



COMPREHENSIVE PLAN

for

OELWEIN, IOWA

and its

ONE-MILE PLANNING AREA IN FAYETTE COUNTY

prepared for

OELWEIN PLANNING AND ZONING COMMISSION

by

planning - architecture - engineering

8600 Indian Hills Drive, Omaha, Nebraska 68114

URBAN PLANNING GRANT PROJECT NUMBER IOWA P-118

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CITY OF OELWEIN, IOWA

1969

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## TABLE OF CONTENTS

<u>INTRODUCTION</u> . . . . .	1
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### PART I THE PLAN

Summary of Comprehensive Plan . . . . .	2
Implementation . . . . .	14
Policy Statement for Planning and Development . . . . .	14
Capital Improvements Program . . . . .	21

### PART II BACKGROUND

History of Development . . . . .	35
Land Use . . . . .	35
Population . . . . .	45
Area Economy . . . . .	51
Community Facilities . . . . .	61
Traffic and Circulation . . . . .	72

### CHARTS AND PLATES

Recommended Treatment Areas Map . . . . .	3
Proposed Central Business District . . . . .	8,9
Major Street Plan Map . . . . .	10
Water Distribution Map . . . . .	11
Sanitary Sewerage Distribution Map . . . . .	12
Comprehensive Plan Map . . . . .	13
Oelwein Borrowing Power . . . . .	23
Location Map . . . . .	36
Storm Damage Map . . . . .	39
Existing Land Use Map . . . . .	44
Population Projections . . . . .	50
Retail Trade Area Map . . . . .	52
Existing Community Facilities Map . . . . .	66
Storm Sewerage System Map . . . . .	70
Electrical Distribution Map . . . . .	71



# Introduction

This planning program for Oelwein results from a contract between the city, the federal government, and the consultant. The program involved the preparation of base maps, a land-use plan, a circulation plan, a community-facility plan, a capital improvements program, zoning ordinance and official map, and a subdivision ordinance. In addition, the city's planning consultant has regularly met with the Planning Commission and City Council to review progress.

The Comprehensive Plan develops an insight into a community's immediate and future needs through a complete program of data gathering and analysis that provides the basis for improvement. This process is not limited to negative evaluation, but also records assets to be used in achieving long-range community goals. Thus, planning is a method of accomplishing things on a community-wide level through an informed citizenry and its elected officials and relies on strong support from citizens and officials.

The Oelwein Comprehensive Plan is defined as a statement of policy which sets forth broad physical development goals of the city. It should be thought of as a guide to future growth and improvement. The Plan has as its objectives the present and future welfare of the city, in terms of public health, safety, aesthetics, and expenditure of public funds.

It is unrealistic to assume that Oelwein will grow exactly as shown on the Comprehensive Plan Map. Therefore, the Plan should be flexible so that as new ideas are introduced and the needs of the city change, the Plan can be changed to meet these conditions.


The end product of this planning program is the preparation of a long-range plan of development for the City of Oelwein, Iowa, which in essence is the first step in the direction, growth, and development of the city as a whole. The planning program is effective only to the extent that it is adopted into the city government.

This report is divided into two parts. Part I, THE PLAN, contains a summary of the Comprehensive Plan, steps for the implementation of the plan, and those elements that are legally adoptable by a resolution of the city. The legally adoptable elements consist of the Policy Statement for Planning and Development, the three plan maps (Major Street Plan, Proposed Utilities, and the Comprehensive Plan Map), and the Capital Improvements Program.

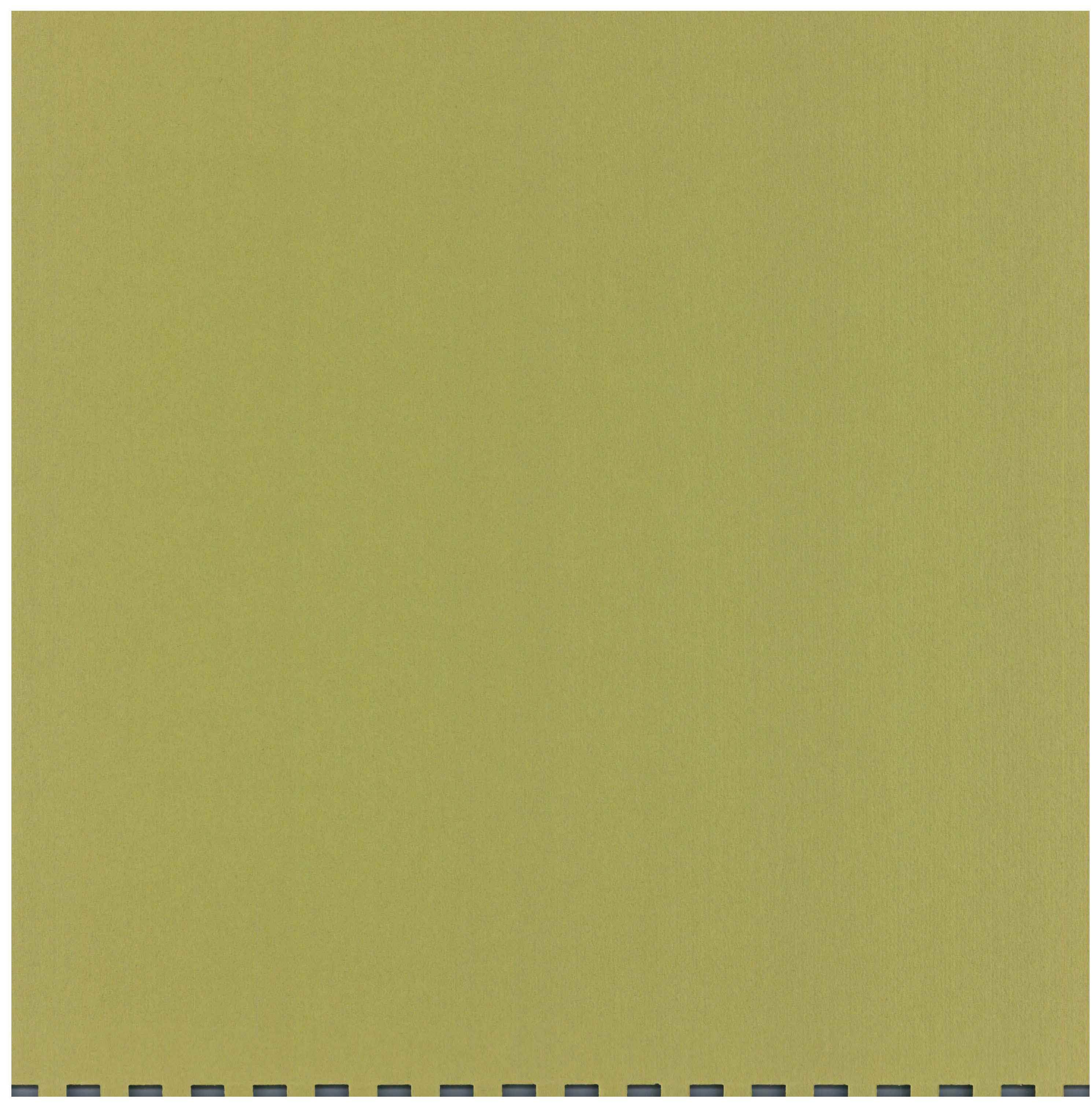
Part II, BACKGROUND, consists of historic, existing, and projected data that were used as a basis for the development of this Comprehensive Plan.



**Part 1**

 **The Plan**







# Summary of Comprehensive Plan

The Comprehensive Plan is a guide to accomplishing broad community goals. The plan is long range in that it covers a twenty-year period. It is flexible so that, as new ideas are introduced and changes take place, it may be adjusted accordingly. The plan is general in that it is not a detailed plan for the use of every parcel of land or the precise design for location of each street in the community.

Plan development is predicated on two basic forecasts. First is the assumption that Oelwein's population will approximate 9,120 by 1989. Second, the basic economy will continue to be agriculturally oriented, with industry continually increasing in importance. The basic economy will continue to employ approximately 36% of the city's population. The city will serve as a retail trade center primarily for its local population and the population of the immediately surrounding areas within the county.

## MAY 15, 1968, TORNADO CONCLUSIONS

The recommendations derived from the analysis of the mass of data collected from the disaster study are included in the Comprehensive Plan.

It was determined that Urban Renewal would not be the immediate answer to deal effectively to overcome the devastation caused by the tornado of May 15, 1968, because the damage was widespread and erratic. In addition, the urban renewal process is programmed to implement long-range plans rather than to cope with emergency situations. The disaster study showed that Oelwein had poor housing areas that were unaffected by the tornado which may be feasible for Urban Renewal. These poor housing areas are shown on a Recommended Treatment Areas map. The classification of areas were indicated as follows:

- (1) Self-Rehabilitation Areas. These areas suffered minimal or no tornado damage (generally less than 5%) and require no treatment except repairs by individual property owners. Action

by the city would be limited to the enforcement of building codes.

- (2) Rehabilitation Areas. These areas show damage generally ranging from 5% to 25%, with an occasional structure entirely destroyed. Treatment is confined to repairs by individual property owners, but extent of tornado damage and pre-storm condition of structures demands more intensive code enforcement and may require spot clearance.
- (3) Public Action for Storm Reconstruction. These areas suffered the greatest tornado damage and generally describe the path of the tornado through Oelwein. Because of the extensive nature of rebuilding and reconstruction necessary, the city should require close adherence to codes and ordinances and should follow through with intensive re-planning in its comprehensive planning program.
- (4) Public Action for Pre-Storm Conditions. These areas show little damage from the tornado, but evidence marked deterioration and dilapidation. Action by the city should be directed toward the preparation of a long-range plan for the area and the study of the possibility of Urban Renewal action.

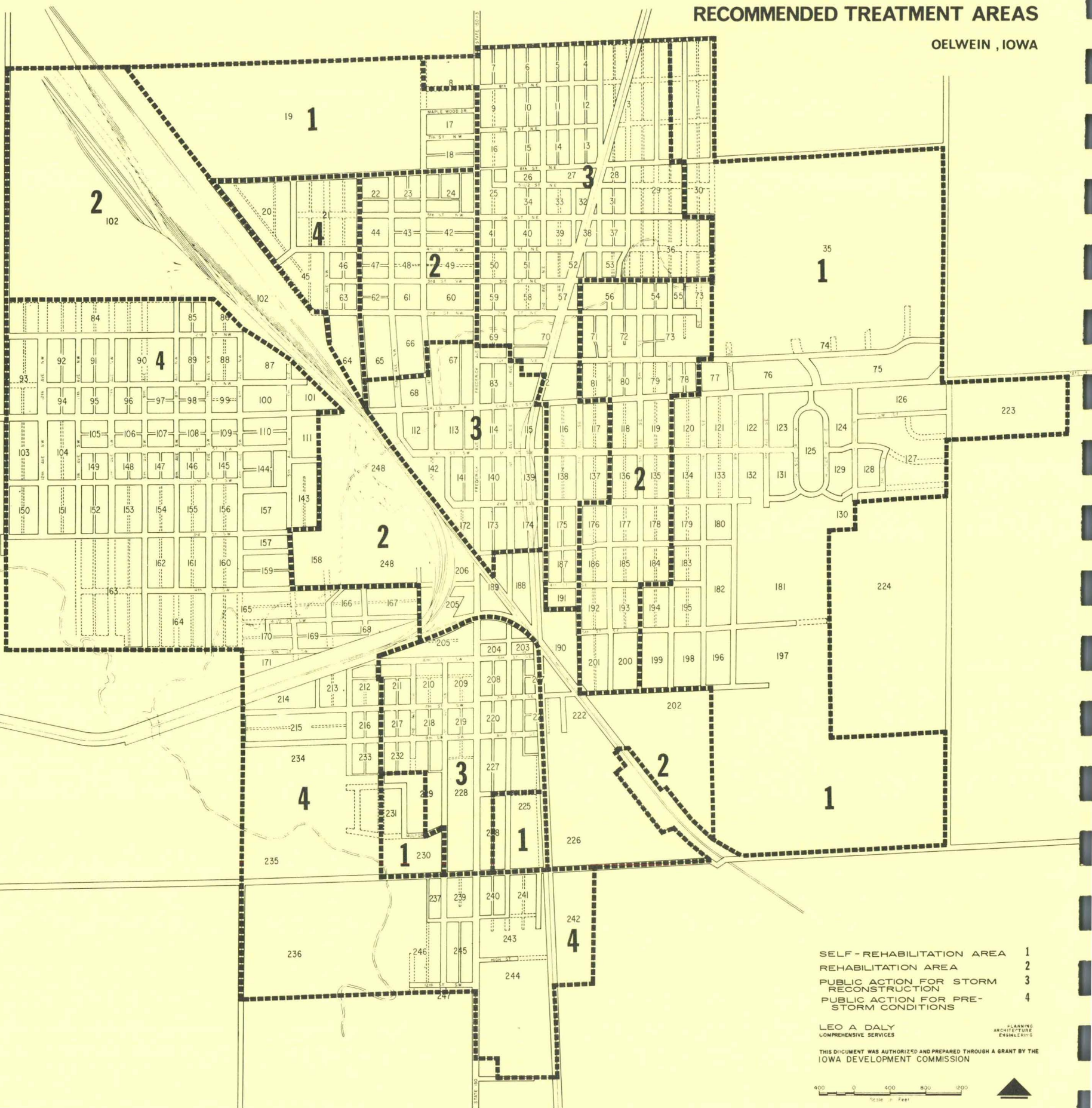
Therefore, it was recommended that the city officials investigate the feasibility of establishing an Urban Renewal agency, to initiate urban renewal in those areas.

Further, the study indicated that the city should immediately consider, adopt, and enforce codes to insure that rebuilding and reconstruction of damaged structures is in conformance with acceptable building standards. Areas that need this concentrated action were indicated on the Recommended Treatment Areas map. Existing codes and their administrative enforcement were indicated for careful re-examination and were to be supplemented by reference to suitable model building, plumbing, electrical, fire-prevention, and housing codes.



# RECOMMENDED TREATMENT AREAS

OELWEIN, IOWA



- 1 SELF-REHABILITATION AREA
- 2 REHABILITATION AREA
- 3 PUBLIC ACTION FOR STORM RECONSTRUCTION
- 4 PUBLIC ACTION FOR PRE-STORM CONDITIONS

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COMPREHENSIVE SERVICES

PLANNING  
ARCHITECTURE  
ENGINEERING

THIS DOCUMENT WAS AUTHORIZED AND PREPARED THROUGH A GRANT BY THE  
IOWA DEVELOPMENT COMMISSION

400 0 400 800 1200  
Scale in Feet



## LAND USE PLAN

The Land Use Plan, which allows for compatible development of land use types and is integrated with the Major Street Plan, Community Facilities Plan and Major Utilities Plan, is shown on the Comprehensive Plan Map.

The direction of residential growth will be primarily (but not limited) to the east, northeast, and southeast areas of the city. These areas have adequate utilities and street systems, are located near primary community focal points, and are the most topographically suited for future development. An additional 95 acres will be needed by 1989. There are more acres shown on the Comprehensive Plan Map in order to allow a selective choice of sites.

In 1968, there were 2,800 dwelling units and 2,550 residential structures for 8,450 people in Oelwein, which gives an average of 3.0 persons per dwelling unit. The population is expected to increase by 670 people by 1989. This increase will require an additional 225 dwelling units. There were 48 residential structures destroyed by the May 15, 1968, tornado. There are presently 253 dilapidated and 1,116 deteriorated residential structures in Oelwein. Thus, 54% of the residential structures are substandard. There were also 2,260 houses built before 1939, which means that over 85% of the existing houses will be over 50 years old by 1989. Thus, obsolescence also will require many additional new structures. There will be an additional 270 to 1,640 new residential structures needed during the planning period in Oelwein.

Future industrial growth will be primarily located in the southern section of Oelwein. One area will be located along the railroad tracks (46 acres), and the other will be located along Highway 150 (50 acres).

Two types of commercial areas will be strategically located in Oelwein. The central business district (CBD) is located in the center of the

city. General business, which has the characteristic of strip highway or neighborhood business, is located on Highway 150 at both the north (8 acres) and south (50 acres) edges of Oelwein, and on East Charles Street (2 acres).

Agriculture will continue to be the primary land use outside the urban development, yet within the planning area.

## ANNEXATION

Areas that are recommended for annexation during the Planning Period include:

- (1) Area north of the city limits to the first county road.
- (2) Area to the west that includes Redgate Park and the cemetery.
- (3) Area generally located south of the city limits from three hundred (300) feet east of Rock Island Railroad tracks west to the county road adjoining the Elks Golf Course, and south to the County line.

These areas are all shown on the Comprehensive Plan Map. The annexation of the areas will allow for the control of orderly growth around the City's perimeter.



## COMMUNITY FACILITIES PLAN

The Community Facilities Plan, which is shown on the Comprehensive Plan Map, recommends the type and location of various public and semi-public buildings and land within the planning area.

Playground-type parks should be developed to the north and to the west in the city, should comprise from three to seven acres each, should serve areas of 1/4 to 1/2 mile radius, and should be located in residential neighborhoods away from major highways and major streets. These areas should contain play apparatus, sports areas, landscaping, and miscellaneous activities. They may be located adjacent to existing schools, provided that the public has access to these parks at all times. These parks help in the development of neighborhood identity, and they provide a safe area for children to play close to home without the danger of crossing major streets or railroad tracks.

The city should acquire a 25-acre tract of land to be used as a landfill, preferably southwest of the city and located near a main county road. This amount of land should be adequate to serve the 20-year planning period.

A new pumper truck should be acquired as the population nears its projection for 1989.

A new junior-high school should be developed on the site of the present high school. It should have a minimum of 17 classrooms and 16 acres.

Two new elementary schools should be located, one in the northeast and one in the southeast sections of the city. These schools should have a minimum of 12 classrooms and 10-acre sites.

The municipal airport should be expanded according to the National Airport Plan recommendations as federal funds become available.

## MAJOR UTILITIES PLAN

Future expansions of the major utilities are shown on their respective maps in Part I-The Plan.

Oelwein's sewer system is in good shape in comparison with other cities of its size, but present sewage treatment is considerably less than 100% effective. This problem should be rectified by either expanding the present plant facilities or preventing unnecessary leakage into the sewer system. All extensions of the present sewer system should have a minimum basic size of eight inches. Sewer improvements should not be attempted without a thorough engineering analysis.

Oelwein's water system will need to be renovated after a complete study of the actual peak and average water demands, water pressures, and supply adequacies throughout the system.

Oelwein's storm-sewerage system should be studied in order to determine if storm flow is entering into the sanitary-sewer system and thus being treated by the treatment plant. If this situation exists, the necessary renovation action should be undertaken to rectify this problem and to relieve present treatment inadequacies.

## MAJOR STREET PLAN

The basic principle behind present-day street design is that not all streets have or should have the same function.

When a gridiron street pattern is in use, no one street is better than another. Consequently, traffic disperses throughout the traffic pattern, and most residential streets carry not only local traffic, but also cross-town traffic. In turn, this involves danger to children, noise, and lack of privacy for property owners. Though traffic is itself hampered by cross traffic at each corner. Consequently, one of the aims of street design is to limit traffic on residential streets to automobiles used by the residents of that street. According to this theory, such residential streets, called local streets, are designed to slow traffic down and to prevent through circulation.



A policy of deliberately limiting the amount of use that can be made of a street requires that land be used in such a way as to make the street system workable. ~~If a street is to serve as a~~ local street, it cannot have major traffic generators located on it. Further, the city must take steps, such as zoning, to see that abutting land will not be used in the future in such a way as to generate more traffic than the street can handle. This means that a plan for the way in which land is to be used in the future is a necessary part of good street design.

If certain streets are to be deliberately limited in capacity, there must be a corresponding increase in the ability of other streets to move cross-town traffic. Streets onto which traffic funnels from local streets are commonly called collectors. The flow of collector traffic must be rapid and as uninterrupted as possible. This can in part be accomplished by regulating the flow of traffic through the use of signs, signals, safety zones, lane markings, one-way streets, speed limitations, parking regulations, off-street parking facilities, and the enforcement of traffic regulations. Equally important, collector streets must be designed to move traffic towards points of concentration and to form a unified overall pattern.

Streets are built to move traffic, but as traffic begins to build up the abutting land begins to be used in such a way as to financially benefit from that traffic. This usually means that places of business will be built to encourage traffic to stop off, which in turn means that traffic will be hampered and slowed. If this type of development spreads along the street, the collector begins to fail in its original purpose, since the quiet residential streets offer better traffic conditions. Consequently, land-use controls are essential also to a good system of collector streets. Many cities have virtually destroyed the value of such streets by permitting uncontrolled spread of business. Many of these become business slums when the cities are compelled to by-pass them as movers of traffic because they have become too congested to fulfill their function.

In the street-system design, local streets feed into collectors, and collectors feed into major streets. Major streets are of several types, but ~~all of these roads are designed to handle large~~ volumes of automobiles, are restricted in the number of points at which traffic can enter, and are designed for cross-town movement.

The following recommendations are based on the evaluation of projected 24-hour and peak-hour traffic counts in the Oelwein Planning Area. Existing streets are capable of handling 1989 projected traffic counts, and their carrying capacity could be increased by the removal of existing on-street parking. Therefore, the Major Street Plan submitted at this time involves two major elements:

- (1) Upgrading certain roadways and highways in the urban portions of the Planning Area by increasing right-of-way widths and by surfacing;
- (2) Better aligning and connections of roadways and streets within the city and planning area for greater continuity of traffic movement, which will result in less travel time for cross-city movement of vehicles.

Standards for the major streets, collector streets, and local streets are given in the Policy Statement for Planning and Development. The Major Street Plan as shown on the Major Street Plan Map included the following streets.

Major streets:

Charles Street (east-west)  
Frederick Avenue (north-south)

Collector Streets:

6th St. North (east-west)  
7th Street South (east-west)  
10th Street South (east-west)  
County Road East (north-south)  
8th Avenue East (north-south)  
Great Western Avenue (north-south)  
County Road North (east-west)



County Road Southwest (north-south)  
13th Avenue West (north-south)  
4th Street South (east-west)

The various improvements for the Major Street Plan as shown on the Major Street Plan Map are enumerated in the capital improvements program of this report.

#### CENTRAL BUSINESS DISTRICT CONCEPT

The purpose of a Central Business District is to establish a shopping and business area together with a centralized location for primary city, county, state and federal government offices.

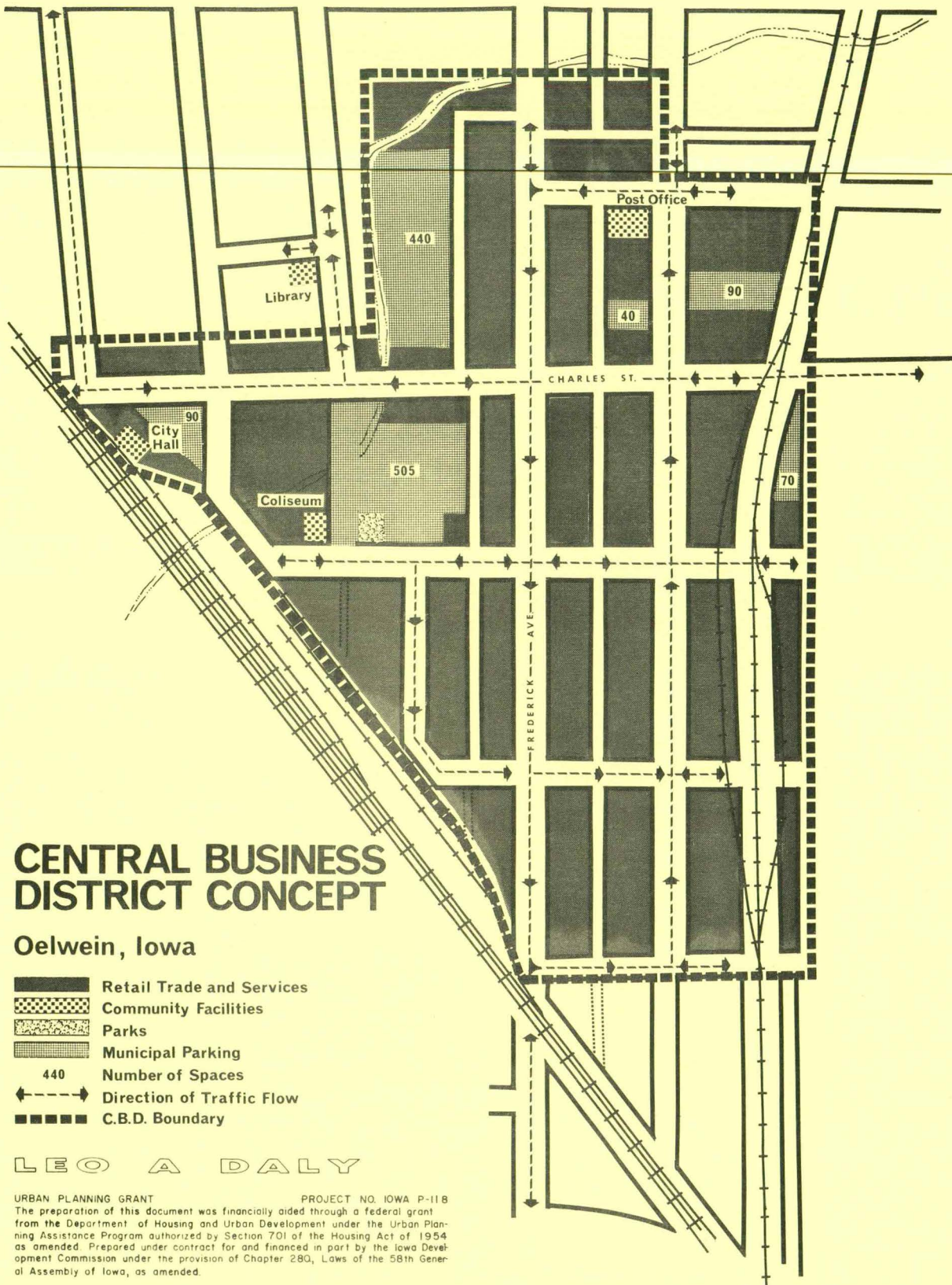
A well designed Central Business District depends upon proper zoning classification and restrictions, a well designed street system, adequate off-street parking facilities that are strategically located, a convenient system for pedestrian movement, and an attractive environment.

This plan concept calls for the following:

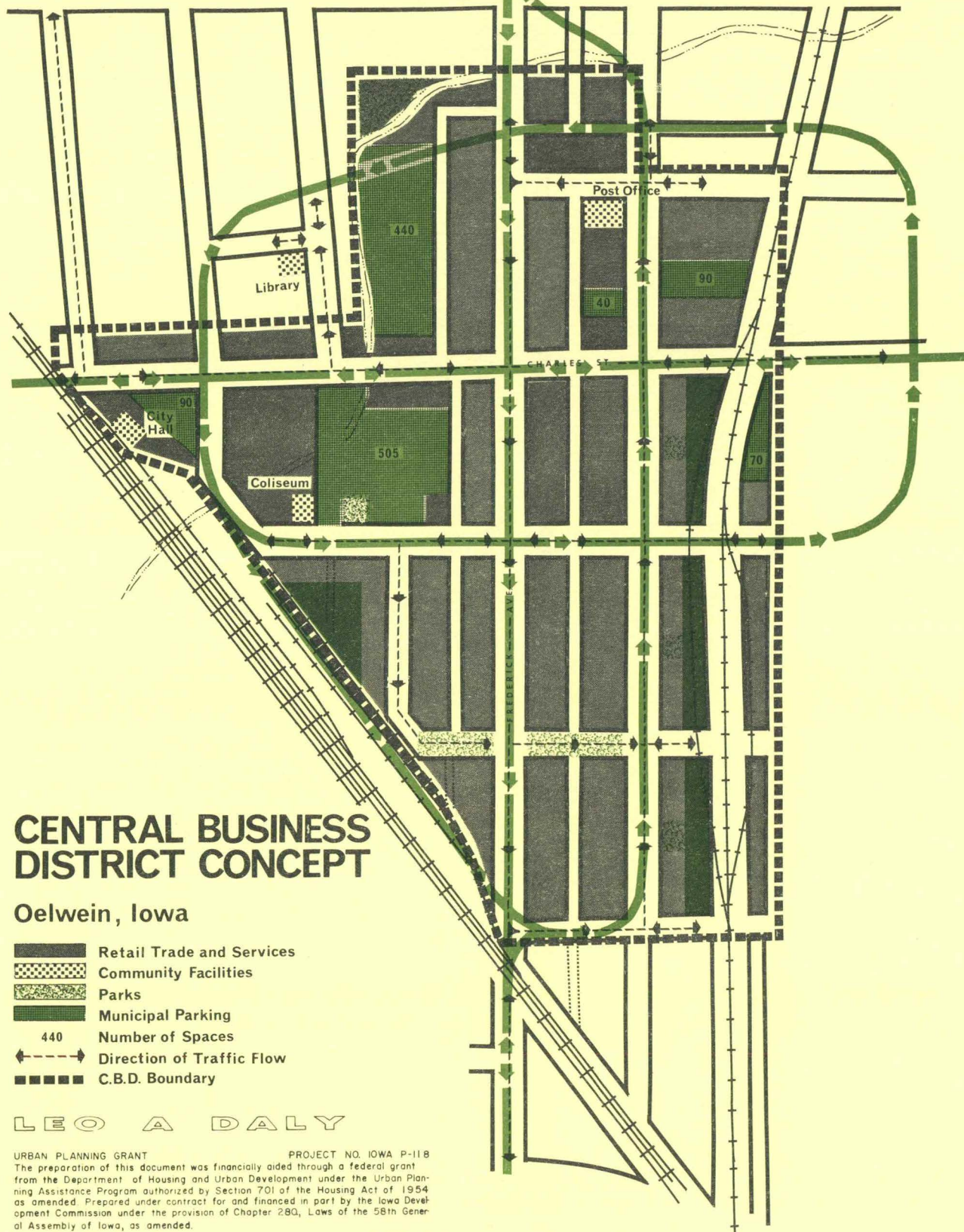
- (1) A new City Hall on the southwest corner of Charles Street and 3rd Street N.W., which will house the city administrative offices, the police station, and the fire station.
- (2) Six major off-street parking lots that will provide spaces for 1195 cars.
- (3) Frederick Avenue as a one-way street going south from 1st Street N.E. to 3rd Street S.E. with the elimination of on-street parking in this area.
- (4) 1st Avenue E. as a one-way street going north from 3rd Street S.E. to 1st Street N.E. with the elimination of on-street parking in this area.
- (5) 3rd Street S.E. as a one-way street going east from Frederick Avenue to 1st Avenue S.E. with the elimination of on-street parking in this area.
- (6) 1st Street N.E. as a one-way street going west from 1st Avenue N.E. to Frederick Avenue with the elimination of on-street parking in this area.
- (7) 1st Avenue N.W. as a one-way street north from Charles Street to 1st Street N.W.
- (8) 3rd Avenue N.W. as a one-way street north from Charles Street to 2nd Street N.W.
- (9) 1st Avenue S.W. as a one-way street south from 1st Street S.W. to 2nd Street and thence east to 1st Avenue S.E. to Frederick Avenue.
- (10) Provide off-street parking spaces by vacating 1st Avenue S.W. from Charles Street to 1st Street S.W.

The first concept previously described is feasibly attainable within a very short period of time. The second concept shown is a goal that the city may strive to accomplish later in the Planning Period.









# CENTRAL BUSINESS DISTRICT CONCEPT

Oelwein, Iowa

- Retail Trade and Services
- Community Facilities
- Parks
- Municipal Parking
- 440      Number of Spaces
- Direction of Traffic Flow
- C.B.D. Boundary

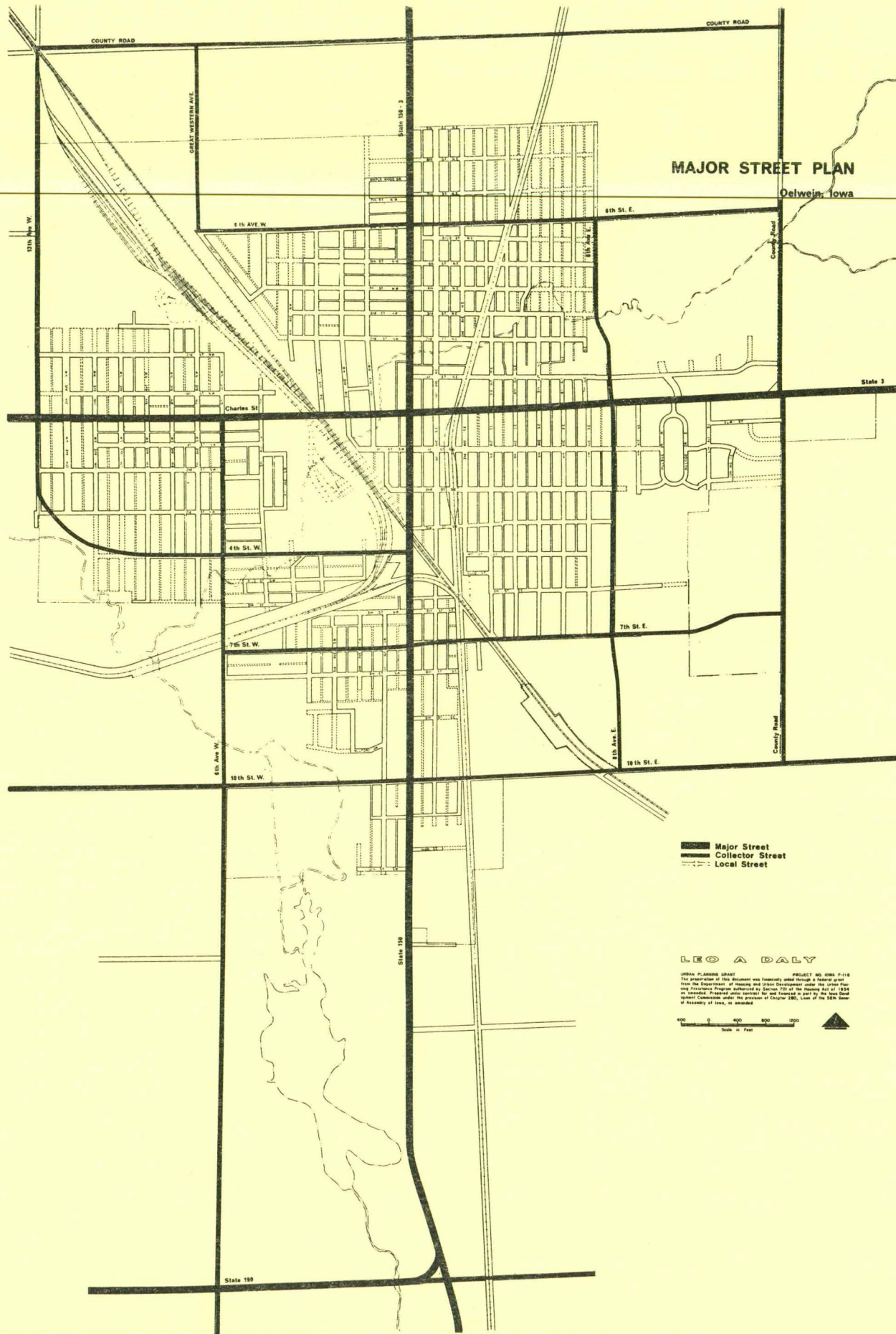
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 Scale in Feet







# MAJOR STREET PLAN

Oelwein, Iowa

Major Street  
 Collector Street  
 Local Street

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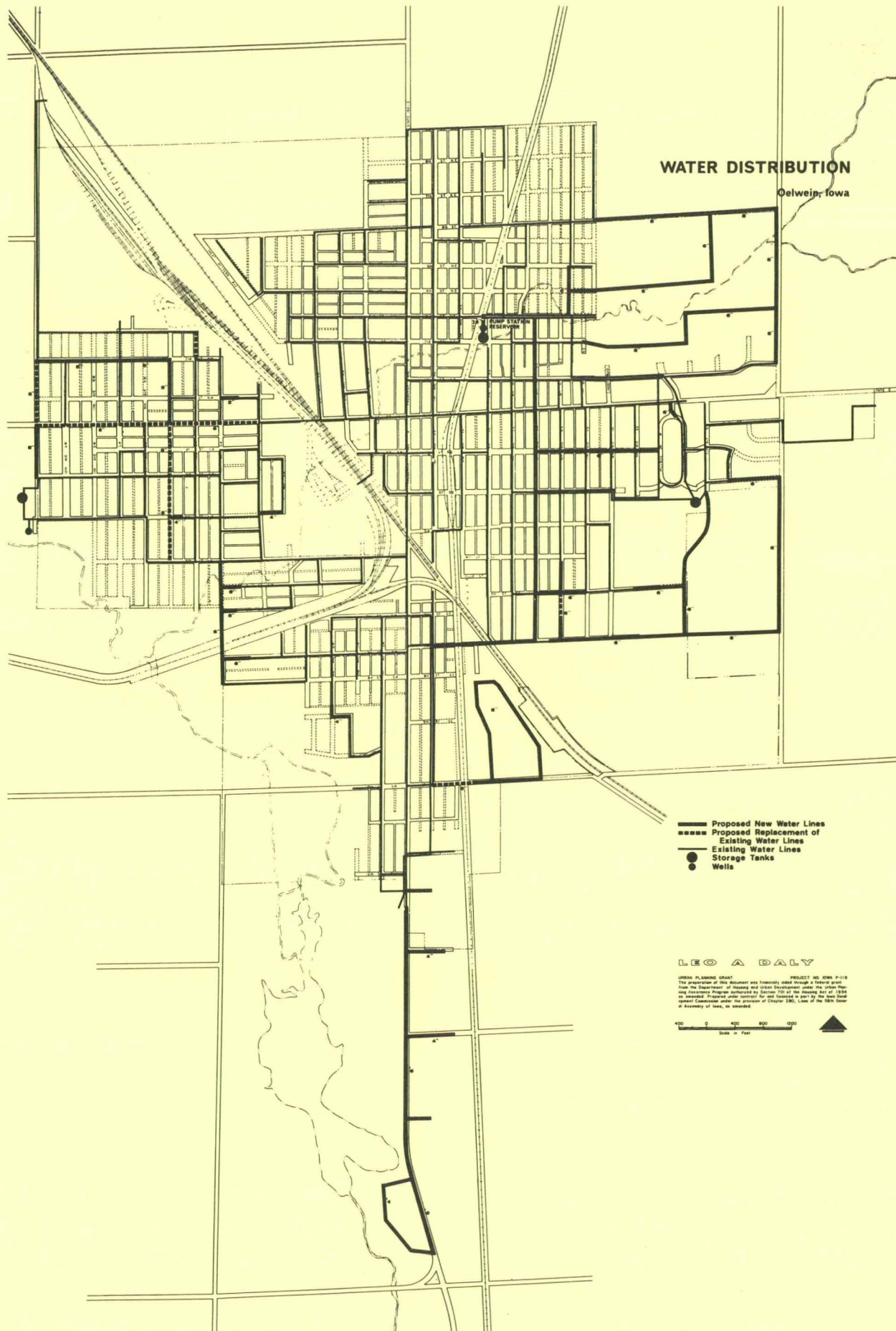
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 Assembly of Iowa, as amended.

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# WATER DISTRIBUTION

Oelwein, Iowa



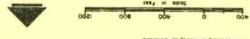
- Proposed New Water Lines
- - - Proposed Replacement of Existing Water Lines
- Existing Water Lines
- Storage Tanks
- Wells

LEO A DALY

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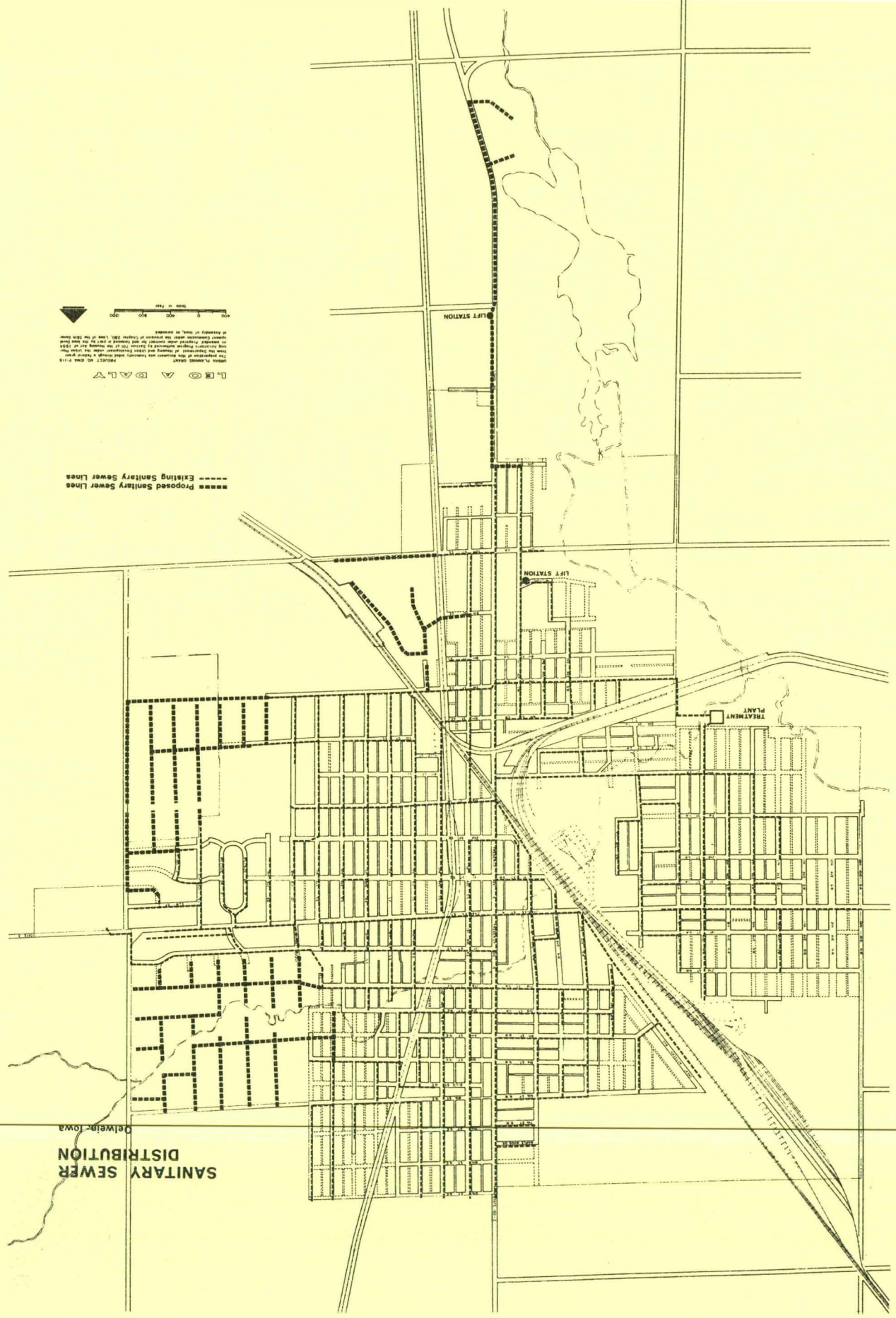
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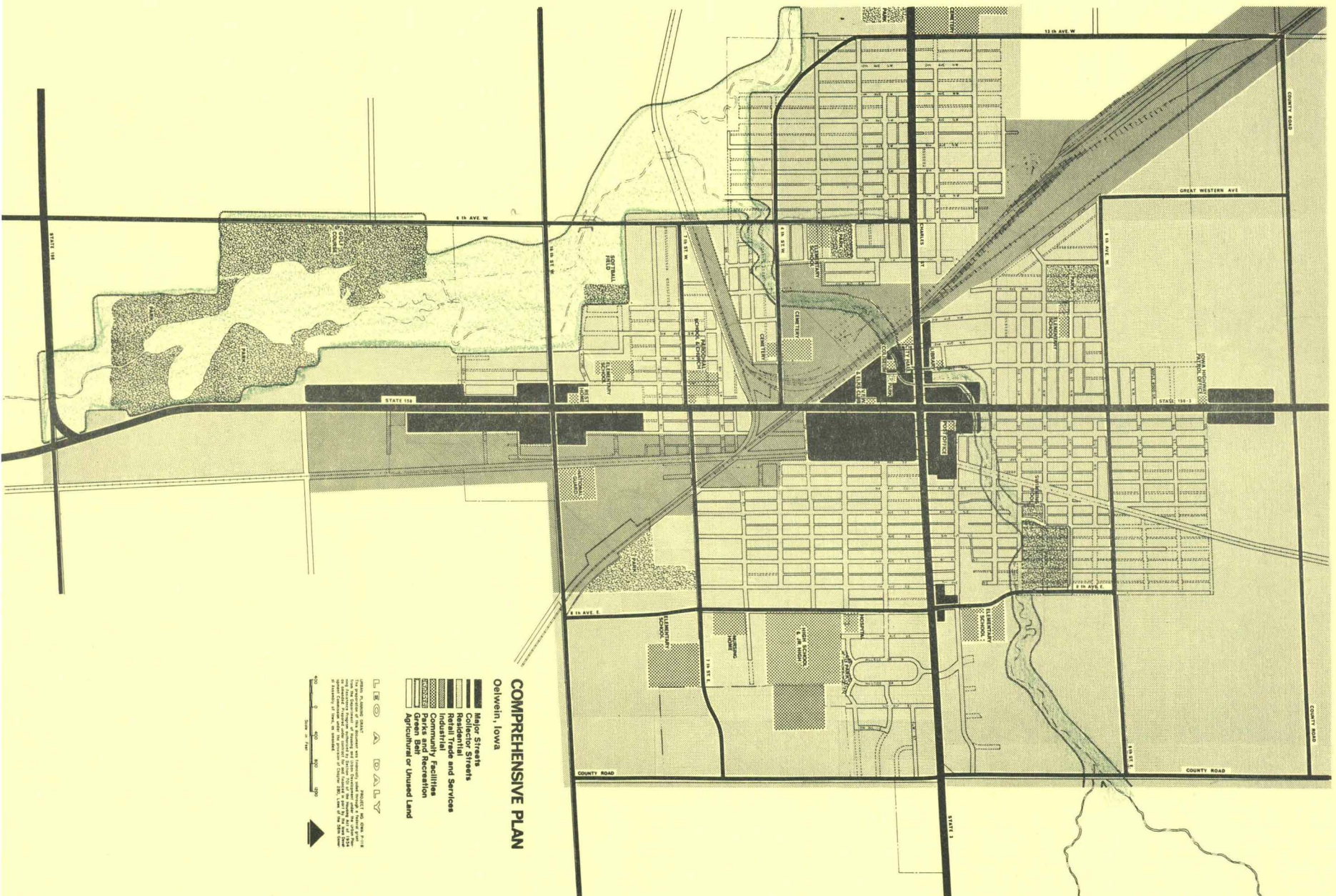
L. B. O. A. D. A. L. Y.  
 The Department of Sanitation and Sewerage, State of Iowa, has prepared this plan under the contract for the improvement of the sewerage system of the City of Des Moines, Iowa, under the terms of the contract between the City of Des Moines, Iowa, and the State of Iowa, dated July 1, 1910.

----- Existing Sanitary Sewer Lines  
 ===== Proposed Sanitary Sewer Lines



Des Moines, Iowa  
 SANITARY SEWER  
 DISTRIBUTION





**COMPREHENSIVE PLAN**  
Oelwein, Iowa

- Major Streets
- Minor Streets
- Residential
- Retail Trade and Services
- Industrial
- Community Facilities
- Parks
- Green Belt
- Agricultural or Unused Land

L E O A D A L V

THIS PLAN IS THE PROPERTY OF THE CITY OF OELWEIN, IOWA. IT IS TO BE USED ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED. ANY REPRODUCTION OR USE OF THIS PLAN FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE CITY OF OELWEIN IS STRICTLY PROHIBITED. THE CITY OF OELWEIN ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN.





## Implementation

Provisions for the future development and control of land areas as outlined in this report can be used as an effective planning tool for implementation of the Comprehensive Plan. Realization of the elements in the Plan rests entirely upon the citizens of Oelwein. The value of the Plan depends upon the effectiveness and extent to which the proposals are carried out. Recommendations for the enactment of the Plan provisions are outlined as follows:

1. Adoption of the Comprehensive Plan (which consists of the Policy Statement for Planning and Development, the Major Street Plan Map, the Proposed Utilities Plan Map, the Comprehensive Plan Map, and the Capital Improvements Program) by the Planning and Zoning Commission and the City Council in the form of a resolution.
2. Adoption of the proposed zoning ordinance, the accompanying zoning map, and the proposed subdivision regulations by the City Council in a manner prescribed by law.
3. Following adoption of these regulations, a zoning administrator should be appointed to administer the zoning ordinance and subdivision regulations.
4. Following enactment of the above proposed statutes, the city and county should work together to adopt a zoning regulation for the area of the county that would also involve the city.
5. Determine the feasibility of a long-range Urban Renewal program for Oelwein.

## Policy Statement for Planning and Development

### LAND USE PLAN

#### 1. GENERAL

##### a) Objectives

- 1) Designate and protect sufficient land to meet the planning area's anticipated needs for residential, industrial, commercial, and community uses through 1990.
- 2) Achieve the best possible relationships of the various types of land use to one another and to the circulation system from the standpoints of efficiency, convenience, and amenity.
- 3) Achieve concentrated development without unnecessary voids in the developed area, thus reducing the costs of government.
- 4) Improve those areas that are deteriorating and maintain the quality of those areas that are still sound.

##### b) Principles

- 1) Encourage growth in those directions that most efficiently utilize the existing and planned utility system.
- 2) Group land uses so as to bring together those uses that are compatible with one another and to separate those that are not compatible.

#### 2. RESIDENTIAL LAND

##### a) Objectives

- 1) Designate land for future residential development to meet anticipated needs.



- 2) Provide for a variety of types and densities of housing to meet the anticipated needs of all families.
- 3) Provide adequate schools, parks, and shopping facilities.
- 4) Protect property values.

b) Principles

- 1) Residential areas should be bounded by man-made or natural barriers, such as major streets, railroads, or streams.
- 2) Encroachments by non-compatible uses should be prohibited by zoning.
- 3) Encourage high quality of residential design through subdivision regulation.

3. COMMERCIAL LAND

a) Objectives

- 1) Provide well-located concentrations of general commercial development on major streets, with adequate parking.
- 2) Strengthen the central business district as the most accessible shopping, business, financial, professional, civic, and entertainment center of the trading area.
- 3) Encourage the development of off-street parking, both private and public, in the central business district.

b) Principles

- 1) The encroachment of commercial establishments into residential areas and the growth of shallow strip commercial development should be discouraged through zoning.

- 2) Properly spaced areas should be provided for a wide range of commercial uses in order to insure sound, balanced business development.
- 3) The central business district should be reserved for shopping, financial institutions, business and professional offices, and related activities that attract people from considerable distances for multi-purpose activities.
- 4) Off-street parking should be provided in locations easily accessible from major streets and within short walking distances from all destinations.

4. INDUSTRIAL LAND

a) Objectives

- 1) Reserve desirable industrial sites.
- 2) Protect industrial areas from incompatible land uses.

b) Principles

- 1) Industrial areas should be served by major streets designed to carry heavy traffic.
- 2) Industrial areas should be separated from other uses by buffers, such as major streets, railroads, or parks.
- 3) There should be a variety of sites on level, well-drained land, with access to all utilities and major streets.
- 4) Performance standard should assist industry to maintain its desirable role in community growth.



## 5. AREAS SUBJECT TO FLOODING

### a) Objectives

- 1) Make maximum use of lands subject to flooding.

### b) Principles

- 1) Designate the best uses for areas subject to flooding until it becomes feasible to develop adequate flood-control facilities.
- 2) Provide development controls and standards so that the uses subject to flooding would not be seriously affected by periodic flooding.

## MAJOR STREET PLAN

### 1. OBJECTIVES

- a) Provide a major street system to carry people and goods safely and efficiently.
- b) Provide a major street system that properly relates living and working areas.
- c) Provide the best possible major-street system at the lowest cost.
- d) Obtain sufficient dedication of street right-of-way with all new subdivision development.

### 2. PRINCIPLES

- a) Major streets should be so planned that through traffic is routed around residential neighborhoods.
- b) Each street should be designed with sufficient capacity to accommodate future traffic, as determined by anticipated population and planned land use.

- c) The design of each street should be according to its intended function and the type of traffic it is expected to handle.
- d) All future development should be consistent with the Major Street Plan.
- e) For planning purposes, streets should be classified as follows:
  - 1) Major Streets, designed primarily to carry fast, through traffic.
  - 2) Collector Streets, designed primarily to carry heavy residential traffic to and from community focal points.
  - 3) Local Streets, designed primarily to give access to abutting properties.
- f) Design standards for streets are set forth in Table I.



TABLE I

STREET STANDARDS

---

MAJOR STREETS/HIGHWAYS\*

Two-directional  
Capacity of up to four moving lanes  
Interrupted flow  
Rights-of-way at 80 feet  
Minimum pavement widths at 44 feet  
Corporate and urban areas

COLLECTOR STREETS

Two-directional  
Two moving lanes  
Interrupted flow  
Rights-of-way at 60 feet  
Minimum pavement widths at 32 feet  
Corporate and urban areas

LOCAL STREETS

Two-directional or one-way in Central  
Business District  
Two moving lanes  
Rights-of-way at 50 feet  
Minimum pavement widths at 24 feet  
Corporate and urban areas

ALLEYS

Rights-of-way at 20 feet  
Minimum pavement widths at 14 feet in  
residential areas and 20 feet in com-  
mercial areas.  
Corporate and urban areas

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\* or according to Iowa Highway Commission Standards

PUBLIC COMMUNITY FACILITIES PLAN

1. OBJECTIVES

- a) Reserve sufficient areas, properly located, for future school sites, recreation areas, and other public community facilities to serve the existing and anticipated population of the city and planning area.
- b) Develop these facilities, based on the needs of the community and its ability to pay for these needs.

2. PRINCIPLES

- a) Elementary schools and neighborhood recreation facilities should be within reasonable walking distance of all homes, near the centers of residential neighborhoods and away from major streets.
- b) Neighborhood educational and recreational facilities should be coordinated wherever possible by combining school and recreational sites in order to provide these facilities more conveniently and economically.
- c) Junior and senior high schools should be located on collector streets with convenient access from their anticipated service areas.
- d) The city should encourage the acquisition of sites and the construction of schools in accordance with the standards set forth in Table II.



TABLE II

## SCHOOL FACILITY STANDARDS\*

Type of School	Students Per Classroom	Travel Distance	School Site Area
Elementary	30	0.75 miles	5 acres plus 1 acre for every 100 students
Junior High	25	1.50 miles	10 acres plus 1 acre for every 100 students
High School	25	3.00 miles	10 acres plus 1 acre for every 100 students

\*or subject to Iowa State Standards

- e) The city should obtain sites and provide recreation facilities within the urban area in accordance with standards set forth in Table III.

TABLE III

## AREA RECREATION STANDARDS

Facility	Site Size Acres	Area Served	Location	Site Facilities
Play-ground	3-7	$\frac{1}{4}$ to $\frac{1}{2}$ mile radius	Located in residential neighborhood, away from major high-ways	Play apparatus, special areas, landscaping & miscellaneous activities
Neighborhood Parks	20	1 mile radius	In position to serve all members of community, reached by foot	As above, plus area for court games and field games
Municipal Parks	3 per 1,000 Population	Entire Municipality	Located so all members of municipality may reach site by foot, auto, or public transit	Children's area, court games, area for men's sports, lawn games, swimming pool, recreation center, picnic area, landscaped areas, and parking
Regional Parks	100 - desirable	County Population plus vacationers	Separated from urban areas, yet easily accessible from major roads and highways	Picnic grounds, playgrounds, playfields, swimming area, nature trails, camping areas, overnight or vacation lodging

Source: National Recreation Association



- f) The city should locate fire stations in accordance with standards set forth in Table IV.

TABLE IV

FIRE STATION STANDARDS

Area Served	Maximum Fire Distance Run	Minimum Site Size
Central Business District	0.75 mile	2 Acres
Urban Areas	1.50 miles	2 Acres
Rural Areas	3.00 miles	2 Acres

- g) The city should develop and strengthen its library to meet the needs of its population in accordance with standards set forth in Table V.

TABLE V

LIBRARY STANDARDS

Volumes	1.5 volumes per capita
Floor Area	0.55 square feet per capita
Employees	1 full-time

Source: American Library Association

- h) The city should establish and maintain a municipal airport of such size and design as to safely and efficiently accommodate aircraft in accordance with standards set forth by the Federal Aviation Administration.

PUBLIC UTILITIES PLAN

1. OBJECTIVES

- a) Designate general minimum utility standards to assure continuing utility service as the city's growth requires the extension of services.
- b) Minimize long-run utility construction costs and insurance premium costs.
- c) Minimize utility maintenance costs.
- d) Eliminate present deficiencies.
- e) Coordinate utility plans with existing and anticipated patterns of land development so that adequate utility service will be provided.

2. PRINCIPLES

- a) Domestic Water
  - 1) Minimum water main service lines should be six-inch diameter pipe with properly spaced larger size feeder mains supplementing the service system, unless otherwise approved by the City Engineer.
  - 2) The water system should be comprised of continuous loops in order to equalize pressures at points of high use and to eliminate the problem of water stagnation and coloration.



3) Valves should be spaced so that only a limited number of services need to be shut off in the case of a break in the main or other shutting down of the water supply.

4) Fire hydrant spacing should be consistent with the type of development served: high value commercial districts should have a minimum spacing of approximately 300 feet, while low rise developments may permit spacing of 500 feet.

5) Adequate pumping capacity, adequate storage capacity, and an appropriate ratio of water storage capacity should be maintained relative to the peak water use.

b) Sanitary Sewerage

1) Minimum sewer sizes should be specified as eight inches unless otherwise approved by the City Engineer.

2) Manhole spacing should be approximately 350 feet maximum for small-diameter pipes up to 30 inches, unless otherwise approved by the City Engineer.

3) Minimum maintenance standards should be established to provide proper treatment in the existing treatment plant. These maintenance standards should recognize the necessity for efficient and proper mechanical operation of all equipment in the treatment plant. Operating times, shut-down times, and standby equipment operations should be scheduled to insure a smooth running treatment facility.

c) Storm Sewerage

1) Design criteria governing sewer construction should be established to provide adequate sewer capacity to service future development within the drainage basins, to specify minimum sewer sizes and maximum manhole spacing, and to determine the frequency of storm to be handled by the system that is consistent with the financing capabilities of the municipality.

2) To establish optimum construction priorities based upon the severity of flood damages, tolerance of citizens to open ditch flow and minor flooding, and potential uses of lands to be reclaimed through storm-sewer construction.

d) Electrical Distribution

1) Establish design standards consistent with present and anticipated future uses throughout the network so that substation-locations requirements, network capabilities, and safety standards can be met as the municipality grows without major renovation of existing facilities.



# Capital Improvements

## INTRODUCTION

The Capital Improvements Program is a long-range schedule of public physical improvements for Oelwein. It tabulates in order of priority all public-improvement projects, suggests methods of financing, and gives preliminary cost estimates. The objective is to provide the city with the best physical plan and services possible, while receiving the greatest value from each tax dollar expended for improvements.

This schedule is based on a 20-year planning period. A further breakdown is suggested for Oelwein. One period (1969-1974) is a detailed, year-by-year scheduling of most urgently needed improvements. The second development period (1975-1989) includes projects that are desirable, but not necessarily of immediate concern.

The Capital Improvements program should be reviewed annually by the Oelwein Planning Commission and modified as new facts become available or as local conditions change, since the program is a flexible document. The Commission, after review and study, should recommend to the City Council additions or deletions from the program on the basis of progress during the previous year and should add another year to the five-year period, so that a detailed five-year work plan always is available to the city.

Projects recommended in the program are geared to eventually fill the needs of an estimated population of 9,750 persons. If the projected rate of population growth is exceeded or slowed down, the rate of project development should be adjusted accordingly.

## SOURCES OF FUNDS

Municipalities are able to provide services and to accomplish public improvements by taxing

their property-holding citizenry. The sources of operating and debt-retirement funds (aside from nominal fees and charges) are land, structures, and certain other tangible holdings. In Iowa, the "taxable value" equals 27% of the market value (or actual value). Millages (1/1000 of a dollar) may not exceed 30.0 mills on the dollar, except for debt service. Individual millage purposes do not have ceilings. There is a legal debt limit on general-obligation bonds for Iowa cities. This debt limit does not include revenue or special-assessment bonds because the former are amortized by service fees and the latter are paid for by the property owners affected. The legal debt limit is equal to 5% of the market value of all real and personal property, monies and credits, and buildings and loans.

The following table, "Outstanding General Obligation Bonds," records Oelwein's bonded indebtedness in early 1968. The chart, "Oelwein Borrowing Power," visually projects the city's general obligation bonding power. All figures present 1968 dollar values. The debt-limit projections are 5% of the projected taxable base. The table entitled "Oelwein Borrowing Power" reduces this 5% debt limit by the outstanding general obligation bonds.

Oelwein is making use of revenue bonds, which are self-amortizing through fees generated by their use, and special-assessment bonds, which are amortized through direct payment by city residents.

Outstanding principals in 1968 for revenue and special-assessment bonds are as follows:



OUTSTANDING GENERAL OBLIGATION BONDS

OELWEIN, IOWA

REVENUE BONDS

Purpose	Approximate Outstanding Principal	Retirement Date
Municipal Swimming Pool	\$ 9,000	September 1, 1970
Airport	31,000	November 1, 1979
Storm Sewers	39,000	November 1, 1980
Storm Sewers	28,000	Novmeber 1, 1981
Storm Sewers	40,000	November 1, 1983
Storm Sewers	22,000	December 1, 1985
Library Building Improvement	37,000	November 1, 1985
Total	\$206,000	

Source: Oelwein City Treasurer

OELWEIN BORROWING POWER

Selected Years	Gross Debt Limit (1968 dollars)	Net Debt Limit Reduced by Outstanding G. O. Bonds (1968 dollars)
1968	\$2,087,420	\$1,881,420
1974	2,407,530	2,299,830
1979	2,674,290	2,637,965
1984	2,941,045	2,941,045
1989	3,207,803	3,207,803

Source: Fayette County Assessor  
LAD Estimate

Revenue Bonds	Principal Outstanding
Rebuild Sewer Disposal Plant	\$ 23,000
Water Revenue (1959)	175,000
Water Revenue (1963)	<u>26,000</u>
Total	\$224,000

SPECIAL ASSESSMENT BONDS

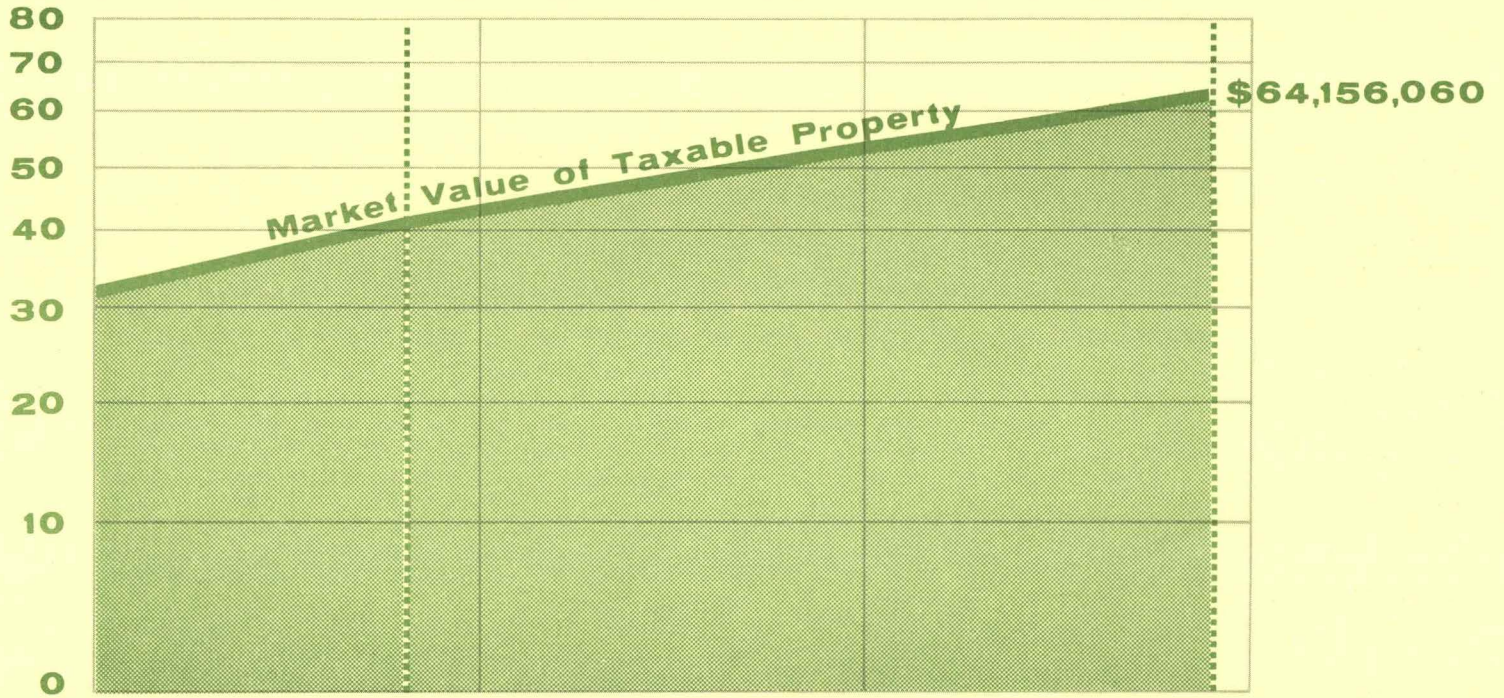
Special Assessment Bonds	Principal Outstanding
Street Improvements 2/1/61	\$ 8,000
Street Improvements 8/1/61	4,000
Street Improvements 4/2/62	24,000
Street Improvements 2/1/63	400
Street Improvements 6/1/63	4,500
Street Improvements 6/1/64	3,000
Street Improvements 6/1/64	7,000
Street Improvements 4/1/65	8,000
Street Improvements 5/1/65	8,000
Street Improvements 4/1/66	<u>15,000</u>
Total	\$81,900

Source: Oelwein City Treasurer

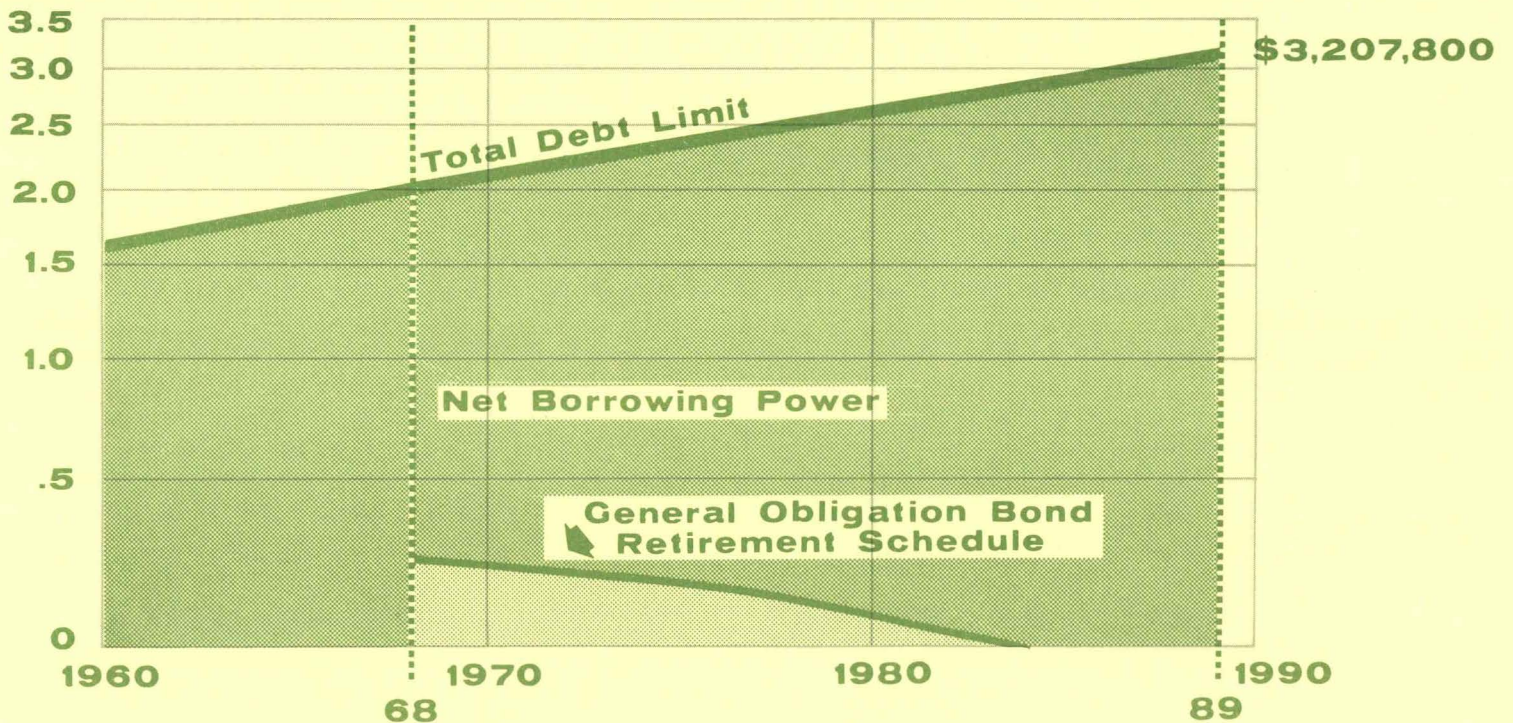


# Oelwein Borrowing Power

million dollars



million dollars



Source: Fayette County Assessor's Offices and LAD Estimates



CAPITAL IMPROVEMENT COSTS

Preliminary costs estimates and suggested means of financing are recorded below by development stages.

While not all of the developments are the city's sole responsibility, figures are included where the city might be a participant. Oelwein may finance various improvements through revenue bonds, footage assessments against benefiting property owners, general obligation bonds, and federal assistance programs. Federal programs, which are applicable to many of these improvement items, are catalogued at the end of this section. (Communities that make application for such grants or loans find themselves more eligible when they have previously adopted a comprehensive plan for future development, such as this plan for Oelwein, because the city has established goals and approximate costs for improvements.) During the Planning Period, the Oelwein Planning Commission should continually be aware of changes and additions to Federal Programs aiding urban development. There are strong indications that the present federal administration will be providing additional aid for urban development, which could relieve the city of much future financial burden.

The program is not outlined to suggest a rigid schedule of city and planning-area improvements nor to suggest that the city must solely shoulder the burden of paying the related indebtedness. Evolving circumstances will necessitate alternate timing and methods of financing in some cases, but it is still the purpose of planning to help bring to realization the necessary improvements at the most reasonable cost to the taxpayer through foresight and inter-governmental action.

TABLE OF COSTS

	Stage I (1969-1974)	Stage II (1975-1989)
General Obligation Bond (Principal)	\$ 950,500	\$ 532,400
Revenue Bonds (Principal)	499,472	642,265
Insurance Claims (School)	460,000	
TOTAL	\$1,909,972	\$1,174,665

An Appendix appears at the end of the catalog of Federal Programs. It includes a breakdown of the cost criteria used in determining the various cost allocations for improvements throughout the Planning Period.



OELWEIN PLANNING AREA  
CAPITAL IMPROVEMENTS PROGRAM  
(Excluding Basically Operational Items)

STAGE I (1969-1974)

Improvements, Including Land Acquisition Where Applicable	Proposed Location	Cost 1969 Dollars	City	County	State U.S.	School Board	Financing	Applicable Federal Programs
<u>COMMUNITY FACILITIES</u>								
New City Hall	S.W. of the Charles Street & 2nd. Avenue W. inter- section	\$ 150,000	x		x		G.O.Bonds	B, E, K
New Junior High School (minimum 17 classrooms)	On High School site E. of city	595,000				x	G.O.Bonds & Insurance Claims (\$460,000)	K
Sanitary Land- fill, 25 acres	Access to major road, preferably S.W. of city	12,500	x	x	x		G.O.Bonds	B, D
Neighborhood Park Development	On 16 acres in S.E. section of city; land is presently owned by city	60,000	x		x		G.O.Bonds	B,C,D,E,F
New Elementary School (minimum 12 classrooms)	In S.E. section of city on a minimum 10- acre site	430,000				x	G.O.Bonds	D, K
Airport Expansion	W. of city limits	Indeterminable	x		x		G.O.Bonds	B, G
Urban Renewal (clearance, re- habilitation, & enforcement)	Areas as recommended by the Planning & Zoning Comm.	Indeterminable	x		x		G.O.Bonds	H, I, J



OELWEIN PLANNING AREA  
CAPITAL IMPROVEMENTS PROGRAM  
(Excluding Basically Operational Items)

STAGE I (1969-1974) cont.

Improvements, Including Land Acquisition Where Applicable	Proposed Location	Cost 1969 Dollars	City	County	State U.S.	School Board	Financing	Applicable Federal Programs
<u>TRAFFIC &amp; CIRCULATION</u>								
10th Street S.E. Bridge	S.E. of the city limits	\$ 100,000		x			G.O. Bonds Railroad Co.	K
Collector Street Im- provements	Connect 7th Street S.E. to County Road E.	38,000	x				G.O. Bonds	B
6th Avenue S.W. Bridge	Across Creek	25,000	x				G.O. Bonds	K
Parking Lot	Old City	6,000	x				Revenue Bonds	
<u>UTILITIES</u>								
<u>Sanitary Sewerage System</u>								
Extension to industrial park		73,800	x		x		Revenue Bonds	A,B,K
Extension to S. of city		150,000	x		x		Revenue Bonds	A,B,K
Plant ex- pansion	Adjacent to existing plant	10,000	x		x		Revenue Bonds	A,B,K
<u>Water System</u>								
Loop system in N.W. portion of city		120,630	x		x		Revenue Bonds	A,B,K
Renovation of existing system		18,567	x		x		Revenue Bonds	A,B,K
Extension to S. of city		100,000	x		x		Revenue Bonds	A,B,K
Extension to industrial park		20,475	x		x		Revenue Bonds	A,B,K
Total all participating agencies (Stage I)-----		\$1,909,972						



OELWEIN PLANNING AREA  
CAPITAL IMPROVEMENTS PROGRAM  
(Excluding Basically Operational Items)

STAGE II (1975-1989)

Improvements, Including Land Acquisition	Proposed Location	Cost 1969 Dollars	City	County	State U.S.	School Board	Financing	Applicable Federal Programs
<u>COMMUNITY FACILITIES</u>								
Elementary School (minimum 12 classrooms)	In N.E. section of city on a minimum 10-acre site	\$ 430,000				x	G.O. Bonds	D,K
Playground Park	5 acres in the northern section of the city	15,000	x		x		G.O. Bonds	B,C,D,E,F
Playground Park	5 acres in the western section of the city	15,000	x		x		G.O. Bonds	B,C,D,E,F
One Additional Pumper Truck	To be housed in the new City Hall	24,000	x	x			G.O. Bonds	
<u>TRAFFIC &amp; CIRCULATION</u>								
Collector Street Improvements	Pave 6th Street N.E. to County Road E Connect 13th Avenue S.W. to 4th Street S.W. with a desirable arc of turn	28,600	x				G.O. Bonds	B
		19,800	x				G.O. Bonds	B
<u>UTILITIES</u>								
Sanitary Sewerage System							Revenue Bonds	
New Extension		469,500	x		x		Bonds	A,B,K
Water System							Revenue Bonds	
New Extensions		172,765	x		x		Bonds	A,B,K
Total, All Participating agencies (Stage II)-----		\$1,174,665						

Source: Leo A. Daly Estimates - January 1969.



A CATALOG OF FEDERAL PROGRAMS  
INDIVIDUAL AND COMMUNITY DEVELOPMENT  
January, 1969

Aid Programs

- A Office of the Assistant Secretary  
for Metropolitan Development  
Department of Housing and Urban  
Development  
Washington, D. C. 20410
- B,C,D,E,F,K Community Facilities Administration  
Department of Housing and Urban  
Development  
Washington, D. C. 20413
- H,I,J Urban Renewal Administration  
Department of Housing and  
Urban Development  
Washington, D. C.
- G Federal Aviation Administration  
U. S. Department of Transportation  
Washington, D. C. 20553

PROGRAM "A" - GRANTS FOR BASIC WATER AND SEWER  
FACILITIES

This program provides grants to encourage and assist local public bodies in comprehensively planned basic water and sewer facilities that will help improve living standards and promote efficient and orderly growth and development of the area-wide community. Basically, grants of not more than 50% of the development cost are authorized.

The applicant agency must be a local public body or agency of one or more states, an Indian Tribe, and/or a board or commission established by state law to finance water and sewer improvement projects.

PROGRAM "B" - PUBLIC FACILITY LOANS

Any local unit of government or state instrumentality (cities, towns, villages, townships, counties, public corporations or boards of sanitary or water districts, or combinations of such units) that has the legal authority to build a particular public work and issue bonds to pay for it is eligible; however, the applicant community must have a population of under 50,000. In redevelopment areas population may be 150,000 or more. Indian tribes and NASA-affected areas are not subject to a population limit. A non-profit private corporation serving a community under 10,000 population also is eligible.

This program provides long-term construction loans to local public agencies for needed public works for which financing is not otherwise available on reasonable terms and conditions. Loans may be made to finance up to 100% of the project cost for a wide range of non-federal public works.

PROGRAM "C" - OPEN SPACE LAND PROGRAM

This program provides 50% matching grants to public bodies for acquiring, developing, and preserving open space land for permanent public use, thereby helping to prevent urban sprawl, preventing the spread of blight, and providing recreation, conservation, and scenic areas.



Grants may cover the following activities: acquisition of title or other permanent interests in open land for permanent public open space use for park and recreation purposes, conservation of natural resources, and historic or scenic purposes; conservation of natural resources and historic or scenic purposes; acquisition of title or other permanent interests in developed land in built-up areas to be cleared and used for open space use (including demolition costs) in areas where open space cannot effectively be provided through the use of existing undeveloped land; and development of open space land acquired under this program, including such items as basic sanitary facilities, paths, walks, landscaping, and shelters, but not such major items as docks, amphitheaters, swimming pools, golf course, etc.

Grants may be made to state, regional, metropolitan, municipal, or other local public bodies established by state law, local law, by interstate compact, or agreement. The applicant must have the authority to acquire, develop, and/or preserve open space land, and must be empowered to receive and spend federal funds for this purpose.

Grants may only be made where assistance is needed for carrying out a unified or officially coordinated program, which meets criteria (established by the Administrator of the Department of Housing and Urban Development) for provision and development of open space land as part of the comprehensively planned development of the area.

#### PROGRAM "D" - ADVANCE ACQUISITION OF LAND

This program encourages and assists local public bodies or agencies acquire, in a planned and orderly fashion, land and interests in land to be utilized in connection with future construction of public works and facilities. Grants are authorized not in excess of the aggregate amount of reasonable interest on funds borrowed locally to finance the acquisition of land for a period of five years from the date the loan is made or such financial obligation is incurred, until an earlier date when construction begins on the public improvement for which the land was acquired.

The applicant agency must be a local public body or agency of one or more states, an Indian Tribe, or a board or commission established by state law to finance water and sewer improvement projects.

#### PROGRAM "E" - NEIGHBORHOOD FACILITIES PROGRAM

Grants are made to local public bodies to assist in financing specific projects for neighborhood facilities such as neighborhood and youth centers, health stations, and other public facilities that provide social and related services to neighborhoods. The facilities may be provided through new construction or through acquisition and rehabilitation, if necessary, of existing buildings. Under this program two-thirds, in some cases three-fourths, of the costs are provided.

Facilities must provide new services or extend or improve existing services in a neighborhood. Existing levels of social service in other parts of the locality must be maintained.

Priority is given projects designed primarily to benefit low-income families or to further the objectives of the Economic Opportunity Act of 1964.

To be eligible for assistance under this program, a facility must be necessary for carrying out a program of health recreational, social, or similar community service (including a Community Action Program approved under Title II of the Economic Opportunity Act of 1964) in the area; consistent with comprehensive planning for development of the area; and so located as to be available for use by a significant portion (or number, in the case of large urban places) of the area's low or moderate-income residents.

#### PROGRAM "F" - OUTDOOR RECREATION PROGRAM

This program provides technical assistance and advice to and cooperates with the states, their political subdivisions, and private interests in areas of recreational programs.



The program encourages interstate and regional cooperation in planning, acquisition, and development of outdoor recreation resources and provides a means for accepting and using donations of money, property, personal services, and facilities for these purposes.

Matching fund requirements are: federal, 50%; state, 50%.

State and local governments, private organizations, and individuals are eligible for limited technical assistance.

#### PROGRAM "G" - AIRPORT DEVELOPMENT PROGRAM

This program provides financial aid and other assistance to public agencies in the planning, acquisition, and development of public airports and heliports to help them take part in developing an adequate nationwide system of public airports. It also provides for the conveyance of Federal lands under certain circumstances, where needed, to carry out an airport project or for the operation of a public airport, and provision and operation of air-navigation facilities.

Property interests in Federal lands, where appropriate, as well as Federal grants, are available for projects that are essential to the operation and safety of airports.

Grants can be made for: (1) land acquisition, (2) site preparation, (3) construction, alteration, and repair of runways, taxiways, aprons, and roads within airport boundaries, and (4) construction and installation of lighting and utilities and certain other on-site and off-site work.

The Federal Government generally provides 50% of the cost and the local public authority provides the remaining 50%.

State, county, municipal, and other public agencies are eligible if their airport requirements are shown in the National Airport Plan.

#### PROGRAM "H" - URBAN RENEWAL REHABILITATION AND CODE ENFORCEMENT

This program is designed to assist communities to prevent blight and achieve rehabilitation without displacing existing property owners and tenants. It is based on a workable program for rehabilitation in cooperation with the local government and the affected land owners. The local government concentrates on the enforcement of minimum housing, public health standards, the improvement of public rights-of-way and utilities. Private owners are responsible for upgrading their properties. Grants are available to local governments for concentrated code enforcement; direct property rehabilitation loans are available as well as property improvement grants for low-income homeowners.

#### PROGRAM "I" - COMMUNITY RENEWAL PROGRAM

This program provides grants to communities to assist in studying and preparing a Community Renewal Program (CRP) covering the full range of urban renewal action required to meet local needs.

A typical CRP includes information and plans of action concerning need, economic basis, goals, and resources for renewal, rehabilitation, code enforcement, capital improvements, social and anti-poverty programs, etc.

Federal grants will not exceed two-thirds of the cost of preparing, completing, or revising the CRP. The remaining cost will be borne by the community and may be provided either in the form of cash or in performance of approved work. CRP assists in identifying slum or deteriorating areas; measuring the nature and degree of blight; determining the financial and other available resources needed; identifying potential action areas and required action; and gathering data and analysis, operations research, system analysis, etc.

#### PROGRAM "J" - CODE ENFORCEMENT

This program provides technical assistance and grants for planning, reviewing, and administering



concentrated code enforcement programs in selected local areas. These programs are both remedial and preventive, such as restoring properties and their environments to decent and standard conditions and arresting future deterioration.

Grants can be made up to 2/3 of program cost for localities with 50,000 or more population, and up to 3/4 for those with populations under 50,000. Eligible project expenses include planning and administration and such environmental improvements as streets, sidewalks, curbs, gutters, lighting work, landscaping, plants, signs, and fire and police communication systems.

Additional financial assistance is provided via absorption of relocation costs for displacees; availability of FHA mortgage insurance to residential property owners for rehabilitation work; and direct low-interest loans and grants to property owners in the selected code enforcement area for rehabilitation purposes.

#### PROGRAM "K" - ADVANCES FOR PUBLIC WORKS PLANNING

Interest-free loans may be made to finance preliminary or final plans for all types of public works projects except public housing. Examples include water and sewer systems, schools and other public buildings, health facilities, bridges, irrigation projects, etc. Such facilities could serve a single community or an entire metropolitan area.

Advances made under this program may be used to cover the cost of surveys and investigations to determine the type, size and scope of the proposed work, estimates of construction costs, photogrammetric surveys, foundation explorations, test pits, core drilling, and preparation of topographic charts, plans, specifications, and other specific data.

An advance will be approved only for a specific public work -- which must conform to any existing state, regional, or metropolitan plan. The applicant must show that financing construction is feasible and that construction is planned to begin within a reasonable period considering the nature of the project.



## COST APPENDIX

The following is a detailed breakdown of the cost criteria used to develop the estimated costs for various capital improvements, which are programmed throughout the Planning Period. The cost figures used are 1969 dollar values, and no adjustment has been made for future inflationary influences.

### STAGE 1

#### Community Facilities

City Hall	10,000 sq.ft. x \$15	=	\$150,000
New Junior High School	17 Classrooms x \$35,000	=	595,000
Sanitary Landfill	25 acres x \$500	=	12,500
Neighborhood Park	3 major facilities x \$20,000	=	60,000
New Elementary School	10 acres x \$ 1,000 = \$ 10,000 12 rooms x \$35,000 = <u>\$420,000</u>	=	430,000

#### Traffic and Circulation

10th Street SE Bridge	4,000 sq.ft. x \$25	=	100,000
7th Street SE to County Road	\$19/L.Ft. x 2,000 L.Ft.	=	38,000
6th Avenue SW Bridge	1,700 sq.ft. x \$14.70	=	25,000
Parking Lot - Old City Hall	40 spaces x 30 sq.yds. x \$5	=	6,000

#### Utilities

##### Sanitary Sewerage System

Extension to industrial park			
400 ft. of 8-inch lines x \$15		=	6,000
4,520 feet of 10-inch lines x \$15		=	<u>67,800</u>
			\$ 73,000



Extension to south of city	
Lift station	= \$ 25,000
7,500 ft. of 8-10-12 inch pipe x \$16.70	= <u>125,000</u>
	\$150,000
Plant expansion	= \$ 10,000

### Water System

Loop system in N.W. portion of city:	
5,950 feet of 8-inch mains x \$12.00	= 71,490
4,680 feet of 6-inch mains x \$10.50	= <u>49,140</u>
	120,630
Improve system throughout city:	
300 feet of 12-inch mains x \$14.50	= 4,350
1,354 feet of 6-inch mains x \$10.50	= <u>14,217</u>
	18,567
Extension to south of city	
7,500 ft. of 4-6-8 inch main x \$13.30	= 100,000
Extension to industrial park	
1,950 ft. of 6-inch main x \$10.50	= 20,475



STAGE II

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Community Facilities

New Elementary School	10 acres x \$ 1,000 = \$ 10,000	
	12 rooms x \$35,000 = <u>420,000</u>	= \$430,000
Playground Park	5 acres x \$1,000 = 5,000	
	\$2,000/acre = <u>10,000</u>	= 15,000
	development	
Playground Park	5 acres x \$1,000 = 5,000	
	\$2,000/acre = <u>10,000</u>	= 15,000
	development	
Pumper Truck	purchase price	= 24,000

Traffic and Circulation

Pave 6th Street NE to County Road E	\$11/L.Ft. x 2,600 L.Ft.	= 28,600
Connect 13th Ave. SW to 4th Street SW	\$11/L.Ft. x 1,800 L.Ft.	= 19,800

Utilities

Sanitary Sewerage System

New extensions

31,300 feet of 8-inch mains x \$15 = \$469,500

Water System

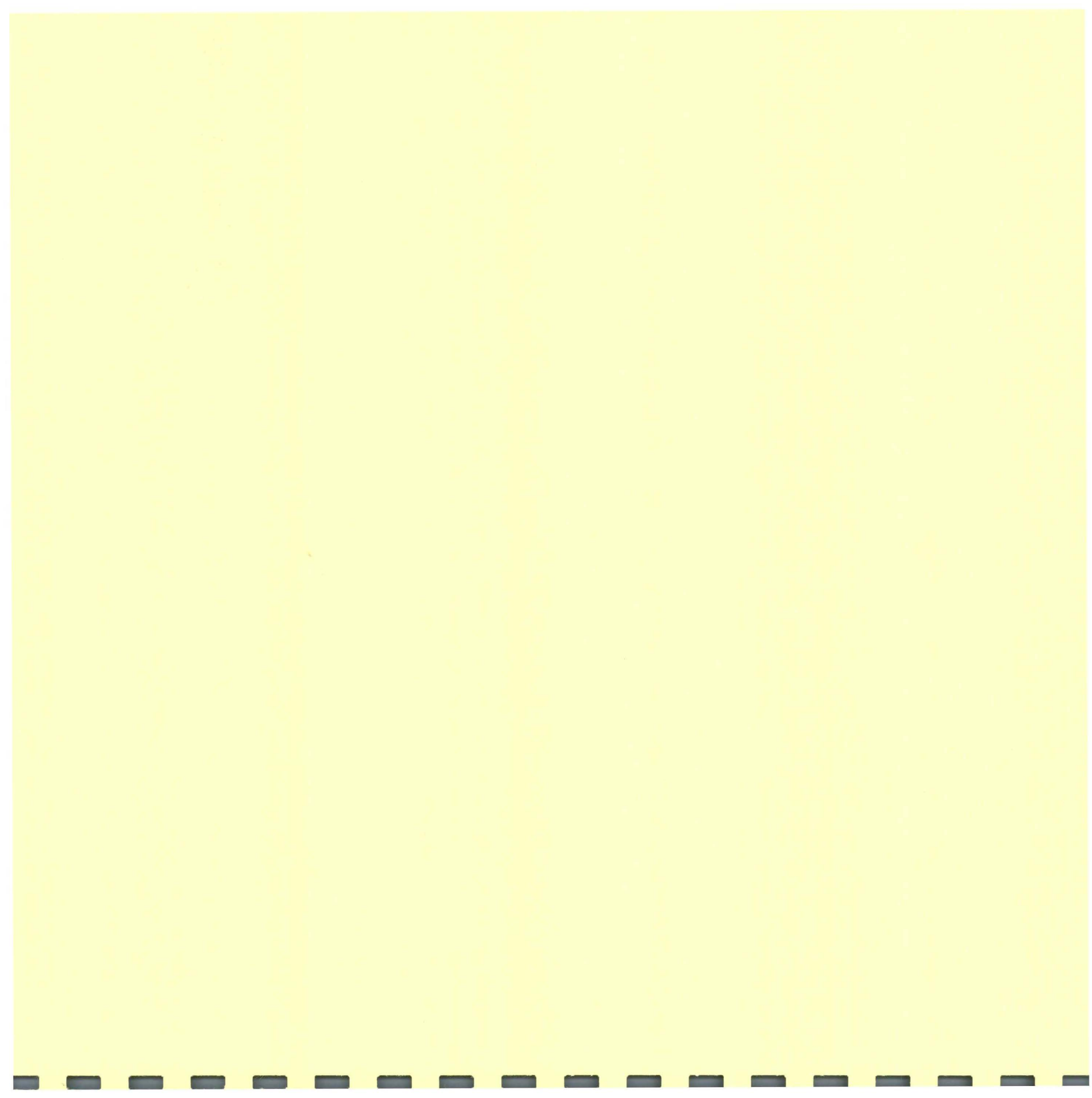
New extensions

4,750 feet of 8-inch mains x \$12 = 57,000


11,025 feet of 6-inch mains x \$10.50 = 115,765

\$172,765

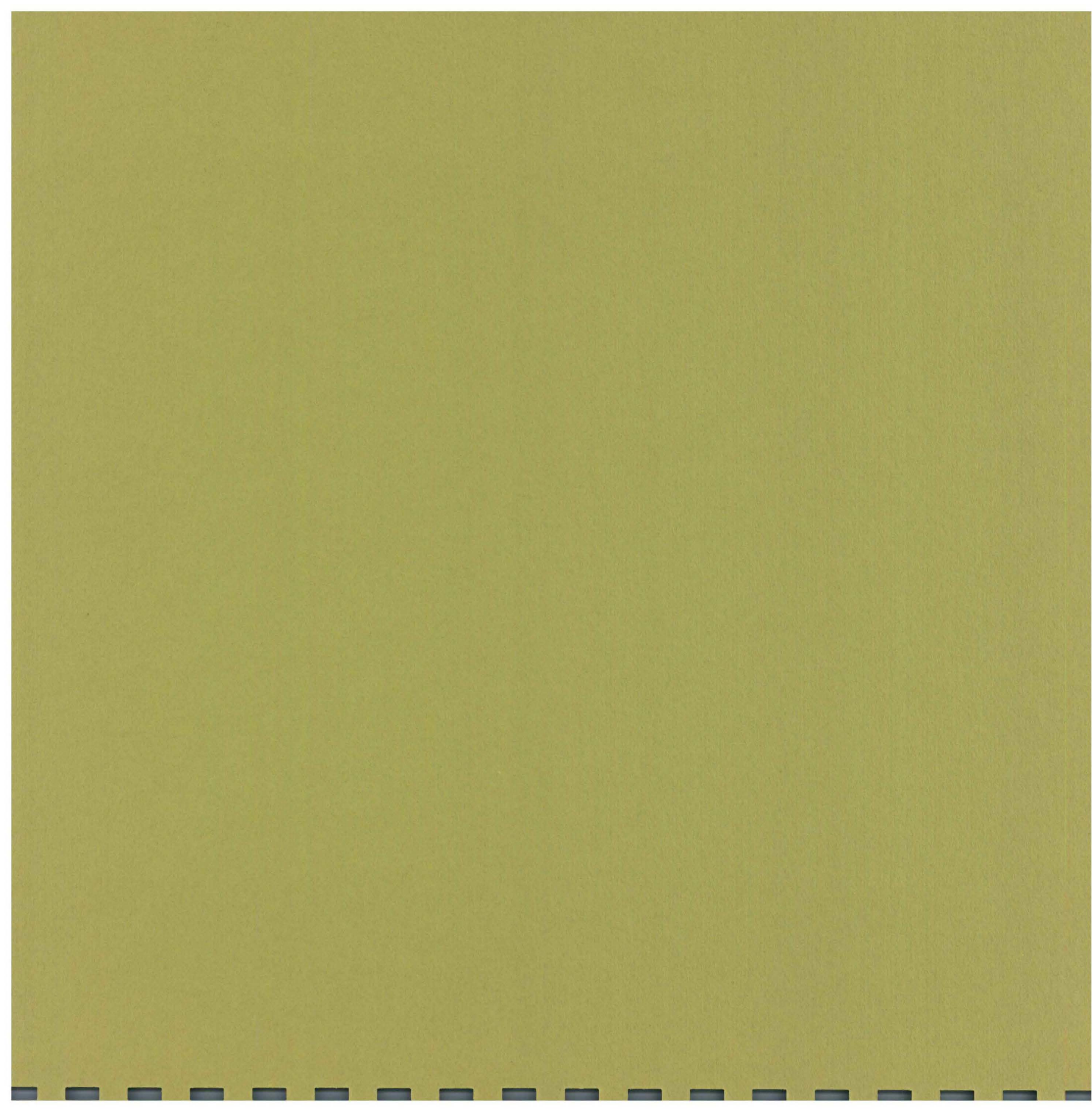




**Part 2**

 **Background**







## History of Development

Oelwein, Iowa, is located in Fayette County in the northeast section of the state. It is approximately 26 miles south of West Union, the county seat, and 40 miles northeast of Waterloo, the nearest metropolitan area.

The original settler of the land on which Oelwein stands was a professional man from Dubuque, Iowa. Oelwein's present site was entered in 1852 by J. B. Burch. He built the first cabin during the same year, and it still stands as a pioneer landmark on the old Oelwein estate on the northeast corner of First Avenue SW and First Street SW intersection. In 1872, the Town of Oelwein was laid out in a cornfield purchased from G. A. Oelwein with the coming of the Burlington, Cedar Rapids and Minnesota Railroad (now known as the Rock Island Railroad). The town was named after the Oelwein family, and later its two main streets, Frederick and Charles Streets, were named after G. A. Oelwein's sons.

The Village of Oelwein was established in 1873; incorporated as a town in 1888 with Dr. Pattison as its first mayor; and incorporated as a city in 1897.

Rapid development occurred between 1890 and 1900. The city's population in 1890 was 830, and jumped to 5,000 in 1900 after the coming of Chicago Great Western Shops. Since then, the population has grown to an estimated 8,450 in 1967. The city's growth was the result of the coming of the two railroads, and it is basically an agriculturally oriented community.

## Land Use

### INTRODUCTION

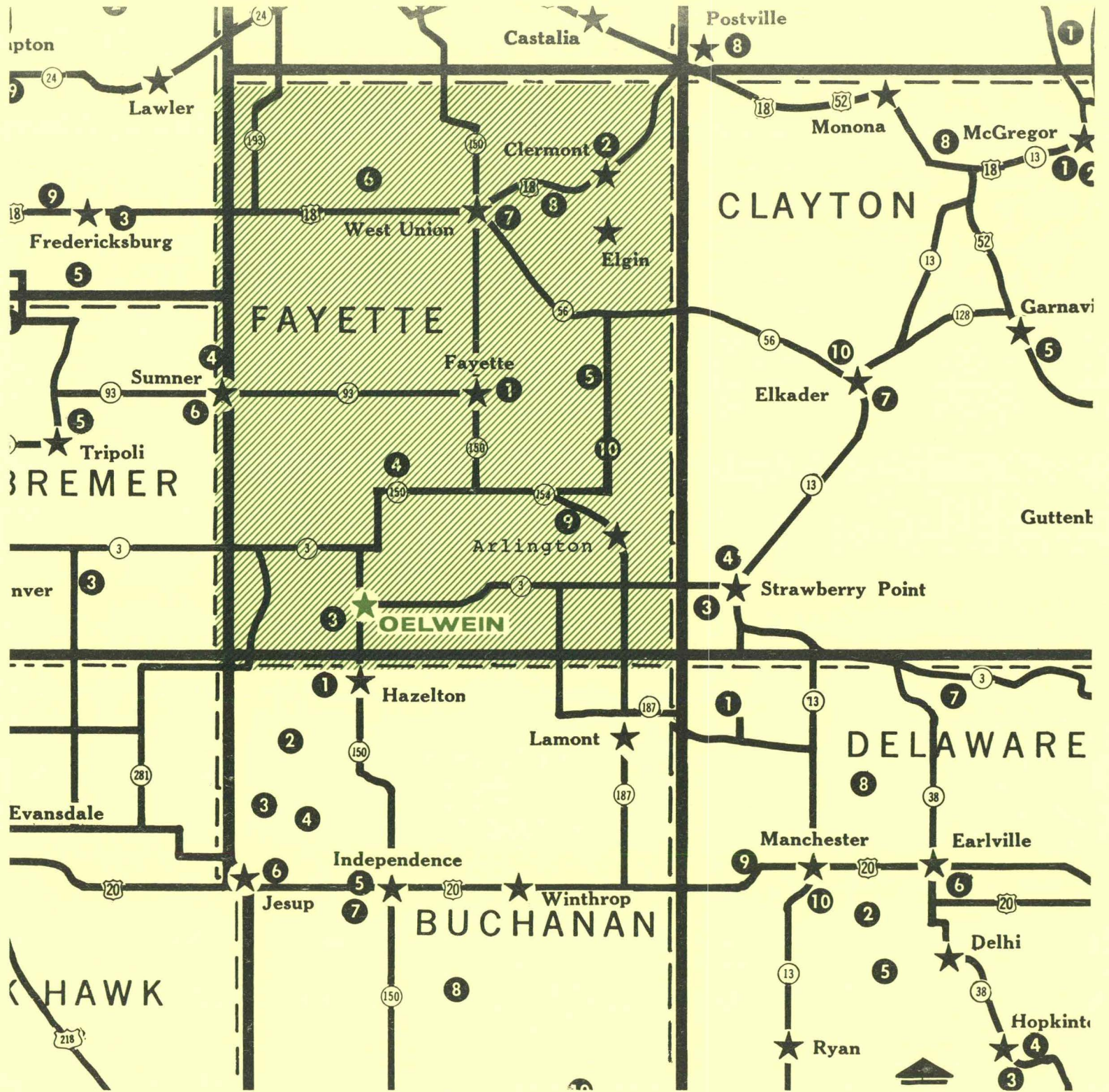
Planning for the use of land probably is the most important aspect of the comprehensive planning program. A community can achieve a logical land use pattern by coordinating private and public developments and thus can insure a harmonious relationship among all the city's physical elements, a prerequisite to creating a sound community.

The words "land use" mean the way in which a parcel of land is being used. Many different types of land uses are found in a modern city. In addition to places in which people live and work, there are public uses, such as streets, parks and schools, and community facilities, such as churches, hospitals, and other institutional facilities. The arrangement of these different land uses, their relationship with one another, and the manner in which the pattern of land uses is adapted to the site of the city, usually determine the character, efficiency, and quality of the community.

Recommendations for future land uses are derived from the existing land use pattern. Previous development factors must be taken into account in order for a community to achieve a logical land use pattern. In the past, the city's land development has been characterized by change due to the law of supply and demand to meet the needs of its people, and such change will be apparent in its future. The need for guiding and arranging land use in order to bring about a desired balance is an essential part of the planning program. A detailed survey has been conducted of the land utilization within the Oelwein planning area to determine the character, trend, type, and amount of each major land use. The information on land use, related to the probable future population to be served, will set forth the requirements for future land allocations and directional growth in order to bring about an efficient and balanced urban area.



# Location Map





## THE DISASTER STUDY

Prior to the start of the Comprehensive Plan, a disastrous tornado struck Oelwein at 4:47 p.m. on Wednesday, May 15, 1968. It was apparent to municipal officials that the extent and character of devastation was so widespread and erratic that unplanned, uncoordinated decisions would adversely affect Oelwein for untold years to come. Consequently, it was determined that the exact nature of the damage should be assessed and areas needing priority attention should be identified.

As a result, a study of the effects of the tornado damage was undertaken to accomplish the following objectives:

- (1) Survey of the disaster area to determine the pre-storm condition of each structure, the extent the storm damage to each structure on a percentage-category basis, and pre-storm generalized land use.
- (2) Ascertain structure values.
- (3) Complete a survey form and photograph each structure.
- (4) Prepare a map showing structural damage.
- (5) Prepare a map showing structural damage compared with value.
- (6) Suggest areas for further investigation and analysis, to include the following classifications:
  - (a) Self-rehabilitable areas.
  - (b) Areas requiring partial assistance in reconstruction.
  - (c) Areas requiring major reconstruction.
- (7) Prepare a memorandum report including a statistical tabulation of the amount and degree of structural damage by block.

The report of the Oelwein Disaster Survey can be studied in conjunction with the maps on Storm Damage, Percentage and Value of Structural Damage by Block, and Recommended Treatment Areas. These maps are a visual presentation of the information contained in the tabulations in the report. The structural survey forms with attached photographic record of all primary structures within the city limits is the most comprehensive record possessed by any community in the State of Iowa.

The purpose of the study provided public officials of Oelwein with data as to the extent of disaster damage; the sub-areas in the city that were homogeneous in pre-storm condition, general land use, and extent of storm damage; and a basis on which to undertake an orderly and comprehensive recovery program.

The following data summarizes the structural damage in Oelwein.

A total of 2,028 primary structures were damaged by the tornado of which:

73 structures, or 3.6%, were 50-100% damaged  
77 structures, or 3.7%, were 25- 50% damaged  
351 structures, or 17.3%, were 5- 25% damaged  
1,527 structures, or 75.4%, were 1- 5% damaged

The total damage in dollars is estimated at \$4,773,405, of which:

34.5% was in the 50-100% damage category  
17.8% was in the 25- 50% damage category  
32.3% was in the 5- 25% damage category  
15.4% was in the 1- 5% damage category

Residential structures represented 87.9% of all structures damaged, but only 35.4% of the total dollar damage.

Non-residential structures represented only 12.1% of all structures damaged, while accounting for 64.6% of all the dollar damage.



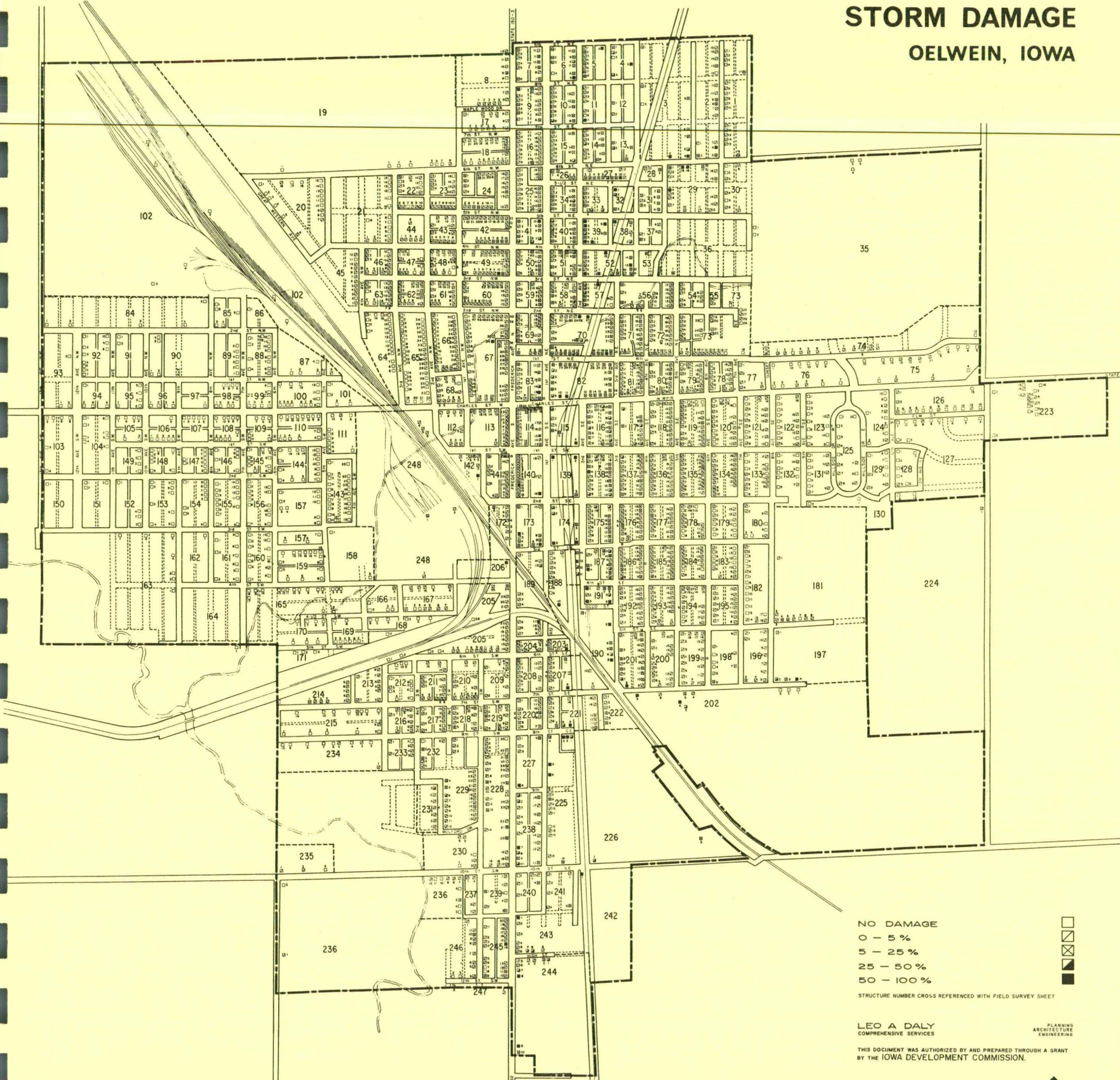
The total dollar damage represents 5% of the estimated total assessed valuation of \$56,282,883 for the city.

Rebuilding began immediately after the storm and has been going on continuously since then. To make the best possible response to the tragedy, the city officials have moved toward the development of the Comprehensive Plan and are continuing to use the data and information prepared in the Plan and for decisions that effect future wellbeing of its citizens.



# STORM DAMAGE

## OELWEIN, IOWA



- NO DAMAGE
- 0 - 5%
- 5 - 25%
- 25 - 50%
- 50 - 100%

STRUCTURE NUMBER CROSS REFERENCED WITH FIELD SURVEY SHEET

LEO A DALY  
COMPREHENSIVE SERVICES

PLANNING  
ARCHITECTURE  
ENGINEERING

THIS DOCUMENT WAS AUTHORIZED BY AND PREPARED THROUGH A GRANT  
BY THE IOWA DEVELOPMENT COMMISSION.



## LAND USE SURVEY

The consultant performed a field survey in Oelwein and its one-mile planning area during July 1968, for the purpose of providing current data on patterns of land use within the study area. Each parcel of land in the study area was classified and tabulated into one of the following categories:

- I. Developed Land Uses
  - A. Residential (single family and multi-family)
  - B. Group or Transients
  - C. Retail Trade and Services
  - D. Industrial (Manufacturing, Transportation, Communications, Utilities, Wholesale and Warehousing)
  - E. Community Facilities
  - F. Parks and Recreation
  - G. Highway and Street Rights-of-Way
- II. Undeveloped Land Uses (Agriculture, Undeveloped and Unused)

Utilizing the classification system, a land use map was prepared. Careful study of the existing land use map will reveal the present pattern of development and the areas in which land use problems now exist.

### EXISTING LAND USE PATTERNS

Land use in Oelwein is shown on the "Existing Land Use Map." The total planning area of Oelwein includes approximately 8,966 acres of land, with 22.5% in the City of Oelwein. Of the 2,020.6 acres in the city, 58.5%, or 1,181.5

acres, is in urban land use. The remainder is vacant land or is used for agricultural purposes. Agriculture is the major use in the area outside the corporate limits, occupying 89.7% of the area, while developed lands account for the remaining 10.3%.

In general, the urbanized area of Oelwein is compact and without any significant land voids. Residential land use is predominant throughout the urban pattern. Most of this is in single-family residences with new growth to the east, south of the city limits, and to the north. There is very little growth to the west.

City streets, which represent 23.7% of its developed land, are built basically in a gridiron pattern. This means that streets are laid out in regular rows, running north-south and east-west so that streets meet at right angles. The gridiron system, which is almost universal throughout the United States, permits regular lot sizes and easy legal description, but at the cost of excessive land requirements for public streets, frequent points of conflict for automobile traffic, and a low ratio of lot frontage to street improvements. In many cities, the gridiron system is developed without consideration as to whether it is suitable to the local topography, but this is not a major problem in Oelwein.

The most important deviation from Oelwein's gridiron results from the criss-crossing routes of the two railroads, the Chicago and Northwestern and the Rock Island. These railroad tracks form five man-made barriers throughout the city, which hamper growth in various areas and present traffic circulation problems.

Curvilinear street developments are apparent in the newer residential area to the east.

The major commercial area which is easily identifiable on the land use map, is located in the center of the city. Expansion and accessibility



are limited in this area because of the surrounding railroad tracks on all sides but to the north. Businesses damaged or destroyed by the May 15, 1968, tornado now have an opportunity to rebuild into a well organized shopping area provided proper forethought is applied.

Commercial development of the highway-service type is located along Iowa Highways 3 and 150. There is also considerable sprawl or "spot" commercial throughout the city. If not controlled, this type of development tends to devalue residential land. Where neighborhood and highway commercial developments are not valuable, the existing fragmented developments should be encouraged to relocate toward the downtown business district or other desirable areas.

Community facilities are uniformly developed throughout the urbanized areas. Churches and schools are dispersed throughout the city, with the high school located on the east edge of the city. The airport is located approximately three miles west of Oelwein. The post office and city hall, two primary city focal points, are located in the northern part of the central business district at the time of the land use survey.

Industrial development is found primarily along the tracks of the Chicago and Northwestern and Rock Island railroads. Some development is found south along State Highways 150, and a small amount is scattered throughout the city. An industrial park is presently in the planning stage and is to be located in the south section of the city. Existing industrial uses are situated in such a manner that they basically do not hamper residential growth, but they do hamper growth of the central business district. "Spotty" industrial growth devalues the property of incompatible uses. Thus, expansion areas should be well planned and well situated.

Parks are located in the south, east, and north-east sections of the city. Goals of recreational specialists range from one acre per 100 persons to 10% of all developed land. It is apparent that Oelwein meets neither of these general standards. This is somewhat deceptive because two of Oelwein's largest parks are located outside the city limits to the west and to the south. There are also two golf courses located south of the city. Nevertheless, consideration should be given to the location of neighborhood recreational areas in the west and north areas of Oelwein, which provide neighborhood identification and an area for children to play without crossing major thoroughfares.

Most of the vacant parcels are found in the north-east, northwest, south and southeast areas on the fringe of urban development.

#### DEVELOPED LAND USE

The developed land uses in the Oelwein planning area, which includes the area within the corporate limits and an area one mile from the corporate limits, contains approximately 1,895 acres, or 21.1% of the total planning area.

Residential land use is the most significantly developed land use within the planning area. Housing of all types account for 33.5% of the developed area.

Public right-of-way, one of the most important land uses, represents 25.5% of the developed land. The principal highways, county roads, streets, and alleys provide access to all the other land use properties. It is also significant because the land area must be maintained with public funds.



Group and transient quarters take up 0.7% of the developed land, indicating the relative lack of importance of local tourism. Community Facilities represent 5.7%, and Parks and Recreation represent 15.3% of the total developed land.

The economic activity of the area is reflected in the amount of land developed for commercial and industrial uses. Retail trade and services occupy approximately 3.0% of the developed area, and industrial uses account for 16.3%. The small commercial percentage indicates that the city's degree of retail importance to the surrounding area is smaller than that of comparable cities in this region. Industrial percentage is much higher than other cities its size, primarily because of the railroad yards located there.

When Oelwein's land use is compared with an average for six other midwestern cities, it can be seen that Oelwein has a larger percent of developed land and acres per 100 persons in the residential and industrial categories than does the average of the other cities. This is primarily because of the large lot sizes and the location of the railroad yards in Oelwein. Oelwein has a smaller percent of developed land and acres per 100 persons in all of the other categories. The largest variance in these categories are in Community Facilities and Parks and Recreation categories.

#### LAND USE COMPARISONS

##### Oelwein, Iowa

	Percent Developed Land		Acres Per 100 Persons	
	Oelwein	Six Midwest Cities	Oelwein	Six Midwest Cities
Residential	43.4	35.5	6.2	5.3
Industrial	23.4	10.5	3.3	1.5
Retail Trade & Services	3.4	5.4	0.5	0.9
Community Facilities	4.7	11.2	0.6	1.7
Parks and Recreation	1.4	4.3	0.1	0.5
Public Rights-of-Way	—	—	—	—
TOTAL DEVELOPED LAND	100.0	100.0	14.0	15.2

Source: LADCO Field Survey July 1968  
LADCO Comprehensive Plans



1968 LAND USE

OELWEIN PLANNING AREA

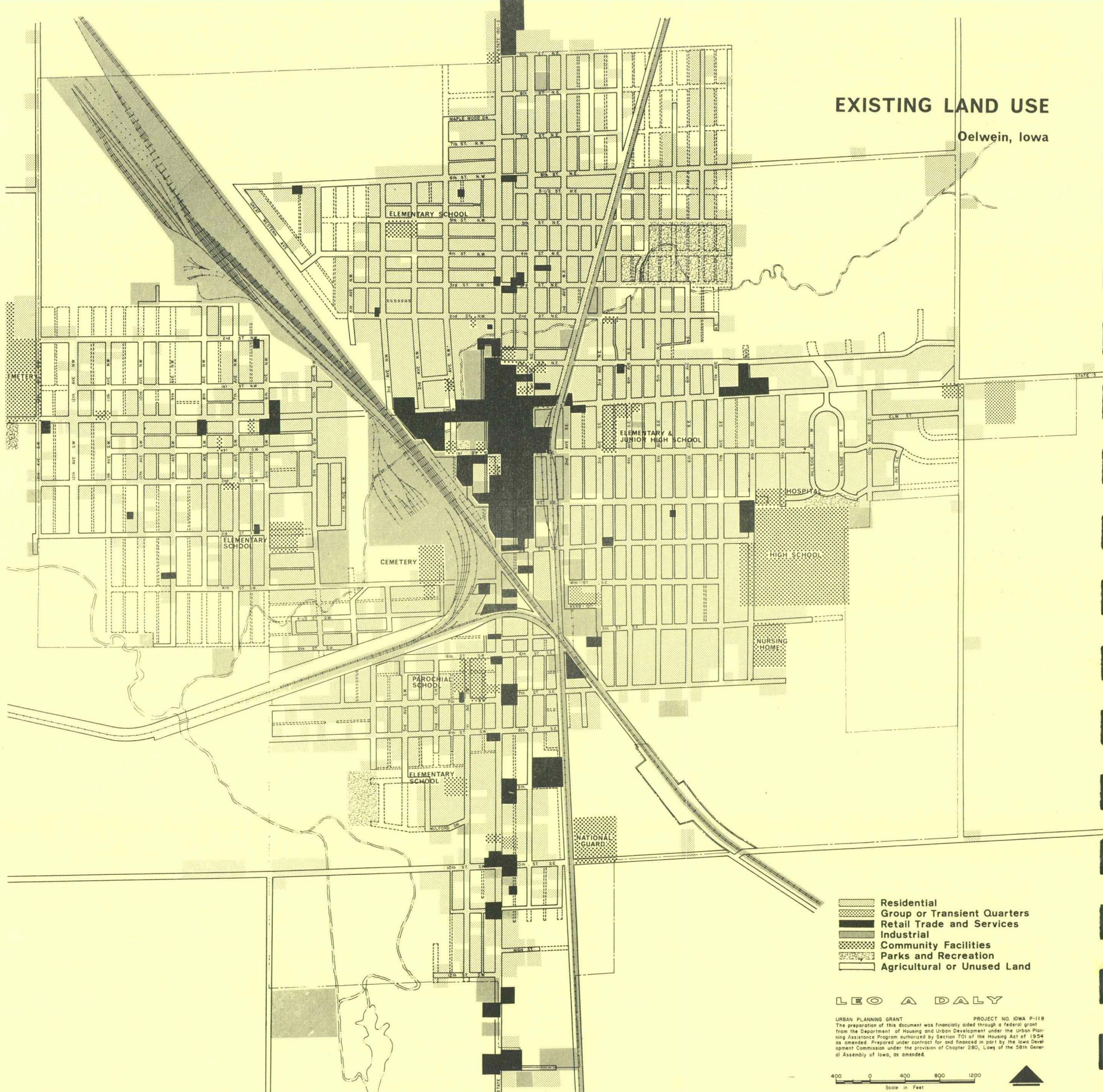
Land Use Categories	Within Corporate Limits		County Portion of Planning Area		Total Planning Area	
	Acres	Per Cent of Total	Acres	Per Cent of Total	Acres	Per Cent of Total
Residential	508.4	43.0	127.2	17.8	635.6	33.5
Group and Transient Quarters	5.9	0.4	7.0	1.0	12.9	0.7
Retail Trade and Services	39.8	3.4	16.6	2.3	56.4	3.0
Industrial	276.2	23.4	32.6	4.6	308.8	16.3
Community Facilities	55.3	4.7	53.3	7.5	108.6	5.7
Parks and Recreation	16.2	1.4	273.0	38.2	289.2	15.3
Public Rights-of-Way	<u>279.7</u>	<u>23.7</u>	<u>204.4</u>	<u>28.6</u>	<u>484.1</u>	<u>25.5</u>
Total Developed Land	1181.5	100.0	714.1	100.0	1895.6	100.0
Agricultural and Undeveloped Unused Land	839.1		6231.6		7070.7	
Total Land	2020.6		6945.7		8966.3	

Source: LADCO Survey, July, 1968



# EXISTING LAND USE

Delwein, Iowa



- Residential
- Group or Transient Quarters
- Retail Trade and Services
- Industrial
- Community Facilities
- Parks and Recreation
- Agricultural or Unused Land

LEO A DALY

URBAN PLANNING GRANT PROJECT NO. IOWA P-118  
The preparation of this document was financially aided through a federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954 as amended. Prepared under contract for and financed in part by the Iowa Development Commission under the provision of Chapter 280, Laws of the 58th General Assembly of Iowa, as amended.

400 0 400 800 1200  
Scale in Feet



# Population

## INTRODUCTION

This chapter contains significant figures and comparisons of Oelwein's existing population data with past composition. By comparing population data with relative economic factors, it is possible to arrive at a forecast of the community's anticipated population in the next twenty years.

The population of Oelwein increased by 424 persons in the 10-year period between 1950 and 1960, from 7,858 to 8,282. This is an increase of 5.3%, which is a greater increase than the 1940 to 1950 increase of 0.5%.

Oelwein's population was 29.0% of Fayette County population in 1960. In 1950, this figure was 27.8%. The county increased a total of 278 persons from 1950 to 1960, indicating that Oelwein was responsible for the growth of the entire County.

## POPULATION PER HOUSEHOLD

The U. S. Census of Population defines a household as all of the persons who occupy a house, an apartment, or other group of rooms which constitute a housing unit. The table entitled Population per Household, 1960, indicates that in 1960 Oelwein had 8,219 people living in 2,683 housing units. This is an average of 3.06 people per household. Oelwein's population per household is smaller than those of Iowa and Fayette County.

Population per household is helpful in estimating the population outside the city limits, yet within the city's legal planning area. By using Oelwein's average population per household of 3.06, the estimated population for the 187 housing units outside the City but in the planning area is 572 people. Thus, the city's 1968 estimated population of 8,282 plus these 572 residents gives the city's total planning area an estimated population of 8,854 for 1968.

## POPULATION TRENDS

Municipality	1940 Census	1950 Census	Per Cent Change	1960 Census	Per Cent Change	July 1968 Estimate	Per Cent Change	Per Cent Change Total Period
Oelwein	7,801	7,858	+ .7	8,282	+ 5.3	8,450	+ 2	+ 8.3
Remainder of Fayette County	21,350	20,436	-4.2	20,292	- 0.7	20,142	- 0.7	- 5.6
Total Fayette County	29,151	28,294	-2.9	28,581	+ 1	28,592	+ 1.0	- 1.9
Per Cent City of Total County	26.8	27.8		29.0		29.5		

SOURCE: U. S. Census and LADCO Estimates



POPULATION PER HOUSEHOLD, 1960

Municipality	Population in Households	Head of Households	Population per Household
Oelwein	8,219	2,683	3.06
Fayette County	28,058	8,533	3.19
Iowa	2,683,929	841,357	3.19

SOURCE: U. S. Census of Population

AGE - SEX COMPOSITION

Fourteen per cent of Oelwein's population is 65 years old or older. In contrast, the 15-24 age group makes up only 10% of the population. This younger group is the city's future working force and the primary child-bearing group. This imbalance in age distribution results from the lack of suitable employment opportunity, which causes many younger people to seek work in other employment centers. The city is expanding as a result of natural birth rate over death rate and in-migration of rural people, especially in the 65-years-and-over age group, as opposed to in-migration of the major working age group or child-bearing group.

Of Oelwein's population increase from 1950 to 1960, 56.6%, or 240 are in the 65-and-over age group, at the same time that Fayette County's rural population decreased 211 people in this same age group. This relationship indicates that in-migration from the rural population contributed heavily to Oelwein's overall population increase. This migration from rural to urban characteristic throughout our country during the last 20 years is expected to continue gradually and to eventually taper off.

Oelwein's percentage of total population shows notable decreases for both males and females from 1950 to 1960 in the 15-24 and 25-34 age groups. This is indicative of the county and Iowa, and again is the result of the lack of suitable employment, which results in out-migration. Another contributing factor is the draft status of service-age men.

OELWEIN, IOWA

Percentage of Total Population

Age Group	Male		Female	
	1960	1950	1950	1960
Under 5	11.0	11.1	9.2	11.0
5-14	20.8	14.9	14.3	18.0
15-24	10.0	12.1	13.5	11.0
25-34	11.6	13.5	13.3	11.7
35-44	12.1	12.0	13.1	10.9
45-54	10.5	12.1	12.6	11.6
55-64	10.5	12.6	12.0	11.0
65 & Over	13.5	11.7	12.0	14.8
Total	100.0	100.0	100.0	100.0

Source: U. S. Census of Population



## FAYETTE COUNTY

## Percentage of Total Rural Population

Age Group	Male		Female	
	1960	1950	1950	1960
Under 5	11.1	11.2	11.0	11.4
5-14	21.1	18.3	19.3	21.3
15-24	14.7	14.3	13.2	13.1
25-34	9.7	12.5	11.1	9.8
35-44	11.3	13.0	12.3	12.2
45-54	12.0	11.2	11.8	11.1
55-64	9.4	10.1	9.9	9.5
65 & Over	10.7	9.4	11.4	11.6
Total	100.0	100.0	100.0	100.0

Source: U. S. Census of Population

## IOWA

## Percentage of Total Population

Age Group	Male		Female	
	1960	1950	1950	1960
Under 5	11.5	11.0	10.4	10.8
5-14	20.7	16.6	15.8	19.3
15-24	12.9	14.2	14.4	13.1
25-34	11.5	14.1	14.4	11.4
35-44	12.1	12.8	12.9	12.2
45-54	11.3	11.4	11.4	10.9
55-64	9.5	9.9	9.9	9.5
65 & Over	10.5	10.0	10.8	12.8
Total	100.0	100.0	100.0	100.0

Source: U. S. Census of Population

## FAYETTE COUNTY

## Percentage of Total Population

Age Group	Male		Female	
	1960	1950	1950	1960
Under 5	10.8	11.1	10.3	11.1
5-14	21.1	17.3	17.6	20.0
15-24	13.1	13.6	13.1	12.3
25-34	10.3	12.7	13.0	10.4
35-44	11.6	12.6	12.3	11.8
45-54	11.7	11.4	11.8	11.2
55-64	9.6	10.7	10.4	10.2
65 & Over	11.8	10.6	11.5	13.0
Total	100.0	100.0	100.0	100.0

Source: U. S. Census of Population

## FERTILITY RATIO

The fertility ratio, as defined in the U. S. Census, is the number of children under five years of age per 1000 women from 15 to 49 years of age. Oelwein's fertility rate increased from 269 in 1940 to 536 in 1960. The largest increase was between 1940 and 1950, when it increased from 269 to 427. Oelwein's fertility rate is lower than Fayette County's and larger than Iowa's, and has increased at a higher rate than both of them. An area with a higher fertility rate tends to have a higher percentage of small children than does an area with a smaller rate. This can be seen by referring back to the tables under the section Age-Sex Composition. Note that in 1960 Oelwein's population has a smaller percentage of children under age five than does Fayette County and Iowa.



### FERTILITY RATIO

Municipality	Year	Population under 5	Females 15 to 49	Fertility Ratio
Oelwein	1940	569	2,108	269
Oelwein	1950	795	1,858	427
Oelwein	1960	909	1,695	536
Fayette County	1940	2,508	7,195	348
Fayette County	1950	3,029	6,206	488
Fayette County	1960	3,141	5,823	541
Iowa	1940	207,117	653,832	316
Iowa	1950	280,269	620,801	451
Iowa	1960	307,224	593,562	517

Source: U. S. Census of Population

### POPULATION DENSITY TRENDS

This table shows Oelwein's rate of population increase and the remainder of the county's decrease over the past 28 years. This also shows Oelwein's importance to the county in growth and potential growth.

#### POPULATION DENSITY TRENDS

	Oelwein	Fayette County	Remainder of County
Square Miles	4	728	724
Population per Square Mile:			
1940	2112.5	40.0	29.4
1950	1964.5	38.8	28.2
1960	2070.5	39.2	28.0
1968	2112.5	39.2	27.0

Source: U. S. Census of Population

### POPULATION PROJECTIONS

Population forecasts for Oelwein are made primarily in order to give direction to the comprehensive plan. Due to their nature, forecasts should be quite flexible, for population fluctuates according to an innumerable amount of controllable and uncontrollable variables.

A number of different arithmetic and geometric projections were computed, and a range was established for Oelwein's 1989 population. This ranges from a low of 8,800 to a high of 9,700. In order that equal weight should be given to all projections, a mean of 9,120 was established.

Census reports earlier than 1940 had little forecasting value because they were not indicative of present social and economic conditions. Therefore, these projections were based on growth trends from 1940, combined with the following assumptions:

- 1) migration patterns of the recent past will continue
- 2) rural farm population will continue to decline
- 3) urban concentration and nonfarm dispersal will continue
- 4) the number of persons employed in Oelwein will continue to constitute 36.4 per cent of its population
- 5) employment opportunities will increase slightly in Oelwein
- 6) the fertility rate will rise slightly or remain constant
- 7) growth in smaller areas is directly dependent on economic prosperity in larger regions



- 8) the Waterloo Metropolitan Area will continue to increase its availability of potential employment

The 1968 population in Oelwein's planning area, but outside the corporate limits, is 572, or 6.9 per cent of the City's population. Assuming this percentage figure to be constant, this same area will have approximately 630 people in 1989, and the total planning area is estimated to be 9,750.

OELWEIN, IOWA

Age/Sex Projections

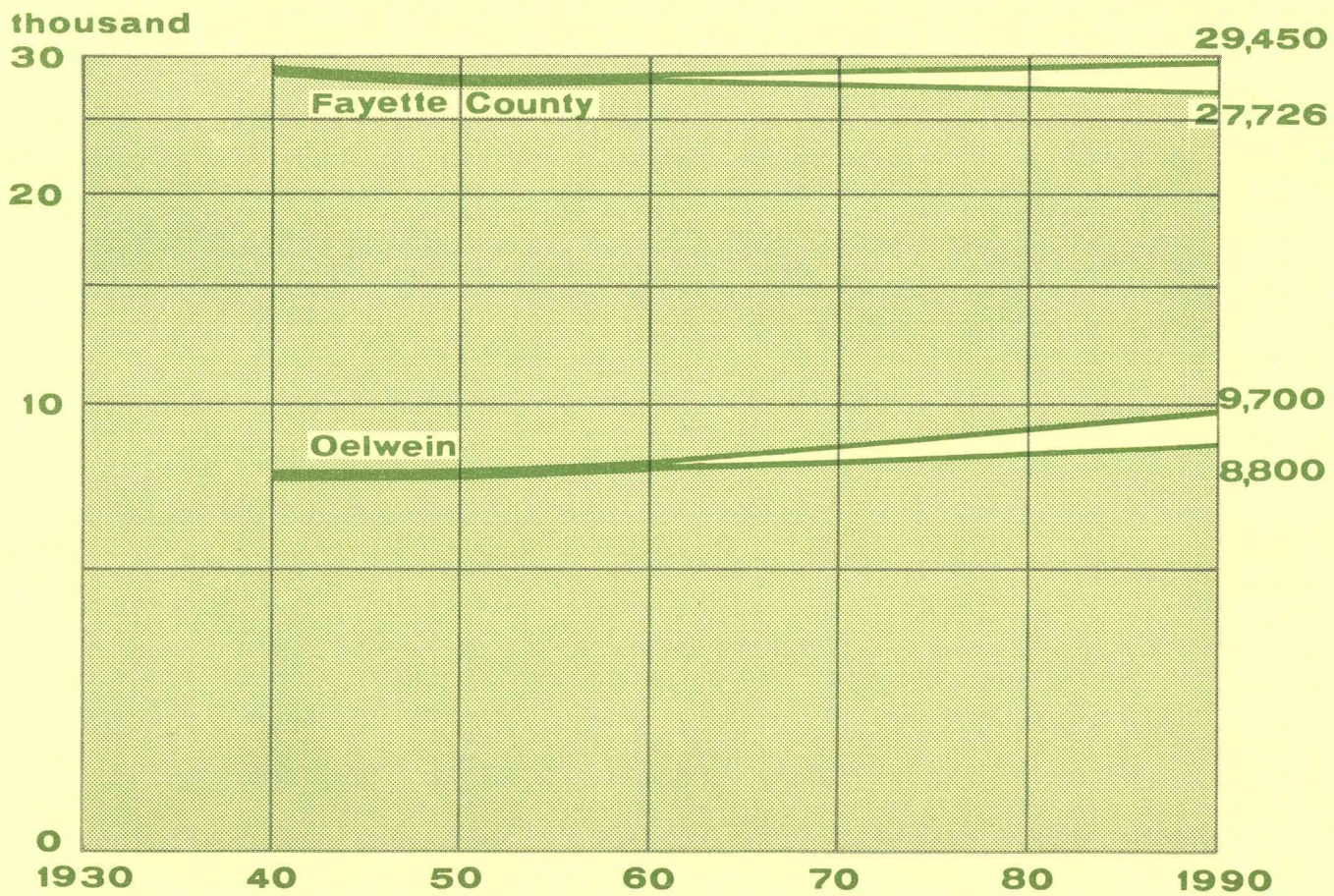
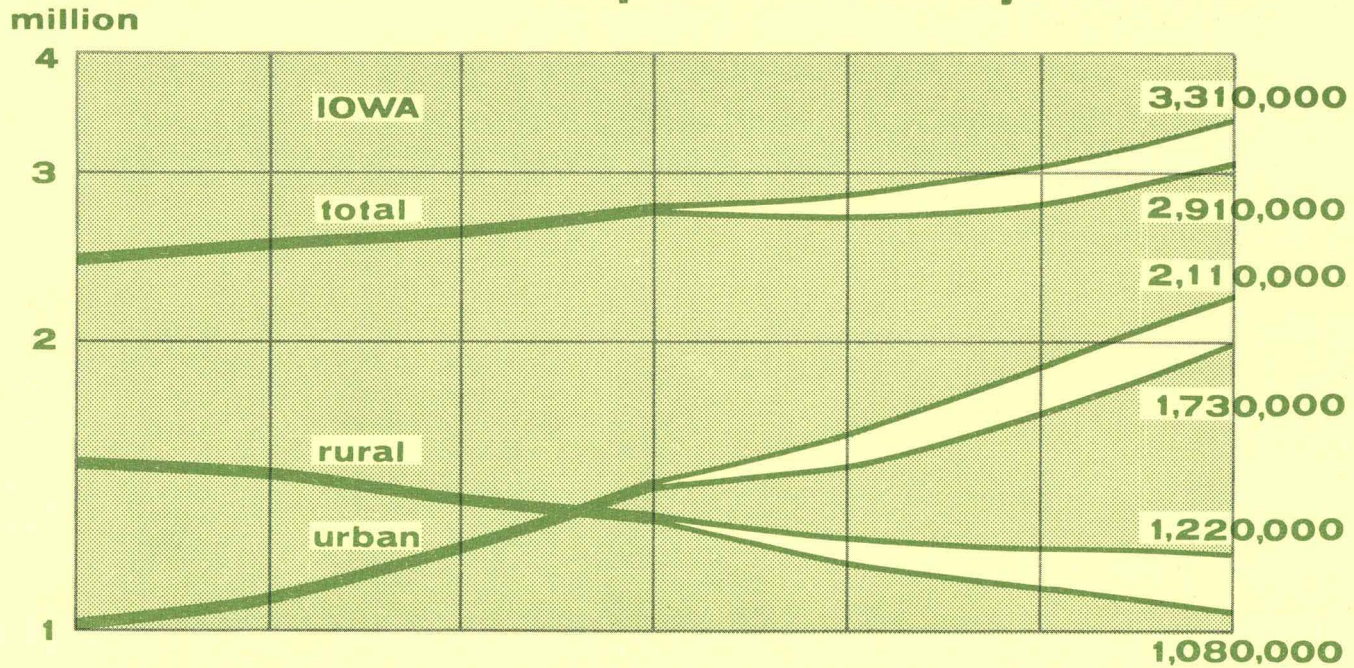
1989

Age Group	Male	Female
Under 5	478	525
5-14	905	859
15-24	435	525
25-34	505	558
35-44	526	520
45-54	457	553
55-64	457	524
65 & Over	587	706
Total	4,350	4,770

Source: U. S. Census of Population  
LADCO Estimates (based on man  
projection)



# Population Projections



Source: U.S. Census - LAD Estimates



# Area Economy

## INTRODUCTION

This chapter deals with economic factors affecting the Oelwein area. To understand fully a community's character, its economic base must be examined as the primary factor in determining how much and how fast the area will grow.

A business or industrial complex may exist irrespective of political limits. Thus, Oelwein's economic climate relates directly to that of Fayette County, which is in turn part of a larger regional complex. Therefore, data recorded and analyzed in this chapter are identified within the most meaningful groups.

Oelwein is unique for a city of its size and location in that it is both an industrial center and trade and service center. Its growth has resulted primarily because of the location of the Chicago and Northwestern Railroad in Oelwein. The principle manufacturing companies of the area are primarily agriculturally related. Oelwein serves as a trade and service center for both rural Fayette County and the city's local industry. The functions of Oelwein have remained basically the same over several decades, but continual shifts and changes occur in response to changing technology, improvements in transportation, and rising income levels.

## RETAIL TRADE

The size of a city's retail trade area is determined by its population, the population of competing municipalities, and the distance to the competing areas. Very simply, people will go to the largest retail center which is the shortest distance away.

Oelwein's retail trade area, shown on the following map, was computed by an adaptation of Reilly's "Law of Retail Gravitation" which states that:

The number of miles from Trading Center "A" to the outer limits of its trading area computed on major paved roads

$$= \frac{\text{Mileage on the road adjacent to trading center "B"}}{1 + \sqrt{\frac{\text{Population of Town "B"}}{\text{Population of Town "A"}}}}$$

The population of Oelwein's retail trade area is estimated to be 18,113 in 1968 and covers approximately 300 square miles. Political areas and their estimated populations are contained in the following tables.

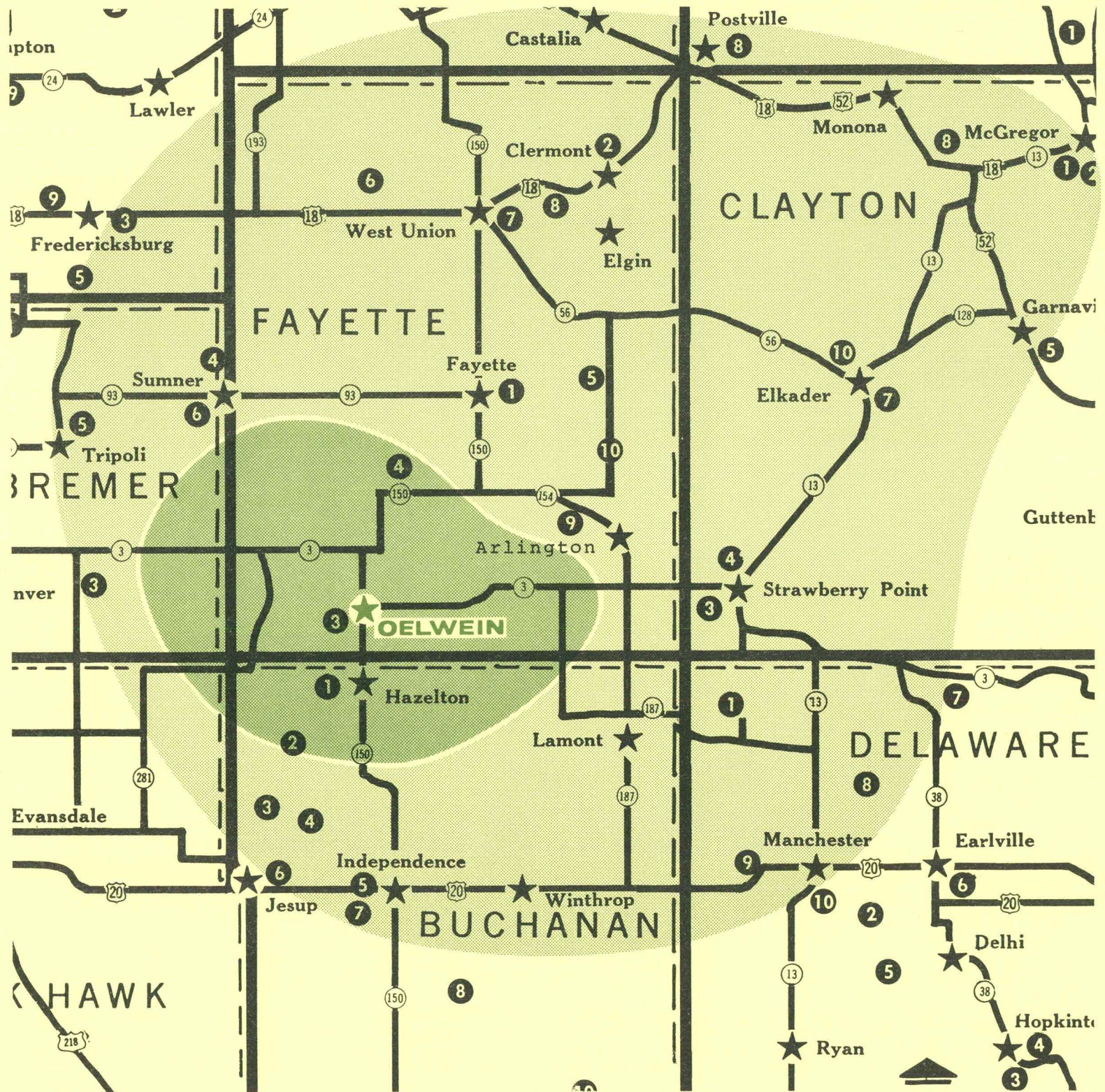
## POPULATION BY TOWNSHIP

County	Township (Rural)	1960 Population	1967 Population
Fayette	Fremont	646	640
Fayette	Harlan	632	616
Fayette	Jefferson	804	788
Fayette	Oran	729	729
Fayette	Putnam	601	585
Fayette	Scott	472	448
Buchanan	Buffalo	469	445
Buchanan	Fairbank	901	957
Buchanan	Hazelton	771	771
Bremer	Dayton	654	630
Bremer	Franklin	<u>589</u>	<u>565</u>
Total		7268	7182

Source: U. S. Census of Population  
LADCO Estimates



# Trade Area



PRIMARY AREA

SECONDARY AREA



## POPULATION BY MUNICIPALITIES

Municipalities	1960 Population	1967 Estimate
Aurora	223	217
Fairbank	650	650
Hazelton	665	713
Maynard	515	547
Oelwein	8282	8450
Stanley	156	148
Westgate	214	206
Total	10,705	10,931

Source: U. S. Census of Population  
LADCO Estimates

Of the \$42,316,060 of effective buying income (that money which after taxes may be spent by the individual) in the Oelwein trade area in 1967, 49.8%, or \$21,107,400, was spent for retail merchandise and services. This indicates that the major portion was spent in Oelwein and that the description of the trade area is fairly accurate. The city's retail sales also accounted for 32.1% of the total effective buying income of the county. When this is compared with the fact that Oelwein represents 29.5% of the county's population, the effect of other trade centers in surrounding areas becomes evident.

The table entitled "Retail Trade" shows retail sales activity for a ten-year study period. The far-right column measures relative growth of the city's business structure. The number of establishments increased in only one category, "Apparel Outlets," while sales increased in all categories with the exception of "Eating and Drinking Places" and "Furniture, Furnishings and Appliances." The largest single increase on sales comes in the "Lumber, Building, Hardware" category.

## RETAIL TRADE

Establish- ments	1954		1963		% Change Oelwein
	County	Oelwein	County	Oelwein	
Total Number	395	144	337	108	-25.0
Paid					
Employees	1,077	579	1,106	550	- 5.0
Sales *	30,883	13,793	36,426	15,666	13.5
Food Stores	63	17	42	8	-52.9
Sales *	5,763	2,671	7,293	2,972	11.2
Gas Service					
St.	50	19	50	19	0.0
Sales *	3,740	1,157	3,201	1,245	7.6
Eating and Drinking Places	73	30	55	15	-50.0
Sales *	1,686	822	1,583	543	-33.9
General Mer- chandise	23	5	15	5	0.0
Sales *	2,107	1,420	2,145	1,687	18.8
Apparel Outlets	21	17	28	18	5.8
Sales *	1,573	1,341	1,999	1,636	21.9
Furn-Furnish- Appl.	20	12	15	7	-41.6
Sales *	847	615	1,086	461	-25.0
Automotive Dealers	26	8	15	6	-25.0
Sales *	5,642	2,870	6,274	3,250	13.2
Lumber -Bldg.- Hdw.	55	11	44	10	- 9.0
Sales *	5,667	1,727	5,748	2,153	24.6
Drap. & Prop.	9	3	11	3	0.0
Sales *	665	396	771	X	--
Other Retail Stores	41	16	53	16	0.0
Sales *	2,993	732	5,940	1,046	42.8

X - Withheld to Avoid Disclosure

\* - \$1,000

Source: U. S. Census of Business



Sales increases reflect increased consumer purchasing power and the devaluation of the dollar. Decreases in sales and establishments reflect a leveling-off of demand and purchase of goods outside the city.

The following may be used for comparison of Oelwein, Fayette County, Iowa, and U. S. growth rates.

#### RETAIL GROWTH RATES

1954 - 1968

	Oelwein	Fayette County	Iowa	United States
No. of Establishments	-25.0	-14.6	- 8.4	- 2.4
Entire Year Payrolls	+17.5	+23.3	+71.0	N.A.
Total Paid Employees	- 5.0	+ 2.9	+ 2.4	N.A.
Entire Year Sales	+13.5	+17.9	+52.1	+89.0
1963 Per Capita Retail Sales*	\$1,891	\$1,274	\$1,397	\$1,290

\*  $\frac{\text{Total Area Sales}}{\text{Total Area Population}}$

Source: U. S. Census of Population  
U. S. Census of Business

Estimated retail sales for 1989 are \$22,796,000, which excludes any inflationary factors. The largest sales are expected to be in the automotive, food, lumber and building hardware retail categories.

#### WHOLESALE TRADE

Oelwein's wholesale trade activity, which leans strongly toward agricultural products, is confined mainly to Fayette County because of the marketing practice of wholesalers in competing cities. Those surrounding communities, which wholesale the same types of products and have an equal number or more establishments and sales according to the 1963 U. S. Census of Business, are as follows:

City	1960 Population
Cedar Falls	21,195
Charles City	9,964
Decorah	6,435
Dubuque	56,606
Independence	5,498
Mason City	30,642
Waterloo	74,000
Waverly	6,357

#### WHOLESALE PERCENTAGE CHANGES

1954 - 1963

	1954 - 1958	1958-1963	1954- 1963
	Oelwein County	Oelwein County	Oelwein
Establishment	4.3	7.8	12.5 - 8.6
Employees	-15.7	24.2	15.3 - 15.2
Sales	34.3	71.0	2.0 - 14.5
Payroll	23.8	108.0	44.6 - 13.9

Source: U. S. Census of Business



From 1954 to 1963, the number of wholesale establishments in Oelwein increased by 17.3% while those in the county increased by 1.5%. In contrast, the number of employees in Oelwein decreased by 2.7% while the sales increased by 37.1% and the payroll increased by 79.1%. The increasing importance of wholesaling in Oelwein and the decreasing importance in the county is noted by these figures. The devaluation of the dollar, increased prices, and a higher standard of living are also reflected by these figures.

In contrast, total sales in wholesaling increased in Iowa between 1958 and 1963 by 7.4% and in the entire U. S. during the same period by 25.8%. During the 1954-1963 period the following per cents of change occurred: establishments - Iowa, 6.4%, U.S., +22.1%; employees - Iowa +6.6%, U.S., -19.2%; and payrolls - Iowa +4.9%, U.S., +6.4%. Oelwein followed and exceeded Iowa and U.S. growth trends which indicates that wholesaling is of considerable importance in the Oelwein area. There was not a consistently related increase in employment and sales which indicates that wholesaling and warehousing in themselves are not prime local employment generators in the area.

Future gains in wholesaling are likely to be related to expeditious means of freight haul, including air service and trucking terminals, and a greater knowledge of the Oelwein - Fayette County wholesaling area and its needs.

#### MANUFACTURING

Industrial employment in 1966 for Oelwein was approximately 787, of which 80.4% or 633 were males. This indicates a high degree of heavy or skilled workers, which is verified by the fact that its largest employees are Chicago and Northwestern Railroad - 550, Donaldson Company - 125, and Oelwein Chemical Company - 80. There were 18 manufacturing establishments whose principal products are livestock and poultry feed supplements, air filters (farm tractor accessories), sprayers (farm), and portable mill equipment.

The county-wide manufacturing employment increased by 102.1% from 1947 to 1963, while the payroll increased by 360.3%. This indicates the increasing importance of manufacturing in the area, and the rising standard of living. Manufacturing is vital for an area's growth. As it increases, services increase, thus creating a demand for employment, which brings more people into the area.

The number of establishments has increased by one from 1947 to 1963. The major portion of Fayette County's manufacturing establishments during this same period fell into the category of "Food and Kindred Products."

#### FAYETTE COUNTY MANUFACTURING STATISTICS

	1947	1954	1958	1963	Total % Change
Establishments	41	39	42	42	2.4
Total Employees	425	711	949	859	102.1
Payroll *	791	1,944	2,931	3,641	360.3
Value Added *	4,254	4,324	5,501	7,219	69.6

\* \$1,000 Source: U. S. Census of Manufacturers

The industry that Oelwein is most likely to attract during the planning period will be agriculturally oriented types or light industry types that have a market in the immediate surrounding area.

#### AGRICULTURE

Although industry continues to make head-way, agriculture still dominates the economy. The following pertinent observations shown in the



table entitled "Fayette County Agricultural Development" are recorded below:

1. The total number of farms decreased from 1945 to 1964, while the average farm acreage increased at a constant rate.
2. The average farm value increased rapidly since 1945, which indicates that farming in northeast Iowa is profitable if accomplished on a large enough scale.
3. Between 1945 - 1964 the total value of all farm crops sold increased by 377.9%.
4. Significant monetary increases were shown in all of the listed agricultural activities during the 20-year study period, with the exception of Poultry and Products, while the number of Cattle-Calves Sold Alive and Sheep-Lambs Sold Alive decreased.
5. The greatest monetary increases were shown in All Crops and Dairy Products, 377.9% and 181% respectively.
6. From this table it can be seen that the county has gained importance in raising field crops, dairy products, and swine.

Although agriculture is declining in importance in Fayette County, it will still continue to be a dominant economic factor because the county is situated in one of the nation's most fertile farm areas. Change in the county's economic climate may be stimulated or brought about by any of the following factors.

1. America is rapidly becoming a non-rural country. According to present trends, by the year 2000 over 80% of the population will reside in urban areas.
2. U. S. farm employment has dropped sharply in recent years, by 20% between 1960 and 1964.

Aside from mechanization, this might also be due to better employment opportunities elsewhere.

3. Local ad valorem taxes are likely to continue to rise as part of continuous inflation and as the cost of governmental services rise. Thus, farms must continue to produce to pay taxes, even though there are fewer people interested in farming.
4. Iowa and other field crop states may see the emergence of farm management groups, completely mechanized and possibly having headquarters outside the farm belt. This in turn would suggest future investment of farm-related profits outside the local community and emphasizes the desirability of a diversified local economic base and additional agricultural processing plants to help keep capital in the community.



FAYETTE COUNTY  
AGRICULTURAL DEVELOPMENT

	1945	1950	1954	1959	% Change 1964 Total Period	
Number of Farms	2,929	2,964	2,818	2,615	2,358	- 19.4
Average Size in Acres	152.9	151.9	156.7	171.2	187.4	22.5
Average Value (\$)	12,528	17,719	22,813	37,205	42,637	240.3
Average Value per Acre (\$)	81.92	117.37	144.06	212.75	223.91	173.3
All Crops *	1,108	2,143	3,939	4,170	5,296	377.9
Dairy Products *	2,929	3,631	4,176	6,064	8,234	181.0
Poultry and Products *	2,319	2,353	1,819	1,565	1,380	- 40.4
Livestock and Products *	13,195	16,884	17,224	15,351	14,484	9.7
Cattle - Calves Sold Alive	76,561	30,920	33,929	93,881	49,015	- 35.9
Swine Sold Alive	82,847	172,912	176,125	205,204	244,473	195.0
Sheep, Lambs Sold Alive	7,222	3,518	5,124	6,111	3,611	- 50.0
Feed for Stock - Poultry *	NA	2,307	2,972	5,829	2,585	12.0**
Hired Labor *	NA	669	667	671	767	14.6**
Livestock - Poultry Purchased *	NA	NA	NA	3,633	3,811	4.9**
Machine Hire *	NA	511	460	427	605	18.3**
Petroleum Fuel *	NA	856	1,142	1,326	1,406	64.1**
Seeds, Plants, Bulbs, etc. *	NA	NA	NA	470	707	50.4**

\* - \$1,000

\*\* - Records Not Complete For 20-Year Period

NA - Not Available

Source: U. S. Census of Agriculture



## OELWEIN-FAYETTE COUNTY EMPLOYMENT

Pertinent observations from the Labor Force and Employment table for Oelwein and Fayette County between 1950 and 1960 follow:

1. Both the City and County resident labor forces decreased between 1950 and 1960. The percentages unemployed remained constant for Oelwein, but increased 83.3% for the county. The city accounted for 29.2% of the county's labor force in 1950 and 29.9% in 1960. This indicates that as agricultural employment falls off people are seeking jobs in areas other than Fayette County.
2. Oelwein shows employment decreases in Transportation-Communications-Utilities, Wholesale and Retail, and Community Services. Community Services reflect a loss in public administrators or governmental employees. This trend is likely to reverse as people expect more services from government.
3. Industrial type categories (Manufacturing and Transportation-Communications-Utilities) had 1106 employees during both years. There was an increase in manufacturing which generates a need for new services and is a key source of taxes.
4. Services and Manufacturing showed the largest resident gains of 93 and 91 respectively.

The quest for further employment opportunities for the area will, to a great degree, depend on the level of education or training in the resident labor force, a situation often referred to as "skill power," or a usable bank of well-trained labor. The question arises as to what efforts the county-wide community has directed to this matter, and may be answered in part by the following figures:

### EDUCATION PERSONS 25 YEARS OLD AND OVER

	Oelwein		Fayette County	
	1950	1960	1950	1960
High School Graduates	1,980	2,381	6,005	7,288
% of Population	25.1	28.7	21.2	25.4
College Graduates	215	343	705	838
% of Population	2.7	4.1	2.4	2.9

Source: U. S. Census of Population

Between 1950-1960, the city's population increased by 5.3%, while its high school graduates increased by 20.2% and its college graduates increased by 59.5%. Oelwein accounted for 31.2% of the county's increase in high school graduates and 96.2% of the county's college graduates. Education is now recognized as vitally important in the area for adjustment of young people to the business scene. Unfortunately, the above education levels do not imply valuable skills which might be used to attract new employer groups, nor can it be assumed that the educated within the county will resist future employment opportunities in other parts of the country.



OELWEIN - FAYETTE COUNTY  
LABOR FORCE AND EMPLOYMENT

	Oelwein		%	County		%
	1950	1960		1950	1960	
Resident Labor Force	3,241	3,147	- 2.9	11,094	10,525	- 5.1
% Unemployed	4.0	4.0	0.0	1.8	3.3	83.3
Employment Group:						
Agriculture	46	88	91.3	4,634	3,255	-29.7
Mining	---	---	----	20	12	-40.0
Construction	145	151	4.1	459	536	16.7
Manufacturing	411	504	22.6	754	1,108	46.9
Trans.-Comm.-Utilities	695	602	-13.3	981	895	- 8.7
Wholesale and Retail	936	743	-20.6	1,874	1,851	- 1.2
Fin. Ins. and Real Estate	75	112	49.3	161	267	65.8
Services	636	727	14.3	1,186	1,417	19.4
Community Services	75	72	- 4.0	545	667	22.3
Not Reported *	91	22	-75.8	263	157	-40.3
Total Employed	3,110	2,933	- 5.6	10,877	10,165	- 6.5

\* - Includes Other Undefined Categories

Source: U. S. Census of Population



Oelwein's median family income of \$5,004 in 1960 was above the county's, but below those of Iowa and the U.S.. The availability of a higher income is a drawing card for people living in smaller income areas. Thus, people in Fayette County would tend to be attracted to Oelwein given the opportunity for employment. Oelwein also had a larger percentage of families with incomes over \$7,000 than did the county and Iowa. This can be attributed to its higher percentage of industry.

COMPARATIVE EMPLOYMENT GROWTH  
RATES AND INCOMES

	Oelwein	Fayette County	Iowa	U.S.
1950-1960 Employ- ment % Change	-2.8	-6.5	+1.0	+15.0
1960 Labor Force % Unemployed	3.9	3.3	3.3	5.0
1959-60 Income Brackets Percentages:				
Under \$1,000	2.6	9.0	12.5	5.6
\$1,000-1,999	7.4	11.7	10.0	7.5
\$2,000-2,999	7.4	12.6	10.9	8.3
\$3,000-3,999	11.0	14.0	13.7	9.5
\$4,000-4,999	14.8	12.6	15.4	11.0
\$5,000-5,999	16.0	11.7	3.6	12.3
\$6,000-6,999	10.8	7.2	8.7	10.6
\$7,000-9,999	19.3	13.0	9.6	20.1
\$10,000 and over	10.7	8.2	5.6	15.1
Median Family Income	\$5,004	\$4,216	\$5,069	\$5,660

Source: U. S. Census of Population

ECONOMIC BASE EVALUATION

The economic base of any area is the sum total of its economic activities. Basic employment is derived from those activities which export goods, services, or capital to markets outside the area. Basic industry generates the local volume of business. In turn, the municipality derives its tax income from business, industry, and residences. Thus, the stability and continuity of economic base are vital to the community's welfare.

The basic industry of each community has an economic component commonly referred to as "service industry." Service industry is that which markets its product within the same community and is thus an essentially dependent activity.

The growth of basic industry is not usually restricted by local demand or income levels. Any expansion in basic industry generates a proportionate secondary growth in service industry. Generally speaking, stimulation of economic development is most effective when applied to the basic industrial component of the economic base.

The following relationships have been developed to aid in understanding the economic base.

	<u>Oelwein</u>	<u>Fayette County</u>
Basic Activity to Service Activity	1:1.4	1:0.8
Basic Activity to Total Employment	1:2.6	1:1.9
Total Employment to Total Population	1:2.6	1:2.7
Basic Activity to Total Population	1:6.9	1:5.4

In 1960, over 36% of Oelwein's and Fayette County's population was employed. The basic



employment to service activity ratio was 1 to 1.4 for Oelwein and 1 to 0.8 for Fayette County. The explanation is that the county's basic employment is in agriculturally-oriented raw material. Thus, the county is developing a stronger than usual basic phase, although it is based on a rather limited type of produce. At the same time, the City is moving into a broader economic base.

Basic and non-basic activities are interdependent and compliment one another. In order to avoid any agriculturally-related recession, it is hoped that city and county can in the years ahead continue to diversify their basic component of its economy.

## Community Facilities

This chapter deals with public and semi-public activities in the Oelwein Planning Area. The scope of community services is quite broad, and Oelwein is well represented in many categories.

### RECREATION

Oelwein's planning area has a total of 289.2 acres in parks and recreation, which is 15.3% of the total developed land. Recreation standards for urban areas range from one acre per 100 people to a flat 10% of the developed land. Oelwein exceeded both of these general standards.

In order to serve the community's needs, recreational facilities should be located where the need exists and should be designed for the type of need. Such recreational standards are contained on the following table, "Area Recreational Standards," which is in the Chapter, Policy Statement for Planning and Development.

Oelwein has five city-owned and operated parks which account for 129 acres. The largest, City Park, is located south of the city limits on City Park Road. This park's 62 acres provide a softball field, a tennis court, picnic areas with rest rooms, playground equipment, open play space, and fishing and boating on its lake. Trees in the park area were severely damaged by the May 15 tornado.

Wings Park is located on 24 acres in the north-eastern section of the City. It provides three ball fields, a basketball court, a tennis court, picnic areas, playground equipment, and open play space. It is adjacent to the municipal swimming pool.

Red Gate Park, 24 acres in the west section of Oelwein, contains a tennis court and open play space.

Platt Park is 16 acres of undeveloped park land in the southeast section of Oelwein. It is presently in need of a development plan.

Reedy Park has three acres and contains playground equipment and open play space.

Other recreational areas in the planning area are the Elks Country Club in the southwest section, Glenhaven Golf and Country Club in the southeast, and playgrounds or playfields located at each of the schools in Oelwein.

### EDUCATION

The Oelwein School District consists of six elementary, one junior high, and one senior high school. The actual public school plant in the Oelwein Planning Area consisted of all public schools except for one elementary school located in Stanley and one elementary school in Hazelton.



There was a 6% enrollment increase from 1962 to 1968, an increase of 139 students. By way of comparison, the City's estimated population increased by 2% from 1960 to 1968. A preliminary projection of the public school enrollment to 1988, based on past trends and not allowing for industrial expansion, would total approximately 2,980 students. This will be an overall increase of approximately 20% from 1968 to 1989. Assuming the 1967 ratio, there will be approximately 1,748 students in the elementary schools, 580 in junior high school, and 652 in high school.

Oelwein Community School District Enrollment

Year	Oelwein	Stanley	Hazelton	Total
1962-63	1,968	162	215	2,345
1963-64	1,940	194	195	2,329
1964-65	1,916	206	218	2,340
1965-66	1,945	205	208	2,358
1966-67	1,995	207	205	2,407
1967-68	2,069	210	205	2,484

When various schools become overcrowded, students are shifted around to other schools in the district in order to create a balance.

Oelwein also has an elementary and senior high parochial school.

In 1968, the Oelwein High School, built in 1956 was located on a 37-1/2 acre site on the east edge of the city. The school has 24 classrooms and a total of 544 students.

The recommended ratio of students to classrooms is 25 to 1 for high schools. In 1968, Oelwein's high school had a ratio of 19 to 1, and this is expected to increase to 23 to 1 by 1989. Thus, even assuming this increase takes place, there would be no need for additional classrooms in the high school throughout the planning period.

The recommended site standard for high schools is 10 acres plus one acre for every 100 students. Thus, the Oelwein High School site is quite adequate and meets the need for 15 acres in 1968 and 16 acres in 1989.

The junior high school, which is located two blocks east of the central business district, shared a two-acre site with Central Elementary School. The school, which had an enrollment of 483 in 1968, was severely damaged in the May 15, 1968, tornado, and there is presently \$460,000 of insurance money available for rebuilding the present structure or building a completely new junior high school. Presently 18 mobile classrooms serve these 483 students.

The recommended site size for junior high schools are the same as for high schools. Thus, the school should be located on a minimum 14-acre site, and in 1989 the school should be located on a 16-acre site.

A maximum recommended ratio of students to classrooms for junior highs is 35 to 1. Therefore, the minimum number of classrooms that a school should have in 1968 is 14, and 17 in 1989. Neither of these minimums would allow for any growth whatsoever.

Assuming the requirements for classrooms and recommended site sizes, a new junior high school should be built, with a location possibly on the same location as the present high school site, which has adequate acreage to supply both the high school and the junior high school through 1988, with additional room to grow to the east.

The recommended standard for the site of a grade school is 5 acres plus one acre for every 100 students. The recommended maximum standard for a student to classroom ratio for elementary schools is 30 to one. Based on these standards, analysis of Oelwein's elementary schools follows:



Parkside Elementary School - located in the western section of Oelwein - was built in 1961. In 1968, the school site was 3 acres. The school had 221 students and 7 classrooms. This is a ratio of 31 to 1. According to the recommended standard for site size, the school should have 7 acres. Thus, there is a deficiency of 4 acres. This school presently has an additional 8 mobile classrooms to help provide room for the students who would ordinarily go to Central Elementary School, which was destroyed by the May 15, 1968, tornado.

Harlan Elementary School - built in 1951 - is located in the northwest section of Oelwein. This school has Kindergarten through 6th grades, 269 students, and is located at this site. Considering the 9 ordinary classrooms, there is a student classroom ratio of 29 to one. Assuming this ordinary enrollment, the school should have approximately 8 acres of site. Thus, the deficiency of 6-1/2 acres exists.

Southside Elementary School - located in the south section of Oelwein - was built in 1941. In 1968 there were 112 students using 4 classrooms. The site is located on 1.3 acre. The school should have a minimum site size of 6 acres in 1968. The student classroom ratio was 28 to one during the same period.

Central Elementary School - located in the east central area of Oelwein - In 1968 it had 440 students and shared a 2-acre site with the junior high school. The students ordinarily attending this school are now attending mobile classrooms located at Harlan and Parkside Elementary Schools. Assuming the 1968 enrollment of 440 students, the elementary school itself should have had a minimum of 9-1/2 acres.

In 1989, the total elementary school projected enrollment for the entire school district is 1,748 students. This total enrollment would require a minimum of 50 classrooms. If the same ratio of students are enrolled in schools within the Oelwein city limits, there will be 1,450 students who will require a minimum of 41 classrooms. Presently there are 20 permanent classrooms and 15 mobile classrooms. This means that

~~a minimum of 21 classrooms will be required by 1988.~~ Under the existing circumstances, the school district has the option of rebuilding an elementary school on the present site of the Central Elementary School or of relocating for adequate acreage and room for growth. If an alternate site is chosen, it is recommended that two sites be located, one in the northeast section of the city and the other in the southeast section.

In summary, all the elementary schools are located on sites that are below the recommended standards. By 1988, an additional 21 classrooms will be needed for elementary schools. An opportune time now exists in which the necessary property and structure may be obtained in order to plan for future growth.

The previous calculations do not include the possibility of the parochial elementary and high school abandoning its programs, and the resultant inflow of students into the public school system.

#### COUNTY GOVERNMENT

The County seat and court house is located in West Union. The only county office in Oelwein is the Fayette County Relief office, located at 904 N. Frederick Avenue.

#### STATE GOVERNMENT

State offices located in Oelwein are the Highway Commission, Highway Patrol, Iowa Employment Security Commission, Iowa Liquor Store, Iowa National Guard Company D, 133D Infantry, and Colonel E. E. Stoup Armory.

#### FEDERAL GOVERNMENT

Federal Government installations located in Oelwein are the Post Office and the Selective Service System, Fayette County Draft Board Number 33.



## CITY GOVERNMENT

The City Hall was located on 1st Avenue NE, but it was devastated by the May 15, 1968, tornado. The Chicago, and North Western Railroad sold one of its office buildings to the city. The new location will be on the southwest corner of West Charles Street and 2nd Avenue SW intersection. The city hall will house the administrative offices of the city, the police department, and the fire department.

The city presently has 45 full-time employees and 20 seasonal employees.

There is a land-fill type dump located southwest of the city. It has an estimated one-year life span. The city collects garbage within its limits for \$1.25 per month.

The city Street Department and Maintenance Shop (300' D x 80' W) is located between 1st and 2nd Streets NE along the west side of the railroad tracks and South of 4th Street S.W.

There are two cemeteries in Oelwein. The primary one is located west of the city limits. It is divided into Catholic and noncatholic sections. The Catholic section has only 120 spaces left. It is estimated that more cemetery land will be needed before the end of the 20-year planning period. The time of new acquisitions will depend upon the city policy and change within the the Catholic Church. The other cemetery is located on 4th Street SW, a block west of Frederick Avenue.

## POLICE PROTECTION

The city has eight policemen with two patrol cars and a city jail with a capacity of 15 prisoners.

State Highway Patrol District 10 base office, located in Oelwein, has six officers living in the city and a total of 28 officers available. The city may also call on the assistance of the County Sheriff and his two deputies located in West Union. This is a total of 39 officers of the law within the Oelwein area.

A high norm for moderate size communities, established by the FBI, is 2.4 officers per 1000 population and one patrol car per 5,000 population. The Oelwein Planning Area should have a high norm of 19 officers on call in 1968 and 23 officers in 1989.

## FIRE PROTECTION

The Oelwein Fire Department consists of four paid firemen and 26 volunteers. The city's equipment consists of the following:

High pressure fog truck	(75 gal/min)
Pumper truck	(500 gal/min)
Ladder truck	(300 gal/min)
1000 gal. tanker	(400 gal/min)
Pumper truck	(750 gal/min)

The high pressure fog and tanker trucks are considered rural trucks because of an agreement with three townships (Jefferson, Oran, Scott) for fire protection.

The National Board of Fire Underwriters recommends the following standards for fire protection facilities in areas of urban density:

Pumper trucks - 3.7 plus .07 times population  
in thousands

Ladder trucks - 1.0 plus .03 times population  
in thousands

Fire hydrants within 300 feet of all residences

### Fire station characteristics:

Urban areas: station within 1-1/2 miles of all residences and within 3/4 mile from business or industry

Rural areas: station within 3 miles of all structures or 5 minutes driving time, whichever is less

Minimum site for new stations is two acres



Oelwein's equipment compares favorable with the above standards, although an additional pumper truck may be needed by 1989, to be located in the new City Hall.

#### OTHER FACILITIES

The Oelwein Public Library, located on 1st Avenue NW, a block north of Charles Street, was originally built in 1920 and remodeled in 1967. The library has over 25,000 volumes, 10,000 borrowers, 7,936 square feet, two full-time employees, and two assistants. It can be seen that the library meets the following standards of the American Library Association for the entire 20-year planning period.

Volumes - 1.5/capita  
Floor Area - .55 square feet/capita  
Employees - One full-time

Mercy Hospital, a private hospital located in the east section of Oelwein and built in 1926 with additions in 1953, serves portions of Fayette, Buchanan, Delaware, and Clayton counties. It has 10 doctors on the staff, 100-105 employees, 61 beds, and an occupancy rate of approximately 75%.

A new nursing home is located in the southeast section of Oelwein. It employs 50 people, has 80 beds and during June, 1968, was 92% full. An additional three small nursing homes have approximately 42 beds. This meets the present requirements of the elderly population.

At present, there is no public housing such as housing for the elderly or low income housing in Oelwein.

Oelwein has 14 churches representing 12 different denominations. This diversified religious climate offers a number of social activities throughout the year.

The city newspaper, the Oelwein Daily Register, is delivered daily to approximately 6,700 people.

There is one radio station located in Oelwein, KOEL.

The city is served by Northwestern Bell Telephone Company and Western Union Telegraph Company.

#### FUELS

Natural gas is supplied to the planning area by Northern Natural Gas Company of Omaha, Nebraska, and is distributed through service lines owned and operated by Iowa Electric Light and Power Company in Cedar Rapids, Iowa. Both companies are investor-owned utilities. This natural gas is rated at 1010 Btu per cubic foot and is available for all residential, commercial, and industrial users. Natural gas availability will cause no impediment to either residential or industrial growth over the 20-year planning period and will require no municipal expenditure, as the suppliers are private companies.

There are also supplies of fuel oil, liquified petroleum gas, and coal available to urban and rural users in the planning area.

#### SANITARY SEWERAGE

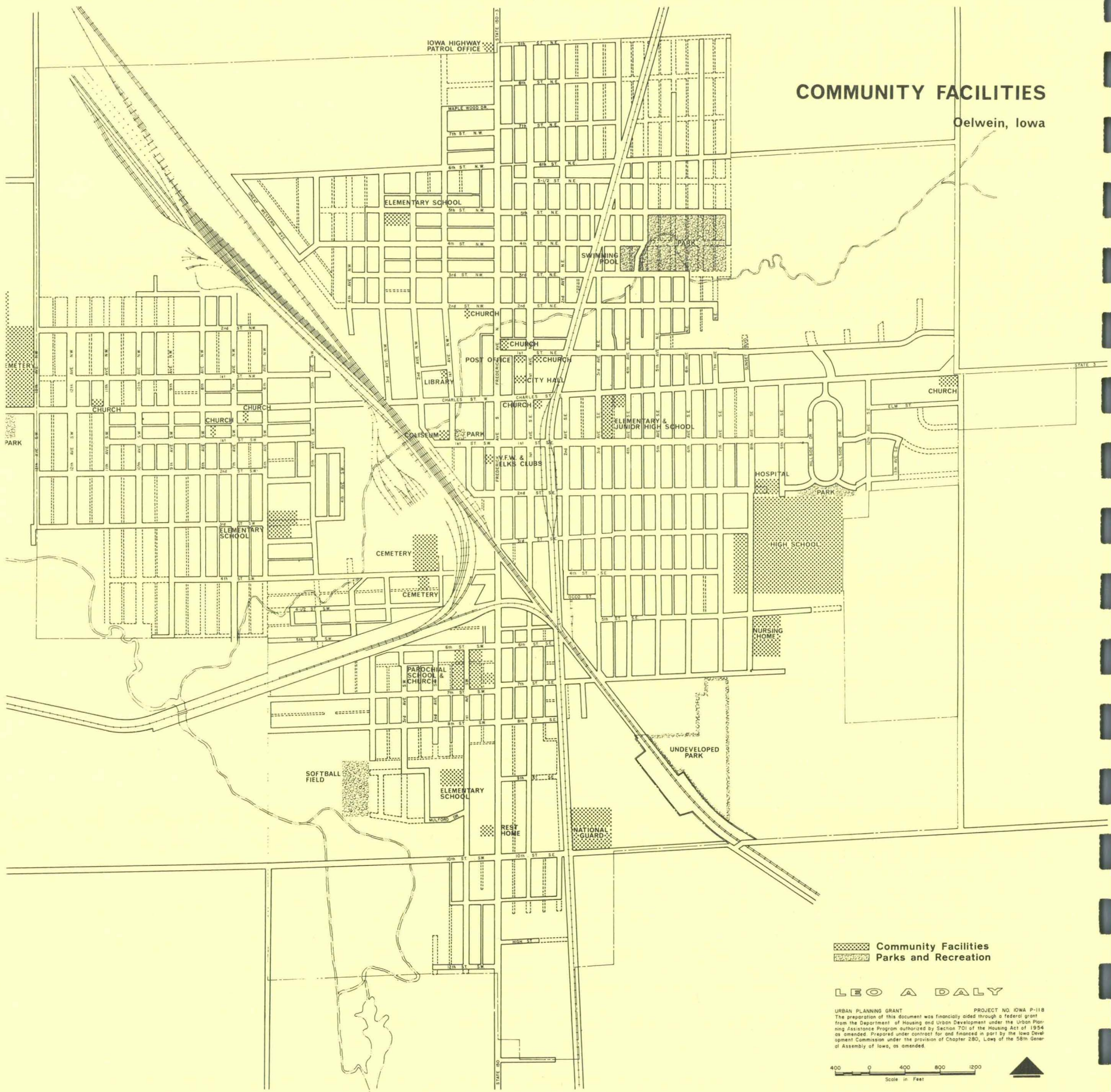
The City of Oelwein has a well-developed municipal sanitary sewerage system. The sewer system has been platted and is updated when new construction occurs.

The sewage generated by Oelwein culminates at the municipal sewerage treatment plant located on a site at Seventh Avenue SW and Fifth Street SW, in the southwest section of town. The treatment plant is located in the flood plain of Otter Creek, and the treated effluent is discharged into the stream.



# COMMUNITY FACILITIES

Oelwein, Iowa



Community Facilities  
Parks and Recreation

LEO A DALY

URBAN PLANNING GRANT PROJECT NO. IOWA P-118  
The preparation of this document was financially aided through a federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954 as amended. Prepared under contract for and financed in part by the Iowa Development Commission under the provision of Chapter 280, Laws of the 58th General Assembly of Iowa, as amended.

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Scale in Feet



The treatment plant is capable of 90% treatment of sewage generation at 660 gallons per minute with a biochemical demand of 0.002 pounds per gallon. The plant is therefore capable of treatment of normal residential sewerage generated by a population equivalent of 12,000 persons.

The State of Iowa has conformed to Federal anti-pollution laws and requires secondary treatment of plant effluent. This requirement is met by the Oelwein treatment plant. Dependent upon the organic content of the effluent, the criteria generally requires 90% treatment. This standard presents some difficulty to Oelwein because at times of wet weather flow, the peak generation reaches three times the capability of the plant, and a resulting 30% treatment is evident. This increased load during periods of wet weather indicates that a major amount of storm runoff finds its way into the system. Since it is uneconomical to consider the treatment of storm discharge, elimination of storm water from the Sanitary Sewer System is the first step in achieving sufficient treatment.

Conclusions on the treatment facility are that generated sewage of a population equivalent to about three times the actual population of the municipality is causing the present treatment facility to be considerably less than 100% effective. As the population increases over the 20-year planning period, this problem will become more acute, the degree of acuteness depending upon the increase in industrial sewerage generation. Some capital expenditure would be desirable at the present to increase the plant's capability of handling peak loads. However, the amount of renovation necessary over the planning period should be subject of intensive study due to the unpredictability of industrial load generation over the period. One possible solution would be industry participation in the financing of improvements.

Oelwein has constructed sanitary sewers to serve all but a few small undeveloped areas within its corporate limits. Trunk lines are presently constructed or proposed into all areas that are

likely to be developed, both industrially and residentially, over the entire planning period.

With these trunk lines constructed, the major financial responsibility for the branch sewers in the new developments will rest upon the developers of the property.

Sewers are well sized with the basic line size of 8 inches and proper incremental size increases up to the outfall sewer running south along the creek to the treatment plant. Therefore, the sanitary sewer facilities in Oelwein appear to be sufficient to properly handle a normal sewage generation growth over the planning period and, once the expansion of the treatment plant takes place, expenditures by the municipality on sewers should be very moderate.

#### STORM SEWERAGE

The main storm drainage vehicle in Oelwein is Otter Creek, running from the northeast section through the city to the southwest, where it empties into the river. Subordinate to this main collector is a system of inlets and approximately two miles of storm sewer. Flow in street gutters and overland flow directly into Otter Creek and into railroad drainage ditches completes the drainage network. Storm sewers apparently have been constructed in areas where they were most desirable, and sanitary sewers apparently are used to transport some storm flow as indicated by the increased load on the treatment facility during wet weather.

The municipal expenditure required over the planning period will depend upon the tolerance of the citizenry to open channel flow and very minor flooding and upon the arrangement and density of new development. Of major present concern is the separation of storm from sanitary flow in the existing sewer system to relieve present treatment inadequacies.



## DOMESTIC WATER

The City of Oelwein provides water to all developed areas within its corporate limits. Water service has also been extended to consumers outside of the corporate limits of the city on the southern edge of town.

The sources of water are three operating wells, all located within the corporate limits of the city. One well is located in the northeast section of the town and is approximately 1,300 feet deep. Another well is located in the southeast section of the City. They have the combined pumping capacity of 1,450 gallons per minute, and they pump directly into storage reservoirs located at each well site. Both wells work to keep their respective reservoirs adequately supplied. A third well is located at 13th Avenue SW and Third Street. It is approximately 100 feet deep and has a pumping capacity of 285 gpm. Therefore, the total pumping capacity of the water utility is 1,735 gallons per minute. The water must be aerated and chlorinated to eliminate the unpleasant odor and taste of hydrogen sulphide gas which occurs naturally in the ground water in the area. Periodic examinations of the water by the State Department of Health has indicated the water free of harmful bacteria, and no further treatment of the water should be anticipated.

Water storage facilities include the previously mentioned reservoirs, which have a combined storage capacity of 700,000 gallons. The storage tank at 13th Avenue SW and Third Street has a capacity of 500,000 gallons. The total water storage capability is therefore 1,200,000 gallons.

Average annual water consumption in Oelwein has been growing at an average rate of 290 gallons per day per year up to the present. With this increase, the average annual per capita water consumption is approximately 125 gallons per day. This average is above the average for towns of comparable population and sub-humid location,

From this average consumption, peak water demand can be estimated, and, with this estimate,

storage and pumping adequacy can be compared with National Fire Underwriters' recommendations for a municipality of Oelwein's population. The computations involved indicate that Oelwein's combined storage and pumping capacity is capable of supplying 3.7 million gallons during a peak day. Present peak design use is 2.8 million gallons per day, including water necessary for fire fighting. It is estimated that this peak demand will increase to 3.5 million gallons per day by the end of the planning period.

While many 6-, 8-, and 10-inch water mains do exist in Oelwein, the basic and predominant main size is four inches. Much of the city contains interconnected and looped main systems, but a small percentage of the city does not. Therefore, it can be seen that water supplied from the small 4-inch main sizes, which are not part of a looped main section, would be of inadequate pressure to meet the demands of a bad fire or even the demands of some industrial processes.

With these facts in mind, it can be seen that significant capital expenditure by the municipality over the planning period will be necessary to improve the water distribution system. This program should begin as soon as possible with a complete study of the actual peak and average water demands, water pressures, and supply adequacies throughout the system.

## ELECTRICITY

Electric power is provided by Interstate Power Company, with headquarters in Dubuque, Iowa. This company has an integrated system that serves northwestern Iowa, southern Minnesota, and northwestern Illinois.

Electricity to Oelwein is presently supplied by three 69,000 volt transmission lines. Also, there are three 161,000 volt transmission lines presently serving the Oelwein area. The Company owns a portion of the 345,000 volt transmission line between Minneapolis and St. Louis. This line



will be tied into Interstate's substation south of Oelwein by 1970. With the additional 233,000 kilowatt generating unit at the M. L. Kapp Generating Plant at Clinton, Iowa, Interstate should be able to supply the City of Oelwein with any future power demands.

The distribution system within the planning area also is adequate to handle any future services, with probable new construction to cover any abnormal industrial increases over the planning period.

The distribution voltage in Oelwein is 4,160 volts. Service voltages of 13,800 volts and 69,000 volts are available as required.

The substation serving the distribution system is ideally located for good reliable service. Two, 3,750 KVA transformers provide a regulated voltage for the city and have a capacity to carry the entire load served from this substation in the event one transformer should fail.

Six feeders provide service to the city. These feeders are so designed that two or more feeders can be interconnected to provide back up service in case of emergencies.

For the past several years all new construction has been insulated for 15,000 volts. This coincides with long range planning for conversion of portions of the system to 13,800 volts and transmission loop around the city.



# STORM SEWER DISTRIBUTION

Oelwein, Iowa



— Existing Storm Sewer Lines  
- - - Open Ditch

LEO A DALY

URBAN PLANNING GRANT PROJECT NO. IOWA P-118  
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Scale in Feet







# Traffic and Circulation

## EXISTING STREETS

Oelwein has 48 miles of public rights-of-way (including alleys), and that part of the planning area outside the city limits has an additional 28 miles. State routes comprise 8% of the total rights-of-way in the city and 12% of the entire planning area total. Public roadways under the jurisdiction of the State Highway Commission increase in proportion outside Oelwein, but within the planning area to 18% of the non-Oelwein total. The effect of state roads on the local circulation system is that of a cross-hair pattern, with the intersection of the east-west and north-south state routes at Charles Street (Iowa Highway 3) and Frederick Street (State Highway 150), in the heart of the central business district. This intersection of state highways develops a convergence of through-traffic with the local traffic in the business district. Thus, it develops into a congestive influence for future traffic flow. With possible additional future congestion, it may no longer be possible to allow partial curb parking on the routes as a convenience to merchants. This in turn suggests the practicality of off-street parking in greater amounts around the future business area, or the initiation of a one-way street system.

One mile of the City's roadways, excluding alleys, has brick surface and five miles have gravel or dirt surfaces, while the remainder of the roads are bituminous, asphalt, or concrete.

All city streets, excluding alleys, have varying pavement widths. Over 50% of the streets have 28'-32" pavement widths. The following is a breakdown of the city streets by pavement widths, miles, and percentage of total miles.

<u>Pavement widths in feet</u>	<u>Miles</u>	<u>Per cent of total miles</u>
44	3	7.6
32	10	25.7
28	11	28.3
24	7	18.0
<u>12-18</u>	<u>8</u>	<u>20.5</u>
Total	39	100.0

Oelwein is laid out in a gridiron pattern, which yields a low ratio of lots to improved streets. There also are off-set streets, larger streets emptying into those of lesser right-of-way width, and dead-end streets. Curvilinear streets occur in newer subdivisions on the eastern and northern periphery of the city.

Past platting practices and the location of railroad tracks have placed a progressively greater burden on the city's major streets. The danger in this is not usually recognized until the municipality is faced with a growth surge, at which time it is usually necessary to go beyond the corporate limits for new major or secondary traffic carriers.

There are no one-way streets on any of the major traffic arteries throughout the city. A one-way street system routed so as to protect residential property values and not to affect any primary school is one possible solution to future traffic congestion.

Parallel parking meters are located along both sides of the streets throughout the central business district. Three large free public off-street parking lots are located in or near the downtown. They have a capacity of approximately 1000 cars.

The criterion for evaluation roadways is their carrying capacity in comparison with existing and projected traffic volumes. In Oelwein, 24-hour counts are provided by the Iowa State Highway Commission for the years 1954, 1958, 1960, 1962, 1964 and 1967. The following tables contain city-wide material on major state routes.



TRAFFIC VOLUMES, STATE ROUTES

Location	Average Daily Traffic -1954	Average Daily Traffic -1967	Percent Change
From East (S.R.3)			
At City Limits	2,480	4,910	98
At Fredrick Street	4,165	5,720	37
From West			
At Fredrick Street	3,594	4,910	37
From North (S.R. 3 & 150)			
At City Limits	4,191	5,600	34
At Charles Streets	5,441	7,610	40
From South (S.R. 150)			
At City Limits	5,140	9,320	81
At Charles Street	6,014	8,150	36

Source: Highway Planning Department  
Iowa State Highway Commission

Average Annual Daily Traffic

Major Access	1954	Percent of Total	1967	Percent of Total
From East	2,480	16.0	4,910	19.9
From West	3,594	23.4	4,910	19.9
From North	4,191	27.3	5,600	22.6
From South	5,140	33.3	9,320	37.6
TOTALS	15,405	100.0	24,740	100.0

Source: Highway Planning Department  
Iowa State Highway Commission

There is an 81% increase on State Highway 150 at the southern city limits. There also is a 98% increase on State Highway 3 at the eastern city limits, and a 34% increase on State Highway 3 at the northern city limits. In progression toward the central business district from all major directions, counts understandably increase because of local traffic and through traffic at inter-sections along State Highways 3 and 150.

Any city experiences a wide hourly variation in traffic volumes. Counts isolate peak-hour traffic flow, since these concentrations are the basis for computing heaviest demands on the streets. However, peak hours (usually about 12% of a 24-hour count) may be expected to vary within any community especially if it has changes of shifts of industrial employees. The following are peak-hour estimates for the streets affected, even though such peaks occur at different hours in the day.



	<u>1967</u>
From East (S.R.3)	
At City Limits	589
At Frederick Street	632
From West	
At Frederick Street	589
From North	
At City Limits	672
At Charles Street	913
From South	
At City Limits	1118
At Charles Street	978

### Conclusion

Those roadways in Oelwein planning area that contributed to its 1968 major street system follow.

#### MAJOR STREETS

Charles Street, east-west  
Frederick Avenue, north-south

#### SECONDARY or COLLECTOR STREETS

7th Street SE (Frederick Avenue to  
8th Avenue SE)  
2nd Street SE (Frederick Avenue to  
8th Avenue SE)  
6th Street NE (1st Avenue to County Road)  
10th Street SW (Frederick Avenue to  
County Road)  
4th Street SW (Frederick Avenue to  
6th Avenue SW)  
1st Avenue E (3rd Street SE to 6th  
Street NE)  
8th Avenue SE (Charles Street to 7th  
Street SE)  
1st Avenue NW (Charles Street to 6th  
Street NW)  
6th Avenue SW (Charles Street to 4th  
Street SW)

In the surrounding county area, roads primarily are gravel with widths ranging from 16 feet to 28 feet. Thus, they are not subject to formulation of design capacity. Iowa Highways 3 and 150 outside of the city limits have widths of 24 feet and are two lanes. According to standards on the following table, the above mentioned highways have efficiency based on land width of 100% capacity, a practical capacity of 900 cars per hour, and a basic capacity of 2,000 cars per hour.

#### COMMON CARRIERS

The nearest point of scheduled airline service to Oelwein is Waterloo, 40 miles to the southwest which is served by Ozark Airlines with ten daily flights. Chartered service also is available at Waterloo and at Oelwein. The nearest field for private planes is located three miles west of Oelwein, beyond the planning area of this study. The field has lights, a paved runway, and a unicom radio system. The airport is owned by the city and leased to private individuals. Federal funds have been allocated for further development of the Oelwein airport. The airport is included in the National Airport Plan with recommendations to acquire additional land for runway extensions and clear zones, to extend NW-SE runway to 3400 feet and wider to 60 feet, to construct 2900-foot crosswind runway, to improve and extend runway lighting, to install beacon and wind cane, and other miscellaneous items.

Related transportation facilities serving the Oelwein planning area follow:

Railroads: Chicago and North Western  
Chicago Rock Island and Pacific

Bus Service: No inter-city service  
Two inter-city buses (Jefferson  
lines and Hawkeye Service Bus  
lines)

Motor Four transfer companies  
Freight: Three transportation lines

Taxicabs: One Taxicab company in Oelwein  
(NU Cab System)



## ROAD CAPACITIES

BASIC CAPACITIES - represent a starting point for road capacities.

Two-lane roads 2,000 cars per hour  
Three-lane roads 4,000 cars per hour, 1,333  
per lane  
Multi-lane roads 2,000 cars per lane per hour

PRACTICAL CAPACITIES - represent generally accepted capacities excluding all the capacity-reducing factors for a specific road.

Two-lane roads 900 cars per hour  
Three-lane roads 1,500 cars per hour  
Multi-lane roads 1,000 cars per lane per hour

### EFFICIENCY BASED ON LANE WIDTH

Category	<u>Two-Lane Highway</u>	<u>Four-Lane Highway</u>
12' width lanes	100% capacity	100% capacity
11' width lanes	86% capacity	97% capacity
10' width lanes	77% capacity	91% capacity
9' width lanes	70% capacity	81% capacity
8' width lanes	65% capacity	---
7' width lanes	50% capacity	---

### OTHER FACTORS AFFECTING (REDUCING)

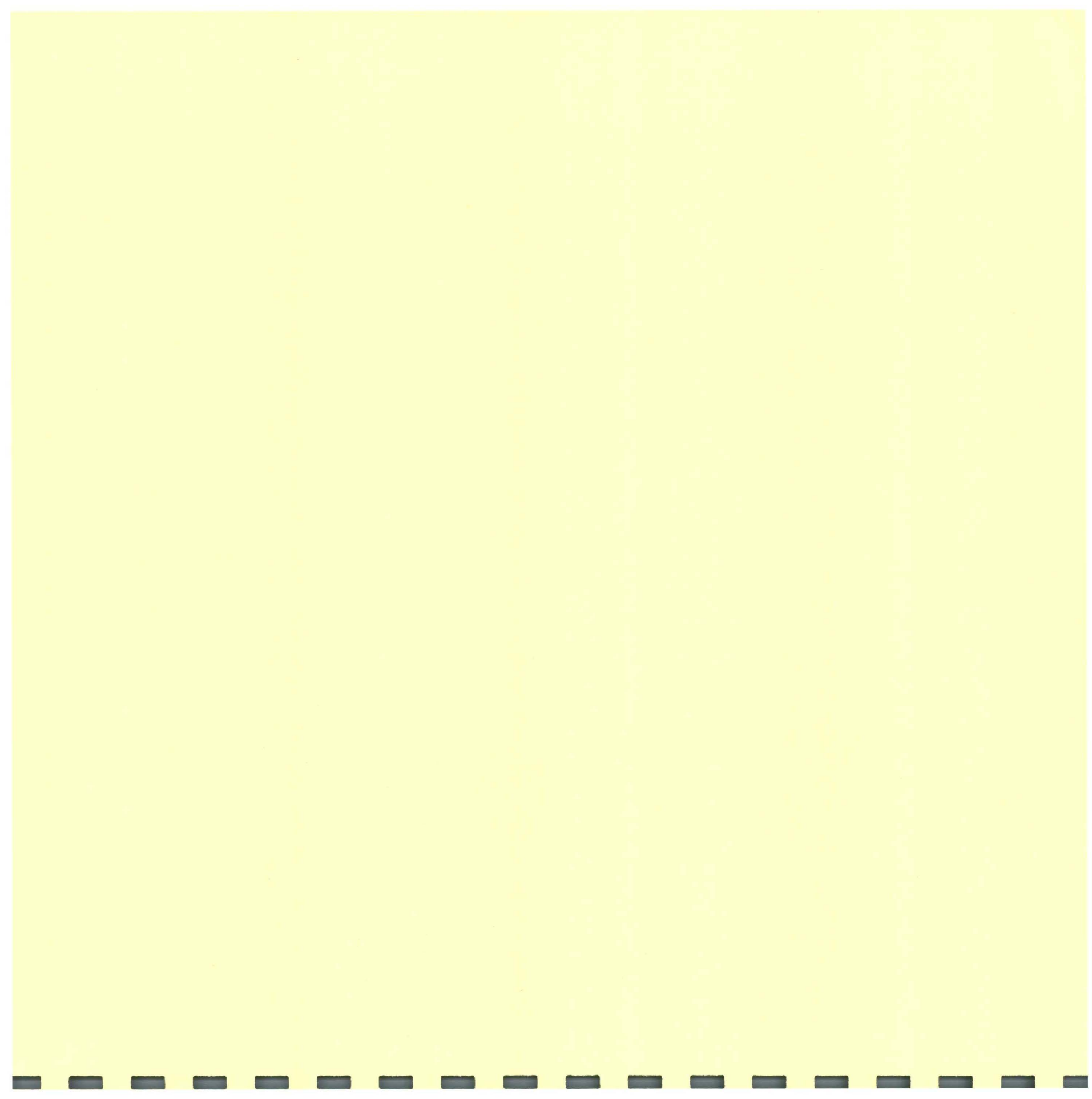
#### CAPACITIES INCLUDE

Lane width - width of paved surface  
Lateral clearance - distance from pavement edge to obstruction  
Shoulders - width paved or unpaved  
Commercial vehicles - trucks, buses, etc.  
Imperfect alignment - sight distances, stopping, passing  
Grades - vehicle braking, sight distance, commercial vehicles

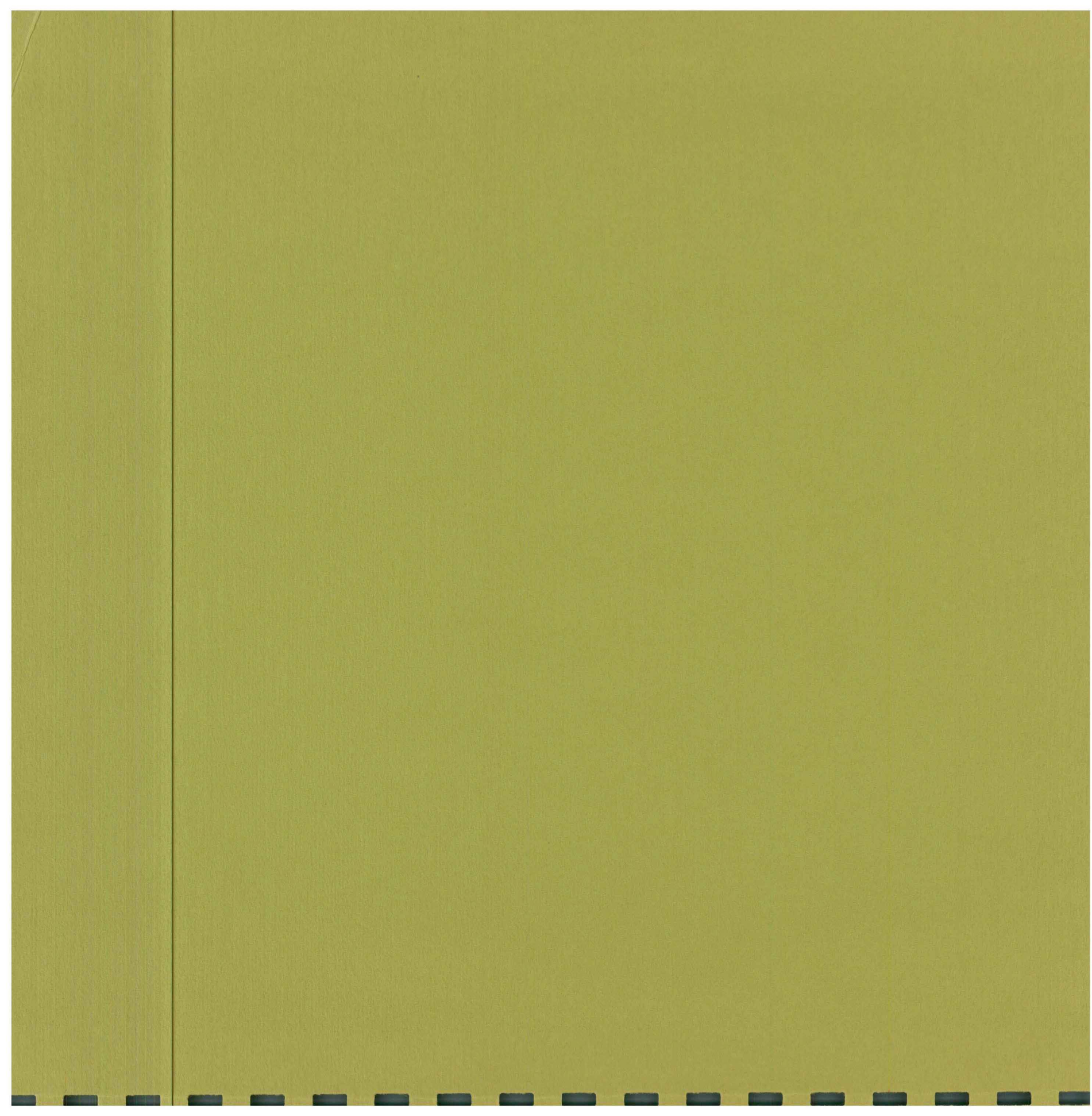
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Source: Highway Capacity Manual  
U. S. Department of Commerce











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