

# City of West Branch

~A Heritage for Success~

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110 N. Poplar Street • PO Box 218 • West Branch, Iowa 52358  
(319) 643-5888 • Fax (319) 643-2305 • www.westbranchiowa.org • city@westbranchiowa.org

## **WEST BRANCH PRESERVATION COMMISSION MEETING**

**Thursday, May 15, 2014 • 6:30 p.m.**

**West Branch City Council Chambers, 110 N. Poplar St.**

*Council Quorum May Be Present*

1. Call to Order
2. Roll Call
3. Discussion on Main Street Iowa Drawings on Heritage Square
4. Future of Town Hall Registry
5. Capital Improvement Projects in Historic District
6. Visibility at Main & Poplar Intersection
7. Main Street Sidewalk Project
8. Parkside Service Façade
9. Heritage Square Beautification
10. Adjourn

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**West Branch Preservation Commission Members:** Alan Bohanan, John Fuller, Peggy Jeffries, Mackenzie Krob, Lou Picek

**West Branch Preservation Commission Honorary Members:** Jerry Fleagle, Lynn Smith, Cary Wiesner

**Mayor:** Mark Worrell • **Council Members:** Jordan Ellyson, Colton Miller, Brian Pierce, Tim Shields, Mary Beth Stevenson

**City Administrator/Clerk:** Matt Muckler • **Fire Chief:** Kevin Stoolman • **Library Director:** Nick Shimmin

**Parks & Rec Director:** Melissa Russell • **Police Chief:** Mike Horihan • **Public Works Director:** Matt Goodale



Existing



**Main Street Iowa  
Proposed Site Plan  
Wetherell Street Corridor  
West Branch, Iowa**

**Notes:**

- >The initial focus was on the plaza area adjacent to the Hoover House. But the challenges of vehicle access and traffic on Wetherell St.
- >Many of the elements can be “mixed and matched” to come up with even more alternative solutions. Each element has certain pros and cons that must be factored.
- >This option uses Poplar St (redesigned to improve parking and opportunity for green space) as a primary access route.
- >Wetherell dead ends at Downey. The service access to the Post Office/Federal Building must then be provided from the parking lot south of the building. This can be gated/controlled if desired to limit traffic.
- >Connecting Wetherell at the west end to Main St greatly improves access for residents.

**Proposed**





Existing



## Main Street Iowa Proposed Site Plan Wetherell Street Corridor West Branch, Iowa

### Notes:

- >The initial focus was on the plaza area adjacent to the Hoover House. But the challenges of vehicle access and traffic on Wetherell St.
- >This option is closest to the existing conditions.
- >Many of the elements can be “mixed and matched” to come up with even more alternative solutions. Each element has certain pros and cons that must be factored.
- >This option uses Poplar St (redesigned to improve parking and opportunity for green space) as a primary access route. However, Downey (at the plaza) is retained. Ideally Downey would be two way but that significantly impacts the size of the plaza.
- > The service access to the Post Office/Federal Building is still provided from the parking lot south of the building. This can be gated/controlled if desired to limit traffic.
- >Connecting Wetherell at the west end to Main St greatly improves access for residents.

### Proposed





Existing



## Main Street Iowa Proposed Site Plan Wetherell Street Corridor West Branch, Iowa

**Notes:**

- >The initial focus was on the plaza area adjacent to the Hoover House. But the challenges of vehicle access and traffic on Wetherell St.
- >This option is closest to the existing conditions.
- >Many of the elements can be “mixed and matched” to come up with even more alternative solutions. Each element has certain pros and cons that must be factored.
- >This option uses Poplar St (redesigned to improve parking and opportunity for green space) as a primary access route. Downey (at the plaza) is completely closed and the plaza enlarged.
- > The service access to the Post Office/Federal Building should be an open street for this design to function best. It is possible for east bound Wetherell St traffic to turn around behind the Post Office but it is not a desirable solution.
- >Connecting Wetherell at the west end to Main St greatly improves access for all residents.

**Proposed**





Existing

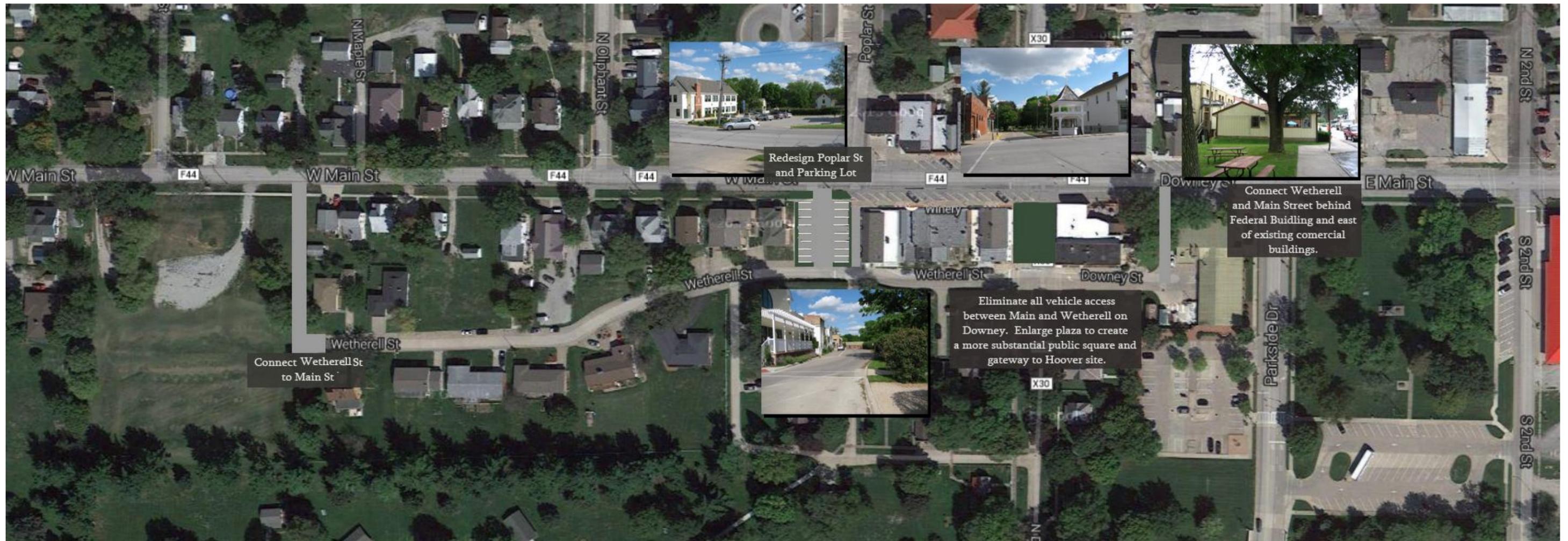


## Main Street Iowa Proposed Site Plan Wetherell Street Corridor West Branch, Iowa

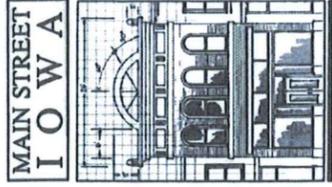
**Notes:**

- >The initial focus was on the plaza area adjacent to the Hoover House. But the challenges of vehicle access and traffic on Wetherell St.
- >This option is closest to the existing conditions.
- >Many of the elements can be “mixed and matched” to come up with even more alternative solutions. Each element has certain pros and cons that must be factored.
- >This option uses Poplar St (redesigned to improve parking and opportunity for green space) as a primary access route. Downey (at the plaza) is completely closed and the plaza enlarged.
- >This alternative extends a connection to Main St from Wetherell behind the Post Office. This eliminates the need to connect the parking lot to the service area and it improves traffic on Wetherell greatly. The connector area is a nice green space that will be somewhat compromised.
- >Connecting Wetherell at the west end to Main St greatly improves access for all residents.

**Proposed**



Main Street Iowa  
Proposed Site Improvements  
Wetherell Street Corridor  
West Branch, Iowa  
Project #04713  
January 30, 2014



### Heritage Square/Plaza/Downey Street:

- This is the main focal point of the entire project. Simple improvements include a trellis/ pergola treatment to visually extend the bell tower structure into the gateway to the park.
- Vehicle access is a key decision. Closing the area to vehicles creates a nice green gateway to the park. Access must be accommodated by other strategies on Wetherell for services and residents.
- Closing the area provides additional opportunities for outdoor amenities – possibly outdoor dining/seating area. This may enhance the marketability of the storefronts facing the square
- There are options that retain vehicle access on Downey. A decision needs to be made regarding community priorities and if other vehicle options are viable and worth the cost.

### Poplar St/Parking Lot

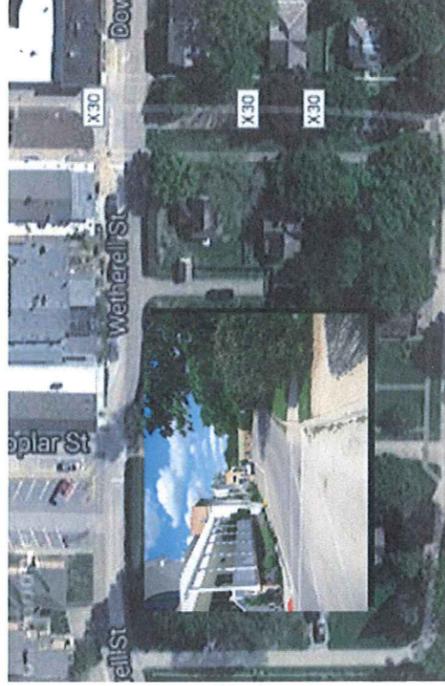
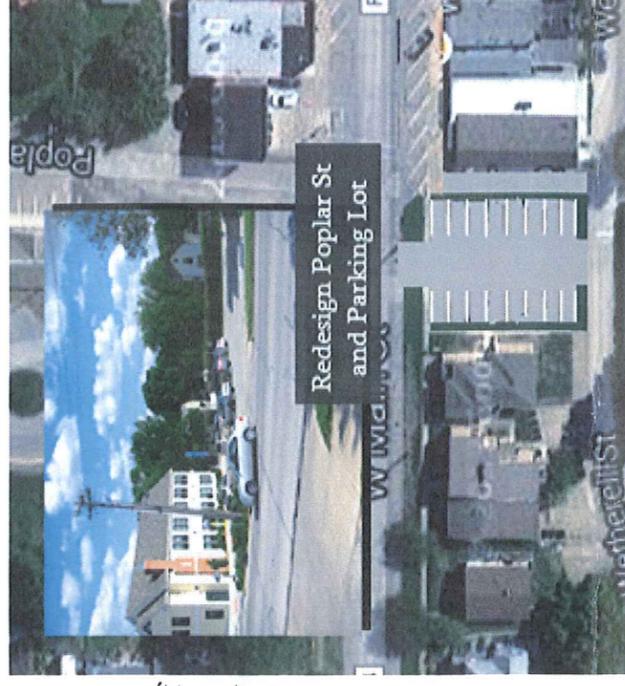
- While not needed in order for the remainder of the project to be successful, an analysis of the parking lot and connection from Main to Wetherell at Poplar should be considered.
- It is possible to provide the same amount of parking (and maybe even just a little more) by reorganizing that area, especially using 90° stalls.
- The reorganized lot and connector provides more area for green space as well as more space for larger sidewalks/pedestrian connections, especially around the winery. This eliminates some paving surfaces, or at least repurposes them into pedestrian features and not just automobile oriented.
- A major drawback of the concept is the utility infrastructure currently located along Main Street at the proposed access point to the lot.

### Wetherell Street

- Improving access and circulation on Wetherell is one of the main parameters of these Concepts. Currently Downey Street is needed to allow vehicles to easily navigate along Wetherell Street for deliveries and general access for residents. There are approximately Eight single family residents immediately west of downtown that depend upon Wetherell For sole access to their property. Additionally, downtown residents on the south side of Main Street and businesses need Wetherell for delivery and services like garbage pick up. Creating other ways to access/connect Wetherell to Main Street can alleviate the need for Downey Street to connect.
- Extend/connect Wetherell to Main Street at the current west dead end of the street. The vacant lot at the west end should be used to provide this access point. This also provides a drive/delivery access for the lot should it be developed.
- Evaluate options for providing alternative routes to access Wetherell Street from the east. One possible solution is to run a new road north from behind the buildings on Main Street that would connect the service lot behind the Post Office/Federal Building and Main Street. (See Sheet #4). This would require the potential removal of mature trees and losing some green space.
- Another option is to provide access via the existing parking lot immediately to the south of the Federal building. This access could be controlled (gated) if desired to prevent “through traffic” from using Wetherell as a short cut. The connection would require altering the existing landscaping and fence structure.

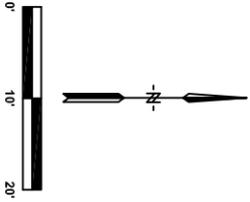
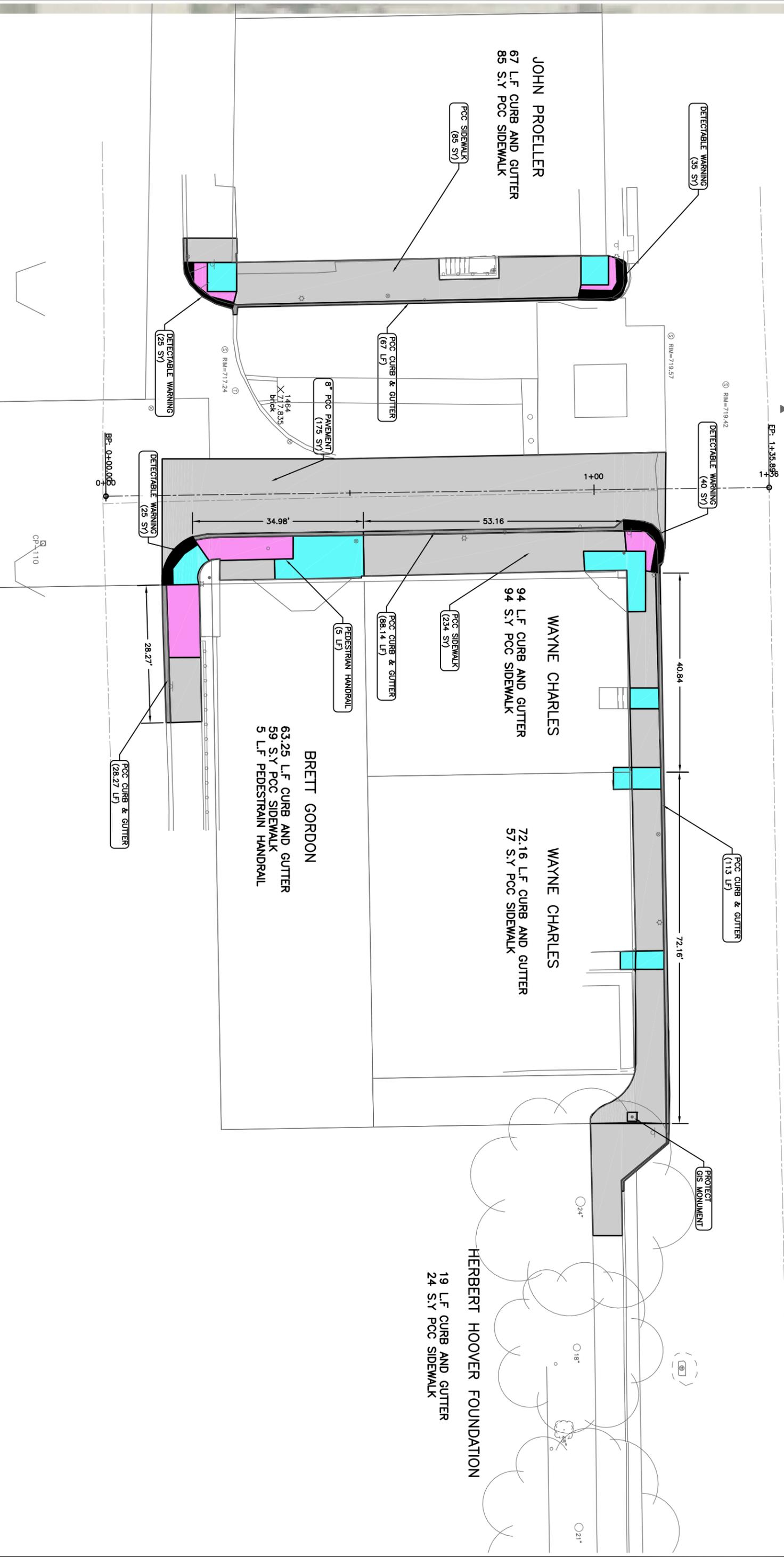
In general, the ideas illustrated on Sheets#1-4 can be “mixed and matched” to a certain degree to develop a solution that truly meets the needs of the local community and all of the stakeholders.

If desired, details of any of the elements can be created – especially Heritage Square.



CP-107

# MAIN STREET



DATE	REVISIONS	SCALE	AS NOTED	VERIFY SCALE
		DRAWN	EDG	BAR IS ONE INCH ON ORIGINAL DRAWING
		CHECKED	DRS	0
		APPROVED	DRS	1"
		DATE	1-13-13	1"
		ISSUED FOR	REVIEW/CONST	SCALE(S) ACCORDINGLY

**VENSTRA & KIMM, INC.**

860 22nd Avenue • Suite 4 • Coralville, Iowa 52241-1565  
 319-466-1000 • 319-466-1008(FAX) • 888-241-8001(VA/TX)

DATE	REVISIONS	SCALE	AS NOTED	VERIFY SCALE
		DRAWN	EDG	BAR IS ONE INCH ON ORIGINAL DRAWING
		CHECKED	DRS	0
		APPROVED	DRS	1"
		DATE	1-13-13	1"
		ISSUED FOR	REVIEW/CONST	SCALE(S) ACCORDINGLY

DWG. NO. **D.02**  
 PROJECT 368107

**Opinion of Cost for Main Street Sidewalk  
Total Project (with City and NPS)  
4/4/2014**

<b>No.</b>	<b>Description</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Quantity</b>	<b>Extended Price</b>
1	MODIFIED SUBBASE	CY	\$35.00	48	\$1,680.00
2	RMVL OF SIDEWALK	SY	\$5.00	358	\$1,790.00
	RMVL OF PAVEMENT	SY	\$10.00	252	\$2,520.00
3	SIDEWALK, PCC, 6"	SY	\$30.00	358	\$10,740.00
4	DETECTABLE WARNING - CURB RAMP	SF	\$45.00	160	\$7,200.00
5	CURB+GUTTER, PCC, 3.0'	LF	\$20.00	427	\$8,540.00
6	RMVL OF CURB	LF	\$5.00	427	\$2,135.00
7	7" PCC PAVEMENT	SY	\$35.00	252	\$8,820.00
8	PEDESTRIAN HANDRAIL	LF	\$50.00	29	\$1,450.00
8	CONSTRUCTION SURVEY	LS	\$1,500.00	1	\$1,500.00
9	MOBILIZATION	LS	\$1,500.00	1	\$1,500.00
10	TRAFFIC CONTROL	LS	\$1,000.00	1	\$1,000.00

**TOTAL**

**\$48,875.00**