAVEMENT, CURB AND GUTTER OR SIDEWALK IS CUT OR OTHERWISE DAMAGED BY THE CONTRACTOR, THE ENTIRE SECTION SHALL BE REMOVED AND REPLACED WITH PAVEMENT, CURBS, GUTTERS AND SIDEWALKS SHALL BE REMOVED A MINIMUM OF TWO FEET BEYOND THE EDGE OF THE TRENCH OUT AND TO THE NEAREST JOINT.
- SAWCUT EDGES OF PAVEMENT FULL DEPTH PRIOR TO REMOVAL TO PREVENT DAMAGE TO ADJACENT SLABS AND FIXTURES.
- ANY EXISTING FACILITIES (CURBS, PAVEMENT, UTILITIES, ETC.) THAT THE CONTRACTOR'S OPERATIONS DAMAGE SHALL BE REPAIRED BY THAT CONTRACTOR AT HIS/HER COST.
- REMOVAL AND DISPOSAL OF EXISTING TREES AND SHRUBS WITHIN CONSTRUCTION LIMITS SHALL BE INCIDENTAL TO THE GRADING PORTION OF THE PROJECT. STUMPS ARE TO BE GROUND TO TWO FEET BELOW FINISHED GRADE.
- EXISTING FIELD TILE LINES ENCOUNTERED IN THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR IN ONE OF THE FOLLOWING WAYS:
 - CONNECT TILE TO NEAREST STORM SEWER.
 - DAYLIGHT TO FINISHED GROUND.
 - REPAIR TILE AND MAINTAIN SERVICE.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF A TILE IS ENCOUNTERED AND SHALL INDICATE THE METHOD OF RESOLVING THE CONFLICT. THE ENGINEER SHALL APPROVE THE PROPOSED METHOD. THE LOCATION OF THE FIELD TILE SHALL BE RECORDED ON THE CONSTRUCTION RECORD DOCUMENTS.

GRADING NOTES

- STRIP EXISTING VEGETATION AND TOPSOIL WITHIN THE GRADING LIMITS AND AREAS TO RECEIVE FILL. STOCKPILE ON-SITE FOR REUSE IF SUITABLE.
- PROOFROLL ALL FILL AREAS TO IDENTIFY SOFT OR DISTURBED AREAS IN THE SUBGRADE. ALL UNSUITABLE MATERIAL IDENTIFIED SHALL BE REMOVED AND RECOMPACTED. PROOFROLL WITH 25 TON MINIMUM GROSS VEHICLE WEIGHT.
- REMOVE AND RECOMPACT AREAS OF SUBGRADE WHICH ARE SOFT OR UNSTABLE TO MEET SPECIFIED LIMITS FOR DENSITY AND MOISTURE CONTENT.
- SCARIFY EXISTING SUBGRADE TO A DEPTH OF 12 INCHES AND RECOMPACT TO 95% OF STANDARD PROCTOR DENSITY (ASTM D698) PRIOR TO PLACEMENT OF FILL.
- DO NOT PLACE, SPREAD, OR COMPACT ANY FILL MATERIAL DURING UNFAVORABLE WEATHER CONDITIONS AND DO NOT RESUME COMPACTION OPERATIONS UNTIL MOISTURE CONTENT AND DENSITY OF IN-PLACE FILL MATERIAL ARE WITHIN SPECIFIED LIMITS.
- PLACE FILL MATERIAL IN 9" MAXIMUM LIFTS.
- FILLS PLACED BELOW LAWN AREAS SHALL BE COMPACTED TO 90% OF MATERIALS MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D698).
- SCARIFY SUBGRADE TO DEPTH OF 3 INCHES WHERE TOPSOIL IS SCHEDULED. SCARIFY AREAS WHERE EQUIPMENT USED FOR HAULING AND SPREADING TOPSOIL HAS CAUSED COMPACTED SUBSOIL.
- FILL MATERIAL OBTAINED FROM OFF-SITE SOURCES SHALL BE SOIL OR SOIL AND ROCK MIXTURE FREE FROM ORGANIC MATTER AND OTHER DELETERIOUS SUBSTANCES. IT SHALL CONTAIN NO ROCKS OR LUMPS OF 6 INCHES IN GREATEST DIMENSION AND NOT MORE THAN 15% OF THE ROCKS OR LUMPS SHALL BE LARGER THAN 2-1/2 INCHES IN GREATEST DIMENSION.
- SCARIFY AND RECOMPACT THE TOP 12" OF SUBGRADE IN ALL CUT AREAS AFTER ROUGH GRADING IS COMPLETED. COMPACT THE ENTIRE PAVING AND BUILDING SUBGRADE TO 95% STANDARD PROCTOR DRY DENSITY TO WITHIN 1.0' OF FINAL SUBGRADE. THE FINAL 1.0' OF FILL TO BE COMPACTED TO 98% STANDARD PROCTOR DRY DENSITY (ASTM D698).
- IN AREAS TO RECEIVE ADDITIONAL FILL OVER EXISTING FILL MATERIALS, REMOVE TOP 12" OF MATERIAL AND SCARIFY AND RECOMPACT THE NEXT 9" OF RESULTING SUBGRADE. COMPACT RESULTING SUBGRADE TO 95% STANDARD PROCTOR DRY DENSITY. SUBSEQUENT FILL TO BE COMPACTED TO 95% STANDARD PROCTOR DRY DENSITY TO WITHIN 1.0' OF FINAL SUBGRADE. THE FINAL 1.0' OF FILL TO BE COMPACTED TO 98% STANDARD PROCTOR DRY DENSITY (ASTM D698).
- FILL PLACED WITHIN THE BUILDING AREA AND IN AREAS TO BE PAVED SHOULD CONSIST OF APPROVED MATERIALS WHICH ARE FREE OF ORGANIC MATTER AND DEBRIS. THE FILL SHOULD BE PLACED AND COMPACTED IN LIFTS OF 9 INCHES OR LESS IN LOOSE THICKNESS. FILL PLACED ABOVE SHALLOW FOOTING BASE ELEVATION FOR FLOOR SLAB SUPPORT IN THE BUILDING AREA AND MORE THAN 12 INCHES BELOW FINISHED SUBGRADE ELEVATION IN AREAS TO BE PAVED SHOULD BE COMPACTED TO AT LEAST 95% STANDARD PROCTOR DRY DENSITY (ASTM D698). THE UPPER 12 INCHES OF SUBGRADE IN AREAS TO BE PAVED AND FILL PLACED BELOW SHALLOW FOOTING BASE ELEVATION IN THE BUILDING AREA SHOULD BE COMPACTED TO AT LEAST 98% STANDARD PROCTOR DRY DENSITY (ASTM D-698). THE HIGHER DEGREE OF FILL COMPACTION BELOW FLOORINGS IN THE BUILDING AREAS SHOULD EXTEND LATERALLY BEYOND THE EXTERIOR EDGES OF PERIMETER FOOTINGS AT LEAST 8 INCHES PER FOOT BELOW FOOTING BASE ELEVATION.
- FINISH CONTOURS SHOWN ARE TO TOP OF PAVEMENT OR TO TOP OF TOPSOIL.

PAVEMENT GENERAL NOTES

- ALL SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID POONDING.
- ALL DIMENSIONS TO BACK-OF-CURB UNLESS NOTED OTHERWISE.
- REMOVE AND REPLACE OR RESTORE ALL STREET SIGNS, PAVEMENT MARKINGS, SIDEWALK LAMPS, SIDEWALKS, STEPS, LANDSCAPE STRUCTURES, CURB AND GUTTER, STREETS, DRIVES AND ALL OTHER SURFACE STRUCTURES REMOVED OR OTHERWISE DAMAGED DURING THE COURSE OF THE WORK. SIDEWALKS SHALL BE REMOVED AND REPLACED TO NEAREST JOINT BEYOND CONSTRUCTION AREA.
- COMPACT SUBGRADE BENEATH PAVEMENTS IN ACCORDANCE WITH GRADING NOTES.
- GRANULAR SUBBASE FOR PAVEMENTS SHALL MEET THE LIMITS OF GRADATION NO. 14, IOWA DOT STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4123 (MODIFIED SUBBASE).
- PROOF-ROLL SUBGRADE WITH A MINIMUM 25 TON G.V.W. TRUCK TO IDENTIFY AREAS OF SOFT OR UNSTABLE SUBGRADE. REMOVE AND REPLACE UNSTABLE AREAS WITH SUITABLE COMPACTED MATERIAL.

PAVEMENT MARKING NOTES

- PAINT PARKING STRIPING AND SIDEWALK CURBS, TRAFFIC DIRECTION ARROWS, HANDICAP SYMBOLS AND FACE OF LIGHT POLE BASES "TRAFFIC WHITE" WHERE SHOWN ON PLANS. VERIFY COLOR OF PAVEMENT MARKINGS WITH OWNER PRIOR TO CONSTRUCTION.
- PAVEMENT MARKINGS SHALL BE FAST DRY TRAFFIC LANE MARKING PAINT CONFORMING TO IOWA DOT STANDARD SPECIFICATION FOR HIGHWAY AND BRIDGE CONSTRUCTION, LATEST EDITION, SECTION 4183 (NO REFLECTIVE BEADS).
- PAINING SHALL NOT BEGIN UNTIL PAVEMENT SURFACE HAS BEEN POWER BROOMED AND HAND SWEEP AS NECESSARY TO REMOVE LOOSE MATERIALS AND DIRT; AND NOT BEFORE ADEQUATE CURING TIME HAS BEEN OBTAINED ON THE PAVEMENT. MINIMUM CURING TIME FOR ASPHALT PAVING SHALL BE 7 DAYS.
- APPLY PAINT AT MANUFACTURER'S RECOMMENDED RATES IN TWO SEPARATE COATS FOR ALL PAVEMENT MARKINGS. ALL STRIPES ARE 4 INCHES WIDE UNLESS OTHERWISE INDICATED. HANDICAP SYMBOLS SHALL CONFORM TO APPLICABLE ADA REGULATIONS.
- ALL TRAFFIC CONTROL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.

PCC PAVEMENT NOTES

- PCC PAVING THICKNESS SHALL BE AS NOTED ON THE PLANS.
- MATERIALS AND CONSTRUCTION FOR PORTLAND CEMENT CONCRETE PAVEMENTS SHALL MEET THE REQUIREMENT OF IOWA DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, LATEST REVISION, SECTION 2301. THE PARAGRAPHS FOR MEASUREMENT AND PAYMENT SHALL NOT APPLY.
- MINIMUM 28-DAY COMPRESSIVE STRENGTH FOR CONCRETE USED FOR PAVEMENTS SHALL BE 4000 PSI. CONCRETE SHALL BE C-3 OR C-4 WITH TYPE 1 CEMENT. AIR CONTENT SHALL BE 6-1/2% ± 1.5% COARSE AGGREGATE. AIR ENTRAINMENT ADMIXTURES AND WATER REDUCING ADMIXTURES SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4103. DURABILITY FOR PORTLAND CEMENT CONCRETE SHALL BE CLASS 2. JOINT SEALER SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4136 FOR HOT POURED JOINT SEALER.
- CURING COMPOUND (WHITE, DARK OR CLEAR) SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR SECTION 4105. APPLICATION METHOD AND CURING SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 2301.19.
- FLYASH PER IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4108 MAY BE SUBSTITUTED FOR CEMENT AT THE RATES SPECIFIED IN SECTION 2301.04E AFTER NOTIFICATION AND AUTHORIZATION BY THE OWNER'S REPRESENTATIVE.
- PAVEMENT THE BARS AND DWEL BARS SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4151. EPOXY COATING, WHEN SPECIFIED, SHALL CONFORM TO IOWA DOT SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION SECTION 4151.05B.
- CURBS SHALL BE CAST INTEGRAL WITH CONCRETE PAVEMENT UNLESS NOTED OTHERWISE. EDGES SHALL BE ROUNDED BUT NOT ROLLED.
- PCC SIDEWALKS SHALL BE 4 INCHES THICK, EXCEPT AT DRIVEWAYS. THICKNESS OF PCC WALKS AT DRIVEWAYS SHALL MATCH THAT OF THE ADJACENT DRIVEWAY. TRANSVERSE CONSTRUCTION JOINTS SPACING SHALL BE AT 3 FEET MAXIMUM CENTERS FOR 3 FEET WIDE WALKS, 4 FEET MAXIMUM CENTERS FOR 4 FEET WIDE WALKS, AND 5 FEET MAXIMUM CENTERS FOR 5 FEET WIDE WALKS, 6 FEET MAXIMUM CENTERS FOR WALKS GREATER THAN 5 FEET IN WIDTH. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN SLABS GREATER THAN 8 FEET IN WIDTH. PLACE EXPANSION JOINTS WHERE WALK MEETS OTHER WALKS, BACK OF CURBS, FIXTURES, OR OTHER STRUCTURES, AND AT INTERVALS NOT EXCEEDING 50 FEET. SIDEWALKS SHALL HAVE A MAXIMUM GROSS SLOPE OF 2% DRAINING TOWARDS BACK OF CURB, UNLESS OTHERWISE NOTED.
- ONE INCH PREFORMED FOAM EXPANSION JOINT MATERIAL SONOFLEX "T" BY SONOBOND OR APPROVED EQUAL SHALL BE PLACED BETWEEN NEW PAVEMENT CONSTRUCTION AND THE FACES OF BUILDINGS, STOOBS, EXISTING SLABS, AND OTHER FIXTURES, UNLESS NOTED ON THE DRAWINGS. JOINTS AT THESE LOCATIONS SHALL BE SEALED WITH A SELF-LEVELING POLYURETHANE SUCH AS SONOLASTIC SL-1 OR APPROVED EQUAL.
- SIX INCH PCC SHALL BE JOINTED AT 12 FEET O.C. MAXIMUM DISTANCE. JOINTING SHALL BE IN ACCORDANCE WITH CEDAR RAPIDS METROPOLITAN AREA STANDARD DETAILS FOR PUBLIC IMPROVEMENTS NUMBERS 2700-021, 2700-022, AND 2700-023.
- CONSTRUCT 1" EXPANSION JOINTS ON PCC CURB AT ALL ENDS OF RETURN RADI.

UTILITY NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION, AS APPROVED BY THE IOWA DNR, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- VERIFY THE ELEVATION OF POSSIBLE CONFLICTING UTILITIES PRIOR TO CONSTRUCTING PROPOSED WATER MAINS, SANITARY SEWERS, STORM SEWERS, ETC. ANY CONFLICTS MUST IMMEDIATELY BE BROUGHT TO THE ENGINEER'S ATTENTION.
- UTILITY CONTRACTOR TO EXTEND ALL PIPING TO WITHIN 5' OF BUILDING AND CAPPED FOR CONNECTION BY BUILDING UTILITY CONTRACTOR UNLESS OTHERWISE INDICATED. COORDINATE ALL INVERT ELEVATIONS AND PIPING LOCATIONS WITH BUILDING PLANS.
- ALL OPEN EXCAVATIONS SHALL BE PROTECTED WITH SAFETY FENCE, BARRIERS OR BARRICADES IN ACCORDANCE WITH OSHA.
- CONTRACTOR SHALL REFER TO BUILDING PLANS FOR UTILITY ENTRANCE LOCATIONS, SIZES, AND ELEVATIONS PRIOR TO BEGINNING UTILITY CONSTRUCTION.

TRENCH, BEDDING, AND BACKFILL NOTES

- TRENCH WIDTH REQUIREMENTS BELOW THE TOP OF THE PIPE SHALL NOT BE LESS THAN 12 INCHES NOR MORE THAN 18 INCHES WIDER THAN OUTSIDE SURFACE OF ANY PIPE, CONDUIT OR CABLE, AND SHALL BE THE LEAST PRACTICAL WIDTH THAT WILL ALLOW FOR COMPACTION OF TRENCH BACKFILL.
- TRENCH STABILIZATION MATERIAL IF REQUIRED SHALL BE CRUSHED ROCK OR OTHER APPROVED MATERIAL WITH 100% PASSING THE 3" SIEVE AND 25%-95% PASSING THE 1" SIEVE. THIS MATERIAL SHALL HAVE A MAXIMUM FREE-THAW LOSS OF 15% WHEN TESTED IN ACCORDANCE WITH LABORATORY TEST METHOD 211, METHOD C. THE PLASTICITY INDEX SHALL NOT EXCEED 5.
- ACCURATELY GRADE TRENCH BOTTOM TO PROVIDE UNIFORM BEARING AND SUPPORT FOR EACH SECTION OF PIPE ON BEDDING MATERIAL AT EVERY JOINT ALONG ENTIRE LENGTH, EXCEPT WHERE NECESSARY TO EXCAVATE FOR BELL HOLES, PROPER SEALING OR PIPE JOINTS OR OTHER REQUIRED CONNECTIONS. DIG BELL HOLES AND DEPRESSIONS FOR JOINTS AFTER TRENCH BOTTOM HAS BEEN GRADED. DIG NO DEEPER, LONGER, OR WIDER THAN NEEDED TO MAKE PROPER JOINT CONNECTION.
- ALL TRENCH EXCAVATION SIDE WALLS GREATER THAN 5 FEET IN DEPTH SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED BY MEANS OF SUFFICIENT STRENGTH TO PROTECT THE WORKMEN WITHIN THEM IN ACCORDANCE WITH THE APPLICABLE RULES AND REGULATIONS ESTABLISHED FOR CONSTRUCTION. THE DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIONS (OSHA), AND BY LOCAL ORDINANCES. LATERAL TRAVEL DISTANCE TO AN EXIT LADDER OR STEPS SHALL NOT BE GREATER THAN 25 FEET IN TRENCHES 4 FEET OR DEEPER.
- GRANULAR BEDDING AGGREGATE FOR STORM AND SANITARY PIPE SHALL MEET THE FOLLOWING GRADATION:

SIEVE SIZE:	1-1/2	1	3/4	1/2	3/8	4	8
% PASSING:	100	95-100	50-100	20-65	10-65	0-20	0-8
- IF ON-SITE MATERIAL IS UNSUITABLE, UTILITY TRENCHES BENEATH PAVED SURFACES SHALL BE BACKFILLED WITH GRANULAR MATERIAL MEETING THE FOLLOWING GRADATION:

SIEVE SIZE	1	3/4	4	8	30	200
% PASSING:	100	85-100	30-75	20-60	15-40	0-16
- PLACE TRENCH AND STRUCTURE EXCAVATION BACKFILL 12 INCHES OR MORE ABOVE TOP OF PIPE IN 7 INCH MAXIMUM LIFTS AND COMPACT TO 85% STANDARD PROCTOR DRY DENSITY (ASTM D698) IN UNSURFACED AREAS AND TO 95% STANDARD PROCTOR DRY DENSITY IN SURFACED AREAS. INSTALL A MINIMUM CUSHION OF 2 FEET OF COMPACTED BACKFILL ABOVE PIPE ENVELOPE BEFORE USING HEAVY COMPACTION EQUIPMENT.
- HAND PLACE AND COMPACT BACKFILL MATERIAL TO 12 INCHES ABOVE TOP OF PIPE TO 95% STANDARD PROCTOR DRY DENSITY (ASTM D698) IN SURFACED AREAS AND TO 90% STANDARD PROCTOR DRY DENSITY IN UNSURFACED AREAS.
- THE CONTRACTOR SHALL MAKE PROVISIONS TO HANDLE WATER ENCOUNTERED DURING CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE OWNER'S REPRESENTATIVE OF THE PROPOSED METHOD OF DEWATERING.

STORM SEWER NOTES

- HIGH DENSITY POLYETHYLENE PIPE (HDPE) USED FOR STORM SEWER AND SHALL BE CORRUGATED WITH INTEGRALLY FORMED SMOOTH INTERIOR MEETING THE REQUIREMENTS OF THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS.
- HDPE STORM SEWER SHALL BE CONSTRUCTED WITH CLASS A BEDDING. HDPE STORM SEWER SHALL BE BACKFILLED WITH GRANULAR BACKFILL AGGREGATE TO A MINIMUM OF 12" ABOVE THE TOP OF THE PIPE. THE HDPE STORM SEWER TRENCH MAY BE BACKFILLED WITH COMPACTED SUITABLE NATIVE EXCAVATED MATERIAL ABOVE THE GRANULAR BACKFILL AGGREGATE.
- STORM SEWER LINES SHALL BE A MINIMUM OF 10' FROM WATER LINES RUNNING PARALLEL. AT CROSSINGS, A MINIMUM 18" SEPARATION MUST BE MADE WITH A FULL 20" SECTION OF GASKETED PIPE CENTERED OVER OR UNDER WATER LINE.
- ALL LINE AND GRADE CONTROL WILL BE DONE WITH A LASER BEAM, WITH GRADE CHECKS AT 25', 50' AND THEN EVERY 100' BETWEEN MANHOLES.
- THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN A RECORD DRAWING SET SHOWING LOCATIONS OF ALL ROOF DRAINS AND OTHER PERTINENT INFORMATION REGARDING THE STORM SEWER CONSTRUCTION. THE RECORD DRAWING SET WILL BE PROVIDED TO THE OWNER.

SANITARY SEWER

- SANITARY SEWER CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS.
- 4" DIAMETER SANITARY SEWER SERVICE PIPE & FITTINGS SHALL BE SDR 23.5 POLYVINYL CHLORIDE (PVC).
- 8" DIAMETER SANITARY SEWER MAIN SHALL BE POLYVINYL CHLORIDE (PVC) TRUSS PIPE.
- CLASS B BEDDING SHALL BE USED FOR SANITARY SEWER CONSTRUCTION. COMPACTED BACKFILL IN PIPE ENVELOPE MAY BE SUITABLE EXCAVATED MATERIAL.
- THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN A RECORD DRAWING SET SHOWING LOCATIONS OF ALL WYES FROM THE DOWNSTREAM MANHOLE AND OTHER PERTINENT INFORMATION REGARDING THE SEWER MAIN CONSTRUCTION. WITNESS DIMENSIONS TO ENDS OF SERVICE RUNS WILL BE REQUIRED. THE RECORD DRAWING SET WILL BE PROVIDED TO THE OWNER.
- THERE SHALL BE A MINIMUM OF 10 FEET OF SEPARATION TO ANY PARALLEL-RUNNING WATER MAIN. WHEN A SEWER LINE CROSSES A WATER MAIN, A MINIMUM 18" SEPARATION IS REQUIRED PLUS A FULL 20" SECTION OF GASKETED PIPE CENTERED OVER OR UNDER THE WATER MAIN.
- LINE AND GRADE CONTROL SHALL BE DONE WITH A LASER BEAM, WITH GRADE CHECKS AT 25', 50' AND THEN EVERY 100' TO NEXT MANHOLE. PIPE VENTILATION SHALL BE PROVIDED TO PREVENT BEAM REFRACTION.

SURFACE RESTORATION NOTES

- DISTURBED AREAS NOT PAVED OR HARD SURFACED SHALL RECEIVE A MINIMUM OF 6" TOPSOIL. SCARIFY AREAS TO RECEIVE TOPSOIL TO A DEPTH OF 3". REMOVE ALL STONES, WOOD AND DEBRIS LARGER THAN 2" FROM AREAS TO RECEIVE TOPSOIL. DO NOT COMPACT TOPSOIL.
- ALL DISTURBED AREAS SHALL BE SEEDED, FERTILIZED AND MULCHED IN ACCORDANCE WITH THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS. THE PERMANENT SEED MIXTURE TO BE USED ON ALL DISTURBED AREAS NOT TO BE HARD SURFACED SHALL BE THE METRO STANDARD TYPE 1A LAWN MIXTURE.
- APPLY SEED AT THE RATES INDICATED IN SECTION 02900 OF THE CEDAR RAPIDS METROPOLITAN AREAS STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS.
- ALL SEEDED AREAS SHALL BE MULCHED PER THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS.
- MAINTAIN SEEDED AREAS UNTIL AN ADEQUATE STAND OF GRASS HAS BEEN ESTABLISHED. RESEED ANY AREAS AS NECESSARY DURING MAINTENANCE PERIOD.
- EXISTING FACILITIES (CURBS, PAVEMENT, UTILITIES, ETC.) THAT ARE TO REMAIN AND DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

WATER DISTRIBUTION NOTES

- ALL WATER DISTRIBUTION CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION, AS APPROVED BY THE IOWA DNR, UNLESS OTHERWISE NOTED, AS WELL AS THE CITY OF HIAWATHA WATER DEPARTMENT RULES AND REGULATIONS, LATEST EDITION.
- EQUIVALENT OUTSIDE DIAMETERS.
- 8" WATER MAIN SHALL BE INSTALLED TO MAINTAIN MINIMUM 5.5- FEET OF COVER.
- FITTINGS FOR PVC PIPE SHALL BE DUCTILE IRON MECHANICAL JOINT FITTINGS MEETING THE REQUIREMENTS OF THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION.
- THE 2" DIAMETER WATER SERVICE SHALL BE POLYETHYLENE FLEXIBLE PIPE SDR-9 CTS (COPPER TUBE SIZE) CLASS 200 PSI TUBING WITH SS LINER (STIFFENER) CONFORMING TO AWWA C-901 AND ASTM D-2737. THE POLYETHYLENE WATER SERVICES SHALL BE ONE CONTINUAL PIECES OF TUBING WITHOUT SPLICES OR CONNECTIONS FROM THE CURB STOP TO THE METER VALVES INSIDE THE BUILDINGS.
- THE 2" WATER SERVICE SHALL BE INSTALLED WITH TRACER WIRE.
- THE 2" DIAMETER WATER SERVICE SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF HIAWATHA REQUIREMENTS.
- ALL FIRE HYDRANT ASSEMBLIES SHALL MEET ALL CITY OF HIAWATHA SPECIFICATIONS, INCLUDING THE PUMPER NOZZLE SIZE BEING A 5 INCH STORZ CONNECTION.
- DIP RUBBER GASKETS, LUBRICANT, GLANDS, BOLTS, AND NUTS SHALL CONFORM TO ANSI A21.11.
- MINIMUM HYDRANTS DEPTH OF BURY FOR WATER MAIN SHALL BE 5.5 FEET BELOW FINISHED GRADE. GATE VALVES AND CURB STOPS SHALL BE CONSTRUCTED TO MAINTAIN 5.5' TO 6' MAX. DEPTH UNLESS OTHERWISE NOTED.
- ALL PVC WATER MAIN, FITTINGS, VALVES, AND HYDRANTS SHALL BE INSTALLED WITH TRACER SYSTEM PER THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION.
- CONTRACTOR SHALL PERFORM HYDROSTATIC TEST, DISINFECTION, AND BACTERIOLOGICAL TESTS ON COMPLETED WATER MAIN ACCORDING TO THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
- ONLY WATER DEPARTMENT PERSONNEL SHALL OPERATE EXISTING VALVES OUTSIDE THE WORK AREA.
- HAND-DELIVER NOTICE OF SERVICE INTERRUPTION TO ALL AFFECTED CUSTOMERS 24 HOURS BEFORE ANY PLANNED OUTAGES. NOTIFY THE FIRE DEPARTMENT 48 HOURS IN ADVANCE OF SUCH OUTAGES.
- ALL FIRE HYDRANT ASSEMBLIES MUST RECEIVE WATER DEPARTMENT APPROVAL PRIOR TO INSTALLATION.
- ALL VALVES SHALL BE PLACED ON A SOLID 8" X 16" X 2" MASONRY UNIT RESTING ON A SUITABLY COMPACTED SUBGRADE. VALVES SHALL BE SET PLUMB AND LEVEL WITH VALVE BOXES COVERS ADJUSTED TO FINISHED GRADE.
- ALL FIRE HYDRANT ASSEMBLIES WILL INCORPORATE AT LEAST 4 CUBIC FEET OF 3/4" OR 1" CLEAN ROCK AS A WEEPHOLE DRAINAGE FIELD.
- ALL THRUST BLOCK JOINT RESTRAINTS WILL BE READY MIXED 3000 PSI PORTLAND CEMENT CONCRETE PLACED BETWEEN VALVE, BEND, ETC. AND UNDISTURBED EARTH. ALL APPURTENANCES SHALL BE COVERED WITH HEAVY DUTY POLYETHYLENE FILM PRIOR TO PCC PLACEMENT. NO BLOCKS, TIMBERS OR OTHER DEVICES WILL BE ALLOWED. CONSULT ENGINEER FOR NUMBER OF CURB VYARDS OF PCC REQUIRED AT EACH LOCATION.
- RESTRAINED JOINT FITTINGS SHALL BE USED WHERE STATED IN THE PLANS OR WHERE PCC THRUST BLOCKS ALONE WILL NOT PREVENT JOINT MOVEMENT.
- THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN A RECORD DRAWING SET SHOWING LOCATIONS OF ALL SERVICES AND OTHER PERTINENT INFORMATION REGARDING THE WATER MAIN CONSTRUCTION. WITNESS DIMENSIONS TO ENDS OF SERVICE LINES WILL BE REQUIRED. THE RECORD DRAWING SET WILL BE PROVIDED TO THE OWNER.

EROSION CONTROL NOTES

- THE CONTRACTOR SHALL PROVIDE TEMPORARY EROSION CONTROL, SEDIMENT, AND DUST CONTROL IN ACCORDANCE WITH THE REQUIREMENTS OF THE PROJECT'S STORM WATER POLLUTION PREVENTION PLAN AND THE CEDAR RAPIDS METROPOLITAN AREA STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL INCORPORATE ALL EROSION CONTROL FEATURES INTO THE PROJECT PRIOR TO DISTURBING THE SOIL.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO INSPECT THE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES A MINIMUM OF ONCE PER WEEK AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 1/2" OR MORE. IF A CONTROL MEASURE HAS BEEN REDUCED IN CAPACITY BY 50% OR MORE, THE CONTRACTOR SHALL RESTORE SUCH FEATURES TO THEIR ORIGINAL CONDITION IMMEDIATELY, WEATHER PERMITTING.
- ERECT SILT FENCE AS SHOWN ON THE PLANS TO LIMIT LOSS OF MATERIAL FROM THE SITE. DEVICES TO REMAIN IN PLACE AND TO BE MAINTAINED UNTIL A PERMANENT GROUND COVER IS ESTABLISHED.
- MINIMIZE SOIL EROSION BY MAINTAINING ALL EXISTING VEGETATIVE GROWTH WITHIN THE GRADING LIMITS FOR AS LONG AS PRACTICAL.
- INSTALL A SILT FENCE AROUND ALL STOCKPILED TOPSOIL.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY SEEDING FOR ALL AREAS THAT ARE DISTURBED AND OPERATIONS WILL NOT COMMENCE OR PERMANENT SEEDING WILL NOT BE COMPLETED IN LESS THAN 14 DAYS.
- SEQUENCE OF EROSION AND SEDIMENT CONTROL EVENTS:
 - PRIOR TO BEGINNING CLEARING, GRUBBING, TOPSOIL STRIPPING OR GRADING, THE CONTRACTOR SHALL INSTALL THE STABILIZED ROCK CONSTRUCTION ENTRANCE AS INDICATED ON PLAN SHEET C3.0. ADD GRAVEL AS NECESSARY TO MINIMIZE OFF-SITE TRACKING AND DUST GENERATION. IF VEHICLES ARE ENTERING OR EXITING THE SITE AT POINTS OTHER THAN THE CONSTRUCTION ENTRANCE, THE CONTRACTOR SHALL INSTALL FENCING OR FLAGGING TO DIRECT TRAFFIC TO THE STABILIZED CONSTRUCTION ENTRANCE.
 - PRIOR TO BEGINNING CLEARING, GRUBBING, TOPSOIL STRIPPING OR GRADING, THE CONTRACTOR SHALL INSTALL THE PERIMETER EROSION CONTROLS ON THE DOWN-GRADE SIDES OF THE DISTURBED AREA AS INDICATED ON PLAN SHEET C3.0. SILT FENCE MAY BE USED AS LONG AS IT EFFECTIVELY PROHIBITS SEDIMENT FROM LEAVING THE SITE.
 - PRIOR TO BEGINNING CLEARING, GRUBBING, TOPSOIL STRIPPING OR GRADING, THE CONTRACTOR SHALL INSTALL THE TEMPORARY EROSION CONTROLS ALONG THE DOWN-GRADE SIDES OF THE TOPSOIL STOCKPILE AREA AS INDICATED ON PLAN SHEET C3.0. SILT FENCE MAY BE USED AS LONG AS IT EFFECTIVELY KEEPS EROSION WITH THE STOCKPILE AREA.
 - PRIOR TO BEGINNING ANY SOIL DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL TEMPORARY SEDIMENT CONTROLS AT THE EXISTING STORM INTAKES & PIPE INLETS AS INDICATED ON PLAN SHEET C3.0.
 - IF ANY ADDITIONAL EXCESS SOIL STOCKPILES ARE REQUIRED, THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROLS AROUND THEIR LOCATIONS PRIOR TO PLACING THE EXCESS SOIL. SILT FENCE MAY BE USED AS LONG AS IT EFFECTIVELY KEEPS EROSION WITHIN THE STOCKPILE AREA(S).
 - STABILIZE EXCESS, UNSUITABLE AND TOPSOIL STOCKPILES WHICH WILL NOT BE DISTURBED FOR AT LEAST 21 DAYS WITH TEMPORARY SEEDING WITHIN 14 DAYS.
 - THE CONTRACTOR SHALL TEMPORARILY SEED AND MULCH THE STEEP SLOPES (6:1 & STEEPER) ON THE PROJECT SITE IMMEDIATELY AFTER ROUGH GRADING AND UTILITY INSTALLATIONS IN THESE AREAS ARE COMPLETE.
 - PRIOR TO BEGINNING ANY CONSTRUCTION WITH PORTLAND CEMENT CONCRETE (I.E. DRIVES, FOUNDATIONS, PARKING LOT, ETC.), THE CONTRACTOR SHALL INSTALL THE CONCRETE WASHOUT WHERE INDICATED ON PLAN SHEET C3.0. THE CONCRETE WASHOUT SHALL REMAIN IN PLACE AND ACTIVELY UTILIZED UNTIL THE CONSTRUCTION WITH PORTLAND CEMENT CONCRETE IS COMPLETED. ONLY THEN MAY THE CONCRETE WASHOUT BE REMOVED AND PROPERLY DISPOSED OF. THE CONTRACTOR SHALL ENSURE THAT ALL PORTLAND CEMENT CONCRETE SUPPLIERS AND SUBCONTRACTORS UTILIZE THE WASHOUT FOR EQUIPMENT WASHING AND NET CONCRETE DISPOSAL. THE CONCRETE WASHOUT SHALL BE CLEARLY MARKED WITH A SIGN AND THE GENERAL CONTRACTOR IS TO INFORM ALL WORKERS OF THE LOCATION OF THE CONCRETE WASHOUT TO ENSURE THAT IT IS USED.
 - WHEN CONSTRUCTION IS COMPLETE AND THE SITE AND CONTRIBUTING OFF-SITE DRAINAGE AREAS ARE FULLY STABILIZED WITH HARD SURFACING AND PERMANENT SEEDING, REMOVE ACCUMULATED SEDIMENT FROM ANY SEDIMENT BASINS, REMOVE SILT FENCE/FILTER SOCK, REMOVE TEMPORARY EROSION CONTROLS AT STORM INTAKES, REMOVE TEMPORARY EROSION CONTROLS AT BASIN OUTLET STRUCTURE, AND RESEED ANY AREAS DISTURBED BY THE REMOVALS.
 - IMMEDIATELY AFTER EACH NEW STORM SEWER INTAKE IS CONSTRUCTED, THE CONTRACTOR SHALL INSTALL TEMPORARY SEDIMENT CONTROLS AT THE NEW INTAKE AS INDICATED ON PLAN SHEET C3.0. THE CONTRACTOR SHALL USE THE LOW AREA AROUND EACH PROPOSED STORM SEWER INTAKE AS A TEMPORARY SEDIMENT BASIN DURING CONSTRUCTION. GEOTEXTILE FABRIC PROTECTION MAY BE USED AS LONG AS IT EFFECTIVELY PROHIBITS SEDIMENT FROM ENTERING THE INTAKES OR INLET STRUCTURES.
 - APPLY TEMPORARY SEEDING TO ALL DENUDED AREAS WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR 14 DAYS OR MORE. FERTILIZE AND LIME IF NEEDED. APPLY MULCH TO SLOPES GREATER THAN 6:1 (HORIZONTAL-VERTICAL).
 - AS SOON AS PRACTICABLE AFTER COMPLETION OR ROUGH GRADING AND UTILITY INSTALLATIONS IN THESE AREAS, THE CONTRACTOR SHALL PLACE TOPSOIL, FINISH GRADE AND SEED, AS SHOWN ON PLAN SHEET C3.0.
 - INSTALL STONE BASE ON BUILDING FOOTPRINTS AND PAVEMENT AREAS IMMEDIATELY FOLLOWING THE COMPLETION OF GRADING.
 - AS SOON AS PRACTICABLE AFTER THE COMPLETION OF UTILITY INSTALLATION, PAVING AND FINISH GRADING, THE CONTRACTOR SHALL DESTROY THE TEMPORARY SEEDING, SPREAD TOPSOIL AND INSTALL THE PERMANENT SEEDING (INCLUDES FERTILIZING AND MULCHING) OVER ALL DISTURBED AREAS NOT TO BE HARD SURFACED OR COVERED IN PERMANENT MULCH OR RIP-RAP AS INDICATED IN THESE PLANS.
 - WHEN CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED WITH PERMANENT SEEDING AND HARD SURFACING, THE CONTRACTOR SHALL REMOVE ACCUMULATED SEDIMENT FROM ANY SEDIMENT BASINS, REMOVE SILT FENCE, REMOVE GEOTEXTILE FABRIC PROTECTION AT STORM INTAKES, AND RESEED OR RESEED ANY AREAS DISTURBED BY THE REMOVALS.



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REVISIONS

DRAWN: ETHAN SMALL

APPROVED: TRED SCHNOOR

ISSUED FOR: REVIEW

DATE: 03/28/2016

PROJECT NO.: 16017

**DRAWINGS OF PROPOSED
PRIVATE SITE IMPROVEMENTS FOR
PROPOSED OFFICE BUILDING**
1071 LONGFELLOW DRIVE
HIAWATHA, IOWA 52233

**SITE
CONSTRUCTION
NOTES**

C4.0

NOTICE OF PUBLIC HEARING

TO WHOM IT MAY CONCERN:

You are hereby notified that a public hearing will be held in the Hiawatha Council Chambers before the Planning and Zoning Committee on Monday April 25, 2016 at 5:30 P.M. to consider amending Hiawatha Unified Development Code Chapter 166 section 166.10 of the Sign Code.

All interested persons may review the proposed ordinance and file their comments in writing with the City Clerk of Hiawatha, Iowa, at or before said hearing and/or may appear in person at said hearing.

Kelly Kornegor, City Clerk

Memorandum

To: Hiawatha Planning and Zoning Commission
CC: Kim Downs, City Administrator
From: Patrick Parsley, Community Development Director
Date: 4/8/2016
Re: Right of Way Advertising Sign

Request:

We have received a request for a directional sign to be placed in the Right of Way (ROW) of Boyson Road at the intersection of Boyson and NCPR. Mr. Kinch Donithan; the owner of Dairy Queen, would like to purchase signage along I-380. Because his business is not located on Boyson, the DOT program requires him to purchase additional directional signs.

Since the inception of the Hiawatha ROW sign policy there has been one other request for Trail blazer signage. The previous business was notified of the non-profit requirement in the policy and did not pursue approval. That business would have needed a Trailblazer sign at the corner of Boyson and North 18th Ave.

Because of the sensitive nature of the sign code staff recommended the Council request the Planning and Zoning Commission consider the issue and make a recommendation regarding a proposed code change and policy change allowing IDOT I-380 “Trailblazer” advertising sign(s) in the ROW. Council passed a resolution making this request.

Research:

The extra directional signs are referenced as “Trailblazer” signs and are to be placed in the ROW. These signs can vary in size based on the number of businesses named. Single logo signs are 36” X 18” and the signs can be as large as 36” X 66” to accept up to 4 business logos.

According to Vicki Elscott of the DOT the Trailblazer sign is a requirement for some businesses to participate in the DOT advertising program. However Trailblazer signs are not a part of the DOT annual fee or maintenance program. She stated the sign structure would be the responsibility of the jurisdiction to maintain. If the sign panel itself becomes damaged or faded the DOT would replace it. The logos would be the responsibility of the business owner and would remain on the sign even if the business terminates participation in the DOT advertising program.

Ms. Elscott also submitted a list of jurisdictions that do not allow the Trailblazer signs in the ROW. The list includes Iowa City, Cedar Rapids, Waterloo, and Cedar Falls in the I-380 corridor. We also contacted Ankeny, Altoona and North Liberty to verify their policies. Ankeny and North Liberty do not allow these advertising signs in the right of way. Altoona City Council allows Trailblazer signs in the ROW with no restrictions. (Ordinance No. 07-20-2015 #1 (411))

Findings:

Trailblazer signs do not comply with our current policy for signs in the ROW or our current sign code. However the Comprehensive plan envisioning a downtown district on North Center Point Road may recognize a Trailblazer sign as an economic advantage available to our local businesses.

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The ROW sign policy allows signs no larger than three (3) square feet with no dimension greater than 24 inches and the application must be for a non-profit organization. Trailblazer signs are larger than this allowance and can be as large as 36" by 66". The intent for these signs is to advertise for businesses which are for-profit.

Hiawatha Sign Code Section 166.10 (3) J. does not allow advertising signs. (Advertising signs are defined as: *signs which direct attention to an establishment, business profession, commodity, service, premises, person or thing which may be located, produced, conducted, sold, or offered elsewhere than the lot upon which the sign is located.* Section 166.54 (21)). By definition the Trailblazer signs would be considered advertising signs. Allowing them would be counter to a major prohibition of sign proliferation in Hiawatha. One of the aesthetic values held by the community is a limit on signage as it detracts from the cityscape envisioned in our UDC.

Conversely, the Hiawatha Comprehensive plan includes provisions for the development of a downtown district. It is defined in the companion Unified Development Code (UDC) as the CPR 1-3 zoning districts. This area relaxes setbacks, building densities, and encourages mixed uses in an effort to create an urban commercial center with residential options. To promote this concept and development, a Trailblazer sign at the intersection of Boyson and NCPR may have a community wide benefit because it would allow more Hiawatha businesses in the CPR districts to advertise on I-380.

The Trailblazer program has special significance which makes it unique and beneficial to all of the citizens and businesses in Hiawatha even though it is not available to all businesses? The special significance is advertising on I-380 for "Hiawatha Downtown" which cannot otherwise occur. Currently the only businesses allowed to advertise on I-380 are those which are located on Boyson Road and do not need a Trailblazer sign and properties which abut the freeway. Those businesses which abut the freeway have a special allowance for signage 50 feet tall and 450 square feet in area. This includes a portion of the CPR district along with other commercial areas along the freeway.

Options:

Staff has determined four options for this request:

- 1) Deny the application of the Trailblazer sign in the ROW
- 2) Amend the Hiawatha Sign Code to allow Trailblazer signs for CPR businesses
- 3) Amend the Hiawatha Sign Code to allow Trailblazer signs.
- 4) Amend the Hiawatha Sign Code to allow advertising directional signs in the ROW for all businesses.

Option (1) to deny the application is most consistent with the present codes and policies for the City of Hiawatha. The present ROW sign policy is very explicit in the prohibition of signs in the ROW except for nonprofit organizations and the Sign Code clearly prohibits advertising signs in general. Conversely option (4); the option to allow advertising sign in the ROW, would be the biggest change to our present codes and policies. This change may encourage a change to further allow advertising signs in general. However these two options could be considered the easiest to justify as they do not specify a selective program or specific zoning district.

If the City deems the Trailblazer program as being unique and beneficial to the City options (2) and (3) would be considered valid resolutions. The difference between these options is the number of signs allowed and the number of businesses able to take advantage of the program. Option (2) limits this program to CPR districts and will limit Trailblazer signs to the intersections of Boyson/NCPR and Tower Terrace/NCPR (when the I-380 interchange is completed). This option is justified by the Comprehensive Plan vision for CPR district development which may be promoted through advertising on I-380.

However option (2) will not allow businesses in other zones to take advantage of the program. In the past we have received a request for Trailblazer signage from AirFX which is located west of the interstate. The request was denied upon application and the business did not pursue an exception. Allowing the less restrictive option (3) would allow any business to participate in the Trailblazer program if qualified by IDOT. This would mean approving ROW sign requests along Boyson and possibly Tower Terrace. Though the Trailblazer program will serve to promote Hiawatha as a whole on I-380, the signs may not be aesthetically pleasing along our street right of way.

Given the conflicting values for an uncluttered streetscape versus the promotion of our City businesses, staff would recommend option (1) or (2) at this time. Option (1) will require no changes in our present code or policy. Option (2) will

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require the least amount of changes of the remaining three options. Option (2) also retains the most Council control. The attached changes would allow one trailblazer sign on Boyson which could accommodate four business logos. If the Council agrees to these changes they can clarify the business owner's responsibility to maintain the sign and to maintain participation in the I-380 advertising program to retain their logo on the trailblazer sign.

Options (3) and (4) will require further changes to the ROW sign policy and the Sign code. If the P&Z commission would like either of these options, staff would prepare the appropriate code and policy changes for the public hearing. These changes would be slightly different than for option (2) but are not included in this packet for clarity.

Option (1) Resolution:

CONSIDER RESOLUTION FOR RECOMMENDATION TO CITY COUNCIL TO DENY THE TRAILBLAZER SIGN REQUEST SUBMITTED BY KINCH DONITHAN.

Option (2) Resolution:

CONSIDER RESOLUTION FOR RECOMMENDATION TO CITY COUNCIL TO APPROVE THE CODE CHANGE TO EXEMPT ONE TRAILBLAZER SIGN ON BOYSON FROM THE ADVERTISING SIGN PROHIBITION IN CITY CODE SECTION 166.10 AND CHANGE THE RIGHT OF WAY SIGN POLICY TO ALLOW A TRAILBLAZER SIGN AT THE INTERSECTION OF BOYSON ROAD AND NORTH CENTER POINT ROAD.

Options (3) Resolution

CONSIDER RESOLUTION FOR RECOMMENDATION TO CITY COUNCIL TO APPROVE CODE CHANGES TO EXEMPT TRAILBLAZER SIGNS ON BOYSON FROM THE ADVERTISING SIGN PROHIBITION IN CITY CODE SECTION 166.10 AND CHANGE THE RIGHT OF WAY SIGN POLICY TO ALLOW TRAILBLAZER SIGNS ON BOYSON ROAD.

Option (4) Resolution

CONSIDER RESOLUTION FOR RECOMMENDATION TO CITY COUNCIL TO APPROVE THE CODE CHANGES TO EXEMPT DIRECTIONAL RIGHT OF WAY SIGNS FROM THE ADVERTISING SIGN PROHIBITION IN CITY CODE SECTION 166.10 AND CHANGE THE RIGHT OF WAY SIGN POLICY TO ALLOW DIRECTIONAL SIGNS IN THE RIGHT OF WAY FOR ALL BUSINESSES.

Option (2) Attachments:

ROW Sign Policy
Sign Code Chapter 166

DIRECTIONAL SIGNS IN THE RIGHT-OF-WAY

Purpose

The city of Hiawatha allows the placement of directional signs in the right-of-way. The Council retains the sole authority for all such signs in accordance with City Ordinance Section 166.10 § 3 A. This policy describes the regulations for allowing these signs and provides procedures for submitting, processing and approving the request.

Terms and Conditions

Requests for directional signs in the right-of-way may be approved if complying with the following:

1. The sign request shall be submitted by a nonprofit business or agency for the purpose of giving direction to the location of that business or agency.
 1. EXCEPTION: The logos on the DOT Trailblazer sign at the intersection of Boyson and NCPR shall be reserved for businesses participating in the DOT I-380 advertising program.
2. The sign design and installation shall comply with the applicable sections of MUTCD and these standards:
 - a. Sign shall be a white print on green background.
 - b. Sign shall contain only the name of the nonprofit business and applicable directions.
 - c. Sign pole shall be 2" x 2" galvanized square tubing mounted in 2-1/2" square base.
 - d. Sign location and height shall be as specified in MUTCD Section 2A.16, Figure 2A-2c.
 - e. Sign shall be a maximum area of 3 square feet and shall not exceed 24" in height or width.
 1. EXCEPTION: The DOT Trailblazer sign shall be no larger than 36" X 66" as designed for four (4) business logos. The posts and sign shall be as per DOT program specifications.
3. The sign maintenance shall be the responsibility of the permit applicant.
4. The City Council retains the authority to give variances to these standards where specific compliance to these standards cannot be achieved due to location constraints.
5. The City Council retains the authority to have the right-of-way sign removed at any time for any reason.

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Existing Directional Signs in the Right-of-Way

Existing directional signs in the right-of-way may remain unless destroyed or damaged and require replacement. The replacement sign shall require a permit and shall comply with the sign specifications herein.

EXCEPTION: Existing signs permitted in the form of a license under a previous policy may maintain and replace the existing signs as allowed in their installation agreement.

City Approval Procedures:

The Community Development Department will receive right-of-way directional sign requests on standard sign permit forms. The fee will be equivalent to the fee for a single ground sign as designated by resolution of the City Council.

Approval of the City Council by resolution is required for the issuance of any permit for a directional sign in the right-of-way. Permit applications will be reviewed by Community Development, City Engineer, and the Streets Superintendant for compliance to the design standards who will make a recommendation to City Council for approval/disapproval of the request.

If the right-of-way directional sign is approved by the City Council the applicant shall apply for a permit to work in the right-of-way for the installation of the sign. The fee and permit requirements shall be as for a commercial right-of-way installations. 03/2016

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