AGENDA

City of University Heights, Iowa
City Council Special Meeting
Thursday, March 22, 2018
Community Center - OUP
1302 Melrose Avenue

7:00-8:30 pm.

Meeting called by Mayor Louise From

Time		Topic	Owner
7:00	Call to Order Special Meeting	Roll Call	Louise From
7:05		**Public Input**	**Public Comments**
		Housing Inspector Report -First Consideration of Ordinance No. 223 amending the Rental Housing Ordinance (No. 110) to establish caps on rental permits, enact code compliance requirements and regulations, provide for rent abatement in some circumstances, define "owner-occupied" not to include dwellings owned by entities, and address additional matters. -First Consideration of Ordinance No. 224, adopting the International Property Maintenance Code, with amendments. -First Consideration of Ordinance No. 225, amending the Zoning Ordinance (No. 79) to authorize the Board of Adjustment to hear appeals where applications for certificates of structure compliance or rental permits have been denied. -Discussion of commercial and residential parking areas. -Discussion of proposed rooftop restaurant with **hotel project**.	Stan Laverman Greg Stiltner & Jim Glasgow
	Announcement		Anyone
8:30	Adjournment		Louise From

Next Regular City Council Meeting is April 10, 2018: Community Center – OUP

Special City Council meeting on March 26, 2018: 6:00 p.m. at Community Center

Metropolitan Planning Organization of Johnson County

Date: March 20, 2018

To: Louise From; Mayor of University Heights

From: Kent Ralston; Executive Director
Emily Bothell; Assistant Transportation Planner

Re: Updated Trip Generation Estimates for 901 Melrose Avenue

Introduction

As requested by University Heights, the following table provides estimates of future peak hour traffic volumes generated by a proposed rooftop restaurant in addition to the approved hotel at 901 Melrose Avenue. The estimates are based on information provided by University Lake Partners II, LLC and should be revised if any land-use or intensity changes are proposed. Estimates are provided with 100% of trips loading onto the south side of Melrose Avenue at a point immediately west of the railroad bridge.

Table 1: Trip Generation Estimates

Land Use	*ITE Code*	*Time of Day*	*Trip Generation Figure*	*Multiplier*	*Total Trips Generated*	*Entering*	*Exiting*
Hotel	**310**	AM Peak Hour	.56 trips / room	140 Rooms	78	48 (61%)	30 (39%)
		PM Peak Hour	.59 trips / room		83	44 (53%)	39 (47%)
Quality Restaurant*	**931**	AM Peak Hour**	0.81 trips / 1,000 sq. ft.	5,000 sq. ft.	4	2 (50%)	2 (50%)
		PM Peak Hour	7.49 trips / 1,000 sq. ft.		37	25 (67%)	12 (33%)
Total	**310 & 931**	AM Peak Hour	-	-	82	50	32
		PM Peak Hour	-	-	120	69	51

Source: Institute of Transportation Engineers Trip Generation Manual – 7th and 9th editions
*The Institute of Transportation Engineer's *Trip Generation Manual* does not provide a code for a rooftop restaurant. Therefore, the ITE code for a quality restaurant was utilized, which most closely matches the proposed use.
**Directional distribution for the AM peak hour is not available. Therefore, it was assumed that 50% of AM peak hour trips were entering and 50% of AM peak hour trips were exiting.
***The assumptions made in the initial MPO Trip Generation and Traffic Impact Analysis (dated 6.29.17) regarding the initial direction (east or west) of vehicle trips entering and existing the development were also used for this analysis.

Hotel

The initial MPO Trip Generation and Traffic Impact Analysis for 901 Melrose Avenue estimated that the hotel will generate 78 new vehicle trips in the AM peak hour and 83 in the PM peak hour. During the AM peak hour, it is estimated that approximately 48 vehicles will enter the development while 30 will exit. In the PM peak hour, the volume of entering traffic is estimated at 44 vehicles, with exiting traffic estimated at 39 vehicles.

Restaurant

It is estimated that the proposed rooftop restaurant with 5,000 square feet would generate 4 vehicle trips in the AM peak hour and 37 in the PM peak hour. As shown by the minimal number of vehicle in the AM peak hour, a restaurant of this type does not generate high numbers of

vehicle trips during this hour. In the PM peak hour, the volume of entering traffic is estimated at 25 vehicles, with exiting traffic estimated at 12 vehicles.

Hotel with a Restaurant
The combination of a hotel and a restaurant would generate 82 vehicle trips in the AM peak hour and 120 trips in the PM peak hour. The split of entering and existing traffic is shown in **Table 1**.

Capacity Analysis
Using peak hour counts collected in 2016 and 2017, intersection capacity analysis was analyzed for the hotel and the hotel with a restaurant.

Intersection capacity was analyzed using unsignalized intersection capacity analysis methods outlined in the *Highway Capacity Manual* (HCM) and using *Synchro* software. When using HCM methods, control delay is calculated as seconds of delay per vehicle (sec/veh) and a corresponding level of service (LOS) is also shown. Level of service describes operating conditions based on a number of factors including speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. **Table 2** (*Synchro* Exhibit 17-2) displays the LOS with control delay ranges at unsignalized stop-controlled intersections. A LOS A represents the best operating conditions (free-flow movement) and LOS F represents the worst conditions, i.e. extreme congestion and stop-and-go conditions.

Table 2: Level of Service Criteria for Stop-Controlled Intersections

Level of Service	Average Control Delay (sec/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Hotel
As shown in **Table 3**, overall the intersection is expected to operate well at LOS A. The east- and westbound movements experience slight delays (0.0-12.3 sec/veh) during both peak periods and operate at LOS B or better. Delay is the greatest for the northbound left-turning movement at 43.1 sec/veh (LOS E) during the AM peak period and 38.7 sec/veh (LOS E) during the PM peak period, however the northbound movement makes-up less than 1% of total traffic at the intersection.

Hotel with a Restaurant
With the additional restaurant trips, the overall intersection continues to operate well at LOS A (**Table 3**). The east- and westbound movements continue to operate at LOS B or better and the northbound left-turning movement continues to experience the greatest delay (43.9 - 46.0 sec/veh) at LOS E during both peak periods. While the northbound left-turning movement experiences increased delays with the additional restaurant trips, they are nominal at 0.8 sec/veh in the AM peak period and 7.3 sec/veh during the PM peak period.

Table 3: Delay and Level of Service

Direction	Hotel				Hotel with Rooftop Restaurant			
	Control Delay (sec/veh)		LOS		Control Delay (sec/veh)		LOS	
	AM	PM	AM	PM	AM	PM	AM	PM
Melrose Avenue								
Eastbound	0.0	0.0	A	A	0.0	0.0	A	A
Westbound								
-Left	12.3	8.3	B	A	12.3	8.3	B	A
-Through	0.0	0.0	A	A	0.0	0.0	A	A
Hotel Access								
Northbound								
-Left	43.1	38.7	E	E	43.9	46.0	E	E
-Right	20.7	10.5	C	B	20.8	10.6	C	B
Intersection	**0.7**	**1.2**	A	A	**0.8**	**1.7**	A	A

Summary

It is estimated that the proposed restaurant with 5,000 sq. ft. would generate 4 vehicle trips during the AM peak period and 37 during the PM peak period. Based on the existing traffic count data and the proposed hotel trips, staff does not expect the proposed rooftop restaurant to have a detrimental effect on the overall traffic operations at the intersection of the future hotel drive with Melrose Avenue. If the rooftop restaurant is constructed at 901 Melrose Avenue, it is estimated that Melrose Avenue would continue to operate well overall with delay being the greatest for the northbound left-turning movement, which is on private property.

It's worth noting the Institute of Transportation Engineer's *Trip Generation Manual* cannot predict the popularity of a restaurant. This restaurant may become a destination, drawing more patrons than estimated (i.e. during Iowa Athletic events). However, if this occurs, it's likely that the additional trips generated will primarily be pedestrian trips as compared to vehicle trips.