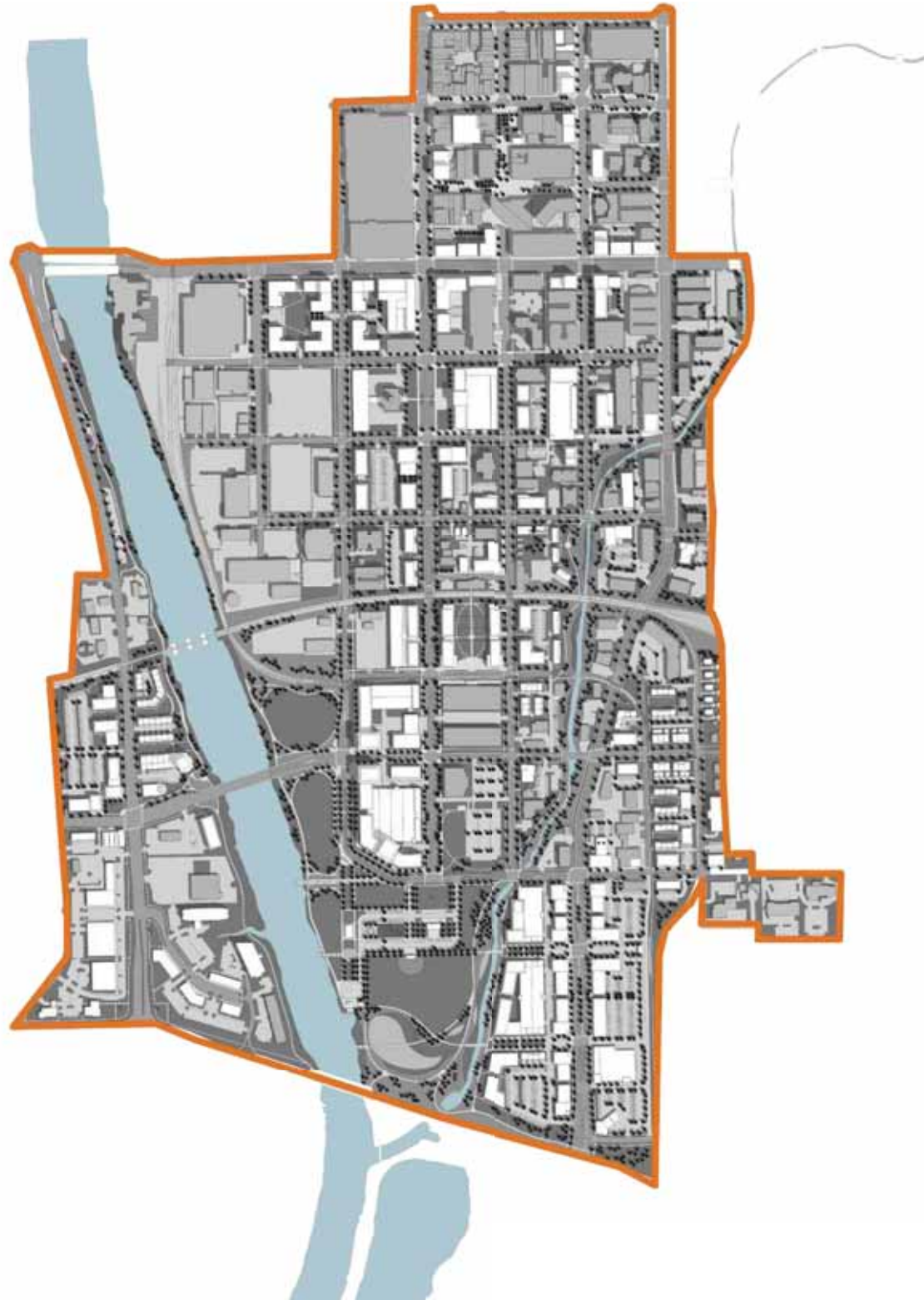


d o w n t o w n & r i v e r f r o n t c r o s s i n g s
m a s t e r p l a n



DRAFT
iowa city. ia
december 2012

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acknowledgements

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executive summary

executive summary

The Downtown and Riverfront Crossings Master Plan was developed with significant public input gathered through a series of workshops and focus group sessions that took place over the course of several months. The Master Plan will serve as a framework to guide future public and private investment in a manner that will benefit citizens living or working in the core of the city as well as citizens in Iowa City as a whole. The planning process began with a Master Plan for the Riverfront Crossings District Sub Area that was developed during 2010/11. This sub area is located at the southwest corner of the much larger Riverfront Crossings District. In order to address planning issues within this much larger area, as well as the adjacent Downtown District, a new planning process was initiated in the fall of 2011. The Study Area for this plan extends from Iowa Avenue on the north to U.S. Highway 6 on the south, and generally from Gilbert Street on the east to South Riverside Drive on the west. The Study Area, which includes the original Sub Area plan boundaries, spans both the Iowa River and Ralston Creek, and includes Downtown Iowa City.

The planning process was guided by a market analysis and a visioning process. The market analysis examined the mix of uses within the Study Area and projected market demand for these uses into the future. This established the future development program for the entire district, and was referred to throughout the remainder of the planning process. The visioning process helped to establish the overall vision for the Study Area. It was developed following consultations with the local development community, interviews with key stakeholders, and two visioning workshops, each of which included a Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis and geographic mapping exercise.

The results of the market analysis and the visioning process were then merged during a three day design charrette, in which ideas for the Study Area were developed, tested, and revised – all based on participant input - over a three day period. The concepts that advanced through the end of the charrette were then detailed during the post-charrette refinement period and included in the final Master Plan.

The Master Plan developed key framework elements that will guide redevelopment within the entire Study Area. These Framework Elements address Primary Streets and Required Retail Storefronts, Mobility Enhancements, Green Space, Public Art, and Student Housing. Diagrams and text within the plan outline where and how these elements should be implemented.

As part of the Framework Elements section, the Study Area is divided into eight Sub-Districts. These include:

- › The Downtown District
- › The South Downtown District
- › The Central Crossings District
- › The Gilbert District
- › The West Riverfront District
- › The University District
- › The Park District (included in the original Sub-Area Plan)
- › The South Gilbert District (included in the original Sub-Area Plan)

Each Sub-District has its own chapter, which provides an overview of the district and key Development Opportunities that were identified for it. Primary Development Opportunities identified in the plan include:

- › Infill Development that is Contextual in Nature
- › Housing Options throughout the Study Area, including Condos, Townhomes, Apartments, Live-Work Units, Cottage Homes, Senior Housing and Student Housing
- › A New Regional Park on the Site of the North Waste Water Treatment Plant
- › Restoration of Ralston Creek
- › Enhancements to the Burlington Street Pedestrian Environment
- › Transforming Clinton Street into a Multi-Modal Promenade

- › A New Plaza (Clinton Plaza) along the Clinton Promenade
- › Transit Oriented Development adjacent to Transit Stops
- › A Plaza (Station Plaza) Connecting the Regional Passenger Rail Station with a Light Rail Stop
- › An Arts District within the Gilbert District
- › Transforming Gilbert Street into a “Main Street”
- › Redevelopment of Commercial Uses along Riverside Drive
- › Improving the Aesthetics and Pedestrian Environment along Riverside Drive

In addition to discussing Development Opportunities, each chapter calculates the yield of all proposed development for its respective district. This includes square footage by use and associated parking yield, and provides a sense of how much development could occur over time.

In order to provide a framework for new development within the Study Area, a brief set of Design Guidelines was developed for the plan. These guidelines address land use, building heights, frontages and setbacks, parking and access, and special requirements, and were included in order to provide design guidance before the Form Based Code for the district is adopted. The Plan concludes with a brief section on “next steps,” with discussion focusing on operational initiatives and implementation steps that will be necessary to move the Plan from vision to reality.



Detail from facade of the former Press Citizen Building at 319 E. Washington Street

project background

project background

Following the completion of the Riverfront Crossings District Sub-Area Plan in the spring of 2011, the City of Iowa City embarked upon a similar planning effort for the remainder of the Riverfront Crossings District and Downtown Iowa City. This effort encompasses land on both sides of the Iowa River, and extends from Iowa Avenue on the north to U.S. Highway 6 on the south. The Study Area includes the remainder of the Riverfront Crossings District, West Riverfront, and Downtown Iowa City, in addition to the previously completed Riverfront Crossings District Sub-Area.

The completed Riverfront Crossings District Sub-Area Plan, which is incorporated into this new, larger planning effort, is located at the far south end of the overall Study Area. It is 76 acres in size, and designed to accommodate up to 900 residential units and up to 220,000 sq. ft. of ground floor retail/office space. Community goals leading to the development of the Sub-Area Plan included the following:

- › Develop a new mixed-use, pedestrian-oriented district
- › Create a resilient riverfront park system
- › Enhance Ralston Creek to become a community asset
- › Develop a multi-modal transportation system
- › Create a network of green streets throughout the district
- › Promote sustainable design practices within the district

Planning efforts for the new, expanded area, incorporate these same goals, thus ensuring that the Sub-Area Plan and the new plan for Riverfront Crossings and Downtown Iowa City are compatible and fit seamlessly together.



Project Location Diagram, showing location of Downtown, Riverfront Crossings, Riverfront Crossings Sub-Area, and West Riverfront Districts within Iowa City.



The Riverfront Crossings District Sub-Area Plan, showing the proposed regional riverfront park and new mixed-use, pedestrian-oriented development framework.

analysis

site context

natural features

physical features

redevelopment opportunities

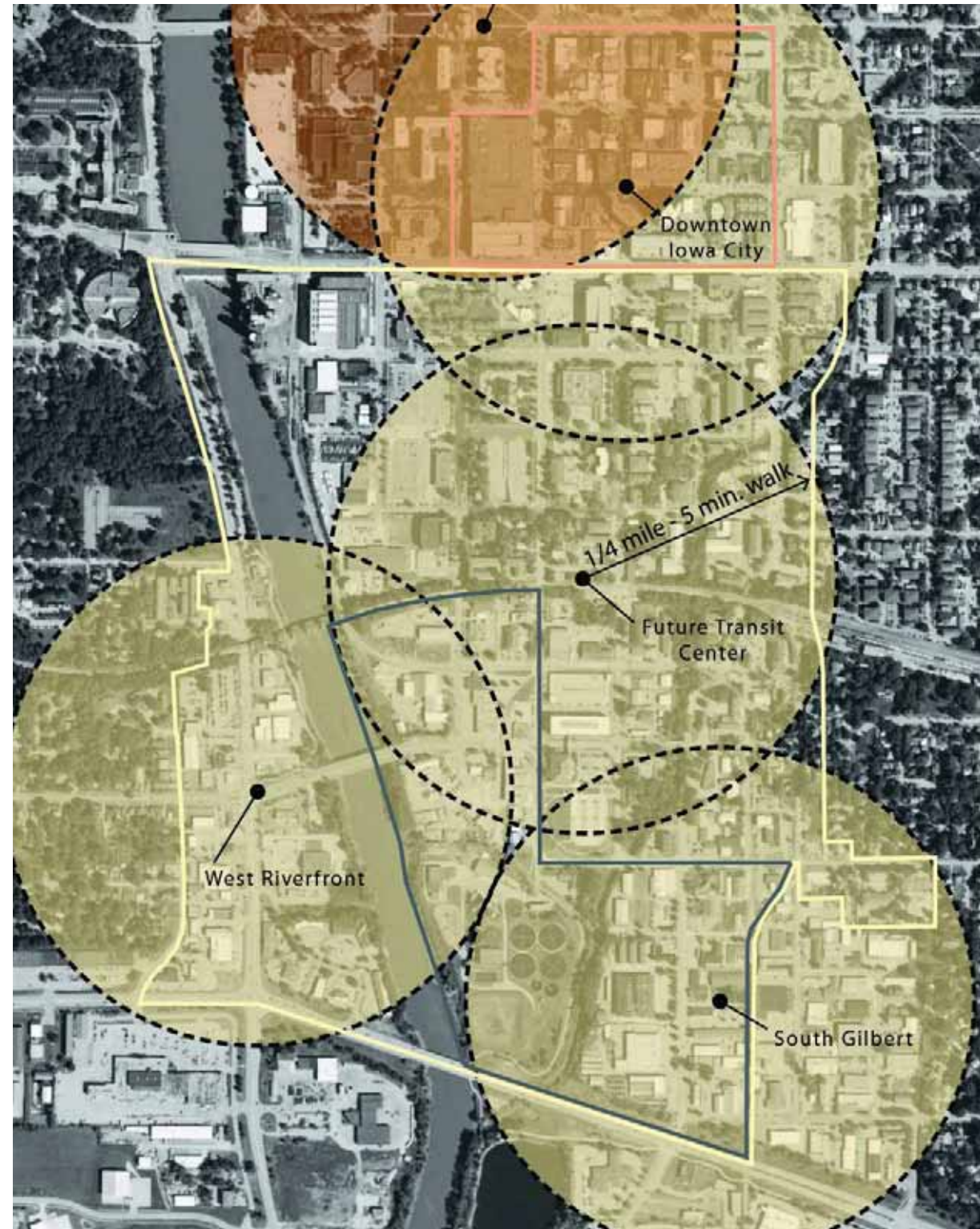
site context

The Riverfront Crossings District and Downtown Iowa City are located near the center of Iowa City. The Study Area is generally bounded by Iowa Avenue on the North, U.S. Highway 6 on the South, Gilbert Street on the East, and South Riverside Drive on the West. The Iowa River bisects the southern portion of the Study Area.








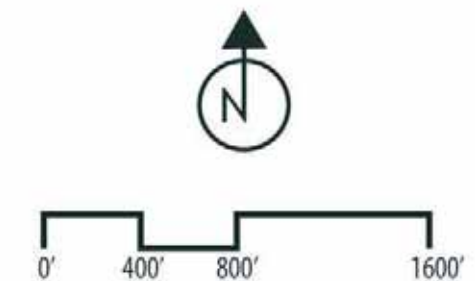
Map of the Study Area showing Downtown Iowa City, the Riverfront Crossings District, and the approved plan for the Riverfront Crossings District Sub Area.

Right: Walkshed diagram showing the proximity of the Study Area to Downtown and the University of Iowa campus.



vicinity map

-  U of I Campus Center
-  City Points of Interests
-  Riverfront Crossing District Boundary
-  Downtown Boundary
-  Riverfront Crossings Sub-Area Boundary





Pictometry aerial highlighting the study area and its key features.

natural features

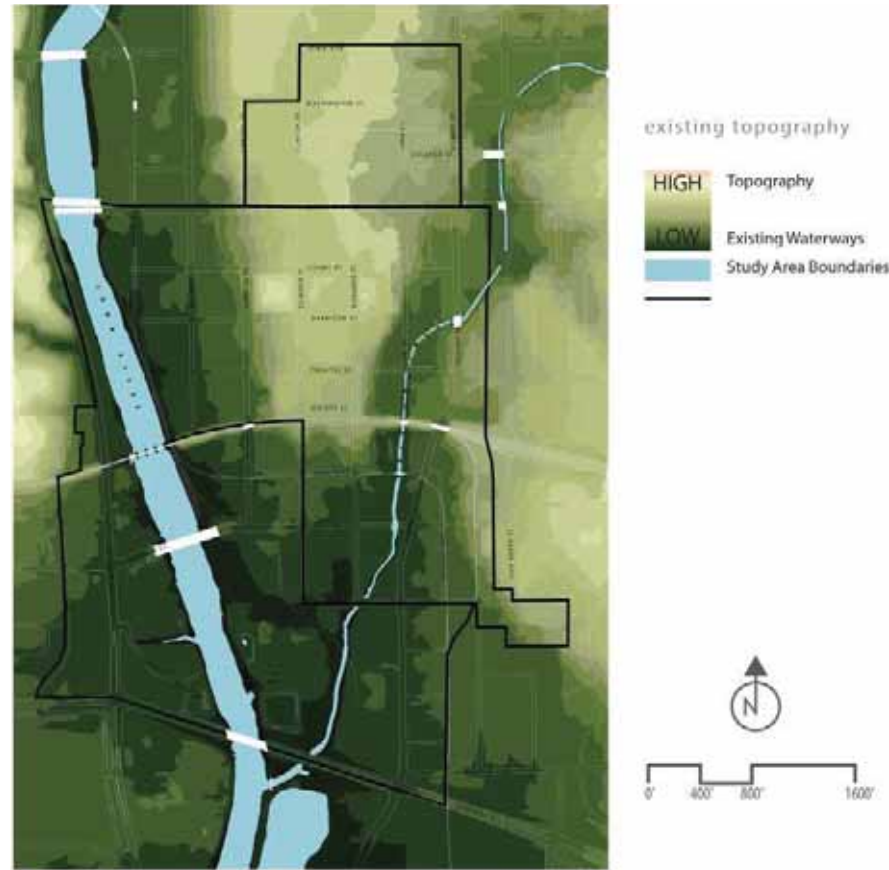


Diagram identifying the existing topography within the Study Area.

In June of 2008, the Iowa River crested almost 10 feet above flood stage, inundating portions of the Study Area. This included properties north of U.S. Highway 6 and along both sides of the Iowa River and Ralston Creek. The flood prompted Iowa City to plan for the relocation of the wastewater treatment plant, which would free up land in the floodplain for a future regional park. This green space will be used as an amenity and catalyst for redevelopment of the entire Study Area. In addition, the park will help mitigate against future flooding.

Topography Downtown Iowa City and the northern portion of the Riverfront Crossings District are situated on a small plateau above the Iowa River. The topography of the Study Area drops from Capitol Street west to the river and from Dubuque Street east to Ralston Creek. In addition, the topography drops south of Wright Street, towards the confluence of the Iowa River and Ralston Creek. Away from these areas of elevation change, there is relatively little change in topography, whether on the top of the plateau or at the bottom along the riverfront.

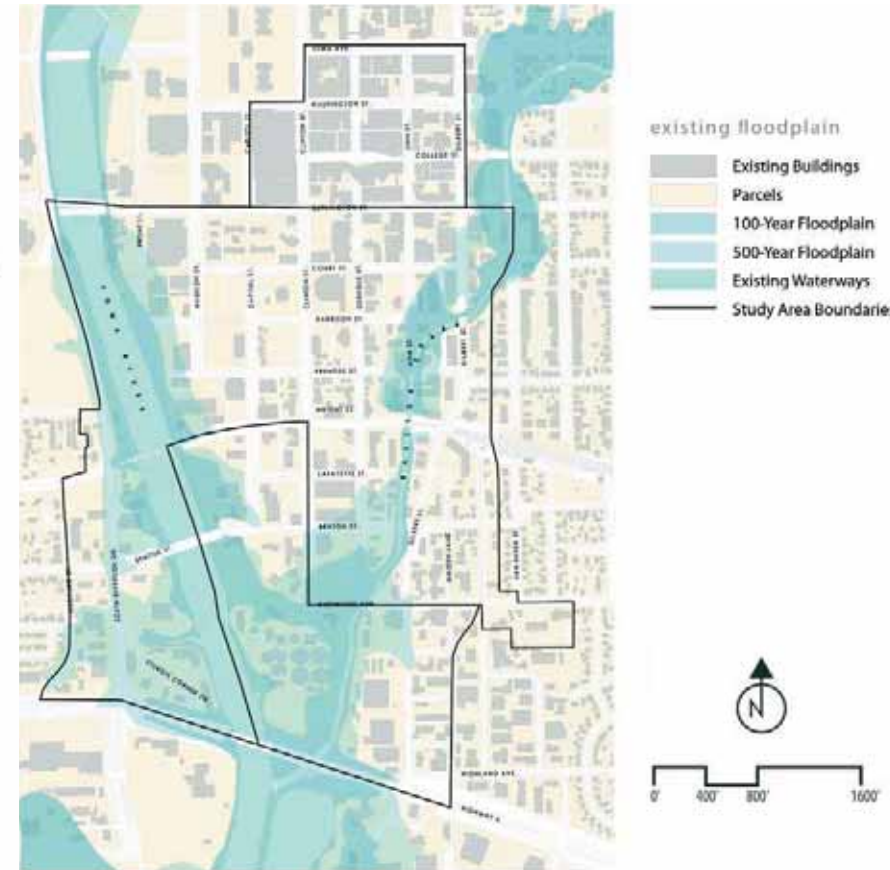


Diagram identifying the existing floodway, 100-year floodplain, and 500-year floodplain.

Floodplain Because of its location adjacent to the Iowa River and Ralston Creek, a portion of the Study Area is located within both the 100 year and 500 year floodplain. The plan transitions development within the 100 year floodplain to open space, while allowing development within the 500 year floodplain as long as it meets all pertinent city codes and ordinances.



Diagram identifying the existing Green Space network within the Study Area.

Green Space Existing green space, with the exception of the lawn around the courthouse and the pedestrian mall, is limited to "leftover" open space situated along the banks of the Iowa River and Ralston Creek. This space is, for the most part, unplanned and covered with "volunteer" trees and shrubs. The addition of new green space, including the proposed regional park, is a key goal of the plan.

physical features

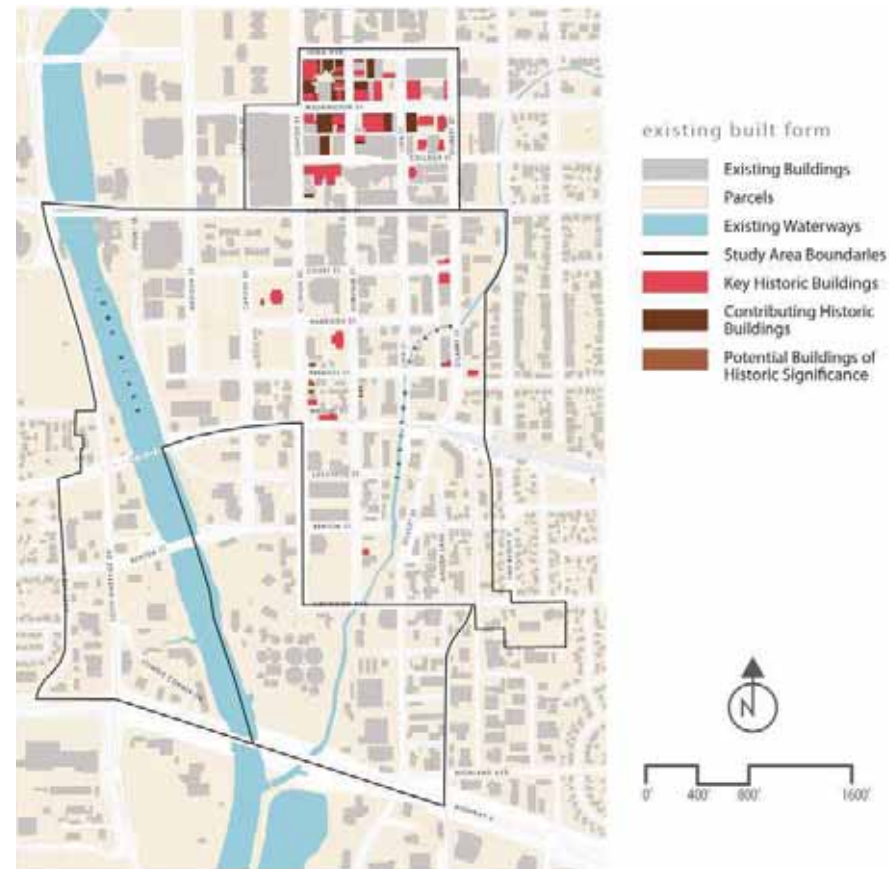
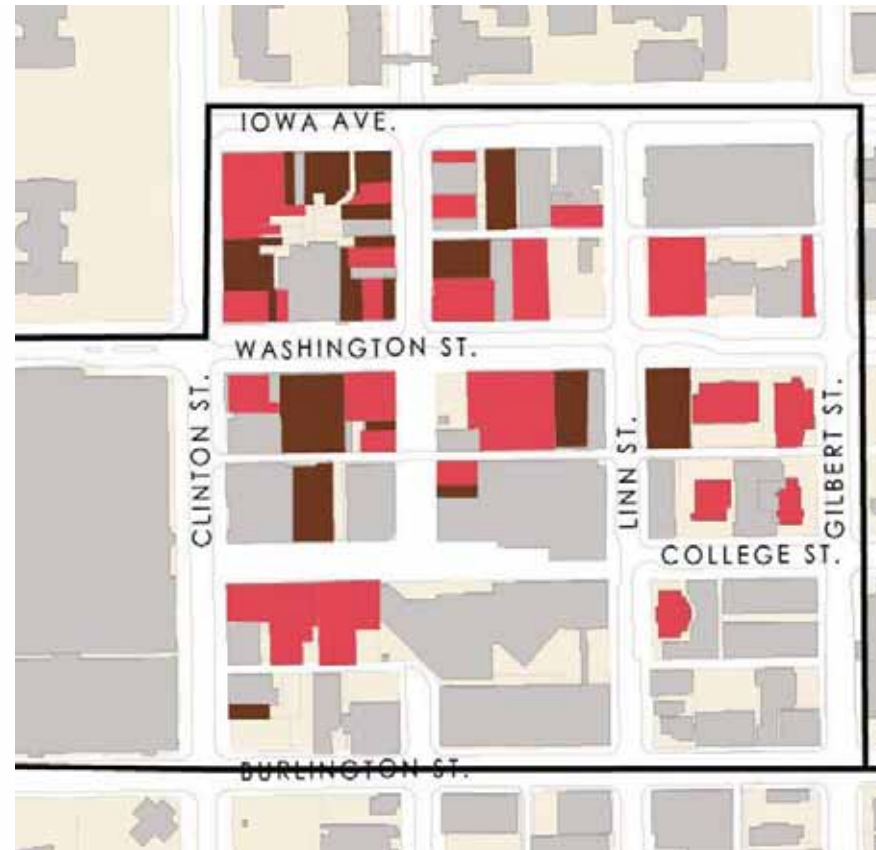


Diagram identifying the existing built form within the Study Area.

Built Form Cities contain a number of physical features, including buildings, streets, and utilities. Combined, these help define a community’s built form. In order to develop a greater understanding of the Study Area’s urban fabric, a figure ground diagram was created for the Study Area. This diagram shades in all building footprints, and is useful in order to gain a greater understanding of an area’s built form. The analysis identifies not only the location and density of the existing development pattern, but also identifies buildings of historic value. In particular, key historic buildings, contributing historic buildings, and potential buildings of historic significance are identified. These buildings provide character and ambiance to the Study Area, and as such are important to identify and take measures to actively protect. This diagram should be utilized to help determine where infill development should, and should not occur, and identify properties that could receive density bonuses in return for the protection of adjacent, or nearby, historic structures.



Close up showing the built form and historic buildings in Downtown.

Transportation There are a number of ways to move around the Study Area. These include vehicles, transit, bicycle, and walking. The street network within the Study Area is designed as a grid, which provides a number of options for traveling in, and through, the district. Major streets include Burlington Street, Benton Street, Kirkwood Avenue, U.S. Highway 6, Gilbert Street, and South Riverside Drive.

Bus routes, including City routes and the University’s Cambus, also traverse the area. Most locations within the Study Area are typically no more than 2 or 3 blocks from the nearest route. In addition, two rail lines bisect the Study Area – the Cedar Rapids and Iowa City (CRANDIC) Railroad runs north-south through the district and the Iowa Interstate Railroad runs east-west through the district. Both rail lines are designated as future transit lines,

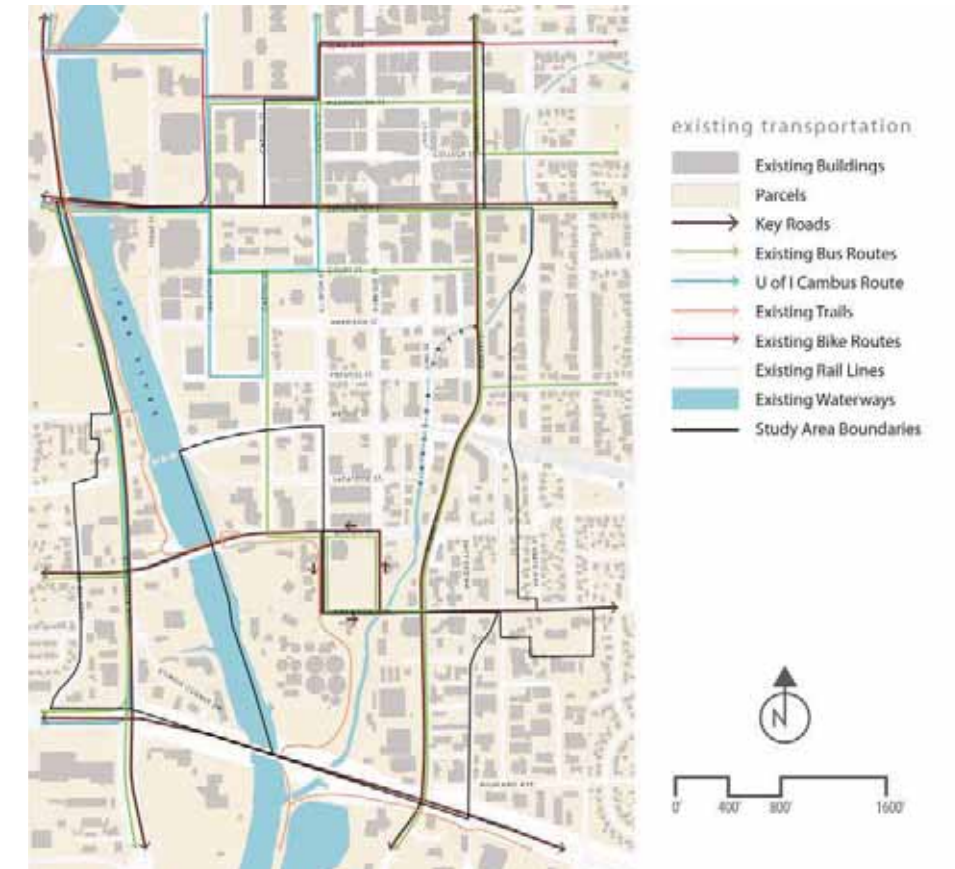


Diagram identifying the existing transportation network within the Study Area.

with the east-west line becoming the route of a passenger rail-line connecting Chicago with Omaha, including Iowa City and Des Moines, and the north-south line being considered as a light-rail line connecting Riverfront Crossings to important employment destinations within the Iowa City Metro Area, such as the University of Iowa main campus, University of Iowa Medical campus, Veterans Hospital, and Oakdale Research Park. This line also has the potential to eventually connect to the Eastern Iowa airport and beyond to Cedar Rapids.

The Iowa River Corridor Trail, which parallels the Iowa River, runs north-south through the Study Area. This trail is 6 miles in length and provides access to major points in Iowa City. Several on-street bike routes, all located north of Burlington Street, provide bicycle connections to Downtown and the University of Iowa campus.

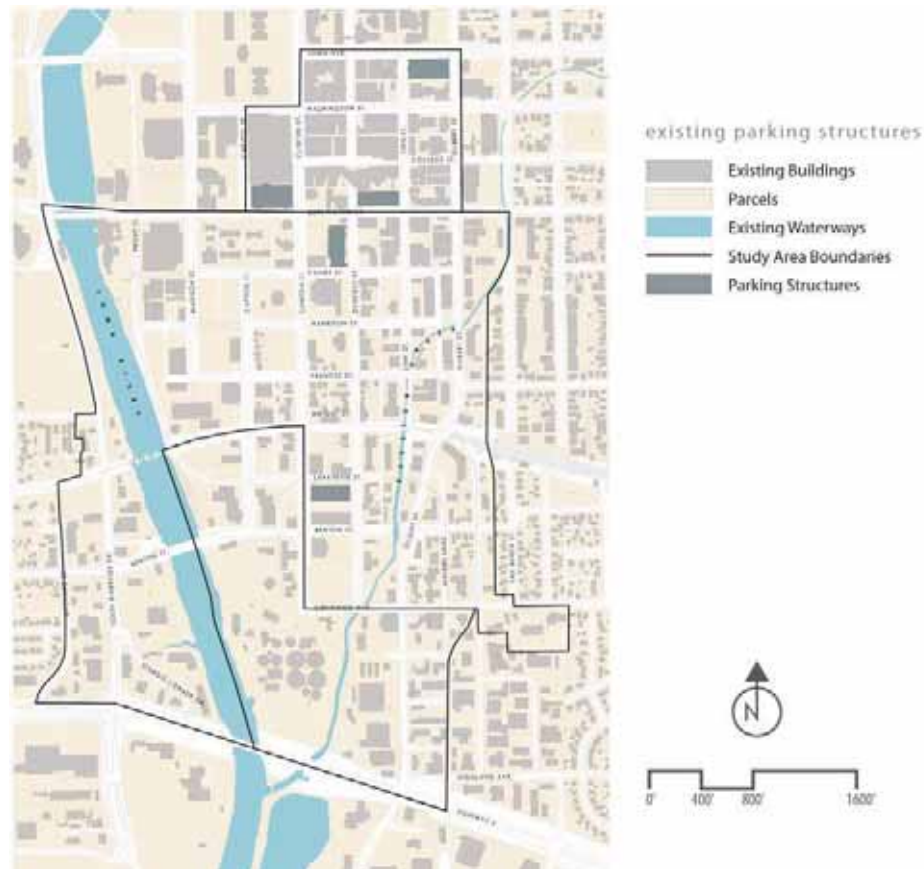


Diagram identifying the locations of existing parking structures within the Study Area.

Parking

The Study Area contains a significant amount of parking located on-street, on surface parking lots, or in parking structures. This parking is required as long as the majority of downtown users arrive by car. Over the course of the planning period, it is desired that a more even split occur between vehicles, transit, bicycles, and walking. When this occurs, the significant amount of space required for parking cars can be transitioned into higher and better uses. Until then, the City should continue to address parking needs through a parking district approach. The existing parking structures identified on this diagram (and those proposed in the plan) play a significant role towards this end.

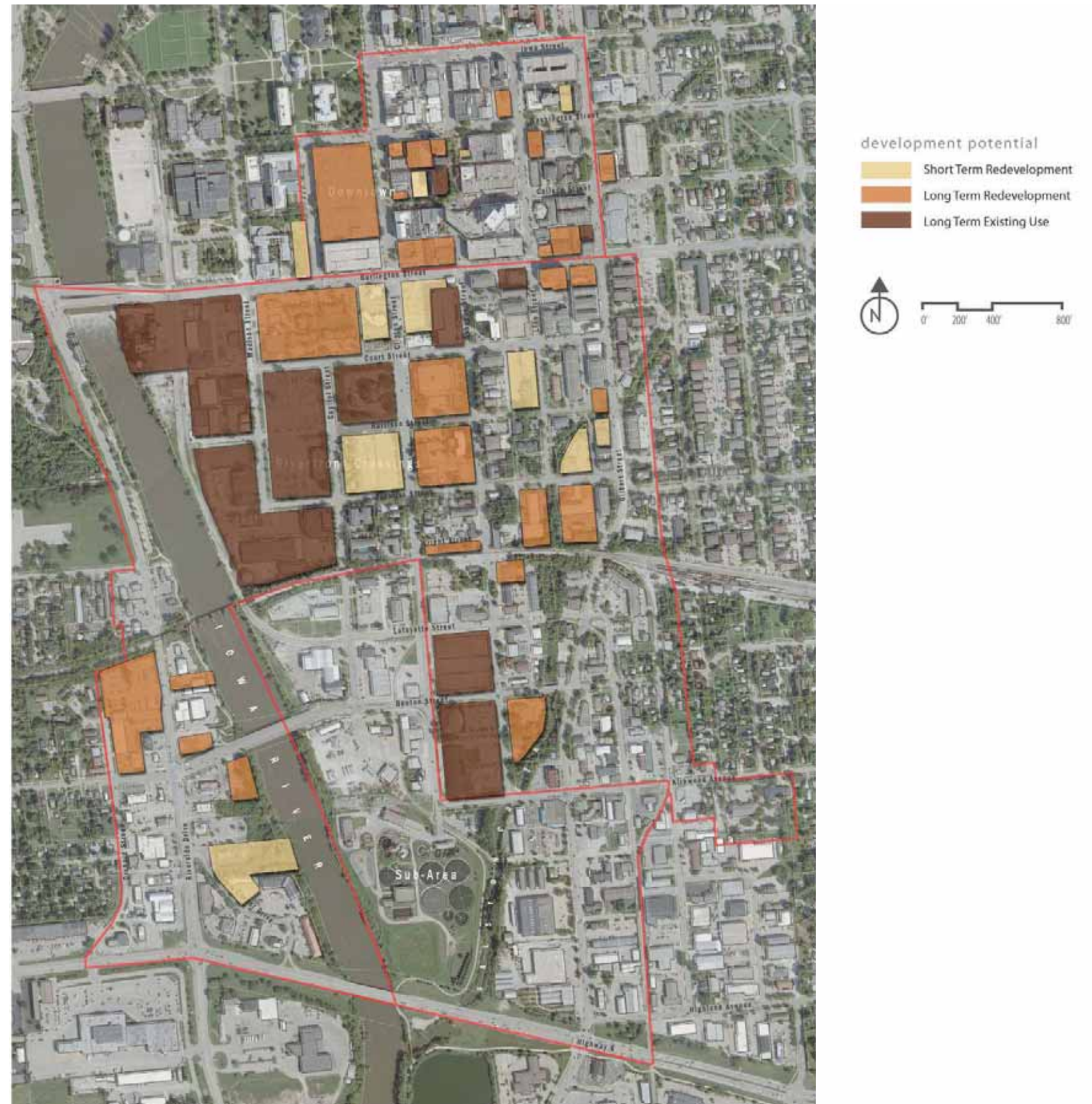
development potential

A number of development projects have been recently completed, or are currently under construction or design, within the Study Area. As part of the planning effort for Riverfront Crossing and Downtown Iowa City, a number of one-on-one interviews were held with City staff, developers, and key stakeholders. The purpose of these meetings was to gain a greater understanding of the development potential within the Study Area. Based on these discussions, a number of preliminary development categories/sites were identified, including:

- › Under Construction
- › Proposed
- › Planned
- › Potential
- › Long-term Existing Use
- › Jurisdictional Use (State, University, County, etc.)

For purposes of the planning effort, the categories/sites were then reclassified into short-term redevelopment opportunities and long-term redevelopment opportunities, and located on a diagram. This diagram was then used during the design charrette to identify areas for potential redevelopment. It should be noted that designation as a potential development site does not necessarily mean that a property owner will choose to redevelop their property.

Right: Diagram identifying the development potential of various properties within the Study Area.



visioning process

introduction

data analysis/context assessment workshop

specific interviews

visioning workshops

visioning process

Introduction

A key element of the planning process was the establishment of a consensus-driven vision for the Study Area. Because of previous efforts that covered a large portion of the Study Area east of the Iowa River, the visioning process focused on Downtown Iowa City and the West Riverfront District. The vision, when combined with the Residential and Office Market Analysis, helped form the principles necessary to guide the effort and was manifested in the development program that was followed during the design charrette. To guide this planning effort, a thorough process for soliciting public input and establishing a consensus-driven vision was undertaken, and is highlighted on the following pages.

Data Analysis/Context Assessment Workshop

A day long workshop was held on September 23rd, 2011. This workshop was attended by City staff and key stakeholders, including residents, property owners, business owners, and developers, who provided insight into a number of key elements pertaining to the planning effort. Four sessions were held during the course of the day, including:

- › Session 1 – Review existing, planned, and potential development within the Study Area
- › Session 2 - Examine Public Realm Conditions: Streets, Rights-of-Way, and Public Spaces
- › Session 3 - Review key infrastructure within the study area
- › Session 4 - Discuss local, regional, and national precedents

The results of these sessions provided detailed knowledge and direction for the consulting team, and led to a new round of data collection and analysis.

Specific Interviews

A number of one-on-one interviews were held with key stakeholders over the course of two days (October 11th and 12th, 2011). These interviews provided insight into a number of issues and opportunities relating to the Study Area. Interviewees included City staff, County staff, University of Iowa representatives, local developers, architects, and representatives of the local arts community.

Visioning Workshops

Following the Specific Interviews, two visioning workshops were held the evenings of October 11th and 12th, 2011. Property and business owners, developers, neighborhood associations and the general public were invited to attend. The first workshop focused on Downtown Iowa City and the second workshop focused on the West Riverfront. Participants were provided an overview of the planning process and then participated in a SWOT Analysis (Strengths, Weaknesses, Opportunities, and Threats) and performed a Geographic Mapping Exercise for each of their respective districts. The SWOT Analysis allowed participants to identify and vote on their top priorities in each category. The numbers next to each response on the following pages identify the top vote receivers based on workshop participants. A summary of each Visioning Workshop is provided on the following pages:

downtown visioning workshop

SWOT Analysis

Strengths

- › Locally owned shops 9
- › Proximity to the University of Iowa 7
- › Lots of activities 4
- › Great civic spaces 3

Weaknesses

- › Lack of diverse housing 7
- › Perception of "college town" only 5
- › Lack of way-finding signage 4
- › Money/investment loss to Coralville 4

Opportunities

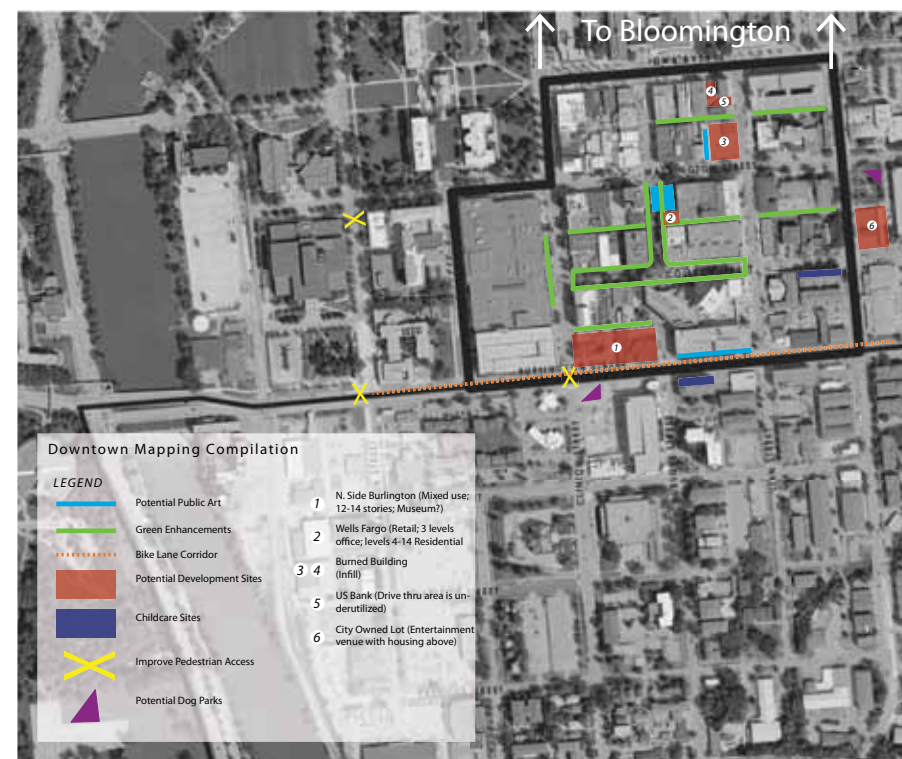
- › More non-student housing opportunities 8
- › More public/private partnerships 7
- › Arts campus moving to Downtown 7
- › Sharing retail space to combat high rent 4

Threats

- › Alleys are underutilized and ugly 10
- › Rent is not going down in price 5
- › Encroachment on historic structures 5
- › Drunken bar patrons 4
- › Need more neighborhood-serving businesses 4

Geographic Mapping Exercise

- › There are a number of infill/development sites Downtown
- › Extend downtown north and south
- › Examine possible demand for childcare & dog care
- › Utilize alleys as green space
- › Freshen up the pedestrian mall
- › Utilize public art throughout Downtown
- › Burlington Street is a barrier - address it



Downtown Geographic Mapping Summary Diagram.



Photos of Downtown SWOT Analysis and Geographic Mapping Exercise.

west riverfront visioning workshop

SWOT Analysis

Strengths

- › Proximity to the University of Iowa 10
- › The Iowa River 8
- › High volume of traffic at low speeds 8
- › State highway makes for easy access 8
- › Walking distance to downtown 5
- › Available space for business growth 5
- › Variety of community serving businesses 5

Weaknesses

- › No pedestrian access under rail bridge along Riverside Drive 9
- › Lack of green space/landscaping 9
- › Homeless population nearby 8
- › Need to stabilize the riverbank on both sides 8
- › Poor lighting/security and associated vandalism 7

Opportunities

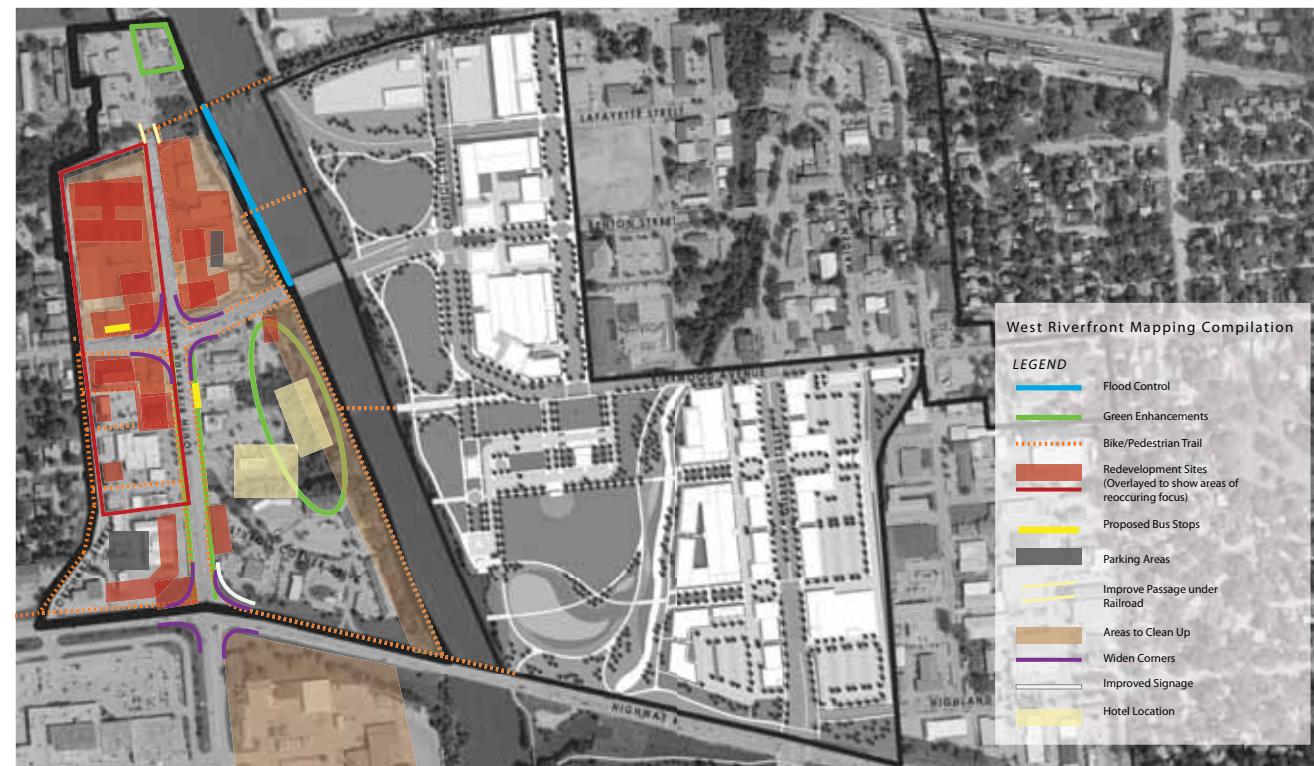
- › Beautify the area 8
- › City financing 8
- › Bury utilities/add sidewalks on both sides 7
- › Gateway opportunity 5
- › Extend riverfront trail to the south 5
- › Enhance pedestrian crossing safety 5
- › Local flair - "mom and pop" stores 5

Threats

- › Flooding 16
- › City of Coralville - competition 13
- › New low-income housing 12
- › Adverse impacts of traffic expansion 9

Geographic Mapping Exercise

- › New trail connections
- › Green/beautify corridor
- › Redevelopment opportunities along entire corridor
- › Hotel development



West Riverfront Geographic Mapping Summary Diagram.



market analysis

overview

residential market findings

office market findings

priority development areas

incentive and policy goals

overview

A key element of the planning process was a housing and office market assessment that informed the development of the conceptual design framework and area plan for Downtown and Riverfront Crossings. This assessment included an analysis of demographic, market and historical development factors that impact the housing and office markets in the two districts, and included site visits, an analysis of existing data, key stakeholder interviews, a competitive analysis, public workshops and a design charrette.

Within the project study area, the City desires to preserve and enhance the historic buildings and character of Downtown, while encouraging appropriate infill redevelopment with a mix of building uses. For the Riverfront Crossings District, the City desires more substantial redevelopment of underutilized parcels or blocks throughout the area. Given the ongoing success of the market in producing rental housing throughout the study area, primarily oriented to undergraduate students, City staff and key stakeholders identified a need, and desire, for additional housing products in the study area.

Another key purpose of the analysis was to assess the office and residential markets to determine existing supply and expected demand for new office space and a variety of housing options – particularly higher quality, higher amenity residential rental not primarily targeted to undergraduates and attached for-sale housing. The market findings will aid the City in defining a development strategy and prioritizing development sites over the near-term and also inform the vision of Downtown and Riverfront Crossings development over the longer-term. Key findings are summarized below and discussed in detail in the detailed market analysis (Available from the Planning and Community Development Department).



Birds-eye view looking south from Downtown.

residential market findings

Based upon the desires of the City, residents and stakeholders, the market feasibility of condominiums and higher-quality higher-amenity rental housing in the Downtown and Riverfront Crossings District was analyzed. Higher-quality higher-amenity (HQHA) residential rental product is distinct from the rental product targeted primarily to undergraduate students based on the following characteristics:

- › Higher-quality design, construction and finishes
- › Close access to dedicated parking
- › On-site security or staff in larger buildings
- › Insulation from concentrations of undergraduate students
- › Provision of or proximity to amenities

Existing and Planned Residential Product

Existing HQHA rental product primarily consists of higher-end loft spaces Downtown; no HQHA rental product was identified in Riverfront Crossings. HQHA apartments Downtown achieve premium rents, ranging from \$1.75 to \$2.15 per foot, approximately 40% higher than rents for typical Iowa City apartments.

A limited number of condominium developments have been brought to market in the study area, with one project each in Downtown and Riverfront Crossings. These condominiums are at the higher end of the local housing market, with prices ranging from \$250 to \$400 per square foot, or from \$250,000 to over \$600,000. Condominium projects have been absorbed slowly, with only a few units placed on the market at a time.

Approximately 400 units of HQHA rentals and condominiums are in various stages of planning in the Downtown and Riverfront Crossings District, primarily in the northern portion of Riverfront Crossings.

Projected Demand Indicators for Residential Product

Vacancy rates for rental apartments in Iowa City are quite low (3.2 percent) and even lower (1.3 percent) in the Downtown and the Riverfront Crossings District near the University of Iowa campus, where undergraduate students prefer to live. Vacancy rates of 5 to 10 percent are considered normal, so it seems demand for

residential rental product could support additional development in the area.

Furthermore, the number of relatively affluent households in Iowa City is projected to grow by 2015, with the most growth in the \$50,000 to \$75,000 and \$100,000 to \$149,000 income brackets, providing a potential market for HQHA rental units and condominiums. Primarily young professionals and empty-nesters or recent retirees are likely to provide demand for these types of products.

Residential Market Potential and Challenges

The construction and absorption of higher-end rental developments and limited condominium development Downtown suggests some amount of unmet demand for the HQHA rental and condominium product Downtown and in the northern half of Riverfront Crossings. Given the limited number of units that have been built in recent years and the relatively slow absorption pace, it is projected that the market in the near term may be capable of absorbing 30 to 40 unit developments until further demand can be proven. The redevelopment of the City's waste water treatment facility in the southern portion of Riverfront Crossings is likely to increase the potential for larger market-rate residential developments and condominiums in the southern end of the study area. Larger scale garden-style rental developments could also be feasible and appropriate (especially to the west of the Iowa River).

Despite this market potential, there are likely to be continued challenges to providing higher-quality higher-amenity rental developments and condominiums in the study area. Land prices are relatively high, due to the value of undergraduate student-oriented rental housing in the area, and the density of existing and planned rental developments targeted primarily to undergraduate students may make the area unattractive to professional adults or retirees. There are relatively few sites available for development, and assembly of parcels may be difficult. Furthermore, the need to provide on-site parking in certain areas may make the product type less profitable for a private developer.

office market findings

Limited Class A office space currently exists Downtown, and speculative office space is rarely constructed in the Iowa City market. Much of the existing downtown office product is older, upper-story, Class B or C space, with tenants that tend to require proximity to Downtown institutions. This downtown office space is distinct from the more common highway-oriented office product in the area, which is generally new construction, one- to two-stories, built-to-suit and offering ample surface parking. Triple net rents (net of utilities, property taxes and other proportional building expenses) for Downtown office space range from \$16 to \$25 per square foot, while highway-oriented rents in Iowa City and neighboring Coralville tend to range from \$14 to \$15 per square foot.

New office development is planned in the Riverfront Crossings District, but the majority of space developed is likely to be leased to already identified anchor tenants. This planned Class A development does suggest that there is some unmet demand for higher-quality space in the Downtown and Riverfront Crossings District. Future demand for additional Class A space is likely to depend on local business growth, formation of new businesses and attraction of outside office tenants.

Office Market Potential and Challenges

A proposed co-work business incubator in Riverfront Crossings could foster the development of new local businesses that may utilize Downtown or Riverfront Crossings office space. Furthermore, the attraction and growth of creative businesses, such as software and game programming companies, could fuel additional demand for downtown office space, since the generally younger employees of such companies often wish to work in close proximity to vibrant downtowns. The density of amenities, existing businesses and secondary infrastructure in Downtown and Riverfront Crossings are important for certain industries and employees. Projected growth in the computer and mathematical industries and in business and financial operations could also spur demand for new downtown office space. In addition, the attraction of regional or national anchor tenants could generate additional office demand.

As with residential development potential, the lack of available development sites could challenge the potential for new office development Downtown or in Riverfront Crossings. The time and money costs of infill development as opposed to highway-oriented greenfield office development, including the cost of providing on-site parking for certain tenants, could make attracting new office development difficult.

priority development areas

Based upon market research and the sub-district identified in the plan, there appear to be specific priority areas, redevelopment of which could help provide momentum for achieving the new vision outlined for these districts. Furthermore, limited public resources available for development support will require prioritization of development projects that are likely to need some form of financial assistance. Based on the sub-district plans and market research, four priority development areas that could lead redevelopment of the Downtown and Riverfront Crossings District have been identified. These development projects would leverage existing assets without diluting the core of development Downtown. Furthermore, there is likely to be synergy among these priority developments, with each subsequent development building upon the others and moving the study area closer to the planned vision.

The priority development areas are described more fully in the market analysis report and include:

1. Downtown
2. Clinton Street Corridor
3. Wright Street Transit-Oriented Development
4. Park District Sites



Rendering of new mixed use building with 3 floors of office space.

incentive and policy goals

The City has used a variety of development incentives and regulatory mechanisms, including Tax Increment Financing, parking regulation and zoning, to shape development in the Study Area. In order to meet its stated goals of diversifying housing options and expanding the office market in Downtown and the Riverfront Crossings District, the City may wish to consider the more expansive use of these tools in the form of:

- › Land cost writedown (City elects to sell or lease land to a developer at a price lower than the market price in order to achieve public goals)
- › Financial support for privately-owned on-site parking
- › Site preparation (Land assembly and provision of infrastructure)
- › Business attraction

The expanded use of economic development tools as well as moderately expanded use of Tax Increment Financing could better position the Downtown and Riverfront Crossings District to capture higher-end residential and office product development. In addition, site-specific feasibility studies and planning for proposed development could help drive implementation of the City's development vision for the Downtown and Riverfront Crossings District.



Birds-eye view looking north from Downtown.

master plan

design charrette

plan

design charrette

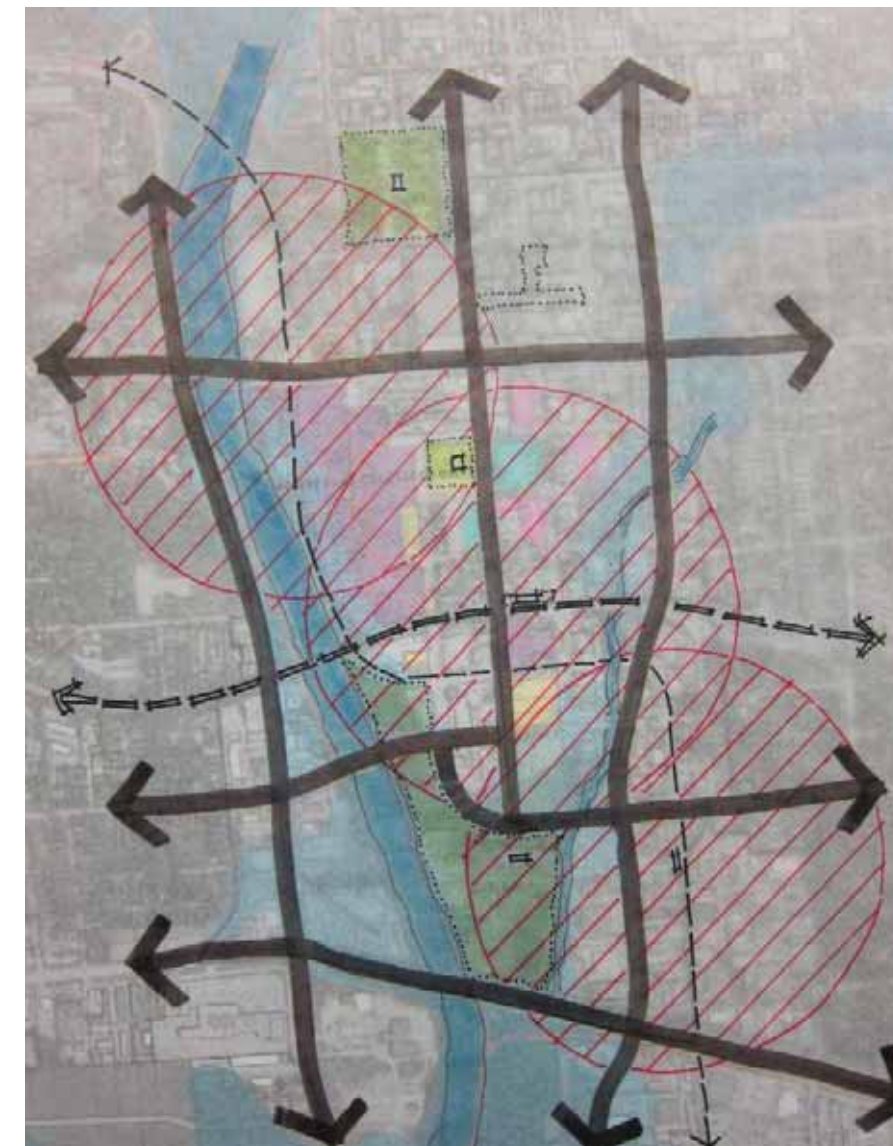
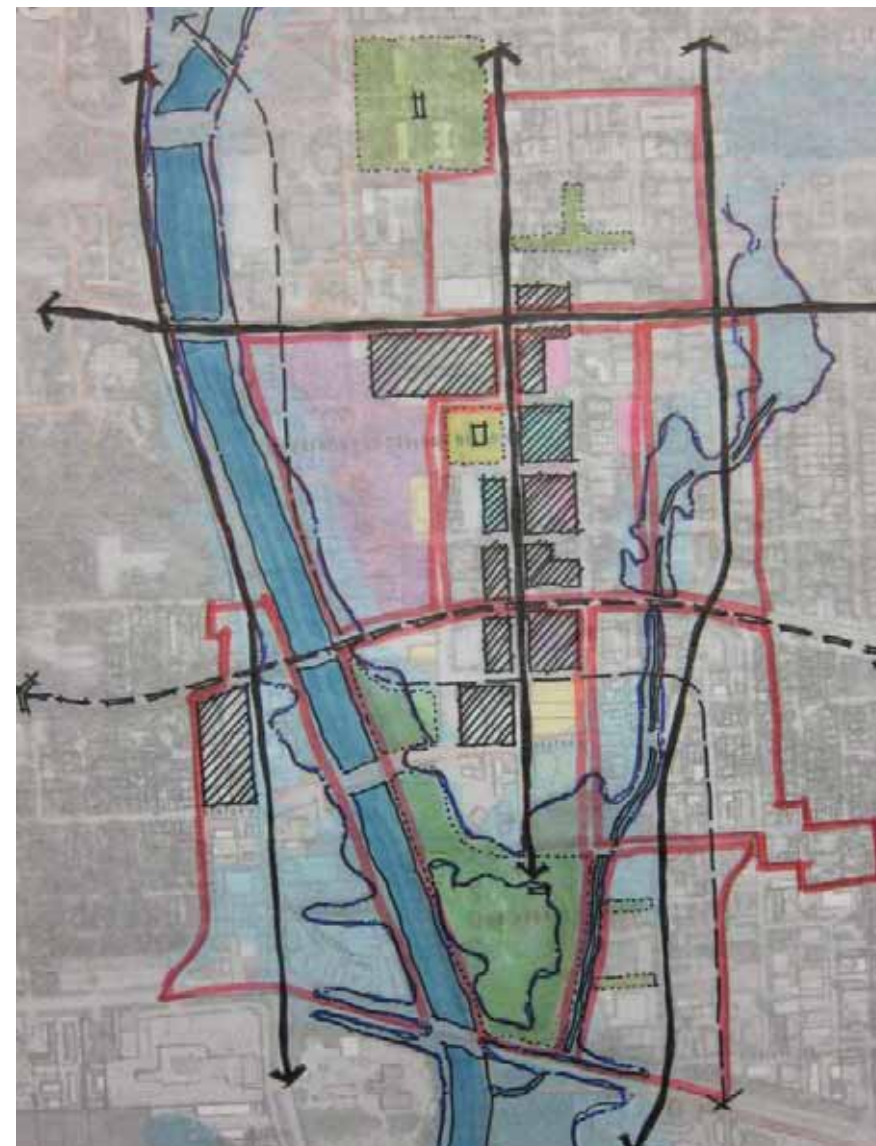
The focal point of the Downtown and Riverfront Crossings District planning process was the Design Charrette held from November 29th – December 1st, 2011 at City Hall. The Charrette merged the results of the Visioning Process with the Market Analysis developed by S. B. Friedman Development Advisors.

The Charrette was staffed by professionals in a variety of fields, including urban planning and design, landscape architecture, architecture, and market and real estate advisors. Held over three days and attended by well over 100 participants, the iterative process continually tested ideas and concepts and made revisions based on input from the participants. Ideas were continually refined, so that by the end of the final day, general consensus on the key elements and development concepts to be included in the master plan had been achieved. The results of the Design Charrette are included on the following pages.

Day 1- November 29, 2011

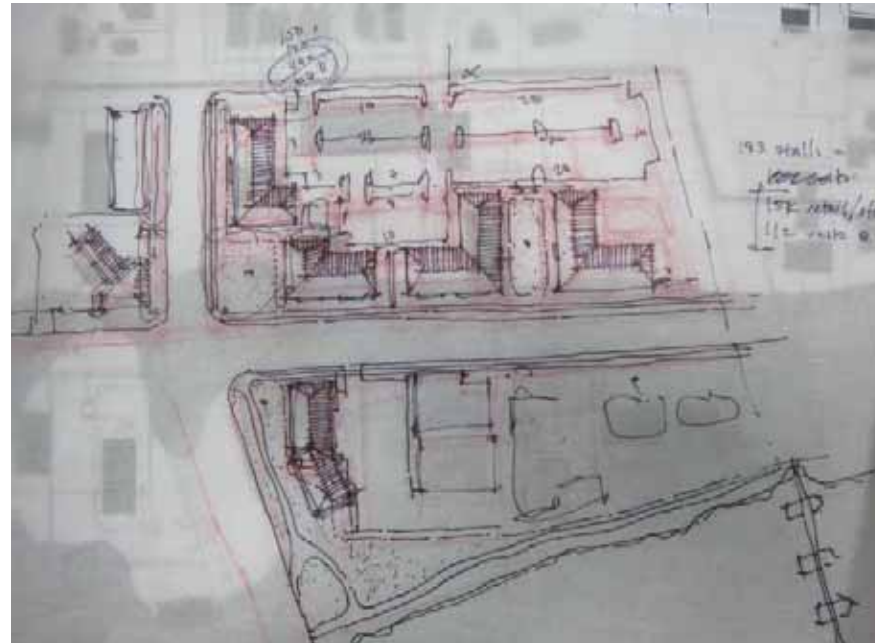


Evening pin-up session on Day One.



General Framework Concepts developed during the first day of the design charrette. The left image identifies preliminary sub-districts and key features. The right image identifies primary streets and pedestrian walk-shed.

Day 2- November 30, 2011



Refined concepts developed during the second day of the design charrette. The left image identifies potential open space sites and acquisitions along Ralston Creek. The image on the right examines potential development at the intersection of Benton Street and S. Riverside Drive.

Final pin-up session on Day Two.

Day 3- December 1, 2011



Final concepts developed during the third day of the design charrette. The left image portrays potential redevelopment at the intersection of Benton St. and S. Riverside Drive, while the image on the right shows infill redevelopment along South Gilbert Street.

Evening pin-up session on Day Three.

the plan

The Downtown and Riverfront Crossings District plan was driven by several key project goals that were based on City, Stakeholder, and community input obtained during the previously discussed Visioning Process.

Maintain Downtown Iowa City as the focal point of the region

- › Provide opportunities for strategic and contextual infill and redevelopment within Downtown
- › Encourage a variety of uses and activities within the downtown core
- › Preserve and enhance the historical integrity of the district

Encourage pedestrian-oriented, mixed-use redevelopment

Maintain and enhance the pedestrian-oriented urban fabric of the district

- › Encourage a mix of housing, office, retail, and civic infill development within the Study Area
- › Ensure that new development and infrastructure investments are contextual with the goals of the plan

Create a resilient riverfront park system

- › Create a community park and open space system along the Iowa River that balances both active and natural open spaces
- › Use flood mitigation measures and stormwater best management practices to protect against future flooding
- › Allow views of the Iowa River from public open space, right-of-way, and private development

Enhance Ralston Creek to become a community asset

- › Protect Ralston Creek and restore it as a naturally functioning waterway
- › Utilize the restoration of the creek as a catalyst for the redevelopment of adjacent properties
- › Provide access to the creek by developing a multi-use trail adjacent to, and along it

Develop a multi-modal transportation network

- › Reduce the dependence on the automobile by providing access to a variety of transportation options
- › Create a framework that accommodates transit, bicycles, and pedestrians, in addition to personal vehicles
- › Develop a transit-oriented development node at the intersection of the proposed light rail line and Regional Passenger commuter rail line

Create a network of green streets in the district

- › Activate and improve streetscapes by providing enhanced pedestrian amenities
- › Provide ecological benefit, pedestrian comfort, and aesthetic interest along sidewalks by incorporating landscaping and street trees along key corridors
- › Complete the street grid by reconstructing segments that have been removed and by reverting one-way streets back to two-way

Incorporate art throughout the district

- › Develop a framework for locating public art at key locations throughout the study area
- › Consider incorporating art into infrastructure and other functional systems, such as streets furnishings, bridges, power substations, etc.
- › Develop an arts district where artists can live, create, and sell their work and act as a creative stimulus to the local economy

Promote sustainable design practices throughout the district

- › Encourage low-impact development (LID) approaches to design and development
- › Create a system of stormwater best management practices (BMP's) to control and cleanse runoff
- › Encourage the reuse and preservation of historic structures and the development of a walkable development within the study area



Examples of pedestrian friendly environments.



- 1 Downtown Infill Development
- 2 Burlington Street Pedestrian Enhancements
- 3 New Student Housing
- 4 Clinton Plaza
- 5 Clinton Street Promenade
- 6 Ralston Creek Reconstruction
- 7 Rock Island Train Depot/Potential Passenger Rail Station
- 8 Transit Oriented Development and Station Civic Plaza
- 9 Central Crossings Light Rail Stop
- 10 Cottage Homes
- 11 Artist Courts

- 12 Park District Mixed-Use Development
- 13 River Outlook
- 14 Potential Arts Center
- 15 Regional Park
- 16 Gilbert Street Mixed-Use District
- 17 South Gilbert Light Rail Stop
- 18 Riverview Townhomes
- 19 Riverfront Residential Tower
- 20 Riverside Drive Commercial Redevelopment
- 21 Riverside Drive Pedestrian Enhancements
- 22 Entrance Monuments

framework elements

sub-districts

primary streets and required retail storefronts

mobility

green space

public art

student housing

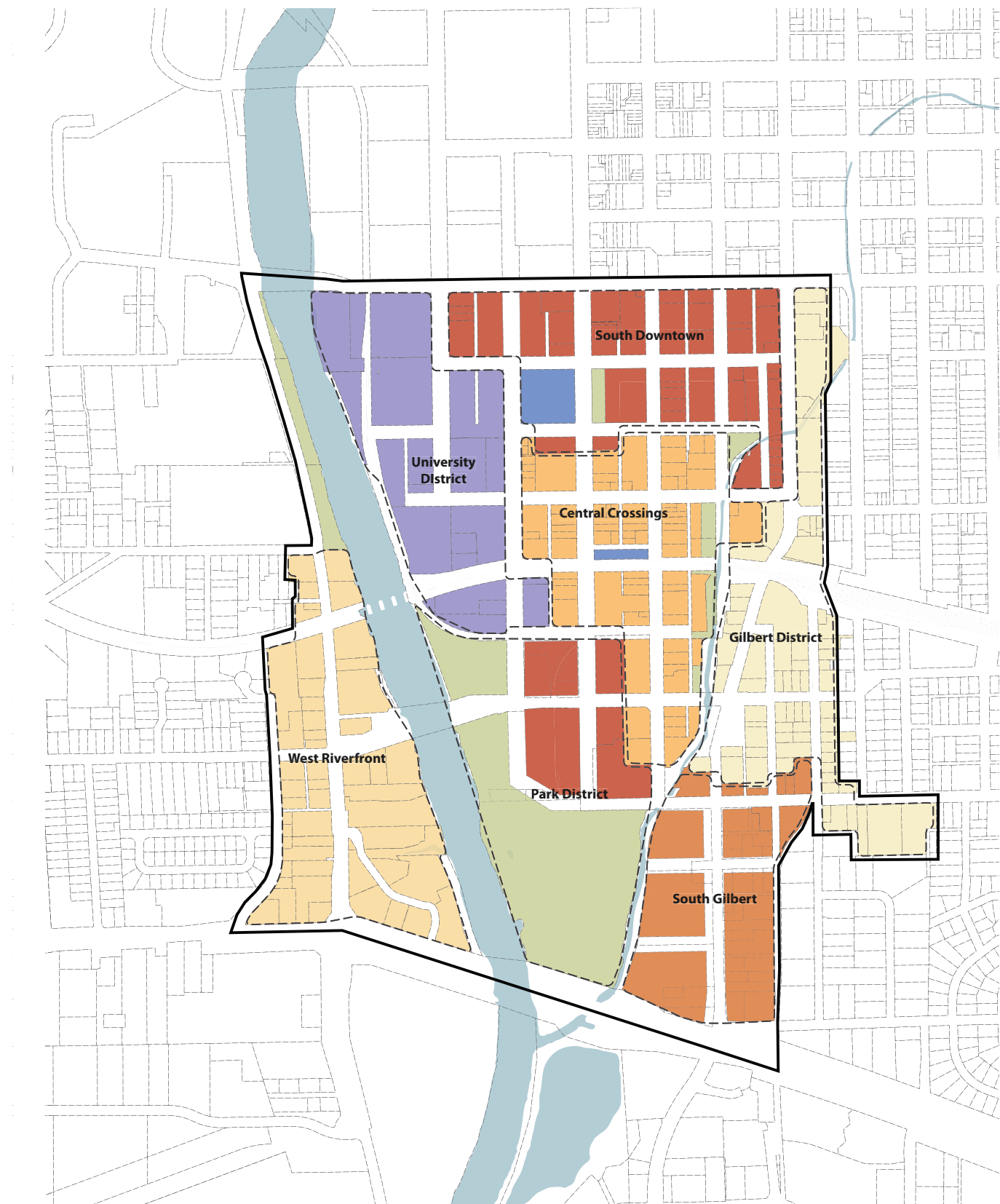
sub-districts

During the course of the planning process, several prominent features were discussed on a recurring basis. Due to either their prominent role in the plan or their relevance and impact on other elements, these features became to be known as Framework Elements. Framework Elements consist of Sub-Districts, Primary Streets and Required Retail Storefronts, Mobility, Green Space, Public Art, and Student Housing. These Framework Elements will be discussed in further detail on the following pages.

The Downtown and Riverfront Crossings Master Plan Study Area is very large in size and contains a number of neighborhoods and settings, each with their own identity. Instead of combining them into one homogeneous district, it was determined that it would be more useful, and appropriate, to break the Study Area into sub-districts. These sub-districts would be identified based on their location, primary use, scale, and other identifying features. In all, eight districts were identified:

- › Downtown
- › South Downtown
- › Central Crossings
- › Gilbert
- › West Riverfront
- › University
- › Park
- › South Gilbert

Many of these sub-districts existed in a geographic sense, but were unnamed and given “formal” names as part of the planning process. Other times, the sub-districts were known by their formal names, but did not have defined geographic boundaries. Each sub-district will be described in more detail in the following chapter.



Right: Sub-District Diagram

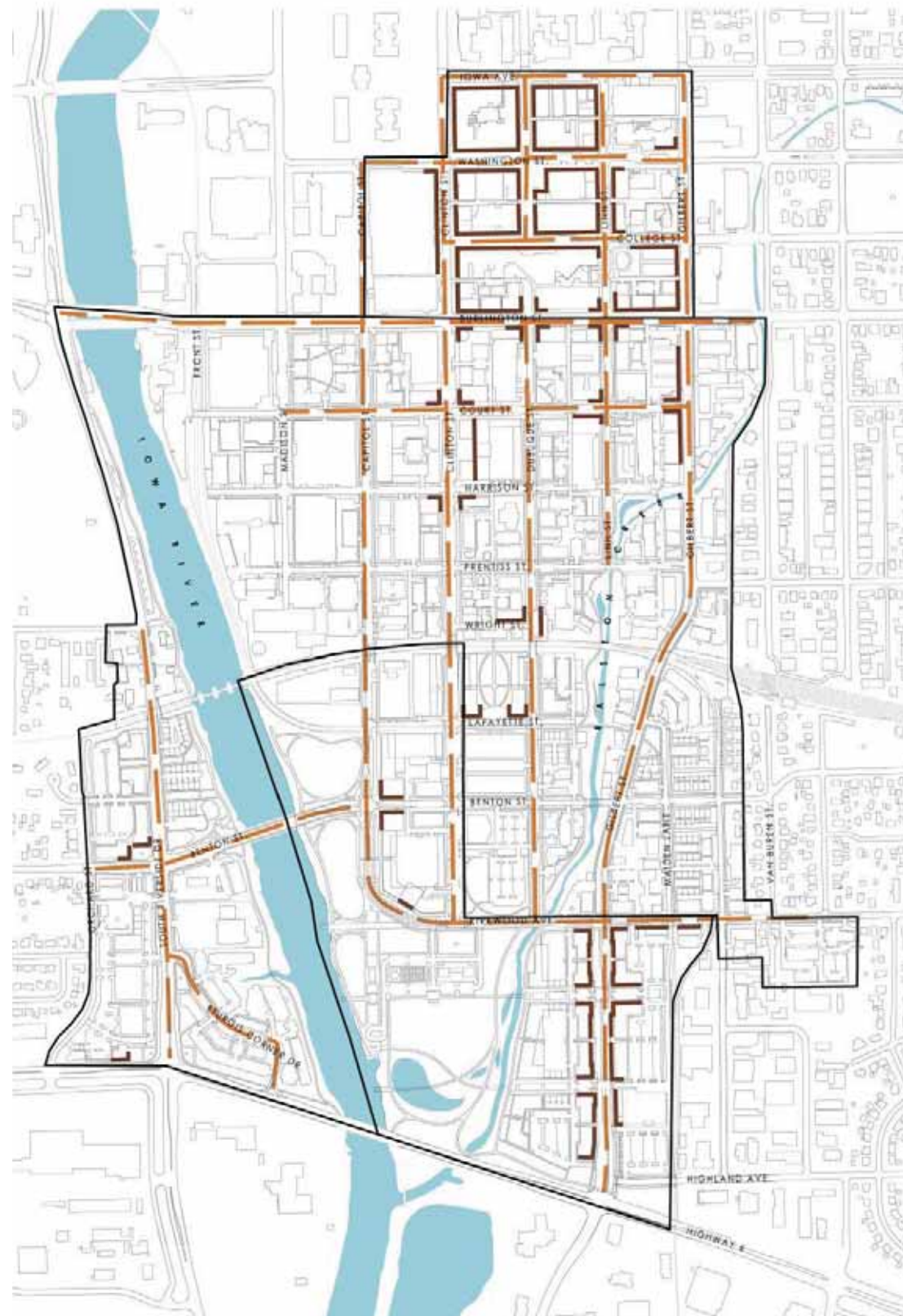
primary streets and required retail storefronts

Every great city has great streets. Great streets are not streets that just move vehicular traffic. Instead, they are known for their pedestrian activity, retail vitality, connectivity, and desirability as a sought-after address. In other words, they become destinations in their own right. The downtown blocks of Iowa Avenue, Washington Street, College Street, Clinton Street, and Dubuque Street best fit this definition.

As the plan for Downtown and Riverfront Crossings comes to fruition, additional street corridors will be added to this list. Outside of downtown, future primary streets should include key east-west streets such as Burlington and Court, and north-south streets such as Gilbert, Linn, Dubuque, Clinton, Capitol, and Riverside Drive.

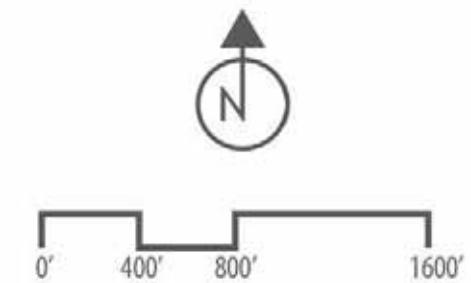
Over time, these streets will transform into special “places”. Streetscape enhancements will improve pedestrian comfort, buildings – many with active street-level uses – will address the street, and sidewalks will teem with life. In order to encourage the amount of street-level activity desired by participants in the planning process, retail storefronts will be required at key locations. These storefronts will have minimum floor to ceiling height requirements, as well as opacity requirements. Initially, these storefronts can be utilized for residential uses. As more “rooftops” are added, this market will transition and residential uses will migrate to retail uses. These storefronts, and the stores they represent, will draw activity to key nodes within the Study Area (Clinton Plaza, Rock Island Train Depot TOD, etc.). Care has been taken to minimize the amount and location of required retail storefront so as to not negatively impact the existing Downtown retail market.

Right: Primary Streets and Required Retail Storefronts Diagram



primary streets & storefronts

- Primary Street
- Required Retail Storefront
- Existing Waterways
- Study Area Boundaries



mobility

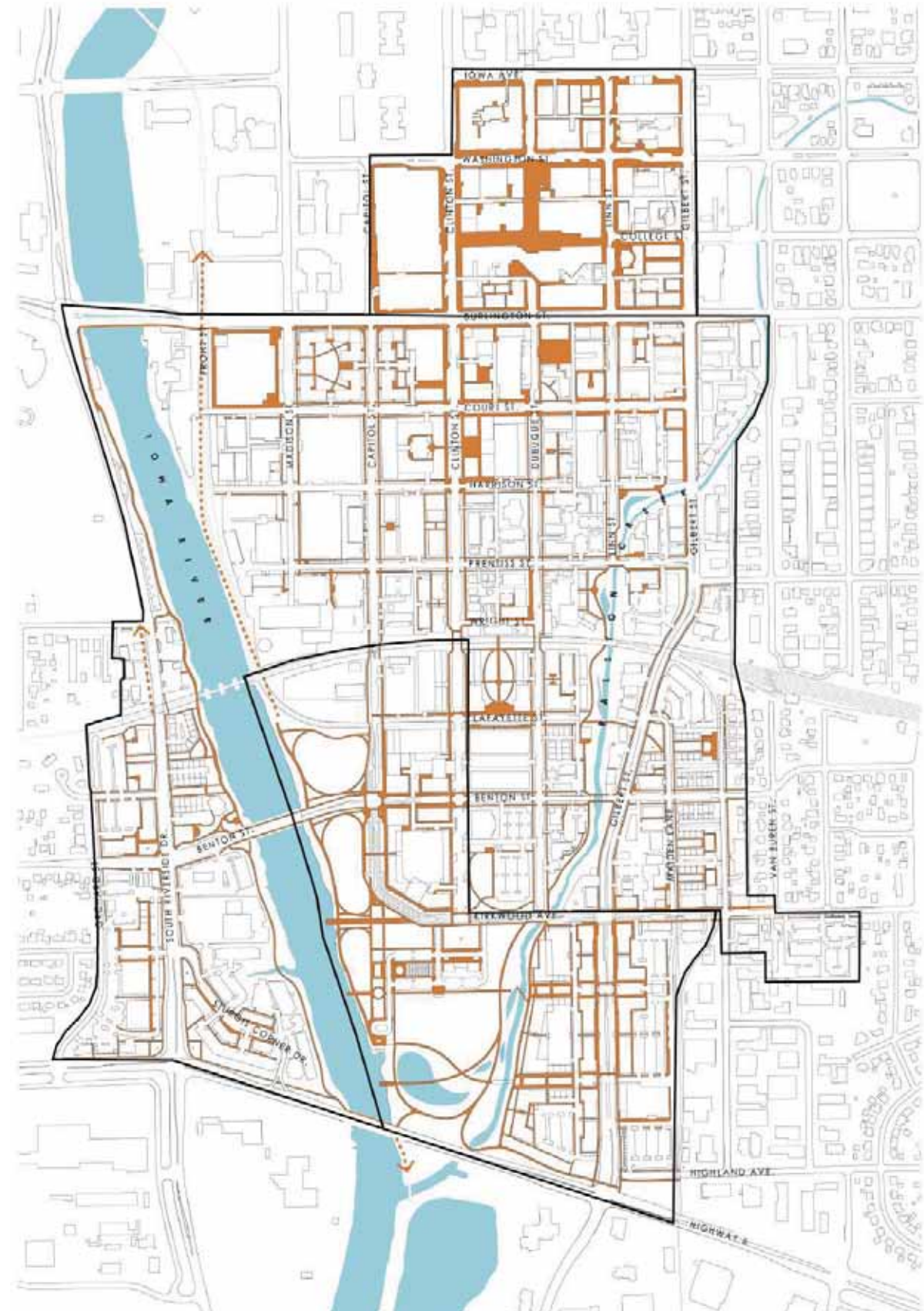
Many people within the District arrive by car. In order to be successful in creating the vibrant, pedestrian-oriented, mixed-use environment that is desired, the area's modal split will need to change. Surface parking lots will need to be transformed into buildings, traffic will need to be calmed, transit options should be enhanced, commuting by bicycle will need to be encouraged, and the pedestrian experience will need to be enhanced. The following Mobility Elements are a part of a complete package of enhancements that will alter the way people move within, and through, the District, resulting in increased accessibility and an improved quality of life for all.

Pedestrian Existing pedestrian routes within the district will be enhanced in order to create the walkable, pedestrian-oriented environment that is envisioned for the District. Currently, sidewalk connectivity is limited in many locations, which creates an uninviting place for pedestrians. The design of the public realm, including streets and the placement of buildings, will greatly affect the quality of place for pedestrians.

Pedestrian comfort and safety should be placed at a premium during design phases. Per city requirement, sidewalks are required on both sides of the street. They should be a minimum of 6' wide where possible, and trails and significant pedestrian routes, should be a minimum of 8' wide, and in the highest volume pedestrian areas, such as Downtown and South Downtown Districts, 10' – 12' wide. The circulation pattern should continue the gridded network of streets already in place, while connecting to the larger trail network along the Iowa River and Ralston Creek. Enhanced connections over the Iowa River should be considered, including a new pedestrian bridge and new side paths along street bridges when they are reconstructed.

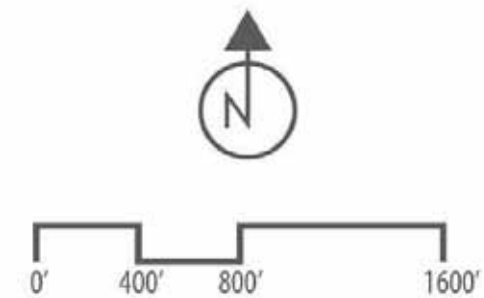
The Clinton Street corridor should be turned into a pedestrian promenade, connecting Downtown Iowa City with the new regional riverfront park. Enhanced pedestrian amenities, including street trees, furniture, and landscaping, should be added to the auto-oriented Gilbert Street, Burlington Street, and South Riverside Drive corridors.

Right: Pedestrian Network Diagram



pedestrian

- Pedestrian Network
- Possible Pedestrian Network
- Existing Waterways
- Study Area Boundaries



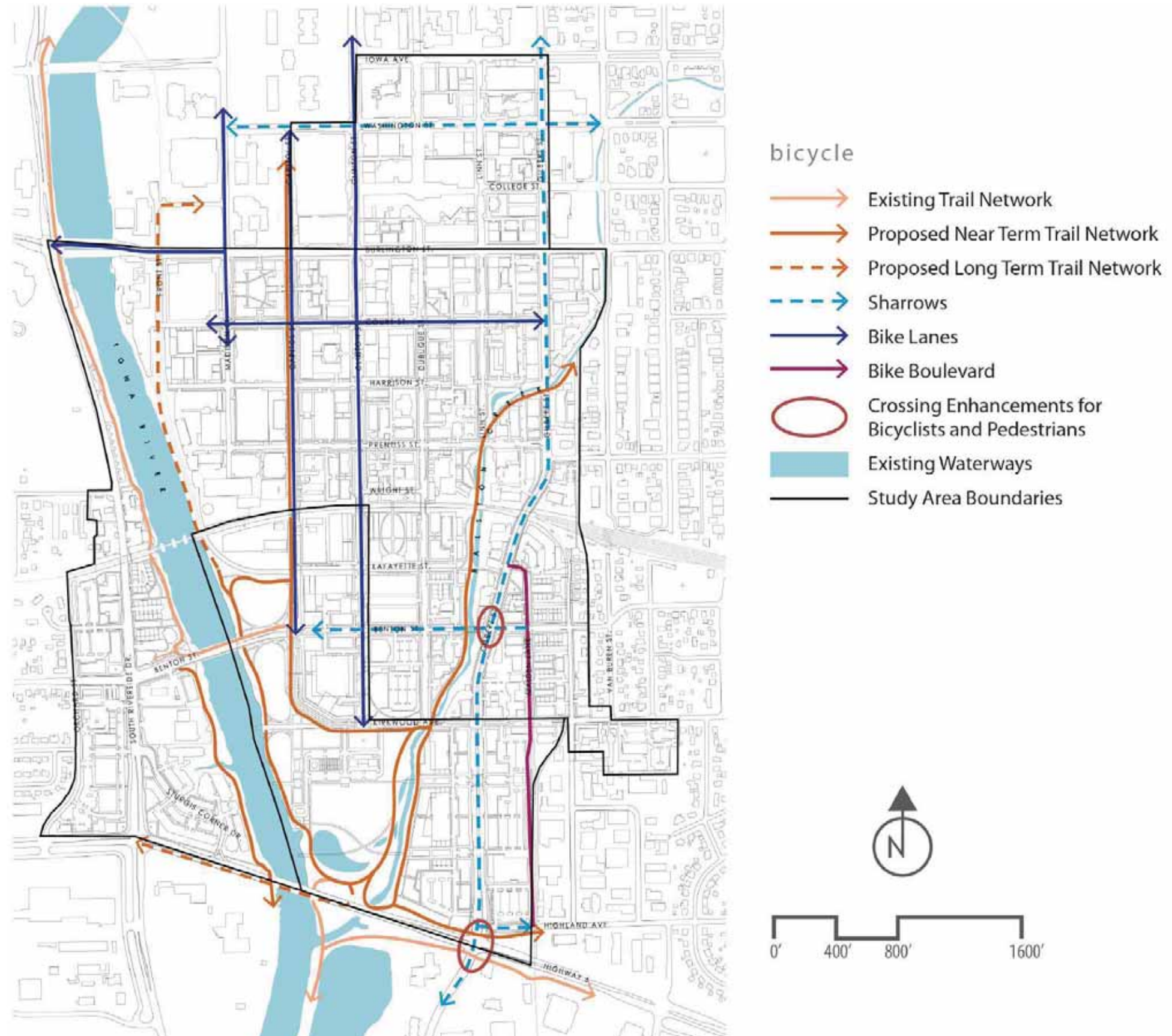
Bicycle Bicycle facilities should be integrated into the design of the District in order to promote a variety of mobility options. The facilities shown here are conceptual in nature, and will be designed and installed over time as the City and MPO implement the Metro Area Bicycle Plan. Currently, the bicycle network within the District includes the off-street Iowa River Corridor Trail that parallels portions of the Iowa River, but few on-street bicycle facilities.

Over time, multiple north-south options connecting Highway 6 and Downtown Iowa City may be provided. On-street facilities include sharrows on Gilbert Street, a bike boulevard on Maiden Lane, and bike lanes on Madison Street, Capitol Street, and Clinton Street. Off-street north-south options include the future Ralston Creek Trail and an extended Iowa River Corridor Trail. This redundancy in north-south routes allows cyclists multiple options, and takes into consideration their destinations and skill/comfort level.

East-west options within the District include the Highway 6 trail, bike lanes on Court Street and sharrows on Washington Street and Benton Street. Because connectivity across the Iowa River is limited, future bridge replacement (Highway 6 and Benton Street) should incorporate enhanced bicycle facilities. In conjunction with future improvements to the Highway 6 bridge, a new trail along the north side of Highway 6 should be considered. Additionally, bike/ped crossing enhancements should be made at the intersections of Benton Street and Gilbert Street, and Highway 6 and Gilbert Street, in order to make it safer and easier for pedestrians and bicyclists.

The provision of both on-street and off-street bicycle facilities throughout the district will provide multiple options for bike riding and commuting. Bike parking, lockers, and other amenities should also be provided.

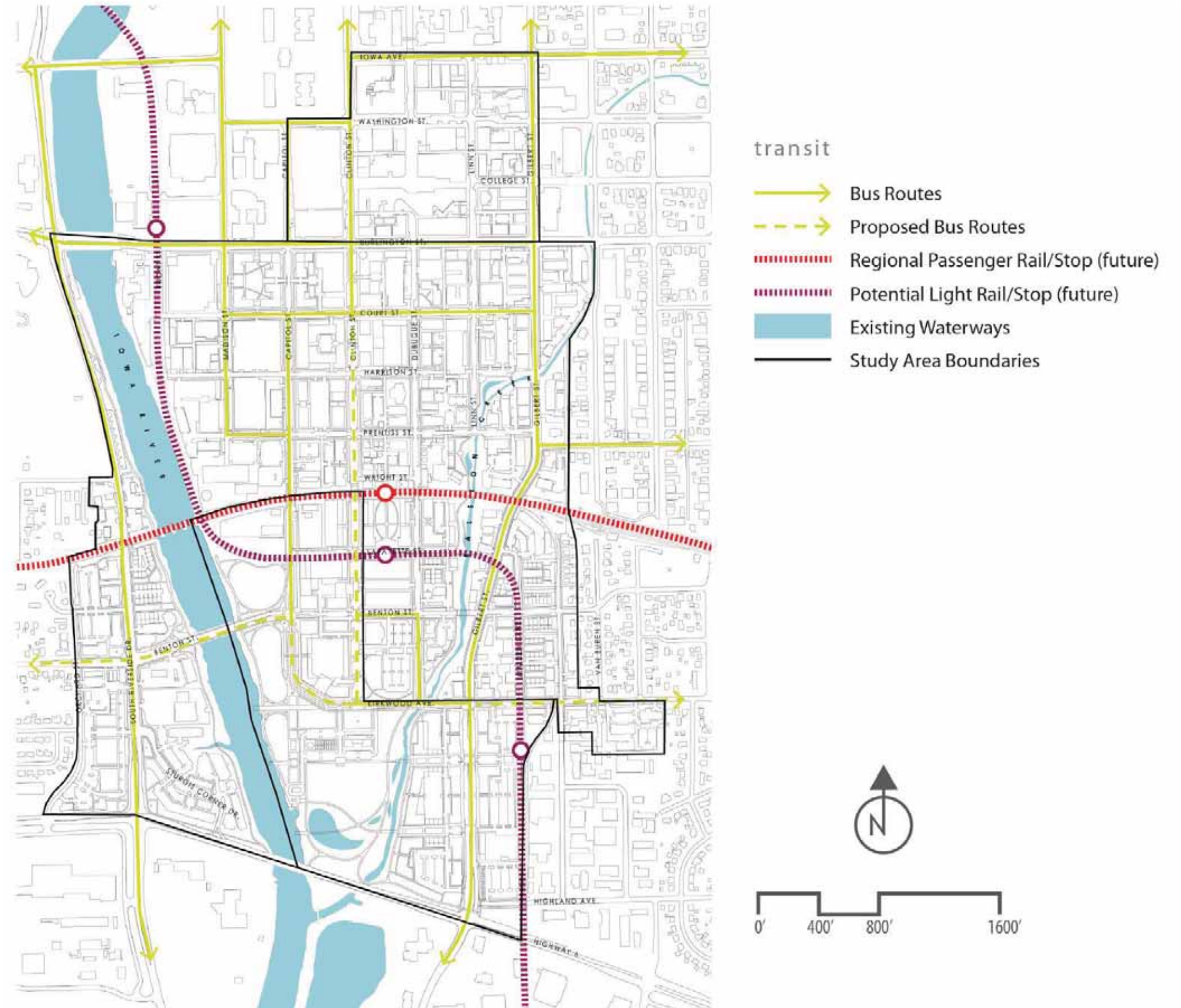
Right: Bicycle Network Diagram



Transit In the future, the District will be served by regional passenger rail and light rail service. The prospect of this service allowed for the creation of a transit-oriented development (TOD) framework for the district. The focal point will be a transit hub located between Wright Street and Lafayette Street. The proposed regional passenger rail station, to be housed in the former Rock Island Station, will be located on the north side of the transit hub and will serve the entire city. The south side of the transit hub will house a light rail stop, which will provide access to the central portion of the district. Two additional light rail stops are proposed – one to the north of Burlington Street, which will provide service to Downtown and the University of Iowa, and a southern stop, located along 1st Street, which will provide access to the Gilbert Street corridor and adjacent riverfront park.

In addition, bus service will be expanded within the district in order to provide an additional layer of access for residents and visitors. Bus stops are proposed for key locations, and will be integrated with rail stops in order to provide enhanced coverage. Existing bus lines will be revised to accommodate modifications in the street grid, and a new route is proposed for the Clinton Street Promenade, which will be the primary connection between Downtown and the new regional park.

Right: Transit Network Diagram



Streets The Riverfront Crossings District Sub-Area Plan identified several recommended modifications to the street network, including the Capitol/Kirkwood Connector, south Gilbert Street, and south Clinton Street. The plan for the remainder of the District recommends several additional modifications, including the following:

Burlington Street

The pedestrian safety / appeal of this heavily travelled corridor should be enhanced over time by securing 10' of additional setback on all new buildings, making modifications to the existing roadway, providing additional sidewalk width, and enhancing the streetscape (details are addressed in the street section on page 35 and in the Development Opportunities chapter on page 56).

Court Street

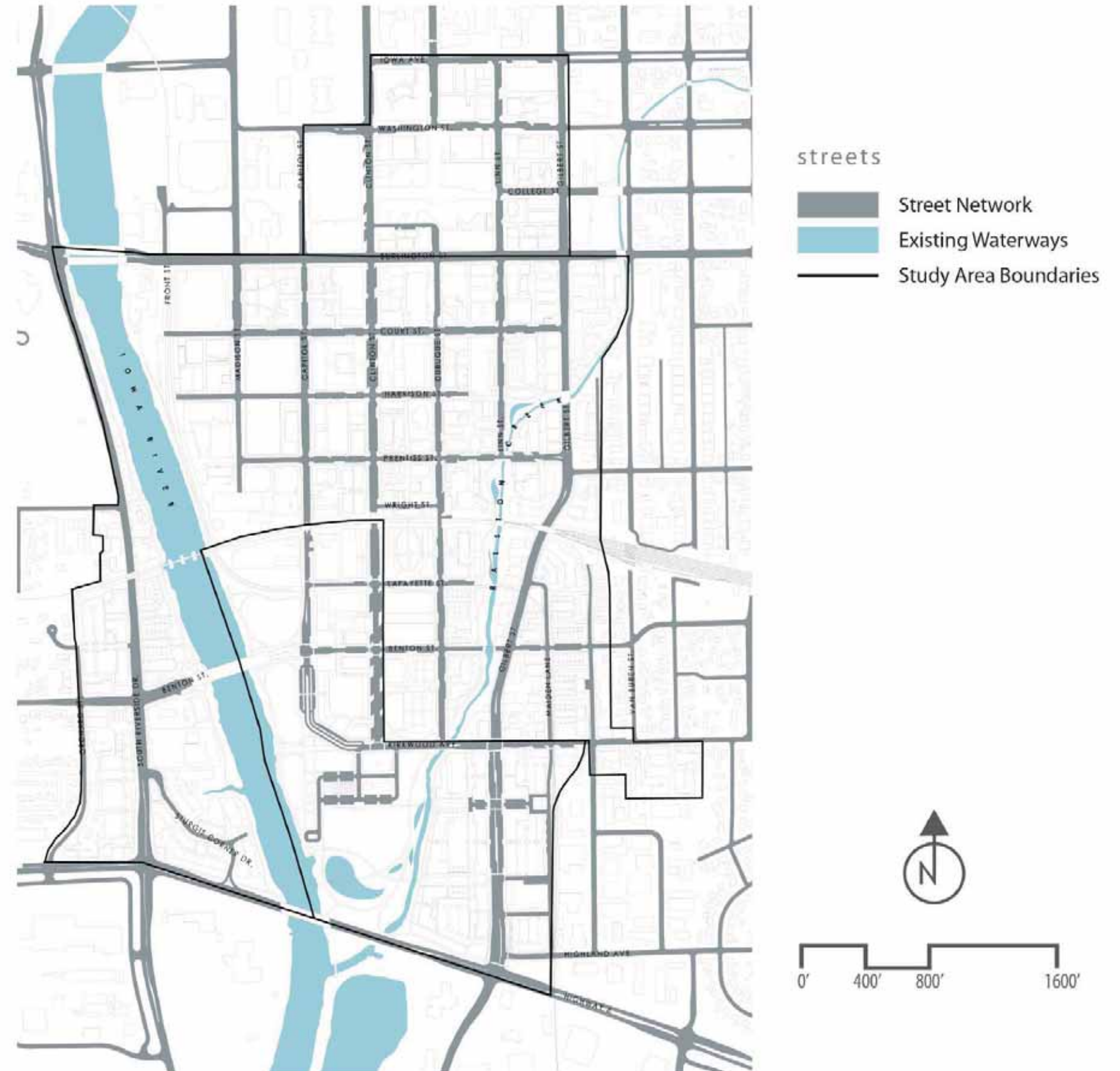
A pedestrian and bicycle alternative to Burlington Street will be provided by enhancing this key east-west corridor with bike lanes, on-street parking, and an enhanced streetscape, including 8' sidewalks.

Riverside Drive (North of Benton Street)

The pedestrian environment north of Benton Street is fairly hostile to pedestrians. The sidewalk is narrow, often directly adjacent to traffic lanes, and rarely has a buffer (landscaping and/or street trees) between pedestrians and traffic. As redevelopment occurs, additional right-of-way, or alternatively, a greater building setback, could be provided in order to improve the pedestrian environment with enhanced landscaping and street trees, a wider sidewalk, pedestrian-scaled lighting, and safe passage through the railroad abutment.

Riverside Drive (South of Benton Street)

Similar to Riverside Drive North, this segment currently offers little in the way of pedestrian comfort or aesthetics. As redevelopment occurs over time, additional right-of-way or, alternatively, a greater building setback, could be provided. This will allow for a continuous center turn lane, an enhanced landscape strip on the west side, and a slip lane /drive aisle on each side to serve adjacent new commercial development. An enhanced connection under the railroad bridge should be considered in order to connect north and south segments of Riverside Drive.



Right: Street Network Diagram

Capitol Street

When the superblock bordered by Burlington Street, Court Street, Madison Street, and Clinton Street redevelops, Capitol Street should be extended through the site in order to reconnect the grid. This new street segment will increase connectivity between Downtown and the remainder of the district, and re-establish the view corridor north to the Old Capitol.

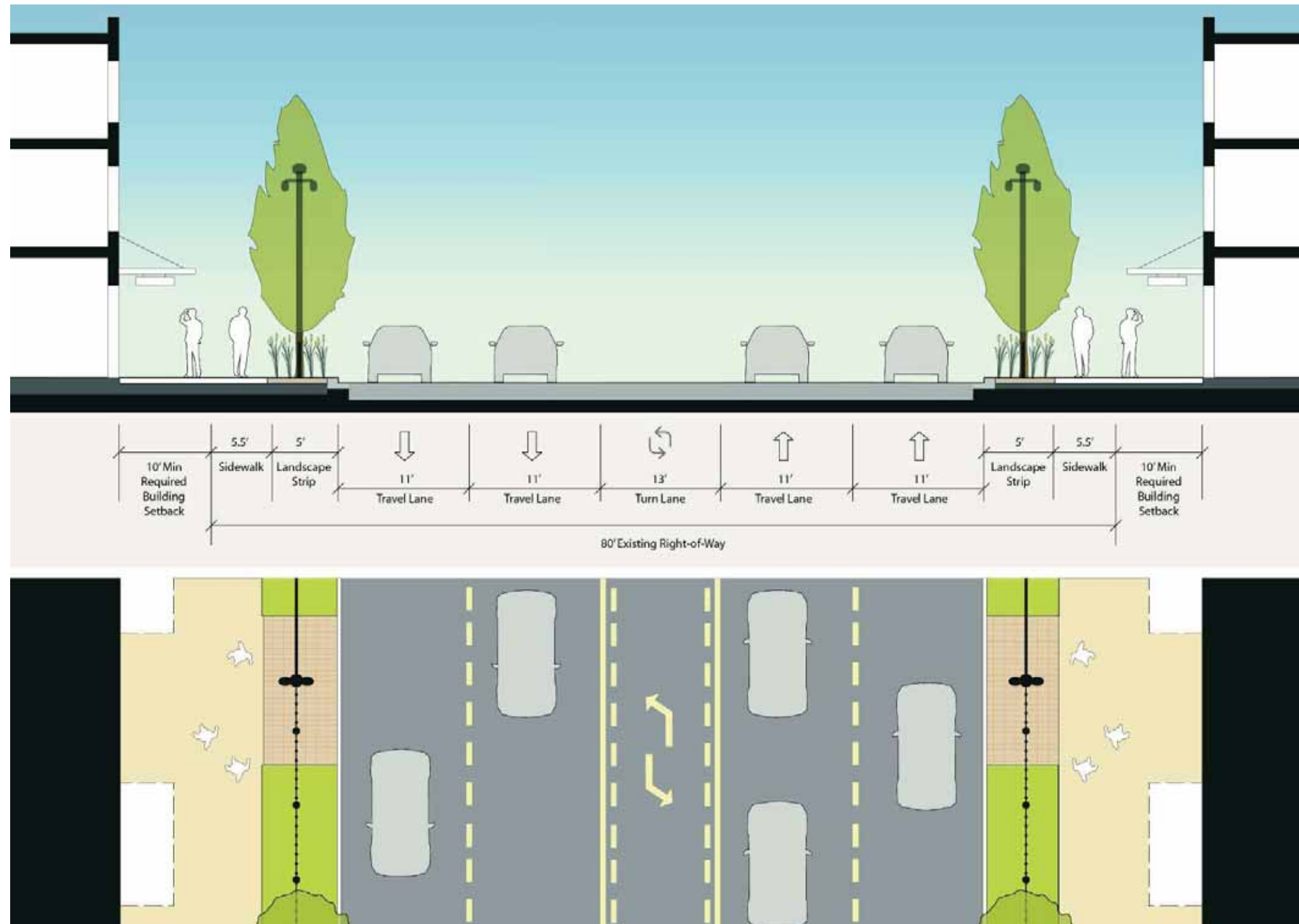
Clinton Street

The plan designates Clinton Street as the primary link between Downtown and the new regional park. This multi-modal corridor, to be designed to function as a civic promenade, will be the central spine of the district. In addition to travel lanes in each direction, it will have bike lanes, on-street parking, 8' sidewalks, and a 12' landscaped parkway strip on each side. In addition, it may be one of the north-south bus routes within the district.

Compared to the auto-oriented character of the current streets in the district that contain sidewalks, but few dedicated bicycle amenities, the proposed street network will create urban street sections that provide safe and convenient movement for pedestrians, bicycles, transit, and automobiles. The illustrative street sections / plans for General Residential (80' ROW) Streets and General Commercial (80' ROW) Streets detail the preferred configuration of these streets. Existing barriers include the railroad, creek, and Burlington Street. While most existing streets have sidewalks, some improvements are needed to overcome barriers, and an additional traffic study will be needed to finalize the roadway design recommendations, as achieving the intended street character must balance the transportation goals for pedestrians, bicycles, transit, and automobiles.

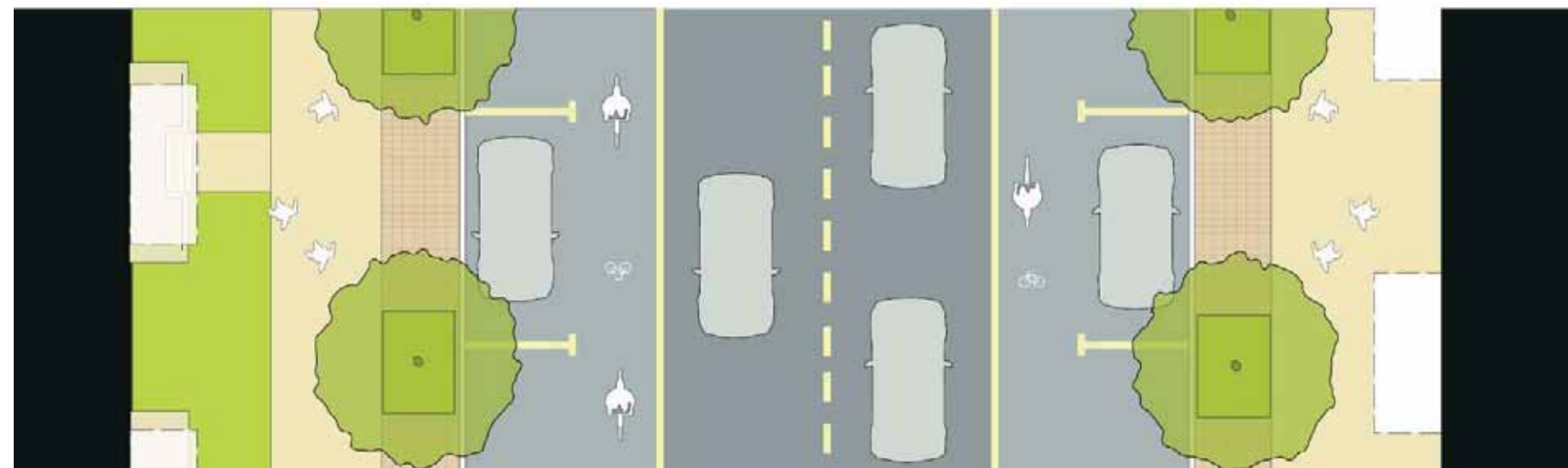
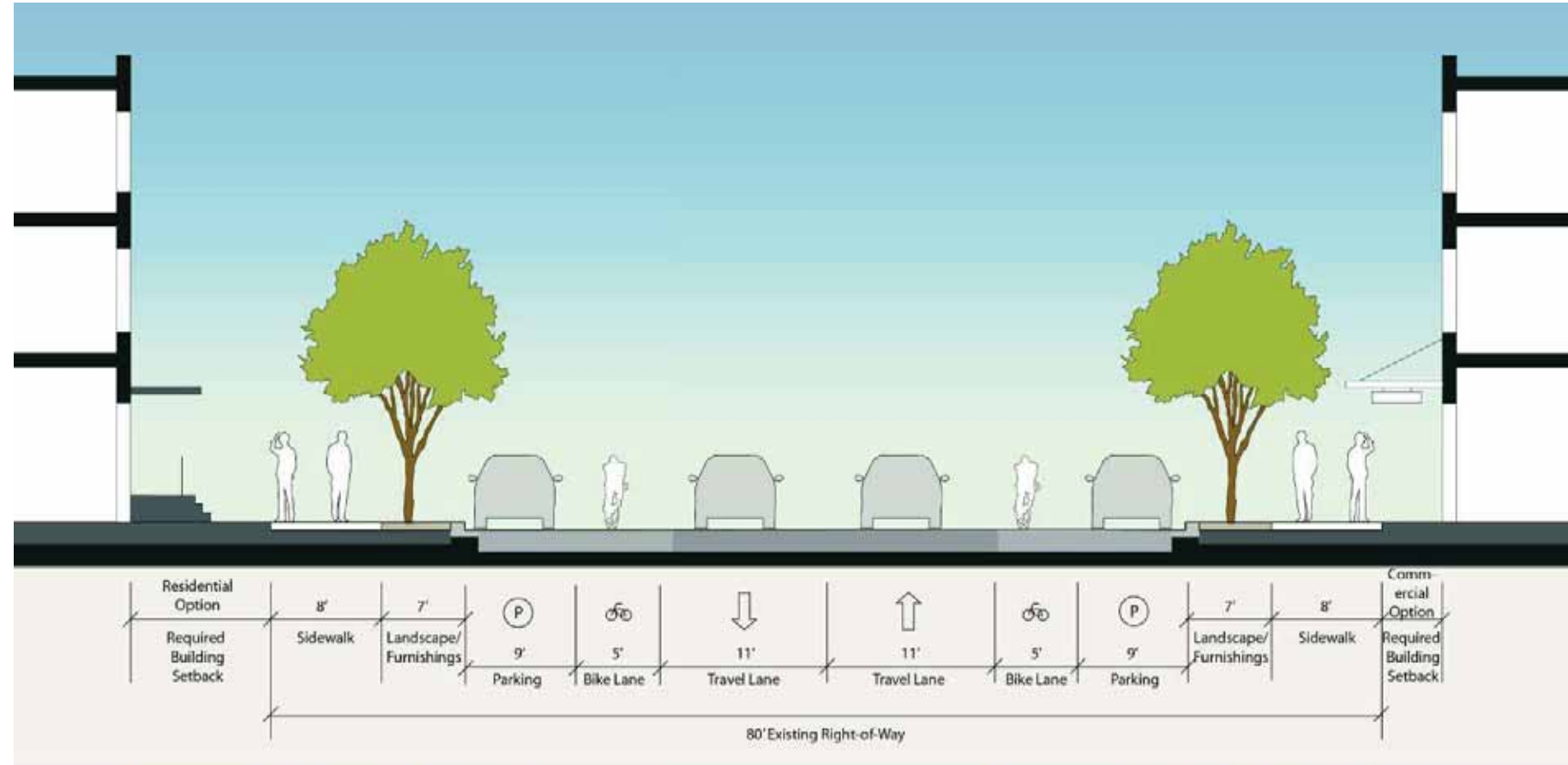


Street Section Locator



Burlington Street (A-A)

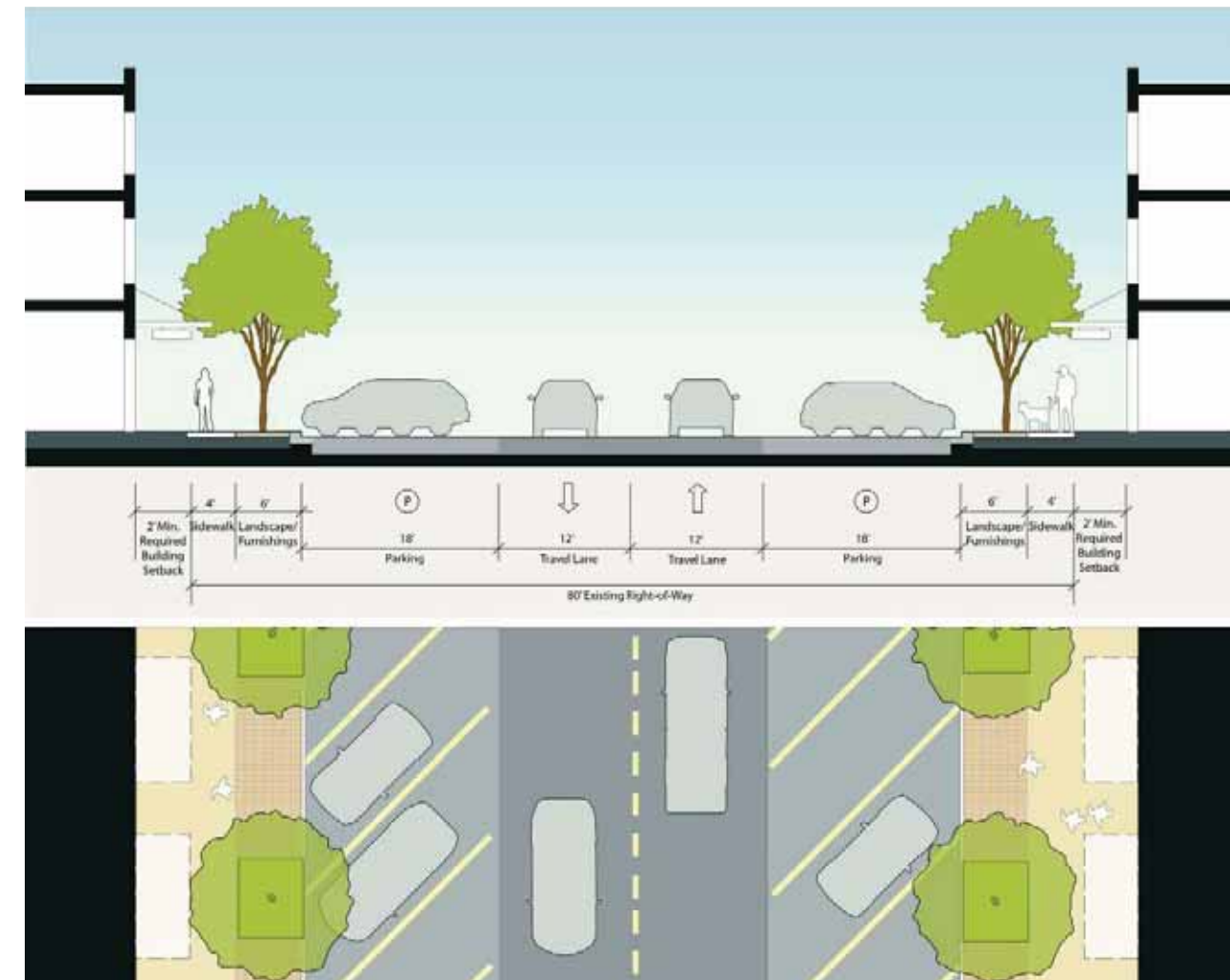
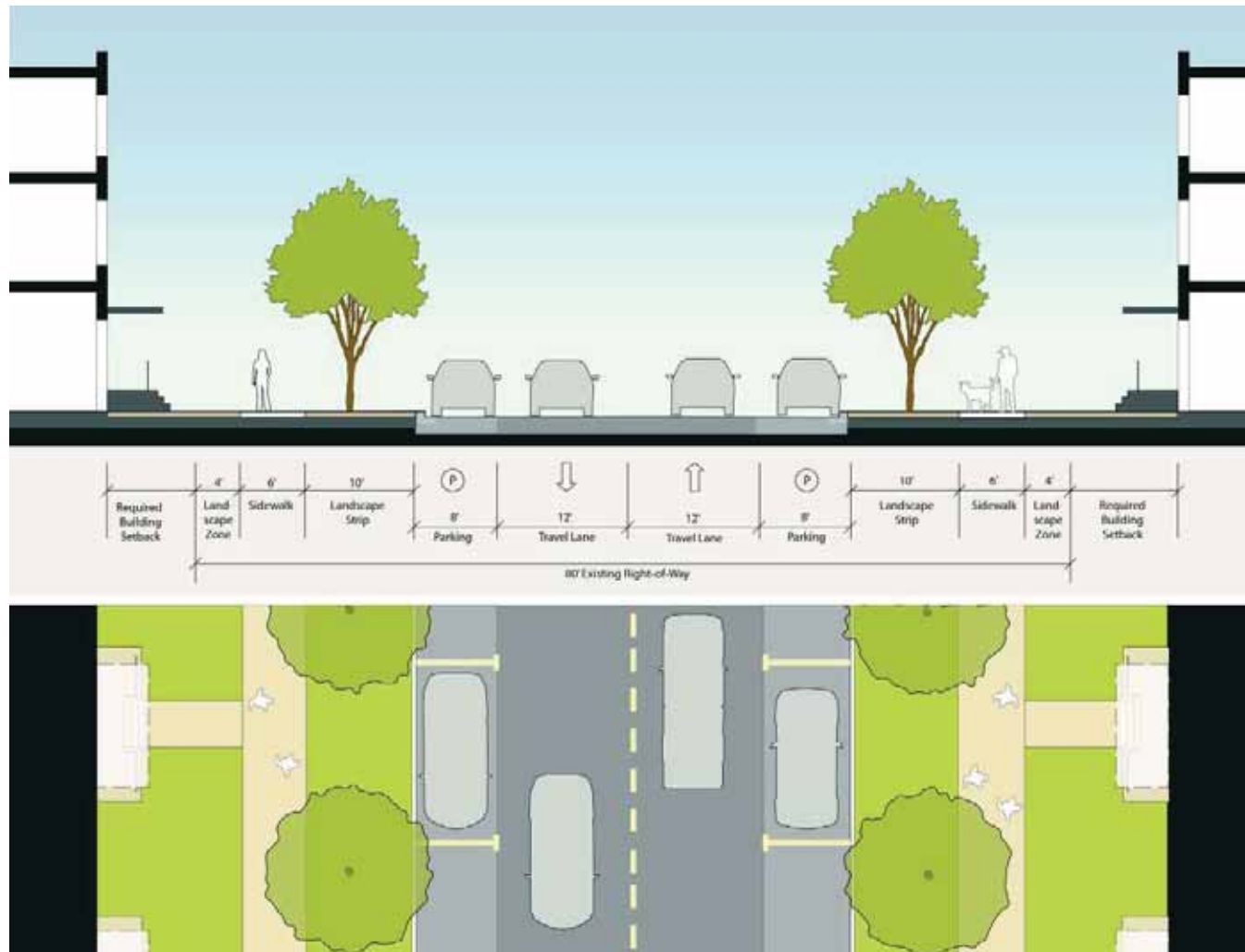
**Note: Careful tree well design and species selection will be necessary for trees on Burlington Street.*



Court Street (B-B')

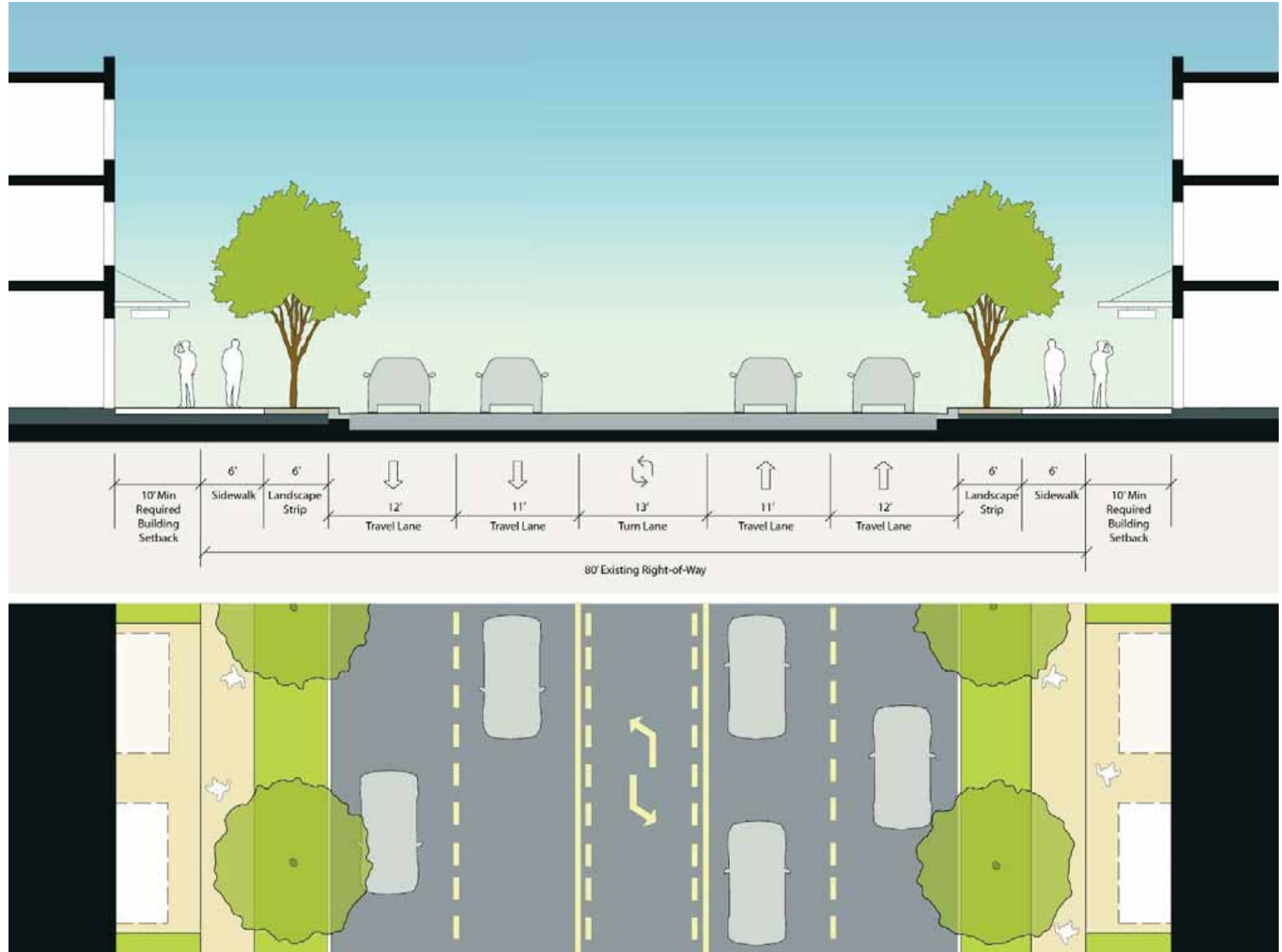


Clinton Street South (C-C')

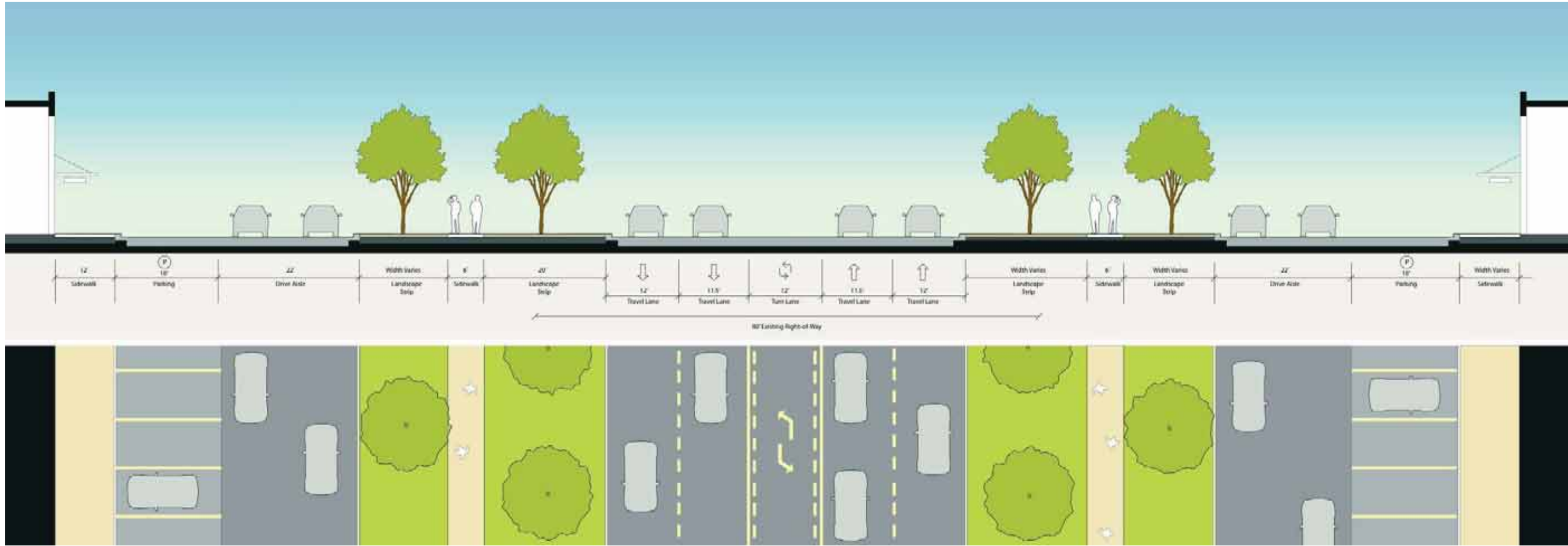


General Residential (D-D')

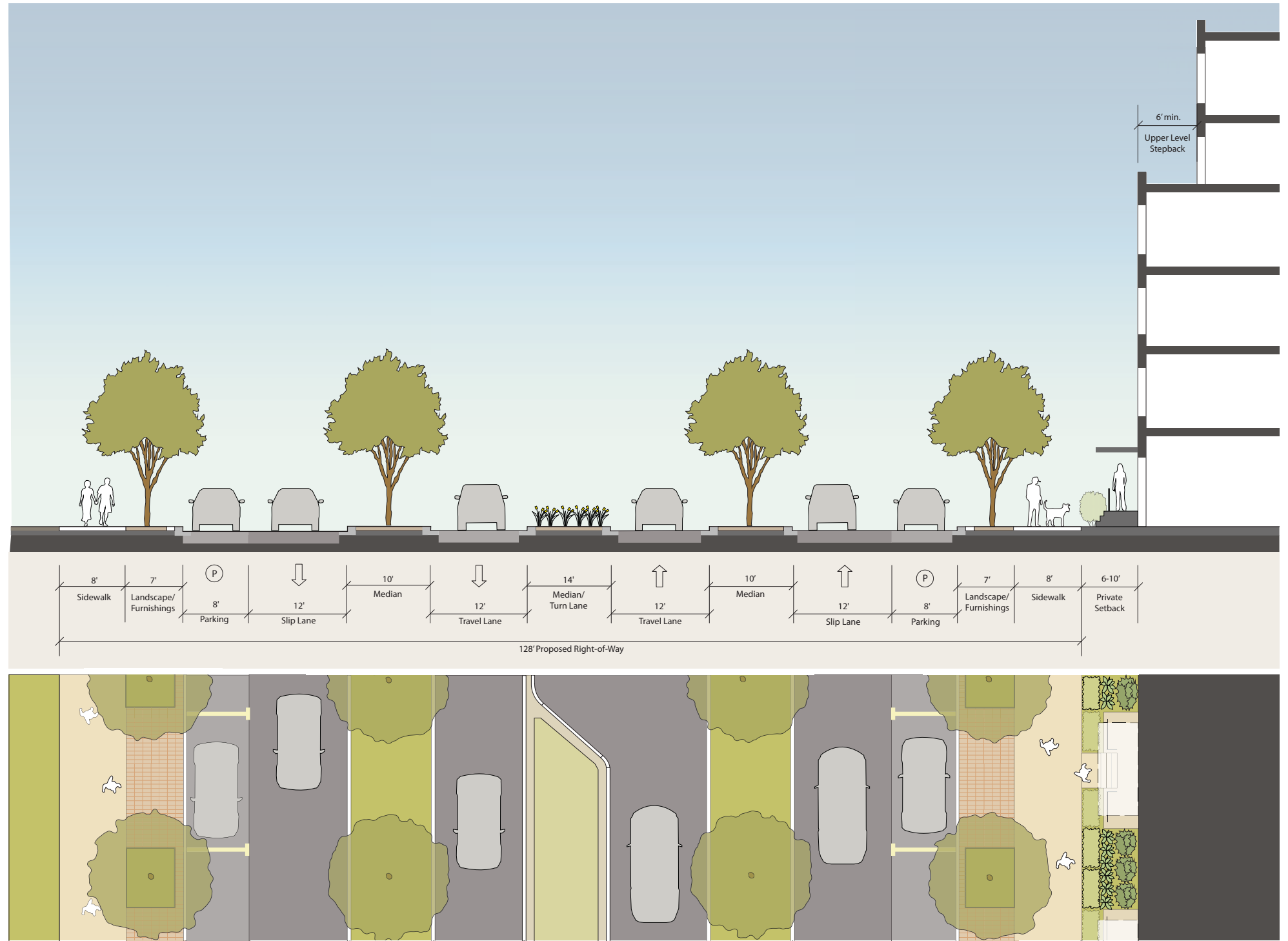
General Commercial (E-E')



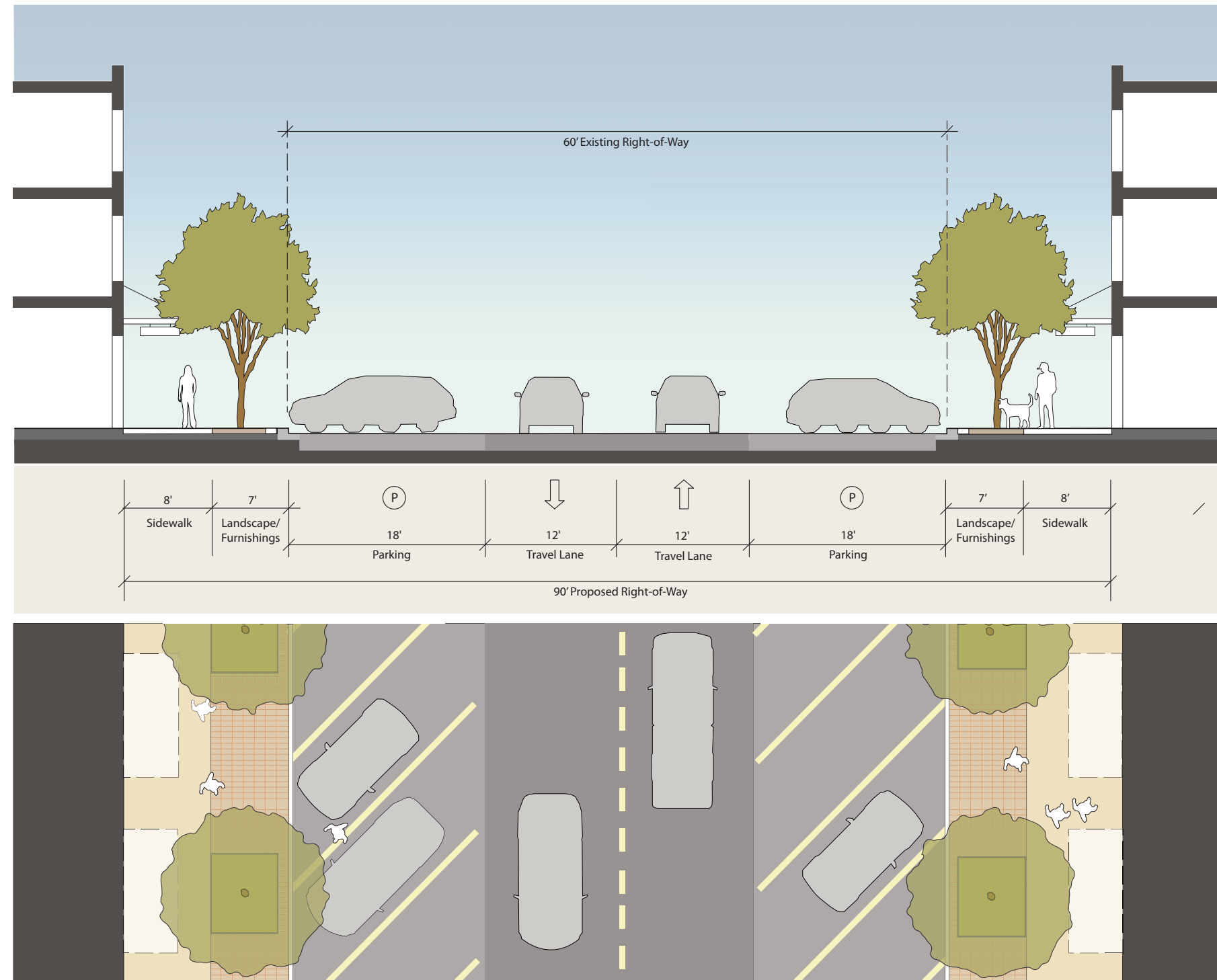
Riverside Drive North (F-F')



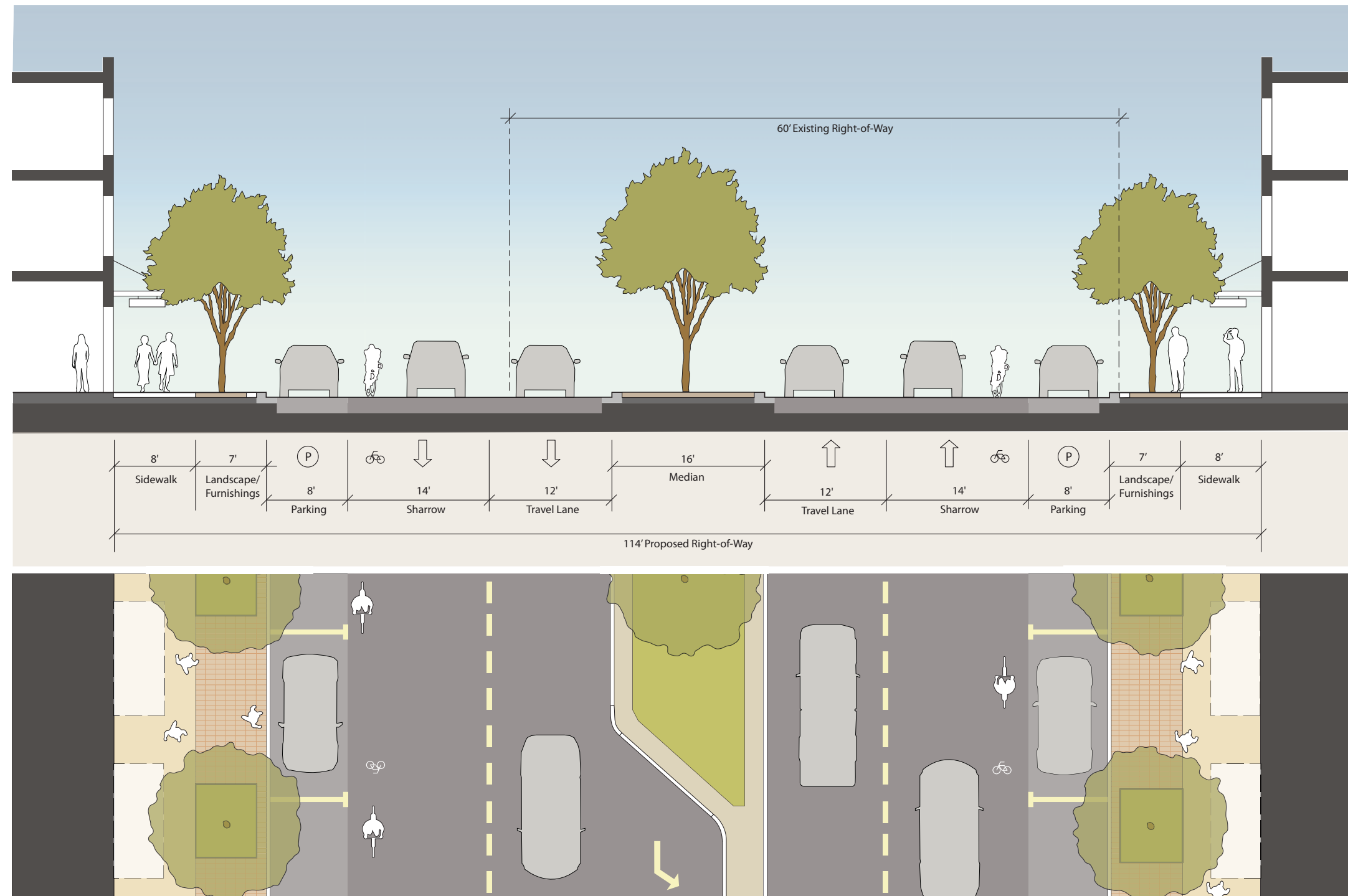
Riverside Drive South (G-G')



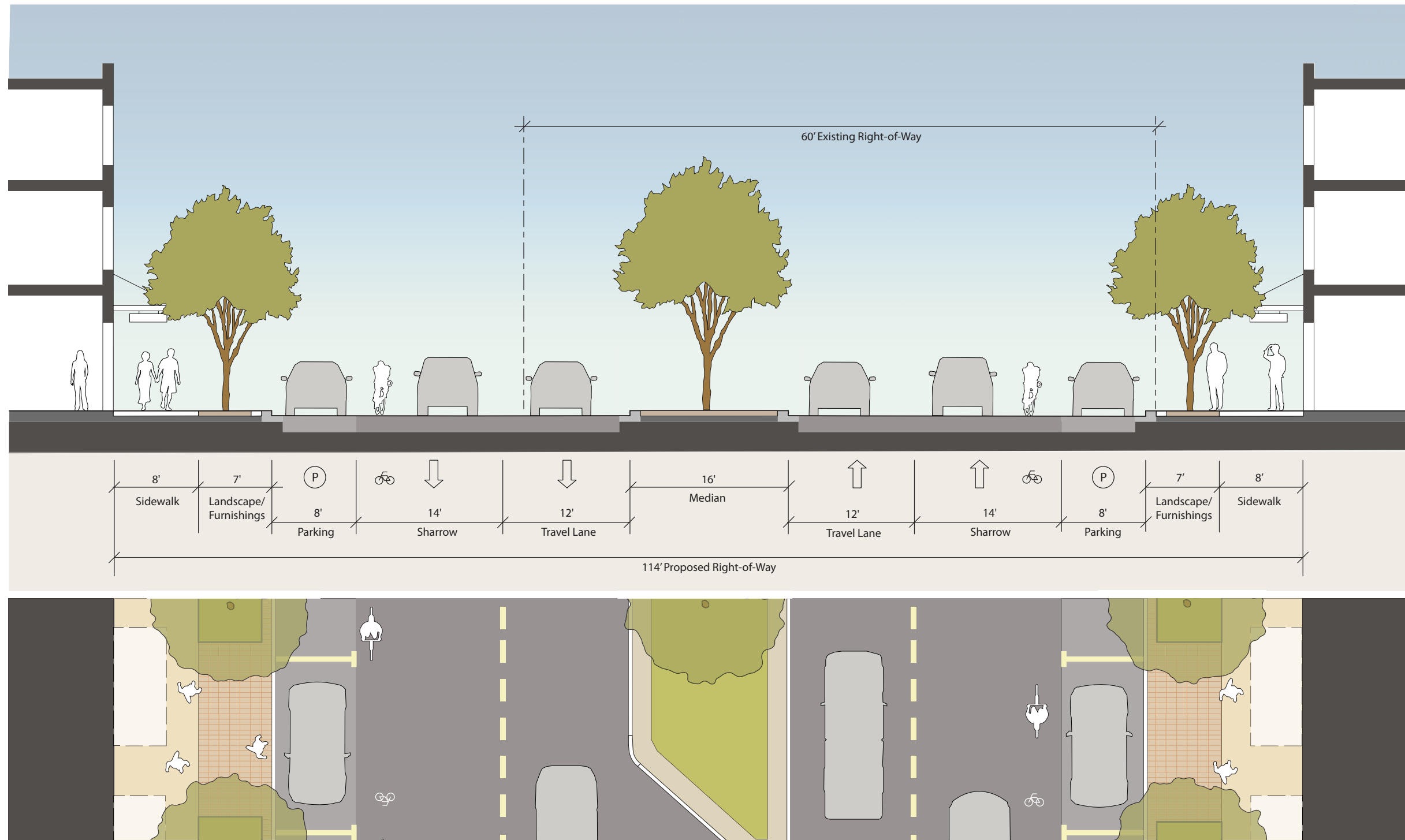
Capitol/Kirkwood Connector (H-H')



1st Street section (I-I')



Gilbert Street section (J-J')



Clinton Street section (K-K')

green space

The Riverfront Crossings District Sub-Area Plan identified several recommended green space enhancements, including the new regional park, enhancements to Ralston Creek, and integrated stormwater BMP's, such as pervious pavement, stormwater planters, and bioswales, located throughout the sub-district. The plan for the remainder of the District recommends several additional opportunities, including the following:

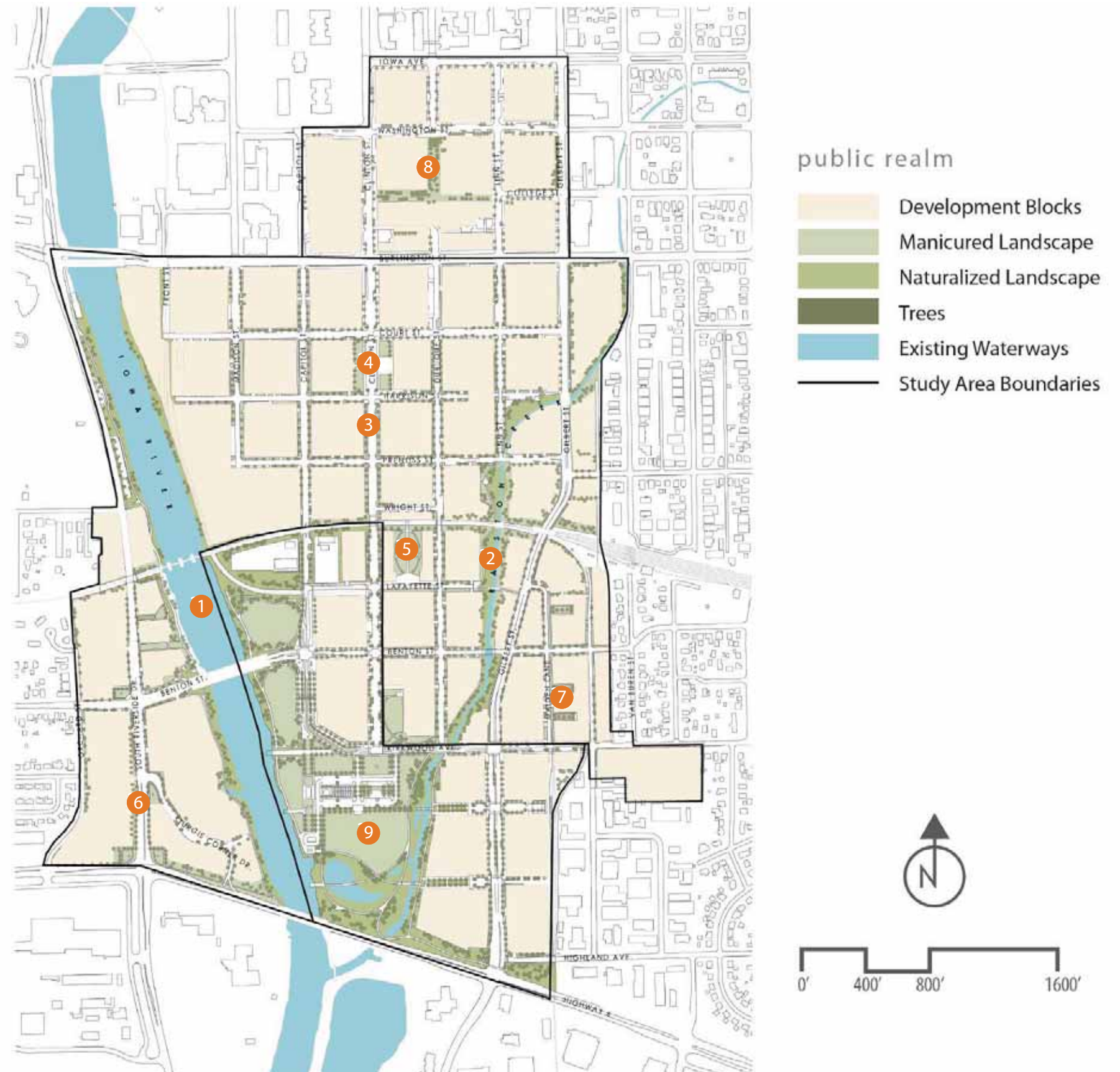
1: Iowa River

Utilize environmentally sensitive methods to modify the Burlington Street Dam and stabilize and enhance the banks of the Iowa River. Done correctly, these enhancements will improve the health of the river system, provide access to the river, recreational opportunities, such as a white water course and serve as a catalyst for adjacent redevelopment projects. Along with these improvements, the riverfront trail should be extended north along the east bank of the river, and a new trail connection should be constructed along the west bank of the river south of Benton Street to Hwy 6.

2: Ralston Creek

Full fledged restoration of Ralston Creek should be undertaken from its mouth at the Iowa River north and east to the limits of the Study Area. Years of urbanization and stormwater runoff have degraded the creek and significantly eroded its banks. An important aspect of the new riverfront park should be the implementation of bank stabilization and restoration of Ralston Creek. Rather than structural solutions for the creek, "soft" methods should be used, including channel shaping and restored riparian corridor vegetation. This vegetative buffer will help to filter and treat runoff prior to entering the creek, enhancing the water quality and function of the stream, while also providing wildlife habitat. This will help Ralston Creek become a multi-functional community asset for Iowa City.

In order to accomplish this, it will be necessary for the City to purchase strategic property along the creek. The City should explore mechanisms for open space fees to create a fund for open space improvements, such as park development, land purchases, etc. Developers, who abide by open space requirements, could donate land or fees in lieu of these requirements. The fees from this could be utilized to help fund land purchases along the creek. This would allow for construction of a parallel trail along the west side of the creek and a consistent setback of 30' from the top of the bank. Doing so would vastly improve the health of the creek, turn it into an amenity instead of a liability, and encourage new development along its banks.



Public Realm Diagram

3: Clinton Street Promenade

The Clinton Street Promenade is the primary link between Downtown and the new regional park. It is designed to accommodate vehicular, transit, bicycle, and pedestrian mobility options. In addition to its travel lanes, bike lanes, on-street parking, and wide sidewalks, it will have 12' wide landscaped parkway strips on each side of the street. The wide swath of landscaping will provide a place for street furnishings, art, and, most importantly, will symbolically pull the park northward into Downtown.

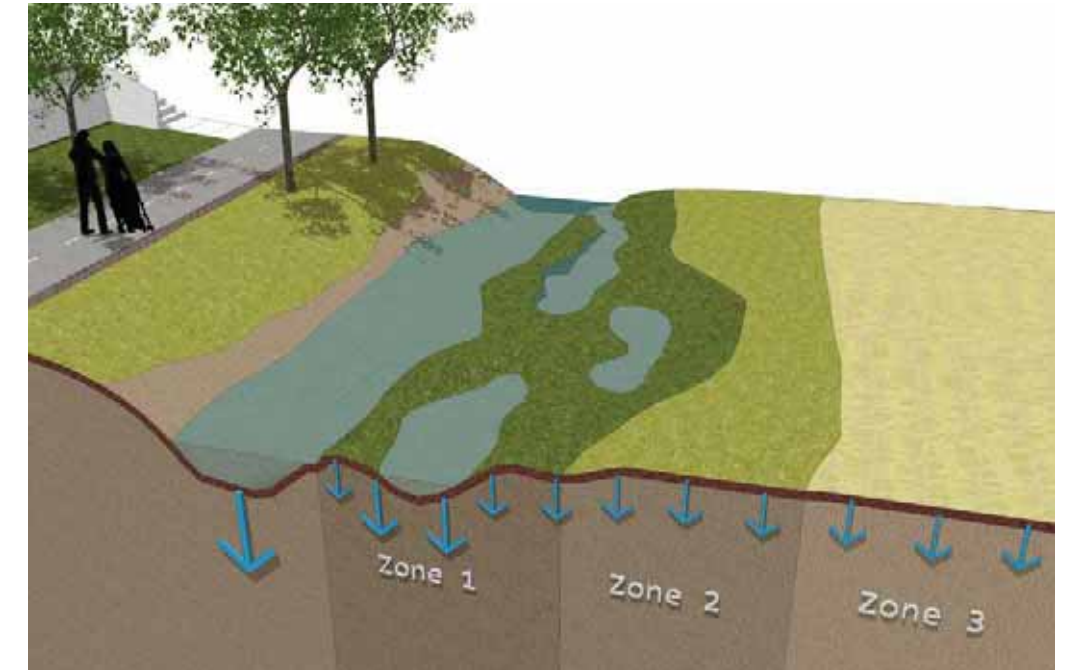
4: Clinton Plaza As Clinton Street transforms into a grand multi-modal promenade linking Downtown Iowa City with the new regional park to the south, a ceremonial plaza should be constructed along it between Court Street and Harrison Street. This plaza will incorporate land on each side of the street (including a portion of the courthouse's east lawn), and will function as a focal point and "outdoor room" for key community events. The South Downtown section will describe this in more detail.

5: Station Plaza The block bounded by Wright Street, Lafayette Street, Dubuque Street, and Clinton Street has strategic importance. The train station for the passenger rail line connecting Chicago and Omaha will be located on the north side of this block. In addition, a stop for the proposed light rail line connecting Iowa City with Cedar Rapids will be located on the south side of this block. Connecting these two key transit nodes will be a grand civic plaza that will be fronted by new mixed-use buildings and street level retail bays. The plaza will be designed to encourage interaction among, and between, these facilities and adjacent uses.

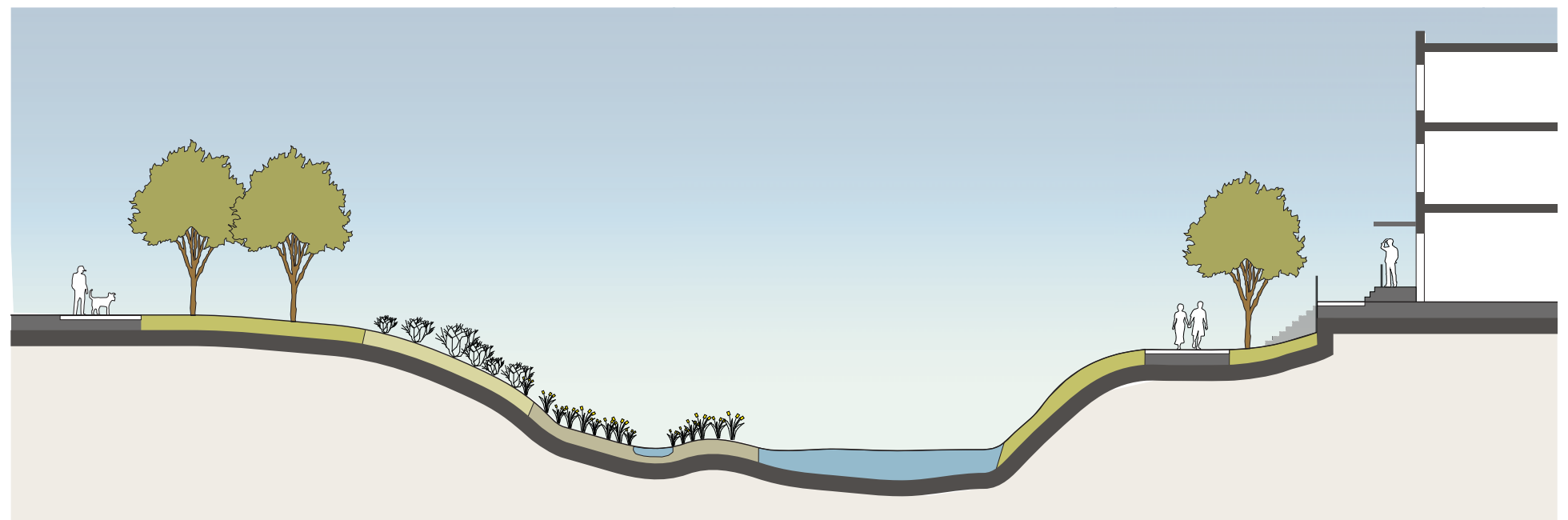
6: Riverside Drive Enhancements A number of improvements are proposed for the Riverside Drive corridor. These enhancements will be catalysts that will encourage redevelopment and help it transform from its current auto-oriented condition to one that is more pedestrian friendly. Improvements consist of enhanced streetscaping along the corridor, entrance monuments at the U.S. Highway 6 intersection, a small "attached square" at the northwest corner of Riverside Drive and Benton Street, and two "greens" designed to allow views of the river from the street.



Creek Restoration to return Ralston Creek to an amenity for the area.



Ralston Creek restoration showing channel shapping and restored riparian corridor vegetation .



Proposed section showing Ralston Creek Restoration.

7: Maiden Lane Mews A series of green mews should be developed on the east side of Maiden Lane between Kirkwood Avenue and Lafayette Street. These mews will be a defining feature of the artist neighborhood, and will act as a canvass upon which artists can display their work. Details will be discussed in the Development Opportunities chapter.

8: Pedestrian Mall Enhancements Several participants of the Visioning Process mentioned that the Pedestrian Mall was beginning to look dated. Because of its iconic nature, the community should begin a dialogue to determine what, if any, improvements should be made in order to “freshen” it up.

9: Regional Park The public parks and open space plan consists of different types of green space that will respond to both community and environmental needs. The riverfront park will contain both passive and active green space. The plan illustrates a spatial layout that provides opportunities for a variety of park amenities, such as public plazas, outdoor gathering spaces, trails, community gardens, river overlooks, access ramps to the Iowa River, and areas used for stormwater management. A large constructed wetland is proposed on the southern end of the new riverfront park. A boardwalk provides close encounters with the diverse vegetation and habitat. This wetland will provide a full range of ecological services for polluted runoff, including retention, infiltration, and treatment as well as educational and aesthetic benefits for surrounding communities. Constructed wetlands are man-made but are designed to replicate the natural system. They enhance water quality and provide flood storage. Depending on the size of catchment, constructed wetlands are typically large in scale to provide enough area for water storage, vegetative cover, and wildlife habitat. Vegetation should consist of a variety of native species well-suited for wet soil conditions.

Additionally, passive recreation areas with sidewalks, trails, informal green space, and natural areas will be located in flood-prone areas along the Iowa River and Ralston Creek. The large green space at the center of the park is an appropriate location for more active uses, such as a playground, amphitheater, and community gardens. A parking area for visitors is located in this central, higher activity area. The plan illustrates how the east-west connections to the park from the Gilbert Street corridor extend all the way to the river providing easy access for boating and to overlooks for bird watching, fishing and views up and down the Iowa River.



Streetscape enhancements to create an inviting public realm.



Rendering of the proposed reconstructed wetland.



A pedestrian bridge across the headwaters of the Mississippi River in Itasca State Park, MN provides access and views of creek habitat.



Boardwalk in Woodinville, WA that is sensitive to the adjacent wetland habitat.

public art

Artists have pioneered the redevelopment of neighborhoods across the country. Whether activating an area by occupying marginal buildings or vacant storefronts, enhancing the perception of an area by publicly displaying art and holding gallery nights/walks, or building a “creative class” that helps stimulate the local economy, art is a key element in any progressive community, and will be a key element in the Downtown and Riverfront Crossings District. Many opportunities exist for incorporating art into the District, including:

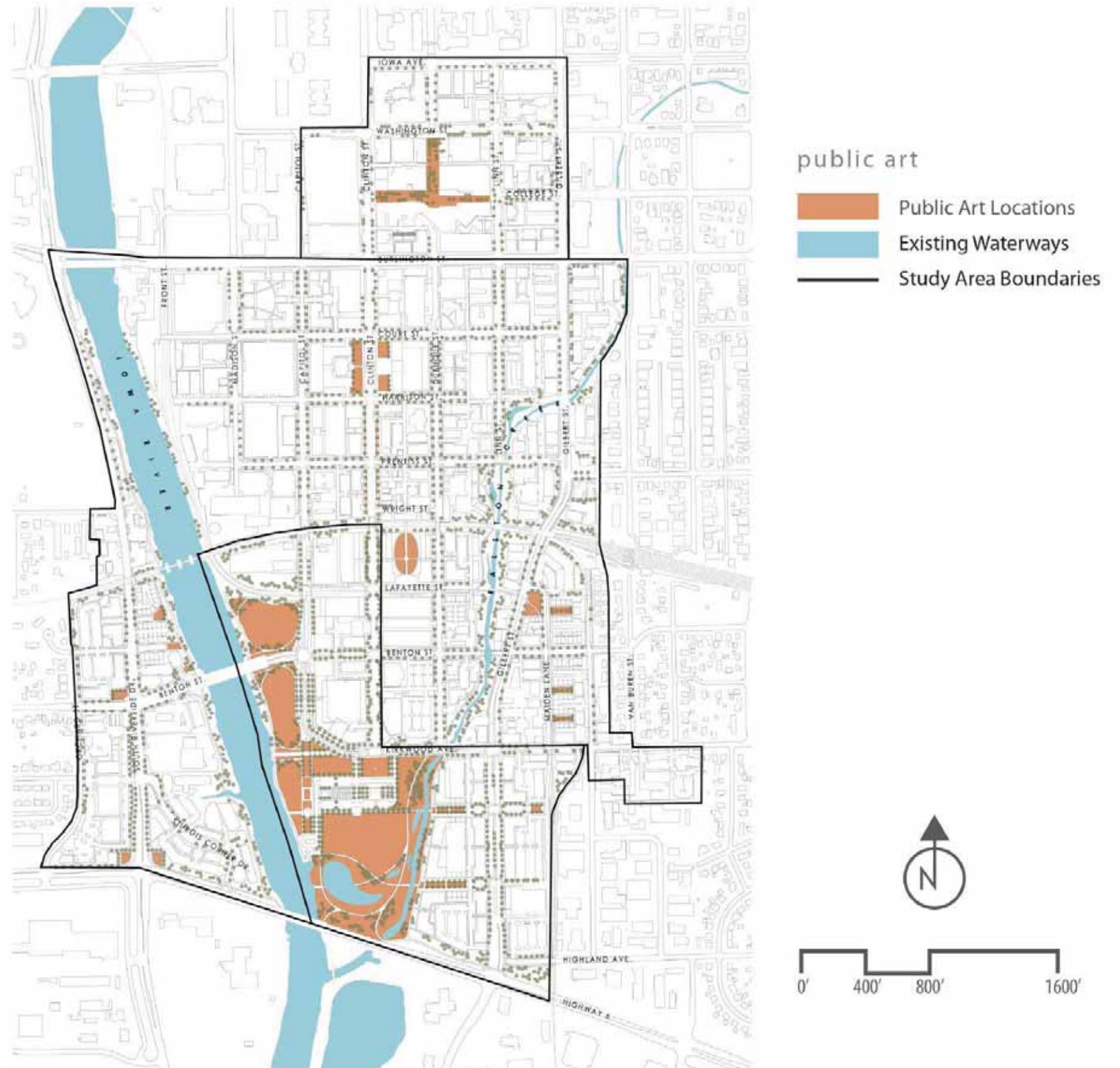
Art Incubator Program Develop an incubator program to place artists (both studio and gallery space) into vacant buildings on a temporary basis in order to fill empty storefronts and provide low-cost opportunities for starting artists.

Public Art Place art in public spaces, such as the new regional park, the pedestrian mall, Clinton Plaza, Station Plaza, Riverside Drive entrance monuments, riverview greens, and along the Clinton Street Promenade.

Community Arts Center Explore the possibility of developing a Community Arts Center in the administration building at the former wastewater treatment plant or other suitable location within the Riverfront Crossings District or Downtown.

Functional Art Establish a policy to integrate art/design into functional infrastructure, such as street furniture, streetlights, bridges, power substation fencing, etc.

Gilbert Street Arts District Create an Arts District within the Gilbert Street District. This district would be low-scale and organic in nature, and be incorporated into the existing building stock, keeping artist live/work/sell space functional and affordable. As the district matures, the Maiden Lane Mews could be developed, and lined with live-work studios and galleries.



Right: Public Art Location Diagram

student housing

As the home of the University of Iowa, student housing is an issue of key importance to the community and to the health of Downtown and the Riverfront Crossings District. The Visioning Process undertaken as part of the planning process identified a number of questions relating to student housing, including:

- › Who should provide student housing?
- › What is the right amount that should be provided?
- › Where should it be located, and where should it not be located?
- › What form should it take?

To date, a considerable amount of private, off-campus housing has been produced in and near the Downtown. However, this has led to challenges and conflicts within downtown and the adjacent neighborhoods, where students compete with longer-term residents for housing. Lifestyle differences and the transiency of the student population have caused stability problems for the residential neighborhoods north and east of downtown and the University campus. Some have called for the University to play a more active role in providing for or guaranteeing, through public-private partnerships, healthier living environments for students that do not compromise neighborhood stability.

In response to these issues, and in order to address them in a proactive manner, the Plan encourages the University to consider possibilities for new on-campus dormitories within the University subdistrict. In addition, the Plan encourages a housing option that has been successful in a number of campus towns nationwide – dormitories or student apartments that are university-sponsored, but privately developed, owned and operated. These “private dormitories” are typically delivered at an urban density and designed with amenities and recreational spaces in tune with student needs but in a manner that is sensitive and in context with adjacent development.

New privately-owned student housing should meet the following locational considerations:

- › Locations within the University, South Downtown, or the north portion of the West Riverfront Districts;
- › Location should not adversely impact adjacent residential neighborhoods;
- › Directly adjacent to or within a 5 to 10-minute walk to campus;
- › Easy access to the trail network, usable open space, and recreational amenities; including the University Recreation Center;
- › Proximity to existing and proposed transit lines.

Development of private dormitories will require an ongoing relationship with the University, an enforceable plan for on-site management, provision for off-site parking and full amenities. Equally as important will be the provision of usable open space for students, of which there is a serious lack in many of the existing student housing areas in Iowa City. In an urban setting, this space can take the form of interior courtyards or forecourts, attractively designed and maintained to create a safe and inviting space for students, as demonstrated by the photos of student housing, below.



Student Housing Prototypes found at University of Nebraska-Lincoln, Creighton University, and University of Michigan



development opportunities

introduction

downtown district

south downtown district

central crossings district

gilbert district

west riverfront district

university district

park district

south gilbert district

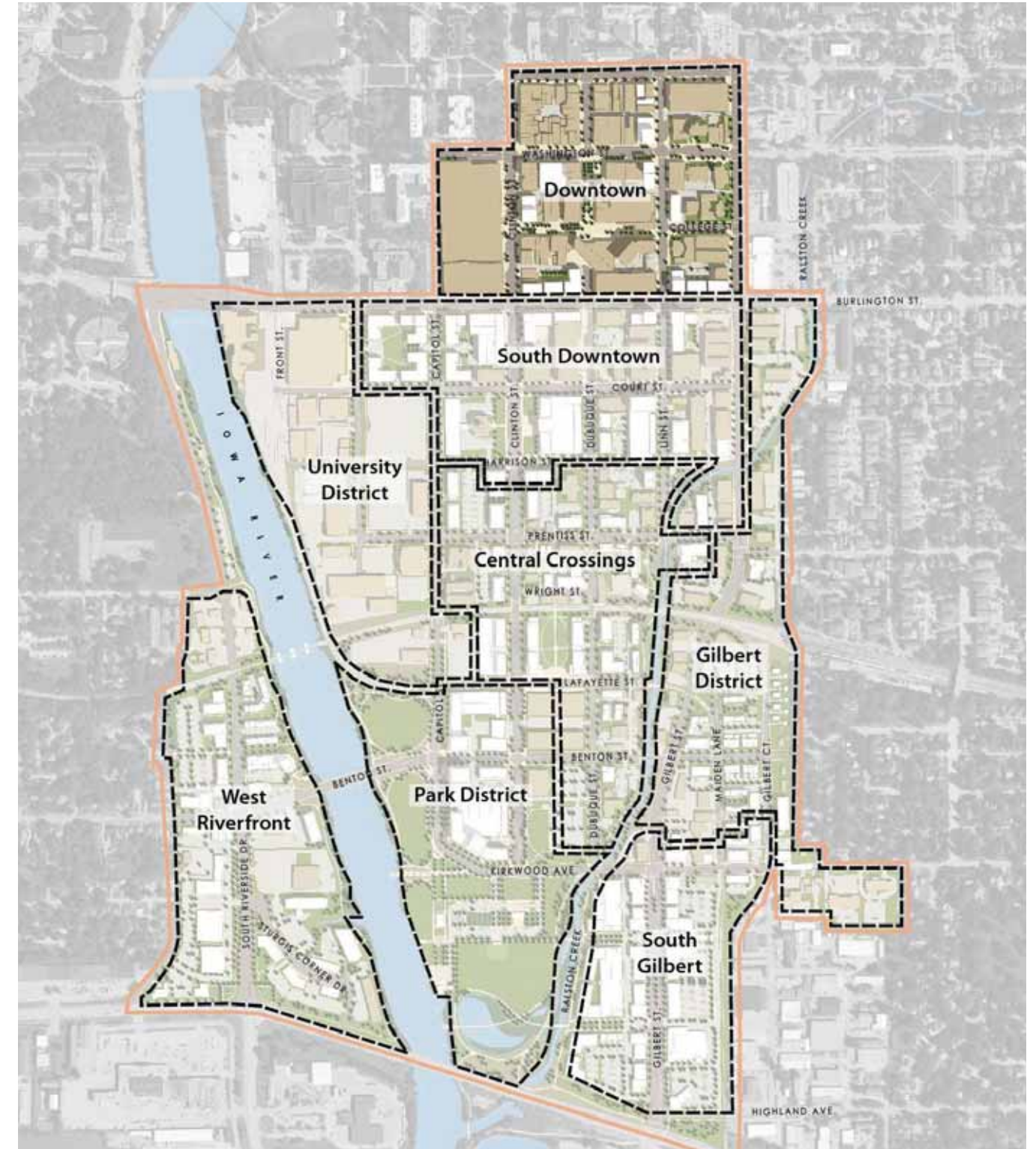
introduction

A key element of the Downtown and Riverfront Crossings District Master Plan is the identification of future development opportunities. These opportunities emerged from the Visioning Process, were tested during the Design Charrette, and further refined and vetted during the refinement period following the Charrette. They are grounded in the Market Analysis prepared for this plan, and have been developed to the level of detail possible in a long-range plan. ***It bears emphasizing – the Development Opportunities identified on the following pages are conceptual in nature. Like their predecessors in previous planning efforts, their value is to identify visions and ideas for specific areas. Successful visions will endure, but details will change and evolve as projects are implemented.*** The plan is simply a vision, highlighting certain areas. The decision to redevelop is ultimately up to the property owner. Likewise, any areas not shown as redeveloped, could have ideas implemented. The Development Opportunities are listed by their respective Districts, with brief descriptions of each major project or intervention.

Following the discussion of development opportunities for each district, a brief yield analysis is provided. This yield analysis summarizes the development opportunities identified in each district. This includes conceptual buildings, building types, footprints, stories, square footage, parking demand, and parking provided. The yield analysis is provided in order to offer a sense of the development potential, and its impact, in each district. In many districts, parking demand surpasses provided parking stall counts. As the study area urbanizes, centralized parking facilities will be required, and the City will need to plan for, and construct, these facilities. Construction of centralized parking facilities should be tempered by the increased walkability, and enhanced accessibility, produced by future transit improvement.



downtown district



downtown district

Downtown Iowa City is the heart of the region. The City's most dense area is home to businesses, civic venues, condos, apartments, and the University of Iowa. Historic buildings can be found next to new buildings, and streets are active throughout the day and into the night. The focal point of the district is the iconic and popular City Plaza, which is often referred to as the pedestrian or ped mall. The area has experienced a significant amount of development in recent years, including the Plaza Towers and Vogel House mixed use buildings, and the Iowa City Public Library. Even with all of this new development activity, including several projects that are currently in the development pipeline, there are many opportunities to strategically enhance the area.

Downtown District Summary

Master Plan Objectives:

- › Protect historic character and key historic buildings
- › Promote quality infill and redevelopment
- › Build on existing strengths (locally owned shops, proximity to the University of Iowa, farmer's market, adjacent neighborhoods, etc.)
- › Maintain balance of uses and activities
- › Improve competitive position of downtown
- › Improve connectivity to surrounding districts

Development Character:

- › Regional destination for arts, culture, and entertainment
- › Most dense urban district
- › High quality streets, public spaces, and architecture

Development Program:

- › Residential Options – new construction and rehab
- › Retail infill and redevelopment (national retailers; incubator space; entertainment - bowling, movie, theater; childcare)
- › Office
- › Hospitality



DT – 1: Historic Preservation – Downtown Iowa City contains a number of buildings of historic value. In the Analysis section of this document, these buildings were identified as key historic buildings, contributing historic buildings, and potential buildings of historic significance. The high concentration of these buildings within the District provides character and ambiance, and gives Downtown Iowa City its own unique sense of place. In order to maintain this, the City should take measures to preserve and actively protect these buildings. The aforementioned diagram should be utilized to help determine where infill development should, and should not occur. In addition, it should be utilized to help identify properties that could receive density bonuses in return for the protection and renovation of these historic structures. In order to facilitate preservation of historic structures, density bonuses, waiver of parking requirements, and other entitlements will be considered. Another option to be considered would be the formalized protection of these resources by designating them as local landmarks or including them within a local historic district.

DT – 2: Façade Enhancement Program – As mentioned in the previous section, protection and preservation of Downtown’s historic building stock should be a key priority. One way to accomplish this is through the implementation of a façade enhancement program and programs to encourage the use of upper floors. The City is exploring incentives to make these buildings more usable and therefore make existing buildings more economically viable and less likely to be torn down. These programs typically offer grants and/or loans for the historically correct restoration of a building’s exterior façade. Implemented over time, a program such as this can make a significant impact on the appearance of Downtown.

DT – 3: Strategic Infill – In order to reinforce the existing fabric that currently exists in Downtown Iowa City, new development should be mixed-use and pedestrian-oriented in nature. In addition, it should follow a list of very basic rules that are consistent with the existing character of Downtown. The following guidelines were developed following a thorough analysis of the patterns and framework that make Downtown special. These include:

- › New development should be located on sites that do not contain historic buildings.
- › Active uses, such as ground floor retail (and not blank walls), should front onto the street frontages and the City Plaza.



Aerial view of the Downtown District



DT-3: Strategic Infill on Linn Street



DT-4: Washington Street Parking Garage

- › Upper floors should contain office, commercial, and residential uses.
- › Buildings should be built to the property line.
- › Corner locations should be reserved for taller buildings, creating a block structure with taller buildings on the corners and lower scale, historic buildings between them.
- › The taller buildings on the corners should have a lower base consistent with adjacent historic buildings to make them 'feel' contextual with the rest of downtown, while also limiting the perceived height of towers.
- › Parking should be located both on-street and behind storefronts in parking structures.

The buildings shown in the master plan embody these rules. Departure from these guidelines will erode the special qualities that make Downtown so unique. Ultimately, the City should pursue the creation of a form-based Code to regulate all new development Downtown.

DT – 4: Washington Street Parking Garage – Construct a new parking structure on the south side of Washington Street between Dubuque Street and Clinton Street. This structure would cause the removal of two or three contributing historic buildings. Any loss of historic structures should not be taken lightly. However, in this case, it may be necessary in order to encourage the adaptive reuse and thus, the long term preservation of two more significant historic buildings - the Jefferson Building and the MidWest One Bank Building. The Jefferson Building could be restored for such uses as a hotel or housing with adjacent parking. The parking structure would also support reuse of the MidWest One Bank building to the west.

A key element of this project would be to require a retail liner building between Washington Street and the parking structure. This liner building, designed to look like a series of retail bays, would mask the parking structure from the street and sidewalk, and help keep the existing rhythm and scale of the street. Curb cuts would not be allowed from Washington Street. Access would be required from the alley to the south.

DT – 5: Burlington Street – Burlington Street acts as a barrier for pedestrian traffic between Downtown and the South Downtown District. This is due to multiple traffic lanes and heavy traffic, both of which combine to make crossing the street difficult, and limited right-of-way, which results in extremely narrow sidewalks and limited streetscape enhancements. In order to remedy this, two things need to occur. The first is to redevelop the adjacent

properties on both sides of the street utilizing the infill guidelines mentioned previously. This would not only help “bridge” the gap by providing active storefronts and human-scale architecture on both sides of the street, it would also provide an opportunity to implement a 10’ building setback along each side of the street, thereby allowing room for future streetscape enhancements.

Once this occurs, the second round of improvements could occur. This would consist of implementing new streetscape enhancements, allowing Burlington Street to become a safe, pedestrian route to and from campus. Ideally, the new pedestrian section would consist of a 15’ sidewalk and 5’ furnishing zone, which would contain pedestrian scale lighting, bollards and chain to reduce mid-block crossings, and landscaping, such as columnar trees and taller grasses, to create a vertical living buffer. Where redevelopment of adjacent parcels does not occur, the streetscape enhancements could still occur, with the sidewalk zone reduced from 15’ to 5’.

DT – 6: The City Plaza (Ped Mall) –The Visioning Process revealed that several key stakeholders felt that the pedestrian mall was beginning to look dated. Because of its iconic nature, the City should begin an inclusive community process to determine what, if any, improvements should be made. The outcome of this process would determine if the mall should be “freshened up,” or not.

DT – 7: Parking District – In order to achieve the desired level of development within Downtown, the City currently addresses parking demand through a parking district approach. Instead of addressing parking on a project-by-project or site-by-site basis, which diminishes the urban nature of a particular area, parking is provided on a district-wide basis. This means utilizing district serving parking structures, on-street parking, and demand pricing to address parking demand.



DT-5: Burlington Streetscape Concept

downtown yield analysis



DOWNTOWN DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
DT-1	Mixed Use	6,045	5	30,225	-	-	6,045	24,180	-	-	-	16	-	46	3	-	3	-	
DT-2	Mixed Use	6,500	5	32,500	-	-	6,500	26,000	-	-	-	16	-	48	3	-	3	-	
DT-3	Mixed Use	11,390	5	56,950	-	-	11,390	45,560	-	-	-	32	-	90	34	28	6	-	
DT-4	Mixed Use	11,320	8	90,560	-	79,240	11,320	-	-	-	-	-	-	305	0	-	-	-	
DT-5	Mixed/Pkg Gar	2,525	5	2,525	-	-	2,525	-	-	-	-	-	-	9	250	-	-	250	Retail Liner Building; 53/floor
DT-6	Mixed Use	1,830	12	21,960	-	-	1,830	20,130	-	-	-	22	-	40	0	-	-	-	
DT-7	Mixed Use	3,090	5	15,450	-	-	3,090	12,360	-	-	-	8	-	23	0	-	-	-	
DT-8	Mixed Use	2,720	4	10,880	-	-	2,720	8,160	-	-	-	6	-	19	0	-	-	-	
DT-9	Mixed Use	12,935	9	116,415	-	-	12,935	103,480	-	-	-	64	-	143	0	-	-	-	
DT-10	Mixed Use	8,715	9	78,435	-	-	8,715	69,720	-	-	-	48	-	104	0	-	-	-	
DT-11	Mixed Use	7,800	4	31,200	-	-	7,800	23,400	-	-	-	15	-	51	0	-	-	-	
DT-12	Mixed Use	8,475	8	67,800	-	-	8,475	59,325	-	-	-	42	-	94	12	12	-	-	
DT-13	Mixed Use	6,835	5	34,175	-	-	6,835	27,340	-	-	-	20	-	55	27	9	18	-	
DT-14	Mixed Use	7,235	5	36,175	-	-	7,235	28,940	-	-	-	20	-	56	9	9	-	-	
DOWNTOWN DISTRICT TOTALS				625,250	0	79,240	97,415	448,595	0	0	0	309	0	1,083	338	58	30	250	

south downtown district



south downtown district

The South Downtown District is the most urban district outside of Downtown Iowa City. As an extension of Downtown, the area is currently in transition, with several new mixed-use buildings recently completed, and several new ones on the drawing board. As development continues, it should retain and enhance its urban form. Residential and office uses should predominate, with retail uses kept to a minimum and located only at strategic locations. As Burlington Street redevelops it will take on more of a pedestrian feel, while bicycle traffic will transition south to Court Street. Clinton Street will become the focal point of the district with its Promenade, which will run north – south through a grand civic plaza on the east side of the Courthouse. On the east side of the district, a meadow created in a bend in Ralston Creek will act as a catalyst for adjacent residential development and be an amenity for local residents.

South Downtown District Summary

Master Plan Objectives:

- › Extension of Downtown to the south
- › Bridge the Burlington Street divide
- › Provide a mix of residential, office, retail, and civic, uses
- › Leverage the Clinton Street mobility spine
- › Create new civic spaces as focal points – Clinton Plaza and Ralston Creek Meadow

Development Character:

- › Similar intensity to downtown
- › Improved Clinton and Court Street streetscapes
- › Build on the on-going efforts to improve quality residential design

Development Program:

- › Multiple housing option typologies
- › Student housing in areas with good access to campus
- › Office
- › Convenience retail limited to key corners and Transit Oriented Development (TOD) area
- › Potential entertainment uses



SD - 1: Clinton Street Gateway – The visual gateway to the South Downtown District is the intersection of Clinton Street and Burlington Street. Two new buildings will be constructed at this location - the University’s new Music School will be constructed on the west side of Clinton Street and the mixed-use Hieronymus Square project will be constructed on the east side of the street. Together, these new projects will form a grand gateway to the Clinton Street Promenade, which will link Downtown with the new regional park.

SD - 2: Clinton Street Promenade – As mentioned above, Clinton Street will be the primary route between Downtown Iowa City and the new regional park to the south. As such, it will be designed to accommodate pedestrian, bicycle, and vehicular traffic, including transit. The street will be well adorned, with bike lanes, on-street parking, 12’ landscaped parkway strips, and an 8’ sidewalk on each side. It is anticipated that this grand promenade will feature pedestrian lighting, grand street trees, and public art. The parkway strips are wide enough to gracefully accommodate stormwater BMP’s, such as pervious pavement and stormwater planters, if desired.

SD - 3: Clinton Plaza – The focal point of the South Downtown District is Clinton Plaza. This grand ceremonial plaza will flank both sides of Clinton Street between Court Street and Harrison Street, and will incorporate property on each side of the street (including the Courthouse’s east lawn). It will function as a focal point for the District and act as an outdoor area for community events. Buildings surrounding the plaza will be designed to address the plaza and help “enclose” the space. Mid-rise towers with ground floor retail would be appropriate for future building sites on the southeast and southwest corners of the intersection of Clinton Street and Harrison Street.

Some day in the future it may make sense, from an operational perspective, to relocate the post office to another, better suited location. If this happens, the site occupied by the post office should be redeveloped to take advantage of its prime location and plaza frontage. Potential uses might include a movie theatre complex or other commercial recreational uses, ground floor retail and restaurants could front the plaza with residential units on upper floors. These uses could mask a new parking structure situated in the middle of the block. This potential parking structure

could accommodate district-wide parking needs. Apartments and/or multi-level townhouses could line the north and east sides of the garage, so that adjacent uses would not front on to this structure.

SD - 4: Capitol Street Student Housing – As the superblock bounded by Burlington Street, Court Street, Clinton Street, and Madison Street redevelops, Capitol Street should be extended to connect Burlington Street and Court Street. This would reconnect the original street grid in this location, and make two development blocks with prime street frontage. Due to its close proximity to campus and the student recreation center, this site would be ideal for student housing. In particular, university-sponsored, off-campus, privately developed (owned and operated) efficiency or suite style apartments would be appropriate on this site. Situated internally, this site could accommodate up to 6 buildings (urban frontage surrounding internal courtyards), and yield well over 700 rooms. Additional building height and density may be possible if parking demand is accommodated underground or off-site.

SD - 5: Court Street Corridor – With Burlington Street taking on a greater role as an east – west pedestrian route, Court Street will assume the role as the primary east – west bicycle corridor, connecting Gilbert Street and the Ralston Creek trail with points to the west. The corridor will be enhanced with bike lanes, on-street parking, 8’ sidewalks, and an enhanced streetscape.

SD - 6: City Mixed-Use Parking Facility – The City is considering a mixed-use parking facility to be located on the west side of Linn Street between Court Street and Madison Street. This facility will contain a mix of uses, including retail, office, residential and parking. The parking structure will be sized to accommodate district parking needs. The City should continue taking steps to implement this project.



SD-1: Clinton Street Gateway



SD-2: Clinton Street Promenade



SD-4: Capitol Street Student Housing

SD - 7: Parking District - In order to achieve the desired level of development within the South Downtown District, the City must address parking demand through a parking district approach. Instead of addressing parking on a project-by-project or site-by-site basis, which diminishes the urban nature of a particular area, parking must be provided on a district-wide basis. This means utilizing district serving parking structures, shared parking, and demand pricing to address the demand. Two parking structures are shown in the South Downtown Plan, and would help address the high demand in the district.



SD-5: Court Street Corridor

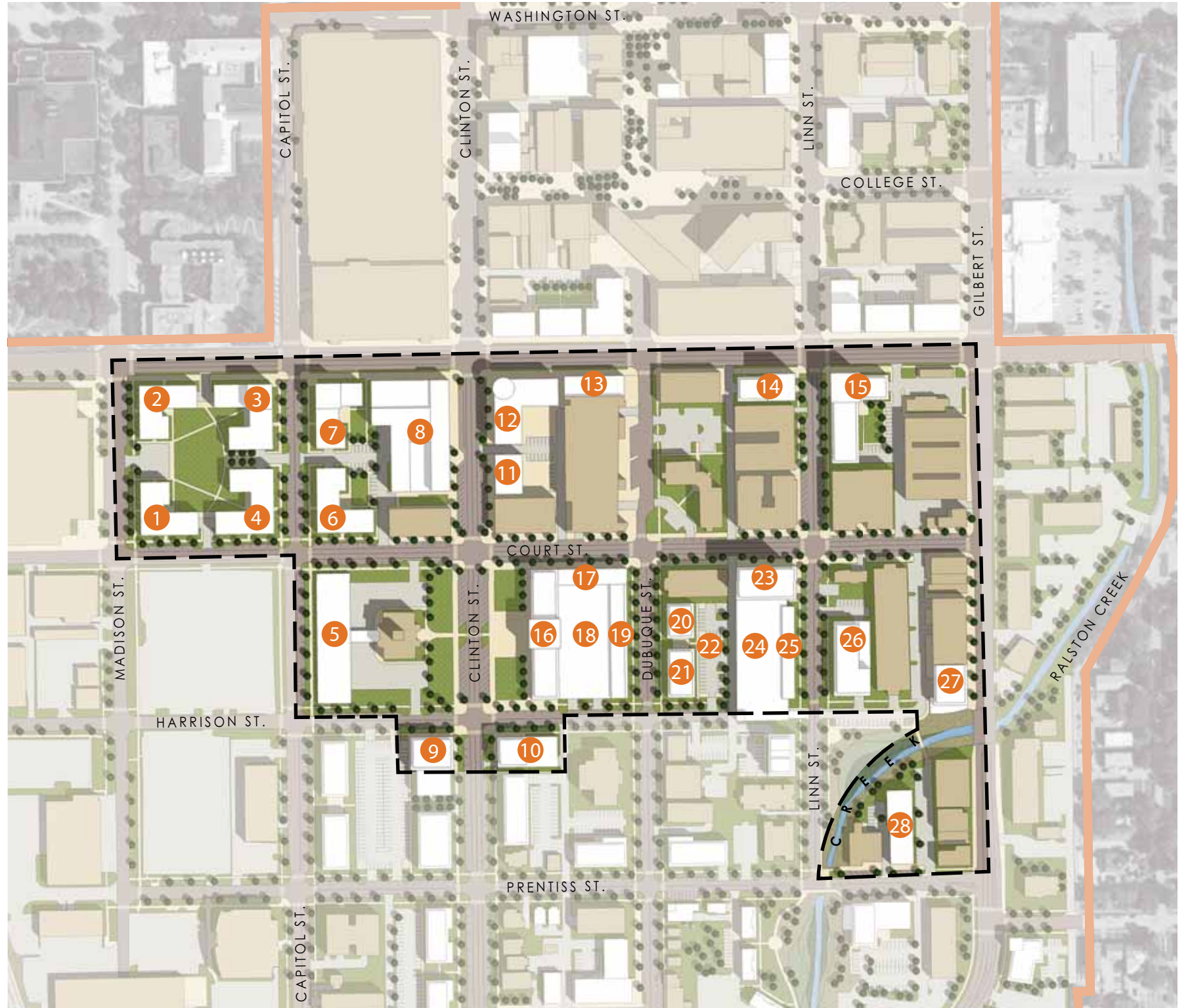


SD-6: City Mixed-Used Parking Facility



SD-3: Before and After Renderings Showing Clinton Plaza and the Clinton Street Promenade

south downtown yield analysis



SOUTH DOWNTOWN DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
SD-1	Residential	12,360	4	37,080	-	-	-	37,080	-	-	24	-	-	77	42	42	-	-	parking on ground floor
SD-2	Residential	12,390	4	37,170	-	-	-	37,170	-	-	24	-	-	77	42	42	-	-	parking on ground floor
SD-3	Residential	15,940	7	46,240	-	-	-	46,240	-	-	36	-	-	115	58	58	-	-	parking on ground floor
SD-4	Residential	15,920	4	63,680	-	-	-	63,680	-	-	30	-	-	96	58	58	-	-	parking on ground floor
SD-5	Government	34,600	2	34,600	-	-	-	-	-	34,600	-	-	-	115	28	28	-	-	Johnson County Justice Center
SD-6	Residential	13,720	4	54,880	-	-	-	54,880	-	-	27	-	-	86	60	47	13	-	parking on ground floor
SD-7	Residential	12,520	7	39,440	-	-	-	39,440	-	-	30	-	-	96	47	41	6	-	parking on ground floor
SD-8	University	41,620	4	166,480	-	-	-	-	-	166,480	-	-	-	166	0	-	-	-	Music school
SD-9	Mixed Use	8,155	6	48,930	-	40,775	8,155	-	-	-	-	-	-	166	0	-	-	-	
SD-10	Mixed Use	6,570	6	39,420	-	-	6,570	32,850	-	-	-	25	-	61	0	-	-	-	
SD-11	Mixed Use	6,050	4	20,290	-	-	2,140	18,150	-	-	-	12	-	26	24	10	14	-	
SD-12	Mixed Use	15,890	15	229,135	8,696	96,040	-	95,340	-	-	-	83	-	479	28	21	7	-	Hieronymus Square
SD-13	Mixed Use	5,450	4	21,800	-	-	5,450	16,350	-	-	-	12	-	38	0	-	-	-	
SD-14	Mixed Use	4,225	8	33,800	-	-	4,225	29,575	-	-	-	28	-	57	0	-	-	-	
SD-15	Mixed Use	18,440	8	133,975	-	-	4,895	129,080	-	-	-	84	-	144	58	41	17	-	
SD-16	Mixed Use	20,450	8	132,500	-	-	20,450	112,050	-	-	-	71	-	181	0	-	-	-	Center portion is 8 stories, rest is 6 stories
SD-17	Mixed Use	6,575	4	26,300	-	-	6,575	19,725	-	-	-	15	-	46	0	-	-	-	
SD-18	Parking Garage	-	3	-	-	-	-	-	-	-	-	-	-	-	315	-	-	315	105/fl, serves SD-16,17,18
SD-19	Residential	10,790	4	43,160	-	-	-	43,160	-	-	-	28	-	42	0	-	-	-	
SD-20	Residential	5,405	4	21,620	-	-	-	21,620	-	-	-	16	-	24	0	-	-	-	
SD-21	Residential	7,540	4	30,160	-	-	-	30,160	-	-	-	20	-	30	0	-	-	-	
SD-22	Parking Garage	-	2	-	-	-	-	-	-	-	-	-	-	-	76	-	-	76	44 bottom floor, 32 above; serves CC-20,21
SD-23	Mixed Use	11,400	11	125,400	-	-	8,000	117,400	-	-	-	88	-	161	0	-	-	-	
SD-24	Parking Garage	-	6	-	-	-	-	-	-	-	-	-	-	-	600	-	-	600	100/fl; serves SD-23,25
SD-25	Residential	6,570	4	26,280	-	-	-	26,280	-	-	-	24	-	36	0	-	-	-	
SD-26	Residential	16,040	5	58,500	-	-	-	58,500	-	-	-	38	-	57	43	35	8	-	
SD-27	Mixed Use	9,135	5	38,065	-	-	1,525	36,540	-	-	-	24	-	42	18	18	-	-	
SD-28	Mixed Use	9,995	4	33,885	-	-	3,900	29,985	-	-	-	21	-	46	25	20	5	-	
SOUTH DOWNTOWN DISTRICT TOTALS				1,542,790	8,696	136,815	71,885	1,095,255	0	201,080	171	589	0	2,466	1,522	461	70	991	

central crossings district

Located directly south of the South Downtown District, the Central Crossings District is currently transitioning from a low to mid-density urban neighborhood to a high-density urban neighborhood. The district is divided in half by the Iowa Interstate Railroad and the CRANDIC Line. These two rail lines currently act as a barrier between the northern half and the southern half of the district. In the future, these rail lines may support regional passenger rail and light rail, with stops located one block apart from each other. The activity created by these stops, along with the associated development they will generate, should help “link” the two halves of the district. This will be supported by the Clinton Street Promenade, which runs north to south through the heart of the district.

Ralston Creek forms the eastern boundary of the district. This creek will be restored and turned into a community amenity over time. The restoration will act as a development catalyst, leading to new residential infill development. New residential development should include a variety of typologies, ranging from condo and apartments to townhouses and small cottages. Infill development should be contextual in nature, and may include office space and neighborhood serving retail.

Central Crossings District Summary

Master Plan Objectives:

- › Encourage contextual infill
- › Leverage future investments in transit - TOD
- › Restore and enhance conditions along Ralston creek
- › Provide a mix of residential and retail uses
- › Promote new housing options
- › Leverage the Clinton Street mobility spine
- › Create a new Civic space as a focal point – the transit plaza

Development Character:

- › Integrate with South Downtown and Park District
- › Build on on-going efforts to improve quality residential design
- › Enhanced public realm (Clinton Street Promenade, Ralston Creek, etc.)
- › Maintain moderate scale and intensity of use

Development Program:

- › Multiple housing option typologies
- › Office
- › Limited convenience retail in TOD area
- › Civic, such as future regional passenger rail station and light rail stop



CC – 1: Ralston Creek Restoration – Over time, Ralston Creek has been degraded to the point that it is no longer a healthy waterway. In order to address this, and turn it into an amenity, a full-fledged restoration of the creek should be undertaken from its mouth at the Iowa River north and east to the limits of the study area, or beyond. In order to accomplish this, it will be necessary for the City to purchase strategic property along the creek. This includes at least 6 parcels along the west side of the creek, from Benton Street to Harrison Street, totaling approximately 2.68 acres. These properties would allow for creek restoration and habitat, a more gradual creek bank slope, a consistent 30’ development setback from the top of the creek bank, and the construction of a trail along the west side of the creek. Restoration would vastly improve the health of the creek, turn it into an amenity instead of a liability, encourage new development along its banks, and help with flood management.

CC – 2: Ralston Creek Meadow – As part of the Ralston Creek restoration project, a new wet meadow should be constructed near the intersection of Harrison Street and Linn Street. This meadow would be designed to accommodate high water during the heavy rains, yet function as an open space amenity the remainder of the year. Heavily landscaped and adorned with public art, this feature would be a catalyst for new residential development on adjacent parcels and provide much needed open space for neighborhood residents.

CC – 3: Ralston Creek Redevelopment – Beyond restoring Ralston Creek to good health, one of the key goals is to turn it into an asset that will stimulate redevelopment along its banks. A naturalized creek, along with small park areas, meadows, and a trail will provide amenity value and much needed neighborhood open space. This in turn will encourage new residential development along its banks, catering to a demographic that desires ownership adjacent to downtown, but with direct access to nature and recreation.

As existing apartments reach their lifespan, condos and townhouses will replace them along the creek. Their design will be more urban in nature, and take advantage of the views of the creek instead of turning their back on it. In many cases, parking will be provided on the ground level in order to raise habitable space above the floodplain and to provide views up and down the creek.



CC-1: Ralston Creek Land Purchase Diagram



CC-1: Ralston Creek Restoration



CC-3: Ralston Creek Redevelopment



CC-4: Clinton Street Promenade

CC – 4: Clinton Street Promenade – Similar to the South Downtown District, the Clinton Street Promenade will traverse the Central Crossings District. However, unlike its northern and southern sections that require diagonal parking in order to maximize on-street parking for the adjacent higher intensity mixed-use development, the Central Crossings segment will incorporate parallel parking. This section is more in line with the lower scale and intensity residential uses that will line the corridor within this district. In other words, the Clinton Street Promenade responds to the different contexts that it traverses.

CC – 5: Sabin School – The master plan recommends that the Sabin School be preserved and redeveloped for office or residential uses. The goal is to accommodate new uses within the historic building. The preferred way to accomplish this is through the transfer of development rights, which would allow an increase in density for a new building in a specified receiving area, such as one of the sites located to the west or south of the school.

CC – 6: Station Plaza – The key focal point of the Central Crossings District is the Station Plaza located between the Regional Passenger rail station and the light rail stop. This plaza would be both ceremonial and functional in nature, and would physically connect the two transit stops with a large green space. It would be designed to be programmed for a variety of outdoor uses, as well as accommodate outdoor dining from adjacent restaurants. In addition, it would facilitate interaction between the two modes of rail transit. As noted below parking could be located under the plaza.

CC – 7: Transit Oriented Development (TOD)– Transit oriented development will flank both sides of the Station Plaza and be within easy walking distance of the train station and light rail stop. These mixed-use buildings will have a limited amount of retail (restaurants, cafes, neighborhood service, etc.) on their ground floor, and cater to both transit riders and neighborhood residents. The upper levels of these buildings may contain offices or residential units. A 3-bay parking garage will be located under the plaza, taking advantage of the 20' change in grade. Parking will be used by transit riders, residents, and shoppers. Additional apartments and condos, which take advantage of the transit rich environment, are shown on adjacent blocks surrounding the plaza.



CC-2: Before and After Renderings Showing the Ralston Creek Meadow and Adjacent Development

CC – 8: Cottage Preservation – Three historic brick cottages are located on the east side of Dubuque Street between Prentiss Street and the Iowa Interstate Railroad line. Because they are unique 19th century buildings, preservation of these structures should be a goal. In order to encourage their preservation, it is recommended that a density bonus be granted for their preservation and renovation. The bonus would grant additional height allowances for the future building, located at the southeast corner of Prentiss Street and Dubuque Street, as incentive to preserve the historic cottages. Parking for this building would be provided off of the alley to the east of the cottages. The cottages could be used for residential or commercial purposes. The green space in the back yards would be a nice amenity for public or private uses. The City would also consider allowing additional residences to be constructed in the rear yard of the existing cottages.

CC – 9: Tate Arms – Similar to the three brick cottages above, the Tate Arms building at 914 S. Dubuque Street is historic and in need of preservation. The Tate family, one of the few African-American families living in Iowa City in the 1930s, opened their home as a boarding house for African-American male students, who were not allowed to live in the dormitories at that time. To provide for its preservation, the City would allow a density bonus for a new building to be located directly to the north. In addition, a parking waiver would be granted due to Tate Arms small lot size and the likelihood that a non-residential use would need to utilize the building.



CC-5: Sabin School



CC-9: Tate Arms



CC-6 and 7: Station Plaza and Transit Oriented Development



CC-8: Cottage Preservation

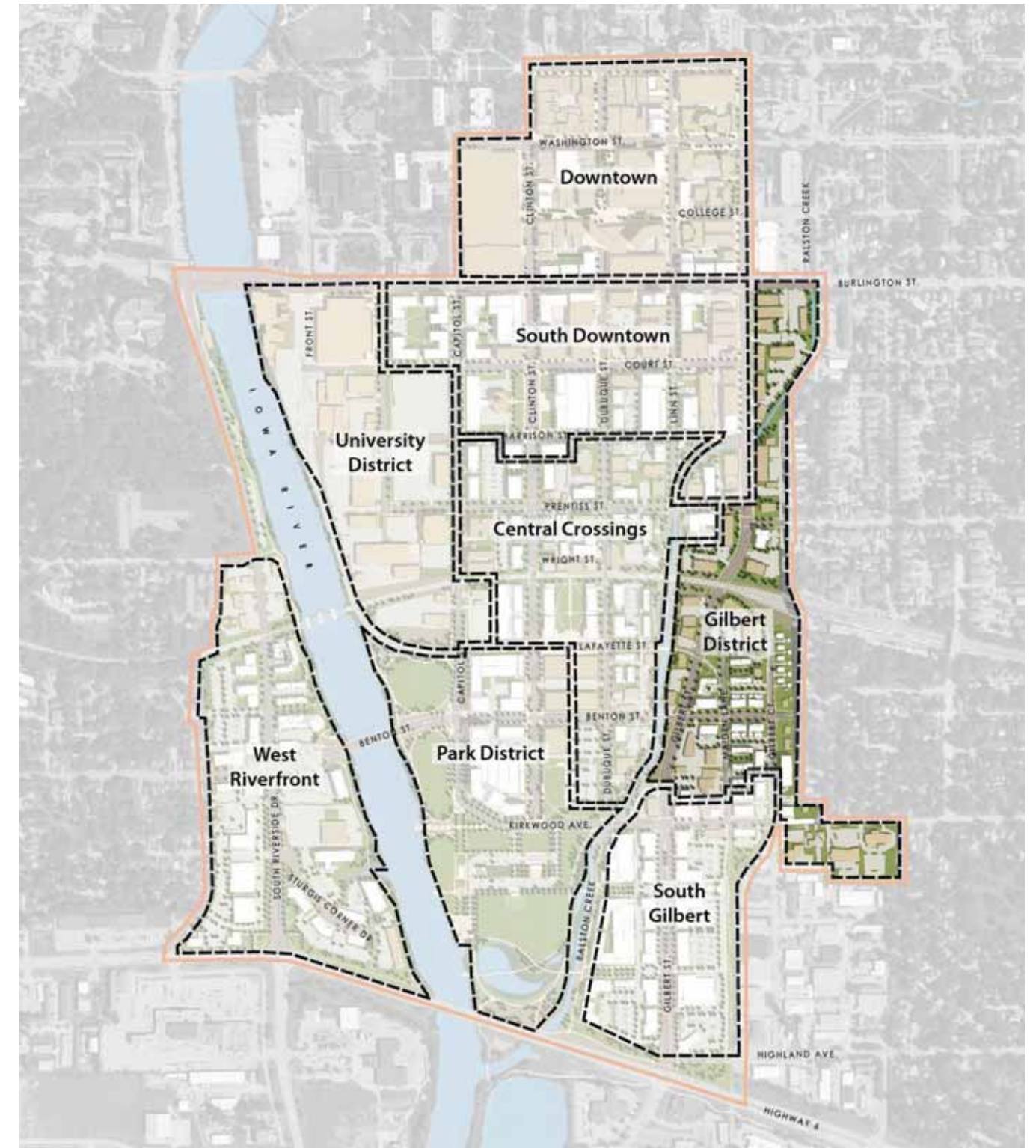
central crossings yield analysis



CENTRAL CROSSINGS DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
CC-1	Parking Garage	-	2	-	-	-	-	-	-	-	-	-	-	-	240	-	-	240	120/fl, serves CC-2
CC-2	Mixed Use	18,500	5	74,475	-	-	7,855	66,620	-	-	-	44	-	95	0	-	-	-	
CC-3	Residential	8,070	4	32,280	-	-	-	32,280	-	-	-	20	-	30	26	-	26	-	
CC-4	Residential	8,220	4	32,880	-	-	-	32,880	-	-	-	20	-	30	26	-	26	-	
CC-5	Residential	8,650	4	34,600	-	-	-	34,600	-	-	-	24	-	36	0	-	-	-	
CC-6	Residential	8,640	4	34,560	-	-	-	34,560	-	-	-	24	-	36	0	-	-	-	
CC-7	Mixed Use	4,790	4	19,160	-	-	4,790	14,370	-	-	-	9	-	31	0	-	-	-	
CC-8	Mixed Use	10,640	5	53,200	-	-	10,640	42,560	-	-	-	28	-	81	0	-	-	-	
CC-9	Mixed Use	10,120	5	43,855	-	-	3,375	40,480	-	-	-	28	-	54	43	15	28	-	parking on partial ground level
CC-10	Parking Garage	-	2	-	-	-	-	-	-	-	-	-	-	-	232	-	-	232	116/level, serves CC-5,6,7,8 and SD-9
CC-11	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	-
CC-12	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	-
CC-13	Mixed Use	3,050	2	5,065	-	-	2,015	3,050	-	-	-	2	-	10	5	-	5	-	
CC-14	Residential	5,650	3	11,300	-	-	-	11,300	-	-	-	8	-	12	15	15	-	-	parking on ground level
CC-15	Mixed Use	8,020	3	19,580	-	-	3,540	16,040	-	-	-	10	-	28	21	9	12	-	parking on partial ground level
CC-16	Residential	8,275	4	25,430	-	-	-	25,430	-	-	-	20	-	30	26	-	26	-	
CC-17	Mixed Use	2,700	4	10,800	-	-	2,700	8,100	-	-	-	6	-	19	19	-	19	-	
CC-18	Residential	6,500	8	35,900	-	-	-	35,900	-	-	-	22	-	33	41	-	-	41	
CC-19	Residential	9,090	4	27,885	-	-	-	27,885	-	-	-	18	-	27	25	25	-	-	parking on ground level
CC-20	Mixed Use	2,790	6	13,950	-	-	2,790	11,160	-	-	-	8	-	23	28	7	21	-	Height bonus for saving three cottages, pkg ground level
CC-21	Mixed Use	1,065	6	5,325	-	-	1,065	4,260	-	-	-	4	-	10	14	4	10	-	Pkg under bldg (2 deep), other spaces down the alley
CC-22	Residential	2,625	3	6,075	-	-	-	6,075	-	-	-	4	-	6	8	8	-	-	
CC-23	Residential	2,625	3	6,075	-	-	-	6,075	-	-	-	4	-	6	8	8	-	-	
CC-24	Residential	2,625	3	6,075	-	-	-	6,075	-	-	-	4	-	6	8	8	-	-	
CC-25	Mixed Use	11,520	4	41,015	-	-	11,520	29,495	-	-	-	20	-	72	84	36	48	-	parking on ground level
CC-26	Mixed Use	5,675	3	17,025	-	-	5,675	11,350	-	-	-	8	-	33	29	29	-	-	Height bonus for saving Tate Arms
CC-27	Townhomes	3,600	3	8,640	-	-	-	8,640	-	-	-	3	-	6	6	6	-	-	
CC-28	Townhomes	3,600	3	8,640	-	-	-	8,640	-	-	-	3	-	6	6	6	-	-	
CC-29	Townhomes	4,400	3	10,560	-	-	-	10,560	-	-	-	4	-	8	8	8	-	-	
CC-30	Residential	4,200	3	9,720	-	-	-	9,720	-	-	-	6	-	9	12	12	-	-	
CC-31	Residential	4,200	3	9,720	-	-	-	9,720	-	-	-	6	-	9	12	12	-	-	
CC-32	Residential	12,050	4	36,150	-	-	-	36,150	-	-	-	24	-	36	61	37	24	-	parking on ground level
CC-33	Residential	8,300	4	24,900	-	-	-	24,900	-	-	-	18	-	27	39	22	17	-	parking on ground level
CC-34	Residential	10,025	4	40,100	-	-	-	40,100	-	-	-	28	-	42	0	-	-	-	
CC-35	Residential	10,345	4	41,380	-	-	-	41,380	-	-	-	28	-	42	0	-	-	-	
CC-36	Parking Garage	-	2	-	-	-	-	-	-	-	-	-	-	-	250	-	-	250	125/floor; serves CC-34,35,37,38 and future transit
CC-37	Residential	10,025	4	40,100	-	-	-	40,100	-	-	-	28	-	42	0	-	-	-	
CC-38	Residential	10,345	4	41,380	-	-	-	41,380	-	-	-	28	-	42	0	-	-	-	
CENTRAL CROSSINGS DISTRICT TOTALS				833,350	0	0	55,965	777,385	0	0	0	513	0	981	1,296	271	262	763	

gilbert district



gilbert district

The northern portion of the Gilbert District (north of the railroad) contains a number of recently constructed mixed use and high density apartment buildings. It is unlikely to experience significant redevelopment. The southern portion of the Gilbert District is comprised primarily of lower scale and intensity residential and commercial uses. Its defining feature is the Gilbert Street corridor, and to a lesser extent Ralston Creek. For the most part, this district is built out, especially the northern portion of it. As a result, the district will experience gradual infill development, as opposed to major transformation. The plan seeks to build on the district's informal and eclectic character. Commercial redevelopment will be more urban in nature, and residential infill development will consist of a variety of typologies, including apartments, townhouses, live-work units, and small cottages. The intent of the district is to attract artists and creative types by offering a variety of affordable and flexible live, work, and sell spaces.

Gilbert District Summary

Master Plan Objectives:

- › Manage Infill
- › Restore and Enhance Conditions along Ralston Creek
- › Improve pedestrian and bicycle connectivity
- › Maintain informal, eclectic character of neighborhood
- › Promote artistic and creative class uses
- › Retrofit suburban development form

Development Character:

- › Character shaped by recent development
- › District largely built out, no major transformation north of the railroad
- › Maintain smaller-scale and lower intensity of use south of the railroad
- › Live-work emphasis
- › Promote variety and diversity of form and materials
- › Creative and adaptive use of existing structures

Development Program:

- › New residential options, including small cottage homes, live-work units, townhouses, and apartments
- › Limited convenience retail, transition to urban typology
- › Arts-oriented affordable housing, studio, and/or gallery space



GD – 1: Commercial Redevelopment – The Gilbert Street corridor is characterized by its conventional development pattern, with buildings. As sites along Gilbert Street are redeveloped, they will be required to be more urban in nature, with buildings fronting the street and parking located to the side or rear of the building. Over time, this development pattern will allow the district to transition into a more walkable, pedestrian-oriented neighborhood.

GD – 2: Gilbert Street – Sharrows (shared bicycle and vehicle lanes) will be extended north on Gilbert Street to Downtown Iowa City. These will provide more experienced riders with a north – south route connecting the Highway 6 corridor to Downtown and campus. For those less experienced riders, the Ralston Creek trail, Clinton Street Promenade, or the Maiden Mews will provide alternative routes for commuting north and south through the study area.

GD – 3: Maiden Lane Mews - A series of green mews (small central green spaces) are envisioned along the east side of Maiden Lane, between Kirkwood Avenue and Lafayette Street. Townhouses and live-work units will front onto these mews, helping to activate the space and encourage interaction among the residents and artists. The mews will act as a canvas upon which the artists can display their art for the public. Inexpensive pre-engineered metal buildings (with enhanced fronts) will terminate the mews and provide affordable collaborative studio and gallery space for the resident artists. The mews are designed to be a defining feature of this creative neighborhood.

GD – 4: Gilbert Court Redevelopment – The east side of Gilbert Court between Kirkwood Avenue and the Iowa Interstate Rail line is suitable for redevelopment. In keeping with the proposed lower scale and intensity character of the district, a number of small cottage homes and a small apartment building could be contextually built around three historic houses that are located at the intersection of Gilbert Court and Benton Street.



GD 1: Commercial Redevelopment



GD 3: Maiden Lane Mews



GD 4: Gilbert Court Redevelopment

GD-3:Maiden Lane Mews at the Artist's (Workhouse) Court



Plan

Property Line



Perspective

Large workshop built from inexpensive materials for artists

Parking for visitors and customers located around the workshop

Entrance for retail area for sale of items

Tuck-under townhomes use a small footprint and house each artist using the workshop

Display garden showcasing sculptures and crafts

gilbert yield analysis



GILBERT DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
GD-1	Mixed Use	5,830	2	11,660	-	-	5,830	5,830	-	-	-	4	-	27	26	-	26	-	
GD-2	Mixed Use	7,740	3	16,055	-	-	575	15,480	-	-	-	10	-	17	24	24	-	-	parking on ground level
GD-3	Townhomes	4,805	3	9,610	-	-	-	9,610	-	-	-	5	-	10	10	10	-	-	
GD-4	Townhomes	3,600	3	7,200	-	-	-	7,200	-	-	-	4	-	8	8	8	-	-	
GD-5	Townhomes	3,600	3	7,200	-	-	-	7,200	-	-	-	4	-	8	8	8	-	-	
GD-6	Townhomes	3,600	3	7,200	-	-	-	7,200	-	-	-	4	-	8	8	8	-	-	
GD-7	Commercial	4,100	1	4,100	4,100	-	-	-	-	-	-	-	-	16	12	-	12	-	
GD-8	Townhomes	3,780	2.5	9,450	-	-	-	9,450	-	-	-	3	-	6	6	6	-	-	
GD-9	Townhomes	3,780	2.5	9,450	-	-	-	9,450	-	-	-	3	-	6	6	6	-	-	
GD-10	Townhomes	3,780	2.5	9,450	-	-	-	9,450	-	-	-	3	-	6	6	6	-	-	
GD-11	Townhomes	3,780	2.5	9,450	-	-	-	9,450	-	-	-	3	-	6	6	6	-	-	
GD-12	Townhomes	3,600	3	7,200	-	-	-	7,200	-	-	-	4	-	8	8	8	-	-	
GD-13	Townhomes	3,600	3	7,200	-	-	-	7,200	-	-	-	4	-	8	8	8	-	-	
GD-14	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	
GD-15	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	
GD-16	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	
GD-17	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	
GD-18	SF Detach	1,110	2.5	2,775	-	-	-	2,775	-	-	-	1	-	2	2	2	-	-	
GD-19	Residential	11,100	4	33,300	-	-	-	33,300	-	-	-	21	-	32	0	-	-	-	parking on ground level
GD-20	Commercial	4,550	2	9,100	9,100	-	-	-	-	-	-	-	-	36	18	-	18	-	
GD-21	Residential	7,530	4	22,590	-	-	-	22,590	-	-	-	15	-	23	35	19	16	-	parking on ground level
GILBERT DISTRICT TOTALS				194,090	13,200	0	6,405	174,485	0	0	0	92	0	235	199	127	72	0	

west riverfront district



west riverfront district

The West Riverfront District is a high-traffic, auto-oriented corridor situated on the west side of the Iowa River. South Riverside Drive bisects the district and connects U.S. Highway 6 with the University of Iowa campus. It is lined by commercial uses set back behind surface parking lots. Pedestrians are typically an afterthought. Unlike the rest of the study area, this district plays by different rules in terms of achieving an urban, pedestrian friendly environment.

As redevelopment of the district occurs, new development should capitalize on the Iowa River and its close proximity to the campus. In addition, it should take advantage of the access and visibility provided by Highway 6. It is envisioned that over time, the commercial development on the west side of South Riverside Drive will take on a more pedestrian-friendly framework, or it will transition to urban apartments and mixed-use development. In the development of gas stations and drive thru businesses, the building should be anchored at the corner, with vehicular access and amenities moved to the back to create a pedestrian oriented street frontage (See Appendix A). Redevelopment on the east side of the district will take advantage of river views, and will consist of either pedestrian-friendly commercial uses or niche residential, including higher end townhouses or mid-rise condo towers.

West Riverfront District Summary

Master Plan Objectives:

- › Capitalize on Highway 6 access and visibility
- › Improve pedestrian and bicycle circulation
- › Capitalize on the Iowa River
- › Extend the riverfront trail
- › Capture the football crowd

Development Character:

- › Temper auto orientation
- › Open views and access to river
- › Enhance the streetscape and overall aesthetics

Development Program:

- › Multiple housing typologies, including condo towers, apartments and townhouses
- › Destination river view restaurants
- › Commercial , possible small to midsize box
- › Hospitality



WR – 1: Riverfront Enhancements – In order to help encourage development within the district, a program to enhance the west bank of the Iowa River should be undertaken. This would include utilitarian elements, such as stabilizing the riverbank to prevent further erosion, functional elements, such as extending the riverfront trail to the north and south, and aesthetic elements, such as providing additional landscaping. Included in this would be interpretative stations along the river to provide educational opportunities relating to the river and its plant and wildlife, including the many Bald Eagles that frequent this stretch.

WR – 2: Riverside Drive Enhancements – Riverside Drive is very auto-oriented, with few pedestrian amenities and unappealing aesthetics. As the district transitions into a more urban setting, the right-of-way will need to be redesigned in order to provide enhanced aesthetics and a more walkable environment for pedestrians.

Enhancements to the pedestrian environment should include the following:

- › Reduce the number of curb cuts along the street
- › Provide a wider sidewalk that is set back from the curb a minimum of six feet and preferably more
- › Provide enhanced pedestrian crossings across Riverside Drive and its cross streets
- › Provide a safe pedestrian connection on the west side of Riverside Drive under the Iowa Interstate Railroad bridge.

Aesthetic enhancements should include the following:

- › Gateway signage and landscaping at the intersection of U.S. Highway 6
- › Buried utilities
- › Streetscape enhancements, including street trees and other forms of landscaping

WR – 3: Westside Redevelopment – Located along the west side of Riverside Drive and north of Benton Street, the car dealership site provides a large and strategic site for redevelopment. As shown in the plan, the northwest corner of the intersection is reserved for an attached green, which would double the amount of available frontage for neighborhood retail or restaurant uses. This landscaped green could provide outdoor seating for restaurants or cafes, and is the “identity” of the site. The remaining buildings on the site would be pedestrian oriented, with street frontage and parking in the rear. They are designed to accommodate retail uses on their first floors, and apartments on the upper floors. This, as well as the area north of the railroad, could be an appropriate location for dormitory style housing as discussed earlier. There is the possibility for a higher room count if housing developed with a private dorm, provided there is an agreement with the University to provide car storage offsite.

WR – 4: Riverside Commercial Redevelopment – The commercial property on the west side of Riverside Drive and south of Benton Street will take on a more pedestrian friendly format. In order for this to occur, a slip lane will need to be constructed. This lane will provide access to the retail uses, as well as “on-street” parking. In addition, it will be the organizing feature of the site, and help provide a common “build-to” line for new development to address. New commercial buildings will be adorned with enhanced facades and improved landscaping, and overflow parking will be provided to the rear of the buildings.

WR – 5: Sturgis Corner Redevelopment – The commercial uses on the Sturgis Corner site were developed in a conventional manner, with multiple architectural styles, buildings set back behind large surface parking lots, and limited pedestrian amenities. As this area begins to redevelop, development guidelines will establish a new development framework, one that is much more pedestrian friendly. New commercial buildings will front onto Sturgis Corner Drive, sidewalks will connect buildings, and parking will be provided on-street and to the rear of buildings. In addition, a new building site has been proposed for a new condo tower overlooking the river and future regional park.



WR 3: Westside Redevelopment



WR 4: Riverside Commercial Development



WR 5: Sturgis Corner Redevelopment

WR – 6: Riverview – A new neighborhood is designated for the north side of Benton Street. This neighborhood, which will overlook the Iowa River and riverfront trail, will contain a new mid-rise condo tower and townhouses that front onto greens that provide access and view corridors to the river. All buildings will be designed with parking on the ground floor in order to raise habitable space above the floodplain. This design also allows residents to get a more commanding view of the river. A restaurant or retail site is located at the intersection of Benton Street and Riverside Drive. This restaurant would have trail access and is designed with a large patio with views of the river.



WR 6: Before and After Renderings Showing the New Riverview Neighborhood Development in the West Riverfront District

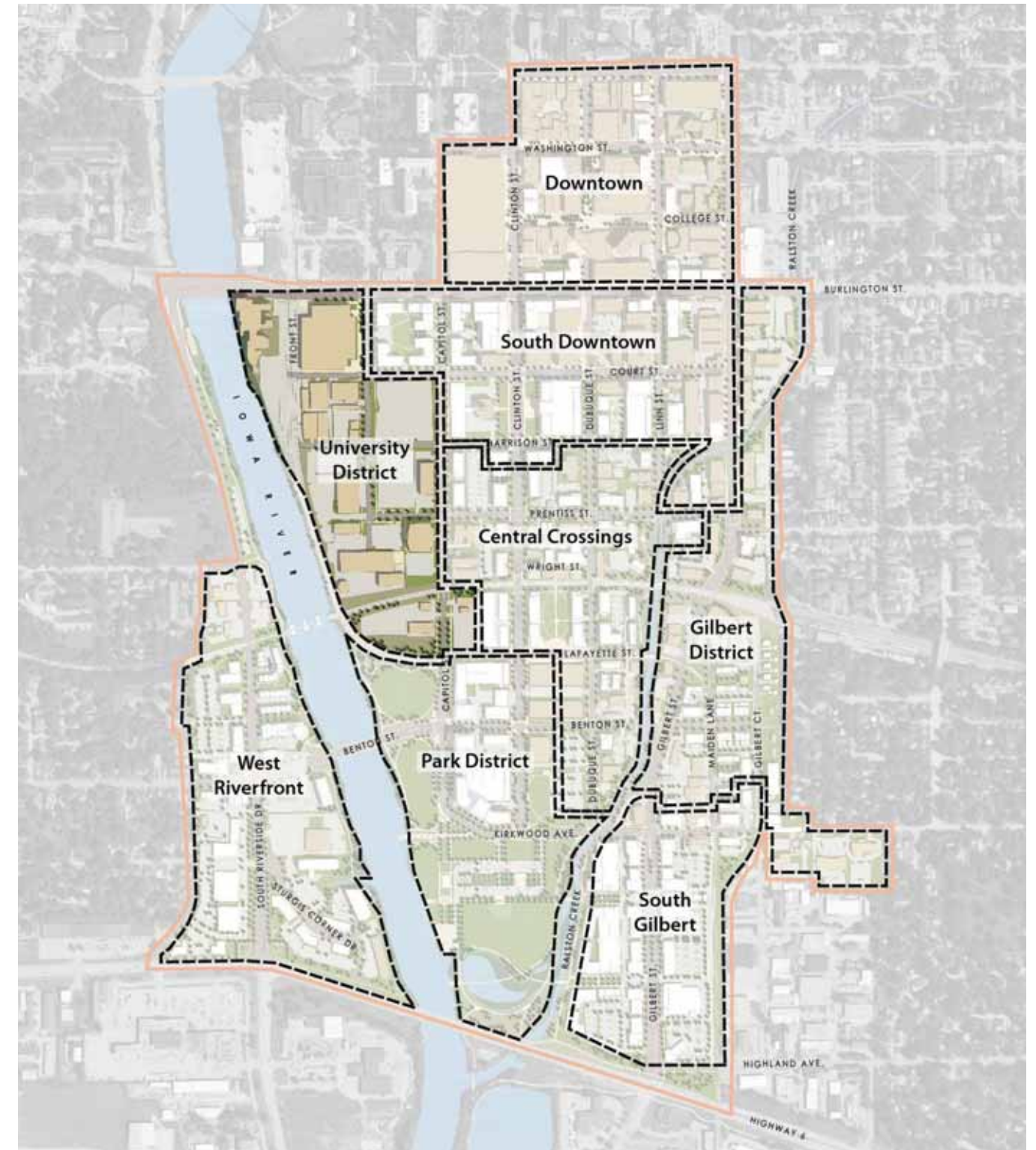
west riverfront yield analysis



WEST RIVERFRONT DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
WR-1	Commercial	3,900	1	3,900	3,900	-	-	-	-	-	-	-	-	16	18	-	18	-	
WR-2	Commercial	5,000	1	5,000	5,000	-	-	-	-	-	-	-	-	20	26	-	26	-	
WR-3	Commercial	16,805	1	16,805	16,805	-	-	-	-	-	-	-	-	67	45	-	45	-	
WR-4	Commercial	23,365	1	23,365	23,365	-	-	-	-	-	-	-	-	93	68	-	68	-	
WR-5	Commercial	10,350	1	10,350	10,350	-	-	-	-	-	-	-	-	41	42	-	42	-	
WR-6	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-7	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-8	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-9	Commercial	1,400	1	1,400	1,400	-	-	-	-	-	-	-	-	6	5	-	5	-	
WR-10	Commercial	4,200	2	8,400	8,400	-	-	-	-	-	-	3	-	38	26	-	26	-	
WR-11	Mixed Use	2,555	2	5,110	-	-	2,555	2,555	-	-	-	2	-	12	10	-	10	-	
WR-12	Mixed Use	11,255	4	45,020	-	-	11,255	33,765	-	-	-	21	-	73	45	-	45	-	
WR-13	Mixed Use	13,835	4	55,340	-	-	13,835	41,505	-	-	-	27	-	91	56	-	56	-	
WR-14	Residential	11,640	4	46,560	-	-	-	46,560	-	-	-	32	-	48	61	-	61	-	
WR-15	Residential	11,250	4	45,000	-	-	-	45,000	-	-	-	28	-	42	53	-	53	-	
WR-16	Townhomes	2,885	3	6,675	-	-	-	6,675	-	-	-	3	-	6	8	6	2	-	
WR-17	Townhomes	5,330	3	12,460	-	-	-	12,460	-	-	-	5	-	10	13	10	3	-	
WR-18	Townhomes	4,080	3	9,560	-	-	-	9,560	-	-	-	4	-	8	12	8	4	-	
WR-19	Townhomes	6,080	3	14,070	-	-	-	14,070	-	-	-	6	-	12	14	12	2	-	
WR-20	Townhomes	6,080	3	14,070	-	-	-	14,070	-	-	-	6	-	12	13	12	1	-	
WR-21	Residential	20,315	8	68,875	-	-	-	68,875	-	-	-	40	-	63	40	30	10	-	parking on ground level
WR-22	Commercial	5,185	1	5,185	5,185	-	-	-	-	-	-	-	-	21	14	-	14	-	
WR-23	Mixed Use	10,355	5	45,085	-	-	3,665	41,420	-	-	-	28	-	55	34	17	17	-	
WR-24	Commercial	8,835	1	8,835	8,835	-	-	-	-	-	-	-	-	35	44	-	44	-	
WR-25	Commercial	7,195	1	7,195	7,195	-	-	-	-	-	-	-	-	29	36	-	36	-	
WR-26	Commercial	6,575	1	6,575	6,575	-	-	-	-	-	-	-	-	26	20	-	20	-	
WR-27	Commercial	5,000	1	5,000	5,000	-	-	-	-	-	-	-	-	20	25	-	25	-	
WR-28	Residential	14,520	7	68,940	-	-	-	68,940	-	-	-	38	-	57	57	37	20	-	parking on ground level
WR-29	Hotel	13,620	4	54,480	-	-	-	-	54,480	-	-	-	108	108	90	-	90	-	
WEST RIVERFRONT DISTRICT TOTALS				597,455	106,210	0	31,310	405,455	54,480	0	0	243	108	1,026	890	132	758	0	

university district



university district

The University District is located south of Burlington Street between Capitol Street and the Iowa River. The district contains the University Power Plant, the new Student Recreation Center, a number of back office and University facility-related buildings, and several parking lots. Because the property in the district is owned by the University, it is anticipated that new buildings in the district will be institutional in nature. The on-going collaboration between the City and the University should continue, with a continued goal of enhancing the public realm (i.e. landscaping and streetscape), continuing the promotion of high quality design, (such as the Student Recreation Center), and ensuring that the design of blocks within the district are in character with the adjacent districts. The planned Burlington Street Dam modification project is an opportunity to improve riverfront access and recreation in this area. The University District may be an appropriate location for dormitory style housing developed by the University or in cooperation with a private developer on University owned land. Senior housing marketed to alumni would also be appropriate in this district.

University District Summary

Master Plan Objectives:

- › Continue collaboration with the University
- › Partner to extend the riverfront trail
- › Explore TOD potential north of Burlington Street
- › Implement plans to mitigate the Burlington Street Dam

Development Character:

- › Continue to promote high quality design
- › Enhance the public realm

Development Program:

- › Institutional uses (University driven)
- › University related housing



UD – 1: Riverfront Trail – The City and University should partner to extend the riverfront trail to the north. This long-term project would provide a key link in the regional trail system, and would help connect the University with the new regional park. Because of the presence of the power plant and CRANDIC rail line, trail extension in this area will be very difficult. Options include squeezing it in on available land on the riverbank, shifting it further “inland,” or placing it on a floating boardwalk.

UD – 2: Light Rail Stop – The future light rail line will run down the west side of the University District. It is projected that there will be a future stop adjacent to Burlington Street. This stop will serve both the University and Downtown Iowa City. Because of the importance of this stop, the City and the University should partner in determining the best location for this stop.

UD - 3: Iowa City was recently awarded funding from the Environmental Protection Agency Urban Waters Program, to conduct a feasibility study and preliminary design of dam modification and stream bank improvements downstream from the Burlington Street Dam. The project entails maintaining the existing 9-foot dam and placing fill below the dam. This approach will maintain the upstream pool that is used by the University. The riverfront park, which may include a whitewater component, will be a major recreational draw for citizens of the community and visitors alike, and provide additional opportunities for outdoor classes at the University of Iowa.

The objectives of this project include 1) modifying the Burlington Street Dam to enhance water quality, improve fish habitat, flood mitigation, public safety, and public access to the Iowa River; 2) coordinating the dam modification project with other community plans to build a resilient riverfront park system that will store, absorb and a filter polluted urban run-off and floodwaters; and 3) developing educational components to enhance understanding of the environmental benefits of this initiative.



UD -1: Riverfront Trail in Atlanta, Georgia



UD -2: Light Rail Stop in Plano, Texas



UD -1: Riverfront Trail in Omaha, Nebraska



A senior housing development Merrill Gardens is located in Seattle near the University of Washington campus. The community consists of 123 independent retirement and assisted living apartments with a combination of studios, one bedroom and two bedroom apartments.

university yield analysis



Note - All future buildings in the University District are anticipated to be institutional in nature, and will occur on an as-needed bases. As a result, no new buildings are shown and the yield analysis does not apply.

UNIVERSITY DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar
UNIVERSITY DISTRICT TOTALS				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

park district



park district

The Park District is located south of the Iowa Interstate Railroad on the east bank of the Iowa River. The district contains the City's wastewater treatment plant, and is predominantly industrial in nature. This will change when a new regional park replaces the treatment plant. This regional park will contain active and passive use areas, and will be designed to accommodate large crowds for programmed events. The amenity value of the park will be a catalyst for redevelopment of the adjacent Park Blocks. These blocks will develop with mixed-use buildings and structured parking. Uses in these buildings will consist of a small amount of street level retail, new housing options, and office space.

Park District Summary

Master Plan Objectives:

- › Complete park design and construction
- › Leverage amenity value of park
- › Promote new housing options
- › TOD adjacent to depot and light rail stop
- › Improved circulation and enhanced mobility
- › Flood mitigation and stormwater quality improvements

Development Character:

- › Enhanced public realm (park and streetscapes)
- › Greatest height and intensity along park edge

Development Program:

- › Multiple housing typologies, including condo towers, apartments, and townhouses
- › Office
- › Retail



PD – 1: Block 2 Redevelopment - The mixed use redevelopment on this block includes residential, civic, mixed use, and a parking structure. The residential tower at the corner of Benton and Capitol Streets will “hold” the corner with a larger residential building fronting onto Capitol Street. The Ambulance Center should also be designed to “hold” the corner at Benton and Clinton Streets. The apparatus bays should be set back from Clinton Street. The parking garage will be three levels in height, lined by buildings along Capitol and Clinton Streets. An access drive to the garage will be located long Benton Street.

PD – 2: Block 3 Redevelopment - Large residential buildings will front onto the Capitol/Kirkwood connector street with two towers rising from the base. These buildings would act as a gateway to the area and provide extensive views of the river corridor and park. Smaller residential buildings will front onto Clinton and Benton Streets. A three level parking garage will be located mid-block and provide parking for the entire development block. Access drives will be sited along Clinton Street and Benton Street to create a continuous street wall on the Capitol Street/Kirkwood Avenue connector street.

PD - 3: Regional Park – As discussed previously, the riverfront park will contain both active and passive green space that responds to the community and environment. The riverfront park, as well as Ralston Creek provide an opportunity for the City to address water quality and quantity issues at a regional scale, as well as flood control during larger storm events. The area becomes a focal point and catalyst for redevelopment in the park district, creating an amenity for neighborhood residents and a destination for the community and visitors.



PD -1 Block 2 Redevelopment Massing



PD-2 Block 3 Redevelopment Massing



PD -3: Rendering showing riverfront park.



Rendering showing proposed development and riverfront park system along the Iowa River.

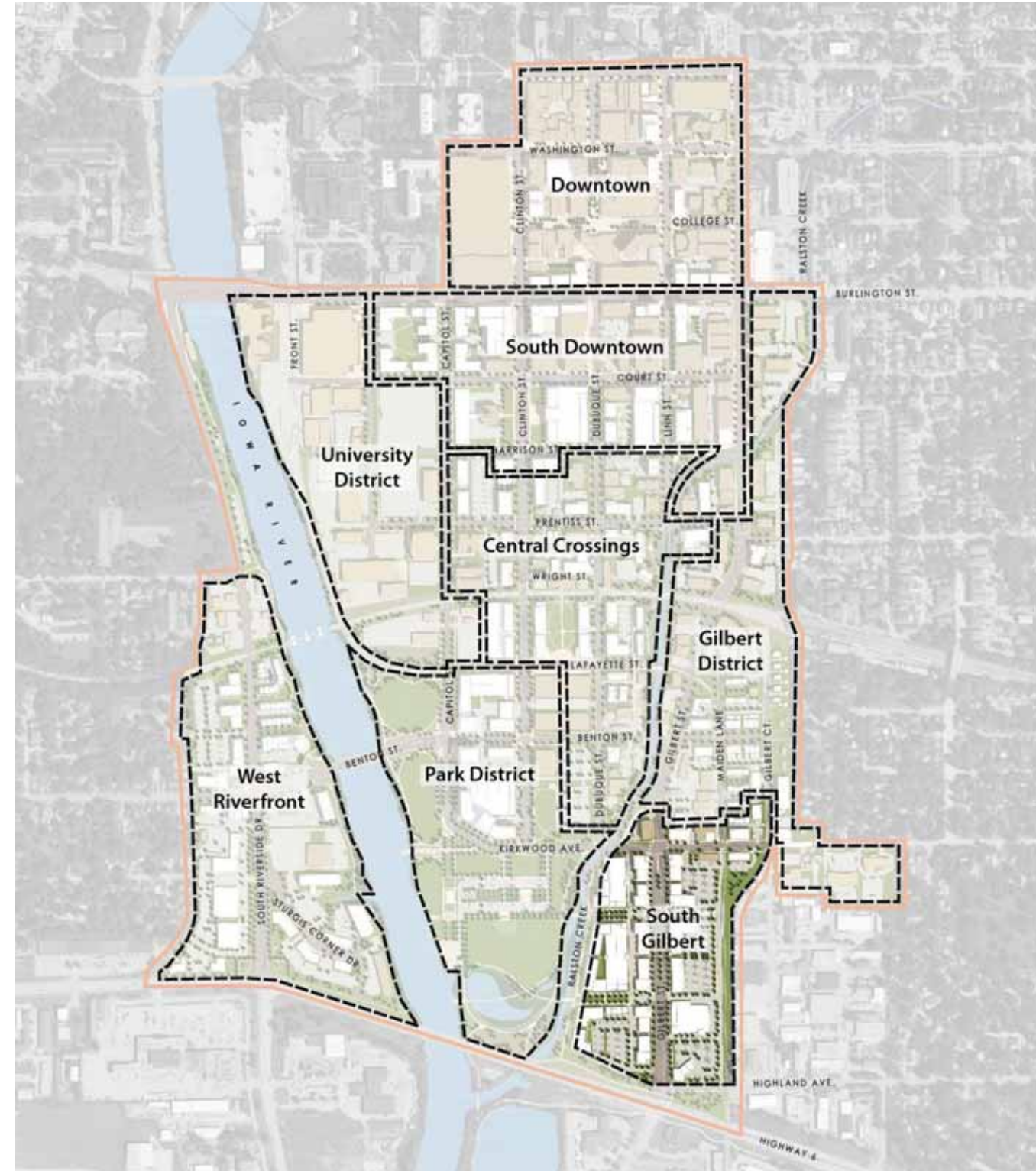
park district yield analysis



PARK DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
PD-1	Mixed Use	33,635	10	207,990	-	-	8,600	199,390	-	-	-	131	-	228	25	25	-	-	parking on partial ground floor
PD-2	Mixed Use	19,685	10	156,270	-	-	10,290	145,980	-	-	-	91	-	174	0	-	-	-	
PD-3	Residential	9,735	4	38,940	-	-	-	38,940	-	-	-	24	-	36	0	-	-	-	
PD-4	Parking Garage	-	3	-	-	-	-	-	-	-	-	-	-	-	600	-	-	600	Serves PD-1,2,3,10; 200/fl
PD-5	Mixed Use	10,370	10	103,700	-	-	10,370	93,330	-	-	-	63	-	132	0	-	-	-	
PD-6	Residential	16,260	6	89,380	-	-	-	89,380	-	-	-	60	-	90	0	-	-	-	
PD-7	Civic	9,405	3	28,215	-	28,215	-	-	-	-	-	-	-	94	7	-	7	-	Johnson County Ambulance
PD-8	Residential	4,080	4	16,320	-	-	-	16,320	-	-	-	12	-	18	0	-	-	-	
PD-9	Parking Garage	-	3	-	-	-	-	-	-	-	-	-	-	-	285	-	-	285	95/fl
PD-10	Residential	8,160	4	32,640	-	-	-	32,640	32,640	-	-	24	-	36	0	-	-	-	
PD-11	Transit	720	1	720	-	-	-	-	-	720	-	-	-	0	0	-	-	-	Future Light Rail Stop
PARK DISTRICT TOTALS				674,175	0	28,215	29,260	615,980	32,640	720	0	405	0	808	917	25	7	885	

south gilbert district



south gilbert district

The South Gilbert District is located between Benton Street and U.S. Highway 6 on the east side of Ralston Creek. The district contains an eclectic mix of industrial and commercial uses. Similar to the Park District, this district will utilize the future regional park as a development catalyst. In addition, it will also benefit from the future light rail stop that will be located on the east side of the district. Gilbert Street will redevelop as a “main street,” with mixed use buildings fronting on the street and structured parking located to the rear. Retail will be located on the first floors of these buildings, and residential and office uses will be located above. Smaller residential courtyards will be located along these east/west connections and provide green “fingers” into the Gilbert Street corridor. In addition, upper end condos will overlook the regional park and Ralston Creek, which will be restored and enhanced.

South Gilbert District Summary

Master Plan Objectives:

- › Capitalize on Highway 6 access and visibility
- › Leverage future transit orientation
- › Leverage amenity value of the proposed park
- › Improve pedestrian and bicycle connectivity
- › Restore and enhance conditions along Ralston Creek

Development Character:

- › Urban frontage conditions
- › Building heights comply with FAA regulations
- › Emphasize connections to proposed regional park

Development Program:

- › Multiple housing typologies, including condo towers, apartments, and townhouses
- › Limited office
- › Possible small to mid-sized box
- › Convenience retail



SG – 1: Block 4 Redevelopment - A larger residential building will front onto Ralston Creek and provide wide views of the riverfront park. Smaller townhouses should front onto the 1st Street courtyard. Gilbert Street should be defined by lower rise mixed-use buildings. Architectural treatments can help define prominent corners along Kirkwood Avenue and Gilbert Street. A three level parking garage is attached to buildings fronting Ralston Creek and the 1st Street residential courtyard, accessed by an alley that connects 1st Street with Kirkwood Avenue. This alley will also provide surface parking spaces for visitors.

SG – 2: Block 5 Redevelopment - Low-rise mixed-use buildings should define Gilbert Street, 1st Street, and Kirkwood Avenue. Enhanced architectural treatment should occur at the corners of Gilbert Street and 1st Avenue and Kirkwood Avenue. A surface parking lot is concealed by buildings from Gilbert Street and Kirkwood Avenue will provide parking for the block. A potential light rail stop would provide access to South Gilbert and adjacent districts.

SG - 3: Block 6 Redevelopment - Similar to the block to the north, a larger residential building will front onto Ralston Creek to give wide views of the riverfront park, and smaller townhouses should front onto the northern and southern courtyards. A four level parking garage located mid-block will provide parking, which should be hidden on all sides by buildings and accessed by an alley running north/south.



SG-1 Block 4 Redevelopment Massing



SG-3 Block 6 Redevelopment Massing



SG-2 Block 5 Redevelopment Massing

SG - 4: Block 7 Redevelopment - The development of this block follows the same concepts as the block directly to the north, utilizing low-rise mixed-use buildings to conceal a surface parking lot, and utilizing enhanced architectural treatments to define the corner of Gilbert Street and 1st Street.

SG - 5: Block 8 Redevelopment - Low-rise, mixed-use buildings should define Gilbert Street, the residential courtyard and Ralston Creek. Enhanced architectural treatment can help define the corners of U.S. Highway 6 and the new street off of Gilbert Street. The U.S. Highway 6 intersection should include an entry feature into the new district from the south. A large surface parking lot located mid-block should be concealed from Gilbert Street by liner buildings and accessed by drives located off of Gilbert Street and the new east/west street located to the north of the block. Townhouses fronting onto the courtyard will have tuck-under garage spaces accessed by an alley to the rear of the buildings.

SG - 6: Block 9 Redevelopment - Liner buildings should be used to establish an active frontage along Gilbert Street. Enhanced architectural treatment should be provided on the southwest corner of the small box store. The small box retail store should be enhanced to give a more pedestrian scale and character that would correspond with the rest of the development. A surface parking lot will be located at the corner of Highland Avenue and Gilbert Street. This parking lot should be well concealed from Gilbert Street using landscape and architectural treatments.



SG-4: Block 7 Redevelopment Massing



SG-6: Block 9 Redevelopment Massing



SG-5: Block 8 Redevelopment Massing



Rendering of residential courtyard with riverfront park access.

south gilbert yield analysis



SOUTH GILBERT DISTRICT

Building ID	Building Type	Building Footprint	Stories	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar	Notes
SG-1	Residential	10,980	2	21,960	-	-	-	21,960	-	-	-	14	-	21	21	-	21	-	
SG-2	Residential	11,790	3	35,370	-	-	-	35,370	-	-	-	24	-	36	36	-	36	-	
SG-3	Townhomes	4,200	3	8,400	-	-	-	8,400	-	-	-	4	-	8	8	8	-	-	
SG-4	Mixed Use	10,435	2	20,870	-	-	10,435	10,435	-	-	-	7	-	49	49	-	49	-	
SG-5	Mixed Use	11,500	2	23,000	-	-	11,500	11,500	-	-	-	8	-	54	54	-	54	-	
SG-6	Mixed/Comm	42,900	1	42,900	36,600	-	6,300	-	-	-	-	-	-	169	153	-	153	-	Big box retail with liner
SG-7	Mixed Use	11,970	3	28,860	-	-	11,970	16,890	-	-	-	11	-	60	12	-	12	-	
SG-8	Townhomes	4,200	3	12,600	-	-	-	12,600	-	-	-	4	-	8	0	-	-	-	
SG-9	Residential	16,330	4	65,320	-	-	-	65,320	-	-	-	44	-	66	0	-	-	-	
SG-10	Residential	13,645	5	58,020	-	-	-	58,020	-	-	-	38	-	57	0	-	-	-	
SG-11	Townhomes	2,700	3	8,100	-	-	-	8,100	-	-	-	3	-	6	0	-	-	-	
SG-12	Parking Garage	-	3	-	-	-	-	-	-	-	-	-	-	-	345	-	-	345	115/fl; serves SG-7,8,9,10,11,13
SG-13	Mixed Use	11,970	3	28,860	-	-	11,970	16,890	-	-	-	11	-	60	12	-	12	-	
SG-14	Mixed Use	11,850	2	23,700	-	-	11,850	11,850	-	-	-	8	-	55	66	-	66	-	
SG-15	Mixed Use	15,965	3	40,570	-	-	15,965	24,605	-	-	-	16	-	82	98	-	98	-	
SG-16	Townhomes	2,700	3	8,100	-	-	-	8,100	-	-	-	3	-	6	0	-	-	-	
SG-17	Residential	15,875	5	53,115	-	-	-	53,115	-	-	-	41	-	62	0	-	-	-	
SG-18	Parking Garage	-	3	-	-	-	-	-	-	-	-	-	-	-	172	-	-	172	serves SG-16,17,19,20
SG-19	Mixed Use	8,630	3	25,890	-	-	8,630	17,260	-	-	-	12	-	49	6	-	6	-	
SG-20	Mixed Use	9,995	3	29,985	-	-	9,995	19,990	-	-	-	14	-	57	6	-	6	-	
SG-21	Mixed Use	12,450	3	37,350	-	-	12,450	24,900	-	-	-	16	-	69	60	-	60	-	
SG-22	Mixed Use	10,120	3	30,360	-	-	10,120	20,240	-	-	-	14	-	58	51	-	51	-	
SG-23	Mixed Use	6,455	2	12,910	-	-	6,455	6,455	-	-	-	4	-	30	18	-	18	-	
SG-24	Commercial	2,105	1	2,105	2,105	-	-	-	-	-	-	-	-	8	0	-	-	-	
SG-25	Mixed Use	4,830	1	4,830	-	-	4,830	-	-	-	-	-	-	18	22	-	22	-	
SG-26	Mixed Use	7,575	3	12,235	-	-	4,660	7,575	-	-	-	10	-	32	25	11	14	-	parking on partial ground level
SG-27	Townhomes	3,600	3	10,800	-	-	-	10,800	-	-	-	4	-	8	8	8	-	-	
SG-28	Commercial	3,880	1	3,880	3,880	-	-	-	-	-	-	-	-	16	12	-	12	-	
SG-29	Civic	880	1	880	-	-	-	-	-	880	-	-	-	-	0	-	-	-	Future light rail stop
SOUTH GILBERT DISTRICT TOTALS				650,970	42,585	0	137,130	470,375	0	880	0	310	0	1,145	1,234	27	690	517	

district-wide yield analysis

DISTRICT TOTALS	Square Footage	Comm. SF	Office SF	Mixed SF	Resid SF	Hotel SF	Misc SF	Suite Units	Residential Units	Hotel Rooms	Parking Demand	Parking Provided	Private	Pkg Lot	Pkg Gar
CENTRAL CROSSINGS DISTRICT	833,350	0	0	55,965	777,385	0	0	0	513	0	981	1,296	271	262	763
DOWNTOWN DISTRICT	625,250	0	79,240	97,415	448,595	0	0	0	309	0	1,083	338	58	30	250
GILBERT DISTRICT	194,090	13,200	0	6,405	174,485	0	0	0	92	0	235	199	127	72	0
PARK DISTRICT	674,175	0	28,215	29,260	615,980	32,640	720	0	405	0	808	917	25	7	885
SOUTH DOWNTOWN DISTRICT	1,542,790	8,696	136,815	71,885	1,095,255	0	201,080	171	589	0	2,466	1,522	461	70	991
SOUTH GILBERT DISTRICT	650,970	42,585	0	137,130	470,375	0	880	0	310	0	1,145	1,234	27	690	517
WEST RIVERFRONT DISTRICT	597,455	106,210	0	31,310	405,455	54,480	0	0	243	108	1,026	890	132	758	0
UNIVERSITY DISTRICT	Uses in the University District will be determined by University of Iowa policies and are not included in this plan														
PLAN TOTALS	5,118,080	170,691	244,270	429,370	3,987,530	87,120	202,680	171	2,461	108	7,744	6,396	1,101	1,889	3,406

ASSUMPTIONS	yield	parking
th / sfr	2 spaces / unit	
apt/condo	1600 sf / unit (gross)	1.5 spaces / unit
Student Suite Units	388 sf / bed (gross), 4 beds/unit	3.2 spaces / unit
Hotel	500 sf / room (gross)	1 space / room
Office		1 space / 300 sf
pkg gar	300 sf / parking space	
commercial		4 spaces / 1000 sf
grocery		1 space / 200 sf
gas station		1 space / 200 sf
library		1 space / 300 sf
mixed use		3.65 spaces / 1000 sf

development standards

land use

heights

frontages and setbacks

parking and access

special requirements

Land Use The land uses within Downtown Iowa City and Riverfront Crossings range from residential, office, and commercial to governmental, civic, and university-related. In many cases, multiple uses occur within the same building, most often with commercial uses on the ground level and residential uses on the upper floors of the buildings. Commercial uses help create a pedestrian friendly environment, while the residential uses above provide new opportunities for people to live within walking distance of jobs, schools, shopping, recreation, and cultural amenities within downtown and adjacent areas. The variety, size, and design of residential units should further the goal of creating a neighborhood with a stable population of long-term residents of all incomes and ages, rather than solely focusing on the market for university student housing.

Each sub district within the plan has a different look and feel as far as the particular uses that are envisioned within its boundaries. Within the Downtown District, most of the buildings are designated as mixed-use buildings to provide the widest variety of potential uses to be located there. Parking is thought about on a district basis and not at the level of the individual building. Proposed parking structures will provide an ample amount of parking to serve the district, while only being a few blocks away from destinations. Further south, in the South Downtown District, many of the uses are compatible with the adjacent sub districts. Supplemental parking for downtown uses is provided, and University sponsored off-campus student housing is located along Burlington Street for an easy bike or walk to the campus. In addition, local and county government uses are supported with the Johnson County Justice Center. Further to the south, the Central Crossings district contains a fair amount of residential space, while also providing parking that will support future transit opportunities related to the future addition of regional passenger rail and light rail.

The area on the east side of Ralston Creek, within the Gilbert District, has a more residential character and lower density, with townhomes and artist studios, as well as single family residential along Gilbert Court. This contrasts with the higher density uses in the adjacent South Gilbert district, where the uses are envisioned to be a little more intense, with Gilbert Street designed as a main street with frontages and ground floor building spaces that are attractive to retailers, restaurants, and other desired commercial uses.

The high traffic volumes at the intersection of U.S. Highway 6 and Gilbert Street will be important for retail to function properly. There is the potential that the high volume and visibility of this intersection may support a small box retail store, which would provide goods and services to the adjacent neighborhoods. A considerable amount of residential is also encouraged within this district in order to maximize the economic potential of the area, create the threshold of consumer demand necessary to attract neighborhood-serving businesses, and to realize the desired return on investment in additional transit service, park amenities, and street infrastructure.

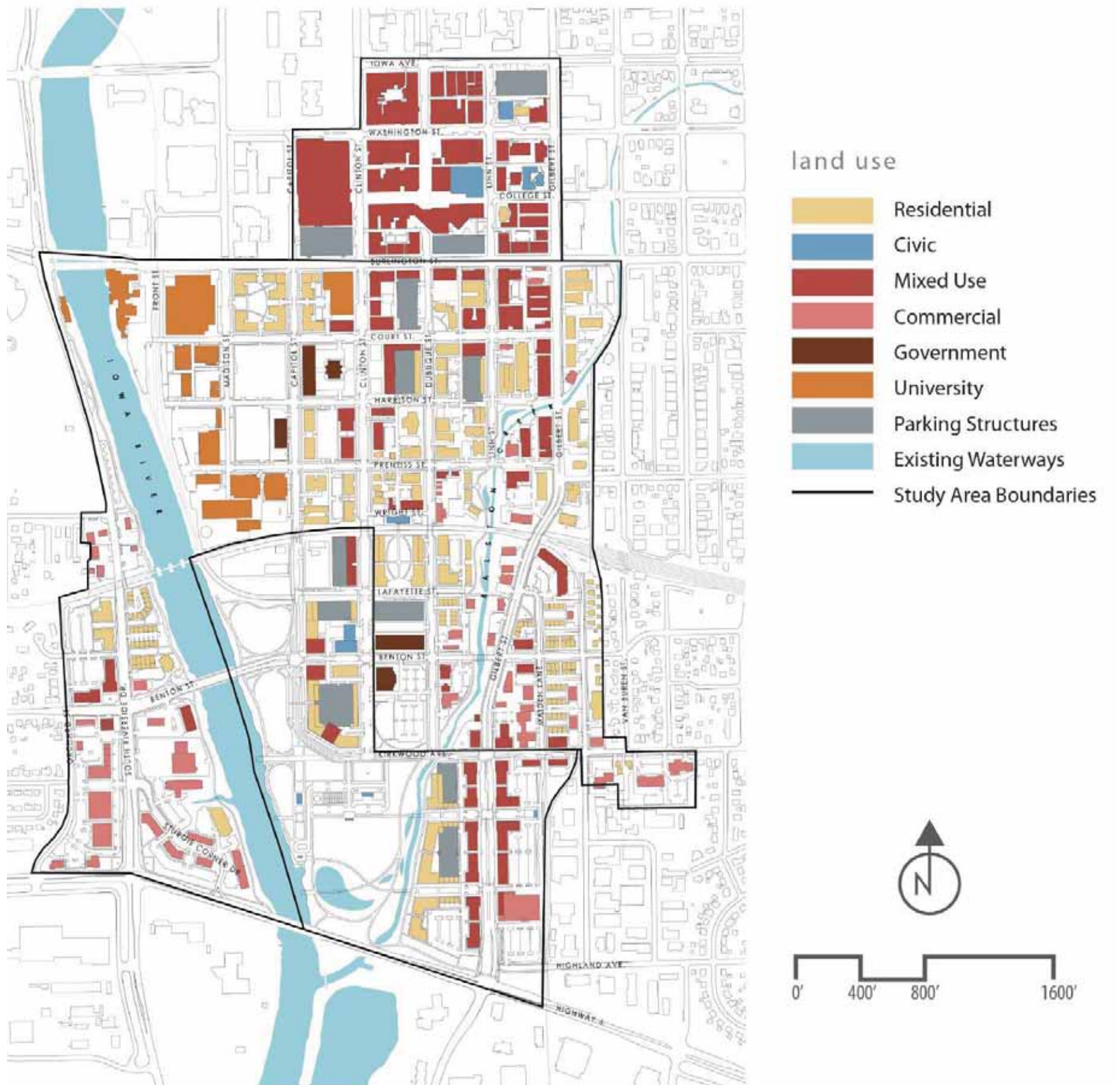


Examples of Land Use appropriate for study area is (from left to right): Cottage Homes in St. Charles, Missouri , Townhomes in Southlake, Texas, and Apartments in Portland, Oregon.

The Park District is appropriate for mid rise residential towers along the new Kirkwood Avenue/Capitol Street connection. The height provided by these towers allows views into the park as well as the Iowa River. West of the river, in the West Riverfront district, the uses begin to transition to a higher concentration of commercial buildings. With a new hotel locating on Sturgis Corner Drive, this area would be suitable for retail uses and restaurants. Immediately adjacent to the river, there is the potential to develop residential towers to take advantage of the river views and of the downtown skyline on the opposite side of the river.



Main Street Retail in Southlake, Texas



Heights The building heights in the plan are based on the desired urban form of each district, market analysis of the residential and commercial demand, FAA airport height restrictions, and the desire to protect views towards the Old Capitol Building. In the Downtown district, buildings are compatible with the surrounding uses, with several locations identified for taller structures.

There are several height categories that have been identified within the plan. These indicate minimum and maximum building heights for proposed buildings in order to create an attractive urban form. Buildings shown to be in the one-level category are typically commercial uses, and are mainly concentrated in the West Riverfront district as well as along Ralston Creek and Gilbert Street. The 2-3 level category is intended for areas that are desired to have a more residential character, and are appropriate for townhomes and single family detached structures. The Gilbert District, in particular, is one location where this category applies, as the buildings decrease in height as they transition into lower density units in the Oak Grove residential neighborhood south of the railroad. The 2-3 level category is also appropriate in the downtown area, where new pedestal buildings would fit within the context of the many historic structures that currently exist there.

Many of the proposed buildings within the plan are shown in the 4-6 level category, which is appropriate along Burlington Street, and especially concentrated in the Central Crossings and South Downtown districts. These buildings have a mixture of uses at the ground level, with apartments or condos on the upper floors. These buildings are well situated in the center of the plan and would reinforce its pedestrian friendly intent.

The South Gilbert district is located within the flight path and transition zone of the Iowa City Municipal Airport. These areas are regulated by the FAA and provide vertical height limits. In response, building heights will transition from 1-3 levels on the southern end to 4-6 levels on the northern end of the Gilbert Street blocks. Developers will need to work with the City to ensure that proposed building heights meet FAA airport height regulations. The Park District, which is north of the flight path and transition zone, can support buildings in the range of 7-15 levels. These would rise from lower rise residential pedestal buildings. These residential towers would take full advantage of the riverfront park and views of the Iowa River.





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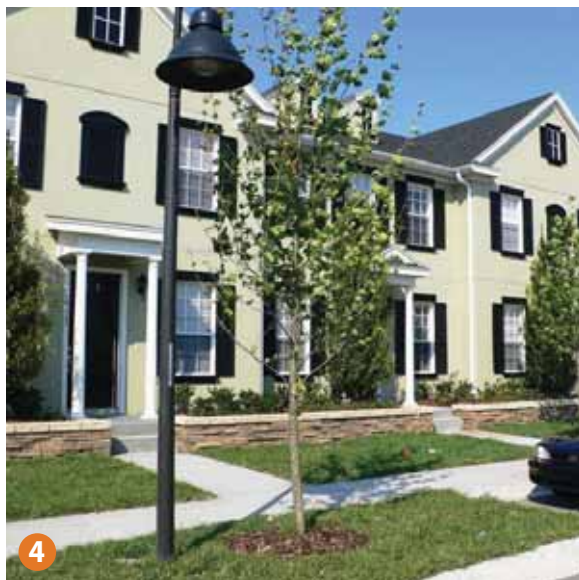


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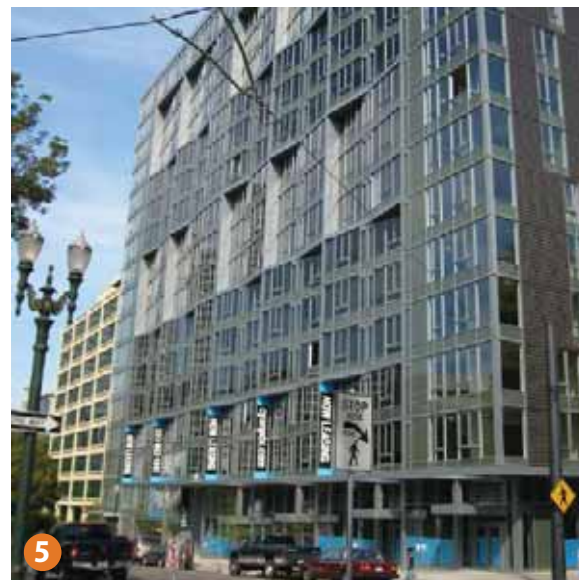


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- 1. A two level mixed-use building on the corner with ground floor commercial located in Longmont, CO
- 2. A setback above 4 levels is located on this mixed-use building in Portland, OR
- 3. Three level townhouses located in Denver, CO
- 4. Traditional townhouses in Pasco, FL.
- 5. A residential tower in Portland, OR.
- 6. Smaller three level townhouse units are designed at the base of a larger residential tower in Portland, OR



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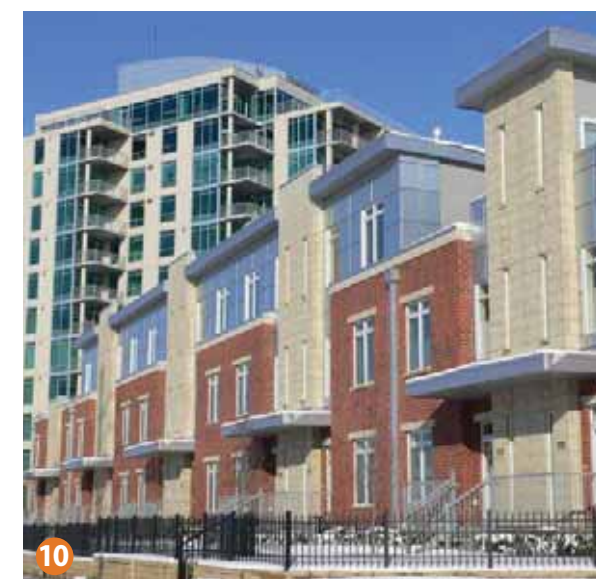


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- 7. A three level mixed use building with ground floor commercial and upper residential in Omaha, NE
- 8. Three and four level residential units front onto a large parkway in St. Paul, MN
- 9. A small box retail store with 2 levels on the corner in Mashpee, MA
- 10. A residential tower with adjacent three level townhouses in Omaha, NE



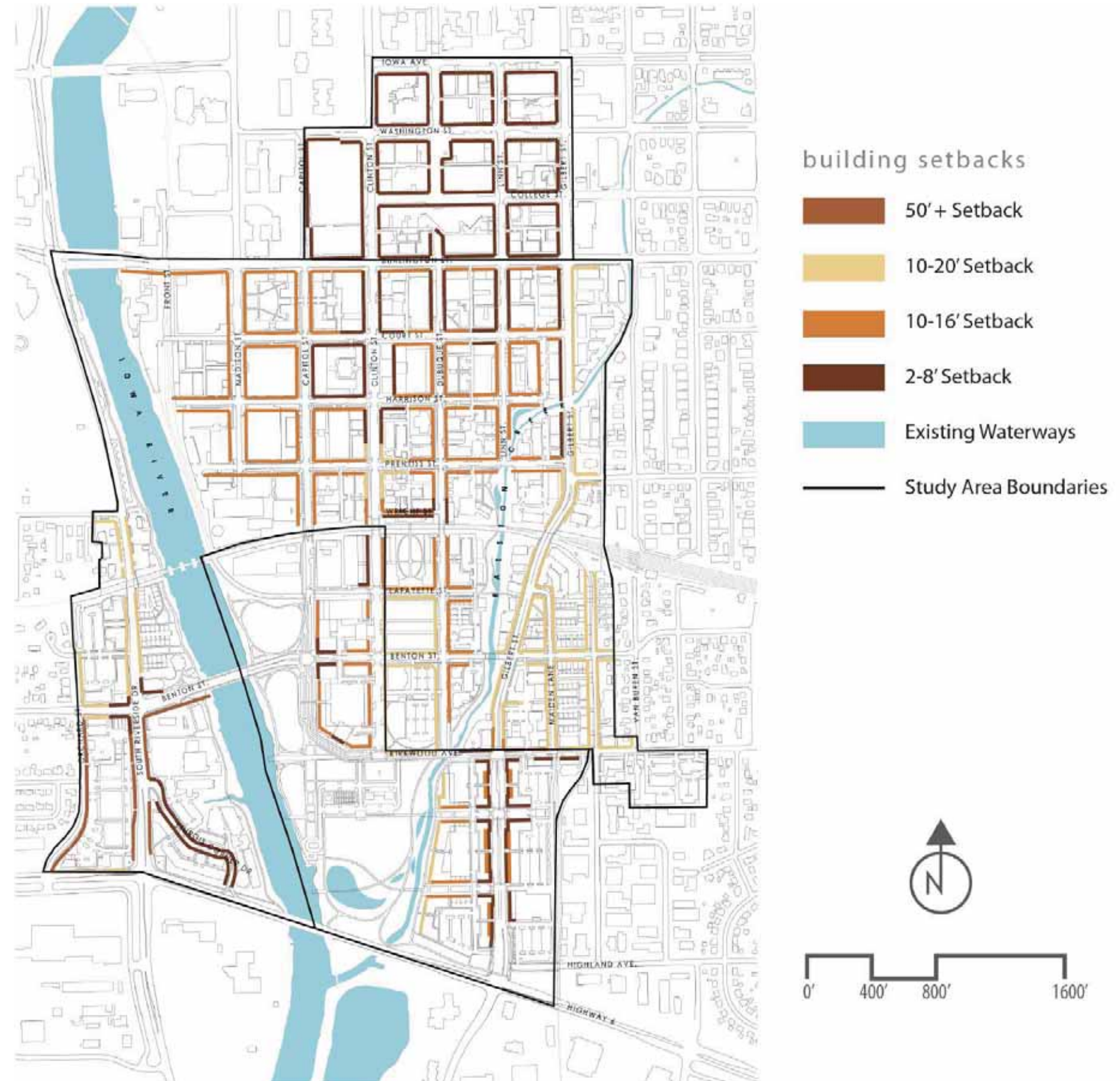
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Frontages and Setbacks Guidelines for building setbacks help to ensure the proper engagement between buildings and the public realm. This will help to ensure that the interface between buildings and the sidewalk is detailed appropriately and has the proper feeling of enclosure and privacy. There are generally three setback categories identified: 2-8', 10-16', and 10-20'. A 50'+ setback is proposed on South Riverside Drive to accomplish a slip lane with parking.

Block frontages that are in the 2-8 foot category are meant to be very urban, and are intended for an active street level. The range within the category will allow for desired architectural articulation of building façades, recessed doorways, outdoor plaza or cafe spaces, public art features, or other pedestrian amenities. This category will ensure that ground floor commercial spaces will be properly designed to activate the street. Shopfronts should be designed with a high percentage of glazing and prominent pedestrian entrances at or near grade. Storefront windows should be clear glass to allow views into building interiors. Awnings or canopies are encouraged and should be allowed to encroach into the public ROW a minimum distance to provide pedestrians with shade and shelter from inclement weather, to protect window displays from sun damage, and prevent excessive glare that may obscure views to or from shop interiors.

Residential units will be designed with a 10-16 foot setback. This setback will allow for landscaping and architectural treatments to help give privacy to the ground floor unit. Stoop, porch, and terrace encroachments will be allowed within the setback zone to allow for an interface with the sidewalk. Lower density residential areas and one story commercial areas are intended to fall within the 10-20 foot setback category.

Along Gilbert Street in the South Gilbert district, all frontages should be built with shopfront features to encourage commercial uses on the ground floor. However, as illustrated on the diagram, the mid-block locations may also be suitable for live-work units where a 10-16 foot residential setback would allow for additional landscaping, outdoor seating, and/or other amenities attractive to both residents and businesses located on the ground level.

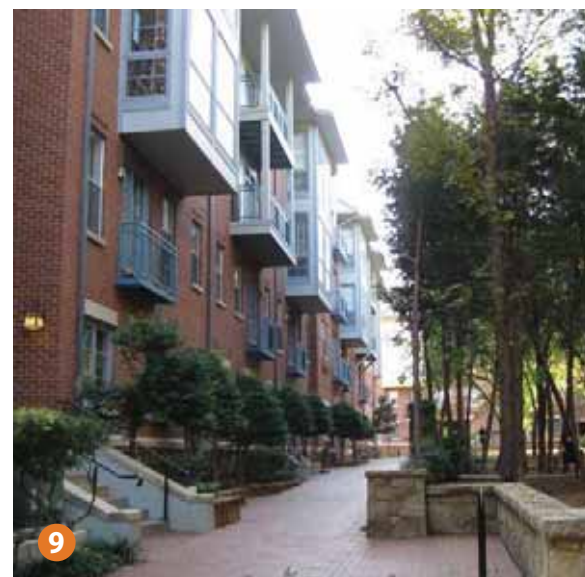




1. This canopy in Omaha, NE protects the entrance to the ground-floor commercial use.
2. Formal, fenced-in outdoor seating helps to create a vibrant sidewalk in Washington D.C.
3. Townhouses with extended setback in Omaha, NE.
4. Outdoor seating along this sidewalk provides interaction with pedestrians in St. Louis, MO
5. Mixed-use with variable setback in Keller, TX.
6. Townhouses setback from the sidewalk allow for a stoop frontage in Atlanta, GA



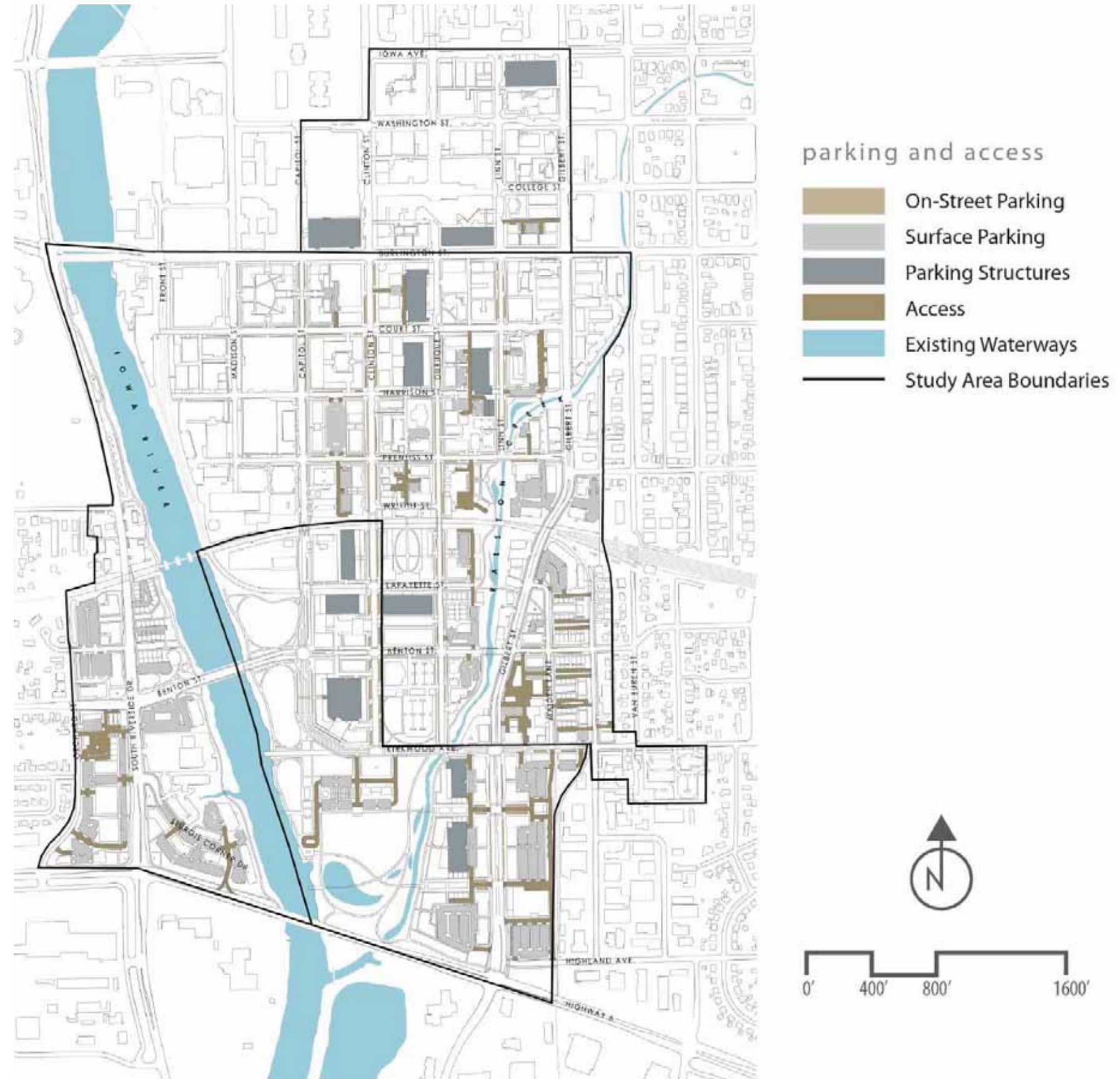
7. In Seattle, WA residential units are setback to allow for a privacy wall and small stoop frontage along the sidewalk.
8. Larger setbacks for these residential units allow for stoop frontage and landscaping in Southlake, TX
9. Ground floor residential units share stoop entrances and front onto a green space in Addison, TX
10. Storefronts with canopies protect window shoppers in Seattle, WA



Parking and Access The type of parking and how it is accessed should be addressed for proper development of the Riverfront Crossings and Downtown districts. Entries to parking areas and drive through lanes should be minimized from the street to ensure a comfortable, pedestrian-oriented environment. Typically, the more entries, the more unsafe and inconvenient an area becomes for pedestrians. Parking should generally be located to the rear of buildings on the interior of the lots and accessed through alleys. Notable exceptions to this occur in the West Riverfront District and the small box building along Gilbert Street.

The access to, and location of, utilities, loading docks, and dumpsters should be located to the rear of buildings so as not to detract from the pedestrian experience. On-street parking should be provided where possible to activate the street and provide a buffer for pedestrians. The general intent of the plan is to provide enough parking within each district to accommodate its adjoining uses.

On-street parking spaces are not included in the yield analysis, but will supplement the parking spaces provided for each block. Ultimately, the number of parking spaces will be determined by the density of development, with higher density blocks requiring structured and district parking solutions. Within the Downtown district, existing structures are intended to be utilized in order to satisfy the parking needs within the district.

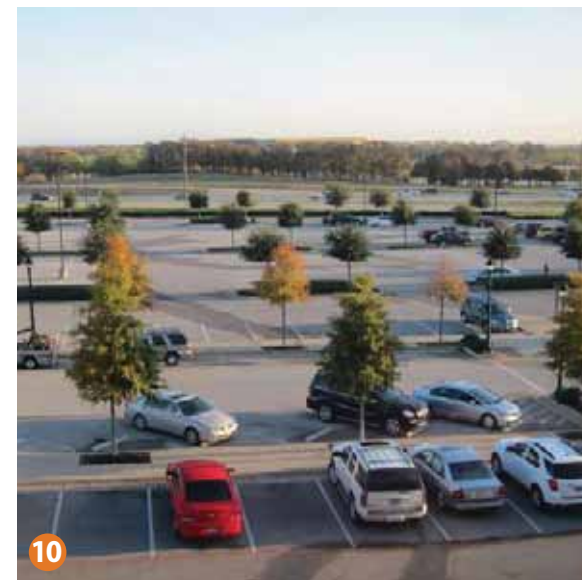
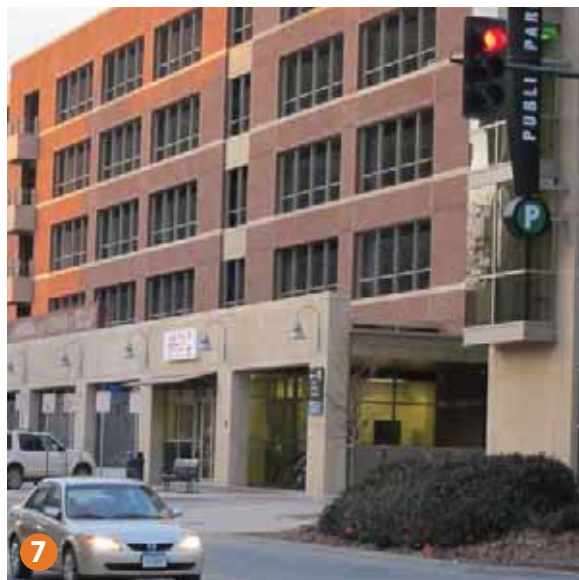




1. Parallel on-street parking is delineated by permeable pavers in Washington D.C.
2. Parking structure tucked behind liner buildings in Southlake, TX.
3. In Madison, WI, the garage entry is accessed by an alley located to the rear of residential buildings
4. Parking for these townhouses in Kansas City, MO is located to the rear of the buildings in attached garages which are accessed via an alley
5. Mixed-use buildings in Falcon Heights, MN surround the parking lot to conceal it from the street

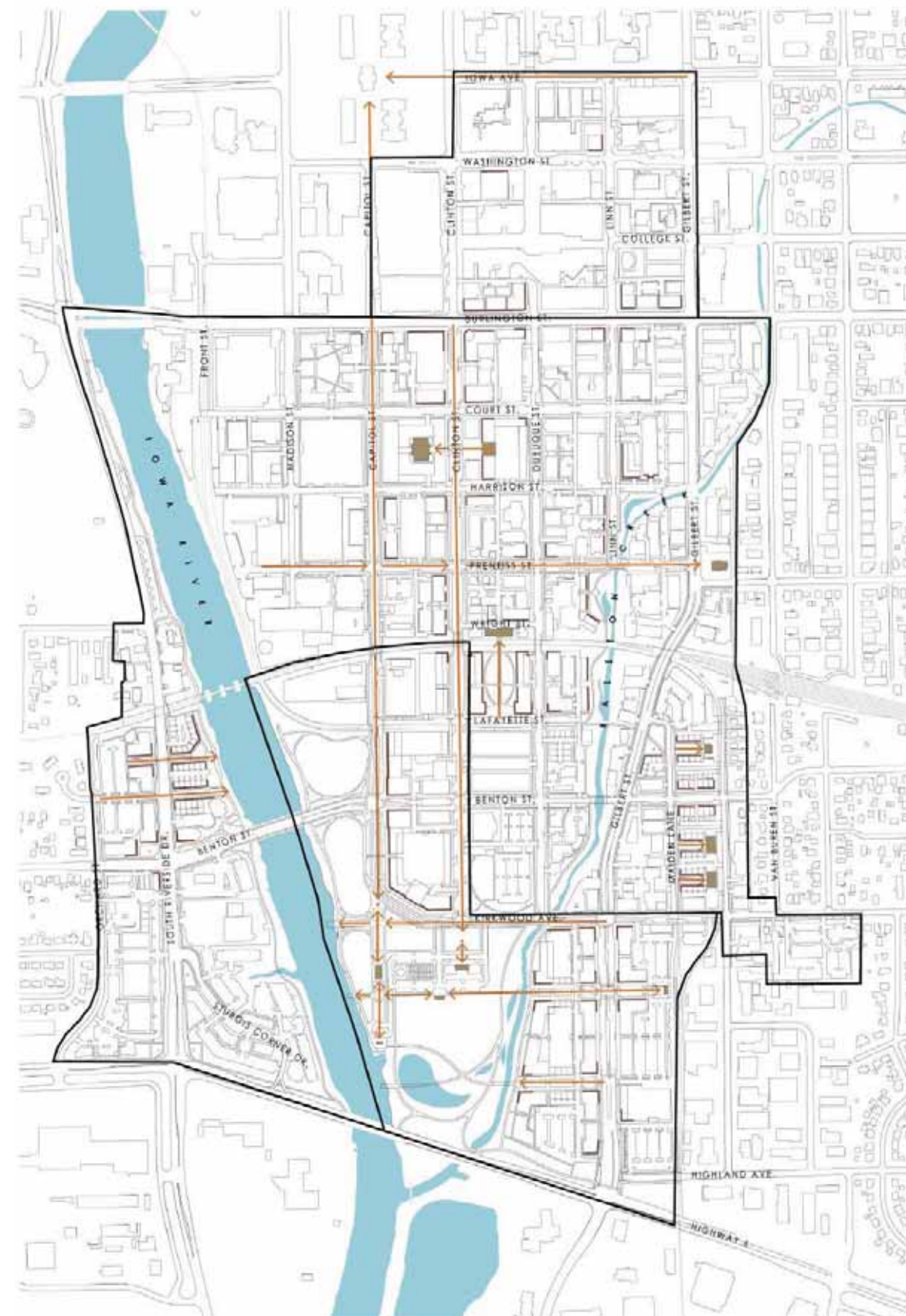


6. Surface parking lot accessed through a small break in the street wall in Dubuque, IA
7. Parking Garage with Retail Liner in Iowa City, IA.
8. Parallel on-street parking helps to provide safety for pedestrians and direct access to neighborhood businesses in Portland, OR
9. Angled parking in Sarasota, FL provides more on-street spaces than parallel parking
10. Surface parking lots should be designed with extensive landscaping, as shown in Southlake, TX



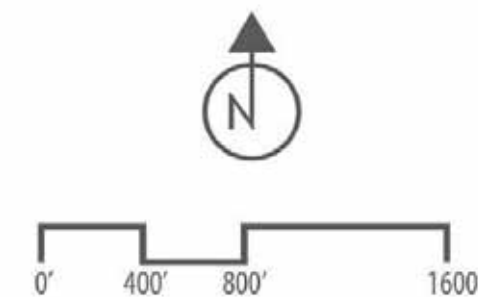
Special Requirements The plan is designed to create a well connected environment. Axial relationships help to reinforce the public realm network and to provide areas of civic importance. Vertical elements, such as buildings, statues, fountains, gateways, or other public art should be designed to be located within these areas. Individual buildings should be designed to respond to key functional and aesthetic cues. Important corners should receive special architectural features to respond to the increased visibility. These features include façade enhancements, turrets, and/or entrance embellishments. All buildings facing the street must utilize quality materials and have a high level of detailing. Buildings fronting onto key streets, corners, parks, plazas, and other special spaces will have even higher standards than those in other locations.

Terminated vistas with axial views to take advantage of include the Old State Capitol Building in the Downtown district, an 1870's era mansion at Prentiss and Gilbert, the County Courthouse in the South Downtown district, the Artist's Mews within the Gilbert district, and the historic Chicago, Rock Island and Pacific Railroad Passenger Station within the Central Crossings District.



Special Requirements

-  Enhanced Facades
-  Axial Views
-  Terminating Vistas
-  Existing Waterways
-  Study Area Boundaries





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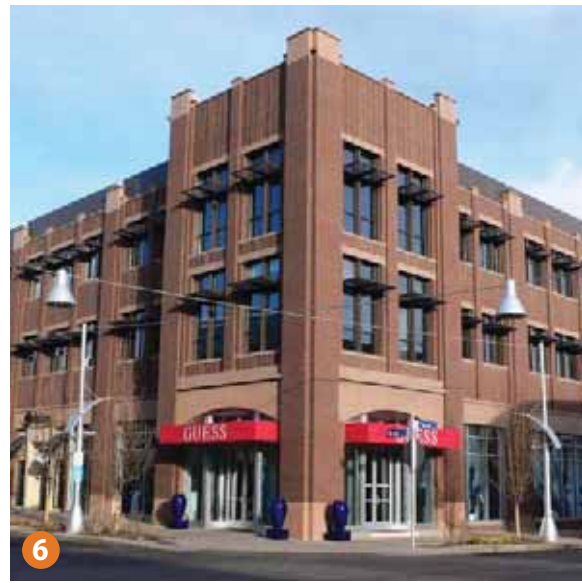
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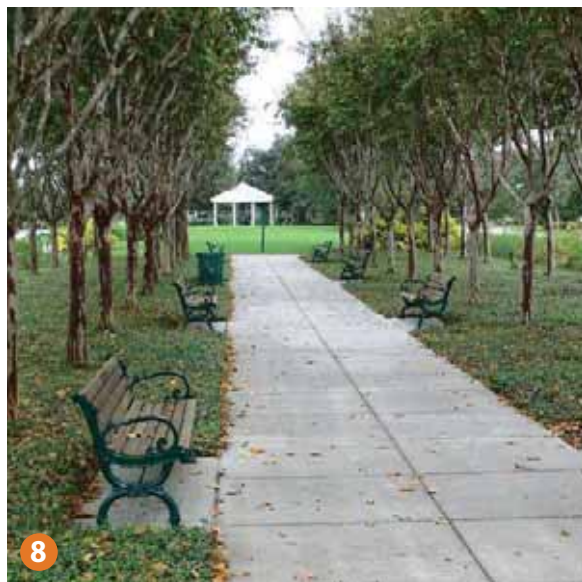


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1. An iconic sculpture is strategically placed within greenspace in Kansas City, MO
 2. Special treatment is given to this mixed-use corner in Austin, TX
 3. In Frisco, TX, the articulation of building mass helps to give definition and visual interest to pedestrians
 4. This fountain in Celebration, FL terminates the main retail street
 5. Different materials and an articulated facade emphasize this building in Portland, OR



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6. This corner is defined by taller building height and variation of window size in Belmar, CO
 7. Sidewalk vegetation frames the view corridor to the Gateway Arch in St. Louis, MO
 8. This allée of trees help define the sidewalk and provide shaded areas of seating in this park in Celebration, FL
 9. This parking garage in Cheyenne, WY uses façade enhancements to replicate neighboring buildings and define the public realm
 10. A corner retail store in Southlake, TX terminates a main view and articulates the corner with enhanced architecture.



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next steps

Form Based Code Concurrently with the planning process, a new form based code for the Riverfront Crossings District is being drafted. This code will guide the transition of the study area into the mixed-use, pedestrian-oriented district that is envisioned. The code will be graphic in nature, and will prescribe standards for building form, use, frontages and setbacks, and parking placement. Its adoption should occur as soon as possible, and the City should consider drafting a second form based code for the Downtown District.

Detailed Traffic Study This study would conduct existing traffic counts and assess future traffic growth, pass-by trips, internal trip reduction, and transit usage. The study intersections would be considered as part of a network of intersections in order to assess traffic signal cycle lengths and coordination. Micro-simulation analysis, in addition to Synchro, would help determine design recommendations such as storage bay lengths. In order to assess safety, crash analysis and bicycle/pedestrian traffic should also be a part of any additional study.

Integrated Stormwater Master Plan This master plan would incorporate ecological and engineering principles to simultaneously address both water quantity and water quality, with an emphasis on the consideration of the full water cycle; infiltration-based techniques; multi-use landscape features; including recreation and wildlife; and education and outreach opportunities.

River/Creek Habitat Restoration Plan This plan should examine both the Iowa River and Ralston Creek. It should focus on the soft stabilization of river/stream banks, protecting water quality, and restoring the riparian corridors with native species. This plan should be integrated with the Integrated Stormwater Master Plan.

Park Master Plan As the North Wastewater Treatment Plant is relocated, a Park Master Plan should be created in order to formalize the ideas created during the Sub-Area planning process. This Park Master Plan would establish a more in-depth development plan for the new regional park, creating construction documents within a specified budget. All effort should be made to incorporate the Integrated Stormwater Master Plan and the River/Creek Habitat Restoration Plan with this new Park Master Plan.

Existing Business Placement As the Study Area transitions from its current conditions to a more refined mixed-use, pedestrian-oriented neighborhood, tools and strategies should be developed to help existing businesses remain in the area or assist them in finding new locations that better meet their business goals.

Historic Preservation The Study Area has a number of historic structures that are in need of preservation. As plans for the area move forward, development incentives (such as density bonuses) and policy options that encourage preservation, should be implemented.

Parking Facilities Parking within the Study Area should be based on a district approach. Shared parking, demand pricing, and district parking structures can play a key role. As development within the area begins to occur, key policy decisions relating to parking management and the provision of strategic parking facilities will need to be addressed.

Streetscape Plan A streetscape plan will provide guidelines for the creation of an inviting public realm that is consistent throughout the entire Riverfront Crossings District. The use of light fixtures, public seating, and landscaping are just a few of the elements that will contribute to the Streetscape Plan for Riverfront Crossings. The City invested extensively in Downtown streetscape improvements approximately 15 years ago. Now is a good time to review those improvements for updating.

Creation of an Urban Renewal District An Urban Renewal District will allow the City the opportunity to utilize TIF and other funding to use for public improvements and to support the desired development throughout the district.



appendix

appendix a: auto-oriented uses

On the periphery of pedestrian-oriented, mixed-use districts, it may be possible to have utilitarian type uses. Where these auto-oriented uses, such as gas stations, drive-thru restaurants, pharmacies, and banks are proposed, they will need to be designed in a pedestrian-oriented nature. Principal buildings should meet setback and build-to requirements and have prominent street-side pedestrian entrances with vehicular use areas properly designed and located behind buildings or along secondary frontages. These types of enhancements maintain the desired aesthetic and pedestrian-orientation of the area. In particular, these types of uses should not be located along frontages designated as warranting enhanced façades or detract from important pedestrian routes or residential frontages. Because access is important, they are often sited on corner lots.

The plan and photo here show examples of how gas stations can be contextually designed to front onto the street and activate the corner. One potential location for a gas station in the Sub-Area is the small box store site at the northeast corner of the intersection of Gilbert Street and Highland Avenue. This site is highly visible and provides easy vehicular access. The 'gas backwards' concept shown positions the pumps behind the convenience store, which fronts onto Gilbert Street and Highland Avenue. Pedestrian access to the store is provided from both the street and the pumps. The concept to the right shows a smaller retail box footprint with additional parking located to the east of the building.



In Milwaukee, WI, this mixed-use gas station locates the convenience store on the ground floor with office above.

