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Bureau of Public Works
R. E. Simpson

Sec 8



WATERLOO • CEDAR FALLS • EVANSDALE

CITY
PLANNING
COMMISSION



SUITE 201 - CITY HALL

September 27, 1963

Mr. L. M. Clauson
Chief Engineer
Iowa Highway Commission
Ames, Iowa

Dear Mr. Clauson:

Pursuant to your letter of July 24, 1963, we have prepared the attached report relative to the status of comprehensive planning in the Waterloo, Cedar Falls, Evansdale Metropolitan Area. This report has been prepared jointly on behalf of the cities of Waterloo, Cedar Falls and Evansdale.

The preparation of this report exemplifies the cooperative efforts of these various cities and agencies in the development of project planning in this area.

If there is any additional information you may require, please feel free to call upon us.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Hugh J. Copeland". The signature is written in a cursive, flowing style.

Hugh J. Copeland
Director of Planning

Encl.

This report has been prepared in conformance with the request of the Chief Engineer of the Iowa Highway Commission in order to outline the status of the Waterloo, Cedar Falls, Evansdale metropolitan area with regard to its conformance with the requirements specified by Section 9 of the Federal-Aid Highway Act of 1962.

The following exhibits are made a part of this report and are attached or are currently on file with the Iowa Highway Commission:

Exhibit I - The Articles of Agreement establishing the Metropolitan Planning Commission of Black Hawk County.

Exhibit II - The DeLeuw Cather Report relative to the Major Street Plan for the City of Waterloo (currently on file with the Iowa Highway Commission).

Exhibit III - Part I of the Comprehensive Study Plan for Cedar Falls.

Exhibit IV - Part I of the Comprehensive Plan for Evansdale.

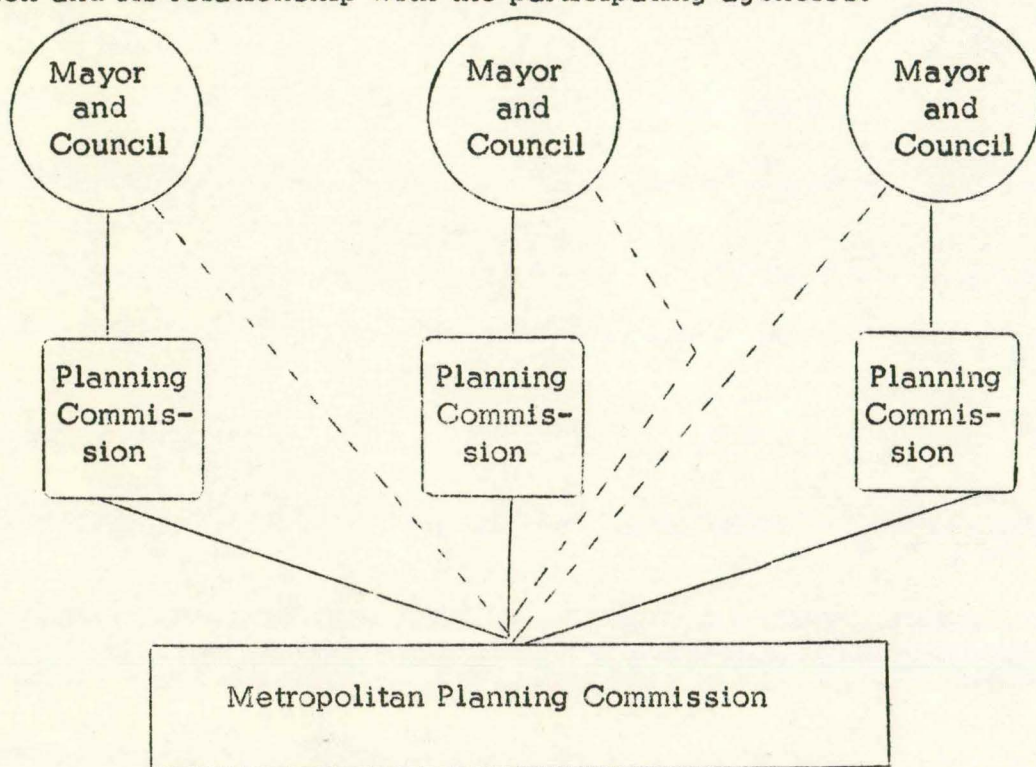
Exhibit V - The Automobile Safety Foundation's study prepared for the Iowa Legislative Road Study Committee (currently on file with the Iowa Highway Commission).

Exhibit VI - Financial Resources Statement.

For some time the City of Waterloo has actively participated in informal matters of metropolitan planning with its neighboring cities of Cedar Falls and Evansdale and the Zoning Commission of Black Hawk County. We supported the recent adoption of legislation which will permit the official establishment of a metropol-

itan planning commission. Preparations are presently under way which will establish such a commission in our metropolitan area. The formation of the commission has received approval from the administration of the governing bodies of the cities of Waterloo, Cedar Falls and Evansdale and now await the completion of the Articles of Agreement before the commission becomes a reality.

The following chart shows the organizational structure of the proposed metropolitan commission and its relationship with the participating agencies:



The above organizational structure outlines the function in which the metropolitan planning commission could operate. The mayor appoints the members of the commission who in turn serve in an advisory capacity to each of the cities' planning commissions, with the city planning commission retaining its present advisory capacity to the city council. This structure is simple and one which would appear to function easily and with a maximum effectiveness.

The purpose of the metropolitan planning commission is primarily that of preparing a comprehensive plan for the metropolitan area, with a secondary purpose as an advisory body to the various member agencies on matters of joint current planning problems. Exhibit I is the proposed Articles of Agreement which are now being considered by various agencies prior to the establishment of the metropolitan commission.

The function and organization of various departments concerned with planning, engineering and traffic engineering in the cities of the Waterloo metropolitan area are relatively the same. Long range comprehensive planning is the function of the various planning commissions. These commissions serve in an advisory capacity to the city council and employ professional planning services to assist them in the development of these plans. The engineering departments of these cities are concerned primarily with the design and construction of traffic facilities in addition to their other responsibilities. In the case of Evansdale a consulting engineering firm has been employed to provide city engineering services whereas Waterloo and Cedar Falls have their own engineering departments. Traffic engineering in the metropolitan area has been carried out primarily by the traffic divisions of the police departments. In the case of Waterloo the City Electrician has the responsibility of development of plans and construction of various traffic devices. There are no professional traffic engineers employed by any of the cities in the metropolitan area. This service has been provided either by consultants or by the various departments of the municipalities.

The following is the status of the various planning elements as outlined in the Instructional Memorandum of the Bureau of Roads dated March 27, 1963:

1. Economic Factors Affecting Development

An Economic Base Study is one of the major elements proposed to be undertaken by the metropolitan planning commission in its coordinated planning program. The "Walsh Report" of economic conditions was prepared in 1957 relative to Waterloo and has served as a basis for sound economic projections. This report does not consider the metropolitan aspect of our urban area and for this reason a complete economic base study will be prepared in cooperation with the State College of Iowa in our metropolitan planning program.

2. Population

Population studies and forecasts have been made by Waterloo, Cedar Falls and Evansdale. These studies have been refined as much as possible without the aid of accurate economic forecasts and will be completed in conjunction with the economic base study of the Black Hawk County urban area.

3. Land Use

Land use inventories have been completed for Waterloo, Cedar Falls, and Evansdale and are current except for Waterloo. The Waterloo land use survey was completed in 1958 and is presently being updated. These surveys will be coordinated and the analysis consolidated on a

metropolitan basis as a part of the metropolitan planning project.

4. Transportation Facilities

No reports are available relative to transportation or transit facilities which would constitute an element of the comprehensive plan. Major thoroughfare plans have been completed for the metropolitan area cities, based upon traffic data updated from previous studies. This information is on file with the Iowa Highway Commission.

5. Travel Patterns

Travel pattern information currently used in planning programs in our metropolitan area has been derived through an Origin-Destination Study completed by the Iowa Highway Commission in 1947, updated for Waterloo by the DeLeuw Cather Company in their report of 1957, and updated again by the survey completed by the Iowa Legislative Road Study Committee. Transportation facilities and traffic pattern analyses, although prepared on an area-wide basis, have not been coordinated on an official metropolitan basis.

6. Terminal and Transfer Facilities

There are no reports available as a part of a comprehensive plan analyzing terminal and transfer facilities.

7. Traffic Control Features

There are no reports available describing traffic control features, however, the city does have a program of traffic control implementation.

8. Zoning Ordinance, etc.

The City of Waterloo does have a Zoning Ordinance, subdivision regulations and building codes which are current and being continually updated.

9. Financial Resources

A statement of existing financial resources is attached and made a part of the report. This is a current statement and does not represent an analysis or projection of future resources as would be necessary as an element of the comprehensive plan.

10. Social and Community-Wide Factors

There are reports completed regarding park and school development plans and community facilities for the various cities of our metropolitan area, however, they have not been related directly to a metropolitan plan. This, of course, will be a major element of the proposed plan to be developed for our urban area.

The plans submitted herewith relative to Cedar Falls and Evansdale have been prepared in cooperation with the Iowa Development Commission as an Urban Planning Project (Iowa P-7).

METROPOLITAN PLANNING COMMISSION
OF BLACK HAWK COUNTY

ARTICLES OF AGREEMENT

I. Purpose

The purpose of this agreement is to establish the scope, area, duties responsibilities, and relationships of the Metropolitan Planning Commission of Black Hawk County.

II. Membership

The Metropolitan Planning Commission of Black Hawk County shall consist of the following members:

- A. The mayor or administrative official or chairman of the participating governing bodies or his representative. Said representative shall be an elected official of the council or board of the participating governing body.
- B. Membership of the Commission shall be based upon a per capita ratio of one (1) member per ten thousand (10,000) persons or fraction thereof residing within the incorporated areas of the participating cities or towns as established by the current federal census. In the case of county participation, the same ratio shall apply, except that the membership shall relate to residents of the county living outside of incorporated areas. Said members shall be appointed by the mayor or chairman of the participating governing body. Provided further that said membership shall consist of the chairman of the city planning commission or zoning commission and a majority of the remaining members to be appointed from the participating governing body's

planning or zoning commission. Based upon the 1960 Federal Census the following would be the schedule of membership of the Metropolitan

Planning Commission:

Waterloo	72,687	Mayor + 8
Cedar Falls	21,195	Mayor + 3
Evansdale	5,735	Mayor + 1
Elk Run Heights	1,124	Mayor + 1
Rural Black Hawk County	17,285	Chairman + 2

From time to time the membership of this commission may be enlarged by additional cooperating agencies who may wish to participate. Such addition may be provided as specified in the section pertaining to amendments hereunder. Terms of the members shall correspond with the terms of membership of the Commission or agency they represent or for a term of five (5) years in the case of those appointed who are not also members of a local planning commission. The appointing governing bodies shall determine the amount of compensation, if any, to be paid to the members of a commission. Any vacancy in the membership of a commission shall be filled for the unexpired term in the same manner as the initial appointment. The governing bodies shall have authority to remove any member for cause stated in writing and after a public hearing.

III. Officers, Meetings and Staff

The joint planning commission shall elect one of its appointive members as chairman who shall serve for one year or until he is re-elected or his successor is elected. The commission shall appoint a secretary who may be an officer or an employee of a governing body or of the commission. The members of the commission shall meet not less than four times a year at the call of the chairman and at such other times as the chairman or the members of the commission shall determine,

shall adopt rules for the transaction of business, and shall keep a record of their resolutions, transactions, findings, and determinations, which record shall be a public record. The commission may employ such employees and staff as it may deem necessary for its work, including a director of planning.

IV. Financing

In the performance of its duties, the commission may cooperate with, contract with, and accept and expend funds from federal, state or local agencies, public or semi-public agencies, or private individuals or corporations, and may carry out such cooperative undertakings and contracts. It may enter into other contracts and make expenditures for the purchase of required equipment and supplies, and exercise all other powers necessary to carry out the purposes of this agreement. The expenditures of the commission, exclusive of gifts or grants to the commission or its contract receipts, shall be within the amounts appropriated or provided to the commission by the governing bodies of the area served by the commission, who are empowered to determine, agree upon, and appropriate funds for the payment of the expenses of the commission or their respective shares thereof. The governing bodies of the area served by the commission shall cooperate with the commission and may aid the commission by furnishing staff, services and property.

Apportionment of Costs: The cost of maintaining the Metropolitan Planning Commission of Black Hawk County for urban planning shall

be apportioned in the following manner:

In every calendar year each cooperating municipality shall contribute not less than ten (10) cents per capita of population residing in said municipality according to the latest federal census. In the case of county participation the per capita ratio shall apply to residents living outside incorporated cities or towns.

The commission shall at its regular January meeting in each year make appropriations for its expenses for that year, which appropriation may be modified or supplemented from time to time during the year.

All contributions shall be paid as soon as possible after the first of the year and in no event after June 1, unless otherwise agreed to between the Metropolitan Planning Commission and the member.

V. Powers and Duties

a. The commission shall have the power and duty to make comprehensive studies and plans for the development of the area it serves which will guide the unified development of the area and which will eliminate planning duplication and promote economy and efficiency in the coordinated development of the area and the general welfare, convenience, safety, and prosperity of its people. The plan or plans collectively shall be known as the regional or metropolitan development plan. The plans for the development of the area may include, but shall not be limited to, recommendations with respect to existing

and proposed highways, bridges, airports, streets, parks and recreational areas, schools and public institutions and public utilities, public open spaces, and sites for public buildings and structures; districts for residence, business, industry, recreation, agriculture, and forestry; water supply, sanitation, drainage, protection against floods and other disasters; areas for housing developments, slum clearance and urban renewal and redevelopment; location of private and public utilities, including but not limited to sewerage and water supply systems; and such other recommendations concerning current and impending problems as may affect the area served by the commission. Time and priority schedules and cost estimates for the accomplishment of the recommendations may also be included in the plans. The plans shall be based upon and include appropriate studies of the location and extent of present and anticipated populations; social, physical, and economic resources, problems and trends; and governmental conditions and trends. The commission is also authorized to make surveys, land-use studies and urban renewal plans, provide technical services and other planning work for the area it serves and for cities, counties, and other political subdivisions in the area. A plan or plans of the commission may be adopted, added to, and changed from time to time by a majority vote of the planning commission. The plan or plans may in whole or in part be adopted by the governing bodies of the cooperating cities and counties as the general plans of such cities and counties. The commission may also assist

the governing bodies and other public authorities or agencies within the area it serves in carrying out any regional plan or plans, and assist any planning commission, board or agency of the cities and counties and political subdivisions in the preparation or effectuation of local plans and planning consistent with the program of the commission. The commission may cooperate and confer, as far as possible, with planning agencies of other states or of regional groups of states adjoining its area.

b. Copies of the plan or plans and amendments or revisions of a plan or plans prepared by a commission may be transmitted by the commission to the chief administrative officers, the legislative bodies, the planning commissions, boards or agencies of the counties and cities within its area, and to regional or metropolitan planning commissions established for adjoining areas. A commission may make copies of its plan or plans or parts of plans available for general distribution or sale, and may advise and supply information, as far as available to persons and organizations who may request such advice and information and who are concerned with the area's redevelopment problems. It may also provide information to state and local agencies and to the public at large, in order to foster public awareness and understanding of the objectives of regional or metropolitan planning, and in order to stimulate public interest and participation in the orderly, integrated development of the area served by the commission.

c. To facilitate effective and harmonious planning of the region or metropolitan area, all governing bodies in the area served by a commission, and all county and city local planning commissions, boards or agencies in the area may file with the commission, for its information, all county or city plans, zoning ordinances, official maps, building codes, subdivision regulations, or amendments or revisions of them, as well as copies of their regular and special reports dealing in whole or in part with planning matters. County or city governing bodies, or county or city local planning commissions, boards or agencies may also submit proposals to a commission for such plans, ordinances, maps, codes, regulations, amendments or revisions prior to their adoption, in order to afford an opportunity to the commission to study such proposals and to render advice thereon.

VI. Additions to and Withdrawals from the Commission

a. A political subdivision which is eligible by virtue of the Revised Code of Iowa may make application to the Metropolitan Planning Commission of Black Hawk County for membership upon acceptance by the Metropolitan Planning Commission.

b. The legislative authority of any cooperating municipality or the County Commissioners may withdraw their membership hereunder at any time, adopting a resolution so to do, and delivering a certified copy thereof to the Secretary of the Metropolitan Planning Commission. So far as active participation is concerned, such withdrawal shall be effective upon delivery, but shall not relieve the withdrawing party

of its obligation to contribute its share of the cost for the year in which the withdrawal occurs, provided however, that if any such cooperating municipality of the County Commissioners shall withdraw at any time within the last six months of the year in which it became a member, such withdrawing party shall contribute its share of the cost for the first six months of the year next ensuing. Any legislative authority not contributing as provided by Article VI hereof, may by a determination of the Executive Committee be deemed to have withdrawn as a member.

VII. Amendments

The terms of this agreement may from time to time be changed or amended by a majority vote of the members of the Metropolitan Planning Commission at any regular or special meeting and confirmed by resolution by a majority of the participating governing bodies. If no action is taken for or against said amendment within thirty (30) days after receipt of said amendment by the participating governing bodies it shall be deemed that favorable consideration or approval has been given by said governing body of such an amendment.

VIII. Validity

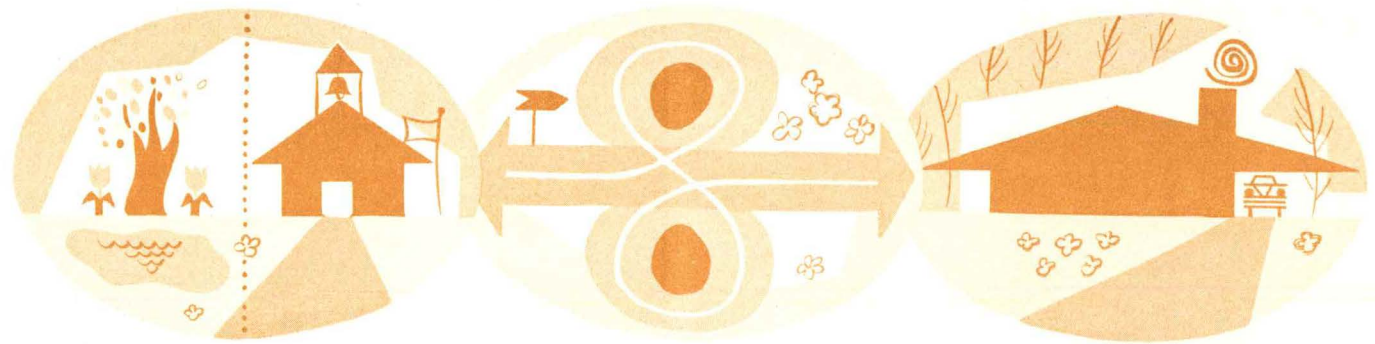
If any provision of this Act or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or application of the Act which can be given effect without the invalid provisions or application, and to this end the provisions of this Act are declared to be severable.

IX. Time of Taking Effect

The terms of this agreement shall take place immediately upon adoption by the cooperating governmental bodies of the cities of Waterloo, Cedar Falls and Evansdale.

The DeLeuw Cather Report relative to the
Major Street Plan for the City of Waterloo
(currently on file with the Iowa Highway Commission)

PART I



**A COMPREHENSIVE STUDY
FOR
CEDAR FALLS, IOWA**

COUNCIL

V. S. Nelson, Mayor
T. B. Olin, First Ward
Robert Ruby, Second Ward
John Krogh, Third Ward
Merle Anderson, Fourth Ward
Frank P. Williams, Fifth Ward
George C. Robinson, At Large
O. M. Nordly, At Large

COMMISSION

William Dee, Chairman
Robert C. DeVoe
Darrell Porter
Robert Berry
Iver Christoffersen
Gerald Fleming
James R. Hansen
Wayne Gnagy
Bernard Assink
James Walmsley
Ralston Gager
Ed Dickson, Corresponding Secretary

CONSULTANTS

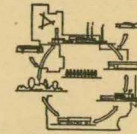
Hugh Copeland
Kenneth Lind
Cletus J. Rokusek
Robert D. Gunderson

Urban Planning Grant Project No. Iowa P-7

The preparation of this report was financed in part through an Urban Planning Grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

Prepared under contract for the financed in part by the Iowa Development Commission under the provisions of Chapter 280, Laws of the 58th General Assembly of Iowa, as amended.

By: Hugh J. Copeland & Associates
City Planning Consultants
Waterloo, Iowa



HUGH J. COPELAND & ASSOCIATES

2635 SARATOGA DRIVE, WATERLOO, IOWA

City Planning Commission
Cedar Falls, Iowa

Gentlemen:

Transmitted herewith is Part I of the Comprehensive Plan for Cedar Falls undertaken May 23, 1961. This plan represents the first step in the series of three parts proposed for the development of the completed guide plan for Cedar Falls.

This is a general plan dealing with the physical community and the elements with which it is composed. Being a general plan we are not concerned with specific development of specific parcels or items. In this way this plan can be a framework of reference for the many decisions you must make as citizen members of the Planning Commission. This plan can only be as good as you use it, review it, and keep it up-to-date through your long-range planning program.

Respectfully submitted,

Hugh J. Copeland
Planning Consultant

SITE - CITY - REGIONAL - PLANNING CONSULTANTS

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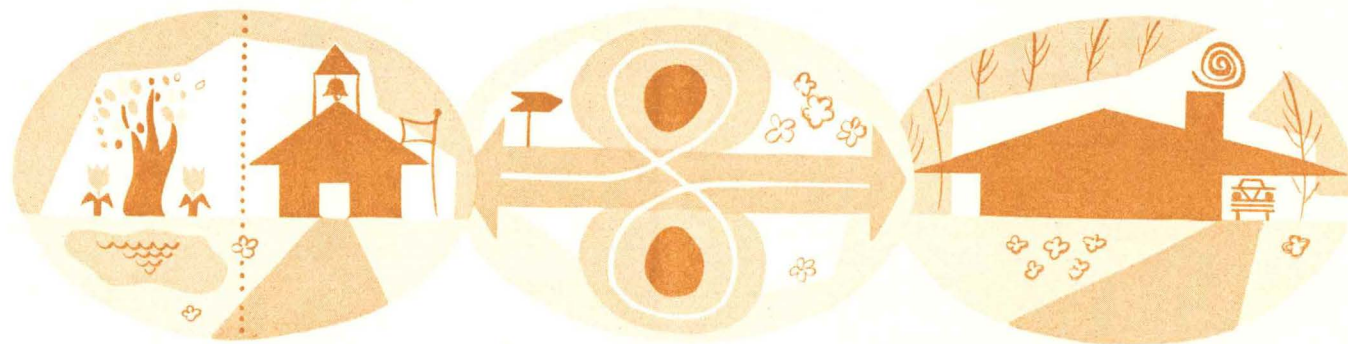
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GENERAL INFORMATION

This report is the first in a series which provides a framework for decision making as applied to growth elements of the City. Because it is a framework or base of reference it is general in nature, able to be molded and changed as conditions warrant. It is impossible to forecast accurately the future needs of a community during a long period of time as social, economic and even physical conditions can be outside the realm of prediction. This plan is therefore based upon studies of past happenings, existing conditions, and projected future development within the scope of defined goals and objectives.

Part I of the Comprehensive Plan deals with the physical development of the City, whereas, parts II and III deal with the socio-economic factors as well as the plan implementation (codes and ordinances). Although this is a physical plan for Cedar Falls, considerations for other factors, such as population projections and industrial development must be analyzed. It is also important to understand the role of Cedar Falls in the metropolitan complex and the interdependence of all elements in urbanized Black Hawk County. With this in mind certain basic assumptions have been made and certain basic planning concepts have been established.



INTRODUCTION

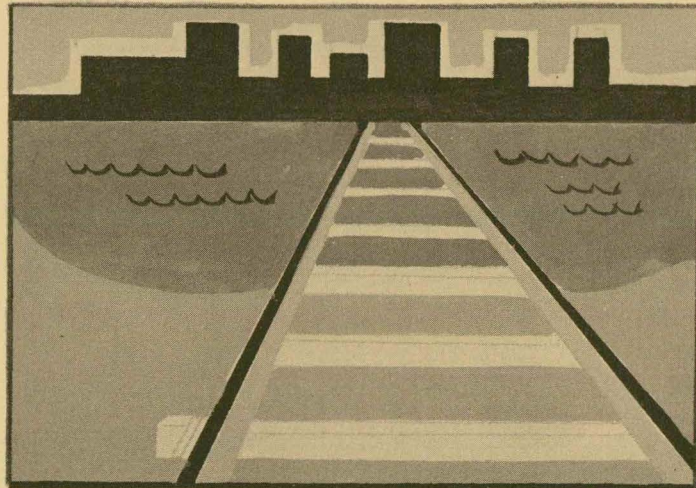
This plan assumes that Cedar Falls will continue to grow at about the same rate it has in the past, also, that the City will remain primarily residential in nature with some industrial expansion, and the State College will play a more and more dynamic role in the cultural amenities of the metropolitan area. This plan assures the continued progressive municipal administration and public support of warranted community improvements.

In addition to basic assumptions of growth in Cedar Falls it is important to establish the physical framework or base of reference for the plan.

An urbanized area tends to divide itself into independent neighborhoods or areas defined by physical barriers such as rivers, streams, railroads, major thoroughfares and topographic conditions. These small areas, for the purpose of this report have been defined as neighborhood planning areas, and form the basic element of the plan.

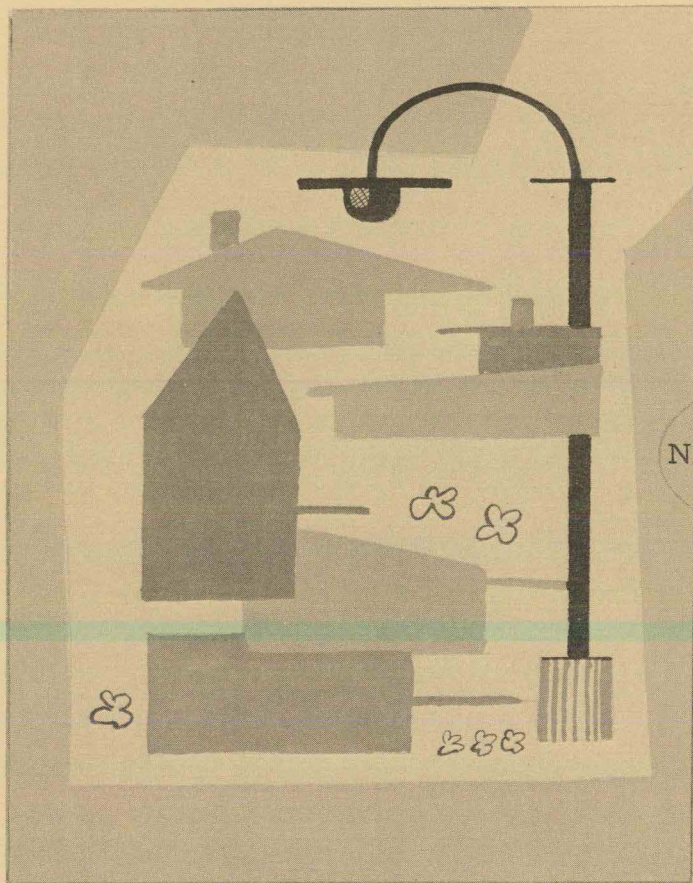
This plan defines the land use needs of each area, taking into account the growth factors of the metropolitan area. Based upon existing conditions and forecasts of future growth, population-wise and economically, determinations are made as to how much land will be needed for residential, commercial, industrial, public and semi-public uses. The future land use determinations for individual neighborhood planning areas must be associated and related to adjacent neighborhoods, thus evolving into what is termed a community planning area. Where several communities exist, as they do in Black Hawk County, a metropolitan urban area becomes evident.

PLANNING CONCEPTS



The metropolitan area is composed of communities which in turn are composed of neighborhoods. It should be pointed out that each area is defined geographically by physical barriers and not by political boundaries.

This plan, technically, is confined to existing city limits or foreseeable annexed areas, however, strong metropolitan factors have been introduced to provide a more realistic base for the plan.



NEIGHBORHOOD

Based upon present population densities a typical neighborhood in Cedar Falls will provide residences for 5,000 to 6,000 persons.

Adequate park and school facilities to meet the requirements of the existing and potential population should be located within easy walking distance of all parts within the neighborhood.

Commercial areas should be provided to meet the daily needs of the people living in the area. (One acre of commercial land per 1,000 persons served.)

Traffic and street plans should be developed to eliminate through traffic within the residential area in order to make the neighborhood a safer and more desirable place in which to live.

Standards should be developed through zoning, subdivision regulations and minimum housing standards, to insure the highest and best use of land.

The community is an area composed of various neighborhood units and defined by major natural or man-made physical barriers.

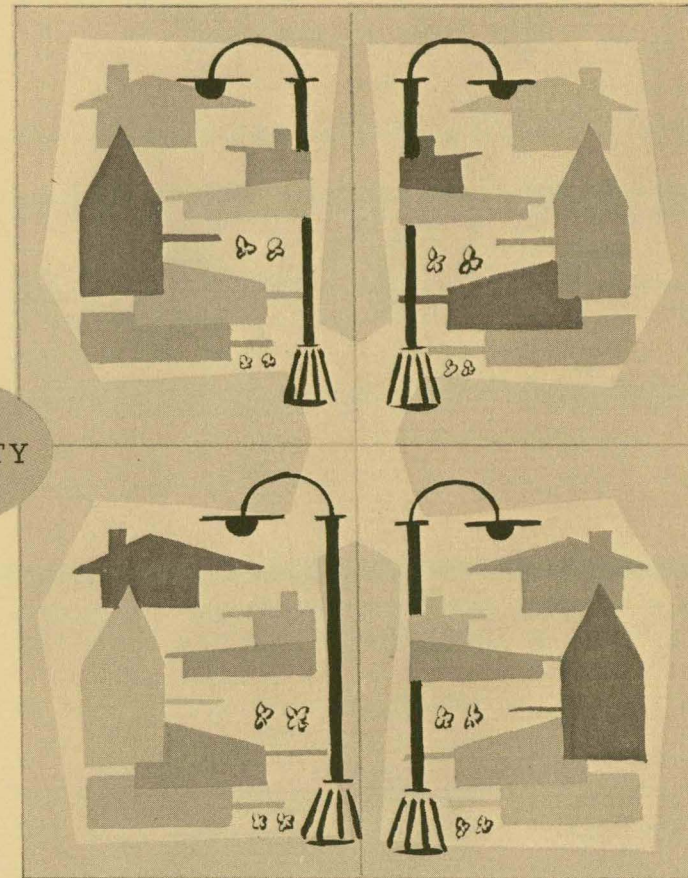
Enlarged commercial areas should be provided to meet all of the needs of the community. In addition to stores and shops, areas should be provided for related business and professional offices.

Major park facilities should be provided.

A high school or junior high school should be provided depending upon the population of the community and its proximity to other similar facilities.

Traffic systems of sufficient design to carry large volumes of traffic should be provided. Such systems should be located and designed to carry traffic rapidly and safely from neighborhood areas to places of work, shopping, business and play.

COMMUNITY



Cedar Falls, originally Sturgis Falls, was first populated in 1845 by the William Sturgis family who settled on the west bank of the Cedar River. This site was chosen because of the power that could be obtained from the river to power saw mills and grist mills.

The town was first platted in 1851, but this plat was never recorded, so in 1853 it was permanently platted with the County incorporating in 1854 making Cedar Falls the county seat. Two years later the county seat was moved to Waterloo. In 1857 the town was incorporated and Articles of Incorporation were drawn up and officials were elected.

In the dreary, rainy spring of 1861 the hopes of the pioneer community of Cedar Falls were realized with the coming of the railroad. Farmers brought their grain and stock here for shipment on the railroad from points over 100 miles away, many coming with oxen over rough prairie trails.

In 1876 the Iowa State Normal School was founded. This institution, now known as the State College of Iowa, is known throughout the nation for its achievements in the field of teaching.

In 1888 the City Council, utilizing the large never failing spring of Dry Run Creek, decided to build the water works which was the beginning of the present municipally owned light, water and gas plant.



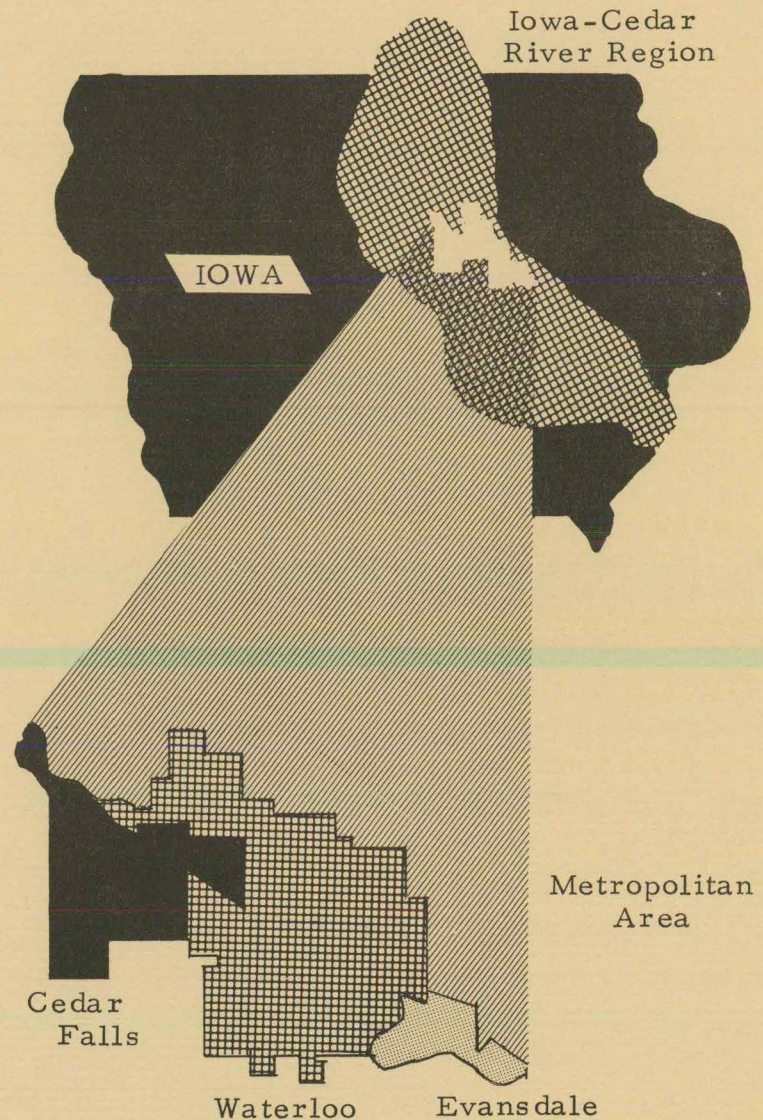
HISTORY

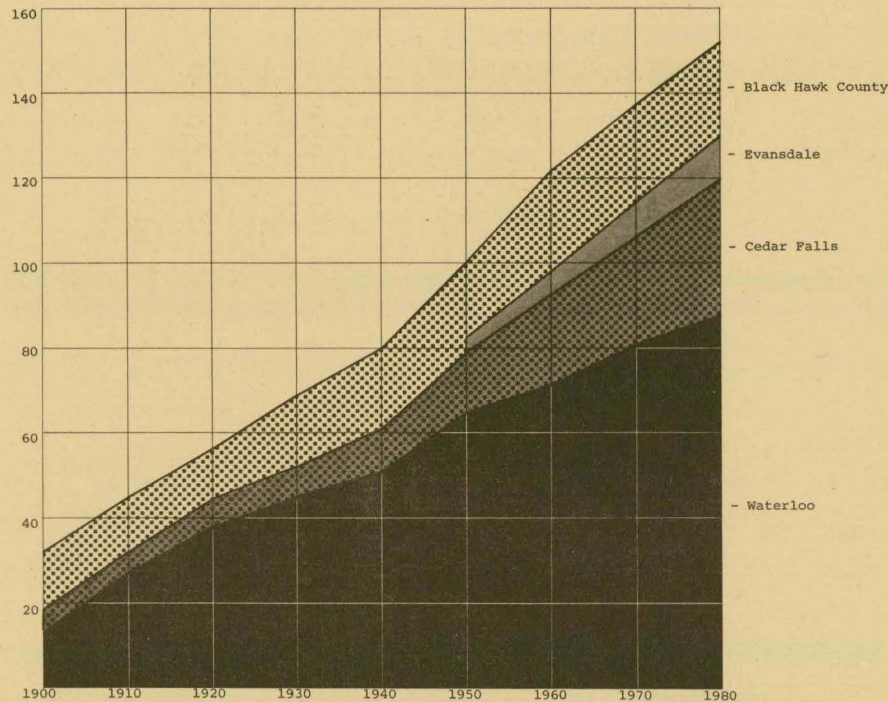
LOCATION

Several factors have generally contributed in the past to the stability, growth, and general attractiveness of Cedar Falls. Employment opportunities in Waterloo have held at a steady rate, with two prime employers

being the Waterloo Tractor Works and The Rath Packing Company. It is located within two hundred miles of Minneapolis and St. Paul, within

three hundred miles of Chicago, and 110 miles of Des Moines. The City is located in the section of a rich producing agriculture land and it is considered a prime retirement location for families leaving the farm.



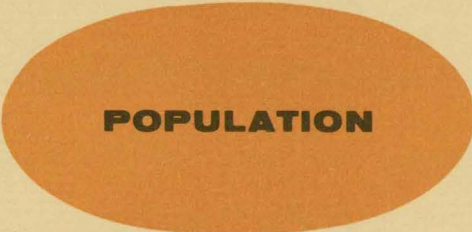


PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 230, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HOUSE BILL 1031, IOWA CODE CHAPTER 177, IOWA CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

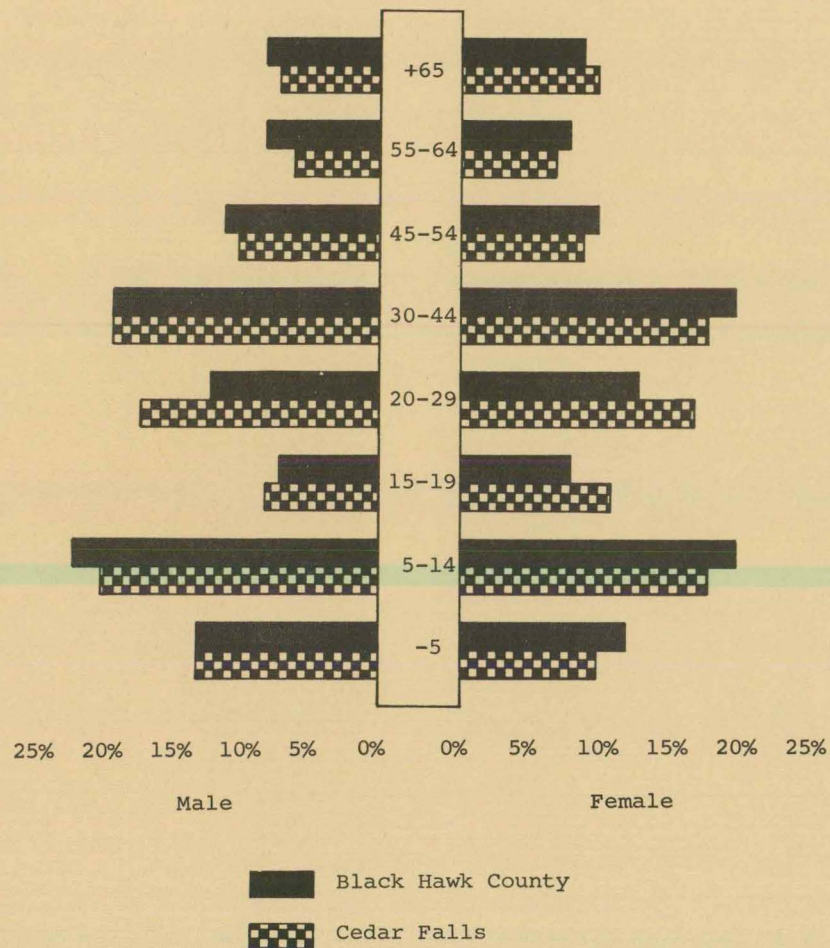
This plan for Cedar Falls is a plan to meet the needs of its citizens today as well as in the future, consequently, it is important to point out some facts and projections relating to its population. Cedar Falls represents an important segment of the county's population.

During the period 1950 to 1960, the City experienced the greatest percentage increase of population in the State. The population relationship of Cedar Falls and other communities in Black Hawk County is shown at left.



The increase is significantly noted in the table below showing population growth of six Iowa cities of comparable size (1900-1960).

	<u>1900</u>	<u>1910</u>	<u>1920</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>% of Increase</u>
Boone	8,880	10,374	12,451	11,883	12,373	12,164	12,468	40.40
Cedar Falls	5,319	5,012	6,316	7,362	9,349	14,334	22,089	315.28
Iowa City	7,987	10,091	11,267	15,340	17,182	27,212	33,443	318.70
Marshalltown	11,544	13,374	15,731	17,373	19,240	19,821	22,521	95.26
Newton	3,682	4,616	6,627	11,560	10,462	11,723	15,381	317.73
Oskaloosa	9,212	9,466	9,427	10,123	11,024	11,124	11,053	19.98

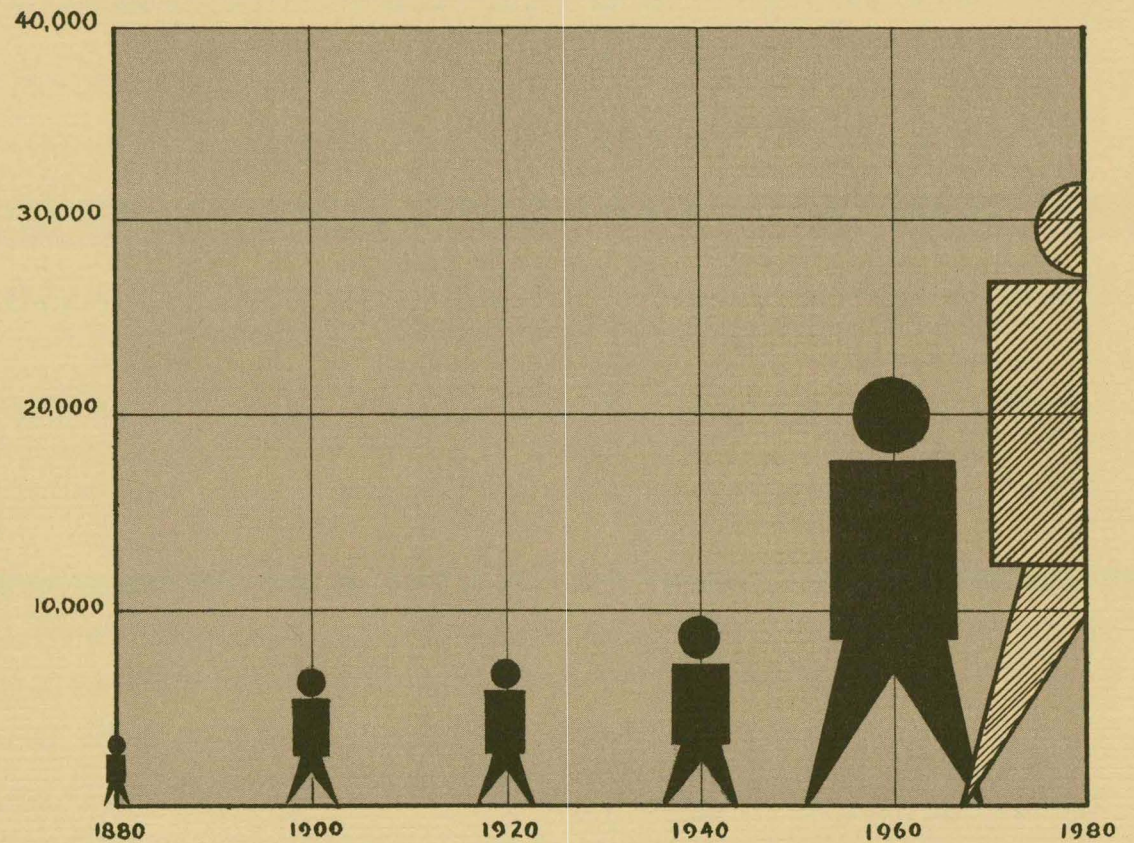


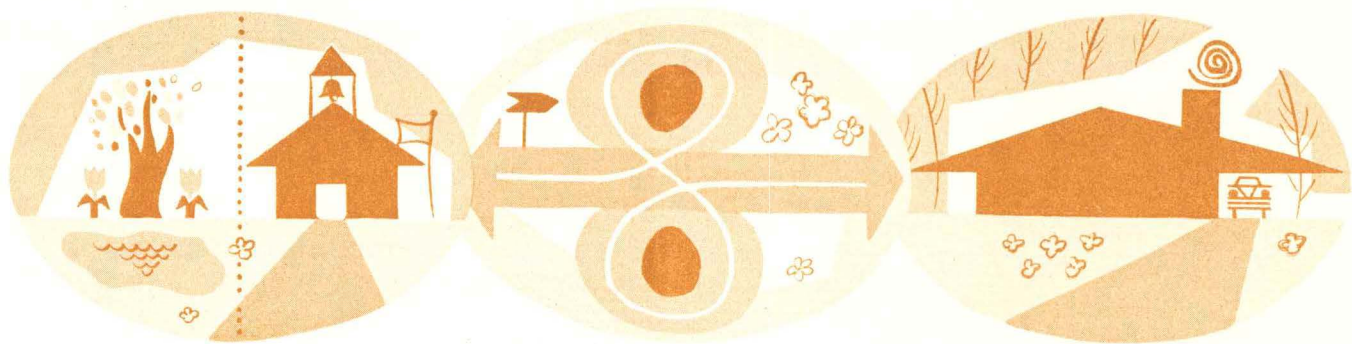
In order to give a clearer representation of the needs of this population, an understanding is needed as to its composition. The chart to the left shows an age comparison of the Cedar Falls population with that of the entire County.

The chart gives somewhat of a distorted view of the population due to the varying age separations in each bar, however, this chart points out quite clearly the comparative large percentage of persons 65 years old or older. This fact has considerable bearing upon recreational and transportation elements of the community development in addition to housing requirements.

Part II of the Comprehensive Plan will examine in more complete detail the population potential and requirements.

Based upon past growth and related to the metropolitan area growth projections, Cedar Falls can expect to reach a population of 32,000 by 1980. The Comprehensive Plan should therefore define areas of residential, commercial, industrial and public and semi-public land uses which are adequate to meet the needs of this population, also, thoroughfares will have to be established to permit the movement of this population.

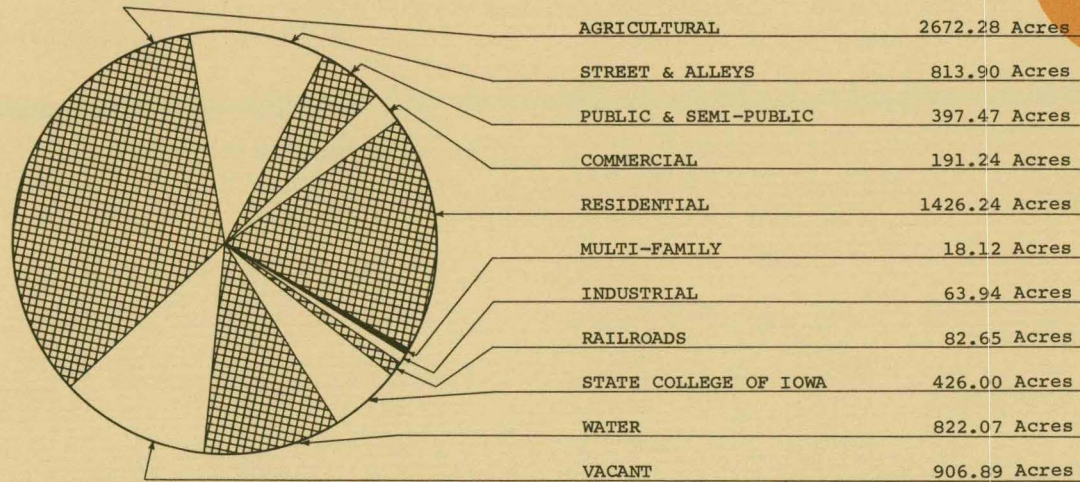




LAND USE

The Land Use Inventory represents the first step in the preparation of a physical plan for the community. By knowing what land uses exist and where they exist and what their relationship is to each other and why they exist where they do, it is then, by applying the principles of good community planning, that future land use patterns of development can be recognized.

The land use pattern of Cedar Falls is unique and cannot be compared with other communities of similar size. It is unique not because it is a "college town" nor is it unique because it is a "bedroom town" nor because it is an industrial complex in the agricultural heartland, but it is unique because of all of these factors.



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 200B, PART OF THE 56th GENERAL ASSEMBLY OF IOWA. ASSISTED BY JOHN J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS PLAN WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1964, AS AMENDED.

The Land Use Inventory classified uses of land into the following categories:



SINGLE FAMILY RESIDENCES occupy almost half of the developed area of the City. This is the use of land by a single family or household unit.



TWO-FAMILY DWELLINGS are a more intensive use of urban land and are generally found near the center of the city, and in Cedar Falls, near the campus of the State College. This group includes duplexes and old single family residences converted for two-family use.



MULTI-FAMILY DWELLINGS include apartments and old homes developed into apartments. These comprise only a small percent of the total developed area and are grouped near the center of the City and around the campus of the State College.

COMMERCIAL LAND USE is that land use where the retail sales of goods takes place and where services are provided on a commercial or professional basis. Generally there are three types of commercial areas serving an urban area. They are: Neighborhood commercial, serving the daily retail and service needs of adjacent residential areas; community commercial, meeting the retail and service needs of larger populations and providing a large number of varying enterprises; and the Central Business District which provides not only the commercial businesses but acts as a financial, office and governmental center.

LIGHT INDUSTRY is that land use where the storing, transporting, wholesaling or fabricating of materials takes place.

HEAVY INDUSTRIAL uses are those uses where a product is manufactured or processed from its natural state to a finished or semi-finished product. These uses also may include those where noise, odor, smoke, refuse, or vibration could have adverse affects upon adjacent areas.

PUBLIC AND SEMI-PUBLIC land uses, although small in area as compared to the entire City, represent a significant element of the land use structure.

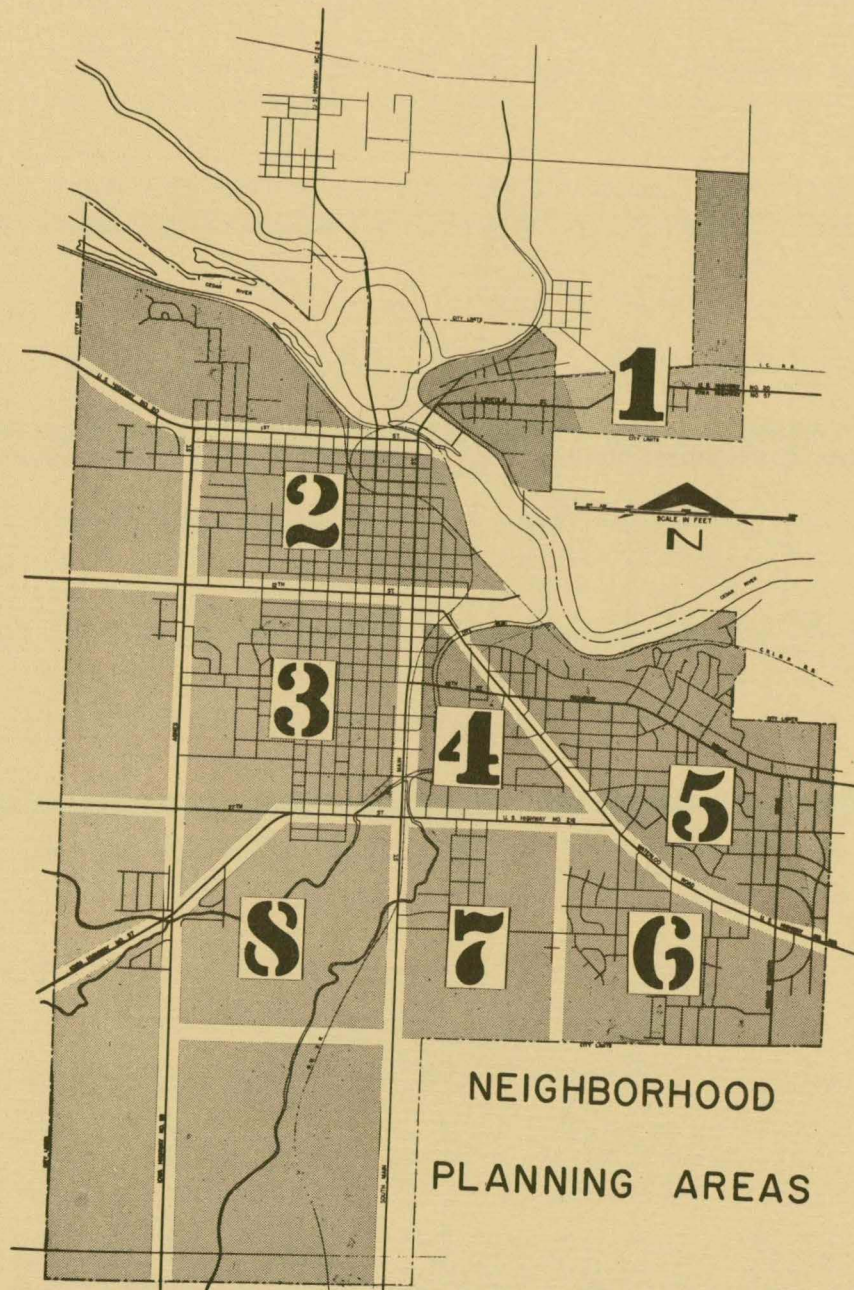
PUBLIC LAND includes parks, land owned by the City, State and federal governments, schools, administration buildings, fire stations, etc.

SEMI-PUBLIC LANDS cover a smaller portion of the City and include cemeteries, lodges, clubs, fraternal organization lands, hospitals, churches and land owned by similar groups. These again are scattered throughout the City as is the desired case.

RAILROAD PROPERTY comprises a small percentage of the City and is on a par with cities of comparable size in this respect. This property includes land owned by four railroads, The Rock Island, Illinois Central, Chicago-Great Western, and the Waterloo Railroad. This covers land owned by the railroads and not being used for other purposes at the present time.

STREETS AND ALLEYS are property owned by the City and comprise about one-fourth of the City's developed area. They include the area from property line to property line and serve as access to property. In the older part of the City the percent of street area would have been reduced by making longer blocks. In the newer additions this idea is being carried out.

AGRICULTURAL AND VACANT LAND comprise the largest portion of the entire City. This land at present is undeveloped or being used for agricultural purposes. Most of this area is located in the south and east part of the City and is being gradually developed into residential and commercial areas.



**NEIGHBORHOOD
PLANNING AREAS**

Natural barriers of rivers and streams along with man-made barriers of thoroughfares, railroads and varying land uses have divided Cedar Falls into numerous areas. Each of these areas tend to have a character of its own, due primarily to the period in which it was developed and the similarity of social and economic background

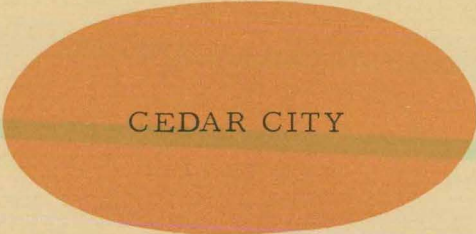
**NEIGHBORHOOD
PLANNING AREAS**

of the people living there. These are the basic areas of the Comprehensive Plan and are referred to as neighborhood planning areas. The analysis of these areas and the determination of existing and future needs based upon the objectives of sound community development is the fundamental element of the plan.

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHARTER 280, LAWS OF THE 28th GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HUGH ASHLEY & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO IOWA P-7 THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

The Cedar City Planning Area represents the City's finest potential industrial area, at the same time it represents the City's most seriously blighted area. Residential blight in this area is due primarily to mixed industrial-commercial land uses and to flooding. Until such time as adequate flood control measures have been established, all building in this area should be prohibited. This can best be accomplished through flood plain zoning.

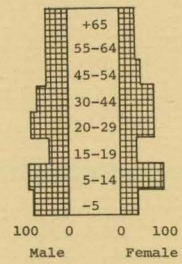
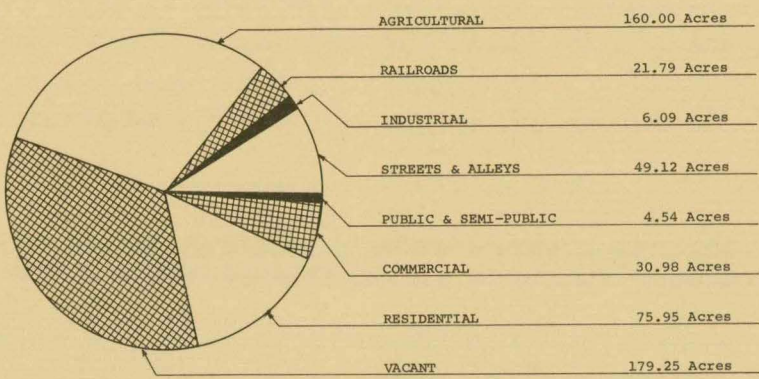


CEDAR CITY

Future thoroughfares as shown can establish an area free from flooding, accessible to railroads and highways, for industrial park development. A gradual redevelopment of the remainder of the area should be done with an eventual commercial-industrial re-use as an end product. The entire development or redevelopment of this area should be correlated with the activities of the Corps of Engineers.

With adequate flood control measures the area shown between present Highway 20 and the proposed thoroughfare will provide an excellent area for the expansion of existing mobile home parks.

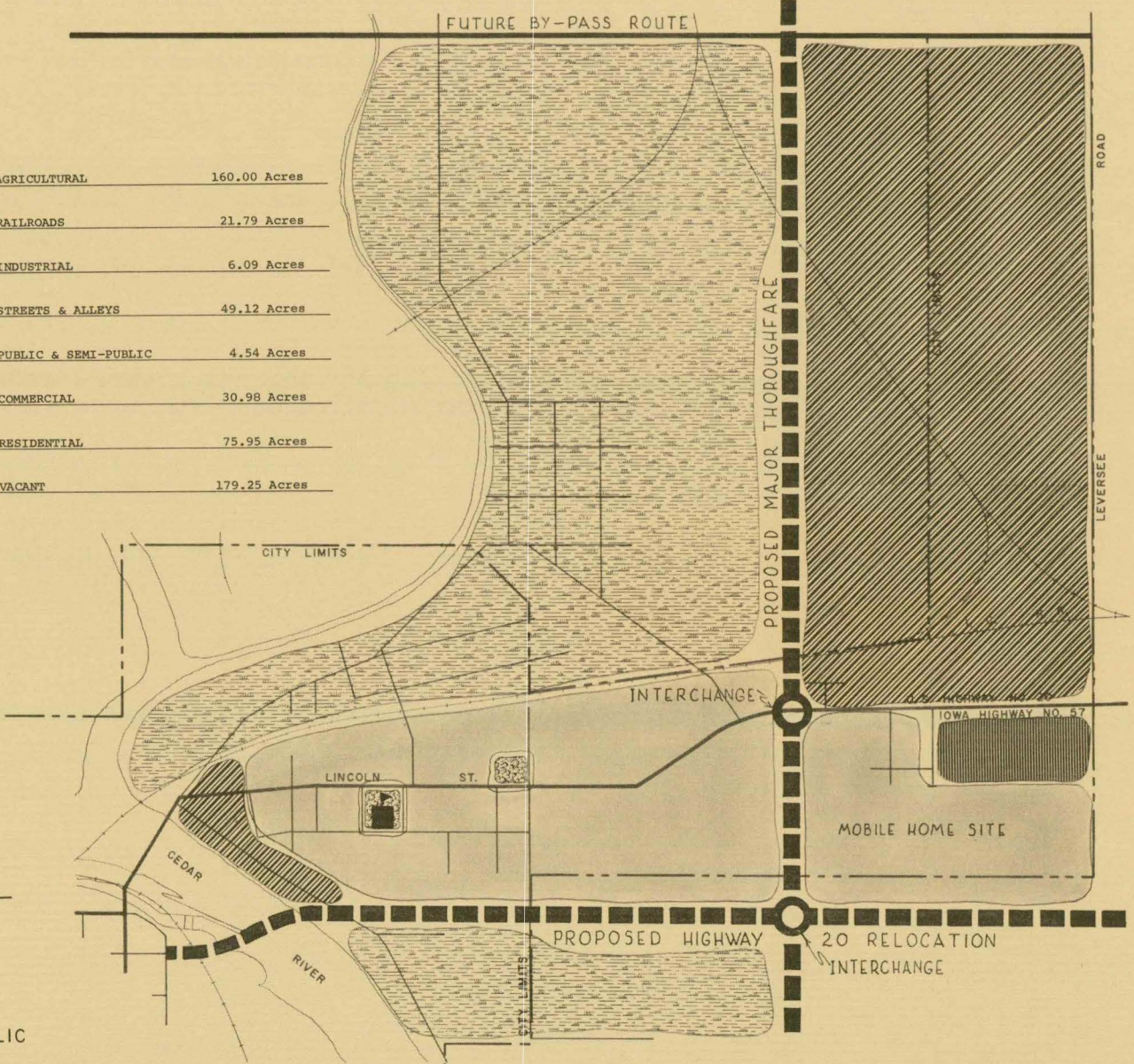
LAND USE



POPULATION



- ### LEGEND
- SCHOOL
 - RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - FLOOD PLAIN
 - PUBLIC AND SEMI-PUBLIC

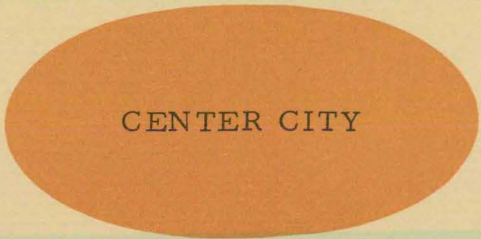


CEDAR CITY

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED.
 BY: HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS
 WATERLOO, IOWA

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This is Cedar Falls' oldest neighborhood area and is almost entirely built up. This is the area in which constant attention must be given in order to prevent residential decay. As the City grows it can be expected that the Central Business District will grow in size also. Generally the area bounded by the Illinois Central Railroad will be occupied by the business district and related uses, such as public buildings and professional offices. Because of its isolated location in the northern part of the City it is essential that excellent access be provided to this area.



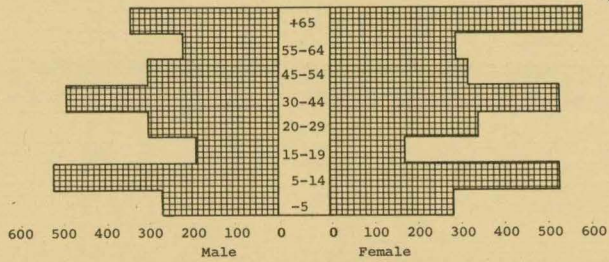
CENTER CITY

It should be noted from the population characteristics of this neighborhood that special consideration must be given to its senior citizens. Recreation, transportation, commercial, public and semi-public facets of the community should recognize this situation.

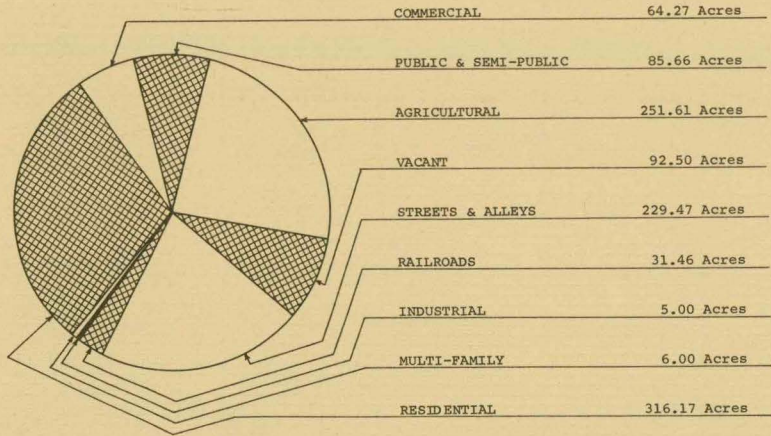
Although this is a well established neighborhood, additional park and recreational facilities should be provided in the vicinity of Sartori Hospital.

Additional commercial expansion outside of the Central Business District is not warranted in this neighborhood.

POPULATION

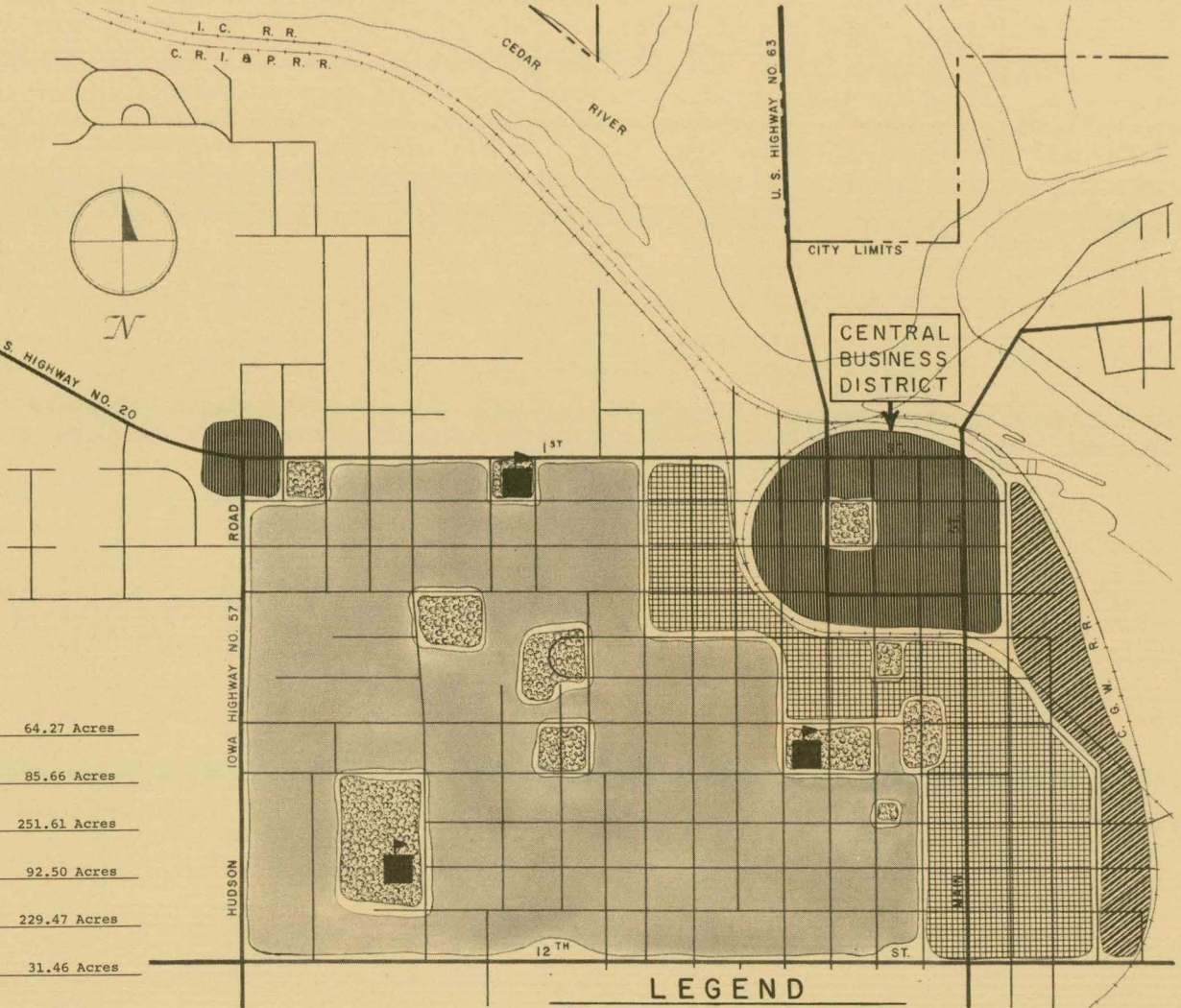


LAND USE



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED.
 BY: HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS
 WATERLOO, IOWA

CEDAR FALLS



LEGEND

- SCHOOL
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- MULTIPLE FAMILY
- PUBLIC AND SEMI-PUBLIC

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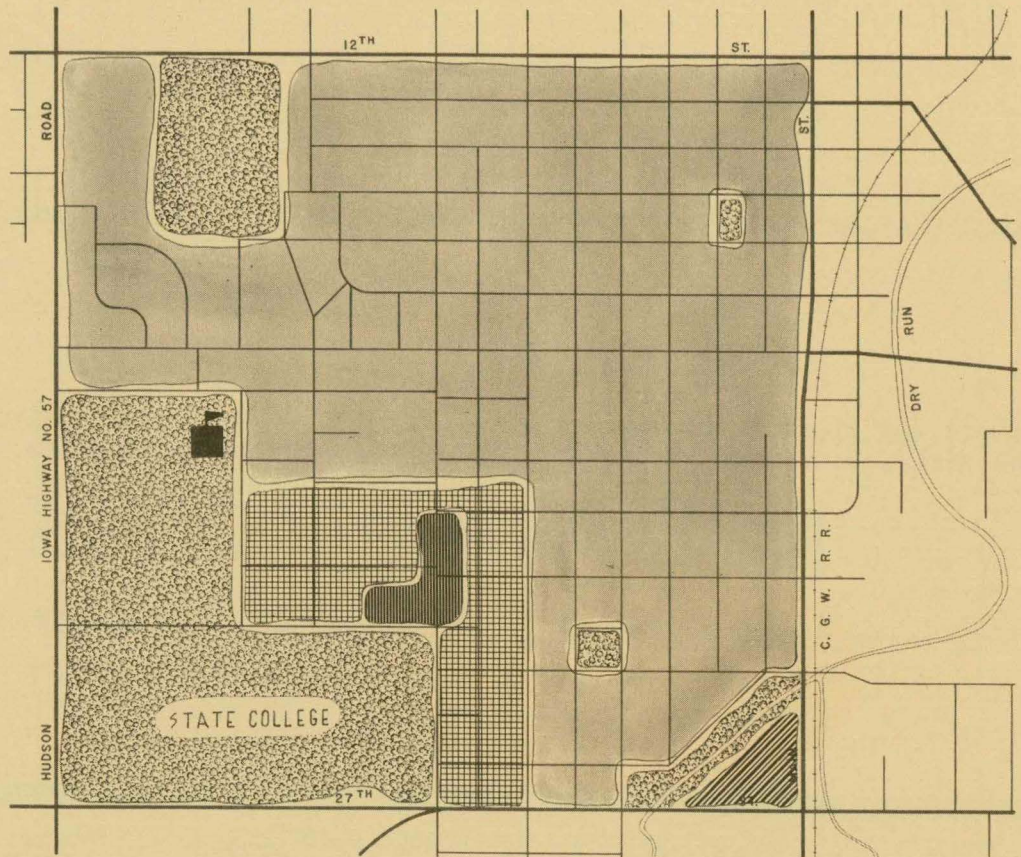
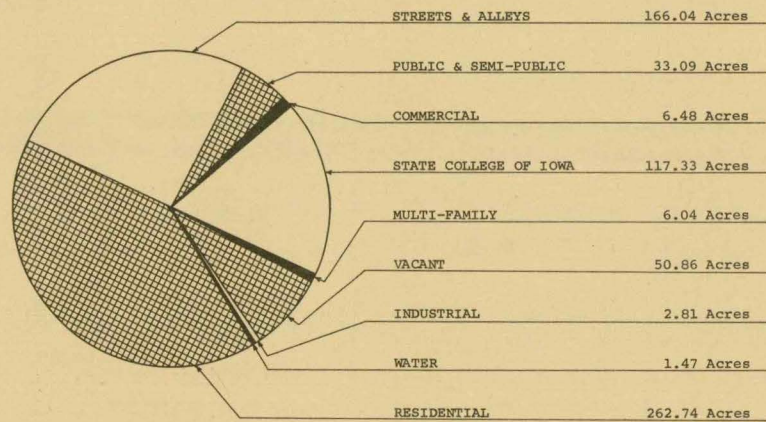
The College Hill Neighborhood Planning Area is well established with all major community facilities provided. Because of the State College located in this neighborhood certain land use changes will occur, primarily, additional conversions to multi-family residences or boarding and lodging houses. As the college expands the need for student housing will become more apparent in this area. Programs of neighborhood conservation should be established to insure that a good level of housing be maintained.



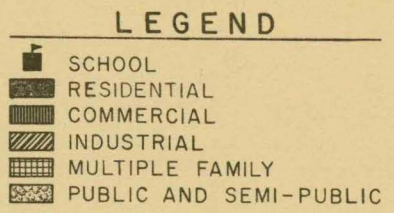
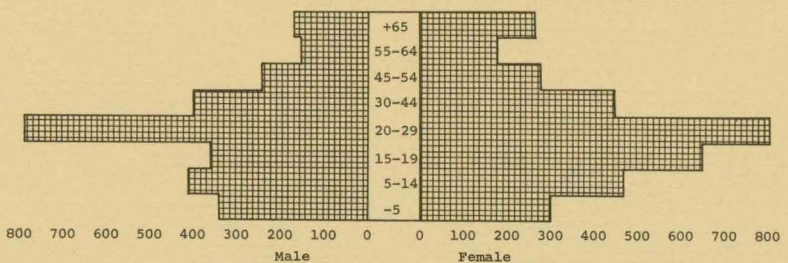
COLLEGE HILL

The area presently developed commercially is sufficient to meet the needs of the area today, however, some expansion of the existing shopping area should be anticipated in the future. As population densities increase, street and parking facilities will become overcrowded and as a result, exclusive programs of off street parking will have to be implemented. The greatest need is for off-street parking and should be met through either private lots provided by the merchants or public metered lots. This will be necessary in order to eliminate on-street parking, as present parking lanes will be required for the movement of vehicles.

LAND USE



POPULATION



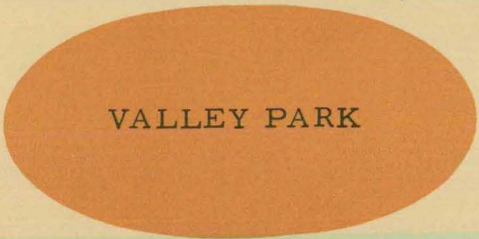
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 BY: HUGH J. COPELAND & ASSOCIATES
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COLLEGE HILL

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The Valley Park Planning Area is the City's most unique area with strong contrasts in land uses, ranging from industrial to commercial to residential to mobile homes, to public and semi-public uses. Without adequate controls and development standards this can become one of the City's problem areas. With the expansion of existing types of industry which are not detrimental to adjacent residences, this can be a very desirable area where workers can be within walk-ind distance to their place of employment.

This area will reach a population of 1,600 persons by 1980. This represents the maximum possible with relation to available buildable land.



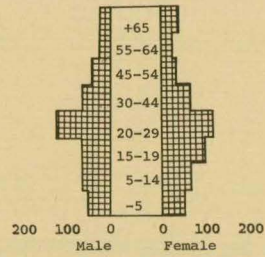
VALLEY PARK

Provision should be made for a multiple-family residential area buffering commercial areas on 27th Street and Waterloo Road. This neighborhood will not support additional commercial areas and if additional land is used for such purposes it will have to be justified on a city-wide or metropolitan area need.

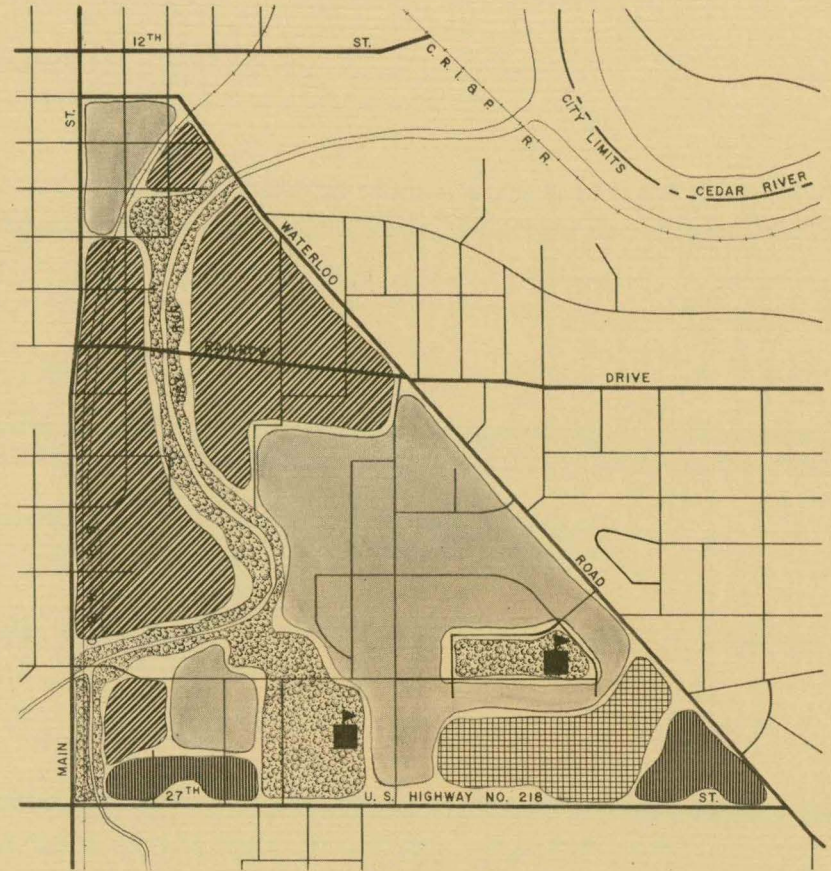
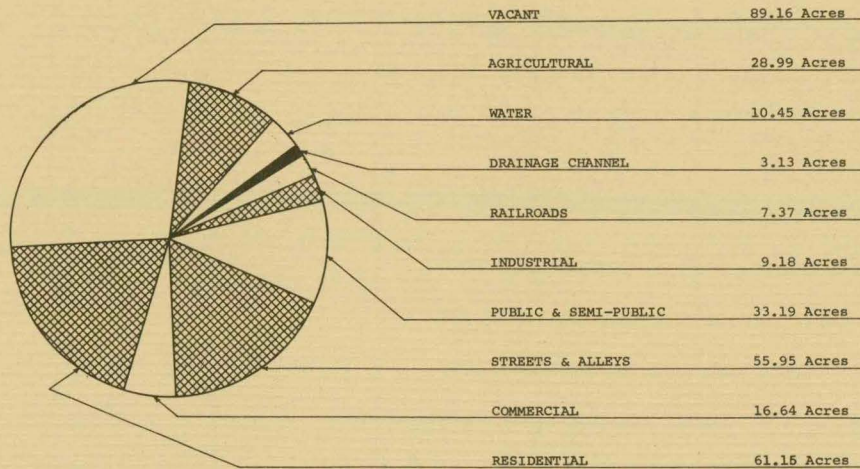
Land adjacent to the Dry Run Creek should be reserved for a green belt area in order to provide additional open space in the neighborhood and should be incorporated with the development of the land fill on 18th Street.

4

POPULATION



LAND USE



LEGEND

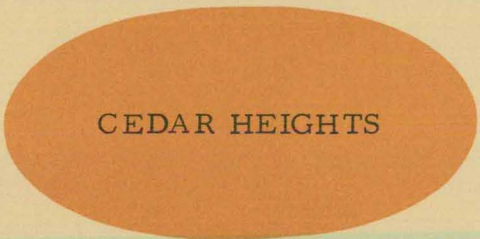
- SCHOOL
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- MULTIPLE FAMILY
- PUBLIC AND SEMI-PUBLIC

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VALLEY PARK

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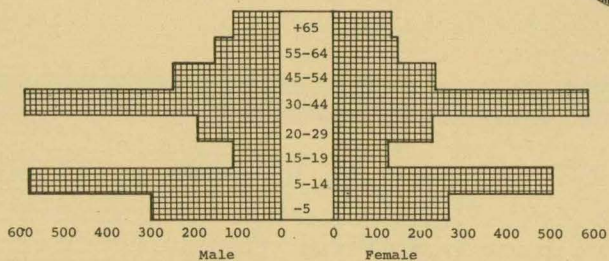
The Cedar Heights Neighborhood Planning Area represents one of the metropolitan area's finest residential sections. It will reach a population saturation before 1980 of 6,700 persons. The area is served by park and school facilities and with an exception of a few areas along Highway 218, all are within a one-half mile walking radius of all residences.



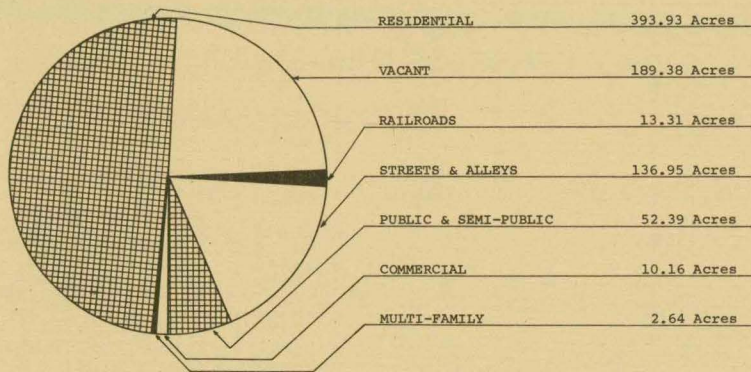
CEDAR HEIGHTS

Residential conservation and an awareness of problems which come with strip commercial development along thoroughfares will help maintain this fine area. Screening of residences from thoroughfares and commercial developments should be encouraged along with the development of frontage roads where commercial properties are located.

POPULATION



LAND USE



LEGEND

- SCHOOL
- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC

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CEDAR HEIGHTS

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The Orchard Hill Neighborhood Planning Area has developed into one of the City's finest residential areas. This level of development should continue and become strengthened as the Orchard Hill School-Park area becomes improved. A park improvement program should be started immediately, taking into consideration the needs of the entire neighborhood.

By 1980, based upon present growth trends, this neighborhood should be 95% developed, with a population of about 3,300 persons.



ORCHARD HILL

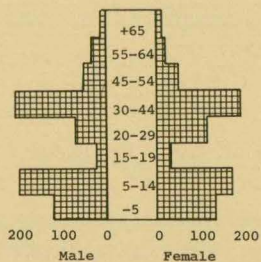
This area should remain predominantly a single family residential neighborhood. Present commercial areas are adequate to meet the needs of this area, now as well as in the future.

In order to preserve the residential character of this neighborhood strong consideration should be given to the development of frontage roads along Waterloo Road and landscape buffering of commercial areas and highways from residences.

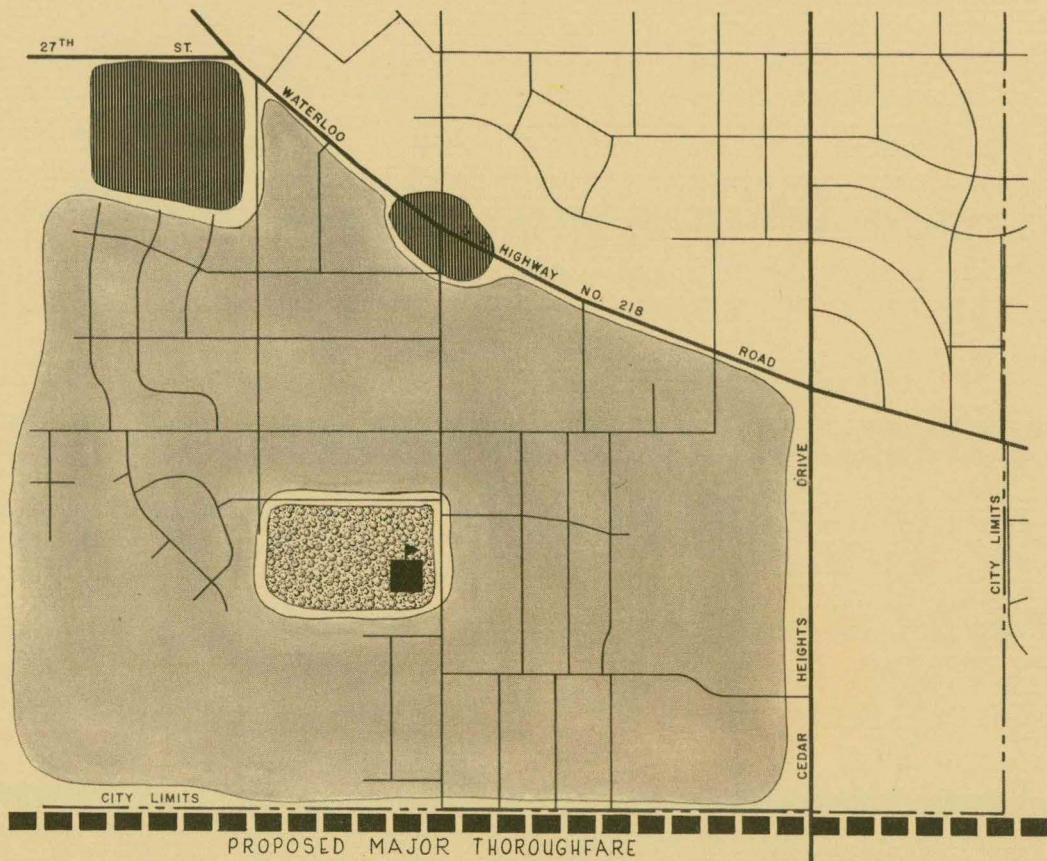
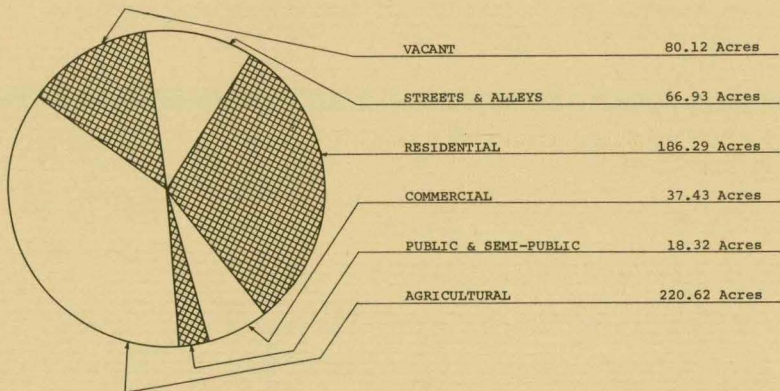
Commercial areas and congested thoroughfares tend to have a blighting effect upon adjacent residential areas.

6

POPULATION



LAND USE



LEGEND

- SCHOOL
- RESIDENTIAL
- COMMERCIAL
- PUBLIC AND SEMI-PUBLIC

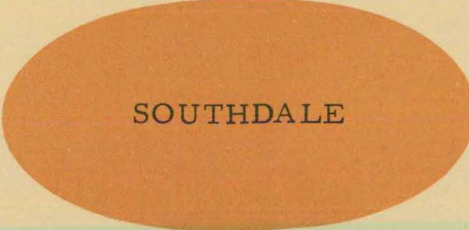
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ORCHARD HILL

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This neighborhood is located in the path of the natural expansion of the City and represents one in which careful planning now will most certainly be rewarded in the future. Already joint efforts on the part of the School Board and City officials have made possible, through the acquisition of certain properties, the development of a park-school site properly located to best serve the neighborhood.

With municipal facilities available this area has excellent growth potentials and will probably increase from 400 to 2,400 persons by 1980. The neighborhood will then be 65% developed.



SOUTHDALE

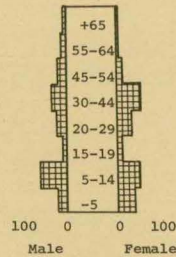
For balanced development the area should contain not only single family residential areas but multiple family and commercial service areas should be established.

To properly serve the area 10 to 15 acres of land should be commercially developed to meet the daily needs of the neighborhood.

When alternate golf facilities can be provided the College golf course should be redeveloped into single and multi-family residences with possible motel, clinic or professional offices on 27th Street.

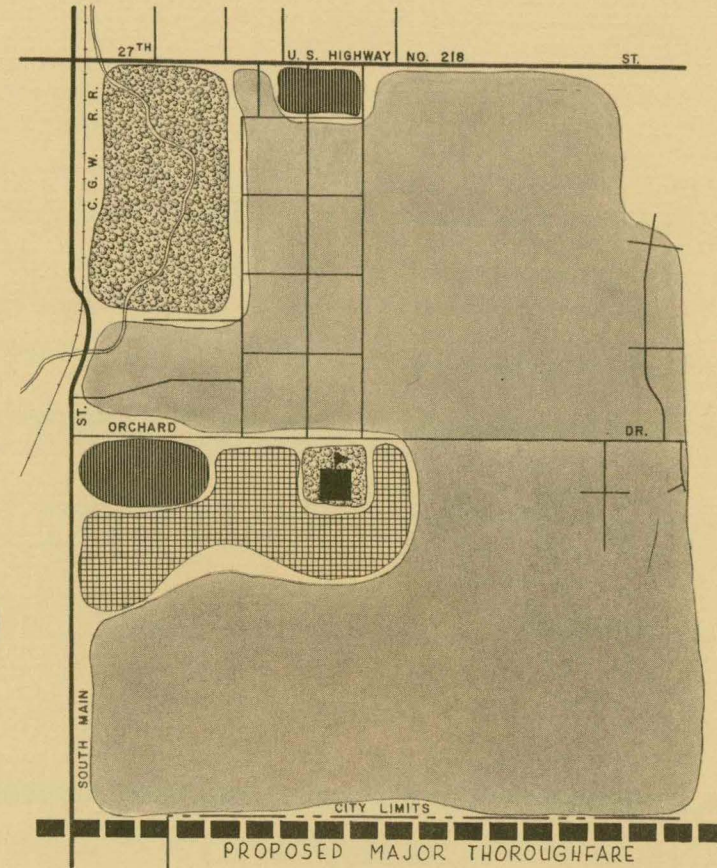
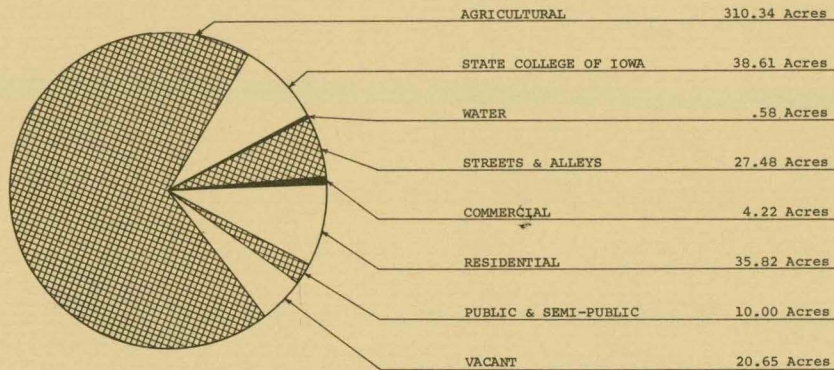


POPULATION



	Male	Female
Total	202	202
-5	22	37
5-14	57	47
15-19	6	9
20-29	19	32
30-44	29	54
45-54	15	13
55-64	8	6
+65	4	4

LAND USE



LEGEND

- SCHOOL
- RESIDENTIAL
- COMMERCIAL
- MULTIPLE FAMILY
- PUBLIC AND SEMI-PUBLIC

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SOUTHDALE

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This neighborhood is one in which the benefits of planning can best be realized. Growth trends indicate that this neighborhood will reach a population of 3,000 persons by 1980. Early acquisition of land for park and school purposes is encouraged not only from an economic standpoint but from the standpoint of obtaining properly located land. Ten to fifteen acres will be required to meet the needs of future population.

A green belt is incorporated along dry run creek to provide walking access throughout the neighborhood.



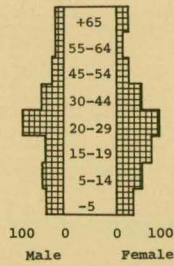
COLLEGE VIEW

In order to provide various types of housing, areas should be set aside for apartments.

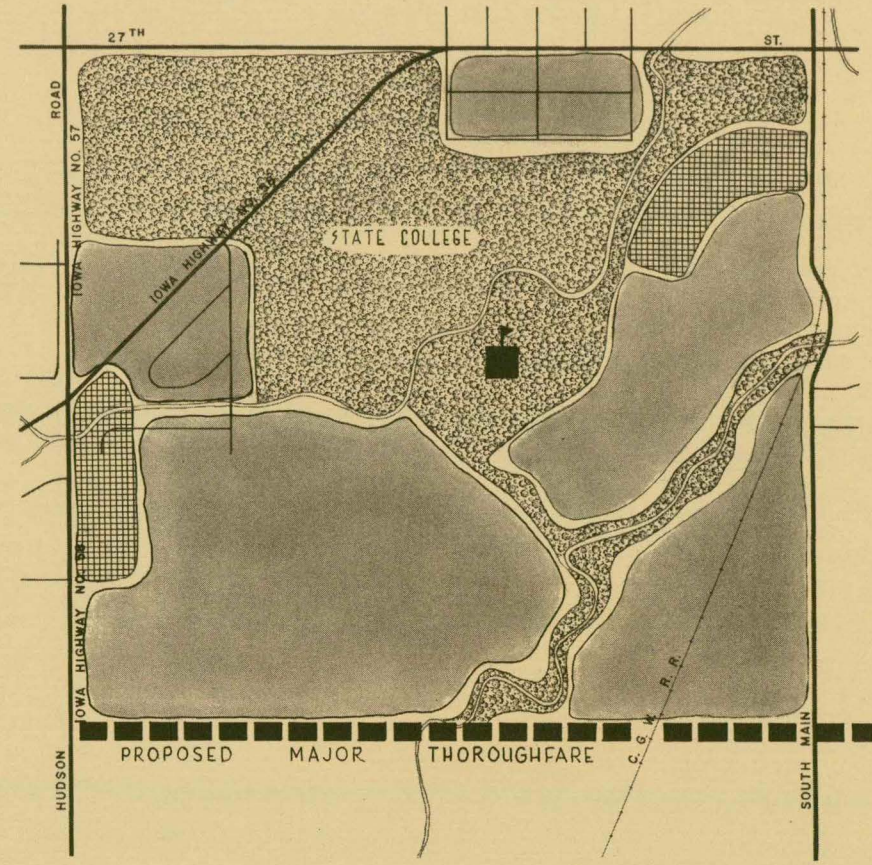
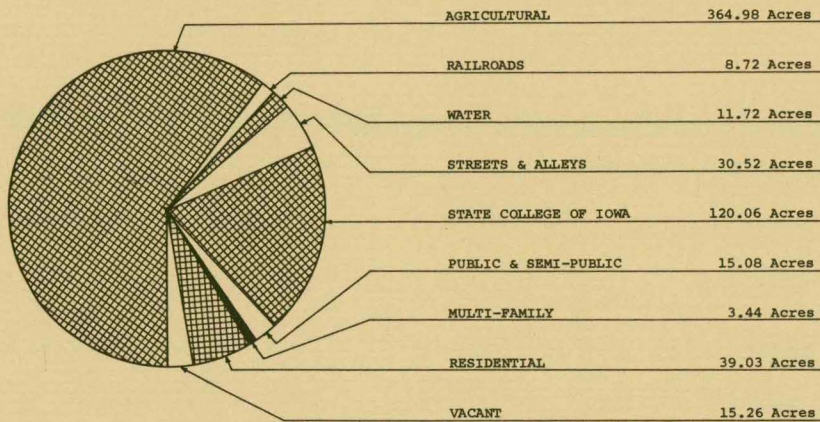
Encouragement should be given to insure that as married student housing areas are expanded, architectural and site designs harmonize with the balance of the neighborhood.



POPULATION



LAND USE



LEGEND

- SCHOOL
- RESIDENTIAL
- MULTIPLE FAMILY
- PUBLIC AND SEMI-PUBLIC

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COLLEGE VIEW

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APPENDIX

NUMBER OF DWELLINGS BUILT									
Neighborhood	1	2	3	4	5	6	7	8	Total
Year									
1950	2	25	33	7	86	7	2	3	165
1951	1	26	11	7	79	10	1	1	136
1952	1	29	18	4	103	14	1	2	172
1953	3	13	22	5	96	7	2	2	150
1954	2	26	23	4	124	66	3	3	251
1955	1	34	27	2	137	84	8	2	295
1956	7	36	31	21	59	65	7	4	230
1957	2	27	12	17	27	52	20	8	165
1958	1	37	24	28	47	44	18	12	211
1959	3	51	23	34	36	49	22	7	225
1960	1	48	14	28	38	31	15	6	181
1961	3	22	19	21	22	25	13	3	128
Totals	27	374	257	178	854	454	112	53	2309



**PARK AND SCHOOL
PLAN**

The purpose of this part of the Plan is to provide a frame of reference for future park and school site acquisition. By determining a system of priorities for site acquisition, considerable savings can be made by obtaining land prior to the development of adjacent areas. Not only can a community save considerable monies through this type of program but it can also establish better neighborhood development.

This Plan has been based upon nationally accepted standards for park-school development. These standards are reflected generally in the basic planning concepts which have been discussed previously. That is, the focal point of the residential neighborhood is the elementary school and small park. These facilities are so located that any one desiring to use them need not be more than one-half mile from them. One-half mile is considered to be the maximum walking distance to an elementary school or a neighborhood park.

The park-school concept has gained wide acceptance during the past decade. We have come to recognize the necessity for year-round use of all expensive school facilities. Elementary schools are becoming more and more a center of neighborhood



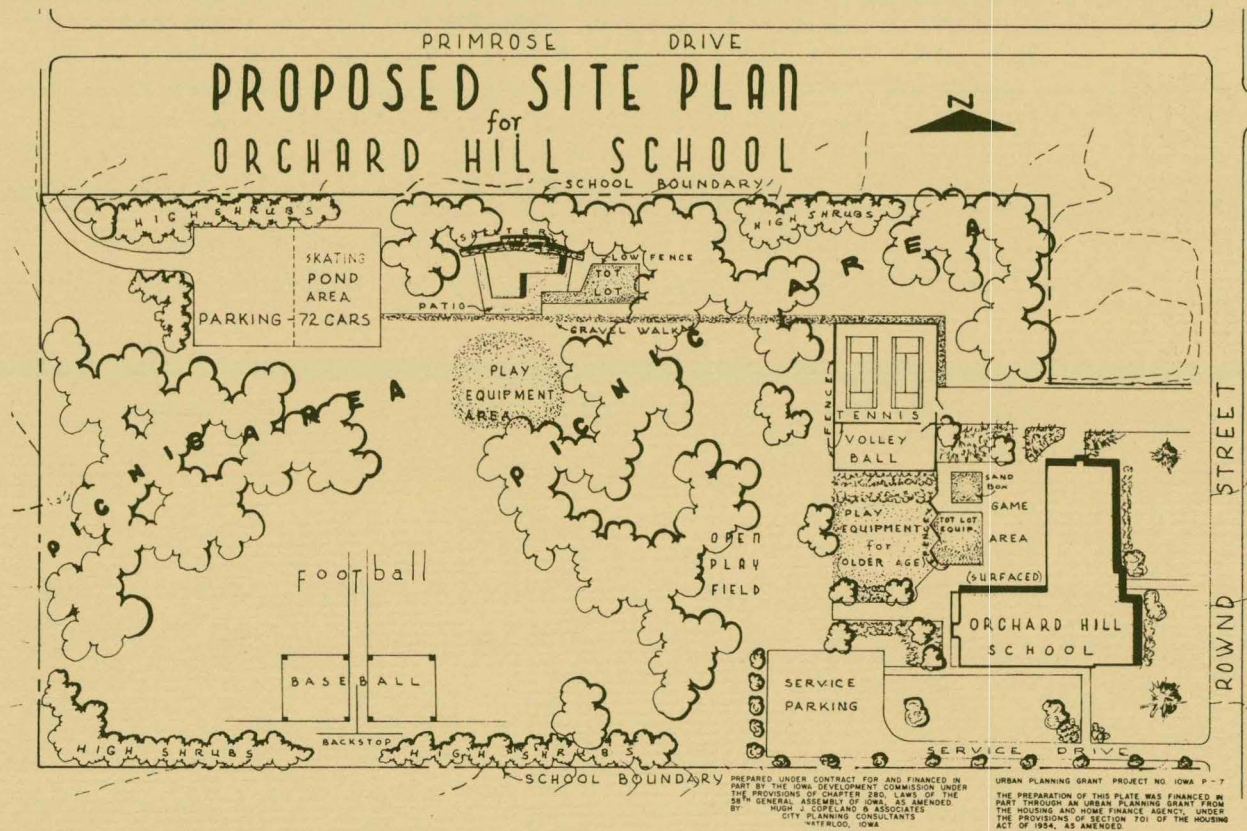
**PARK AND SCHOOL
PLAN**

activities and not just a daytime education facility for children. It is becoming a center for year-round recreational programs, adult education programs, and a neighborhood group meeting place. When park and recreational facilities are combined with the school then a complete neighborhood facility is provided. This facility offers savings to the community in the following manner:

- Savings through joint maintenance of the site.
- Savings through a non-duplication of recreational equipment.
- Savings through non-duplication of indoor facilities such as meeting rooms, craft rooms, toilets, gymnasiums.

The size of a neighborhood park-school site will vary depending upon availability of land and financing ability of the community, as well as desirable locations for such facilities, but it should range from 8 - 15 acres. When an active program of land acquisition can be undertaken in advance of residential development then more desirable sites can be obtained at a savings. Too often parks and schools get what is left over and are not developed the most desirable from the standpoint of locating a building or constructing

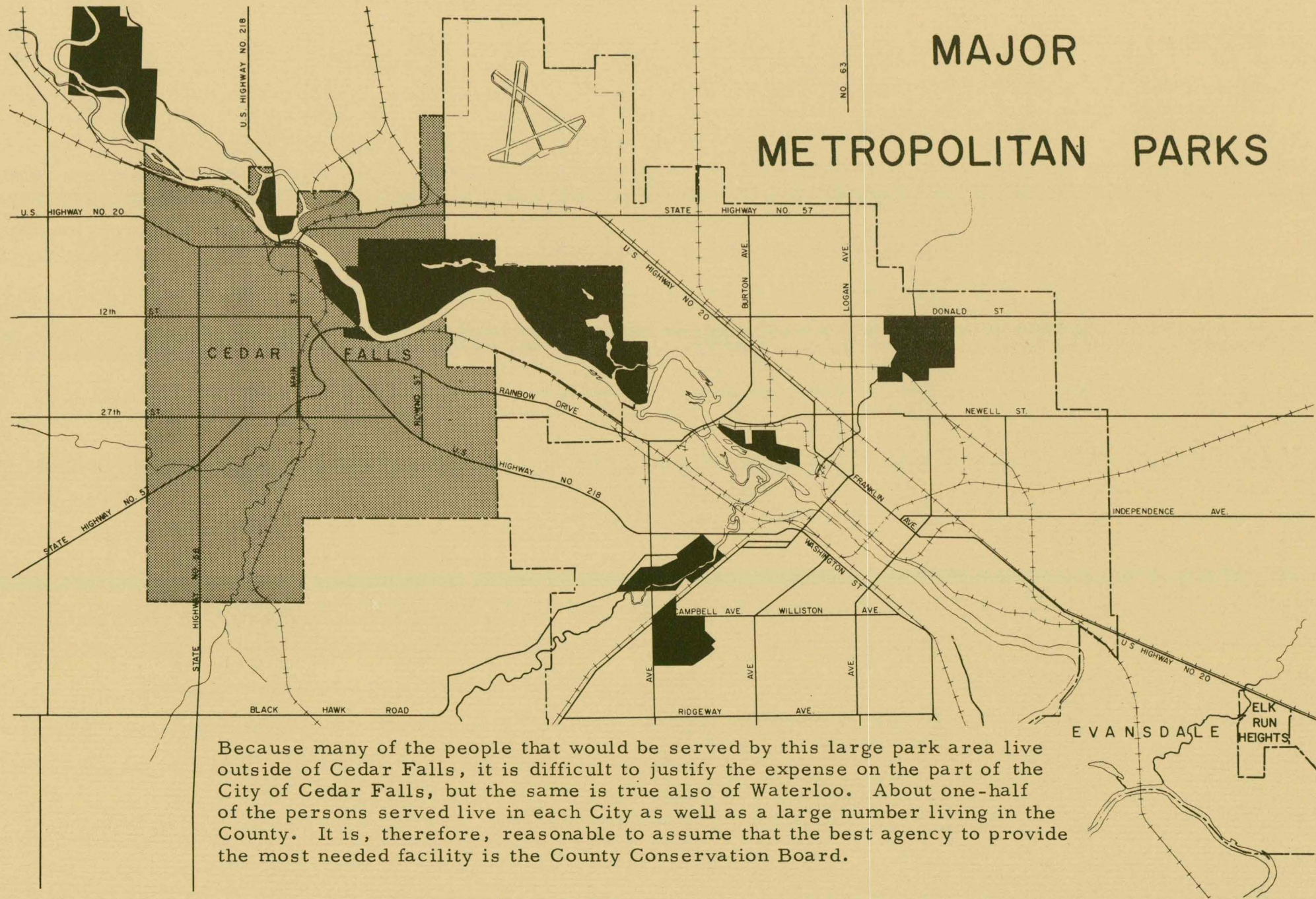
recreation facilities. The figure below shows a typical park-school development plan. The type of facilities shown in this plan are those needed in a well rounded neighborhood recreation area. This plan has been prepared showing a possible future development of the Orchard Hill Park-School area.



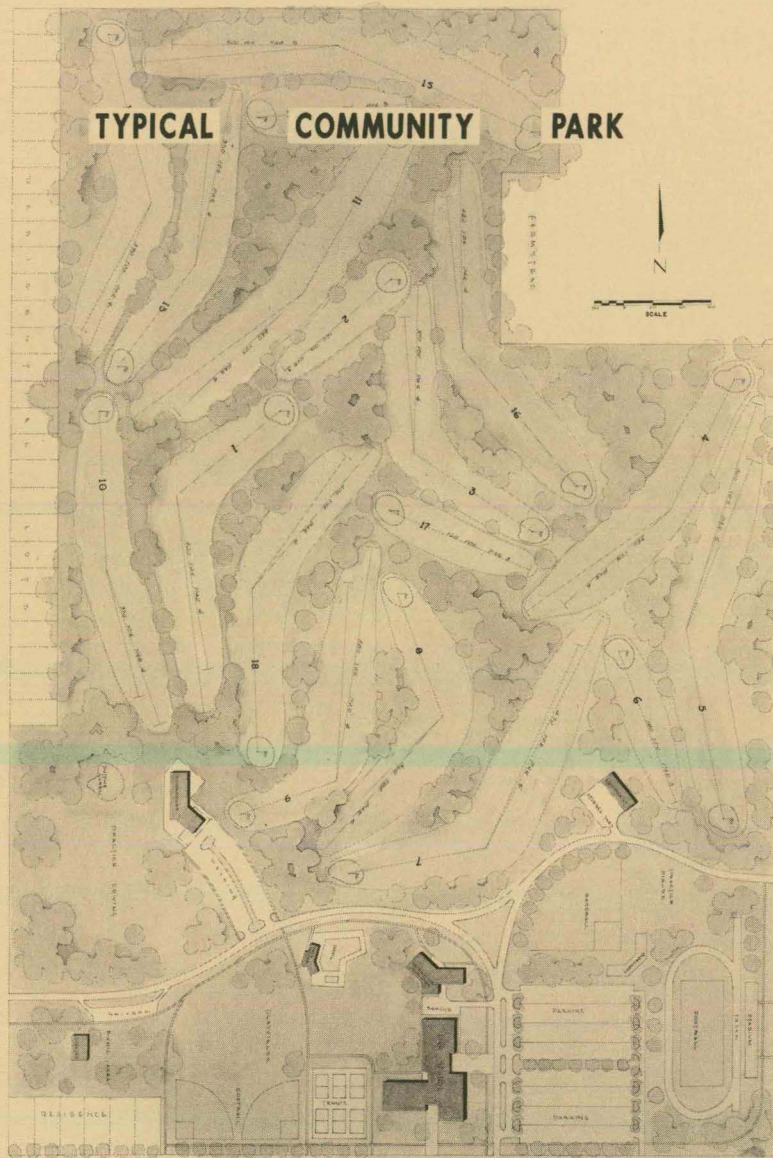
In addition to reorganizing the needs for neighborhood parks and schools it is necessary to recognize also the need for major parks or recreation areas. Here again the basic planning concepts for the city help determine the need for the type of park. Community areas containing several neighborhoods are well defined in Cedar Falls. But in order to study the major park needs in Cedar Falls we must first review the major parks of our metropolitan area as they serve certain communities. The map on the opposite page shows the location of the major parks in our metropolitan area. This map points out one of the area's most critical problems, that is, the lack of park and school facilities in the Cedarloo or Cedar Heights area lying within Cedar Falls and Waterloo.

It is within this area that the greatest residential growth is taking place. Unless steps are taken immediately, land will no longer be available for major parks and schools in one of the metropolitan area's finest residential sections.

MAJOR METROPOLITAN PARKS



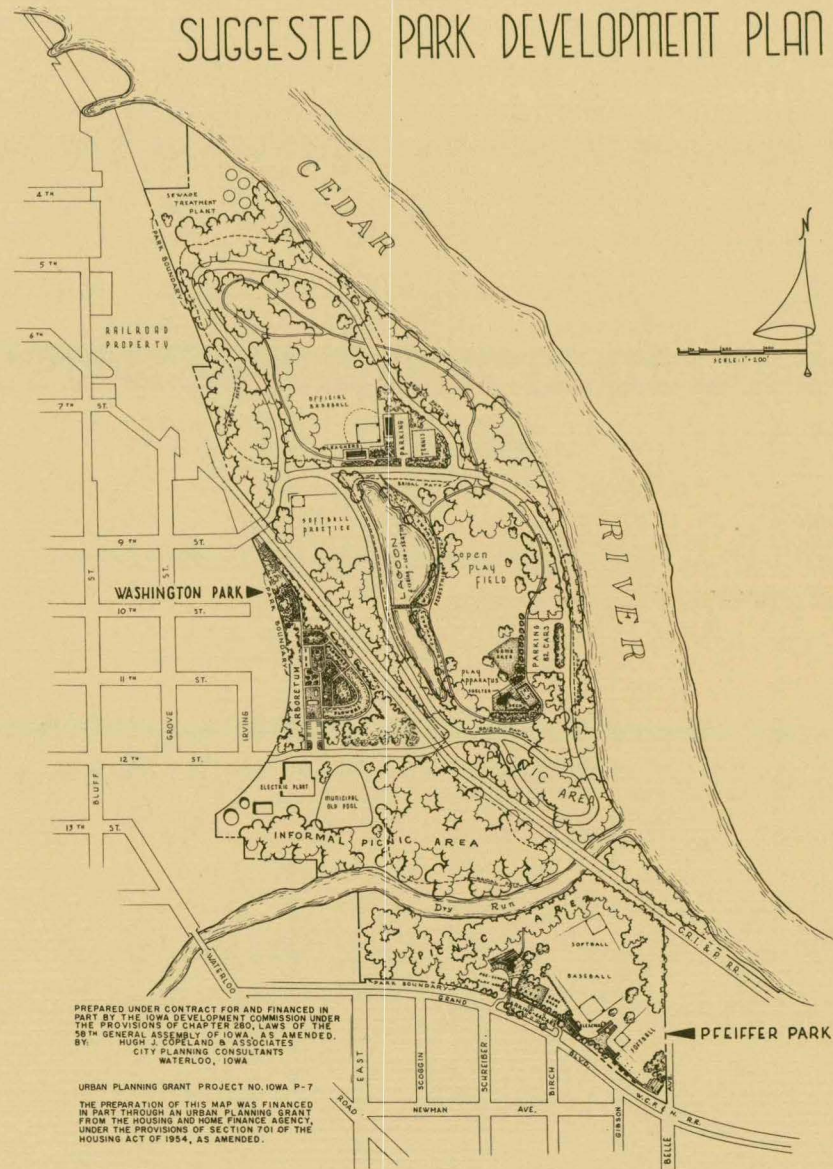
Because many of the people that would be served by this large park area live outside of Cedar Falls, it is difficult to justify the expense on the part of the City of Cedar Falls, but the same is true also of Waterloo. About one-half of the persons served live in each City as well as a large number living in the County. It is, therefore, reasonable to assume that the best agency to provide the most needed facility is the County Conservation Board.



In regard to schools it is also evident that consideration should be given to the erection of a new high school in the same area. Here again the solution appears to be in the establishment of a county-wide school system through which this facility could be provided.

Another major park area should be considered as the City grows to the west. Because of the location and access of Washington Park the nature of this park should experience a change. That is, the facilities in this park should be converted to those

which are more desirable in a flood plain. Providing a golf course and clubhouse facilities in a flood plain area is costly and such uses should eventually be relocated and the park used for activities such as picnicking, baseball, walking paths, horse trails and walks. This is an area in which Cedar Falls should establish an attractive arboretum for flowering crabs or other decorative material. It should be developed in such a manner as to be more accessible to the higher density residential area to the west and to serve a city-wide all purpose recreational need. Shown is a suggested site development plan for Washington Park.



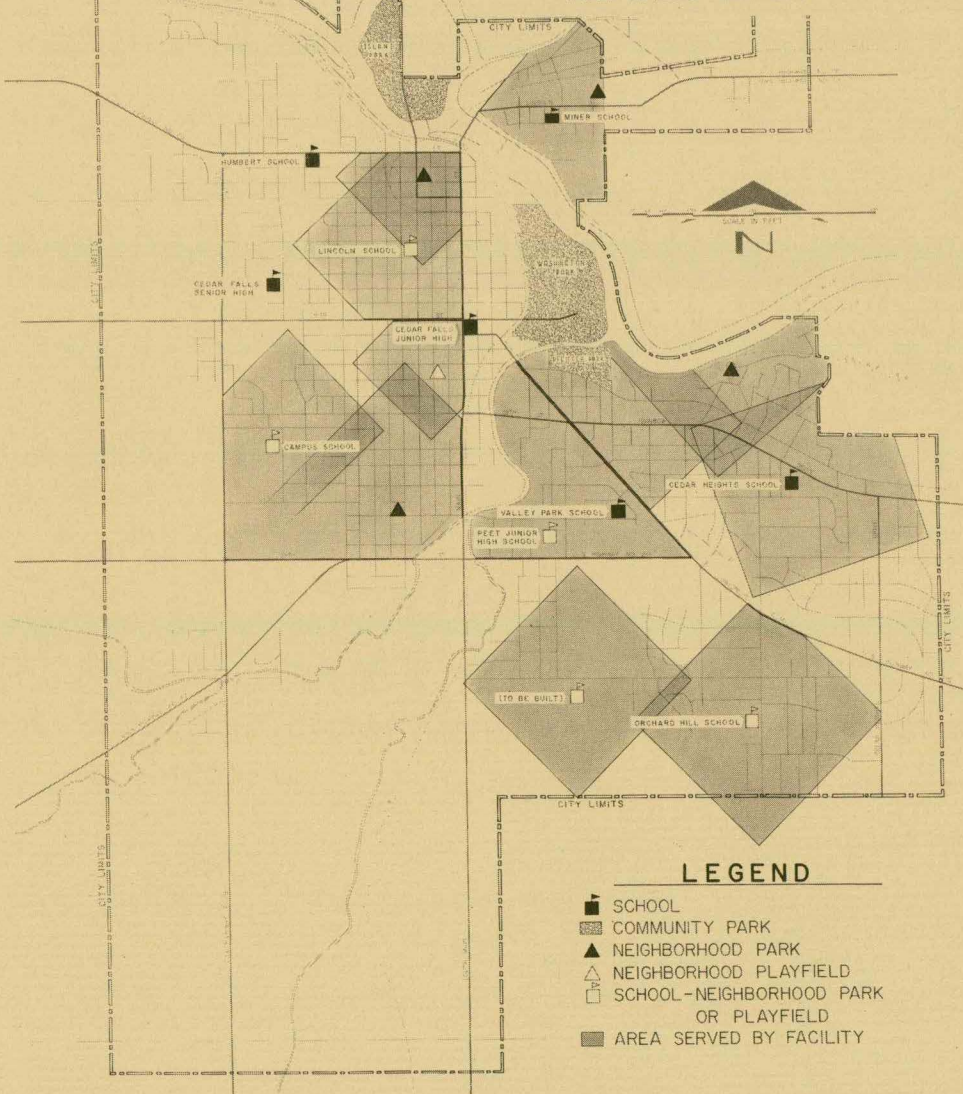
Another facet of the park-school plan which should receive additional careful consideration is recreation and adult education programs for senior citizens. Reference is made to the section devoted to population in which comparisons are made age-wise throughout the County and it can be noted that Cedar Falls has a high percentage of its population 65 years or over in age.



THE PLAN

This plan reflects the need to provide park and school facilities in areas which are not now served, as well as locating generally the site for future development. It should be pointed out that the plan does not specify the exact location for the park or school site. The final determination for the location of these sites will be based upon many factors, such as price, availability, and desirability.

EXISTING PARK AND SCHOOL FACILITIES (AND AREAS SERVED)



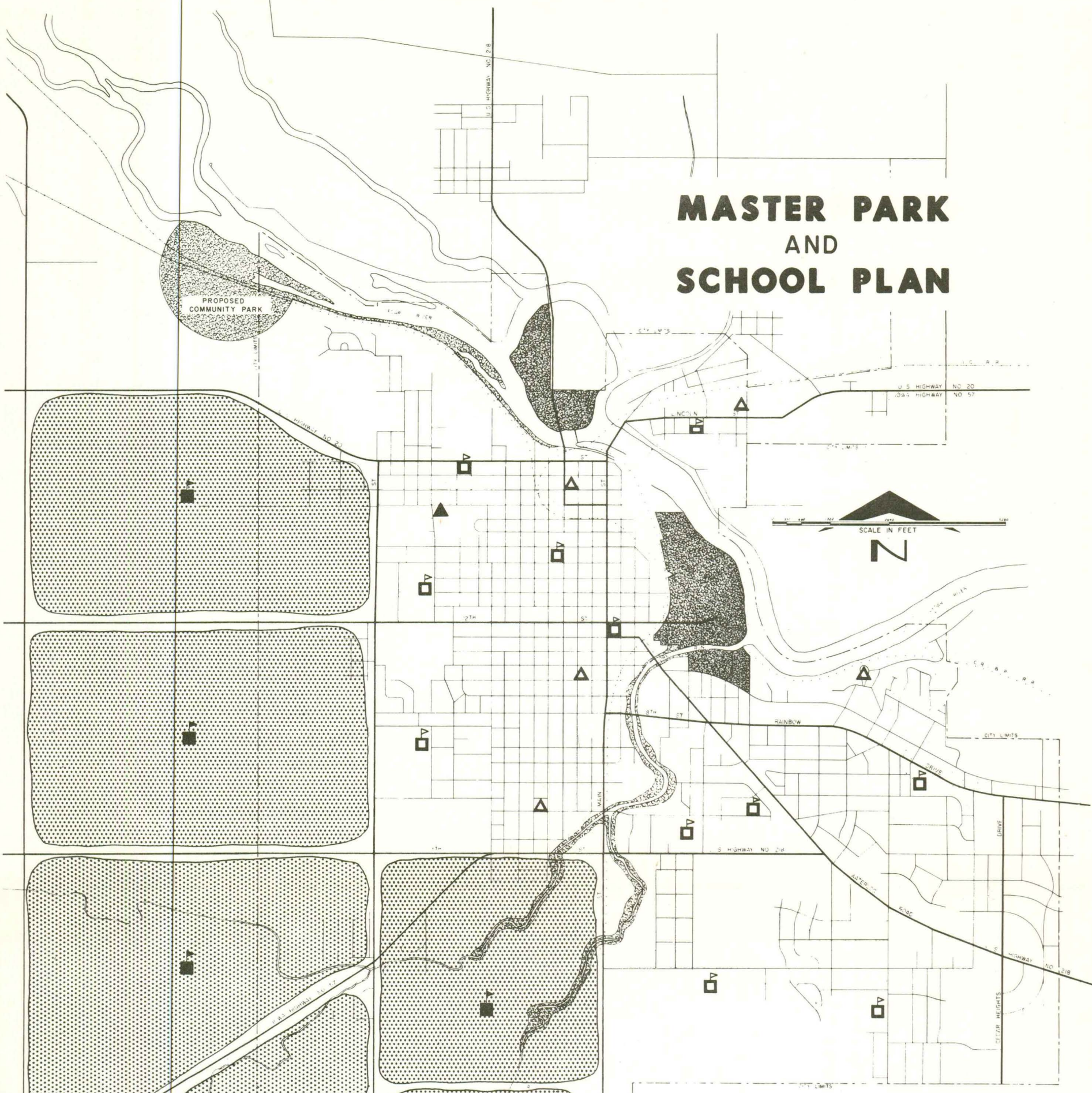
CEDAR FALLS, IOWA

Using recognized criteria of the National Recreation Association relative to location of recreation facilities with regard to the population served, it is possible to determine generally the location of such facilities in the community. The figure at the left shows areas which are served by school and park facilities. Because of existing development it is impossible to serve all areas. Analyzing existing facilities and applying acceptable design criteria then permits the evolution of the Master Park Plan. The chart on the following page shows the amount of land devoted to each of the City's parks. According to recognized standards of one acre of park per 100 persons, Cedar Falls lacks considerably the amount desired for balanced community development.

EXISTING PARKS	AREA(Acres)
Washington	39
Island	50
Pfeiffer	9.5
Clay Street	1
Cedar Heights	4
Cedar Heights (Rev.)	40
Seerly	2.25
Overman	2.25
Keuhnes	2.9
Southdale	5
Total	155.90

The plan is intended to be a general guide plan and used as a base of reference in establishing a land acquisition and park development program. The methods of financing or acquiring park and school sites are through direct budgeting, general obligation bonds or by donations. This particular phase of the plan will be considered in detail during the preparation of the Capital Improvements Program.

MASTER PARK AND SCHOOL PLAN



LEGEND

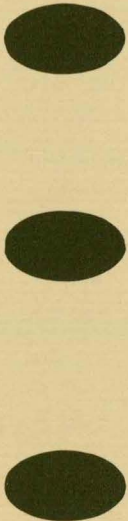
- FUTURE**
- ◻ COMMUNITY PARK
 - ▲ NEIGHBORHOOD PARK
 - SCHOOL-NEIGHBORHOOD PARK
 - ◻ NEIGHBORHOOD
- EXISTING**
- ◻ COMMUNITY PARK
 - ▲ NEIGHBORHOOD PARK OR PLAYFIELD
 - ◻ SCHOOL-NEIGHBORHOOD PARK OR PLAYFIELD



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED. BY HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

CEDAR FALLS, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



Joint efforts should be undertaken by the Cedar Falls Park Board, the Waterloo Park Board and the County Conservation Board to, either through options or acquisition, reserve land areas in excess of 100 acres in the Cedarloo-Cedar Heights area for a major park development.

As Cedar Falls continues to grow there will become a need for a larger, better located, better equipped recreation center.

Island Park should continue to provide open space for the growing community as well as providing the necessary flood plain area. Any improvements to be placed in the area should be so designed to withstand whatever flood conditions may occur. For this reason it is recommended that this area be retained as a picnic area and a general open type recreation facility.



RECOMMENDATIONS

Washington Park should experience a gradual change in character when adequate golf facilities are provided elsewhere. It should become an area of more passive recreation utilizing the natural aesthetic attraction of the Cedar River.

Senior citizens recreation program should receive strong emphasis in the future along with providing facilities for this group either independently or in the schools. The State College of Iowa most certainly can play an important role in meeting this need.

Neighborhood Parks acquisition and development represents one of the greatest needs of the community at the present time. Recent joint land acquisition on the part of the School Board and the Park Board on Orchard Street indicates that combined planning acquisition and development has been realized in Cedar Falls. This joint operation should continue not only in new areas but in expanded use of existing school grounds for park purposes should be encouraged.

A neighborhood park site should be established in the vicinity of Sartori Hospital as this area is without adequate park and recreation facilities.

APPENDIX

These standards have been established by the National Recreation Association and have been reproduced here to serve not only as a basis for the recommended park sizes but to serve further as a guide to the parks department in establishing the facilities required in each park.

This is the chief outdoor play center for neighborhood children 6 to 14 inclusive. Here they can enjoy the fundamental activities of childhood--

The
Neighborhood
Playground

sand and water play
games of many kinds
apparatus play
storytelling
rhythm bands

making things
nature activities
treasure hunts
folk dancing
tournaments of all kinds

STANDARDS
NATIONAL RECREATION
ASSOCIATION

The neighborhood playground is also a place where



the preschool child can play in a protected area under the eye of his mother or older sister



young people and adults can enjoy games and other activities that require little space

the entire neighborhood can gather for festivals,
band concerts, playnights, community sings,
holiday celebrations

the old folks can come not only to watch the younger
ones play but to take part in the less strenuous games
and to play chess, checkers or other table games in
a corner set aside for their use.

The neighborhood playground is still the chief play center for the children of the neighborhood. But it also provides limited recreation service for young people and adults. It is a real neighborhood center where the whole family can come for recreation and relaxation.

In the well planned neighborhood the best location for the playground is at or adjoining the elementary school site.

Standards for the Neighborhood Playground

1. To reach a playground no person should have to walk more than
one-quarter mile in densely built-up neighborhoods
one-half mile under most favorable neighborhood conditions
2. Each city needs 1 acre of playground for each 800 of the present and
estimated future population.

3. Size of playground needed varies with neighborhood population.

Population of Neighborhood	Size of Playground Needed
2000	3.25 acres
3000	4.00 acres
4000	5.00 acres
5000	6.00 acres

If an area falls far short of these space standards, develop and restrict it for children's use.

4. The playground should provide most of the following features:

Corner for preschool children

Apparatus area for older children

Open space for informal play

Surfaced area for court games such as tennis, handball,
paddle tennis, shuffleboard, volley ball

Field for games such as softball and modified soccer,
touch football, mass games

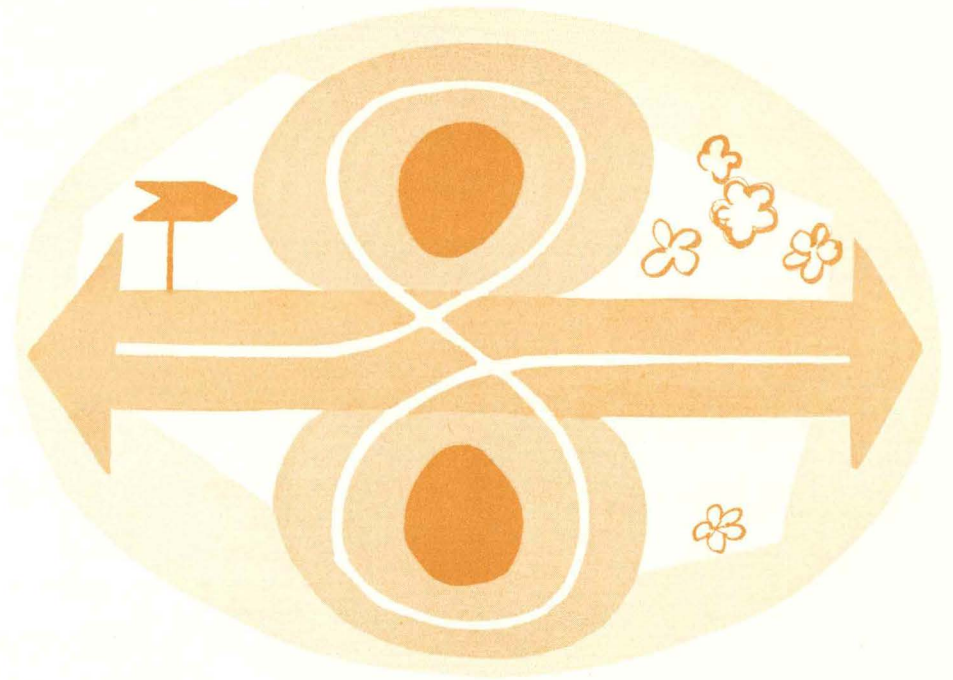
Area for storytelling, crafts, dramatics, quiet games

Shelter house

Wading pool

Corner for table games and other activities for old people

Landscape features



**MAJOR THOROUGHFARE
PLAN**

The Major Thoroughfare Plan is that element of the Comprehensive Plan which indicates the means by which people and products in their daily vehicular movements go from place to place. The goals and objectives of this section are to establish a plan or pattern of movement where people and products can be moved safely and rapidly from their origin to their destination. These goals and objectives must then be correlated with the basic planning concepts of good neighborhood development. That is, through traffic should be routed around the neighborhood in order to meet the objectives of a safe, uncongested residential area. To do this the various streets must be assigned a purpose or function and classified accordingly. In addition to local considerations to be given to streets, it is equally important to understand the function and purpose of streets as they exist in the larger urbanized areas. A street may serve a distinct purpose within a community but it must also, in many cases, serve a dual purpose in the metropolitan movement of traffic.

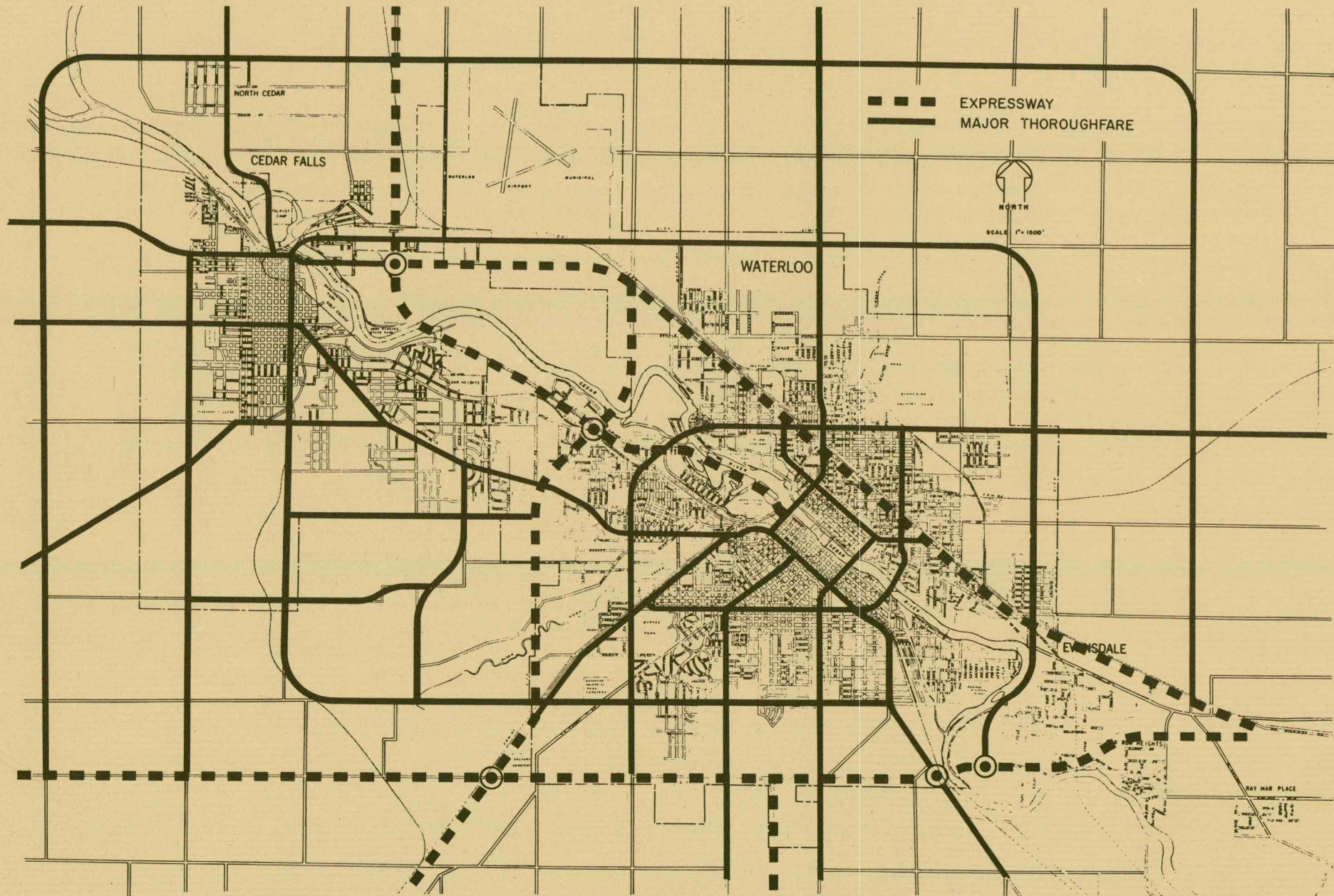


**MAJOR
THOROUGHFARE
PLAN**

The coordination and consolidation of a Major Thoroughfare Plan for Cedar Falls with that of the metropolitan area is essential in order to eliminate costly duplication in the future. This plan must not only reflect the local and metropolitan need but must consider State and Federal highway requirements.

The area thoroughfare plan incorporates a system of radial and circumferential streets. The radial thoroughfares are those which radiate from major traffic generators, such as the Central Business Districts or major commercial or industrial areas. The circumferential thoroughfares are, of course, those which go around or by-pass the large traffic generators and serve to connect the system of radials.

The adjoining map shows the plan for metropolitan thoroughfares. It can be observed from this plan that there is a distinct system of radial streets emanating from the Central Business District of Cedar Falls and Waterloo along with "belt line" systems of circumferential thoroughfares.



METROPOLITAN THOROUGHFARE PLAN

The function or purpose of the street determines the design standard of the street. Where traffic volumes are relatively low and where the street provides access to residential properties, street roadway and right of way widths need not be of the same design standard as streets where different purposes are served. The purpose of streets is, of course, to carry traffic, but in many cases this purpose has been relegated to that of automobile storage. If a street is to serve this expensive dual purpose it should be so designed.

For the purpose of developing this plan the following street classifications are defined:

RESIDENTIAL STREETS

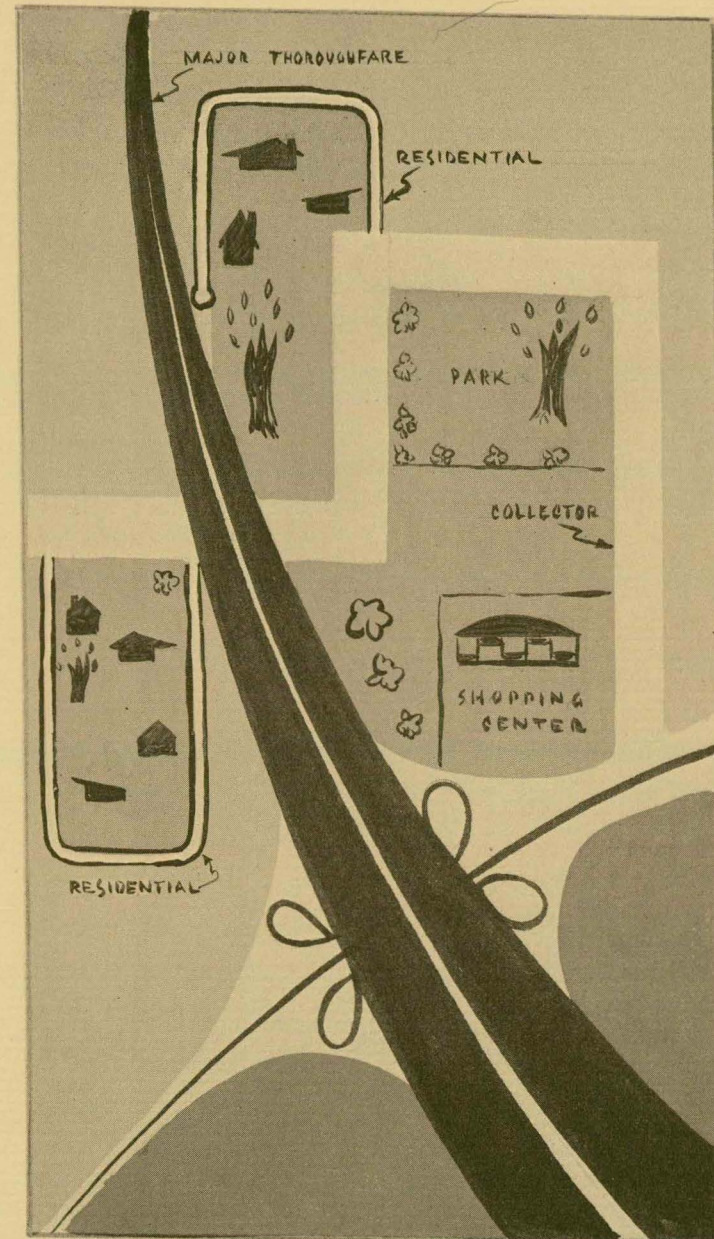
Residential Streets are those streets which provide access to individual residential properties which abut it. These streets should be so designed as to restrict fast moving vehicles and vehicles which do not provide a service to residential areas.

COLLECTOR STREETS

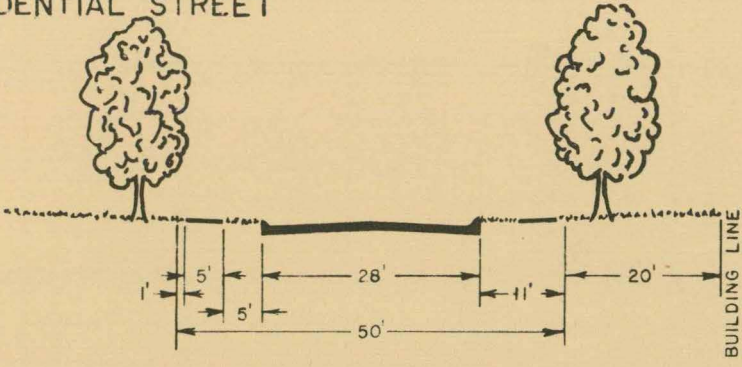
Collector Streets may serve commercial or industrial areas as well as residential. Collector Street is an intermediate street upon which residential traffic is collected or from which residential traffic is dispersed. The roadway width must provide for the unobstructed movement of two lanes of traffic. It may also serve as direct access to abutting properties.

MAJOR THOROUGHFARES

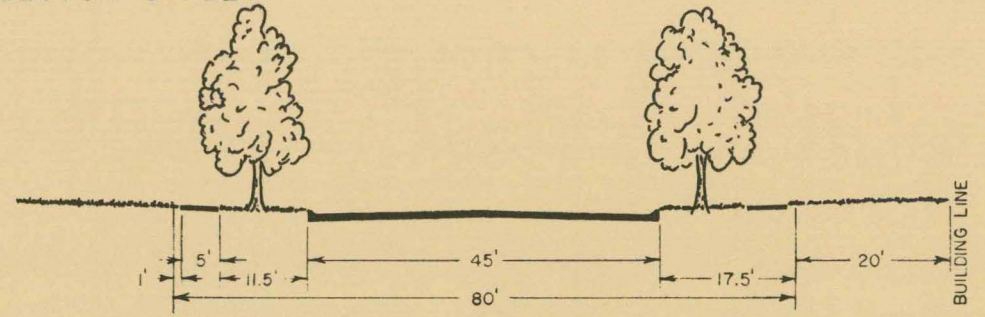
Major Thoroughfares serve to carry large volumes of traffic rapidly and safely between the large traffic generators of business, industry and recreation. This street will serve either as a radial or a circumferential thoroughfare. These facilities should be developed to carry four moving lanes of traffic with the features of limited access. In lieu of direct access to a major thoroughfare, frontage roads should be developed or properties should back on to it. Access points at a minimum of one-quarter mile intervals should be established.



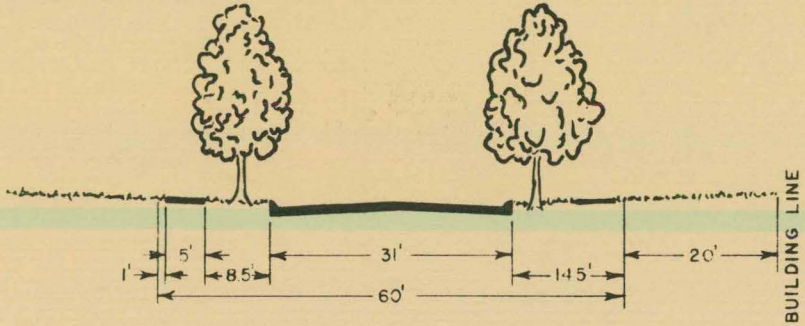
RESIDENTIAL STREET



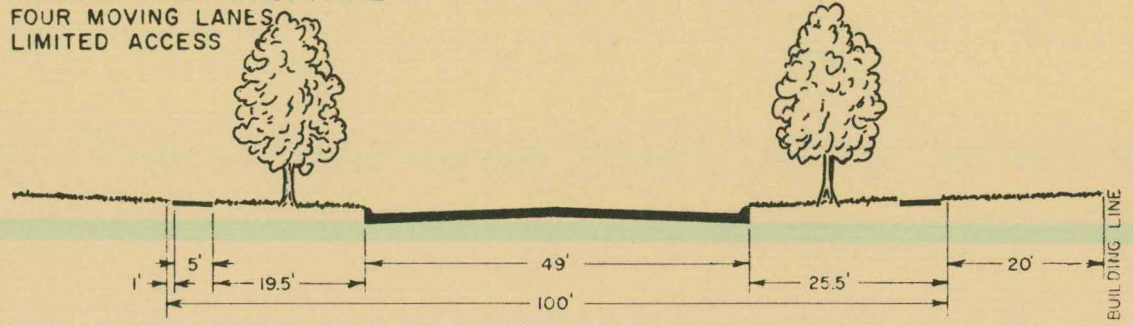
COLLECTOR STREET



RESIDENTIAL STREET



MAJOR THOROUGHFARE
FOUR MOVING LANES
LIMITED ACCESS




MEDIAN STRIPS SHOULD BE DEVELOPED, IN WHICH CASE THE RIGHT OF WAY WIDTH SHOULD BE INCREASED FROM 100' TO 120'

TYPICAL STREET CROSS SECTIONS

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE GENERAL ASSEMBLY OF IOWA, AS AMENDED. HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P - 7 THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

The origin-destination survey provides the statistical basis for the development of the plan. It is a survey which analyzes information obtained from interviews with motorists as they pass certain points throughout the area and relates geographically the points from which their trip had its origin and the point of the trip's destination. In order to simplify this study and to make an analysis possible the entire area is divided into "Origin-Destination Zones" and all information relative to traffic movement is related to the appropriate zone. Vehicular trips during a twenty-four hour period are plotted from zone to zone in a straight line, without regard to route actually taken. This then establishes the shortest route from point to point or the desired lines of traffic movement. By consolidating desired lines and assigning various corridors for each a desired traffic pattern emerges showing the traffic volume, or number of trips generated during a twenty-four hour period. By projecting population increase in each of the origin-destination zones and by analyzing other factors governing traffic generation such as industrial development, commercial expansion, determinations can be made relative to future traffic demands.

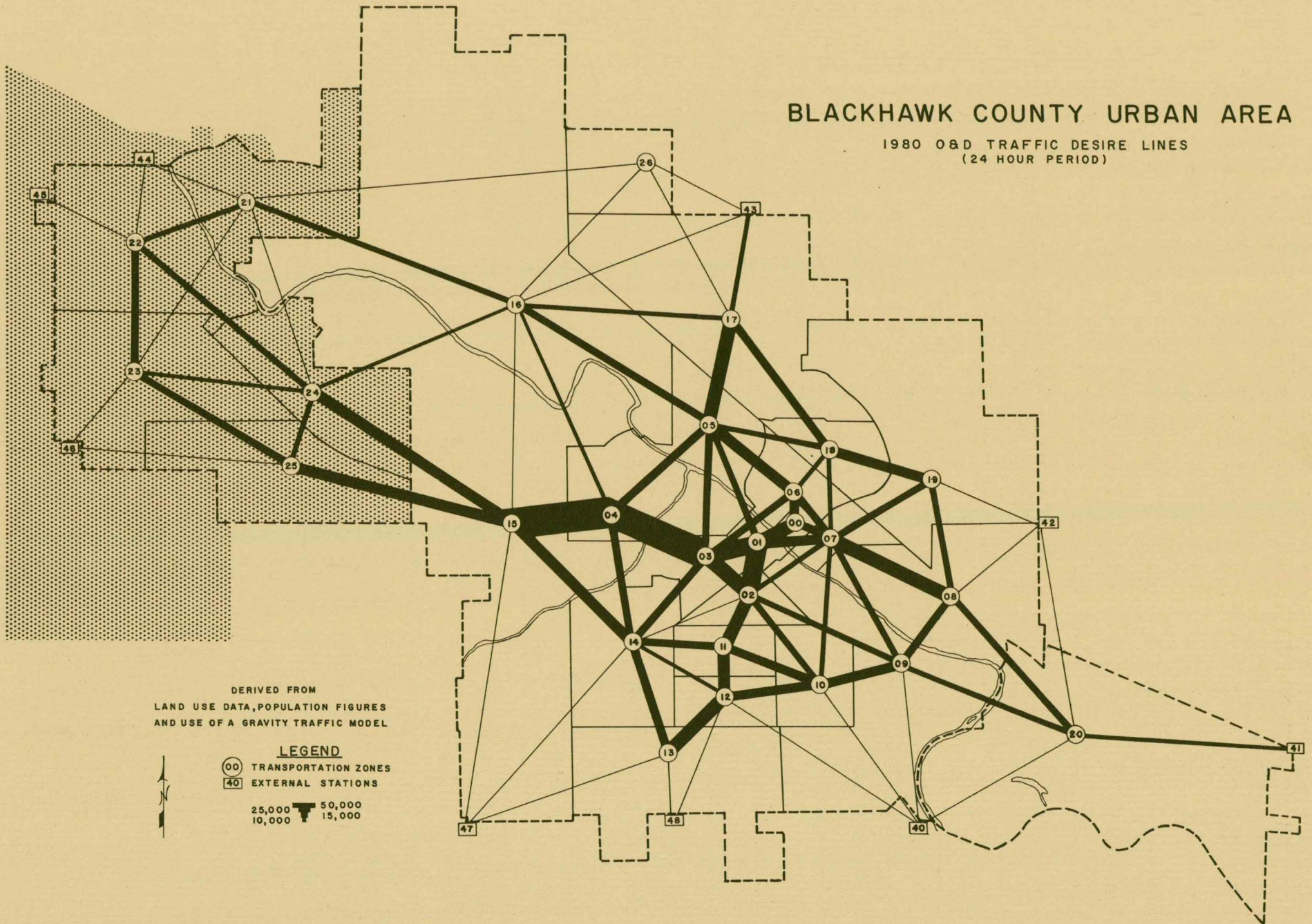


**ORIGIN
AND DESTINATION
SURVEY**

The traffic facility is designed to meet the traffic need at peak hours. That is, the type of street (one-way, two-way access) and the number of lanes required is determined by the number of vehicles using it. In cases where widening becomes too expensive or existing land uses prohibit expanding existing streets, the use of one-way streets is incorporated in the plan. Properly designed and oriented, these streets can increase vehicular capacities forty percent over existing two-way streets. This is accomplished by eliminating cross traffic turning movements at intersections and the increased ease of traffic movement in one direction. Safety factors are increased in this type of street by reducing traffic conflicts. These plus factors appear to offset any of the deficiencies or inconveniences that may occur as a result of incorporating this plan.

BLACKHAWK COUNTY URBAN AREA

1980 O&D TRAFFIC DESIRE LINES
(24 HOUR PERIOD)



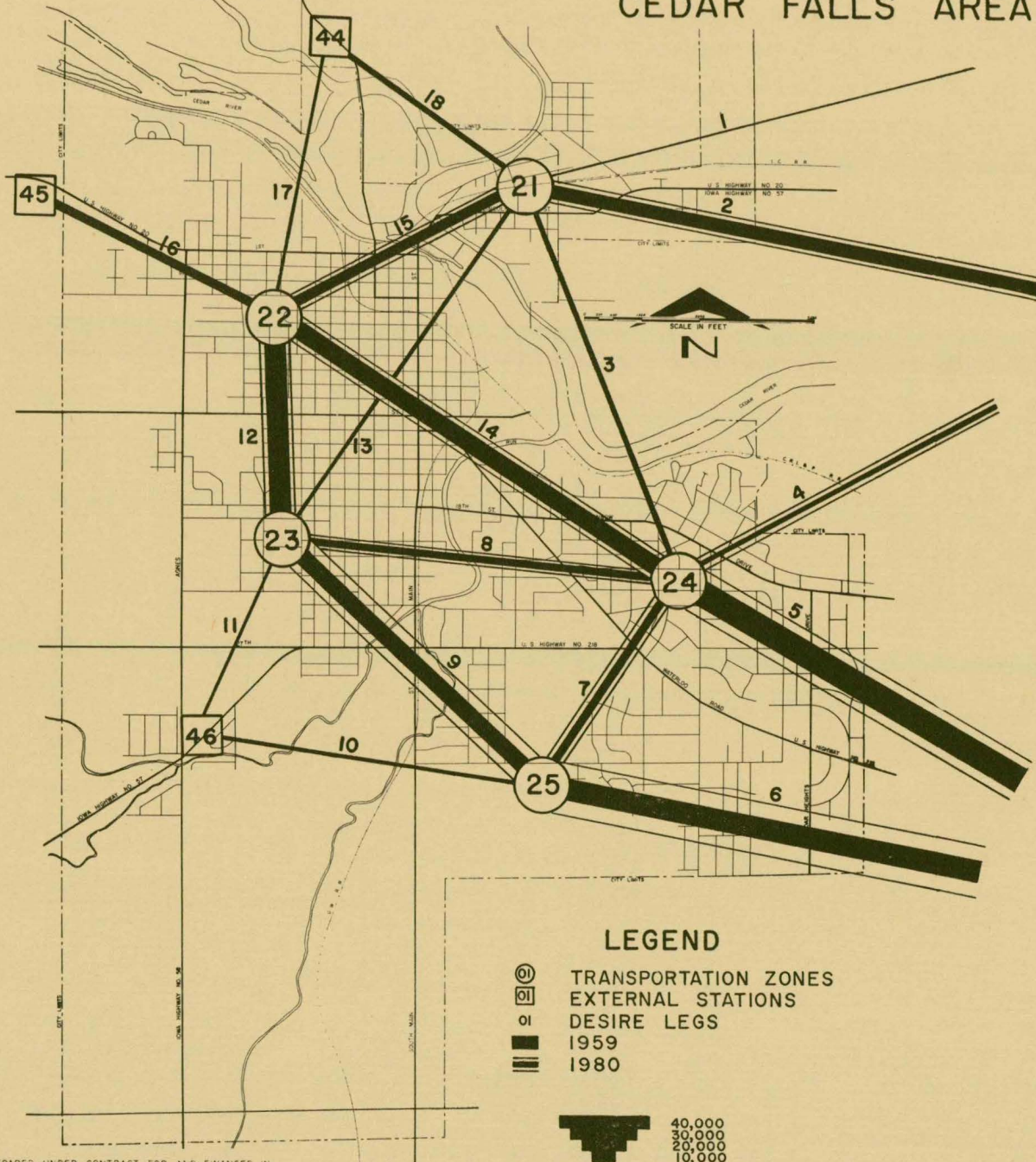
DESTINATION

ORIGIN	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	40	41	42	43	44	45	46	47	48	
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43	524	400	86	75	346	107	270	92	333	150	107	56	66	134	79	391	188	427	72	180	254	92	293	170	80	140	36										
44	218	169	39	34	193	56	116	36	149	45	46	20	18	43	29	259	106	152	27	73	85	75	396	202	62	140	18										
45	236	184	46	35	213	40	103	33	89	53	49	19	22	47	33	287	106	150	22	41	48	85	436	221	64	158	18										
46	215	193	47	38	224	41	105	37	91	57	50	21	20	51	33	300	104	145	21	45	54	78	372	287	69	214	18										
47	144	132	41	34	152	34	87	27	94	70	54	27	32	92	36	191	46	105	21	57	89	19	81	53	23	67	8										
48	378	336	102	63	301	67	180	65	275	162	132	71	75	215	66	280	86	149	39	142	218	27	112	69	33	102	17										

TRAFFIC VOLUMES-1980
(24 HOUR PERIOD)

TABLE LISTS THE NUMBER OF TRIPS FROM EACH ZONE TO ALL OTHER ZONES IN THE AREA. ZONES ARE INDICATED ON PLATE I.

1959 - 1980 O & D TRAFFIC DESIRE LINES CEDAR FALLS AREA



TRIPS 24 Hour Period		
LEG	1959	1980
1		499
2	6,325	10,637
3	1,648	3,116
4	2,159	5,855
5	11,484	20,823
6	8,609	22,895
7	3,067	8,087
8	3,488	5,512
9	6,812	14,752
10	1,528	2,999
11	1,023	1,446
12	9,478	13,810
13	1,030	1,639
14	9,095	13,763
15	5,207	7,865
16	2,639	4,319
17	831	1,254
18	1,589	2,923

LEGEND

- ⊙ TRANSPORTATION ZONES
- EXTERNAL STATIONS
- DESIRE LEGS
- ▬ 1959
- ▬ 1980



IOWA ROAD STUDY 1960
 DERIVED FROM
 LAND USE DATA, POPULATION FIGURES
 AND USE OF A GRAVITY TRAFFIC MODEL

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED, BY HUGH J. COPELAND & ASSOCIATES, CITY PLANNING CONSULTANTS, WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7
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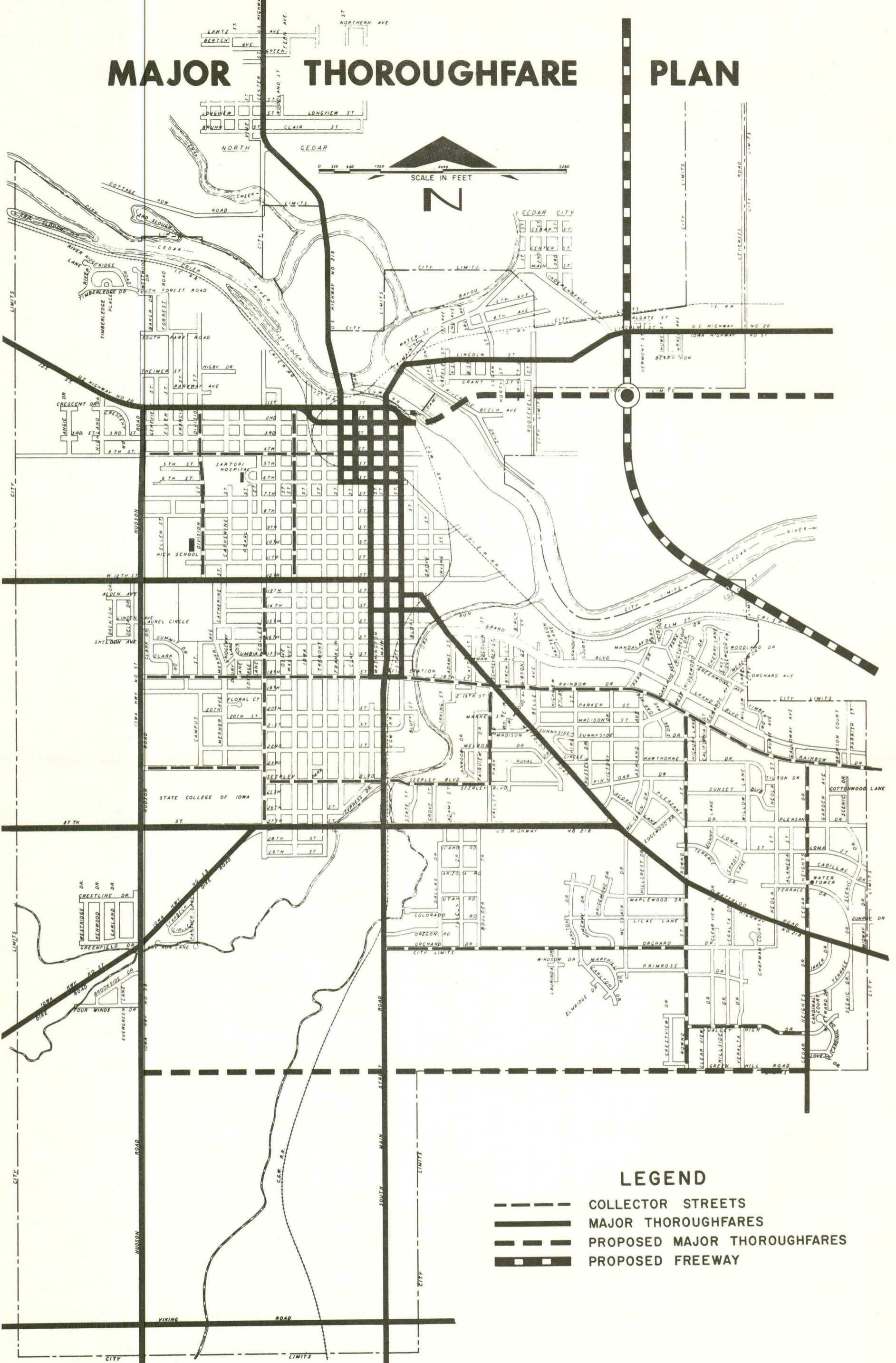
DESTINATION

	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	40	41	42	43	44	45	46	47	48						
00	1348	1139	247	192	358	274	830	369	627	269	210	208	176	77	119	309	167	169	204	141	100	27	104	38	44	31	25	35	2	30	6	2	4	2	4						
01	1439	1211	318	240	480	225	625	272	586	325	266	268	224	93	119	361	133	141	146	94	79	24	89	47	46	36	36	34	4	28	6	5	2	5	9						
02	1180	1394	753	451	1270	311	467	213	1481	467	651	485	402	166	289	557	151	180	175	174	109	24	133	72	56	49	46	48	14	48	17	15	17	13	28						
03	1178	1405	614	639	1520	290	472	210	1325	438	354	260	217	84	302	767	157	190	256	165	92	23	127	68	58	52	49	50	18	47	18	17	24	15	11						
04	975	985	287	333	1884	208	484	212	800	384	212	269	225	89	460	1049	147	179	130	137	85	26	158	82	77	62	54	52	15	45	16	19	16	86	9						
05	1703	1026	201	166	599	455	922	312	978	254	129	108	77	39	83	285	162	196	190	121	67	32	79	41	33	29	21	42	11	40	15	12	16	8	7						
06	2427	1635	262	214	1107	560	1099	491	1291	371	196	171	117	63	135	437	179	214	335	222	101	38	114	60	48	44	39	53	10	41	13	12	14	14	7						
07	1575	1068	149	124	789	307	663	295	1007	276	193	137	113	46	77	274	110	122	257	201	78	25	67	41	27	26	30	28	17	26	11	10	8	11	4						
08	2433	1485	431	347	1006	432	718	457	1832	414	262	281	161	61	125	237	171	189	273	342	202	34	69	36	27	25	48	75	38	54				10	12						
09	1284	1299	303	252	1171	264	443	238	1006	1560	666	336	278	71	225	394	141	201	163	204	93	19	105	59	36	42	95	50	20	42	20	25	18	20	10						
10	1241	1481	853	338	1005	221	411	317	1047	1024	732	416	341	70	217	412	126	153	157	174	96	20	105	55	42	40	81	57	14	36	17	17	19	17	10						
11	1133	1297	548	219	1078	167	322	205	935	513	353	351	292	120	205	216	100	113	102	103	61	12	64	34	25	23	43	35	10	32	12	13	11	9	18						
12	1232	1411	570	231	1210	158	278	217	769	556	372	368	304	83	209	234	95	119	87	110	64	11	62	35	24	24	46	36	13	27	14	12	17	11	17						
13	557	654	259	96	603	104	174	95	377	184	89	166	91	103	131	147	55	71	50	66	31	8	39	21	16	15	22	15	10	13	9	10	6	31	110						
14	1343	1245	736	590	2859	285	583	264	952	751	441	479	400	217	1141	1346	221	274	202	205	99	42	222	118	101	89	98	66	23	84	36	38	31	100	44						
15	1645	1665	538	612	2441	324	702	317	606	446	332	197	158	89	577	2401	224	261	214	178	68	52	302	153	172	184	77	31	22	81	32	80	54	26	24						
16	986	685	138	130	707	261	326	150	666	238	100	93	64	35	92	275	458	329	99	132	58	73	181	87	45	27	33	32	11	55	36	32	37	7	7						
17	1931	1337	299	268	1001	440	640	247	881	427	206	176	139	69	194	492	524	1053	308	289	109	69	247	116	110	49	65	65	29	137	30	36	30	21	21						
18	954	575	155	185	545	250	530	302	869	241	116	87	56	31	76	216	94	168	269	242	55	22	54	32	23	19	32	23	23	30	7	12	10	9	4						
19	1054	730	176	144	562	178	422	276	1110	299	159	104	87	44	95	229	131	195	359	463	82	31	68	36	26	23	33	47	38	44	17	17	17	9	12						
20	1205	839	215	155	951	240	394	214	1667	326	168	112	83	37	83	194	127	163	116	186	7694	106	195	111	64	67	177	366	145	152				33	38						
21	135	105	17	17	117	41	62	24	111	29	12	9	5	3	15	52	62	37	20	26	38	289	898	338	125	94	7	23		34	23	31	25	5							
22	551	435	117	99	664	123	186	82	296	165	78	53	33	24	89	336	167	151	50	73	77	974	8187	2469	861	604	45	18		113	171	184	157	22							
23	433	396	99	82	607	111	160	72	269	144	66	46	31	21	73	286	132	122	46	62	72	620	4178	3662	725	517	48	18		93	116	132	153	25							
24	631	586	148	122	941	150	239	110	363	195	96	64	47	28	115	496	131	178	64	86	99	407	2451	1304	2419	1450	50	51	30	145	122	121	125	47							
25	309	286	78	73	466	76	124	57	189	105	55	34	26	17	61	351	46	59	36	45	48	194	1068	570	909	905	41	20	14	48	66	58	62	23							
40	308	278	87	67	226	66	122	57	205	174	101	69	56	25	60	104	41	53	49	50	136	20	89	47	44	38															
41	353	276	91	67	227	67	142	74	261	107	70	55	40	20	41	70	52	52	54	54	293	37	49	28	18	21															
42	127	96	30	22	78	27	55	26	111	43	24	18	14	8	21	36	20	24	28	32	81	15	35	17	15	13															
43	359	282	79	66	240	83	144	59	205	108	58	42	35	19	52	126	79	112	60	62	144	55	217	99	88	44															
44	157	119	36	29	144	28	56	23	60	35	26	14	11	5	30	84	44	37	14	17	23	51	308	125	69	45															
45	171	130	40	34	154	32	63	24	63	39	28	14	11	7	32	92	45	40	17	19	24	55	335	137	75	48															
46	144	132	40	32	154	36	60	27	61	40	26	15	11	8	31	94	43	37	17	19	24	47	275	168	73	64															
47	120	108	40	31	117	22	48	21	70	51	30	25	23	15	36	65	20	24	16	18	45	10	62	35	30	23															
48	97	84	35	19	77	17	41	19	59	40	23	22	15	13	21	33	16	13	13	12	40	4	32	15	13	9															

TRAFFIC VOLUMES-1960
(24 HOUR PERIOD)





TABLE LISTS THE NUMBER OF TRIPS FROM EACH ZONE TO ALL OTHER ZONES IN THE AREA. ZONES ARE INDICATED ON THE O & D DESIRE LINE MAP.

MAJOR THOROUGHFARE PLAN



SCALE IN FEET
N

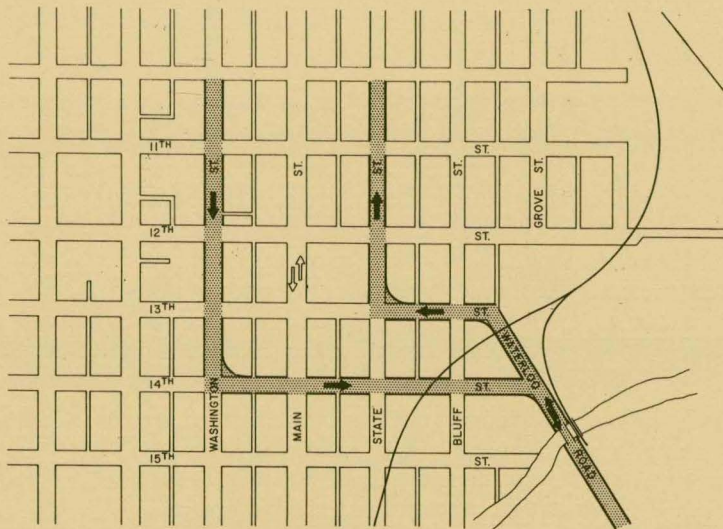
LEGEND

-  COLLECTOR STREETS
-  MAJOR THOROUGHFARES
-  PROPOSED MAJOR THOROUGHFARES
-  PROPOSED FREEWAY

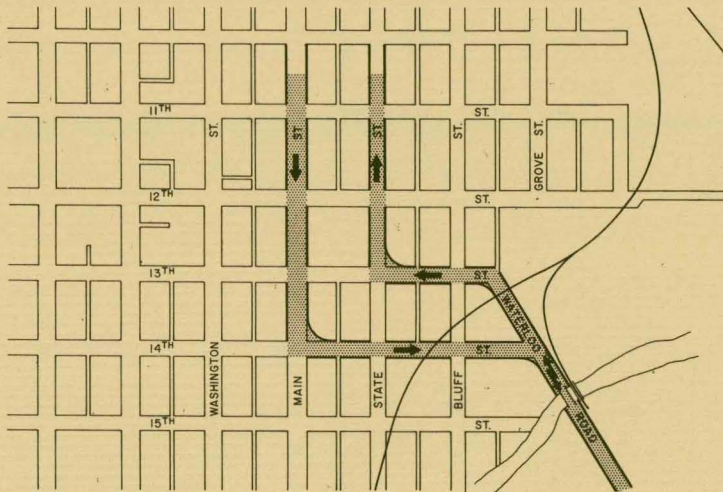
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED. BY: HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

CEDAR FALLS, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7
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PLAN A



PLAN B

THESE PLANS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER AND THE BOARD OF PUBLIC WORKS. ANY CHANGES TO BE MADE MUST BE APPROVED BY THE CITY ENGINEER AND THE BOARD OF PUBLIC WORKS.

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Waterloo Road Extension

This is one of the key improvements in the Thoroughfare Plan. The importance of Waterloo Road as the main traffic facility of bringing vehicles into the central area from the City's most rapidly developing residential sections is becoming more significant today. In order that the Central Business District may thrive it is essential that easy, rapid

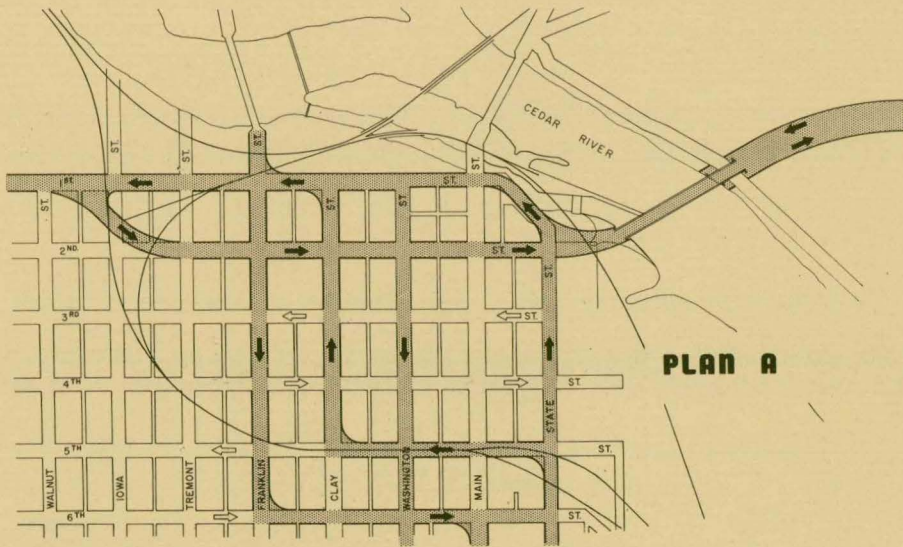


access be provided. Plan A and Plan B are interim solutions which will meet the need through 1980. In the long range a direct 4-lane thoroughfare should be established in addition to the one-way streets. Projected 1980 traffic volumes indicate that there will be in-bound vehicular trips of 833 vehicles at the peak hour through this area, while a peak hour volume of 658 vehicles will come from the area directly south.

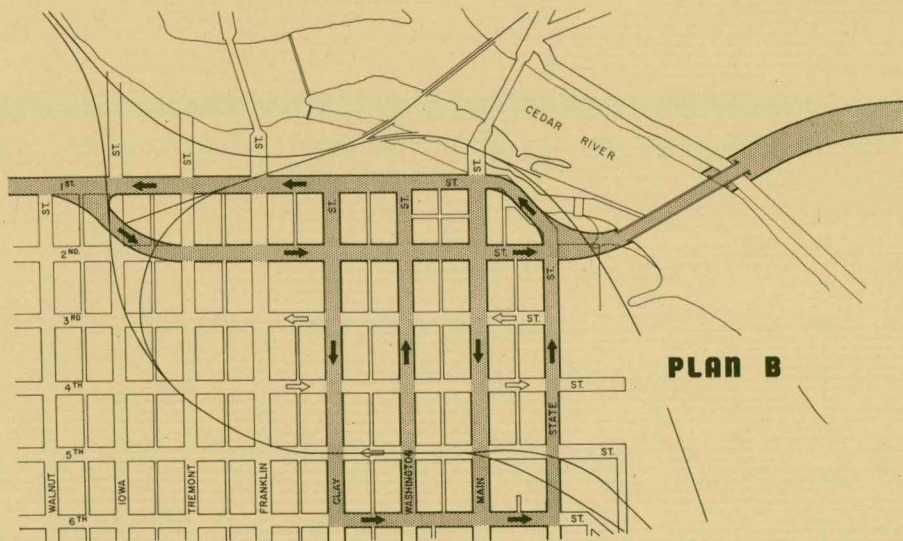


**CORE AREA
TRAFFIC PLAN**

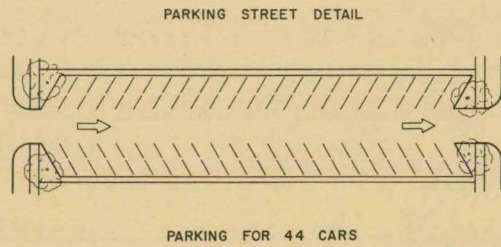
The focal point of traffic movements in the city and the area of greatest peak hour traffic generation is of course the Central Business District. Through this area flows not only business or commercial traffic but additional loads are placed upon the system by industrial and through highway traffic. This plan incorporates a one-way street plan designed to meet existing as well as future needs. Origin-destination studies show that the projected daily volume of traffic coming into this area by 1980 is 26,344 vehicular trips, or about 2,200 trips at the peak hour. All major traffic movements in this area generated by industrial or commercial uses should be confined within this area and discouraged from adjacent residential, church and school areas. It should be pointed out that properly designed various one-way street plans can be acceptable and can provide relief for this area. Two plans are presented, having similar carrying capacities, but having different end results.



Plan A retains two-way traffic upon Main Street and uses State Street and Washington as the legs of the one-way system. This plan, in effect, places the strongest emphasis upon Main Street activity for pedestrian or parking purposes as it disassociates Main Street as a required traffic moving facility.

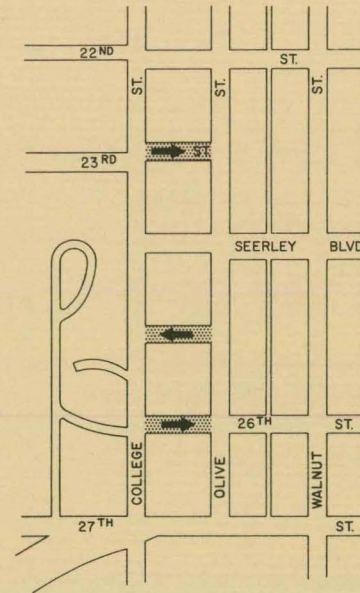


Plan B utilizes Main Street as a traffic moving facility, and is probably more adaptable if "main street" is de-emphasized in the outward growth of the Central Business District. In either case all one-way streets will need to provide a minimum of three moving lanes of traffic.



URBAN PLANNING BOARD PROJECT NO. 1000 P. 1
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 WITHOUT THE WRITTEN PERMISSION OF URBAN
 PLANNING BOARD.

RESPECT YOUR CONTACT FOR THE PROJECT
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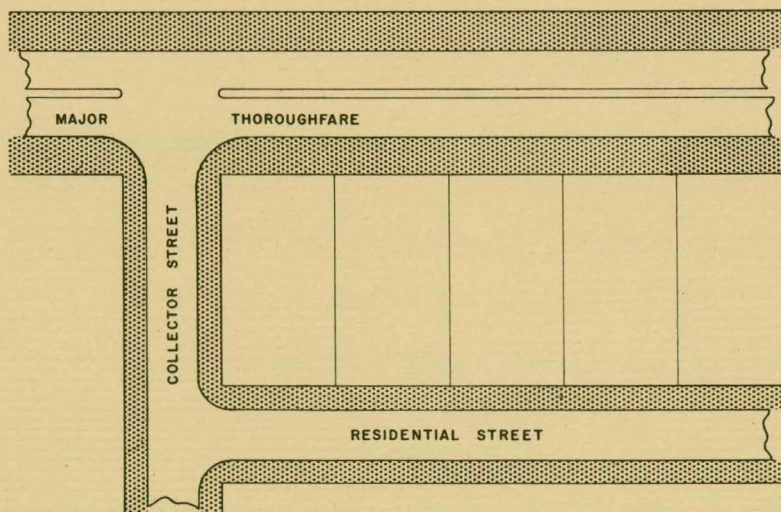


College Hill

Future expansion of the State College will cause an increased burden upon streets in the College Hill area. It will be necessary to restrict parking on College Street and it is suggested that a parking street plan be incorporated. Parking streets can be developed within existing right of ways as shown above. This is a one-way street with one lane and head-in parking and is designed for parking purposes and not for the movement of traffic.

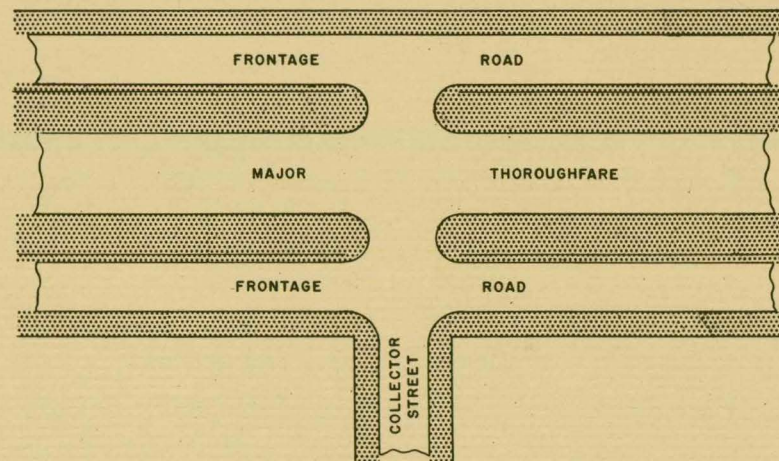
Commercial Development Along Thoroughfares

In areas where it is necessary to move rapidly large volumes of traffic, access or vehicular encroachments can be extremely hazardous. In the interests of public safety developers of land abutting thoroughfares should either dedicate and improve frontage roads when serving commercial property or locate residential lots backing upon the thoroughfares. These standards should be incorporated in zoning regulations as regards setbacks, in addition, these standards should be enforced prior to giving permission for access to major thoroughfares.



RESIDENTIAL PROPERTY BACKING
ON A MAJOR THOROUGHFARE

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TYPICAL FRONTAGE ROAD

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HOUSING

Cedar Falls, with a reputation for being the fastest growing City of Iowa in its population range, is singularly blessed with the minimum of dwelling units in a substandard or deteriorating condition, having been originally organized by hard working, industrious Scandinavian settlers who took particular pride in home ownership and upkeep. The Cedar Falls Community has inherited a tradition of civic pride and individual responsibility which is amply reflected in a major proportion of well-maintained homes located on ample, landscaped building lots. Thus Cedar Falls, with the strong spirit of neighborliness and an emphasis on quality construction and maintenance, is often called the Lawn City and is ideally suited for residential purposes.

Public improvements have been carried on at a steady rate over a period of time so that the City is not deficient in adequate facilities for the expanding needs of its growing population. However, the very points mentioned which are recognizable as plus factors for any community are augmented by the cultural, spiritual and environmental assets represented in the churches of many denominations.



**HOUSING
CEDAR FALLS**

The architectural amenities of the State College of Iowa, the handsome old homes, attractive new areas, well defined and established neighborhoods, and pleasant open spaces, point out the need for adequate programs of conservation. Maintaining the wholesome character of Cedar Falls is perhaps the greatest single objective of this plan.

It, therefore, becomes incumbent on the City to identify and formulate plans for eliminating the sources that produce deteriorating and run-down neighborhoods caused by traffic congestion, presence of railroad tracks, regular flood damage, or the home owners' neglect. It is conceivable that the lack of long range planning for sewage treatment, subdivision platting, orderly process of annexation, drainage problems, and code enforcement could be ruinous to the City in terms of the loss of tax revenue and the erroneous valuation of property. Early and ample provision must be made to better use land on which residential property is now located and which is crowded along rail lines. Such property with its natural advantage to commercial and industrial development might conceivably be

reused in the redevelopment plan for commercial and industrial purposes. By the same token, land which in the future has its highest use for prime residential purposes should be so reserved by planning and zoning restrictions that would safeguard the development of the City.

The inventory of housing conditions in Cedar Falls was primarily concerned with updating a previous study prepared by the Planning Commission. The current study indicates more clearly the causes of residential blight and the remedies which can be employed.



Flooding is the number one contributor to residential blight in Cedar Falls. The majority of structures which need to be cleared are in the flood plain.



Mixed land uses contribute strongly toward the deterioration of a residential neighborhood. Residences which are permitted to be constructed in an industrial area or industries which are permitted in residential areas without adequate zoning controls have caused considerable residential down-grading.



Proximity to railroads characteristically has been a blight contributing factor.



Lack of maintenance due to the above factors, or lack of incentive can be found as another contributing factor.

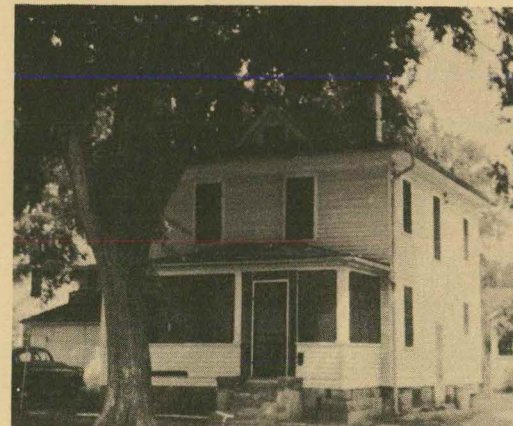
● Overcrowding of structures near the Central Business District due to conversion of single to multi-family residence is not as prevalent in Cedar Falls as other cities but has had some effect upon residential conditions.

Blighted conditions in Cedar Falls, although existing in many degrees, have been classified according to three general headings based primarily on the general corrective action necessary.

CLASSIFICATION

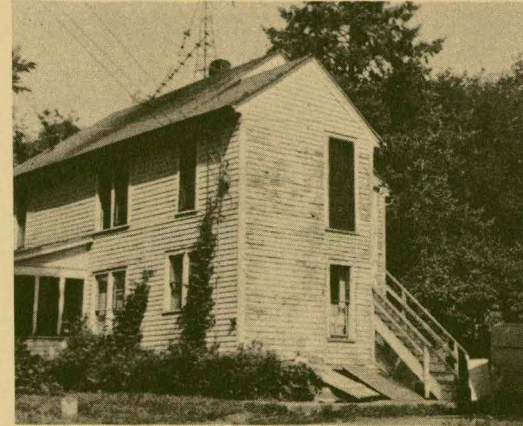
CONSERVATION

This classification represents areas where blight is in the very earliest stages. Areas under this category represent housing or other uses where only very minor repair work is required. Often a general paint up, cleanup approach will upgrade these areas to the point where they would be considered standard. Often housing in some areas may be standard but lack good streets or proper public facilities such as water and sanitary sewer services.



REHABILITATION

Areas included in this category represent housing and related uses where the effects of blight are more advanced than those classified as conservation. The physical symptoms indicate serious structural deficiencies although deterioration has not advanced to the point where the main structural unit is beyond repair. However, some structures within these areas are beyond repair and should be cleared to help preserve and stabilize the area.



CLEARANCE

Areas classified as clearance are, in general, beyond repair and must be completely cleared. The structural deficiencies due to age or poor original construction, long term neglect and other contributing factors have combined to produce the most advanced stage of the blight process. In addition to the specific deterioration of individual structures, these areas are often intermixed with industrial and other non-compatible uses producing undesirable living conditions. Unimproved or poorly constructed streets, and the general lack of other public facilities are often common to these areas.

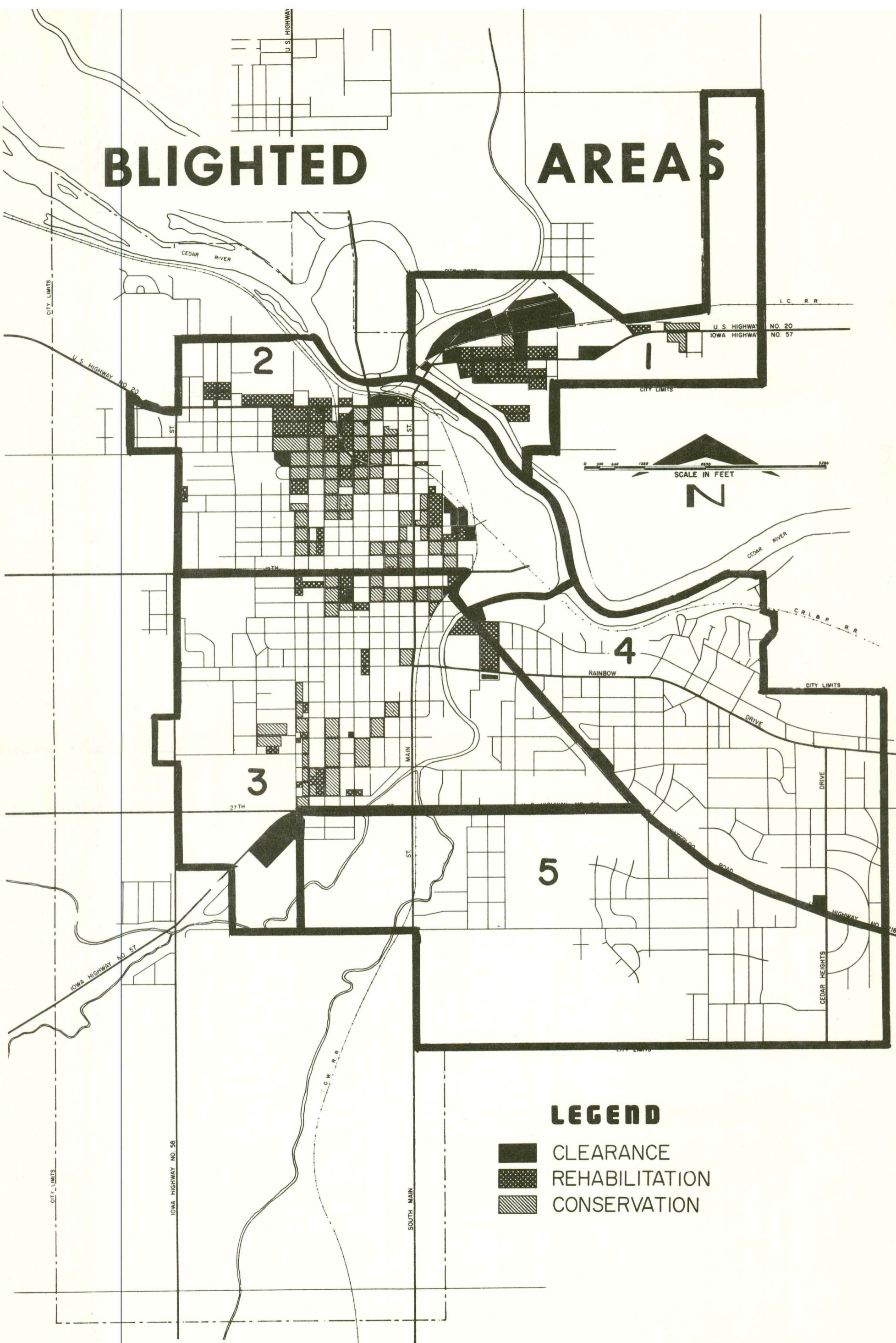


HOUSING CONDITIONS

Census Tract	Total Units	Sound	Percent	Deteriorating	Percent	Delapidated	Percent
1	338	201	60	78	23	59	17
2	1782	1622	91	128	7	32	2
3	2116	1738	82	376	18	2	0
4	1328	1306	98	17	1.3	5	.7
5	538	538	100	0	0	0	0
Total	6102	5405	89	599	9.5	98	1.5

BLIGHTED

AREAS



LEGEND

-  CLEARANCE
-  REHABILITATION
-  CONSERVATION

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CEDAR FALLS, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Several methods, goals, and objectives should be considered by the City if it is to be properly concerned in the avoidance of housing blight.

Present codes and ordinances should be reviewed and revitalized in keeping with the present day standards and construction and the use of modern materials.

The City should draw up standards by which a structure is considered unfit for human habitation and, in keeping with the State and local health and occupancy laws, should encourage the clearance of such structures to prevent them from being unsightly and producing further decay.

Highways and thoroughfares should be projected well into the future and right-of-ways outlined so that neighborhoods are not damaged by bisecting transportation lines.

The land use study must be kept current in order to make full use of the technique of conservation and rehabilitation. The City, like any other functioning organism, is subject to growth and change and certain aspects of these characteristics can best be utilized when the City functions in response to its best assets. Industry is obviously attracted to those communities which had planned in advance for the best type of service in terms of economical and well-situated parcels of land.



**METHODS
AND GOALS**

The techniques and tools available through the Title One Program and HHFA should be explored in order to keep the City of Cedar Falls in pace with other areas of the State which have developed master plans for the stopping of blight and for the conservation of good housing.

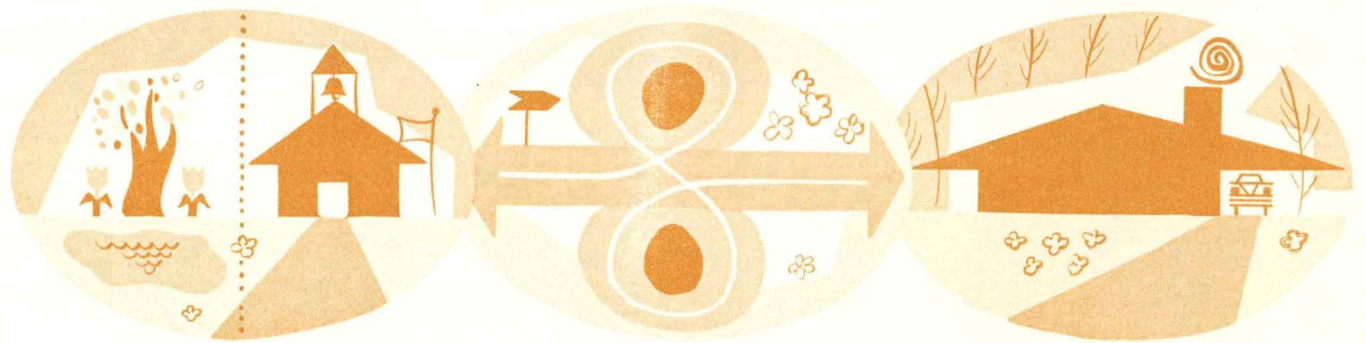
Such State Agencies as the Highway Commission, the Iowa Development Commission, and the Iowa Natural Resources Council have much to offer if the City is vitally interested in reserving land for park, recreation, permanent flood plains, and wild life refuges. In the 1961 Housing Act it became possible for the first time for cities the size of Cedar Falls to receive Federal grants for 20 to 30 per cent of the purchase and development of land for parks and recreational use, even outside the city limits.

An active Citizens' group representing a cross-section of community leaders should be formed. The best laid plans often remain dormant unless sparked by the enthusiasm and zest of a well-informed and hard-working representative committee who are inspired to seeing a good thing through to completion. From such a group would come a speaker's bureau for public information and important contacts with City officials, P. T. A.'s, Service Clubs and other organizations likewise interested in building a better City.

No city stands still. Many a community through apathy, lack of imagination, or a hand-ringing attitude that nothing can be done about it, has focused its attention on new buildings and growth without realizing that the center core and business areas often need attention. In the City of Cedar Falls, it becomes incumbent upon the Administration to be concerned with the area of North Cedar, Cedar City, and the land north of the river, and east to the City limits of Cedar Falls and Waterloo. Student housing for the State College of Iowa and the building and maintenance of attractive and aesthetic living quarters of married students to take the place of Sunset Village should also be the concern of the City of Cedar Falls. Cedar Falls has much to gain by realizing the functions of its business district and by residential rehabilitation and conservation, provide for adequate recreation and park space.



CONCLUSIONS



FUTURE LAND USE

The Future Land Use Plan represents the combining of all of the previously described elements. It is a plan showing generally the location of land uses and their relationship to other uses in the community. Because of the many varying conditions in a city which cannot be accounted for, the Land Use Plan must be accepted as a generalized plan which may be revised from time to time. For example, the location or relocation of State and Federal highways, flood or flood control projects or other major unforeseen developments can have a great impact on land uses in a community.

The Future Land Use Plan as shown here is based on good planning principles and can provide a basis for sound community development. The projected land use needs of Cedar Falls must be related to the land use requirements of the metropolitan area. For this reason it is impossible to compare quantitatively the existing and future land use of Cedar Falls with other cities. The relationship of population to commercial area or industrial area or park area must be viewed from an over all standpoint. Because the Central Business District of Cedar Falls does not compare area-wise with other cities of a similar size does not mean necessarily



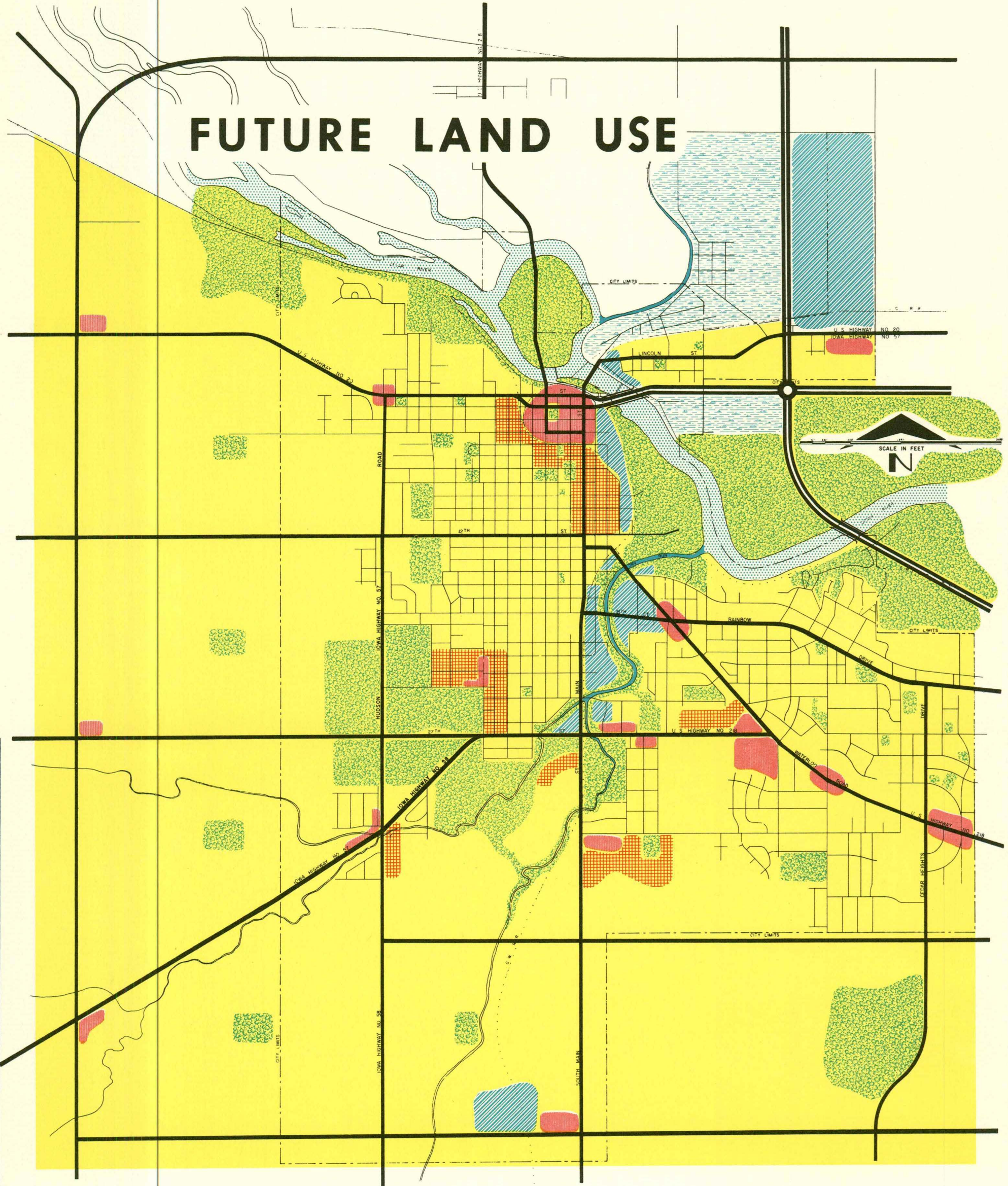
**FUTURE
LAND USE**

that it is inadequate, but in this case means it serves a somewhat different function in the metropolitan complex. The same viewpoint must be taken with regard to other land uses to the end that Cedar Falls' Future Land Use Plan must be tailored by local standards and not necessarily by standards established by cities of similar size. Where obvious inadequacies of land uses appear such as park and school areas, or where future needs are to be anticipated, nationally recognized standards of the Urban Land Institute and National Recreation Association are used.







The Future Land Use requirements for Cedar Falls are based upon the projected needs of a projected population as related to goals and objectives of sound community planning. With a projected population of 32,000 persons living in Cedar Falls by 1980 the land use requirements will be as follows:

At the present rate of building construction and land development (40 acres per year) there is no indication of a need for annexation in the foreseeable future. However, some adjustment may be required along the west limits.

FUTURE LAND USE



LEGEND

- | | |
|---|---|
|  RESIDENTIAL |  FLOOD PLAIN |
|  INDUSTRIAL |  MULTIPLE FAMILY |
|  COMMERCIAL |  PUBLIC AND SEMI-PUBLIC |

CEDAR FALLS, IOWA

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED. BY: HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

With an increase in population of 10,000 persons during the next twenty years 660 acres of land will be utilized for single family residences while 30 to 40 acres will be needed for multiple family development. The multiple family expansion represents land needed for college housing in addition to non-student housing. During this period there should be coordinated developments of single and multiple family residences in planned community areas. The harmonious blending of varying types of land uses is desirable and should be encouraged. Following national trends to conserve open land and or agricultural land, developers should be encouraged to establish higher residential densities and at the same time provide common open space. Problems of dedication and maintenance of these open spaces will need to be solved. As these problems are solved a more realistic land use pattern will emerge which will not only conserve land but provide desired open space.



RESIDENTIAL

This plan provides for the expansion of the Central Business District in accordance with the growth of the area it serves. This expansion is based also upon the assumption that the "hardening of the arteries" around the heart of a city can be eliminated. In order for this area to grow, rapid and convenient access to growing residential areas must be provided.

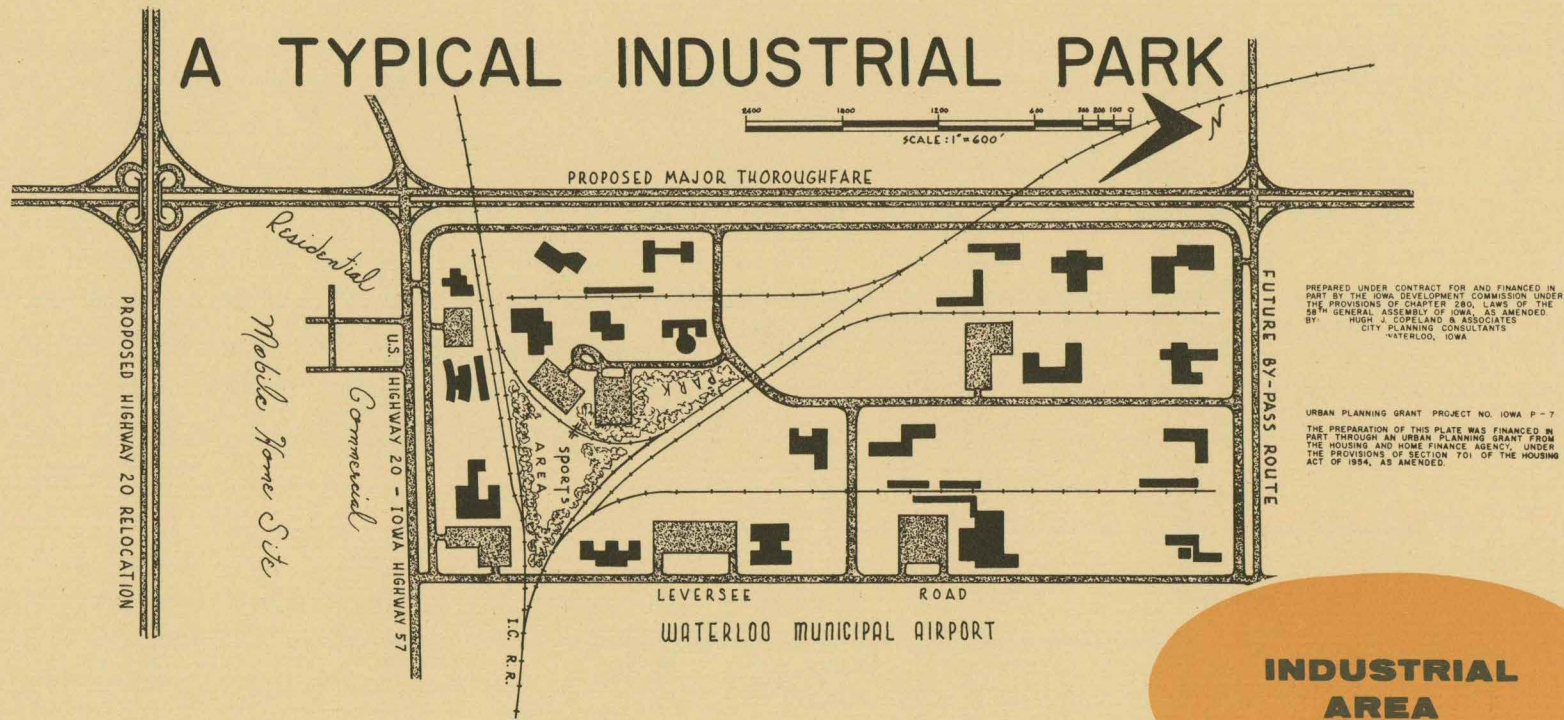


**CENTRAL
BUSINESS
DISTRICT**

At the present time the Central Business District occupies 22 acres, exclusive of streets and alleys. As the city grows and as better access is provided to this area an additional 10 acres of land will be required.

Commercial Areas

The expansion of commercial areas, other than the Central Business District, should be restricted to neighborhood service centers as their population warrants. The area devoted to the neighborhood center will vary from 8 to 20 acres using a ratio of one acre per thousand persons served plus a minimum ratio of parking area to building area of 4 to 1. Because of access problems, traffic safety and the blighting effect upon residences, strip commercial development is discouraged. Where commercial expansion is warranted along highways or thoroughfares limited access with frontage roads should be provided.



The plan identifies an area adjacent to the Municipal Airport as a site for industrial park development. This area, being adjacent to major transportation facilities of airways, highways and railways, is ideally suited for industrial development. With a projected metropolitan population increase of 40,000 persons during the next 20 years, about 4,000 persons will be employed in a basic industry. Under today's industrial park development it requires 1.5 acres per 100 employees, or a total of 60 acres required for the normal expansion of basic industries. Based upon accepted standards of the Urban Land Institute and average land use requirements of other cities, the normal growth of this metropolitan area will require an additional 12 acres of land for basic manufacturing processes and an additional 400 acres for service or light industrial purposes.

Of the total of 360 acres required for industrial purposes, 90 to 100 acres will be located within Cedar Falls. Although this site is more than adequate for this purpose it is desirable to have an industrial land reserve which can be retained in agricultural use until it is needed. Zoning requirements should be established to protect this area from residential encroachment.

LAND USE	EXISTING	FUTURE (1980)
Residential	1426	2086
Multi-Family	18	58
Commercial	169	189
Central Business	22	32
Industrial	64	124
Public Land (parks)	156	320
Streets & Alleys	814	1014
State College	426	426

BIBLIOGRAPHY

NEIGHBORHOOD ANALYSIS

Statistical data of age comparisons was obtained from the 1960 Census of Population.

HOUSING IN CEDAR FALLS

Statistical data obtained from the 1950 Census of Housing and updated with information from the 1960 Census of Housing.

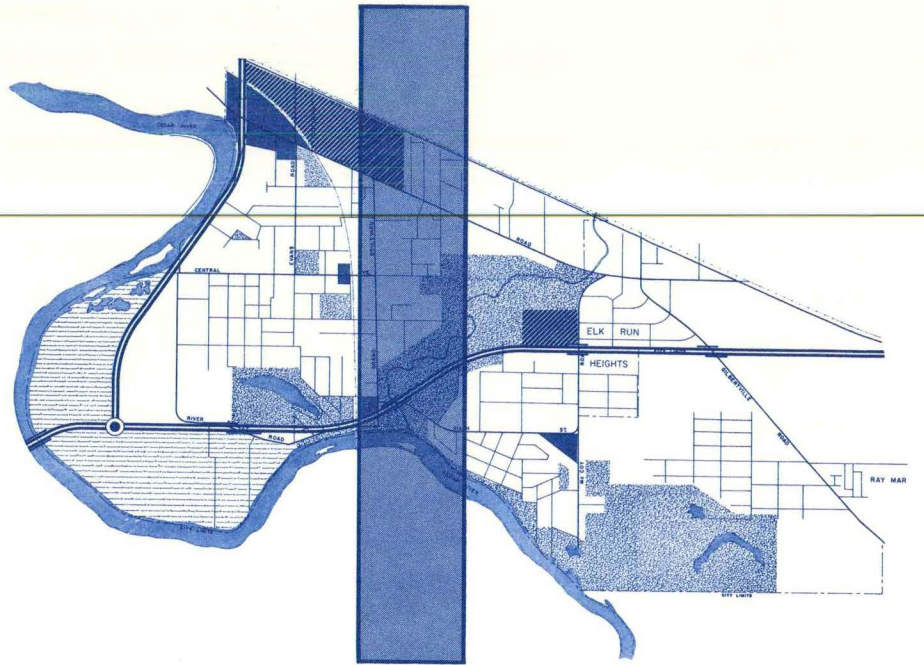
PARK & SCHOOL PLAN

Park and recreation standards used in this plan are based upon the National Recreation Association Standards.

MAJOR THOROUGHFARE PLAN

Origin-destination statistics obtained from the Iowa Highway Commission Survey updated in 1960 for the Iowa Legislative Road Study Committee.
Metropolitan Thoroughfare Plan as used in this report was prepared jointly under the auspices of the Cedar Falls, Waterloo and Evansdale Planning Commissions.

Other maps and drawings not specifically identified as prepared under the provisions of this contract are the property of the Cedar Falls Planning Commission.



**PART 1 OF THE COMPREHENSIVE PLAN
FOR EVANSDALE, IOWA**

CITY COUNCIL

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Kenneth Blacksmith
Dr. A. M. Dolan
Kenneth Holton
Truman Johnson
Willis Swope
Gerald Wilson

Larry Weaver, City Clerk

PLANNING COMMISSION

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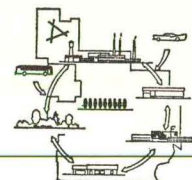
Hugh J. Copeland
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Urban Planning Grant Project No. Iowa P-7

The preparation of this map was financed in part through an Urban Planning Grant from the Housing and Home Finance Agency, under the provisions of 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 provisions of Chapter 280, Laws of the 58th General Assembly of Iowa, as amended.

By: Hugh J. Copeland & Associates
City Planning Consultants
Waterloo, Iowa



HUGH J. COPELAND & ASSOCIATES2635 SARATOGA DRIVE, WATERLOO, IOWA

City Planning Commission
Evansdale, Iowa

Gentlemen:

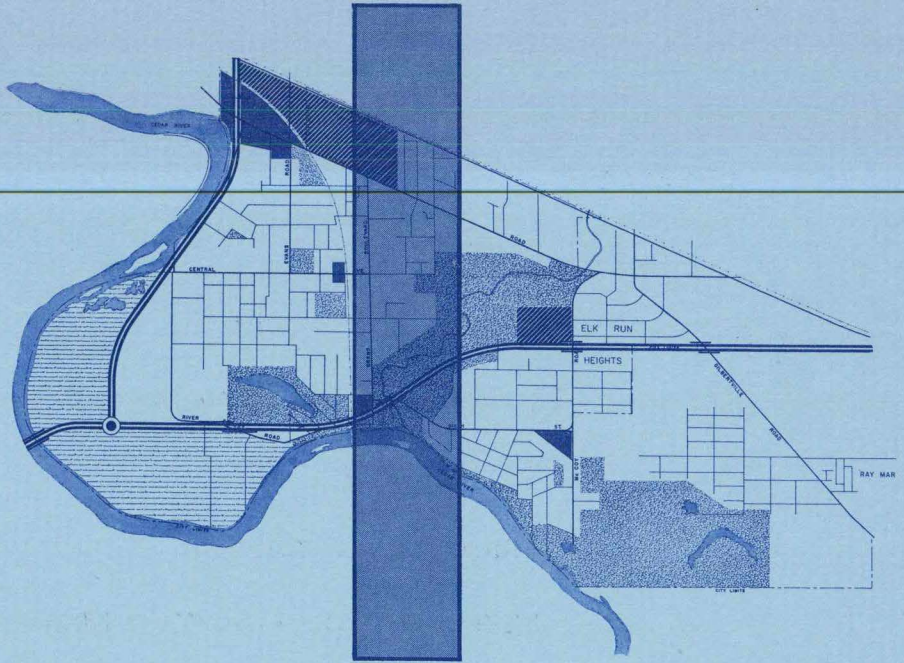
Transmitted herewith is Part I of the Comprehensive Plan for Evansdale undertaken May 23, 1961. This plan represents the first step in the series of three parts proposed for the development of the completed guide plan for Evansdale.

This is a general plan dealing with the physical community and the elements with which it is composed. Being a general plan we are not concerned with specific development of specific parcels or items. In this way this plan can be a framework of reference for the many decisions you must make as citizen members of the Planning Commission. This plan can only be as good as you use it, review it, and keep it up-to-date through your long-range planning program.

A great deal of credit for this report must be given, in addition to the members of this Commission, to Mayor Al Gardner and citizens of Evansdale who have been extremely cooperative during the past year.

Respectfully submitted,

Hugh J. Copeland
Planning Consultant



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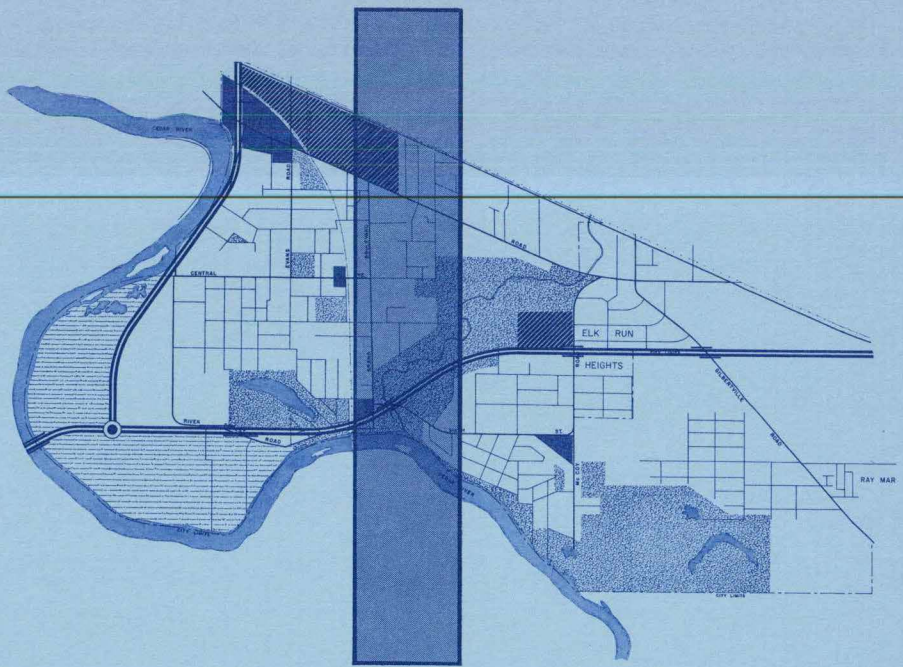
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GENERAL

INTRODUCTION

The preparation of a Comprehensive Plan is the incorporation of all of the elements which compose the physical community. In the study of these elements it is necessary to examine what has happened in the past in order to project what will happen in the future. The plan itself can help guide the projected growth of the community in the future as well as give a framework for the renewing of older areas.

The scope of the Comprehensive Plan for Evansdale is such that upon completion a general guide plan for the growth and renewal of the community can be established for the next twenty years. This plan incorporates the following elements:

LAND USE

The plan for the physical development of the community including Park and School Plan, Central Business District Plan, Housing Plan, Community Facilities Plan, Neighborhood Development Plan and Future Land Use Plan.

POPULATION

This plan represents one of the major research areas in developing the Comprehensive Plan. It is essential to have a complete knowledge of characteristics of the population of the community in order to plan for the physical needs of its citizens.

ECONOMIC
BASE

This study gives light to the economic existence of the community. It points out the present significance and the potentialities of the commercial-industrial factors of the community. This is a study of the labor market, industrial potentials, income and taxation.

CIRCULATION

This is the plan which shows the facilities for the moving of people and products from one place to another.

PLAN
INTERPRETATION

This phase of the Comprehensive Plan not only gives a financial framework within which the plan can be accomplished (The Capital Improvements Program) but also provides other tools such as zoning and subdivision regulations and minimum housing standards.

The purpose of this report is many-fold, but primarily it is to provide a framework and guide within which the community can grow. This is not an "ivory tower" plan but one which is based upon the community's ability to support.

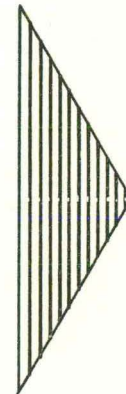
This plan is predicated upon one basic assumption; that is, Evansdale will grow. In order to incorporate the elements of this plan this basic assumption must hold true. This then becomes a challenge to the people of Evansdale to take whatever steps are necessary to encourage the growth of the community. This means improvements in sanitary sewage facilities, flood control, public water facilities, street conditions, and residential conservation. Present indications show that Evansdale is ready, willing and able to meet this challenge.

BASIC PLANNING CONCEPTS

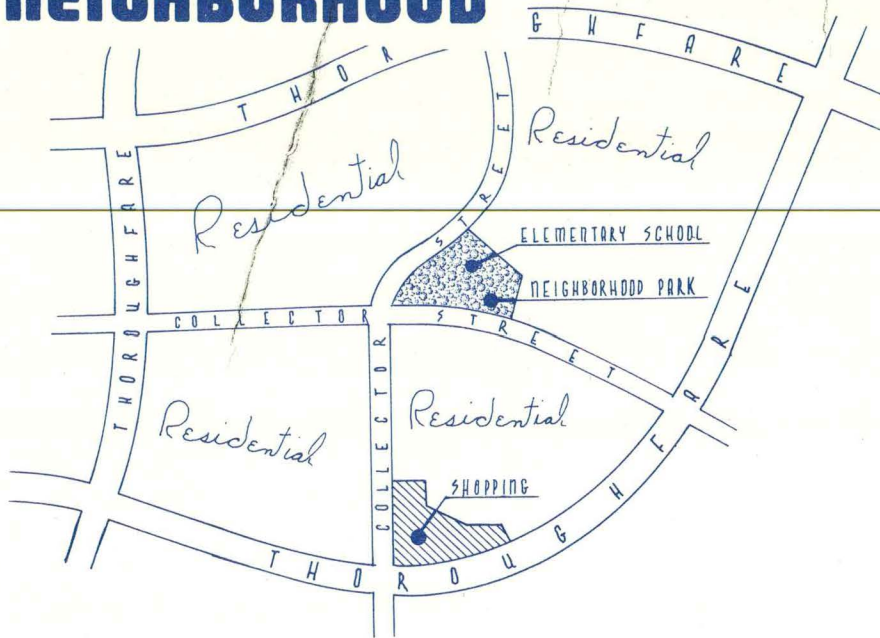
In order to lay a more complete groundwork for the development of the Comprehensive Plan for Evansdale it is important to stress at this point some of the basic concepts used in the development of the plan.

Based upon existing features of topography, rivers, streams, railroads or other physical barriers a city divides itself into distinct areas (neighborhoods and communities). It is with these areas that we are concerned, both individually as well as collectively, therefore, the development of standards or concepts for these areas gives a basis for the plan.

NEIGHBORHOOD
AND
COMMUNITY



NEIGHBORHOOD



▶ The planning area is defined by natural or man-made barriers such as rivers, creeks, railroads, industrial belts and highways or thoroughfares. These should be used to encourage independent living areas within them.

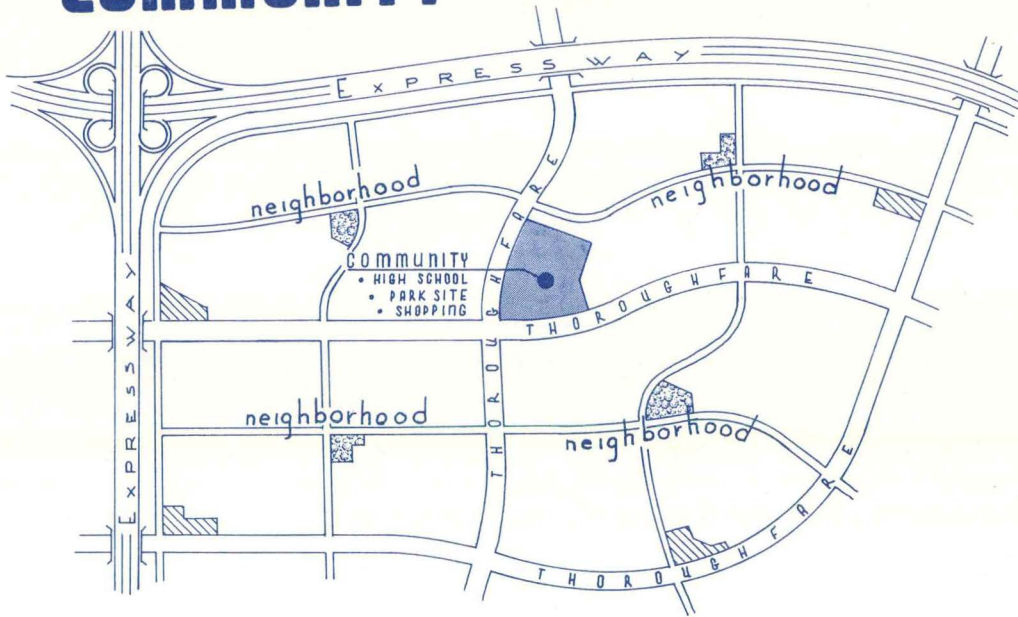
▶ Adequate park and school facilities to meet the requirements of the existing and potential population.

▶ Commercial areas should be provided to meet the daily needs of the people living in the area.

▶ Traffic and street plans should be developed to eliminate through traffic within the residential area in order to make the neighborhood a safer and more desirable place in which to live.

▶ Standards should be developed through zoning, subdivision regulations and minimum housing standards, to insure the highest and best use of land.

COMMUNITY



The community is an area composed of various neighborhood units and defined by major natural or man-made physical barriers.

Enlarged commercial areas should be provided to meet all of the needs of the community. In addition to stores and shops, areas should be provided for related business and professional offices.

Major park facilities should be provided.

A high school or junior high school should be provided depending upon the population of the community and its proximity to other similar facilities.

Traffic systems of sufficient design to carry large volumes of traffic should be provided. Such systems should be located and designed to carry traffic rapidly and safely from neighborhood areas to places of work, shopping, business and play.

GENERAL

HISTORY

Evansdale, one of the fastest growing towns in Iowa, began its existence in 1947 when the residents of the Home Acres and River Forest Area adjoining the East City limits of Waterloo and confronted with a common drainage problem, formed the Home Acres Improvement Association. In August of that year the Association petitioned for articles of incorporation as a town and presented their documents to District Judge William T. Evans through Parkersburg Attorney Dale Van Eman, and the proposed name was formulated from the last name of Judge Evans and first name of Attorney Van Eman, hence Evansdale. Judge Evans, since deceased and one of Black Hawk County's noted jurists, appointed an Elections Commission to supervise a September 6, 1947, referendum to decide the issue of incorporation. This group was made up of Bailey Barnes, E. S. Shiner, Glen L. Nichols, Joe Sage and Earl R. Douglass. The poll resulted in a 205 to 106 favorable count to incorporate.

Shortly thereafter on November 1, 1947, 110 voters turned out to elect the only ticket on the ballot at that time with William Wiltfang as mayor, Mrs. Maida Morris, treasurer, and councilmen Alfred Magee, R. E. Allen, Guy T. Walters, Martin Wehmeyer and John Boelman. The first council meeting was conducted November 24, 1947, in an abandoned chicken house owned by Councilman Boelman.

Since that time, Evansdale's growth has been steady but complicated with a rise in population and attendant demands for schools, streets, sewers, water and all the things that go to make a modern small city. With over 6,000 residents, churches of many denominations, a bustling commercial district, two parochial schools and the demands of an increasing school population, Evansdale is presently engaged in a race with time to expand its facilities and meet the challenge of being Black Hawk County's third largest City.

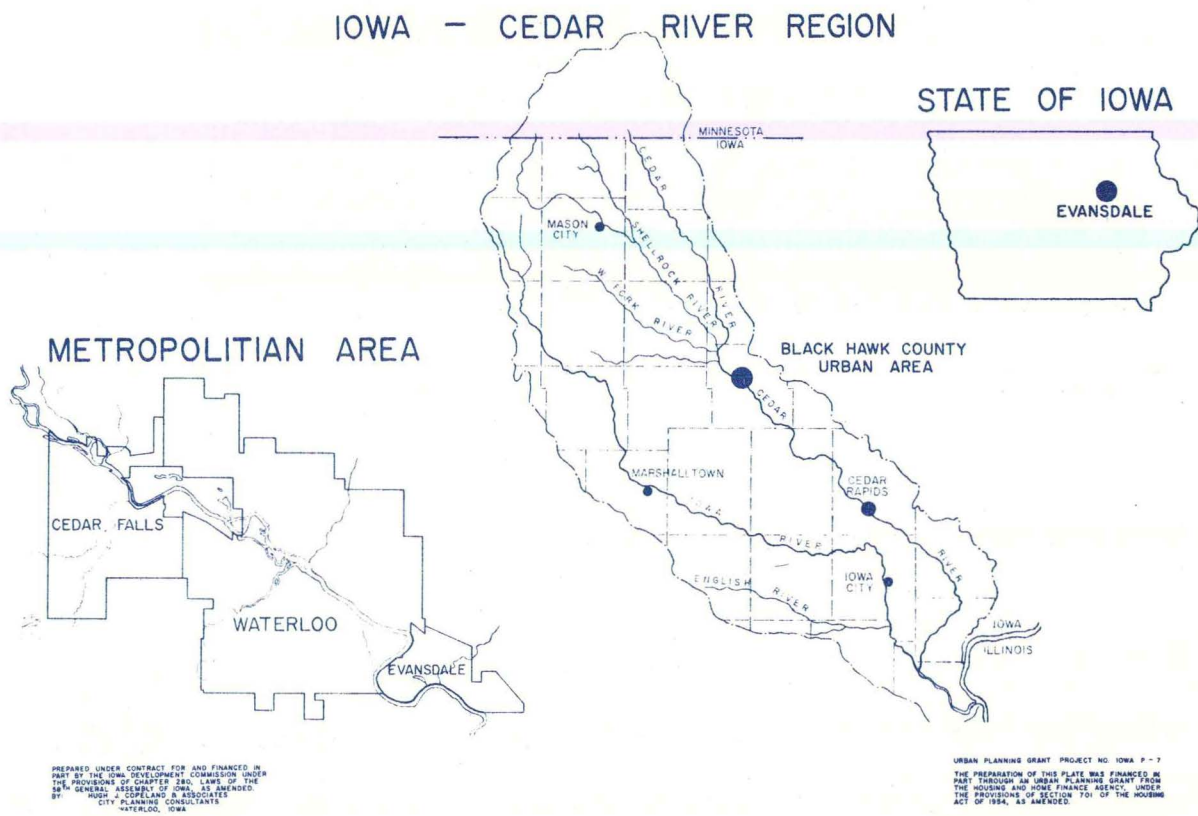
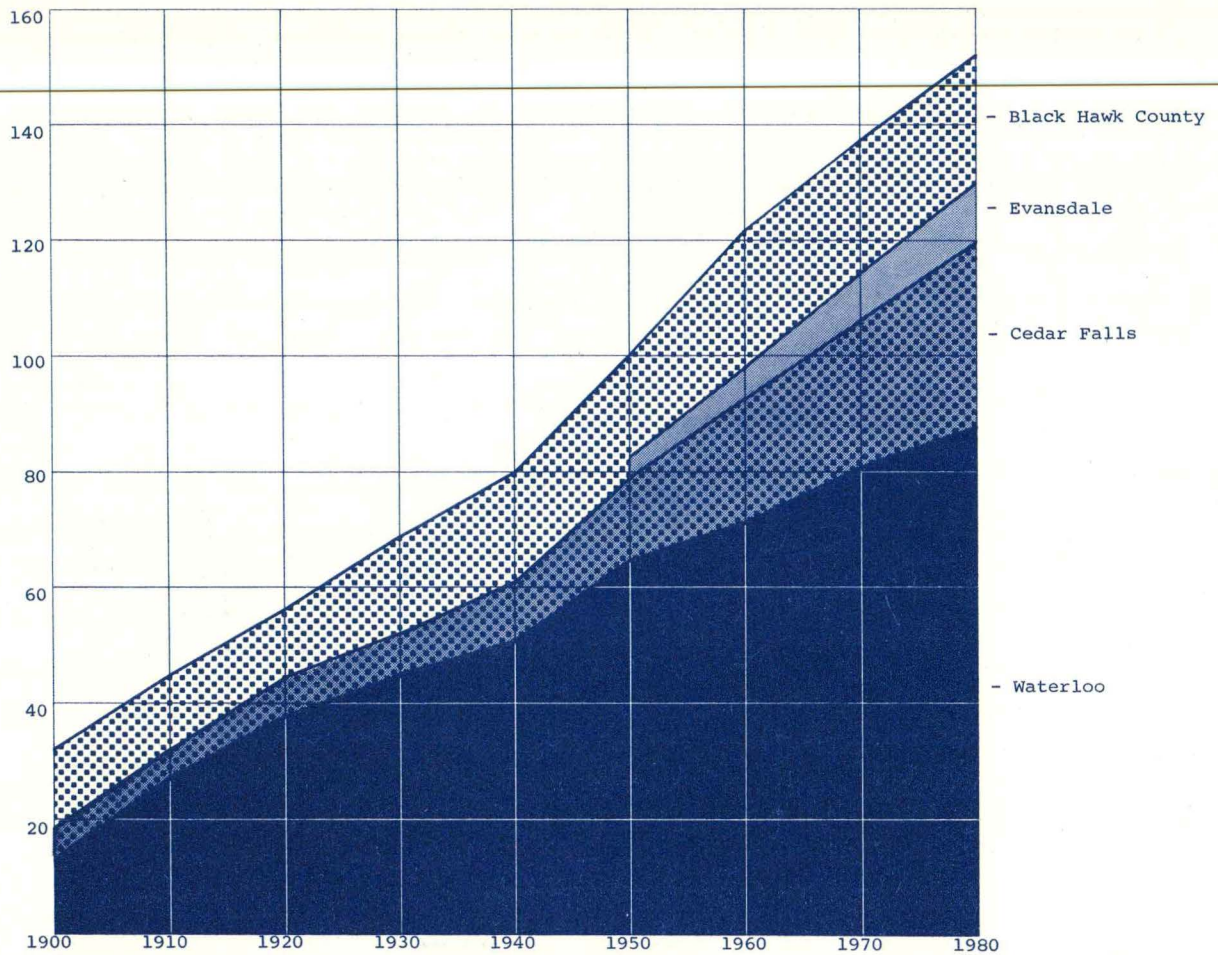


Fig. 1. Location of Evansdale as it relates to the State, region and metropolitan area.

POPULATION



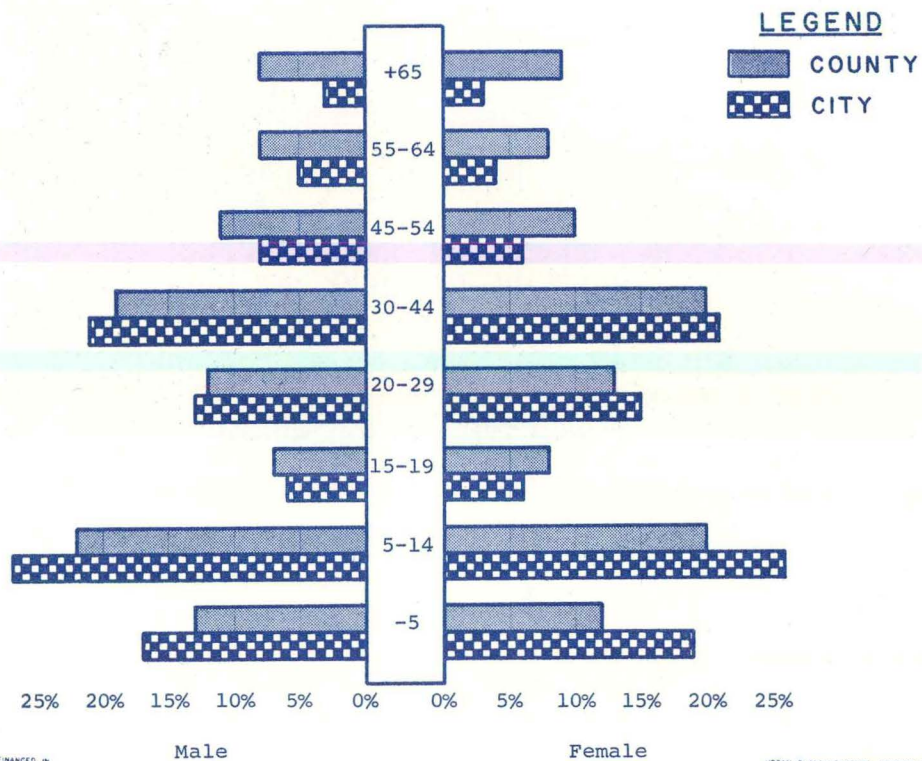
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED. BY HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Fig. 2. Population Distribution and Projection in Black Hawk County.

The plan for a city is a plan for its people, consequently, a study of the population is essential in developing the plan. Although detailed population studies are to be included in Part II of the Comprehensive Plan it is important to set forth

some basic determinations relative to population growth and characteristics. Figure 2 shows the population relationship of all of the major incorporated areas in Black Hawk County and the population projections of each to 1980. It is estimated that Evansdale will reach a population of 9,000 persons by 1980.



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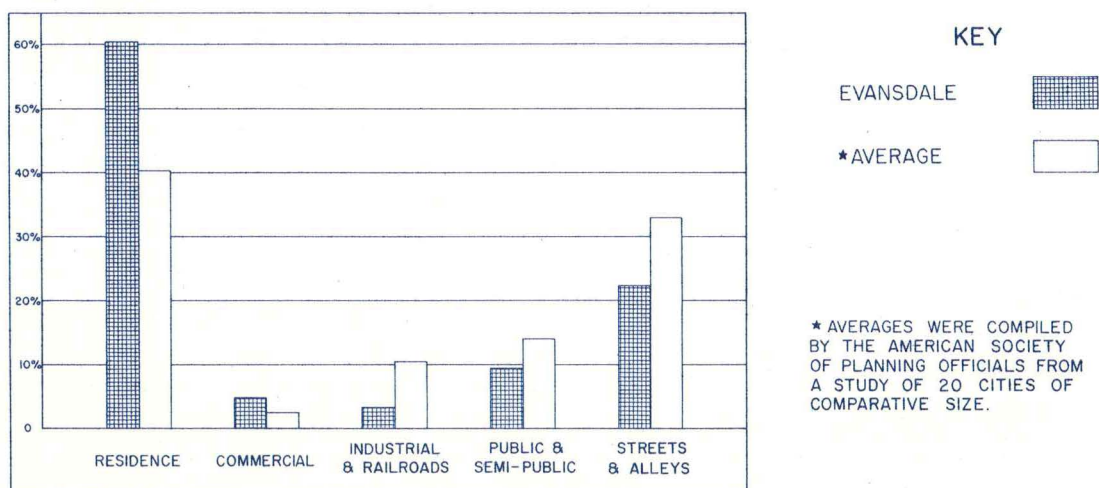
Fig. 3. Age characteristics of Evansdale's population from the 1960 Census as compared percentage-wise to Black Hawk County.

Figure 3 shows a percentage comparison of various population age brackets between Evansdale and Black Hawk County. It points out quite significantly the fact that Evansdale has a relatively young population. In fact, Evansdale has the highest fertility rate in the State of Iowa. That is, Evansdale has the highest percentage of female population between the ages of 13 and 35 of any city in the entire state. The fact that Evansdale has a young population points out clearly the emphasis that must be placed upon school and recreational facilities in the community. Because it is a city of young people an even greater responsibility is placed upon its citizens to provide a more desirable environment in which to live.

LAND USE

To establish a plan for the future development of Evansdale it is necessary to first determine what elements exist at the present time. Since the plan for the community relates primarily to the best utilization of land it is evident that the existing land use inventory must give a basis for the plan. It is helpful to compare the amount or percentage of the total area of a community devoted to particular types of land use with similar uses in other communities. This comparison is shown in Figure 4. The differences point out more clearly the fact that Evansdale is primarily a residential community in an industrial metropolitan area.

PERCENTAGE OF DEVELOPED AREA OCCUPIED BY MAJOR URBAN LAND USES



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE U.S. DEPARTMENT OF COMMERCE UNDER THE PROVISIONS OF CHAPTER 380, LAWS OF THE 75th CONGRESS, AS AMENDED, AND TITLE 42, U.S.C. 1481-1485, BY THE U.S. BUREAU OF ECONOMIC ANALYSIS, U.S. DEPARTMENT OF COMMERCE, WASHINGTON, D.C.

URBAN PLANNING GRANT PROJECT NO. UOIA P-7
 THE PREPARATION OF THIS PLAN WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT UNDER THE URBAN AND RURAL PLANNING ACT, UNDER THE PROVISIONS OF SECTION 101 OF THE HOUSING ACT OF 1949, AS AMENDED.

Fig. 4. Land Use Comparisons.

The land use inventory categorized land uses in the following manner:

- ▶ RESIDENTIAL
All residential land uses were considered in this category. The number and area devoted to duplex and multiple residential structures are insignificant, therefore, all residential units are classified in this category.

- ▶ COMMERCIAL
Although this use represents a small amount of the total area of the City it is of great significance. This area represents the major tax base for the community. Uses in this area are those of a retail or service type business.

- ▶ INDUSTRIAL
Uses in this category differ from those in the commercial classification in that a manufacturing, processing, or wholesaling operation takes place.

- ▶ PUBLIC PARKS & SEMI-PUBLIC
These are areas which are owned, operated or used by public or semi-public groups such as public agencies (City of Evansdale, water works, etc.), churches, YMCA, and service clubs (Kiwanis Park).

▲ VACANT AND
AGRICULTURAL

These are areas which are presently vacant or in agricultural use or occupied by rivers (Cedar River) or streams (Elk Run Creek). This area is of particular significance in Evansdale since much of the vacant land is in the flood plain and will have to be recognized as such in future planning.

▲ STREETS

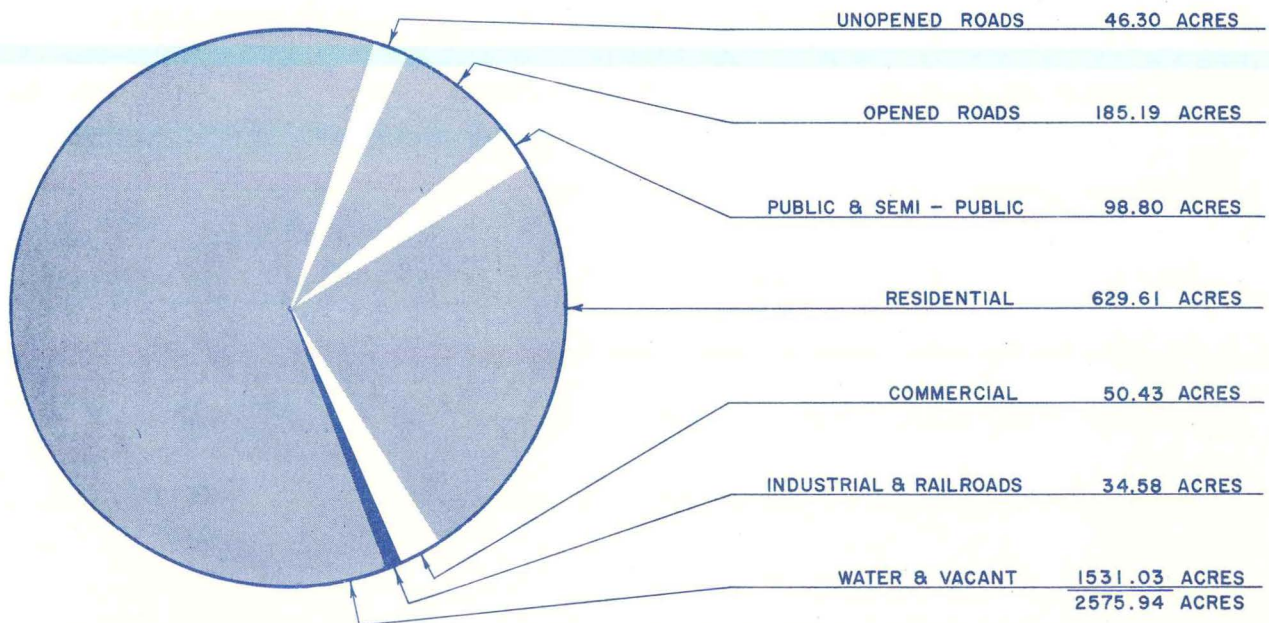
These are areas owned by the public and devoted to the purpose of providing access to property and to the movement of pedestrian and vehicular traffic. The large amount of dedicated streets which have never been opened should be recognized as a problem in the community. Areas having frontage upon unimproved streets can be developed without regard to improvement standards as may be required by subsequent City codes and ordinances.

FLOOD AREAS

Although not a specific land use, areas which are subject to flooding are significant in land use planning. For this reason the high water line of the 1961 flood is shown in dotted lines on the land use map. This area must be considered in the development of flood control programs in addition to the zoning plan which should prevent permanent construction in areas subject to flooding.

The land use map shows in general the location of each use in the community. It was prepared from detailed property maps upon which are shown the individual uses of each property. The charts and graphs were prepared using the information from the detailed land use survey maps.

Figure 5 shows graphically the relationship of the various land uses in Evansdale.

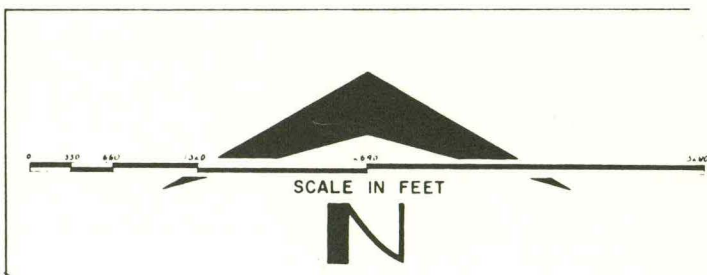
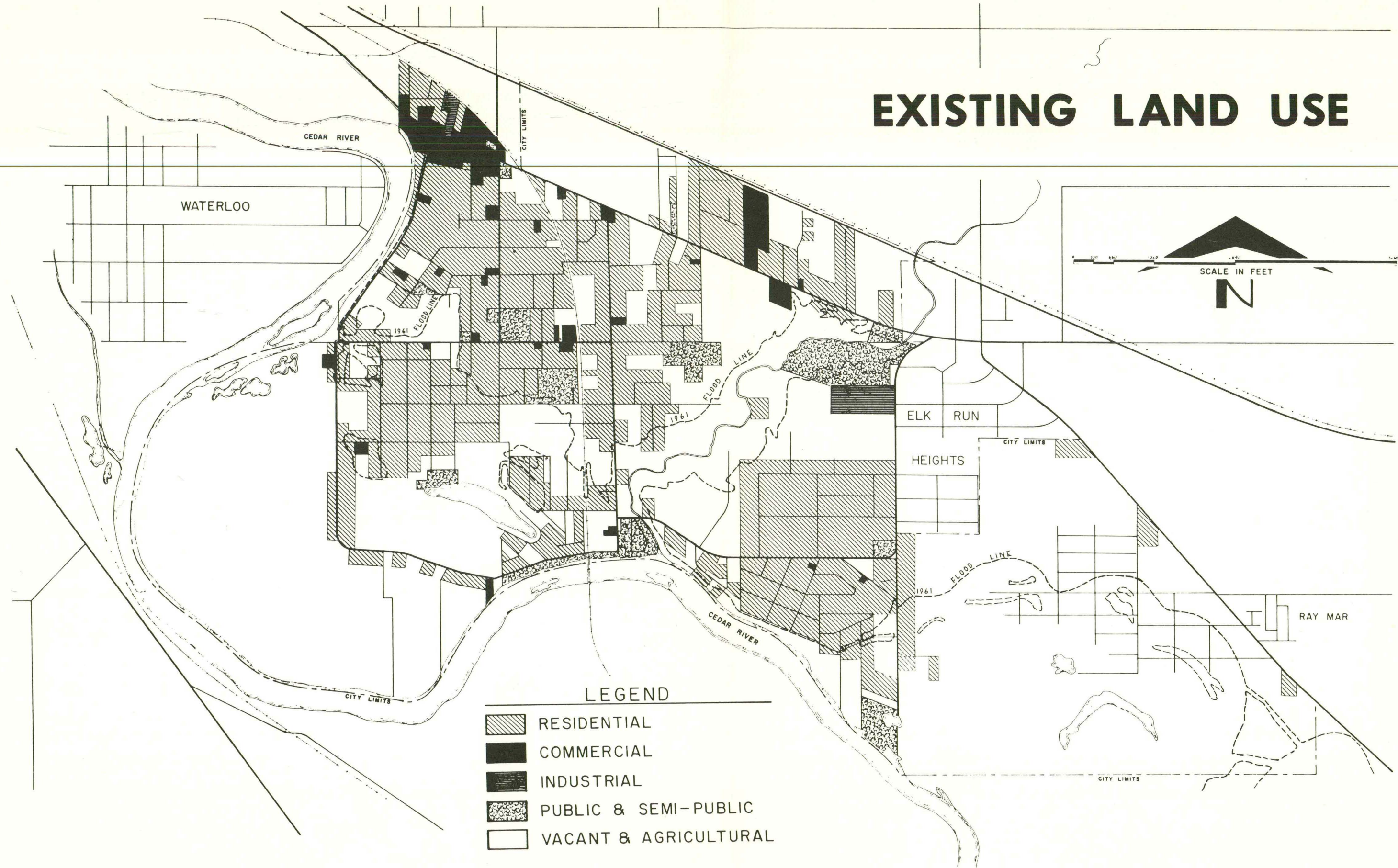


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Fig. 5. Land Use Relationships in Evansdale.

EXISTING LAND USE



- LEGEND
- RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC & SEMI-PUBLIC
 - VACANT & AGRICULTURAL

EVANSDALE, IOWA

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED.
 BY: HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS
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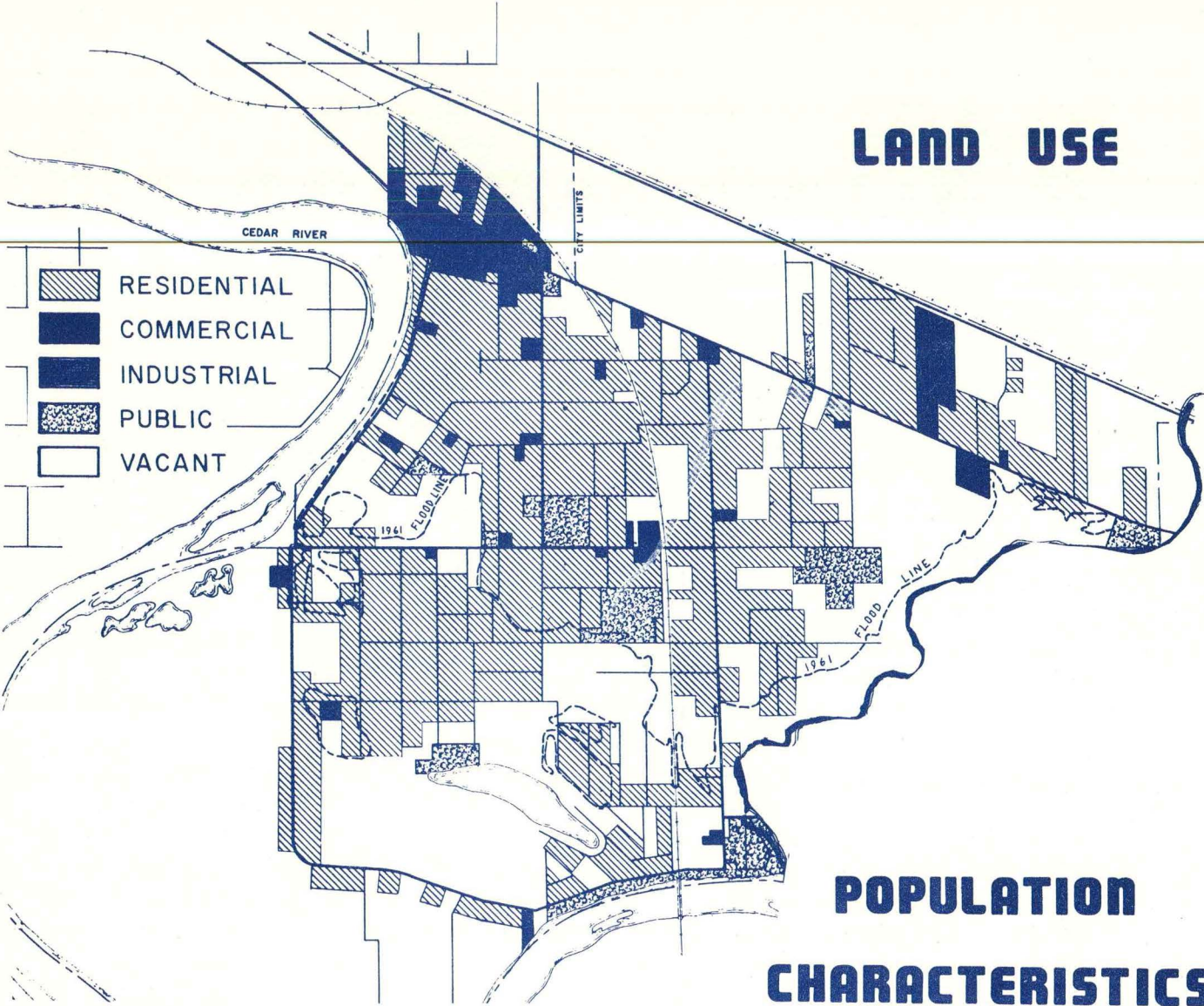
With reference to the basic planning concepts used in the development of the plan, Evansdale consists of two well defined neighborhoods, one neighborhood lying east of Elk Run Creek (Casebeer Heights) and the other west of Elk Run Creek (Home Acres). Each area should be developed as an independent living area having neighborhood schools, parks and commercial areas, yet dependent upon each other in the overall city development, supporting facilities which could not be supported independently such as the central business district, major park systems, major school and recreation facilities and municipal government administration and services.

HOME ACRES AREA

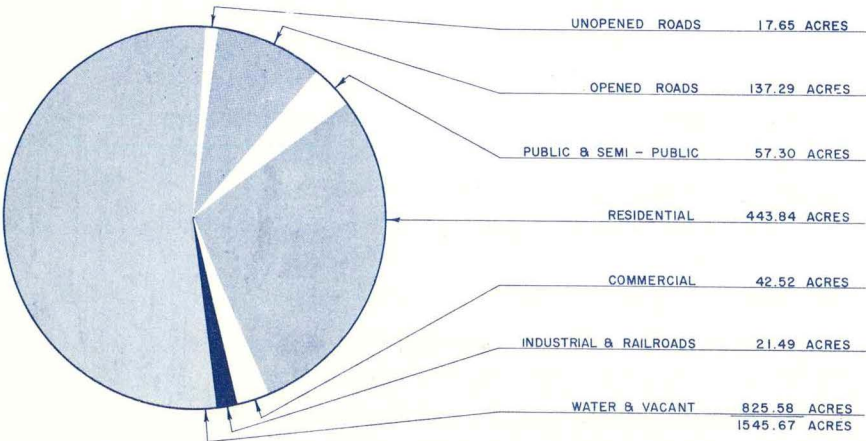
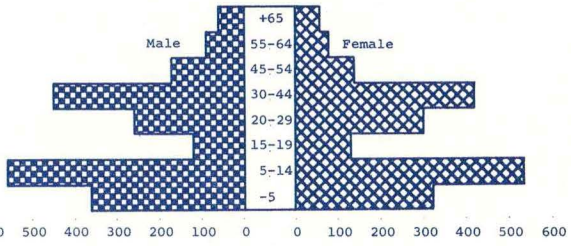
This neighborhood is located west of Elk Run Creek and north and east of the Cedar River. Here approximately two-thirds of the population of Evansdale reside and within this area we can expect a future population (by 1980) of 5,000 persons. Approximately 460 acres of this neighborhood will remain in the flood plain after flood control measures have been constructed. There will remain 200 acres of buildable land, will provide space, under present population densities, for an additional 2,000 persons. With an existing population of 4,120 persons a population saturation will occur at 6,120 persons. It is impossible to determine when this saturation point will occur, if ever, however this point will be approached some time after 1985. In order to attain this population increase the following improvements must be incorporated:

- Improved sanitary sewer conditions
- Street surfacing and the necessary storm water facilities
- Continued improvement of shopping facilities (see the Central Business District Plan)
- Establishment and improvement of neighborhood recreational facilities
- An immediate program of flood control in order to protect existing residences in addition to making available additional land suitable for residential use.

LAND USE



POPULATION CHARACTERISTICS



HOME ACRES

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 55th GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HUGH J. COPELAND & ASSOCIATES, CITY PLANNING CONSULTANTS, WATERLOO, IOWA.

URBAN PLANNING GRANT PROJECT NO. IOWA P-7 THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

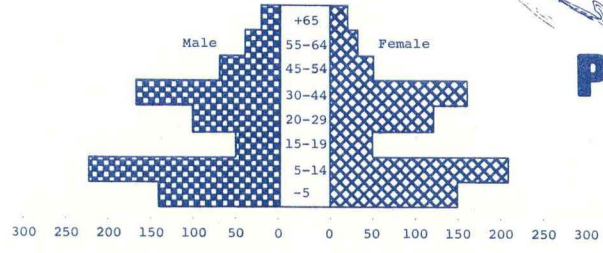
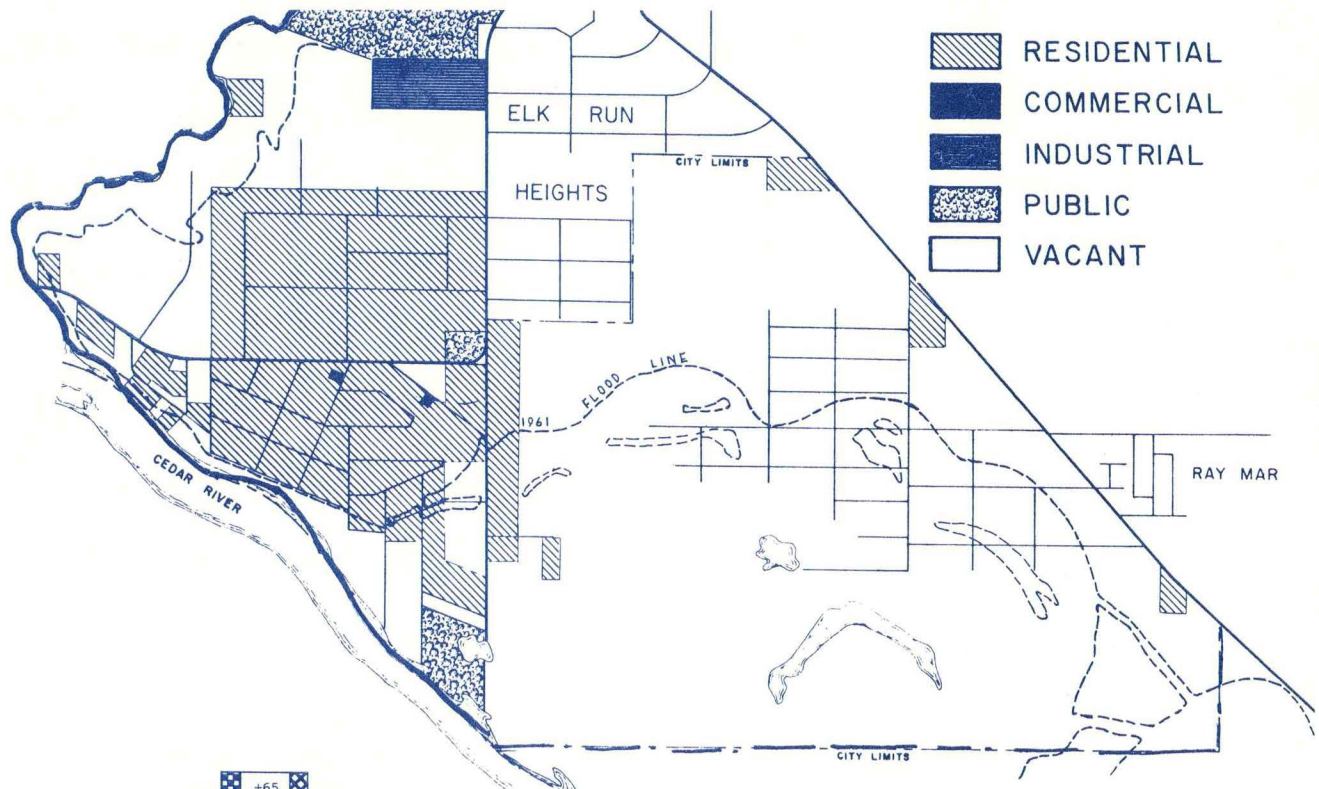
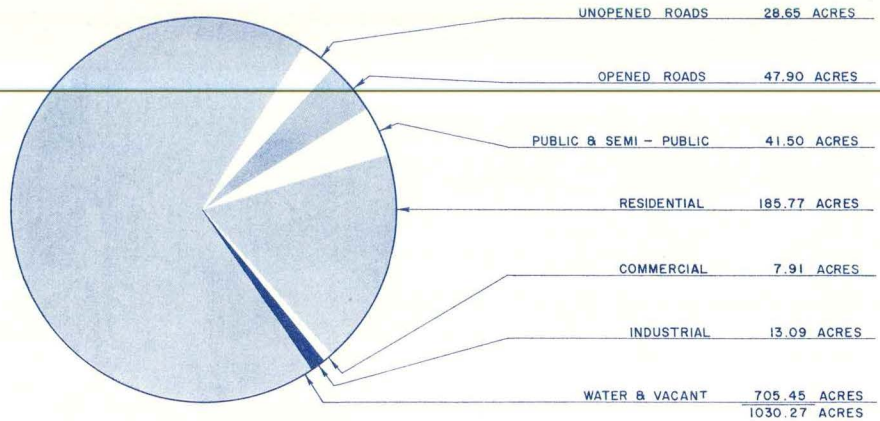
CASEBEER AREA

This area is located east of Elk Run Creek and the Cedar River. There are 1,618 persons residing in this area at the present time with 375 buildable acres of vacant land. The complete development of the buildable vacant land would provide space for an additional 3,750 persons, however it is doubtful that this figure would be reached during the next twenty years. Building and growth trends would indicate that the Casebeer Area will reach a total population of 4,000 persons by 1980. In order to attain this population certain improvement programs must take place in the area, such as:

- Sanitary sewer facilities constructed to provide a more desirable area in which to live.
- Flood control measures to protect areas in lower elevations.
- Street improvements to give better access to properties.
- Park and school facilities should be provided as population growth warrants.
- Neighborhood commercial facilities should be provided as the population increases to a point where such facilities can be economically justified.

Because of the varying topography, this neighborhood potentially could be one of the most desirable building sites in the metropolitan area.

LAND USE

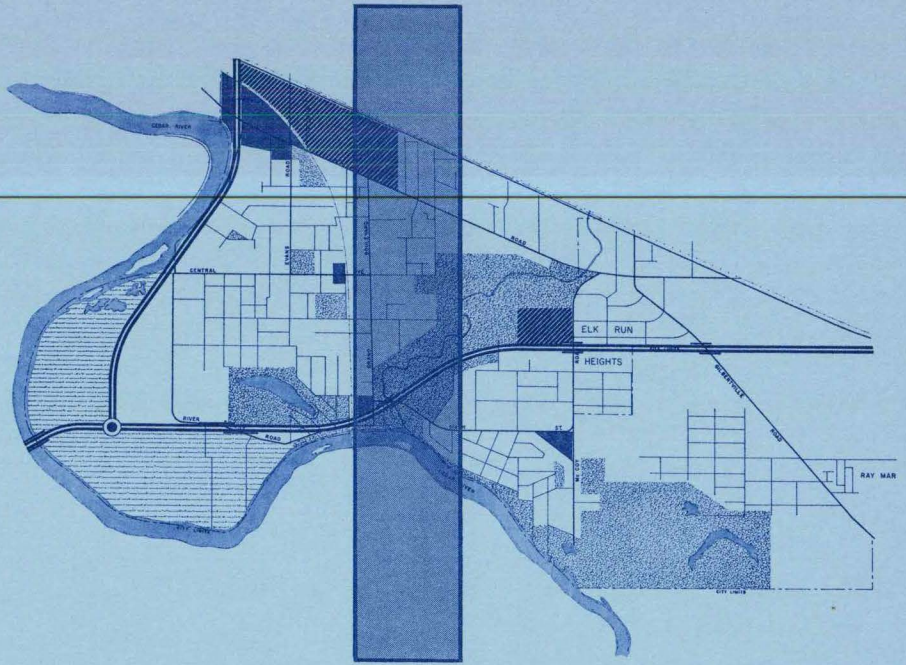


POPULATION CHARACTERISTICS

CASEBEER HEIGHTS

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 260, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HUGH J. COPELAND & ASSOCIATES, CITY PLANNING CONSULTANTS, WATERLOO, IOWA

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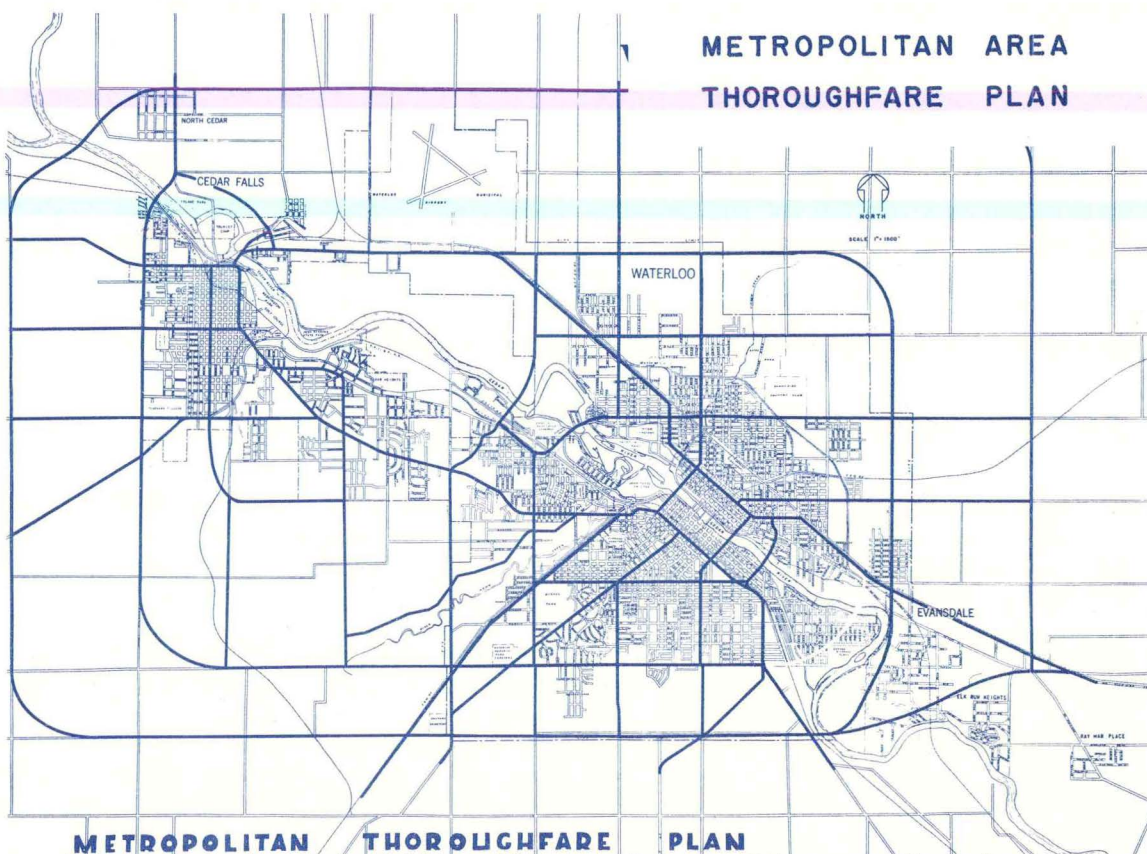


MAJOR THOROUGHFARE PLAN

MAJOR THOROUGHFARE PLAN

The Major Thoroughfare Plan is that element of the Comprehensive Plan which indicates the means by which people and products in their daily vehicular movements go from place to place. The goals and objectives of this section are to establish a plan or pattern of movement where people and products can be moved safely and rapidly from their origin to their destination. These goals and objectives must then be correlated with the basic planning concepts of good neighborhood development. That is, through traffic should be routed around the neighborhood in order to meet the objectives of a safe, uncongested residential area. Streets must be classified as to their use in the community, whether they be residential streets, collector streets, or major thoroughfare streets. In addition, traffic movement and thoroughfare planning in Evansdale must reflect its relationship to the metropolitan area. That is, Evansdale is and will remain primarily a residential suburb in the metropolitan complex and its traffic

patterns and vehicular trips will continue to show a greater volume of traffic movements in and out of the City rather than internal trips. This is common in cities where the major work areas and other traffic generators are located outside of the City. For this reason concern must be given to coordinating street development plans with other cities in the area. Figure 6 shows the Metropolitan Thoroughfare system.



METROPOLITAN THOROUGHFARE PLAN
Fig. 6. Metropolitan Thoroughfare Plan as developed by the Waterloo City Planning Commission.

The function of purpose of the street determines the design standard of the street. Where traffic volumes are relatively low and where the street provides access to residential properties, street roadway and right of way widths need not be of the same design standard as streets where different purposes are served. The following chart, though simplified, shows how the flow of traffic goes from residential streets to collector streets thence to major thoroughfares. This plate also shows short discontinuous residential streets connecting to collector streets, indicating no through traffic on residential streets.

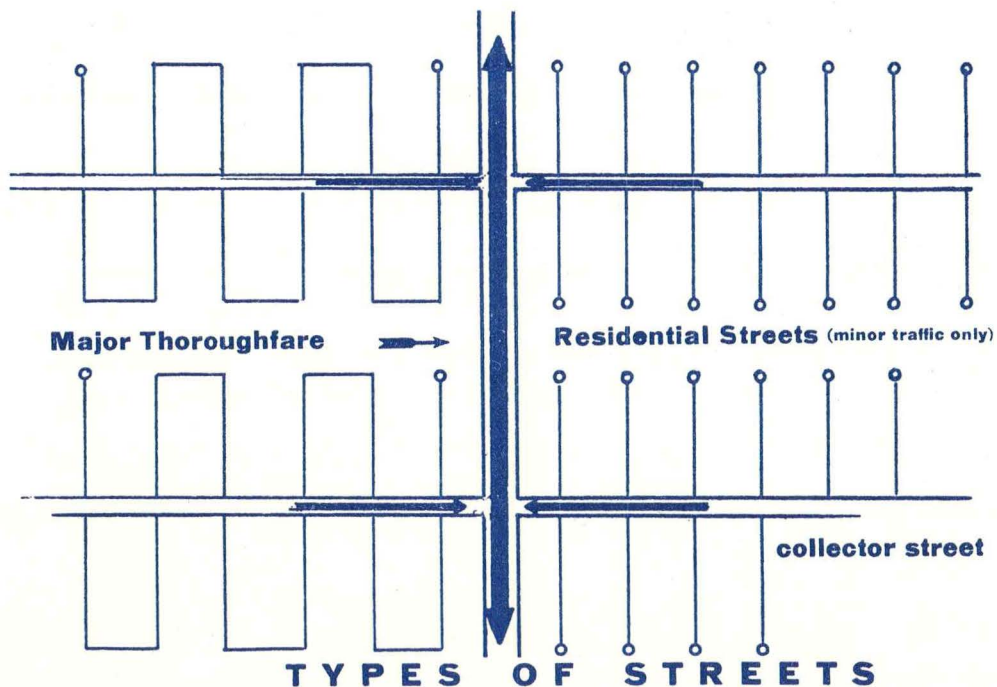


Fig. 7. Type and Function of Streets.

For the purpose of developing this plan the following street classifications are defined:

RESIDENTIAL

Residential Street is that street which provides access to individual properties and serves those properties only. Through or fast moving traffic should be prohibited.

COLLECTOR

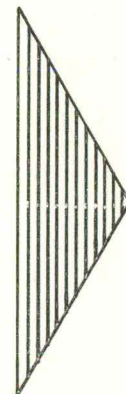
Collector Street is an intermediate street upon which residential traffic is collected or from which residential traffic is dispersed. The roadway width must provide for the unobstructed movement of two lanes of traffic. It may also serve as direct access to abutting properties.

**MAJOR
THOROUGHFARE**

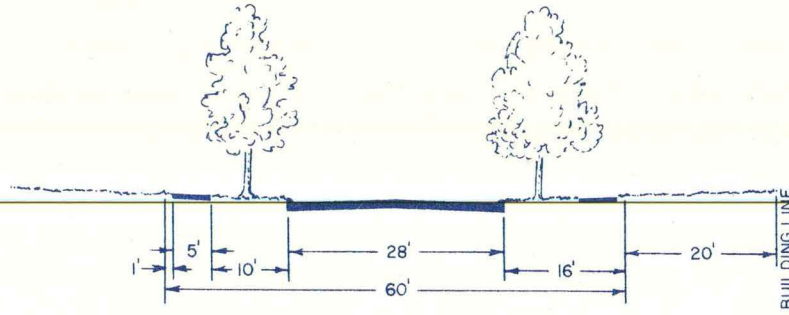
Major Thoroughfares serve to carry large volumes of traffic rapidly and safely between the large traffic generators of business, industry and recreation. These facilities should be developed to carry four moving lanes of traffic with the features of limited access. In lieu of direct access to a major thoroughfare, frontage roads should be developed or properties should back on to it. Access points at a minimum of one-quarter mile intervals should be established.

Figure 8 shows the typical cross sections of each of the street classifications. These standards should be incorporated in subsequent subdivision regulations and capital improvement programs.

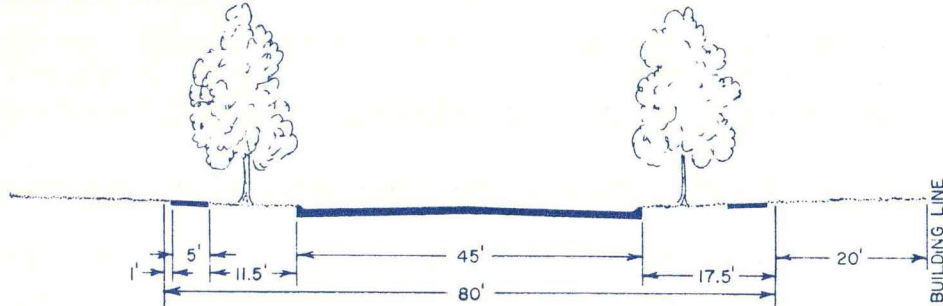
Fig. 8. TYPICAL
STREET CROSS
SECTIONS



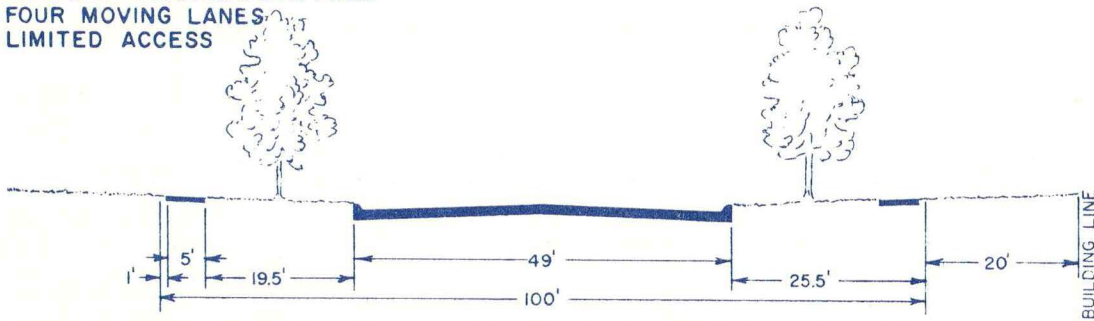
RESIDENTIAL STREET



COLLECTOR STREET



MAJOR THOROUGHFARE FOUR MOVING LANES LIMITED ACCESS



MEDIAN STRIPS SHOULD BE DEVELOPED, IN WHICH CASE THE RIGHT OF WAY WIDTH SHOULD BE INCREASED FROM 100' TO 120'

ORIGIN-DESTINATION SURVEY

Through the use of origin-destination studies obtained from the Iowa Highway Commission it was possible to determine present and future traffic volumes and general locations for thoroughfares to meet the demands of present and future traffic. This survey depicts the number of vehicular trips to and from geographically defined zones in the metropolitan area. This survey was corrected and updated in 1960 and represents the best possible basis for the development of the plan. Figure 10 shows the number of vehicular trips during an average twenty-four hour period in and out of Evansdale along with the projection for 1980. The plan is based upon peak hour volumes during the twenty-four hour period. That is, the plan is designed to facilitate the movement of traffic when the largest number of vehicles are upon the streets at any given period of time (the peak hour). Knowing present and future traffic demands it is possible to determine the moving traffic lane requirements for the City's street system.

Figure 9 shows graphically the number of trips from zone to zone as they are grouped into traffic corridors. This information was obtained in a study prepared for the Iowa Legislative Study Committee.

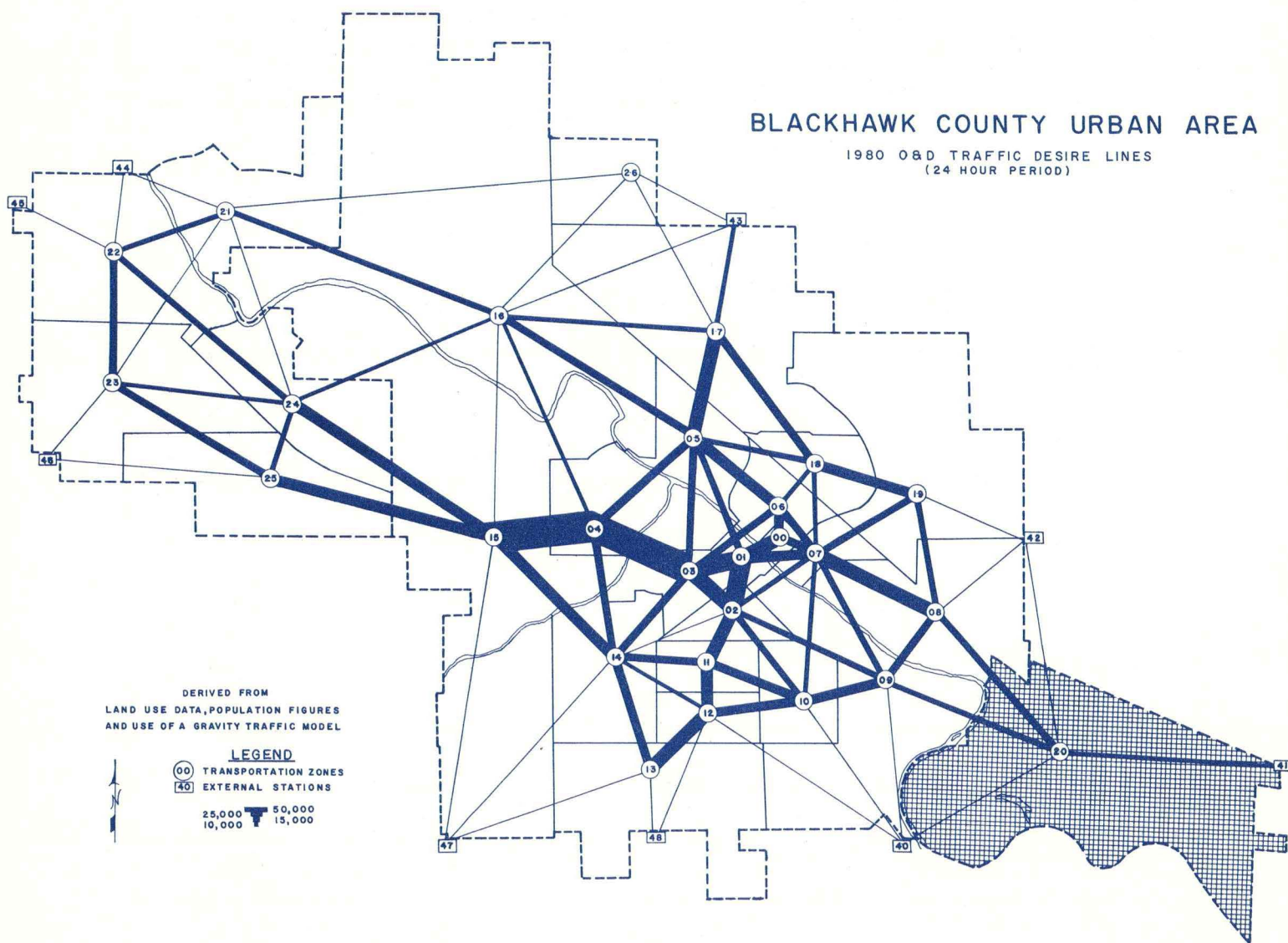


Fig. 9. 1980 Traffic Volume Projection.

Figure 10. Vehicular Trips in and out of Evansdale

Zone	1960		1980	
	Origin Evansdale	Destination Evansdale	Origin Evansdale	Destination Evansdale
00	1205	100	1452	143
01	839	79	1049	111
02	215	109	414	279
03	155	92	236	184
04	951	85	1464	181
05	240	67	243	87
06	394	101	613	191
07	214	78	251	135
08	1667	202	1658	290
09	326	93	903	599
10	168	96	605	389
11	112	61	299	197
12	83	64	333	262
13	37	31	772	624
14	83	99	209	237
15	194	68	1219	592
16	127	58	264	108
17	163	109	731	391
18	116	55	135	84
19	186	82	750	523
21	106	38	162	50
22	195	77	282	144
23	111	72	180	153
24	64	99	88	212
25	67	48	210	211
26	-	-	237	-
40	177	136	283	269
41	366	293	282	265
42	145	81	112	105
43	152	144	260	254
44	-	23	84	85
45	-	24	51	48
46	-	24	53	54
47	33	45	89	89
48	38	40	226	218
	8,929	2,873	16,199	7,764

RECOMMENDATIONS

~~Based upon the study of existing conditions as they relate~~
to the Major Thoroughfare Plan the following recommenda-
tions will facilitate the plan's implementation.

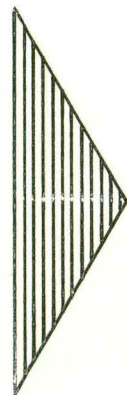
A Capital Improvements Program should be adopted at the earliest possible date. This program will schedule all of the improvements called for in this plan and would be based upon the needs of the community and upon the community's ability to pay for the improvements.

Provisions should be made for the employment of professional engineering services on a continuing basis so as to give technical advice in all matters pertaining to capital improvements in the City.

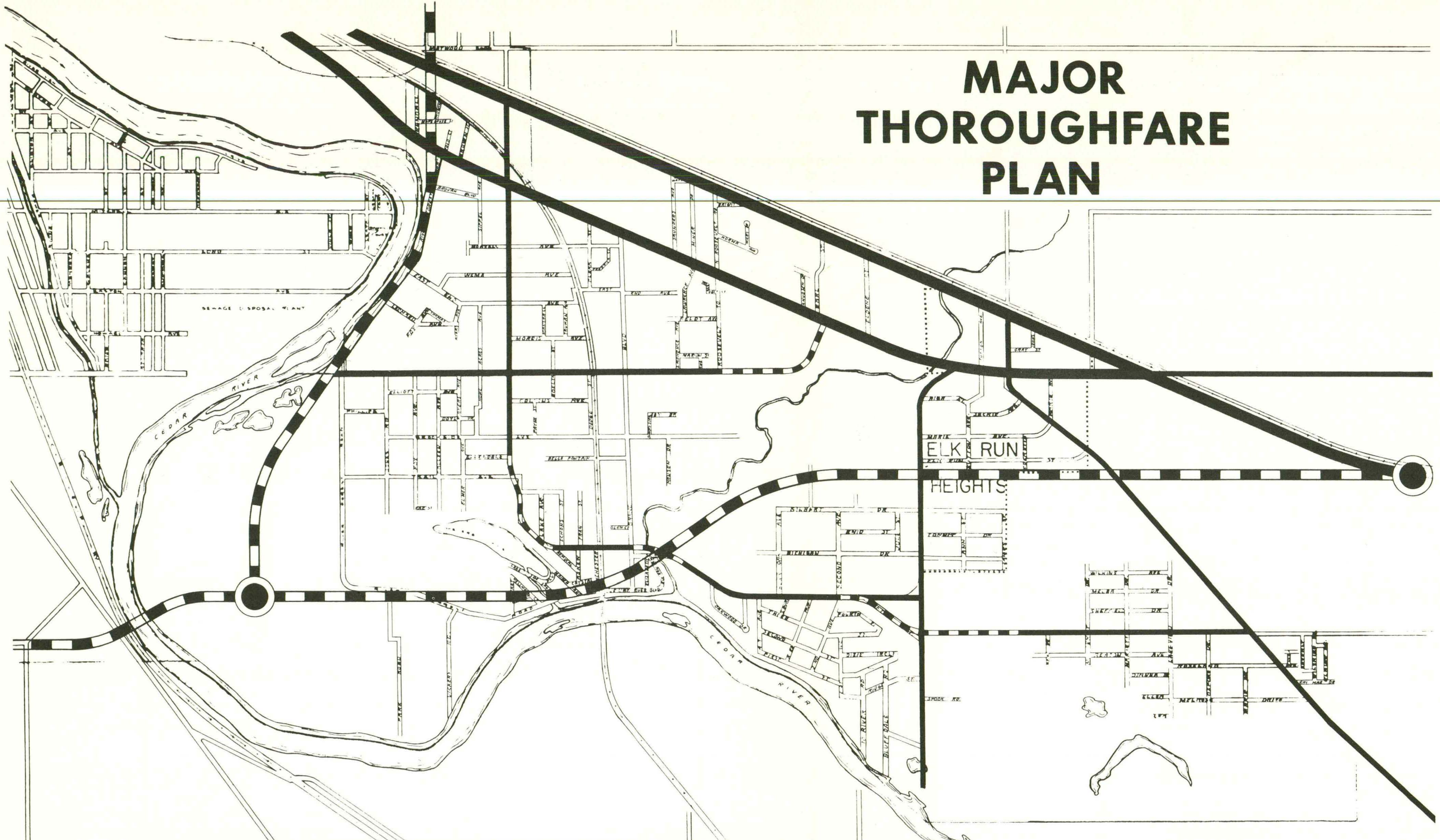
A program of public information geared to solicit support for improving all streets should be inaugurated.

Since there are no permanently improved streets in Evansdale, it is recommended that necessary storm and sanitary sewers be installed prior to any major street program.

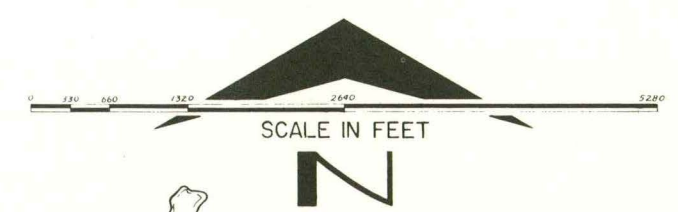
THE MAJOR THOROUGHFARE
PLAN



MAJOR THOROUGHFARE PLAN



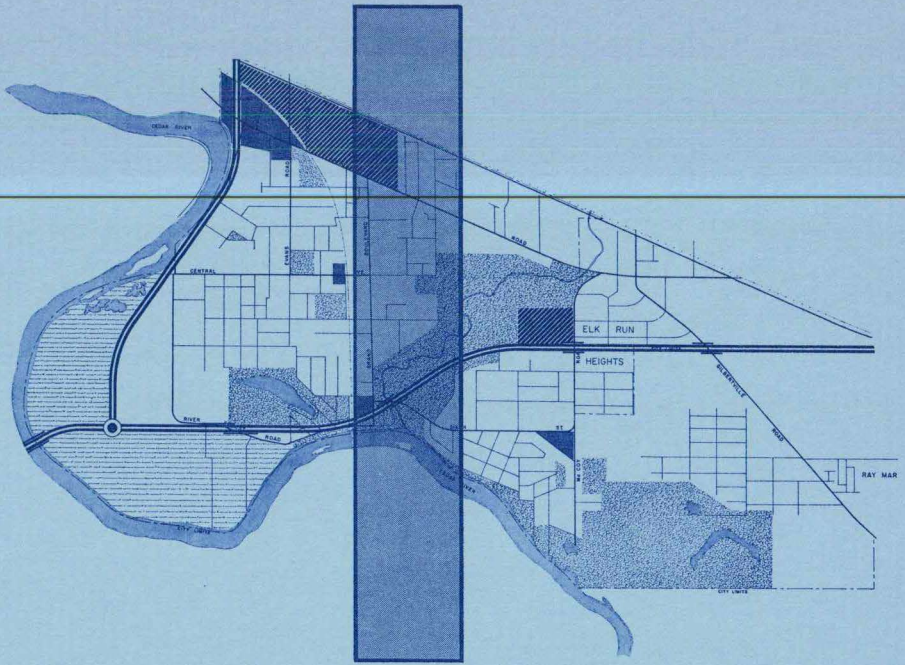
LEGEND			
TYPE OF STREET	RIGHT OF WAY	TRAFFIC LANES	ACCESS CONTROL
	120'	4	ACCESS ONLY AT INTERCHANGE POINTS
	100'	4	LIMITED ACCESS
	80'	2	NONE
	80'	2	NONE
	60'	2	NONE



URBAN PLANNING GRANT: PROJECT NO. IOWA P-7
 PREPARED UNDER THE CONTRACT FOR THE
 IOWA DEVELOPMENT COMMISSION
 BY HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS

EVANSDALE, IOWA

URBAN PLANNING GRANT: PROJECT NO. IOWA P-7
 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH
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 THE HOUSING ACT OF 1954, AS AMENDED.



**CENTRAL BUSINESS
DISTRICT PLAN**

CENTRAL BUSINESS DISTRICT PLAN

In the development of a Central Business District Plan for Evansdale it is essential to incorporate existing factors and conditions with proposed improvements which are within the means of the community to support. This Plan reflects the goals and objectives established in order to meet the needs of the community both now as well as in the future. It is through the understanding of the goals of function, identity, competition, design and economic feasibility that this Plan has been prepared.



FUNCTION

A clear understanding of the function of the Central Business District is essential in developing the Plan. The functional relationship of Evansdale in the metropolitan complex is clearly that of a residential community. As such, the Central Business District should be developed in order to serve this function. To develop a Plan in which the Central Business District serves as a regional center of business and commerce would be unrealistic, as such, the Central Business District should incorporate the features of a community shopping center.



IDENTITY

It is clear that the existing shopping area lacks an identifying nature. As the City has grown the commercial area has grown without regard to common setbacks or to a planned development. Therefore, it is quite necessary to incorporate in the Plan a method or means by which the downtown area can be identified as an integrated shopping area. It is important not only to identify physically this area as it relates to its own trade area, but it is necessary to identify the business district as it relates to other commercial areas in our metropolitan complex.



DESIGN

In order to provide not only an identity to the Central Business District and a competitive nature for the Central Business District, it is important to incorporate in the Plan such features as to make the business district an attractive and more pleasing place in which to shop and to do business. The attractive nature of the Plan should not only provide for landscaping, well designed parking facilities, but should encourage improved architectural treatment of existing stores and shops as well as new shops which will be developed in the future. Ease of access and minimizing congestion is of prime consideration. All of this must be done within the economic limitations of the community.

COMPETITION

Any plan for the Central Business District must certainly reflect the competitive aspects of this business area in relationship to other business areas throughout the metropolitan area. Because of the significance of the Central Business District in the tax structure of Evansdale, it is essential that this area be developed to its greatest capacity. The deterioration of this area as a result of business in other shopping centers outside of the City would provide an undue hardship upon the residential tax base of the community.

ECONOMIC
FEASIBILITY

The Plan for the Central Business District should be one which incorporates the above goals and objectives as well as a plan which can be developed within the economic means of the community. In order to do this the community should program the improvements to be incorporated in the downtown area over a period of years. The Plan should not be an "ivory tower" plan but one which the community can actually afford to establish.

FUNCTION OF DOWNTOWN EVANSDALE

The Waterloo, Cedar Falls, Evansdale metropolitan area is clearly divided by physical boundaries into five distinct areas. Within each community area there is a need for community shopping facilities. The Central Business District of Waterloo serves as a regional shopping center in this metropolitan area. The shopping centers of downtown Cedar Falls, Cedarloo and shopping centers on the East and West side of Waterloo and the Evansdale Central Business District serve as a compatible adjunct to the regional shopping center. Commercial uses which meet the community needs should be encouraged in the development of Evansdale's downtown area. The following is a list of recommended commercial uses in a community shopping center:

Appliance store	Haberdasher
Auto supply store	Hardware store
Bakery	Ice Cream, candy shop
Barber shop	Laundry and dry cleaning
Beauty shops (2)	Millinery shop
Dentist and Physicians	Photographer shop
Dress shop	Restaurants (3)
Drug stores (2)	Service grocery store
Filling stations	Small variety store
Fixit shop	Supermarket

COMMERCIAL REQUIREMENTS

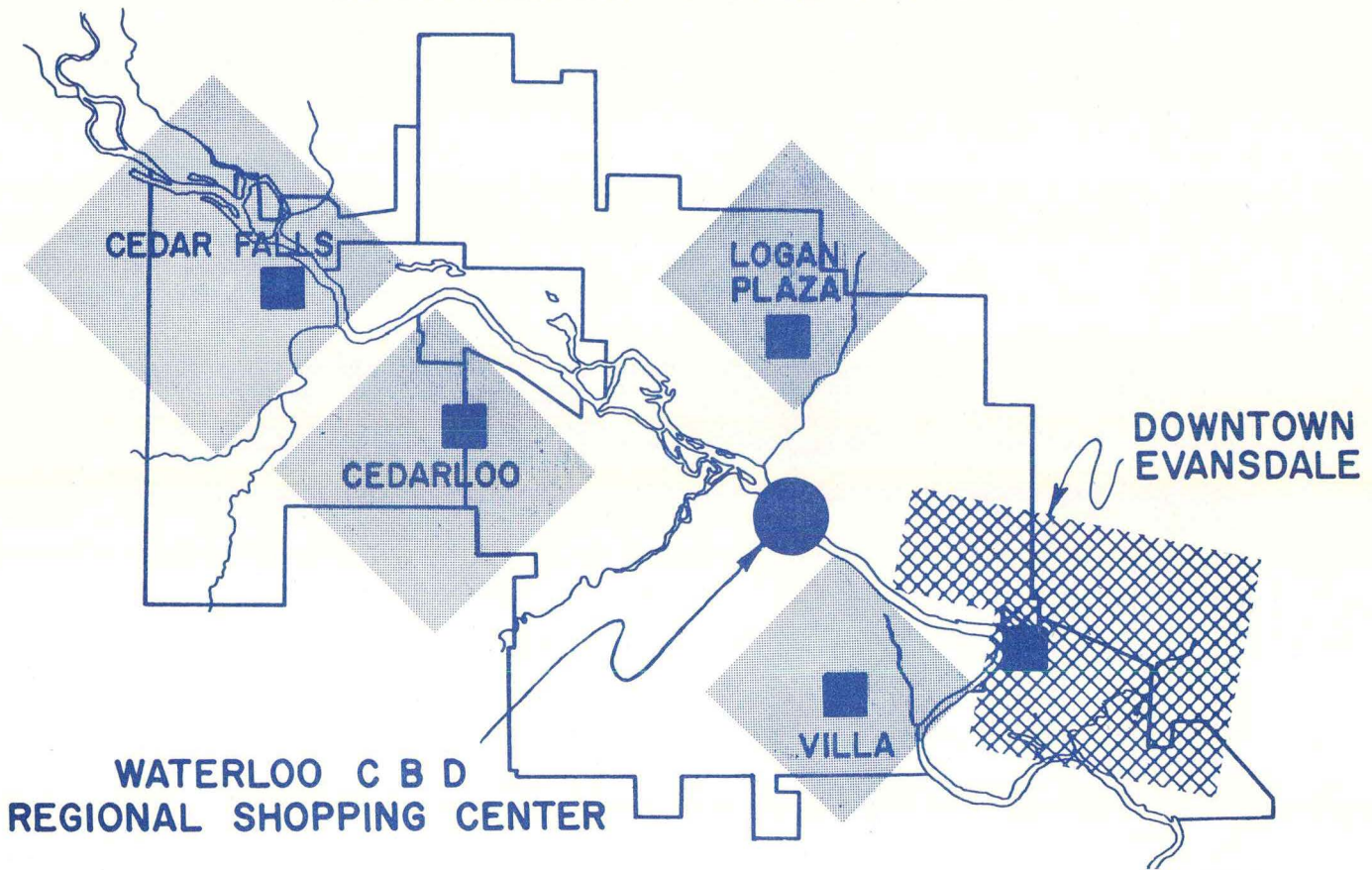
In order to determine the size of a shopping facility and the type of uses within the shopping facility, it is important to have a clear understanding of the trade area for such a shopping facility. There are distinct relationships between the amount of commercial frontage required and to the population using such commercial facilities. Figure 12 shows the generalized trade area of the Central Business District. Based on normal population growth this trade area can expect to reach a population of 15,000 by 1980. As the trade area reaches this population a total of 3,000 feet of commercially developed property in the Central Business District will be needed to serve this population. Figure 11 is a chart showing growth factors and commercial requirements by 1980.

	Existing	Estimated 1980
Population (trade area)	9,000	15,000

	Existing	1980 Requirements
Total Area of Center	28.9 ac.	28.9 ac.
Commercial frontage (now developed)	2050 ft.	3000 ft.
Commercial frontage (not developed)	1100 ft.	150 ft.
Off-street parking	400	1500

Fig. 11. Commercial Growth Factors.

CENTRALIZED TRADE AREAS



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HUGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

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Fig. 12

THE PLAN

Incorporating the goals and objectives as previously discussed, a Plan evolves which provides for a central parking mall along Lafayette Street. This mall can be developed with landscape features which will tend to break the wide expanse of concrete and steel between the stores in the Central Business District.

Evansdale has been quite fortunate in that when the City was developed Lafayette Road was established with a right of way of 110'. Within the existing right of way the parking mall can be developed. This mall provides for two two-lane facilities on either side of the mall with two 5' landscaped areas dividing the traveled way from the 60' parking facility in the center. Entrances to the Central Business District and to the mall area should be landscaped and attractive signs identifying the business district constructed. To develop Lafayette Road as a four-lane thoroughfare with parking on either side of the street would tend to have a disjoining effect upon an area that needs very much to be unified.

In addition to off-street parking provided in the "mall" area, parking and service areas should be developed in the rear of the stores. Maintaining a 3 to 1 square foot of parking to square foot of building area, ratio, additional parking for approximately 1,000 cars will be needed in the rear of the stores. Attractive secondary access should be provided for this area. Walks should be developed in front of the stores on the north side of the

parking mall on presently privately owned property.

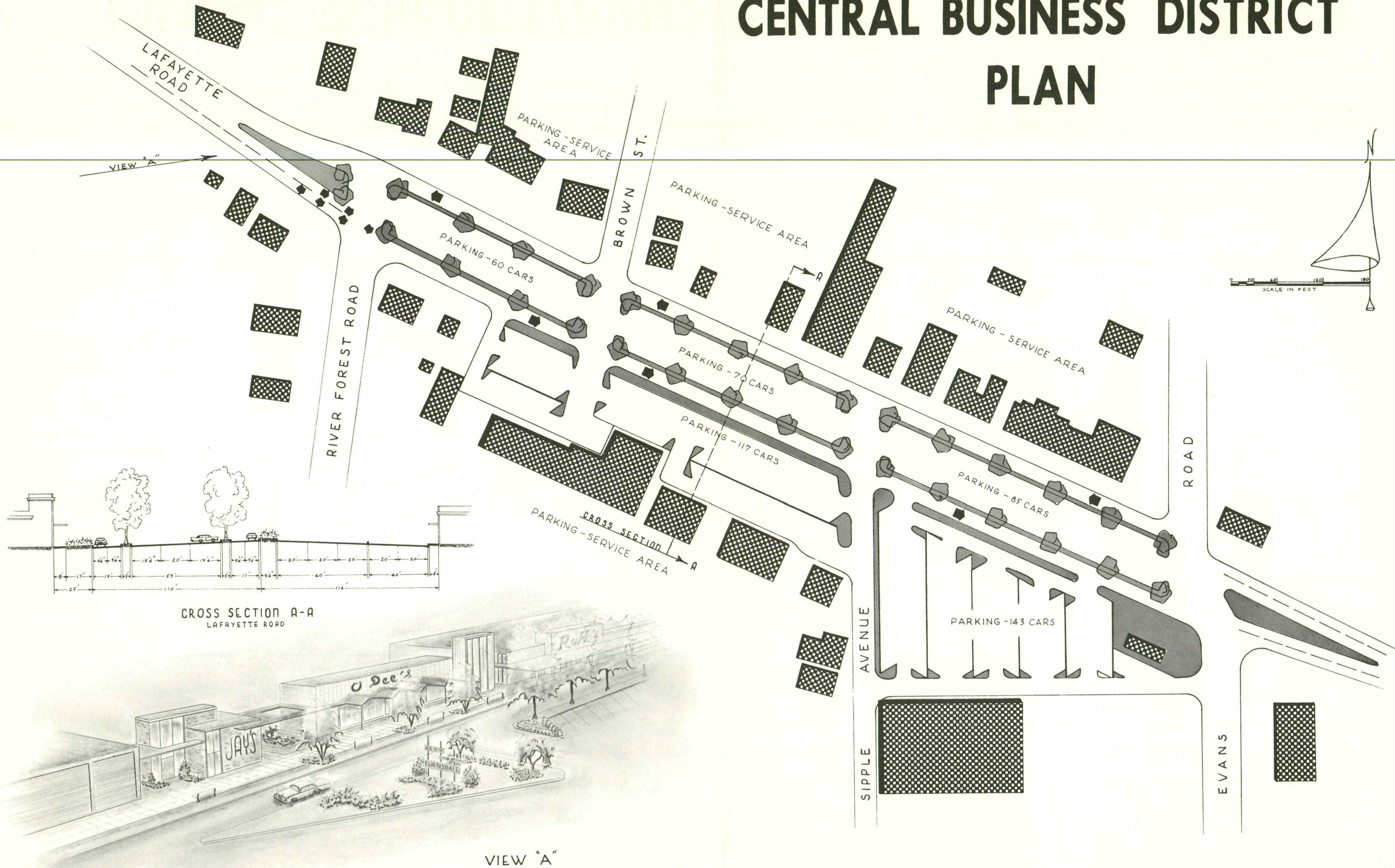
Service to the commercial stores should be provided in the rear from alleys as well as some limited service from Lafayette Street. Street lighting on the mall should be accomplished through the use of underground service lines.

The construction and development of the Plan should be done in stages as finances become available. In addition to programming improvements in the business district a program of redevelopment of existing structures should take place. Strong encouragement should be given by business groups and through zoning to intensely develop this area prior to the development of commercial properties in adjacent areas.

It is through the incorporation of the elements of this Plan that the Central Business District of Evansdale can:

- serve its true function in the metropolitan area,
- give an identity to itself as a shopping center,
- meet the competitive commercial demands placed upon it now as well as in the future,
- provide an attractive and desirable place in which to shop,
- be constructed and developed within the economic means of the community.

CENTRAL BUSINESS DISTRICT PLAN



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BY: HUGH J. COPELAND & ASSOCIATES
CITY PLANNING CONSULTANTS
WATERLOO, IOWA

EVANSDALE, IOWA

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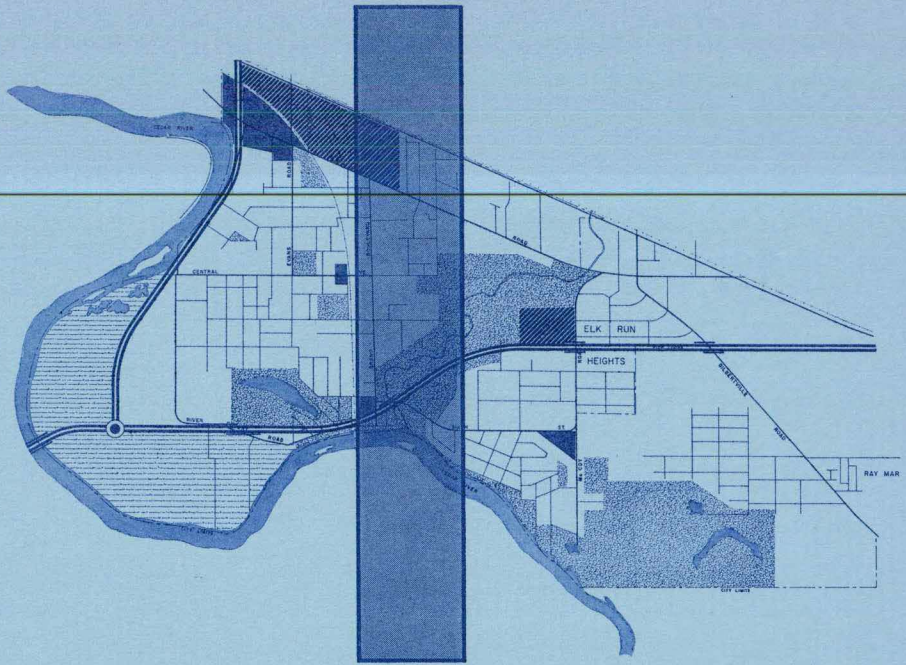
APPENDIX

COST ESTIMATES

The estimated costs for developing this Plan are as follows:

.Curb and gutter for parking area and both sides of the one-way street couplets	\$12,000
.Surfacing of parking stalls and one-way street couplets with asphaltic concrete	\$50,625
.New street lights (underground service)	\$10,000
.Landscaping of parking median strips and entrance islands and entrance signs	\$ 5,000
.Contingencies such as minor grading, water hydrant moving and additional water lines	\$10,000
.Total Estimated Cost	\$87,625

The total estimated cost represents approximately \$25 per front foot of commercial frontage within the business district. The Plan was developed with the thought that present street grades would remain in order to not disturb building grades of adjacent store buildings.



PARK & SCHOOL PLAN

PARK AND SCHOOL PLAN

The preparation of a master park plan for Evansdale represents one of the important functional portions of comprehensive planning for a city.

Objectives

The master park plan serves to point out future park land needs and provides a general guide for the location and type of park facilities required as the city grows. As building trends establish the general direction of growth in Evansdale, the park facilities as shown may be acquired in advance of complete development of an area to insure the availability of land and to take advantage of land priced more reasonably than lands already developed.

Relationship to Master Plan

The neighborhood and community pattern of land uses, including the major thoroughfares and other public land uses, are all interrelated; and a certain amount of coordination must be effected in planning them if conflicting undesirable uses of land are to be avoided, and if an efficient and

economical pattern of land uses and services is to be developed in order to assure a healthful and pleasant environment in which to live.

PROCEDURE IN DEVELOPING MASTER PARK PLAN

In establishing a master park plan for Evansdale many factors have been considered to insure that the end result would provide a workable guide in defining park land needs not only for today but for tomorrow.

Predominate among these factors are the standards established by the National Recreation Association for determining the type and size of park and the facilities required for each park.

To apply these national recreation standards to Evansdale's needs it was essential first to establish boundaries defining neighborhood areas not only within the present city limits, but in some instances outside our present political boundaries.

The criteria used in establishing these neighborhood units included the location of major thoroughfares and other major physical boundaries, population and population densities, general land use and future land use. Each neighborhood either now or potentially will have a population of approximately 4 to 7000 with the actual physical area averaging one square mile.

After the neighborhood units were established existing and potential population figures were computed to provide a basis for determining the type and size of each park and where needed the size of a school site in conjunction with the park.

Building trends were studied to determine the areas of probable major growth over the next five years thus facilitating recommendations for immediate park land acquisitions. Since projecting building trends and predicting population figures too far ahead as a basis for scheduling future acquisitions could lead to unwise purchasing due to the inaccuracies involved, growth trends should be given careful study every few years so that proper park land needs can be met at the proper time.

With the potential population figures serving as a guide in computing park sizes the actual physical location of each park was determined. Neighborhood parks were located at or near the geographical center of their respective neighborhoods. In some instances existing facilities do not conform to the proper location but are maintained since more ideal locations are not available or because they cannot be economically abandoned at this time.

Totally the master park plan represents a guide plan showing the general locations and specifying the type of park required for each area. In addition to showing the proposed parks all major existing facilities are also included.

All recommendations were based on existing or anticipated needs according to the various factors used in establishing the park needs for Evansdale.

RECOMMENDATIONS

The following are recommendations for the development of the park and school plan to meet the needs of Evansdale during the next twenty years:

CITY-WIDE FACILITIES

One of the first undertakings in the development of this plan is the establishment of an agency to carry out the program of acquisition, administration and maintenance of the park and recreation facilities of the community. This is, of course, the establishment of a Park and Recreation Commission.

In order to meet the recreational needs of the community more completely, it is recommended that the Park and Recreation Commission take whatever steps that are necessary to establish a community recreation center. This objective could be met through the transition of the "YMCA Outpost" to a city-operated facility which would more nearly meet the needs of all the people of Evansdale.

There should be a gradual acquisition of property comprising the Elk Run Green Belt. In addition to providing a desirable park facility the land can be reserved as a flood plain. This area will serve as a buffer between residential areas and the proposed highway development. The area should be maintained in its natural state with the development of some picnic areas, bicycle, bridal and walking paths, and large open areas.

Kiwanis Park has an attractive setting and will serve a great need as the City continues to grow. This park should be ex-

panded to accommodate the development of a nine hole golf course. Golf course development is costly and its construction should be programmed over a period of years. It appears that as the metropolitan area grows and better access to this area is established by the proposed Highway 20 by-pass, such a facility can be economically justified.

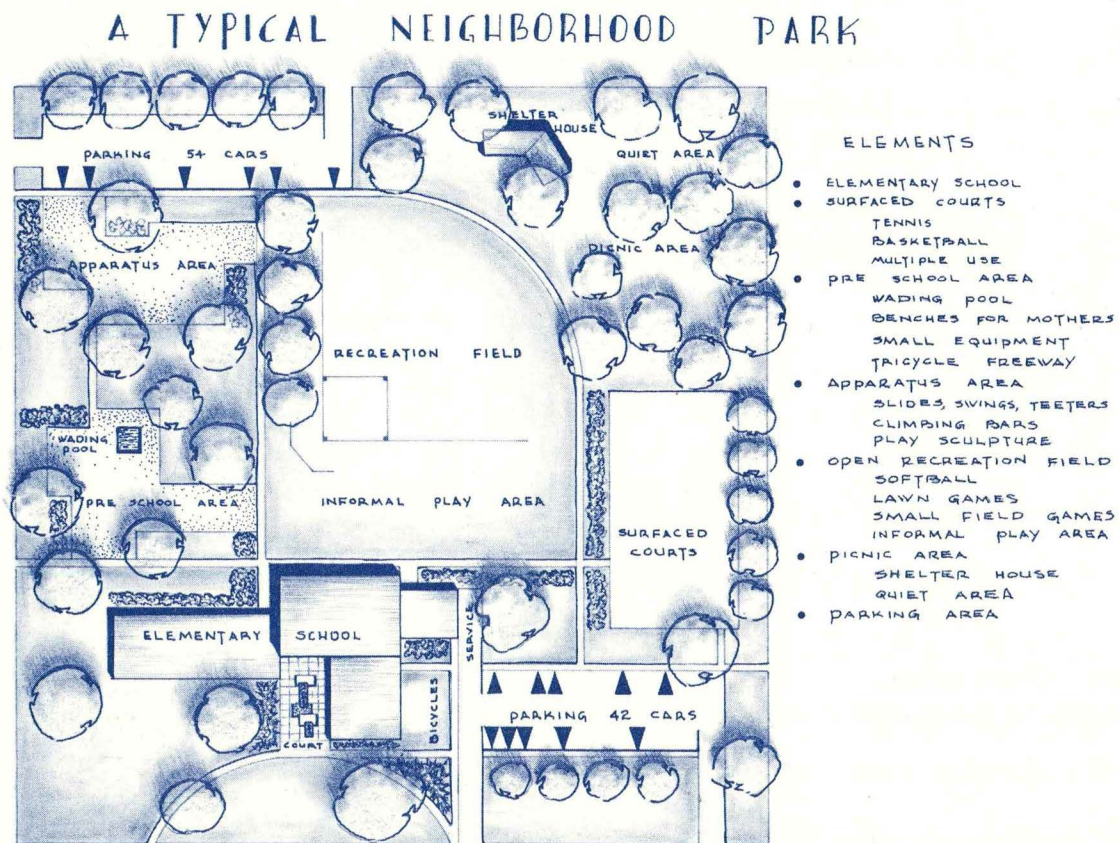
Casebeer Park Area is another facility to be developed in the future when population growth indicates its need. This is another area located in the flood plain where its natural state should be maintained. Any large expenditure for equipment or other capital improvements should be confined to areas that are not subject to flooding.

A Cedar River Green Belt should be developed in order to insure public access to the river. This park plan, when realized through the gradual acquisition of properties when they become available, will tie all of the major parks together and will provide a unity of parks which can be Evansdale's greatest assets.

In general, the practice of park-school development should be encouraged not only from a convenience standpoint but from an economic standplint. School facilities should be so planned as to permit year around use by all age groups. Although small recreation areas (tot-lots) may be desirable, the cost of equipment, maintenance and supervision is relatively high, therefore, it is recommended that emphasis be placed upon the larger park-school facilities. In the case of the "Y Outpost", the facility serves in the same capacity as a park-school combination.

NEIGHBORHOOD
PARKS & SCHOOLS

Casebeer Park-School Area as shown on the plan should be considered for early acquisition with development to come as the population increase warrants. School-wise this area is presently being served by the Elk Run School, however, as the Highway 20 by-pass is constructed, access to this school will be somewhat hampered and a natural barrier developed between Elk Run and the Casebeer neighborhood.



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 59TH GENERAL ASSEMBLY OF IOWA, AS AMENDED BY HIGH J. COPELAND & ASSOCIATES CITY PLANNING CONSULTANTS WATERLOO, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7
THE PREPARATION OF THIS PLATE WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Fig. 13. Typical Park-School Plan

SCHOOLS

Referring to the population characteristics of Evansdale it becomes evident that meeting the school needs of the community is one of the City's most critical problems. Because of the large percentage of persons in the school ages and the fact that Evansdale is composed largely of young families, providing schools is of paramount concern. At the present time the school needs of the community are met in the following manner:

St. Paul's Lutheran School	42
St. Nicholas Parochial School	253
Hewitt Elementary School	920
*Hewitt Elementary School	88
+Elk Run School	<u>639</u>
	1942

*70 of these students are from Evansdale

+522 are from Elk Run - rest are from Evansdale

Of the 1942 students enrolled in the East Waterloo Township schools at the present time about 1100 come from Evansdale.

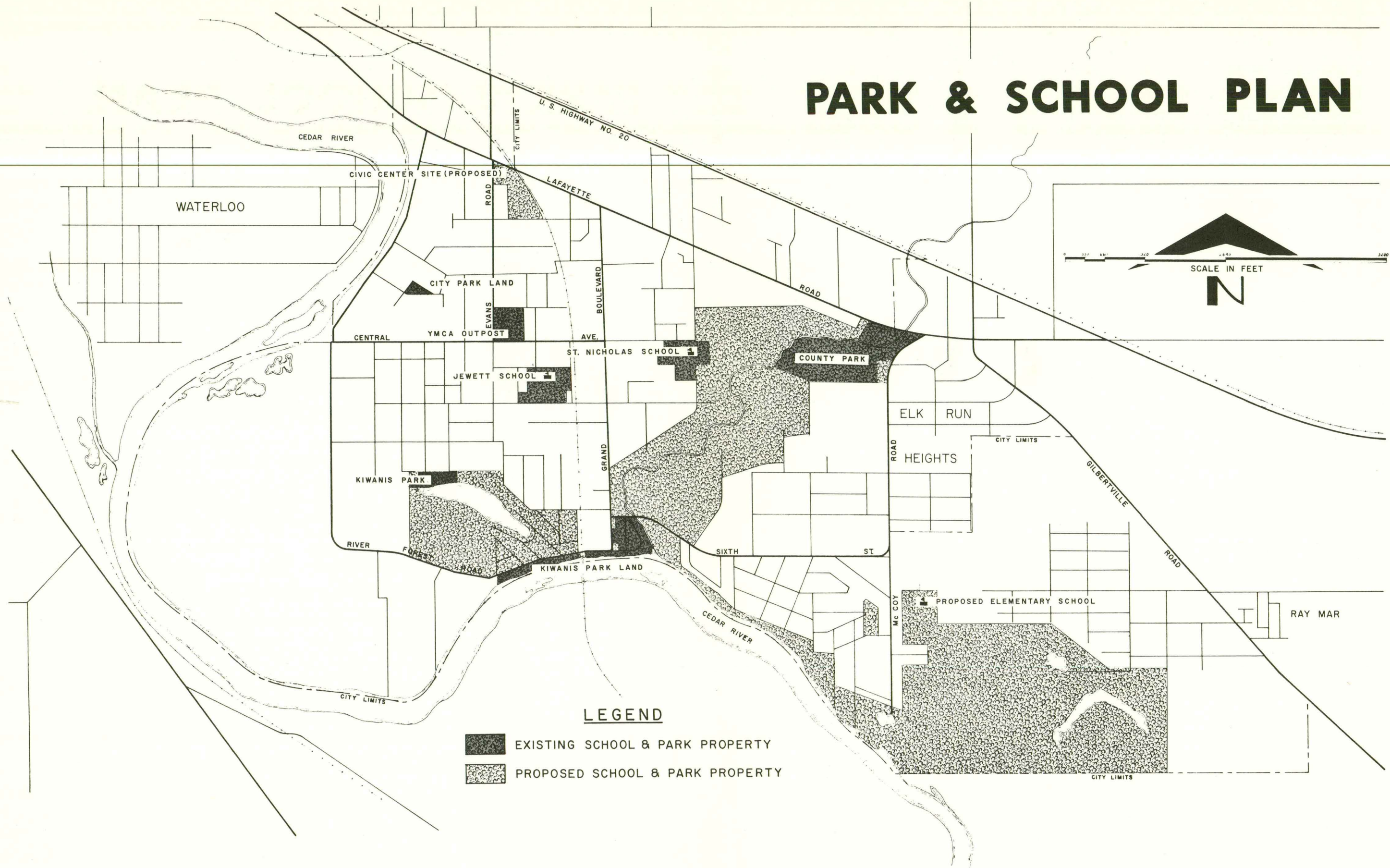
Overcrowding exists in all of the elementary schools at the present time and an expansion program is needed now in the existing public schools. This large student population in the elementary schools will become a serious financial problem to the community when these students reach high school age. Presently the Township pays approximately \$200,000 tuition per year to send about 350 students to Waterloo schools. This cost will reach the one-half million dollar mark annually by 1980. Even

within the next five to seven years it is estimated that the number of students sent to Waterloo schools will increase from 350 to 500 students. This poses a serious financial problem for the community which can only be solved by a merger with the Waterloo schools. This of course would help Evansdale but does not reflect the most desirable overall solution to the problem. Obviously the most economic and efficient answer is a county-wide school system.

As Evansdale grows and necessary enlargements are made upon existing school facilities there will become a need for an additional elementary school site to be acquired. This should be done in accordance with the accompanying plan and should be acquired in the Casebeer Heights Neighborhood area. Briefly, therefore, the recommendations for school facilities for Evansdale are as follows:

- County-wide school system.
- In lieu of a county-wide school system a junior high and high school be established for the Township.
- Additional school site be acquired in the Casebeer area and to be built upon by 1980.

PARK & SCHOOL PLAN



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 280, LAWS OF THE 58TH GENERAL ASSEMBLY OF IOWA, AS AMENDED.
 BY: HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS
 WATERLOO, IOWA

EVANSDALE, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-7

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APPENDIX

STANDARDS
NATIONAL RECREATION ASSOCIATION

~~These standards have been established by the National Rec-~~
reation Association and have been reproduced here to serve
not only as a basis for the recommended park sizes but to
serve further as a guide to the parks department in estab-
lishing the facilities required in each park.

The Neighborhood Playground

This is the chief outdoor play center for neighborhood
children 6 to 14 inclusive. Here they can enjoy the funda-
mental activities of childhood--

sand and water play	making things
games of many kinds	nature activities
apparatus play	treasure hunts
storytelling	folk dancing
rhythm bands	tournaments of all kinds

The neighborhood playground is also a place where

the preschool child can play in a protected area
under the eye of his mother or older sister

young people and adults can enjoy games and other
activities that require little space

the entire neighborhood can gather for festivals,
band concerts, playnights, community sings, holiday
celebrations

the old folks can come not only to watch the younger
ones play but to take part in the less strenuous
games and to play chess, checkers or other table
games in a corner set aside for their use.

The neighborhood playground is still the chief play center for the children of the neighborhood. But it also provides limited recreation service for young people and adults. It is a real neighborhood center where the whole family can come for recreation and relaxation.

In the well planned neighborhood the best location for the playground is at or adjoining the elementary school site.

Standards for the Neighborhood Playground

1. To reach a playground no person should have to walk more than

one-quarter mile in densely built-up neighborhoods
one-half mile under most favorable neighborhood
conditions

2. Each city needs 1 acre of playground for each 800 of the present and estimated future population.
3. Size of playground needed varies with neighborhood population.

Population of Neighborhood	Size of Playground Needed
2000	3.25 acres
3000	4.00 acres
4000	5.00 acres
5000	6.00 acres

If an area falls far short of these space standards, develop and restrict it for children's use.

4. The playground should provide most of the following features:

Corner for preschool children

Apparatus area for older children

Open space for informal play

Surfaced area for court games such as tennis,
handball, paddle tennis, shuffleboard, volley
ball

Field for games such as softball and modified
soccer, touch football, mass games

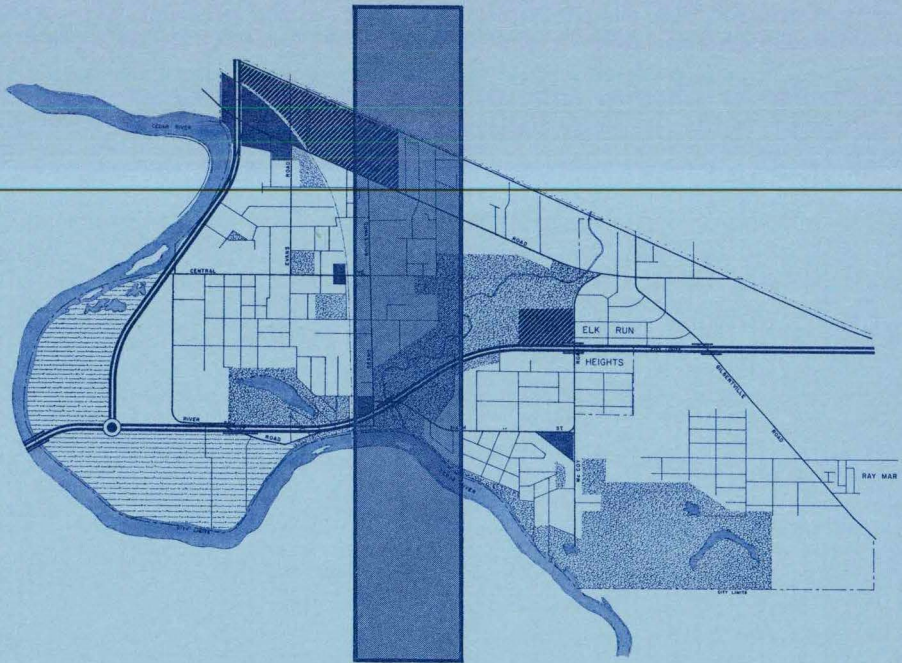
Area for storytelling, crafts, dramatics, quiet
games

Shelter house

Wading pool

Corner for table games and other activities for
old people

Landscape features



LAND USE PLAN

FUTURE LAND USE PLAN

The Future Land Use Plan represents the combining of all of the previously described elements. It is a plan showing generally the location of land uses and their relationship to other uses in the community. Because of the many varying conditions in a city which cannot be accounted for, the Land Use Plan must be accepted as a generalized plan which may be revised from time to time. For example, the location or relocation of State and Federal highways, flood or flood control projects or other major unforeseen developments can have a great impact on land uses in a community.

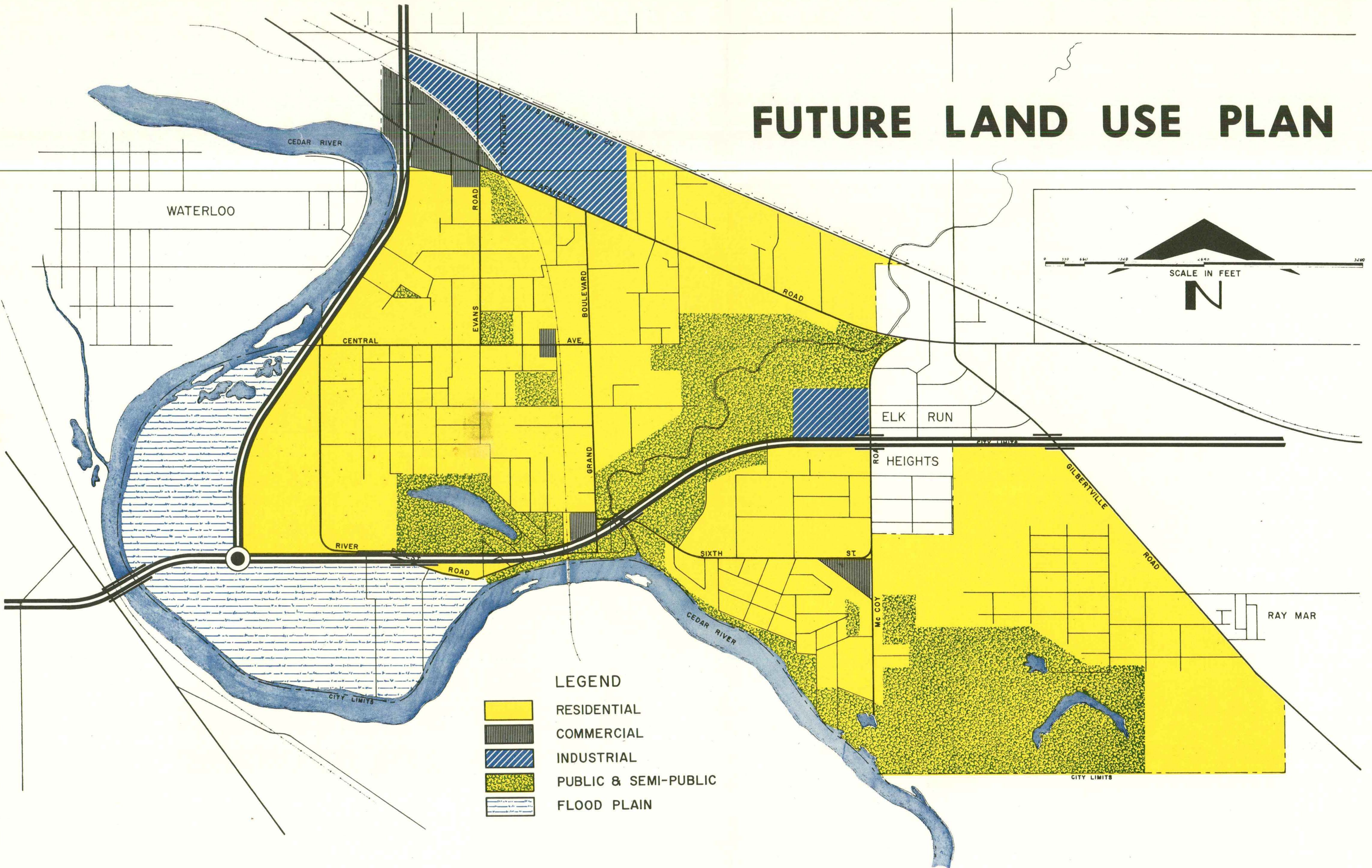
The Future Land Use Plan as shown here is based on good planning principles and can provide a basis for sound community development. The plan emphasizes Evansdale's role as a suburban residential community providing the commercial, recreational and aesthetic attractions necessary for its continued growth. Although considerable land is devoted to public and semi-public use, it should be noted that this land is not suitable for residential development due to flooding conditions, but does serve to tie the City together with a green belt of open space. This area will have a greater meaning to the City as its population

increases and the need for open space becomes more and more apparent.

Although Evansdale will probably never become a major industrial element in the metropolitan complex, certain areas should be reserved for industrial development. The site shown for industrial development is ideally situated, having access to rail and highway facilities and adjacent to the central business district and separated from the residential areas. The area shown is general in nature, one which as demand requires may be enlarged to meet the need.

Because of the many changes continually taking place in the community, this plan represents at most a basis from which the City establish goals to be attained in the future. As goals and objectives change in the future, the plan must also change, therefore, constant attention must be given the plan to keep it up-to-date in order that it may provide the best reference for decisions of the future.

FUTURE LAND USE PLAN



- LEGEND**
- RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC & SEMI-PUBLIC
 - FLOOD PLAIN

EVANSDALE, IOWA

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 BY: HUGH J. COPELAND & ASSOCIATES
 CITY PLANNING CONSULTANTS
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URBAN PLANNING GRANT PROJECT NO. IOWA P-7

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The Automobile Safety Foundation's Study
Prepared for the Iowa Legislative Road Study Committee
(currently on file with the Iowa Highway Commission)

The limit of our General Obligation bonded debt, as set forth in Section 407 of the Code of Iowa, is the total dollar figure and is 5% of the actual valuation of property as shown by the latest tax list, and is arrived at as shown:

Assessed Valuation as of December 31, 1962:

VALUED AT 60%

Real Estate	\$ 103,150,730.00
Personal	17,928,227.00
Utilities	13,259,211.00
Agricultural Lands	<u>1,003,429.00</u>
TOTAL 60%	\$ 135,341,597.00
Converted to 100%	\$ 225,569,328.00

VALUED AT 100%

Monies & Credits (Assessed at 5 mills)	\$ 41,902,519.00
Monies & Credits (Assessed at 1 mill)	<u>7,683,884.00</u>
TOTAL VALUATION AT 100%	\$ 275,155,731.00
5% of Total Valuation or G. O. Debt Limit	\$ 13,757,786.00
Outstanding May 31, 1963	\$ 6,442,000.00 (46.8%)
Unused Borrowing Limit	\$ 7,315,786.00 (55.2%)

Note: New Issue of \$250,000.00, making \$6,692,000.00 - this will make our outstanding stand at 48.6% of total.

CITY OF CEDAR FALLS
BUDGET FOR THE YEAR 1964

ANALYSIS OF VARIOUS
INCOME SOURCES FOR 1961

VALUATION OF PROPERTY SUBJECT TO TAXATION
JANUARY 1, 1962

Real Property		\$24,665,155.00
Personal Property		2,221,655.00
Railroad Property		98,605.00
Telephone-Telegraph and Express Companies		<u>247,020.00</u>
Total Assessed Valuation		\$27,232,435.00
Moneys and Credits		
5 Mills	\$8,558,832.00	
1 Mill	<u>24,642.00</u>	
Total		<u>8,583,474.00</u>
Grand Total - Including Moneys and Credits		\$35,815,909.00

Constitutional Debt Limit - 5% of actual valuation of taxable property at
January 1, 1962, amounting to \$45,387,392.00 or a debt limit for general
purposes of \$2,269,370.00.

CITY OF EVANSDALE

Assessed Valuation as of December 31, 1962

Valued at 60%

Real Estate	\$3,249,000.00
Personal	288,236.00
Railroad Property	8,642.00
Telephone & Telegraph	88,618.00
Utilities Including Transmission & Pipe Lines	182,090.00
Agricultural Lands	<u>51,483.00</u>
Total 60%	\$3,868,069.00
Converted to 100%	\$6,446,781.00

Valued at 100%

Monies & Credits (Assessed at 5 Mills)	\$ 258,058.00
Monies & Credits (Assessed at 1 Mill)	<u>\$ 1,000.00</u>
Total Valuation at 100%	\$6,705,839.00
5% of Total Valuation or G. O. Debt Limit	325,291.00
Outstanding January 1, 1963	89,100.00
Unused Borrowing Limit	\$ 236,191.00

STATE LIBRARY OF IOWA



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