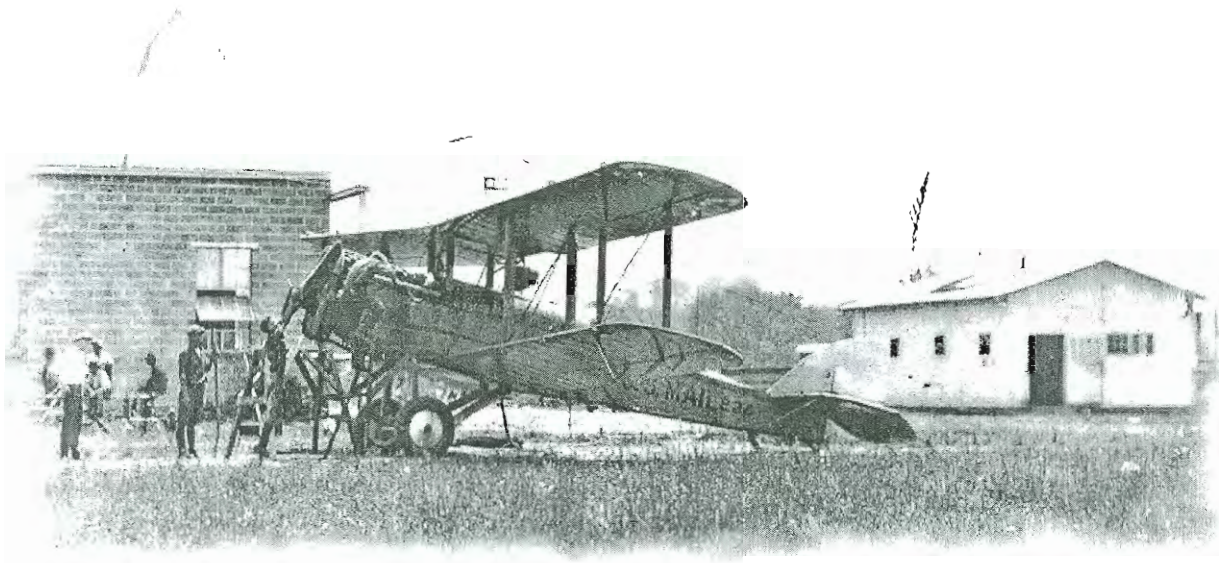


SOUTH CENTRAL DISTRICT PLAN



DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT, CITY OF IOWA CITY

410 E. WASHINGTON STREET • IOWA CITY • IOWA 52240

ADOPTED FEBRUARY 10, 2000

REVISED MAY 20, 2003

REVISED MAY 17, 2005

Prepared by: John Yapp, Assoc. Planner, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5247

RESOLUTION NO. 05-185

AMENDING THE COMPREHENSIVE PLAN BY AMENDING THE SOUTH CENTRAL DISTRICT PLAN TO CHANGE THE FUTURE LAND USE MAP DESIGNATION AND PLAN TEXT TO CHANGE THE AVIATION COMMERCE PARK DESIGNATION FROM INTENSIVE COMMERCIAL TO RETAIL/COMMUNITY COMMERCIAL

WHEREAS, the property on the north side of the Iowa City Municipal Airport, known as Aviation Commerce Park, had been identified as Intensive or Highway Commercial on the South Central District Future Land Use Scenario Map; and

WHEREAS, the Iowa City Municipal Airport had intended to market Aviation Commerce Park to intensive commercial businesses, and has not been successful in attracting these businesses to the property; and

WHEREAS, a retail development has been proposed for the property, which would require a change in the zoning designation and the Future Land Use Scenario Map of the South Central District Plan; and

WHEREAS, the Planning and Zoning Commission found that Retail/Community Commercial designation for this property is consistent with adjacent commercial properties, would not result in harm to adjacent neighborhoods, and is not a significant change in that the land will still be used for commercial uses, and has recommended approval; and

WHEREAS, the Iowa City Airport Commission has recommended approval of selling this land for retail/commercial use.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IOWA CITY, IOWA, THAT:

1. Specific references to intensive commercial development versus retail commercial development in this area of the South Central District be deleted in the South Central District Plan text as follows:

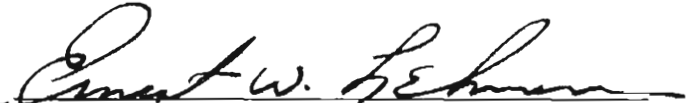
Page 24: **Intensive Commercial.** Land available in the western reaches of this sub-area with fairly direct access to Highway 1 and near Highway 218 provides opportunities for large lot development. These large properties would be suitable for intensive commercial uses with extensive outdoor storage needs. Entranceway aesthetics need to be considered as these intensive commercial properties develop and redevelop. Intensive Commercial development and zoning are planned for most of the 54-acre Airport North Commercial Park. The City plans to provide streets and utilities for the new business park, and the Airport Commission will enter into long-term leases with developers, who may further divide the property for businesses that can function as freestanding entities or provide support services for other businesses and industries in the South Central District. Airport-related businesses and a science center are being encouraged to locate in this new commercial park.

Retail-Commercial. As the east retail area of this sub-area is upgraded, encouraging intensive commercial businesses located on or east of the Westport Plaza property to relocate to CI-1 zones to the south or west could result in a more compatible mix of traffic and commercial shops, offices, restaurants, and residential uses in the area. To address the appearance of the built-up commercial area along Highway 1, entranceway improvements, including upgrading landscaping, creating pedestrian access, introducing a consistent attractive lighting design and minimizing signs and utility poles within the streetscape, should be considered. Ideally, a joint public/private project could be initiated by the City to address both sides of the Highway 1 commercial corridor.

Page 32: Plan for ~~intensive~~ commercial uses to be established in the Airport North Commercial Park, and industrial uses in the south portion of the Airport property.

2. Staff is hereby authorized and directed to amend the Future Land Use Scenario Map to reflect retail/community commercial land uses on the property north of the Iowa City Municipal Airport along Ruppert Road.

Passed and approved this 17th day of May, 2005.


MAYOR

Approved by


City Attorney's Office

ATTEST: 
CITY CLERK

It was moved by Elliott and seconded by O'Donnell the Resolution be adopted, and upon roll call there were:

AYES:

X
X
X
X
X

NAYS:

X
X

ABSENT:

Bailey
Champion
Elliott
Lehman
O'Donnell
Vanderhoef
Wilburn

RESOLUTION NO. 03-151

RESOLUTION AMENDING THE SOUTH CENTRAL DISTRICT PLAN TO CHANGE THE FUTURE LAND USE DESIGNATION FROM OFFICE PARK/COMMERCIAL TO INTENSIVE OR HIGHWAY COMMERCIAL FOR PROPERTY GENERALLY LOCATED EAST OF MORMON TREK BOULEVARD EXTENDED.

WHEREAS, the South Central District Plan identified the property west of the Iowa City Airport, east of Mormon Trek Boulevard and south of Highway 1 as appropriate for Office Park/Commercial development in part to minimize the appearance of strip commercial development along Highway 1, and also to provide opportunity for office development; and

WHEREAS, the Iowa City Airport has purchased property on the south side of Highway 1 east of Mormon Trek Boulevard, thereby eliminating the opportunity for strip commercial development to emerge along the south side of Highway 1 in this vicinity; and

WHEREAS, the City has identified the property east and north of Mormon Trek Boulevard Extended as appropriate for industrial and commercial development, in order to grow the tax base; and

WHEREAS, intensive commercial zoning provides more opportunity for commercial development, and also allows office development to occur; and

WHEREAS, intensive commercial zoning is more compatible with the planned industrial area at the southwest side of the Iowa City Airport.

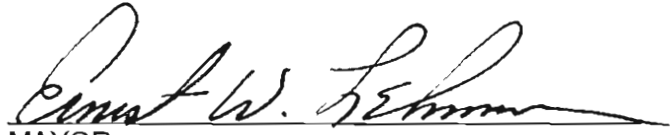
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF IOWA CITY, IOWA, THAT:

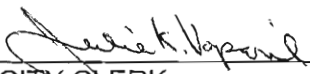
1. The first paragraph on Page 24 of the South Central District Plan is hereby amended as follows:

In the southeast quadrant of the Highway 218/Highway 1 intersection, a highway commercial and office area with a hotel would be appropriate as development occurs in this part of the subarea. The highway commercial businesses would be well situated in this area to serve motorists on the highways; ~~and the office development could be designed to preserve the character of the wooded ridge and avoid an extension of strip mall problems.~~ **The Iowa City Airport has purchased much of the land on the south side of Highway 1, east of Mormon Trek Boulevard, which limits the opportunity for commercial development with frontage on Highway 1. Intensive commercial or commercial uses on the east side of Mormon Trek Boulevard would be most compatible with the Iowa City Airport, and the planned industrial area to the east.**

2. Staff is hereby authorized and directed to amend the Future Land Use Scenario map to reflect Intensive or Highway Commercial land uses east of Mormon Trek Boulevard Extended in place of the Office Park/Commercial designation.

Passed and approved this 20th day of May, 20 03.


MAYOR

ATTEST: 
DEPUTY CITY CLERK

Approved by
 4/24/03
City Attorney's Office

It was moved by Champion and seconded by O'Donnell the Resolution be adopted, and upon roll call there were:

AYES:

X
X
X
X
X
X
X

NAYS:

ABSENT:

 Champion
 Kanner
 Lehman
 O'Donnell
 Pfab
 Vanderhoef
 Wilburn

SOUTH CENTRAL DISTRICT PLAN

City of Iowa City, Iowa

IOWA CITY CITY COUNCIL

Mayor Ernest W. Lehman
Mayor Pro Tem Mike O'Donnell
Connie Champion
Steven Kanner
Irvin Pfab
Dee Vanderhoef
Ross Wilburn

IOWA CITY PLANNING & ZONING COMMISSION

Lea Supple, Chairperson
Ann Bovberg, Vice-Chairperson
Dean Shannon, Secretary
Benjamin Chait
Richard Gibson
Marilyn Schintler
Pam Ehrhardt

CITY MANAGER

Stephen J. Atkins

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

Karin Franklin, Director
Jeff Davidson, Assistant Director
Robert Miklo, Senior Planner
Melody Rockwell, Associate Planner
Scott Kugler, Associate Planner
John Yapp, Associate Planner
Kay Irelan, Graphic Artist


SOUTH CENTRAL DISTRICT PLAN

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South Central District Plan



 The South Central District Plan describes the history, current land uses, existing environmental features and potential, future land uses for the area of the community located south of Highways 1 and 6 and west of the Iowa River. Guidelines for future residential, commercial and industrial land uses and supporting public facilities, including streets, sewers, stormwater drainage and open space, are set forth for the district. The plan also addresses the changes that are anticipated in this area as a result of the Willow Creek Interceptor Sewer construction and the implementation of the Iowa City Airport Master Plan in the late 1990s. Major entranceway and transportation issues associated with Highways 1, 6 and 218, and Riverside Drive are addressed as well.

The district encompasses an area approximately 1,811 acres or 2.8 square miles, and extends south of Highways 1 and 6 and west of the Iowa River to the *growth area limits*, which mark the boundaries of the land that Iowa City can provide sanitary sewer service to in the future. [See Exhibit A: Iowa City South Central District Map] On the west, Highway 218 serves as the primary boundary, although the district includes a triangular-shaped area that is located immediately west of Highway 218 and south of Highway 1. Ryerson's Woods Park and Izaak Walton Road are located at the south end of the district. Nearly half (48%) of the district is located within the corporate boundaries of Iowa City, and the remaining 52% is unincorporated property located south and west of the Iowa City Airport.

The South Central District Plan is the third in a series of district plans to be included in Iowa City's new Comprehensive Plan, Iowa City: Beyond 2000. [See Exhibit B: Iowa City Planning Districts Map] This district plan was developed in consultation with citizens, who own property, run businesses, and/or live in this area of the community. People from both the city and the county participated in interviews, completed surveys and attended meetings in 1997 and 1998, and worked with city staff to identify positive features, address areas needing improvement, provide historical details and envision future plans for this district. Upon completion of an arterial street study for the district, public review of the plan continued in 1999.

South Central District

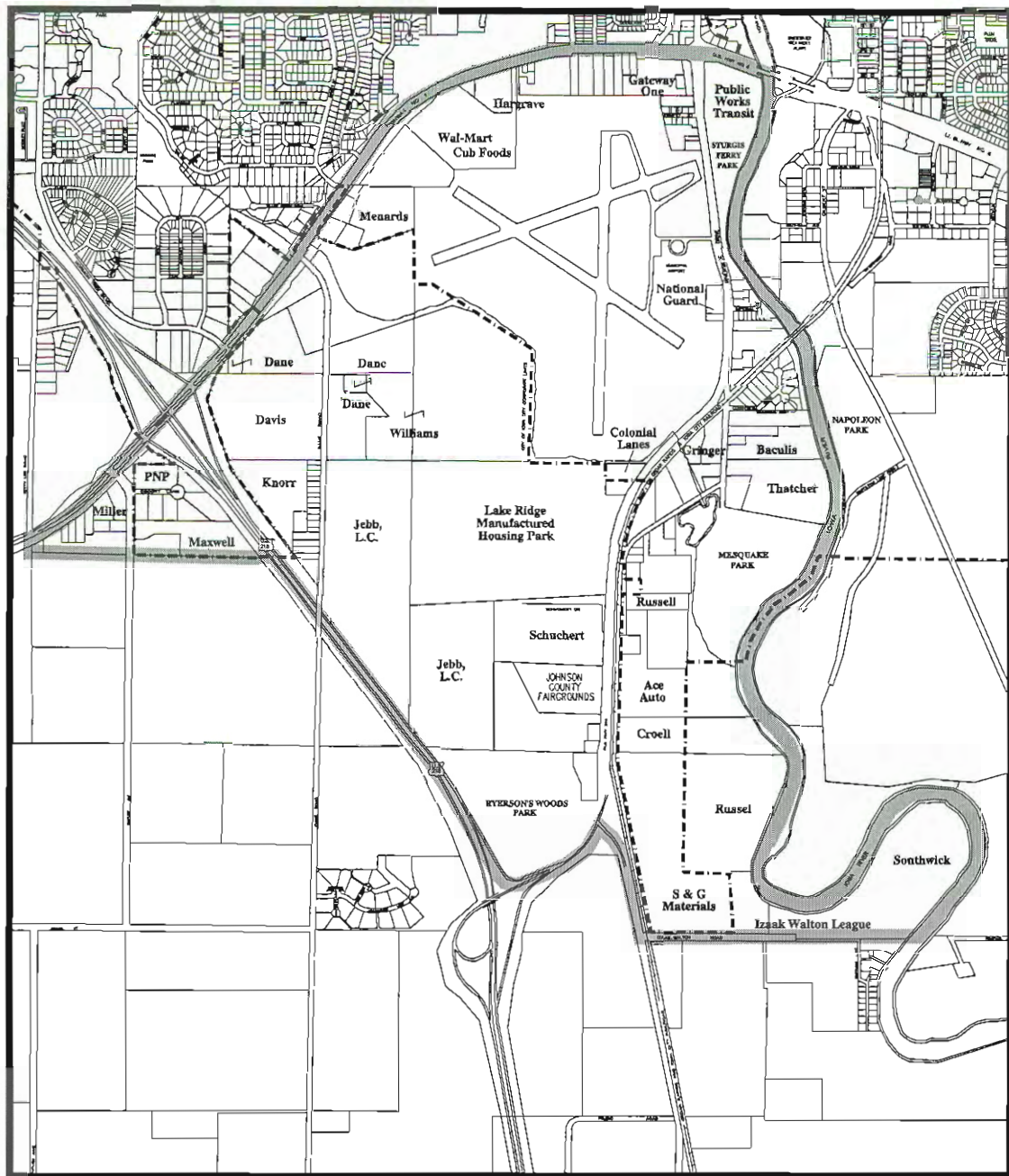
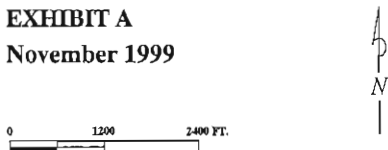
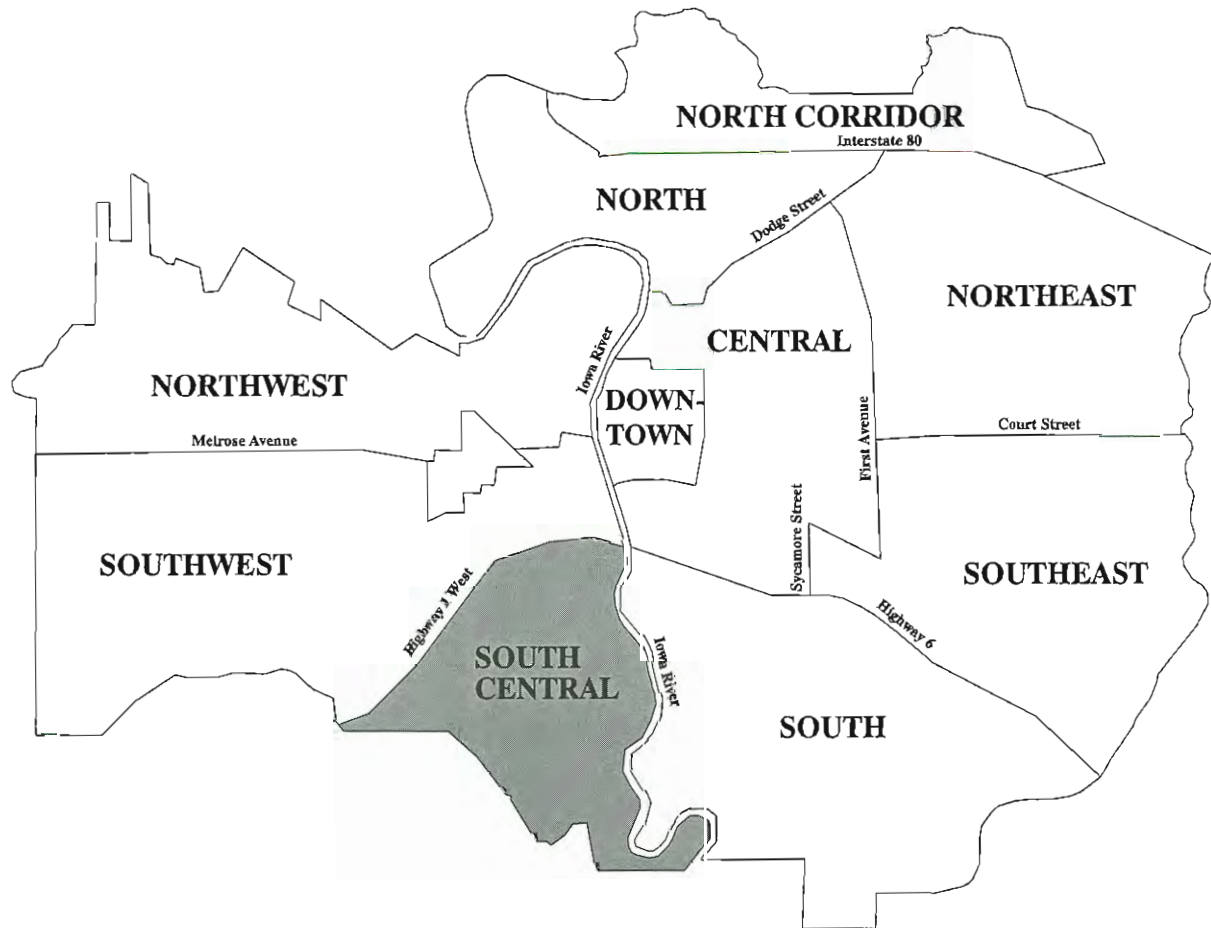


EXHIBIT A
November 1999

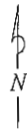


Iowa City Planning Districts



August 1999

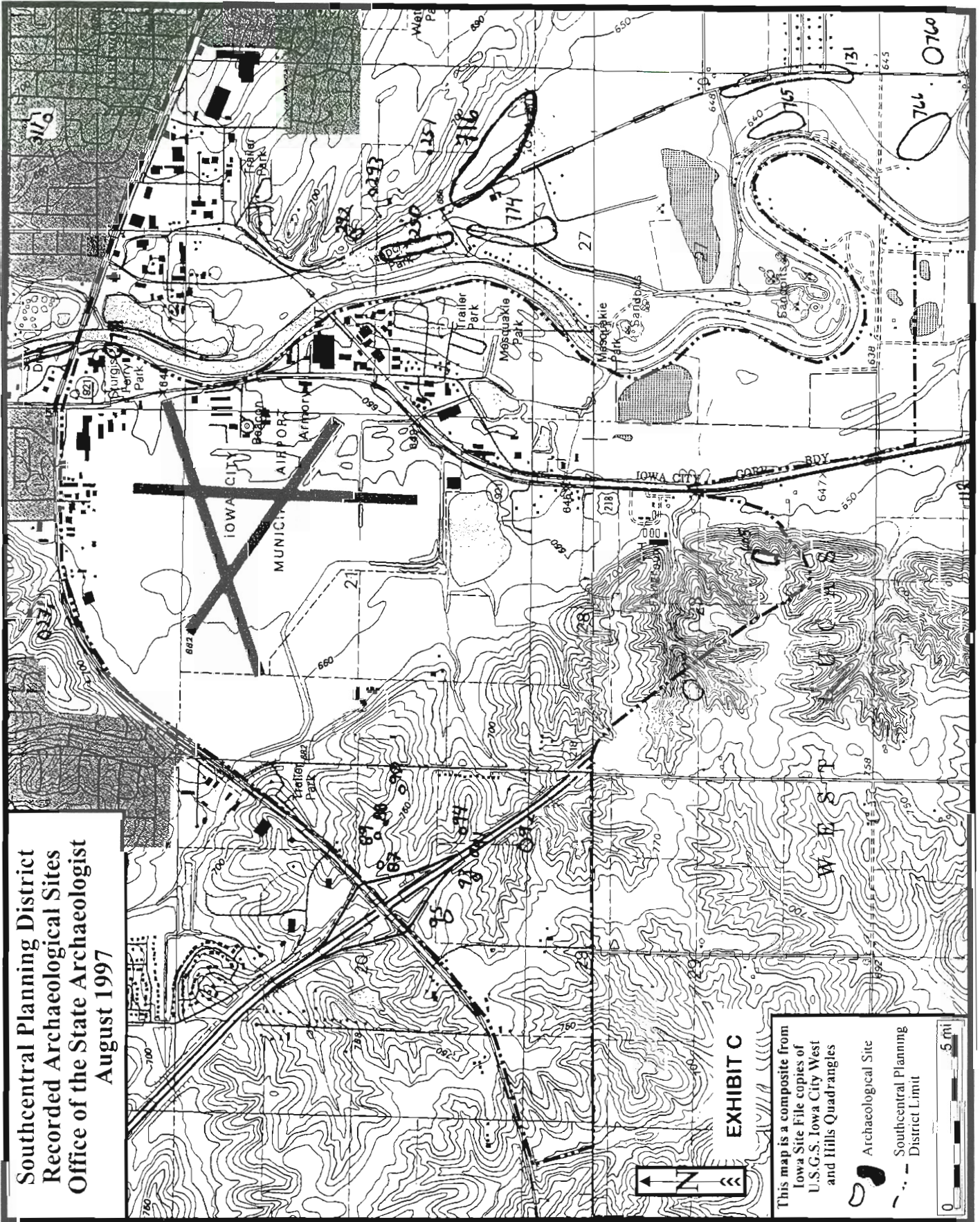
0 1200 2400 FT.



**South Central Planning District Recorded Archaeological Sites
East Lucas Township (T79N-R6W)**

Section	Section Division	Site No.	Site Type and Cultural Affiliation
15	SW¼	13JH781	Historic Period Landfill
20	SE¼	13JH87	Prehistoric and Historic Habitation
20	SE¼	13JH88	Prehistoric and Historic Habitation
20	SE¼	13JH89	Prehistoric and Historic Habitation
20	SE¼	13JH90	Prehistoric and Historic Habitation
20	SE¼	13JH91	Prehistoric Habitation
20	SE¼ & NE¼	13JH92	Prehistoric Habitation
20	SE¼	13JH93	Prehistoric Habitation
20	SE¼	13JH94	Prehistoric and Historic Habitation
20	SE¼	13JH95	Prehistoric and Historic Habitation
28	NW¼	13JH100	Prehistoric Habitation
28	SE¼	13JH605	Prehistoric Habitation
Reyerson's Woods			

Southcentral Planning District
Recorded Archaeological Sites
Office of the State Archaeologist
August 1997



Historic Context

Early History. The people of the Woodland prehistoric period (500 BC - AD 1000) constructed earthen mounds in which they buried one or more individuals. According to the State Archaeologist's records there are no known prehistoric or early settlement burial mounds in the South Central District. However, area property owners were able to deter the Iowa Department of Transportation from routing Highway 218 through Ryerson's Woods by presenting evidence in court that Indian burial mounds exist in that part of the district.

Ryerson's Woods, approximately 40 acres of wooded, steep hills, contain a wide variety of ferns and wildflowers. The woods were preserved by the Ryerson family, who fenced off the woods and did not allow cattle to graze or crops to be planted in that area over the decades they owned the land. Now the timber preserve, which has been protected for over 100 years, continues as a conservation area; a natural open space city park with an interpretive trail system.



Ryerson's Woods Park contains a network of hiking trails.

Archaeological Sites. Sites of known early prehistoric and historic habitations are clustered on the high ridge in the west part of the South Central District. The State Archaeologist's map of the South Central District [Exhibit C] shows three sites of early prehistoric and historic habitations west of Highway 218 on the Maxwell property, and east of Highway 218 on the Davis property and the Knorr property. Ryerson's Woods Park contains a prehistoric habitation site, and Sturgis Ferry Park is noted on the map as the site of a historic period landfill.

Indians/Early Settlers. Mesquakie Indian encampments and early Euro-American settlements in Johnson County occurred primarily on the east side of the Iowa River, across from the South Central District. Records show, however, that the Mesquakie people were active on the west side of the river as well, along a high ridge on the west edge of the Johnson County Fairgrounds. In 1838, Benjamin Miller began operating the first ferry in Johnson County, which provided access to the district from the town of Napoleon. Some of the first Euro-American settlers in Johnson County homesteaded this area, including Joseph Stover and his family, who settled on the Benjamin Miller claim west of the Iowa River and established their home where an airport hanger is now located.

Agriculture. During the late 1800s and early 1900s, the district developed agriculturally with well-established dairy farms and truck farms, including Will Goodwin's truck farm and Jack Estelle's fruit market on the Wardway (now Gateway One) corner. South of where PB Feed is now located, Rinard Triptoe had a farm and dairy on poor, easily flooded ground. The Benjamin dairy, located where the airport is now, had good corn ground (sandy loam) and large herds of Holstein cattle.

The Miller Dairy was located south of the current Handimart property. In 1928, Harold Dane started his dairy farm in the west part of the district. He and his son John built up and then maintained a herd of 100 Holstein milking cows until the late 1980s.

Highways. Riverside Drive was the major north-south route for this district, and in the early 1900s was called the Red Ball Route, because every half mile the telephone poles were painted red, white and blue and marked with large red circles mounted on the telephone poles along the route. In 1951, Highway 1, a gravel road and the major east-west route for this district, was straightened and paved, and over the next few years, commercial development and airport expansions began to supplant the agricultural uses south of Highway 1. In the mid-1960s, Wardway Plaza, the city's first suburban strip shopping center, opened at the southwest corner of the intersection of Highway 1 and Riverside Drive. Other commercial developments, such as the automobile dealerships and discount stores, followed and have given the highway corridor the appearance of a commercial strip.

Airport. The Iowa City Municipal Airport was initiated in 1918 when the Iowa City Chamber of Commerce rented a portion of a farm field on the Benjamin farm to use as an airstrip, and Iowa City was designated as a stop in the first air mail route west of Chicago. In 1920, the first air mail plane flew between Chicago and Omaha, landing on the Iowa City airstrip to refuel. The Iowa City airfield was also a stopover location for the first transcontinental flight in 1924.

The City of Iowa City took over the leasing of airfield facilities in 1922, negotiated an agreement with Boeing for the use of the airfield by 1927, and purchased the 192-acre Benjamin farm in 1928. Boeing constructed two 100 by 2,000-foot runways in 1930; the first "surfaced" runways in Iowa. Boeing and National Air Transport merged in the early 1930s to become United Air Lines, which provided commercial air service in Iowa City until 1959, when Ozark Air Lines began commercial air service. Commercial air service in Iowa City ended in 1972 when the airlines quit using turboprop airplanes for air passenger service.

The airplane-shaped terminal building with its "central fuselage and two wings" was constructed in 1951. Its light metal canopy, the Moderne-style metal letters on the front of the terminal building and the top to bottom glass wedge which protrudes onto the concrete taxiway

add elements of interest to this building. The airport site itself with such potential key structures as the terminal building and the 1930 transport hanger, is considered by the State Historic Preservation Office to be eligible for the National Register of Historic Places. The 1999 renovation of the airport terminal was implemented in a manner that maintains the integrity of this historic structure.



Mail plane at the Iowa City Airport, May 1925.

Fairgrounds. In 1949, the Farm Bureau/Extension Service hired Harold Montgomery to come from Story County to build a new fairgrounds for Johnson County. In 1951, the Johnson County Fairgrounds was established on 10 acres of land purchased from Joe Miller, and the first fairgrounds building – a barn – was erected by volunteers. The fairgrounds now has 51 acres, and in addition to the county fair held at the end of July each year, the fairground facilities have become a community center with 4-H activities, theater productions and over 400 meetings held there annually.

Current Characteristics

Sensitive Areas. Because the district is bounded on the east by the Iowa River, encompassed to a large extent by a floodplain and bisected by Willow Creek and other lesser drainageways, stormwater management is a critical issue in the South Central District. [See Exhibit D: South Central District Sensitive Areas Map, and Exhibit E: South Central District Floodplain Map.] The high water table and relatively flat terrain in the north and east parts of the district, as well as the safety issues related to having stormwater ponds that attract waterfowl in the vicinity of airport runway zones, present challenges to resolving drainage concerns for both developed and developing properties in the district. Areas encompassed by the 100-year floodplain require extensive fill, if they are to develop. Development of wooded wetlands in the southeast part of the district near the river may be precluded or severely limited. A high, wooded ridge is located in the southwest part of the district and culminates in Ryerson's Woods Park at the south boundary of the district. Potential archeological sites located along this ridge, natural drainageways and steep wooded slopes should be considered when planning for the southwest area of the district.



The Johnson County Fairgrounds contains several exhibition halls and community meeting facilities.

Major Streets. The major through streets in the South Central District are the highways that form the boundaries of the district (Highways 1, 6 and 218) and one north-south street (Highway 921/Riverside Drive). Other arterial streets planned for the district include the relocation of the north part of Dane Road to intersect with Highway 1 opposite Mormon Trek Boulevard, an east-west arterial street along the south boundary of the airport to connect Dane Road to Riverside Drive, and a collector street from Highway 1 via Ruppert Road to Riverside Drive through the proposed North Airport Commercial Park. A service road at the rear of the commercial properties along Highway 1 from Ruppert Road to the south drive of the Gateway One property may be considered to facilitate commercial traffic in this area. [See Exhibit F: Proposed South Central District Arterial and Collector Streets Map]

South Central District

Sensitive Areas

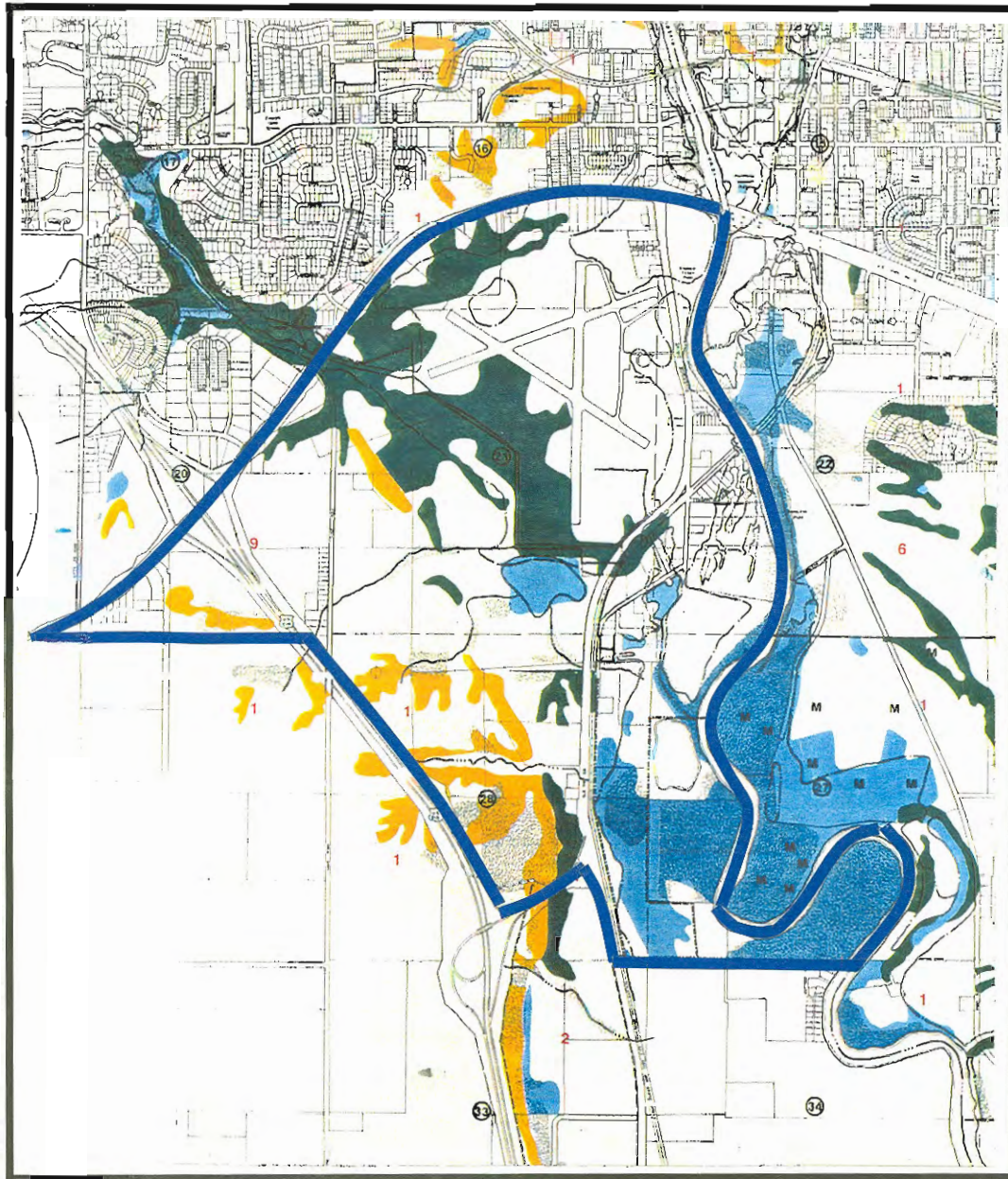
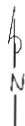


EXHIBIT D
August 1999

0 1200 2400 FT.



- Drainageway
- 100-Year Flood Boundary
- Potential Unwooded Wetland
- Upland Woods
- Hydric Soils Exclusive of Wetlands
- Highly Erodible Soil 18% to 25% Slope
- 1 Reported Archaeological Sites per Quarter Section

South Central District Flood Plain

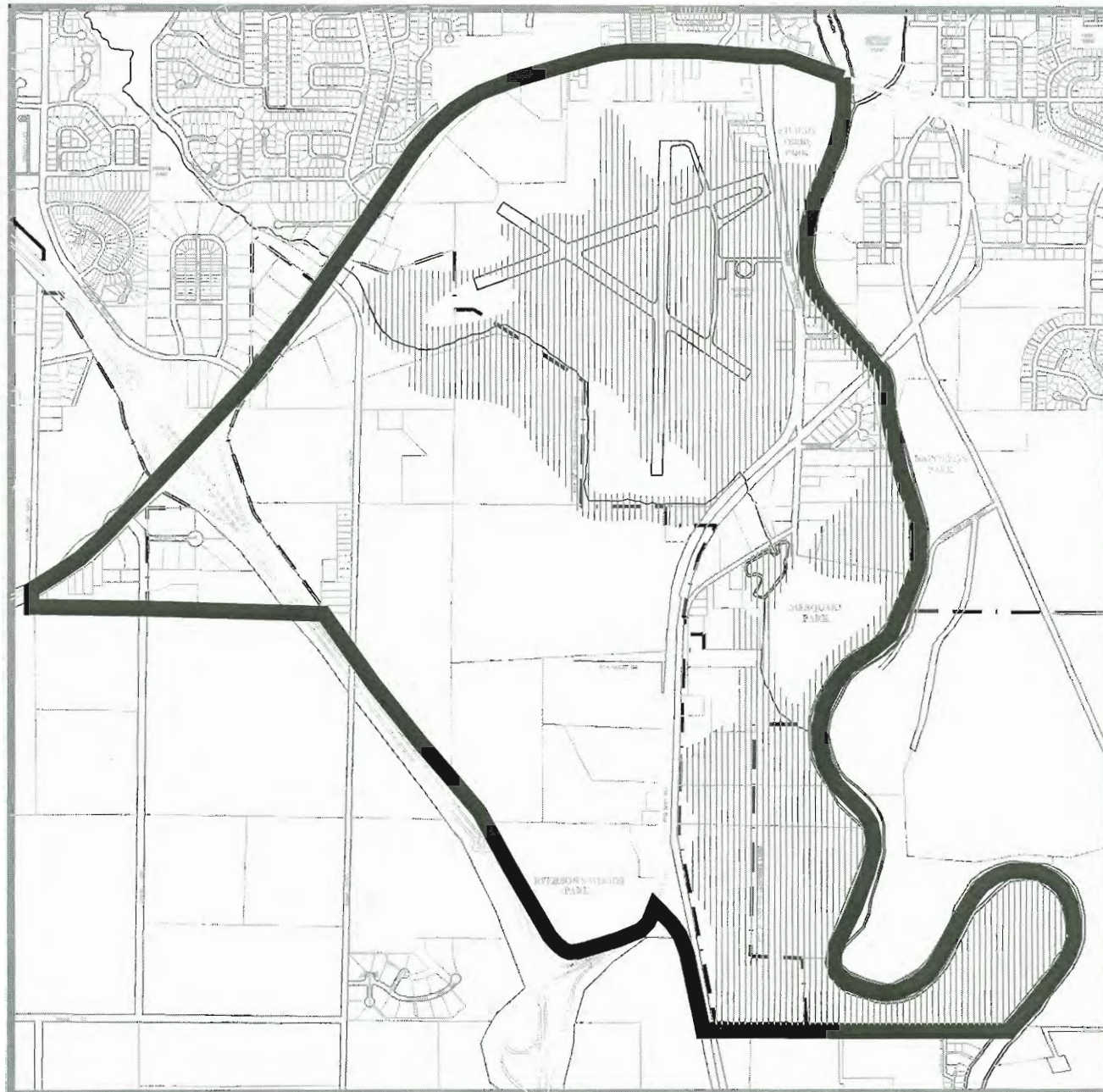
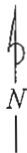


EXHIBIT E
AUGUST 1999

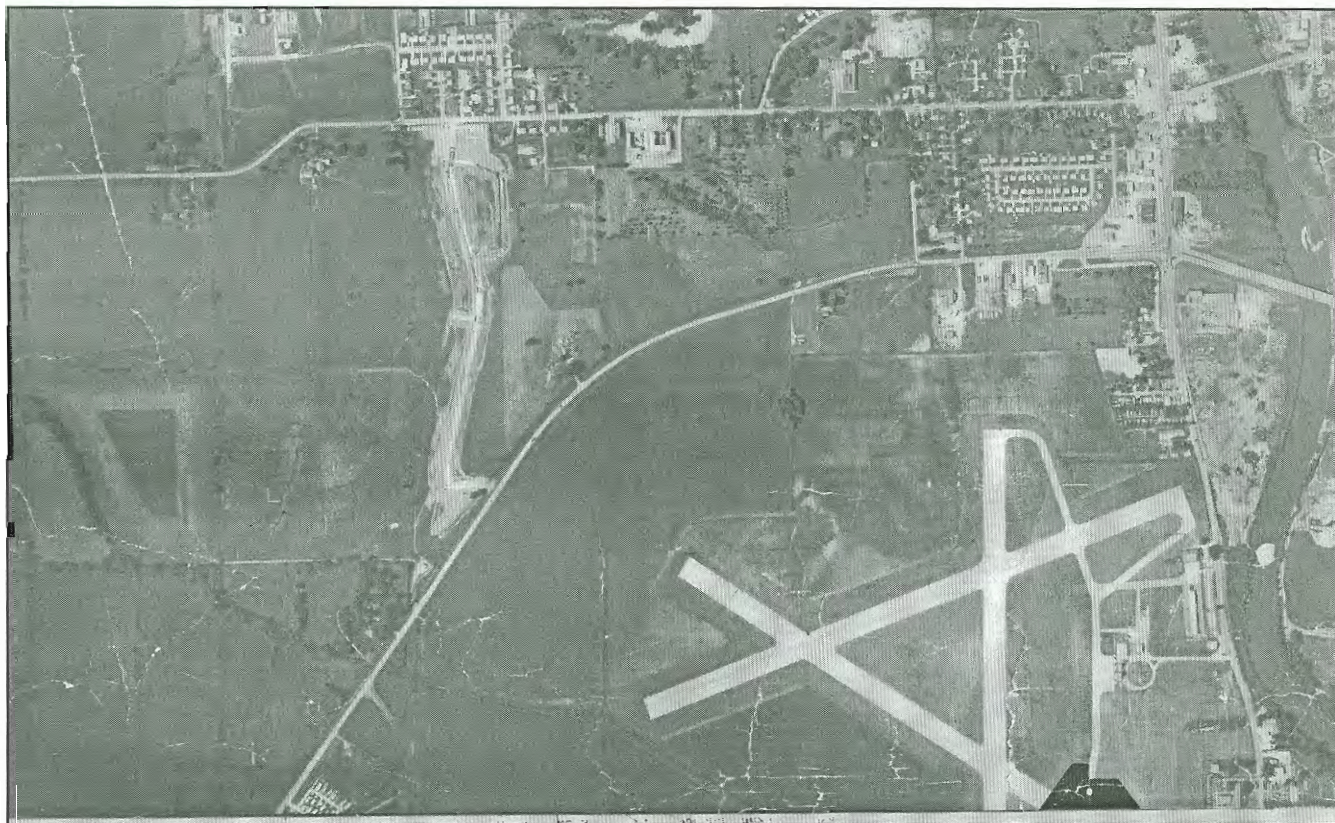
0 1200 2400 FT.



**Proposed updated 100-year
Flood Boundaries**

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, CITY OF IOWA CITY

In 1998-1999, an arterial street study was undertaken to evaluate what the preferred alignment would be for a connecting arterial street between Mormon Trek Boulevard on the west and the Sycamore "L" on the east. This study took into consideration what river crossing route would be







Aerial view of the north part of the South Central District, 1963.

best given the traffic, environmental, land ownership/use and drainage issues that need to be addressed along this section of the Iowa River. Long-range arterial street plans for this area include a river crossing that extends east from the Highway 218 interchange across the river to the Sycamore "L". Locating a major arterial street through the extensive wooded wetlands adjacent to the river will need to take into account the construction costs and environmental degradation associated with this route.

Traffic congestion on Highways 1 and 6 and anticipated development in this district provide strong indicators that a river crossing will be needed to facilitate traffic flows in this south area of the community within the next five to ten years. The arterial street study has recommended a preferred alignment for this river crossing that generally follows the Willow Creek Interceptor Sewer route across the river, connecting Riverside Drive and the future arterial street along the south boundary of the Airport through the north part of Mesquakie Park and across the river south of Napoleon Park to Gilbert Street/Sand Road. The study indicates that this route will alleviate traffic congestion on Highway 1 and 6 in a less environmentally negative and costly way, while improving traffic circulation with the South and South Central Districts. In the long term, e.g. twenty years or more, a second river crossing may need to be considered further to the south. This decision will depend on whether future development patterns and vehicular traffic pressures in the area warrant such a substantial investment.



-  Service lane
 Collector streets
 Proposed arterial streets
 Possible future arterial street connection

- * Streets will be designed to be extended in the event of the closure and/or relocation of the Iowa City Municipal Airport or its runways.**
- This portion of Dane Road to be closed with extension of airport runway**

Long range plans should also include connections for north-south collector streets from the developing commercial and industrial airport properties to provide for future interior access and development if the airport should ever be relocated or closed. In the south and east portions of the district, natural and man-made barriers will limit the development of grid pattern streets and cross district connections.

Trails. The installation of the Willow Creek Interceptor Sewer provides an opportunity to extend the Willow Creek Trail from Kiwanis Park (located north of the district), south and east to the Iowa River, and then across the river east to connect with the Iowa River Corridor Trail in Napoleon Park. This trail will provide pedestrian and off-street bicycling access north from Napoleon Park to the Iowa City downtown and University campus, and eventually south and east of Napoleon Park to other South District parks, including the City soccer fields. Trail connections from the south and west portions of the district should be considered along stream corridors and within the Highway 218 buffer area to tie into the City trail system and parks in this area of the community. [See Exhibit G: South Central District Trails Map]

The Willow Creek Trail connection to the Iowa River Corridor Trail will add an important link in the regional trail system. As additional property south of Mesquakie Park becomes part of Iowa City, the potential for extending a trail along the west bank of the river, connecting to Ryerson's Woods Park, and looping north past the fairgrounds to the airport segment of the Willow Creek Trail should be explored. Wherever possible, Indian trails along the Iowa River should be designated and incorporated into the City trail system in a way that preserves them as historic elements of this district. As development progresses in the South Central District, consideration should be given to constructing trails or sidewalks along existing streets, such as Riverside Drive and Highway 1, and along new streets as they are constructed to provide safe pedestrian routes in the district.

Public Utilities & Services. The extension of public utilities, such as sanitary sewer and water lines, should occur before development at urban densities is considered in the south and west portions of the district. [See Exhibit H: South Central District City Utilities/Fire Service Map] The completion of the Willow Creek Interceptor Sewer in 1999 will open up development potential and increase capacity for existing uses throughout much of the district. Because of topography, the area south of the fairgrounds and Mesquakie Park cannot be served by gravity flow and would require a lift station. Areas such as this, which cannot be served by gravity flow sanitary sewers, may be considered for removal from the growth area. Septic systems are not appropriate for flood prone areas in the southeast part of the district, so urban development is likely to be limited in that area. Sewer capacity in the area west of Highway 218 is restricted at this time due to the limited size of the sewer lines serving the commercial development in that area. Water is available down Riverside Drive as far as Protein Blenders, and can be extended south as development occurs. The water system in this area needs to be looped (connected with water lines to the northwest, or across the river to the east) to maintain water pressure.

Police protection is provided in the South Central District by the Iowa City police in the city and the Johnson County sheriff's office in the rural area. Fire protection is provided in the district with first responders in the city being Iowa City Fire Station No. 2, located off Melrose Avenue, and the

South Central District

Potential Trail and Wide Sidewalk System

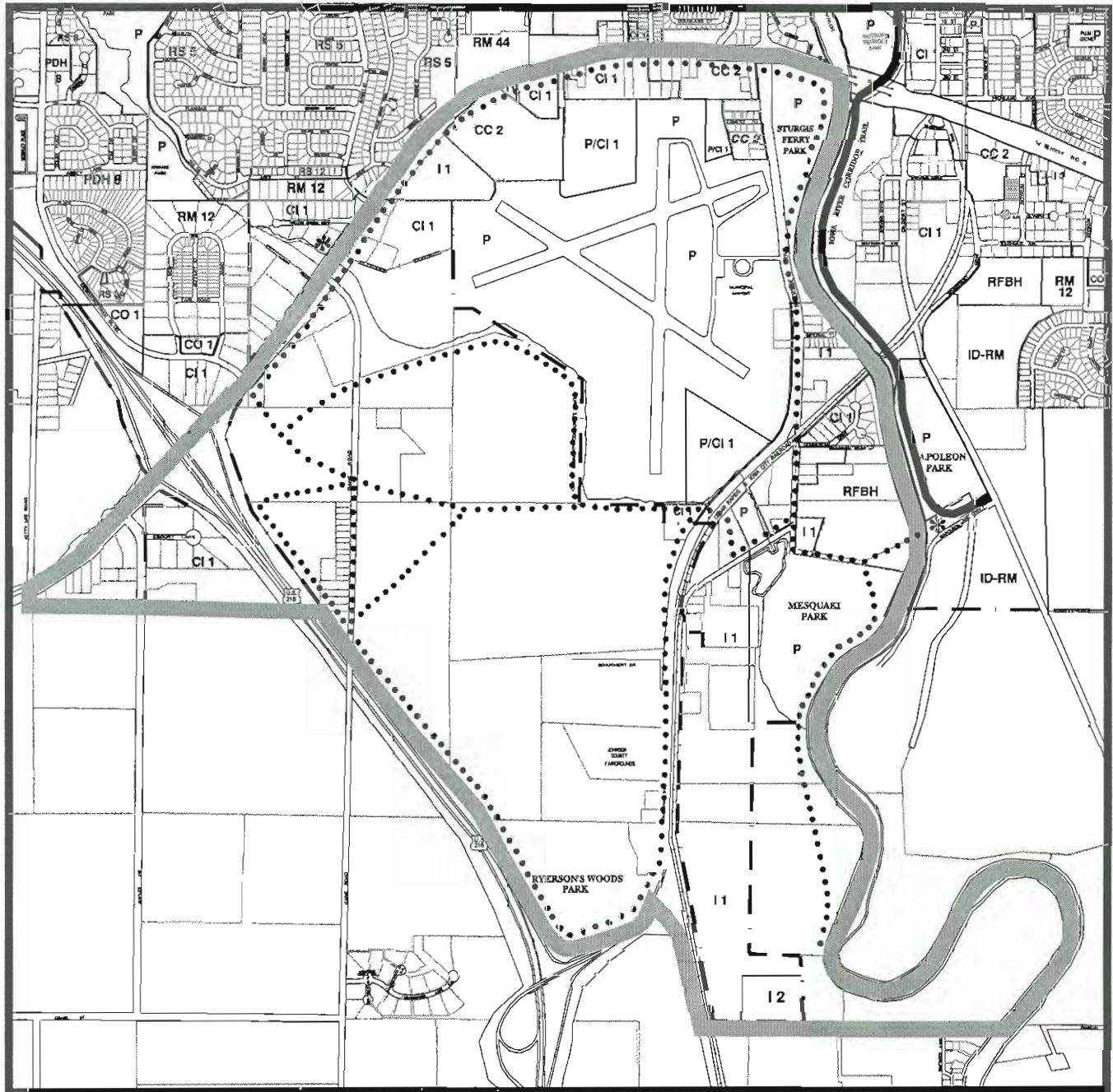
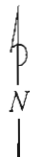


EXHIBIT G
November 1999

0 1200 2400 FT.



- Conceptual trail system
- * Trails will connect to trail systems in adjacent districts
- Iowa River Corridor Trail

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, CITY OF IOWA CITY

South Central District

City Utilities/Fire Service

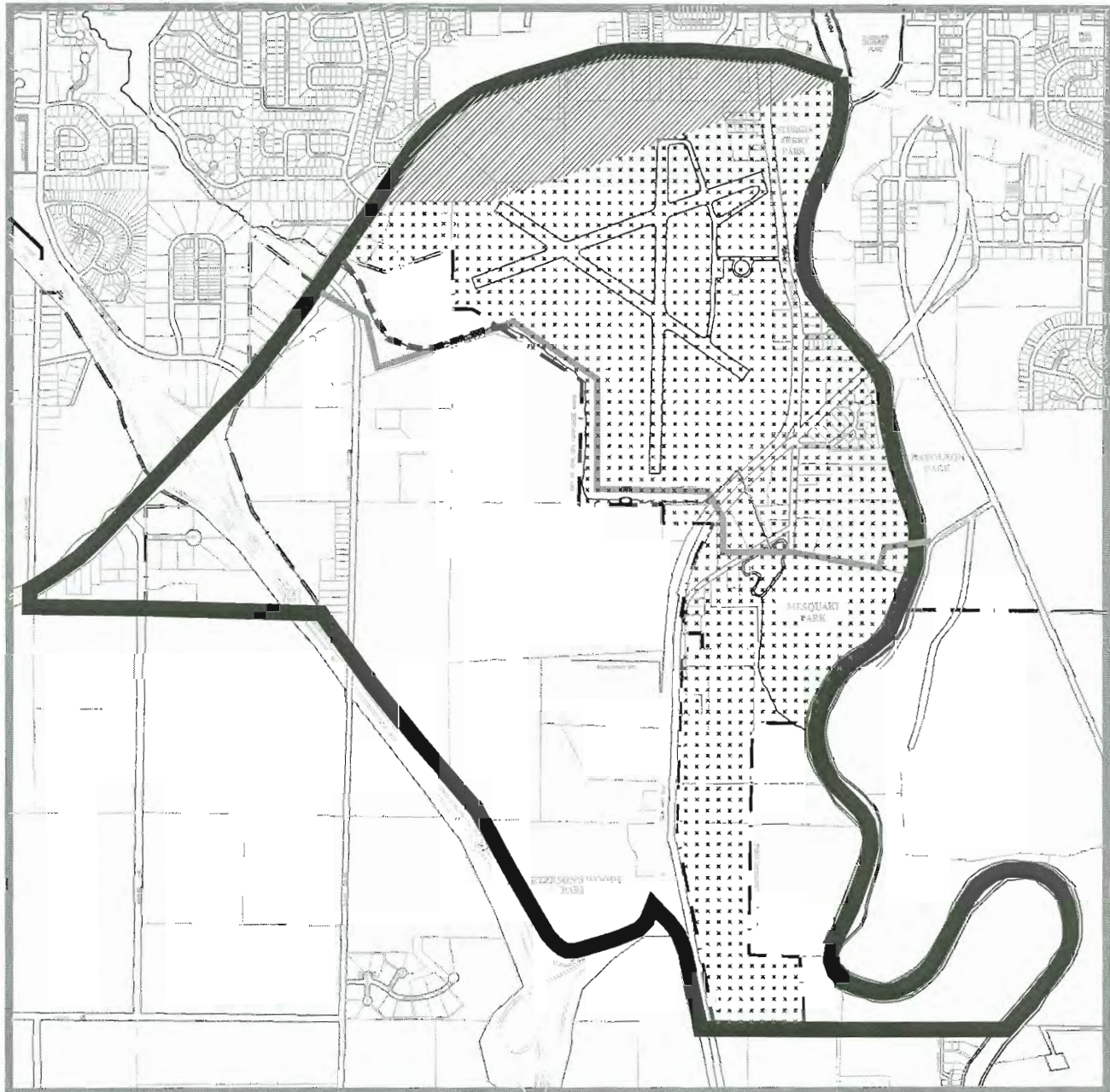
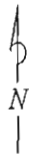
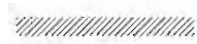





EXHIBIT H
AUGUST 1999

0 1200 2400 FT.



-  Fire Response, 3-6 Minutes
-  Fire Response, over 6 Minutes
-  Relocated Willow Creek
-  Willow Creek Interceptor Sewer Route

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, CITY OF IOWA CITY

downtown fire station (#1) as the second responder. Currently, the response time is six minutes or more for most city properties in the South Central District. As this district develops, there will likely be a need for a fire station to be located in this area. Arterial street continuity is needed to ensure adequate fire and emergency protection. In the county, the Hills Fire Department is the first responder. In the event of a large fire or emergency situation, all fire departments in Johnson County and the north part of Washington County are on call through a mutual aid agreement to provide service.

Fringe Area Policy. The City and Johnson County have entered into a Fringe Area Agreement that deals with how annexations, rezonings, subdivisions and conditional use permits in the extraterritorial area (the two-mile area immediately outside the city limits) will be handled by the two governmental jurisdictions. Unincorporated land that is within Iowa City's growth area in the South Central District is in Fringe Area C. Properties in Fringe Area C that are presently zoned for residential development and within Iowa City's growth area, may develop for residential uses, but must meet City standards for streets, sanitary sewers, stormwater management facilities and water lines so these facilities can be connected to the municipal systems upon annexation. Subdivisions in this area are required to have a cluster design with 50 percent of the development designated as an outlot for open space, agriculture or future development upon annexation. According to the Fringe Area Agreement, commercial and industrial developments are not encouraged in the unincorporated area of Fringe Area C prior to annexation.

District Subareas



The South Central District Plan focuses on four major subareas in the district; each with distinct characteristics in terms of existing land uses and environmental features. [See Exhibit I: Iowa City South Central District Subarea Map]



The Iowa City Airport is *central* to the district in terms of its location and size (365 acres or 20% of the South Central District), and is labeled in the plan as *Subarea A, Airport Central*. [See Exhibit J: Airport Expansion Plan Map] The proposed airport expansion, which involves the eventual closure of the north-south runways (17/35) and the extension of Runway 6 to the southwest, will affect future land use in the district. Existing land uses will be altered and development options may be changed due to the expansion of flyway areas, the realignment of Dane Road, the possible relocation of a portion of Willow Creek, and the opening up of parcels of land for development. Commercial, industrial and public facilities may be located in the north, east and south areas of the airport property that will no longer be required for aviation purposes.



The Iowa City Municipal Airport.

South Central District Subareas

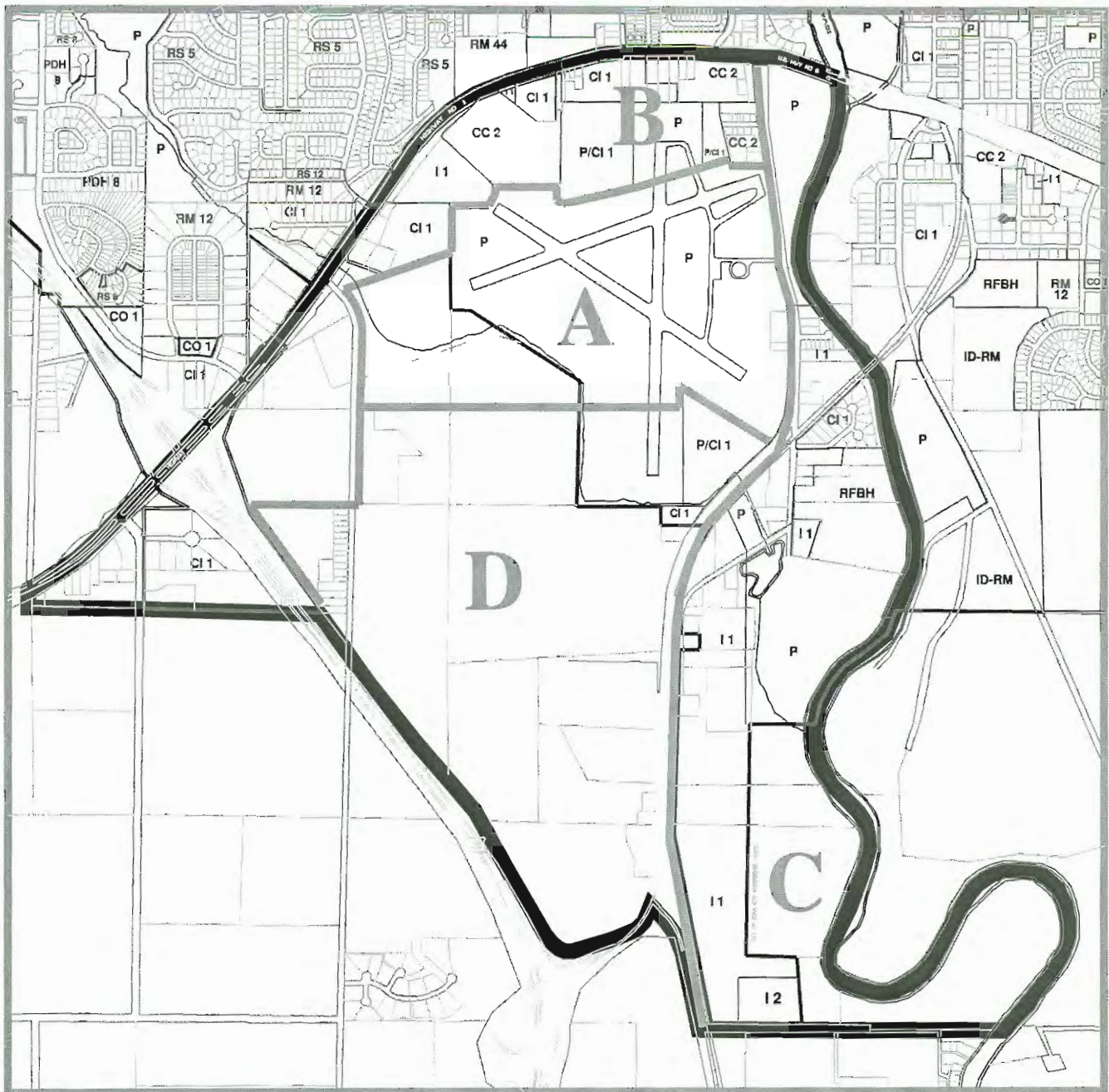
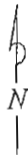


EXHIBIT I
AUGUST 1999

0 1200 2400 FT.



- A** Airport Central
- B** Highway 1/Airport North
- C** River Corridor
- D** Rural/Airport South

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, CITY OF IOWA CITY

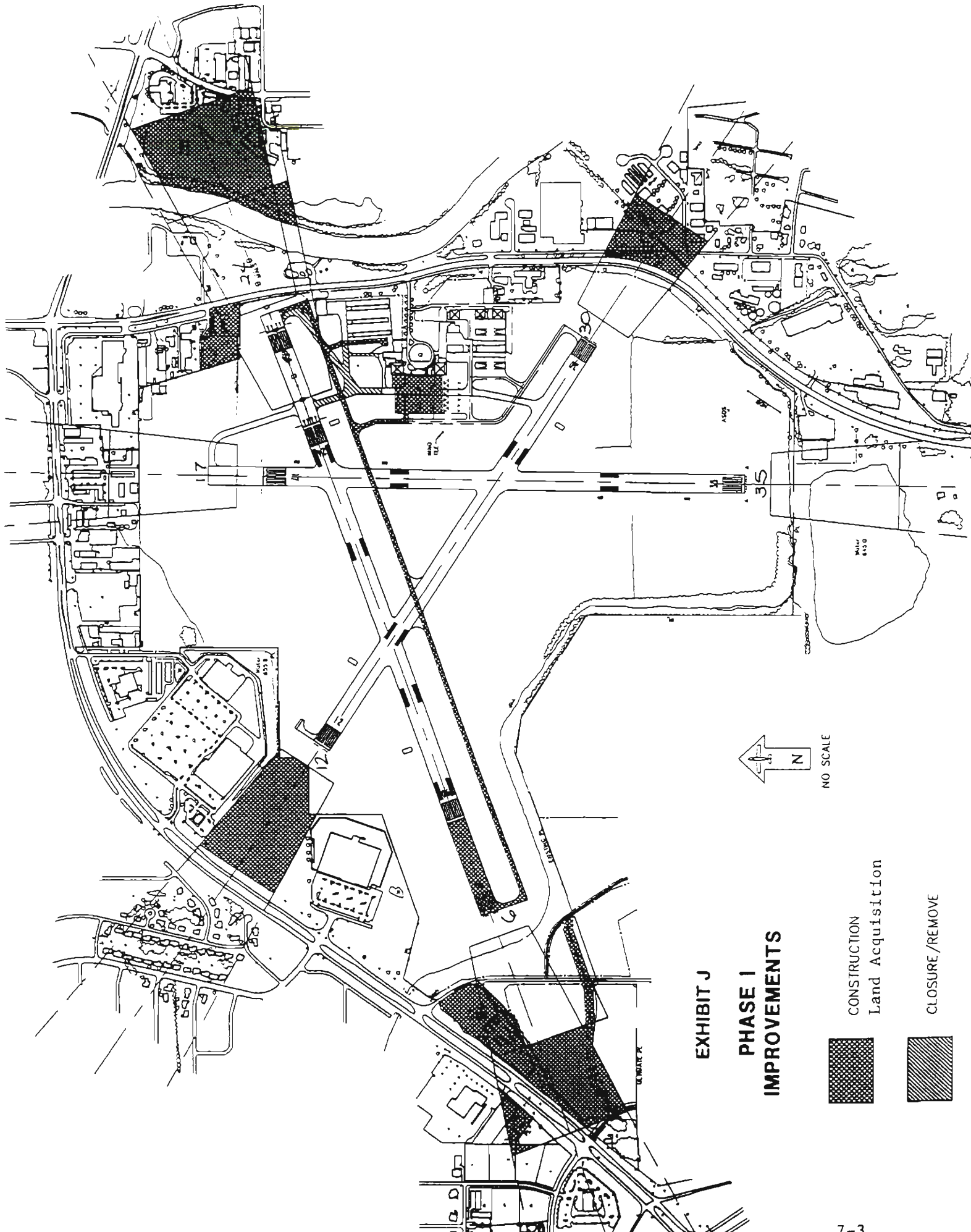
- The north part of the district along Highway 1 is a commercial corridor with a mix of retail, office and other businesses, and is known in the plan as *Subarea B, Highway 1/Airport North*. This subarea includes the north part of the Iowa City Airport, which is being redeveloped by the City and the Airport Commission as the North Airport Commercial Park.
- The east part of the district located between Riverside Drive and the Iowa River is designated in the plan as *Subarea C, River Corridor*. Subarea C contains City properties, including the public works and transit facilities and Sturgis Ferry Park, at the north end of the subarea; intensive commercial and industrial properties, manufactured housing parks and a former landfill, and Mesquakie Park (not open to the public) in the center; and a few residences, the Izaak Walton League property and wooded wetlands in the south.
- *Subarea D, Rural/Airport South*, includes the area south and west of the airport as well as a south portion of the airport that is being considered for future industrial development. Although a sizable manufactured housing park has been established immediately south of the airport property in Subarea D, this area is largely rural, containing farms, a few rural residences, the Johnson County Fairgrounds, and Ryerson's Woods Park.

Airport Central: Subarea A

- The Iowa City Municipal Airport controls the largest landholding in the South Central District. It owns or has authority over 400 acres, and the proportion of airport land is expected to increase with the proposed airport acquisition of properties to create barrier-free clear zones at the end of runways. For purposes of district planning, however, the Airport Central Subarea is defined as that portion of the airport property (about 300 acres) that is to be used for airport purposes only, e.g. the runways, hangars, terminal, maintenance and administrative buildings, and the land that encompasses those facilities. Areas controlled by the airport that are not used strictly for aviation purposes and are proposed to be leased for commercial, industrial or public facilities use, are addressed as part of other district subareas.


Following an airport relocation study in the early 1990s, the Iowa City Council determined that the airport should remain in its existing location. The existing streets and highways, the river and expanding urban development create constraints to the operation of the airport at its current location, but through certain improvements, its use can be extended for at least another 15 years. An adopted master plan for the improvements is being implemented. The proposed airport redevelopment, including the extension and closure of airport runways, will have a major effect on a number of neighboring properties in the Highway 1/Airport North Subarea, because it will 1) involve land acquisition and the relocation of some businesses and residences, 2) change building height limitations on certain properties, 3) result in the realignment of Dane Road and possibly Willow Creek, and 4) create the opportunity for the development and leasing of airport land for commercial/ industrial use and the construction of additional collector street connections between Highway 1 and Riverside Drive.

The Airport Master Plan focuses on the removal of obstructions, which involves property acquisition and the creation of obstacle free zones at the end of each runway. The master plan also introduced



a policy to lease airport properties not needed for aviation purposes so that the airport can become self-supporting. Fifty-four acres in the north part of the airport are being considered for commercial development. The Airport Master Plan projects that Runway 17/35 (north/south) will close between the years 2005 and 2010. Even with the elimination of one of the three runways, the number of annual aircraft operations is expected to increase from an estimated 26,730 in 1996 to 39,538 in 2015. Although most of the aircraft using the airport will be small, having fewer than ten (10) passenger seats and weighing under 12,500 pounds, an increase in turboprop and jet traffic is expected.

Highway 1/Airport North: Subarea B

 The 321-acre *Highway 1/Airport North Subarea* is located on the south side of Highway 1 and extends from west of Highway 218 to Riverside Drive. [See Exhibit I]

Current Land Uses (Subarea B) . The most visible land uses of this subarea are the eclectic mix of retail and intensive commercial businesses adjacent to Highway 1. But, this subarea also includes approximately 70 acres of farmland outside the city limits and east of Highway 218 as well as 54 acres of the north part of the airport property that is proposed for intensive commercial development. [See Exhibit K: South Central District Current Land Use Map]

Commercial. The properties along Highway 1 have developed into a significant commercial corridor during the past ten years. More than one-third of the subarea is currently zoned for commercial use. The properties zoned Community Commercial (CC-2) contain businesses such as discount stores, restaurants, and offices, and those zoned Intensive Commercial (CI-1) contain businesses requiring outdoor storage (home improvement store, car dealerships, contractors' yards and manufactured housing sales). Residential apartments are located on a number of commercial properties along Highway 1. The properties zoned CC-2 and CI-1 in this subarea are generally one to two acres in size, although there are a few larger properties, including Cub Foods (11.4 acres) and Wal-Mart (13.8 acres) in the CC-2 zone, and Menard's (12.77 acres) in the CI-1 zone.



The Highway 1 strip commercial appearance can be improved with landscaping and better signs

Agricultural, Residential and

Industrial. Over one-third of the subarea is located outside the city limits in the western and southwestern parts of this subarea and is zoned Suburban Residential (RS). This rural area is primarily farmland with a few farm residences and a small cluster of housing located in the vicinity of Dane Road. Two small manufactured housing parks (one along Highway 1 and one

South Central District

Current Land Use

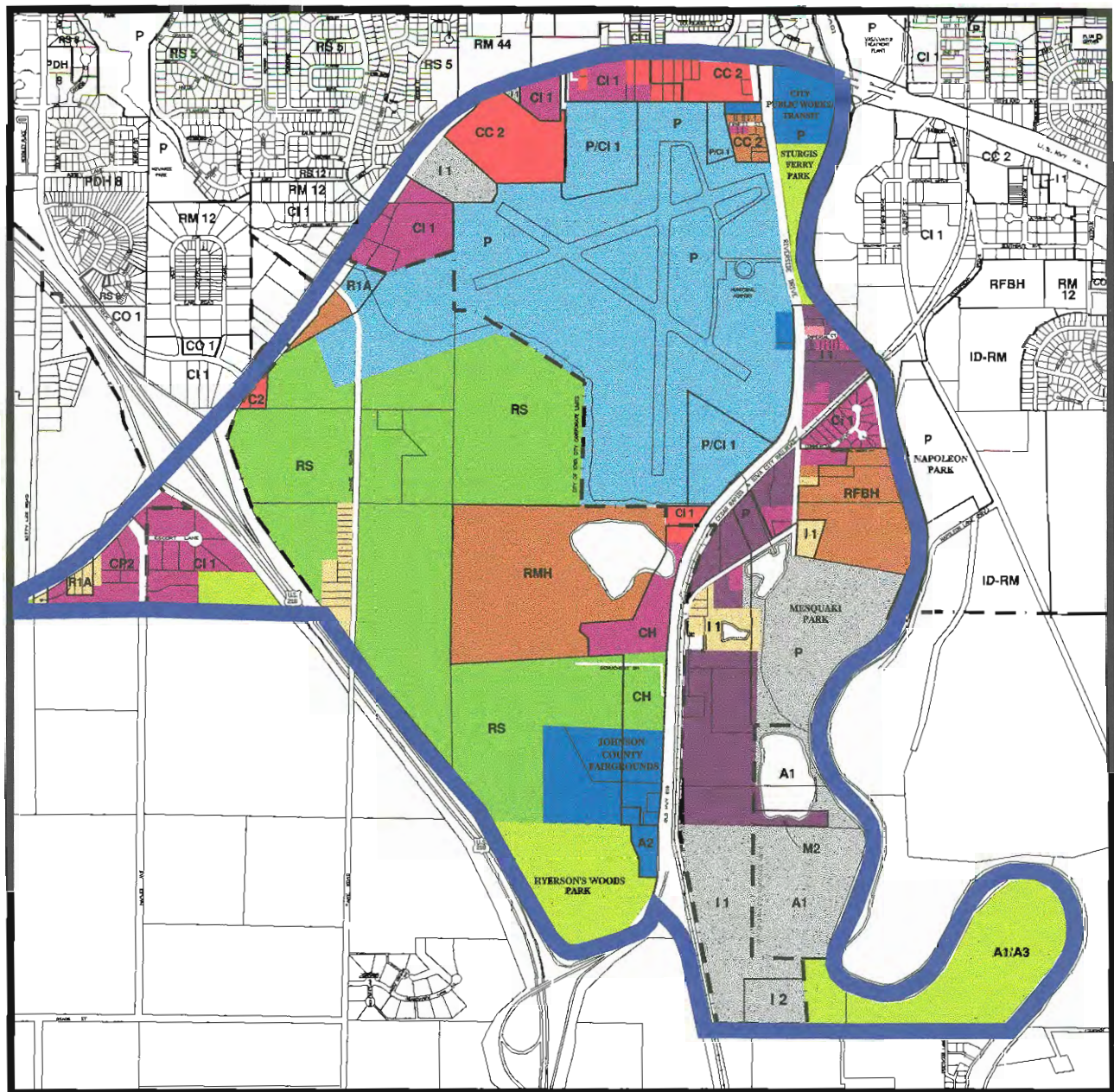
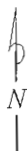














EXHIBIT K
November 1999

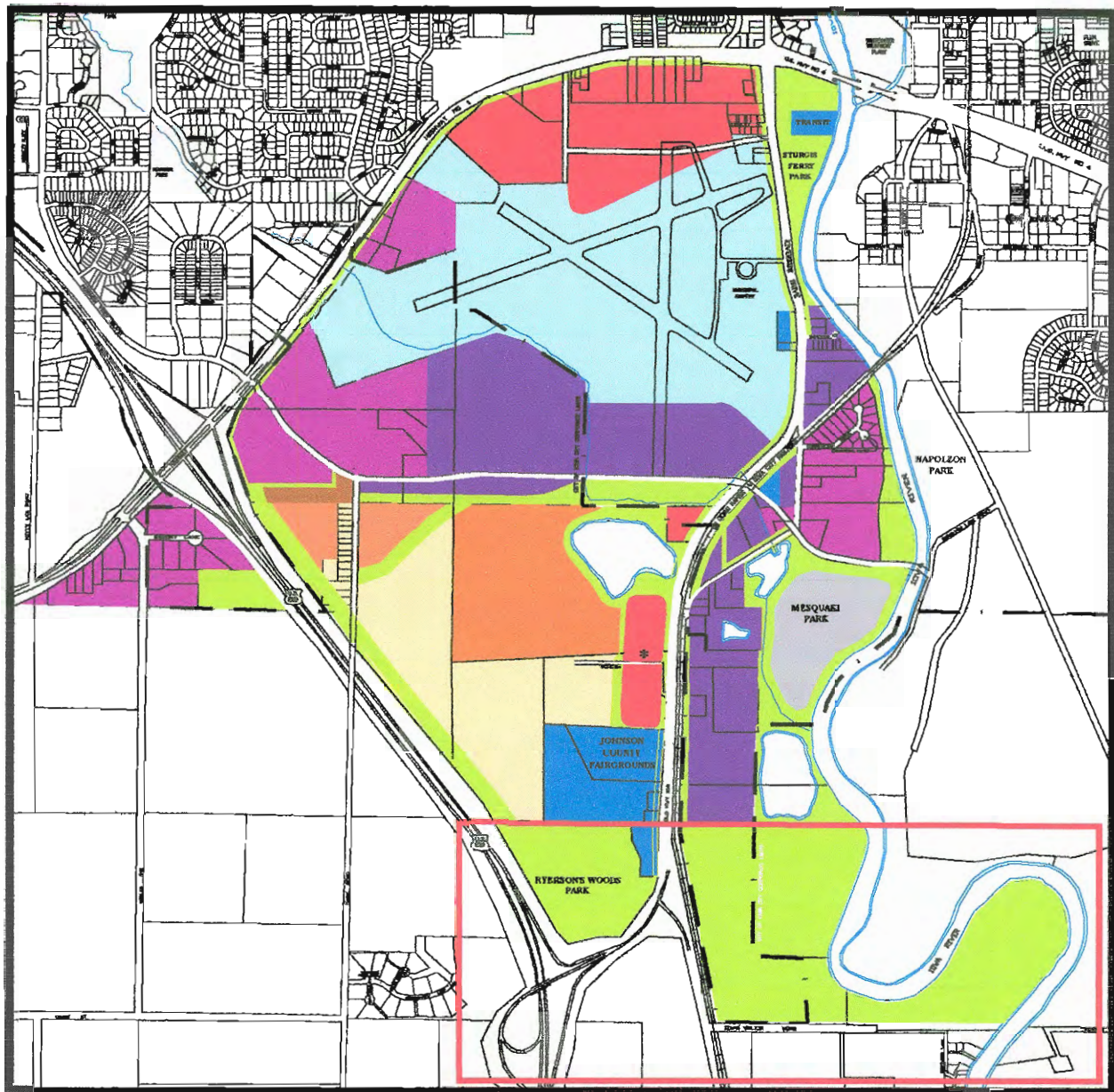
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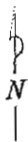
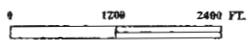
	Single-family Residential		Office Commercial
	Manufactured Housing		Retail/Community Commercial
	Public/Private Open Space		Intensive or Highway Commercial
	Agricultural		Industrial/Manufacturing
	Vacant/Closed to Public		Airport
	Waterways		Public Services/Institutional

South Central District Future Land Use Scenario

Revised May 2005



Revised May 2005

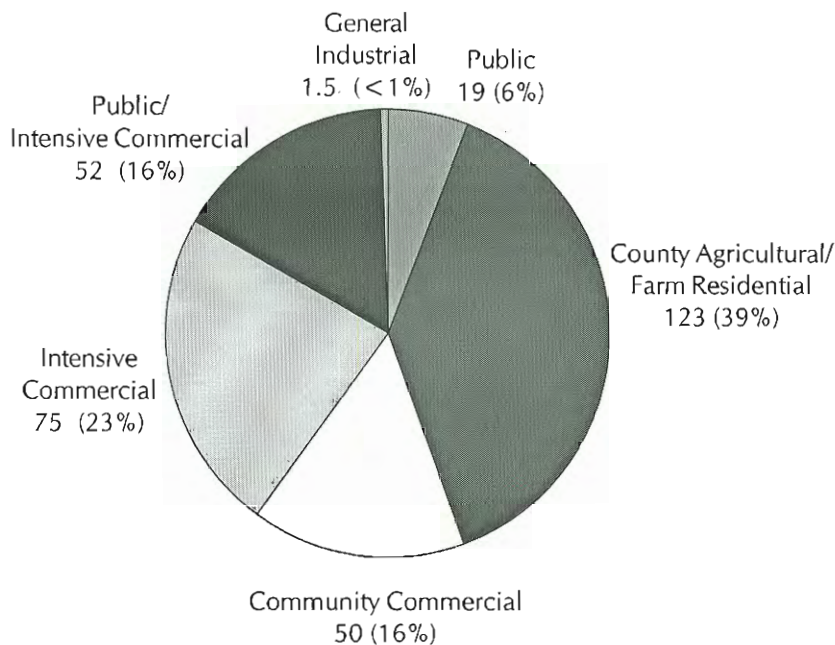


- | | |
|----------------------------|---------------------------------|
| Single-family Residential | Mixed Use Commercial |
| Medium Density Residential | Office Park/Commercial |
| Manufactured Housing | Retail/Community Commercial |
| Small Apartments | Intensive or Highway Commercial |
| Public/Private Open Space | Industrial/Manufacturing |
| Vacant | Airport |
| Waterways | Public Services/Institutional |

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adjacent to Riverside Drive) are being acquired and vacated as part of the airport expansion plan. There are only two properties in the subarea that are zoned industrial; the larger one (14.39 acres) located at the end of Runway 12 is scheduled to be acquired by the Airport Commission for an airport clear zone.

Distribution of Land Uses in Acres, Subarea B



Environmental Features (Subarea B)

Fully Hydric Soils. Nearly one-third of the property in the Highway 1/ Airport North Subarea contains fully hydric soils. A wide band of these water-saturated soils runs south of and parallel to Highway 1, then spreads widely on both sides of Willow Creek, where it runs along the west and south boundaries of the Iowa City Municipal Airport and the corporate limits of Iowa City. The presence of fully hydric soils indicates the probability of a high water table and the potential for wetlands in the areas

where these soils are located. Properties containing fully hydric soils often require special construction practices for streets, structures and stormwater management facilities.

100-Year Floodplain. The current floodplain map shows most of the property in the Highway 1/ Airport North Subarea located east of Highway 218 in the 100-year floodplain. Development is not prohibited in floodplain-designated areas, but in such low-lying, flood-prone areas, substantial fill is required to minimize flooding. Stormwater management is difficult to achieve on this type of flat, water-saturated terrain. In response to the floods of 1993, the floodplain map was recently revised. The revised floodplain map removes the floodplain designation for some of the properties along Highway 1. Upon Federal Emergency Management Agency approval, the revised map is likely to be adopted to replace the current floodplain map.

Wooded Slopes. A high ridge with the characteristics of a savannah prairie is located in the rural area west of the airport. Mature, oak trees are widely spaced apart on the hillsides. West of Highway 218, a wooded ravine is located on the Maxwell property and has been designated as an open space area for stormwater management.

Future Development (Subarea B)

Although most of the properties along Highway 1 have been developed for commercial uses, new development is anticipated on vacant and/or rural parcels in the west portion of the subarea and within the North Airport Commercial Park, and redevelopment has occurred in the Gateway One (Wardway Plaza) area. (See Exhibit L: South Central District Future Land Use Scenario) Continued commercial development is anticipated within the City's growth area west of Highway 218.

Highway Commercial/Office. In the southeast quadrant of the Highway 218/Highway 1 intersection, a highway commercial and office area with a hotel would be appropriate as development occurs in this part of the subarea. The highway commercial businesses would be well situated in this area to serve motorists on the highways; and the office development could be designed to preserve the character of the wooded ridge and avoid an extension of strip mall problems. Residential uses should be minimized at this intersection of two major highways and in the vicinity of a primary airport runway. Natural water features, such as drainageways, can be used to separate and buffer the residential uses to the south from the proposed commercial area. Suitable street access will need to be designed to serve the residential uses south of the commercial area.

Intensive Commercial. Land available in the western reaches of this subarea with fairly direct access to Highway 1 and near Highway 218 provides opportunities for large lot development. These large properties would be suitable for intensive commercial uses with extensive outdoor storage needs. Entranceway aesthetics need to be considered as these intensive commercial properties develop and redevelop. Intensive commercial development and zoning are planned for most of the 54-acre Airport North Commercial Park. The City plans to provide streets and utilities for the new business park, and the Airport Commission will enter into long-term leases with developers, who may further divide the property for businesses that can function as freestanding entities or provide support services for other businesses and industries in the South Central District. Airport-related businesses and a science center are being encouraged to locate in this new commercial park.

Retail Commercial. As the east retail area of this subarea is upgraded, encouraging intensive commercial businesses located on or east of the Westport Plaza property to relocate to CI-1 zones to the south or west could result in a more compatible mix of traffic and commercial shops, offices, restaurants and residential uses in the area. To address the appearance of the built-up commercial area along Highway 1, entranceway improvements, including upgrading landscaping, creating pedestrian access, introducing a consistent, attractive lighting design and minimizing signs and utility poles within the streetscape, should be considered. Ideally, a joint public/private project could be initiated by the City to address both sides of the Highway 1 commercial corridor.

Due to increasing traffic congestion on Highway 1 and the discontinuities in the frontage road for this commercial area, vehicular travel between businesses along Highway 1 is impeded. Pedestrian walkways are virtually nonexistent in this subarea. Opportunities for private drive connections between businesses should be encouraged and a connecting service lane along the north edge of the airport commercial property should be considered to facilitate travel between commercial properties and provide an alternative to entering/exiting Highway 1. The collector street proposed off Ruppert Road through the Airport North Commercial Park to Riverside Drive, the realignment of Dane Road and an extension of a collector street south and east from the intersection of Mormon Trek Boulevard and Highway 1 to Riverside Drive should help alleviate traffic congestion on Highway 1. [See Exhibit F: Streets Map]

Industrial. There is only a nominal amount of land in the Highway 1/Airport North Subarea that is zoned for industrial use, and most of that is located at the end of Runway 12 and is scheduled to be acquired by the Iowa City Airport. Because the vacant land in the runway clear zone cannot be developed, this property could be considered for prairie restoration; a low-maintenance, attractive

entranceway feature that could provide a natural separation between intensive commercial uses on the west and retail/office commercial on the east. No industrial development is proposed for this subarea.

River Corridor: Subarea C

The 465-acre *River Corridor Subarea* is located south of Highway 6, between the Iowa River and Riverside Drive, and north of Izaak Walton Road. [See Exhibit I] About one-third of this subarea is located outside the city limits.

Current Land Uses (Subarea C)

The River Corridor Subarea contains a mix of land uses with industrial and intensive commercial uses in close proximity to residential uses in the midsection of the subarea, large open space areas throughout the subarea, and expanses of vacant, wooded wetlands with scattered residential development to the south. [See Exhibit K]

Industrial. Ten properties comprising about one-fourth of the subarea have industrial land uses. These include the Iowa City Public Works and Transit facilities in the north part of the subarea, and a ready mix plant, business forms printing firm, two feed and grain milling companies, three salvage and vehicle recycling firms, the University of Iowa printing and physical plant facilities, and a transfer and storage trucking firm located south of Sturgis Ferry Park. These industrial uses are located on properties that have direct access or are in close proximity to Riverside Drive/Highway 921. Many of these industrial properties have access as well to the CRANDIC railway, which runs generally parallel to Riverside Drive/Highway 921. Most of the industrial firms rely primarily on truck traffic, and make limited use of the railroad.

Intensive Commercial. Several intensive commercial uses are centered within the subarea along two commercial cul-de-sac streets (Imperial Drive and Commercial Drive). These businesses include contractor's yards, plumbing and heating contractors, auto repair shops, a roofing and sheet metal company and cabinet company. A few storage/warehouse buildings are located in this midsection of the subarea.

Residential. Industrial/intensive commercial land uses wrap around the north and west sides of the Baculis Mobile Home Park with approximately 137 dwelling units and the Thatcher Mobile Home Park with about 60 dwelling units. In the course of operating their businesses, the heavy industrial and intensive commercial uses in this subarea create a certain level of negative effects, including noise, dust and heavy truck traffic, for their residential



The Iowa River defines the eastern border of the South Central District.

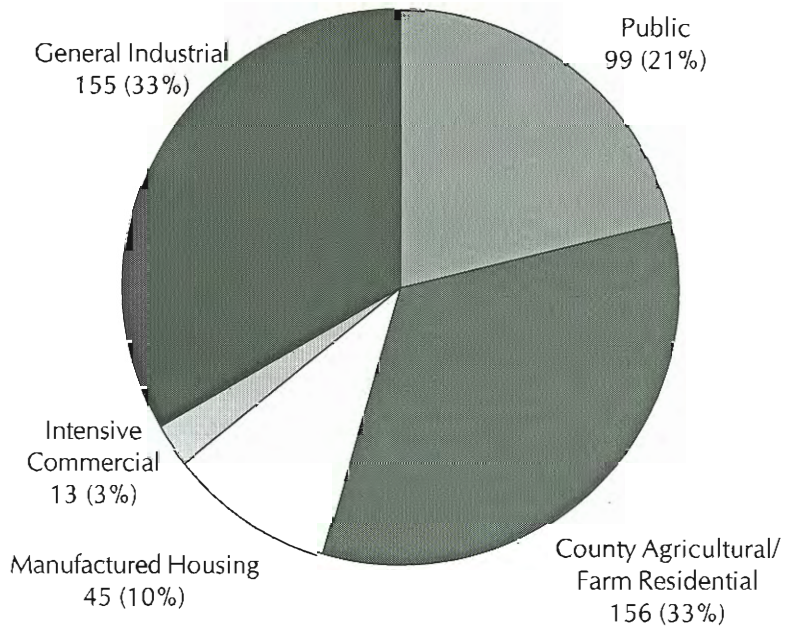
neighbors. The mobile home residences, as well as a few other single-family homes in this subarea, are located in a flood-prone area along the Iowa River.

Open Space. Over half of the River Corridor subarea consists of open space areas (139 acres/30%) and vacant properties (114 acres/25%). Because the north portion of Sturgis Ferry Park is occupied by the City Public Works and Transit facilities, only the south ten acres of the 28 acre park are actually usable as public parkland. Sturgis Ferry Park provides the only public access to the Iowa River for the South Central District. The airport clear zone over this park limits the height of structures or trees on the site, and because it is a former landfill, there continue to be problems with gas emissions, which cause plantings in the park to die, and problems with sinkholes that result in uneven paving and tilting park shelters. Mesquakie Park, a former city landfill, is located south of the Thatcher Mobile Home Park. The eight-acre Izaak Walton League property and a 51-acre forest preserve are located outside the city limits on the north side of Izaak Walton Road at the south edge of the subarea.

A few vacant parcels (two with vacant buildings) are located within the commercial/industrial portion of the subarea, but the vast majority of the 113.5

acres of vacant land in the subarea is located on three properties. These properties are located in the south part of the River Corridor subarea and are shown on the Sensitive Areas Inventory Map as areas containing potential wetlands and wooded wetlands.

Distribution of Land Uses in Acres, Subarea C



Environmental Features (Subarea C)

The Iowa River forms the east boundary of the River Corridor Subarea, and Willow Creek intersects the University of Iowa property (formerly owned by Thomas-Betts), and flows south along the west edge of Mesquakie Park and then east along the south border of the park into the Iowa River. The eastern edge of the subarea along the Iowa River from Highway 6 south to the mobile home courts and the corridor of land and pond areas along Willow Creek are located within the 100-year floodplain. All of the properties located outside the corporate limits in the River Corridor subarea are covered by a 100-year flood plain designation. Flood protection and stormwater management are critical issues in this subarea. Recently, the City assisted in providing federal funding to floodproof mobile homes that were damaged during flooding in 1993, and have entered into a public-private partnership to enlarge stormwater pipes under Riverside Drive and across the subarea toward the river to prevent stormwater from backing up onto properties in the area.

The majority (88%) of the wetlands in the South Central District are located in the River Corridor Subarea. Most of the 138 acres of wooded wetlands and 55 acres of unwooded wetlands in the River Corridor Subarea are located in the south, unincorporated portion of the subarea. Much of this wetland area has been excavated, used as landfill or had construction rubble dumped on it. It would take a major cleanup effort to create a conservation area, or to institute compensatory measures or enhancement of the wetland areas in order for even limited private development to occur. Only three percent of the subarea contains upland woods, and four percent has hydric soils.

Future Land Uses (Subarea C)

Public Facilities/Parks. [See Exhibit L] When the Public Works facility is relocated from the north part of the River Corridor Subarea, approximately seven acres of land at the intersection of Highway 6 and Riverside Drive will become available for private or public redevelopment. Because of its location at a high traffic intersection, its visibility with frontage along two highways and good access onto a paved arterial road, this site would appear to be ideal for office or retail commercial development. However, because the site was formerly a landfill, there are building limitations due to continued methane gas leaks and problems with sinkholes. The prospects for commercial development of the site are limited due to the underlying landfill, and the type of business that would have outdoor storage of materials and minimal on-site buildings, such as a mobile home sales lot, would not be the most attractive way to redevelop this highly visible corner lot.

Unless methane mitigation occurs, the property may be best kept in the public domain to provide public access to the Iowa River, and to serve as a well-landscaped public recreational space, such as a park. Or the site might be redeveloped as a private outdoor recreational facility, such as a miniature golf course, or a small amusement park or water park; that is, the type of use that does not require the construction of large buildings with substantial foundations. Whether public or private, the site should be appropriately designed and landscaped so that it serves as an attractive, green anchor for the active entranceway intersection on which it is located.

The recycling facility that is located southwest of the transit building at the north edge of Sturgis Ferry Park will be moved in the future to a location where effective monitoring and frequent clean-ups can be instituted to keep the site attractive and nuisance-free. In the meantime, to enhance the entranceway along Riverside Drive and to provide a buffer between the recycling bins and the public view, the City intends to install a landscaped berm south of the recycling facility. Within the airport clear zones, low profile landscaping, such as colorful shrubbery, perennial flowering plants and prairie grasses, are planned along the right-of-way abutting Riverside Drive, and may serve as a model for entranceway enhancement. The City plans to upgrade Sturgis Ferry Park with plantings of trees at the north end of the park, and shrubbery, turf grass and prairie plantings throughout the park. Sink holes will be filled and a river corridor trail installed. Airport tower lights will be installed in a fenced-in area approximately in the center of the park.

Mesquakie Park, a 70 acre open space, is currently fenced off from public use. It is a former landfill site, that has been used as an outdoor storage facility for debris from public works projects. Reuse of this site for either public or private redevelopment is limited due to problems associated with the underlying landfill, including methane gas emissions, hazardous materials working up to the surface and cave-in or sinkhole areas. Adapting this site for uses that do not require large buildings or substructures may be considered in the future. The area of the park adjacent to the river could be

reserved for passive use as a floodwater reservoir and potential development of a public linear park with a trail. A river crossing route has been recommended along the north edge of Mesquakie Park, as part of the arterial street network.

Land Use Conflicts. Because of the conflicts that exist between the residential uses and the industrial/intensive commercial businesses in this subarea, the long-term land use goal for the River Corridor subarea should be to phase out residential uses, particularly those located in the 100-year floodplain. It is intended that this transition in land use will occur gradually over time. This concept is in line with the observation made at a property owners meeting for this subarea that there is little residential land use except for the manufactured housing parks, and in the long-term, it is not in the public interest to maintain residential uses located in a flood-prone area in the midst of industrial uses.

Industrial and commercial businesses should be allowed to operate in a reasonable manner within areas zoned for those uses without the friction that occurs when industrial/intensive commercial uses and residential uses are located too closely together. Industrial zoning is most suitable for those properties in this subarea that have direct access to the railway and Riverside Drive. Street, storm sewer, sanitary sewer and water mains will need to be upgraded and extended to allow for additional industrial development south of Commercial Drive. Construction of the interceptor sewer will make such development feasible.

Entranceway Aesthetics. Entranceway landscaping and attractive site designs will be encouraged and instituted as the commercial and industrially-zoned land is redeveloped over time. Ideally, a landscaped corridor design for Riverside Drive will be developed, and implemented in a coherent manner through private-public efforts. Special efforts should be made to provide effective screening along Riverside Drive where salvage yards are visible from the public right-of-way. Expansion of existing salvage operations, such as construction of new buildings for office, shop or storage uses, may be considered if effective screening of the salvage yard is provided.

River Corridor Buffer & Trail. Creating a natural buffer along the Iowa River and protected wetlands in the area would aid flood control, allow for groundwater recharging and impede soil erosion and pollutant runoff into the river. If the south portion of the River Corridor Subarea is to be used as a public recreation area in the future, consideration should be given to the renovation of at least part of Mesquakie Park, the reclamation of the Russell pond and the construction of a trail connection between Mesquakie Park and Ryerson's Woods Park. The trail planned along Willow Creek within the sanitary sewer easement could create pedestrian and bicycle access between this west riverfront area and the west part of Iowa City situated north of Highway 1.

Rural/Airport South: Subarea D

The Rural/Airport South Subarea is located between Riverside Drive and Highway 218. It is generally south of the airport, but contains approximately 80 acres of the south part of the airport property that is intended to be leased for private commercial or industrial use. It also contains a three-acre Army Reserve property.

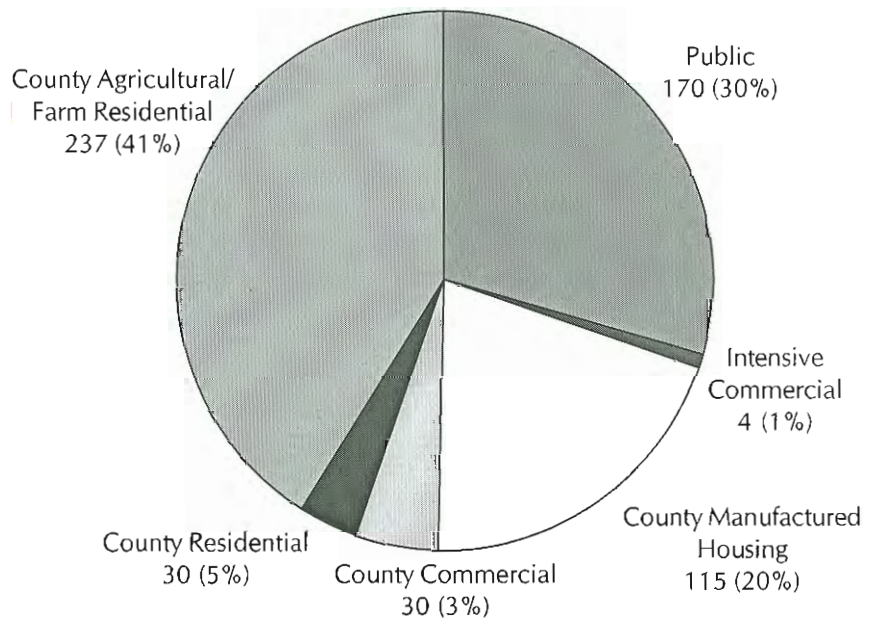
Current Land Uses. Only 15 percent of this subarea, including the south portion of the airport, the Army Reserve property and a four acre commercial parcel [Colonial Lanes], is located within the city limits. Fifty-percent of the property located outside the corporate limits is agricultural land with farm residences, 23% is a manufactured housing park, and 18% is public property [Ryerson's Woods Park and the Johnson County Fairgrounds]. The remaining 9% includes a residential development and a church along Dane Road and residences and contractors' yards south of the airport along Riverside Drive. [See Exhibit K]

Environmental Features. This subarea contains hydric soils, wetlands, upland woods and steep slopes. Some of the environmental features to be preserved include areas that may contain Indian burial mounds, the Willow Creek stream corridor, Ryerson's Woods Park and the Johnson County Fairgrounds. According to the Airport Master Plan, there is potential for establishing a prairie reserve on airport property in hydric soils south of Runway 12/30 and west of

Runway 17/35. The prairie reserve could be designed to reduce stormwater runoff, enhance the Willow Creek watershed area and serve as a buffer between the runways and proposed industrial development in the south portion of the airport and lands to the west. Airport redevelopment will affect the area south and west of the airport. The eventual

closure of Runway 35 to the south, the extension of connecting roads across the airport property and the construction of the Willow Creek Interceptor Sewer will make development in this area more likely. The concern is to preserve natural features while allowing reasonable development to occur.

Distribution of Land Uses in Acres, Subarea B





Dane Road, the rural edge of the South Central District.

Future Land Uses (Subarea D) The long-range land use plan for the rural/Airport South Subarea indicates a mix of residential, public, commercial, office, institutional and industrial land uses with buffer areas proposed to mitigate potential conflicts between uses of different intensities and to preserve sensitive features. [See Exhibit L]

Industrial. The 21-acre P/I-1 zoned airport property along Riverside Drive is expected to be developed for industrial types of uses. This low-lying property will require four feet of fill prior to development. The fill will likely come from digging a stormwater management pond to serve this site. An arterial street between Dane Road and Riverside Drive is proposed along the south edge of the airport property, and is proposed to eventually be extended across the Iowa River. The construction of the connecting road across airport property to future industrial and commercial office development of the property to the west can only occur after the north-south runway (17/35) is closed. Until that closure occurs, the street could be extended at least part way to the east from Dane Road and a short way west from Riverside Drive.

Nearly 100 acres could be developed for industrial uses in the south portion of the airport property and on the properties to the west. This area has the potential to become a key employment center in the long-range development of the community. Because of its proximity to residential development, care should be taken to ensure that clean industrial uses are established and maintained, and appropriate design guidelines are implemented to reduce negative effects on nearby residential properties.

Enhancement of the greenway corridor along Willow Creek and another drainageway that extends straight west will provide a natural buffer between the proposed industrial uses and the Lake Ridge manufactured housing development. The construction of a trail within an enhanced greenway will provide alternative pedestrian/bicycle access from this subarea along Willow Creek to the west side of Iowa City and the commercial district along Highway 1; via the Iowa River Corridor Trail to the commercial district along Highway 6, or further north to downtown; or across the river to the east to connect with Napoleon Park and other South District recreational facilities, including parks, trails and soccer fields.

Commercial Office. The property north of the proposed east/west extension of Mormon Trek Boulevard may be appropriate for commercial office development. It will have excellent access to Highways 1 and 218 when Mormon Trek Boulevard is extended to Dane Road, and the topography is suited for offices in a campus setting. Design guidelines should be implemented to ensure preservation of the topography and the trees and compatibility between the office uses and residential development to the south. The ridge itself will provide a natural, protective buffer between the property designated for office uses and the area to the east proposed for manufacturing uses. Clustered multi-family development designed to preserve environmental features may be considered as an appropriate alternative use in this area.

Commercial/Institutional. The closure of Runway 35 will also remove limitations for development of property immediately south of the runway, because the building height and use restrictions of the airport runway protection zone for that area will no longer be in effect. The frontage portion of the property located along Riverside Drive and south of the Airport and Colonial Lanes is suitable for redevelopment to a mixed use commercial area. This property with good access on a hard-surfaced road is well-situated to serve the manufactured housing residents, other area residents, employees of industrial and intensive commercial developments, and people using the recreational facilities in the district.

A park connecting to a greenway trail around the pond and then to the trail system along Willow Creek will enhance the livability of the residential development in this area. Because the designated commercial area is quite large and is adjacent to residential development and along a major entranceway to the city, it should be designed so that it does not become a commercial strip. Mixed uses such as townhouses and apartments should be considered as part of a planned commercial development for the area. The mixed use commercial node may also offer good locations for institutional uses, such as a church, a daycare center, a fire station, and an extension of the fairgrounds. This would provide a suitable buffer between the industrial uses to the east and the single-family residential uses that are projected to occur on the west part of the property.

Public Lands. Ryerson's Woods Park and the Johnson County Fairgrounds should be protected and enhanced. No expansion of the 5-acre fairgrounds is planned, but there is a need for more parking area during special events held there each year. Through arrangements with the private property owner to the north, shared parking facilities could be installed immediately north of and adjacent to the fairgrounds property. Or with jurisdictional cooperation, the south part of the County fairgrounds property could be used for parking with access through the City's Ryerson's Woods parking area. A campground and Native American museum have been suggested as additional enhancements for the fairgrounds. The lower area of Ryerson's Woods Park or an edge of the fairground property may be a suitable, alternative location for the proposed Science Center, which is currently proposed to be situated at the end of Airport Runway 17 in the midst of an intensive commercial zone.

Residential. In planning for residential development in the south portion of this subarea, secondary access to the interior of the area is a paramount concern. Highway 218 serves as a barrier to through roads as do natural features, such as wooded ridges and drainageways, and existing land uses, including the manufactured housing park, the fairgrounds and Ryerson's Woods Park. Low

density conservation subdivision design with residential development situated on cul-de-sac streets should be considered in this subarea. Given the high ridge that dissects this subarea, through roads may not be feasible, although roads may be extended in from Dane Road and Riverside Drive, but not connected, to allow for limited residential development.

Agricultural uses are encouraged to continue. When residential development begins occurring in the interior and western reaches of this subarea, clustered, low density residential development should be designed to preserve the pastoral beauty of the land while acknowledging access constraints. Residential development in the vicinity of Highway 218 should be buffered from the high-speed traffic noise through sufficient setbacks and dense tree plantings.

Implementation

Land Uses

- Promote the compatibility and aesthetics of the retail commercial businesses along Highway 1 from Westport Plaza to Riverside Drive.
- Encourage intensive uses along Highway 1 to relocate out of the retail commercial corridor.
- Plan for intensive commercial uses to be established in the Airport North Commercial Park, and industrial uses in the south portion of the airport property.
- Preserve significant archaeological sites, Ryerson's Woods Park, the Johnson County Fairgrounds and the wooded wetlands in the district.
- Continue farming or consider prairie plantings in runway clear zones that cannot be developed.
- Plan for a well-landscaped public or private recreational use on the seven acre site being vacated by the Public Works Department at the southeast corner of the intersection of Highway 6 and Riverside Drive, unless methane mitigation allows for commercial usage of the property.
- Plan for a mixed use commercial zone west of Riverside Drive and south of Colonial Lanes that considers incorporation of appropriate institutional uses, a park adjacent to the pond and a trail that connects to the Willow Creek Trail.
- In Subarea D, encourage agricultural uses to continue, but where residential development occurs, use a conservation subdivision design.
- Gradually reduce residential uses east of Riverside Drive over time, and encourage industrial/intensive commercial development with a suitable green buffer along the Iowa River.

Streets

- Provide connecting streets between Highway 1 and Riverside Drive, including an extension of Mormon Trek Boulevard along the south edge of the airport and an extension of Ruppert Road through the Airport North Commercial Park.

- Design commercial and industrial development sites on or adjacent to the Airport to provide for future through-street connections and water/sewer corridors to the interior of the airport.
- Plan for a service road at the rear of the commercial properties along Highway 1 from Ruppert Road to the Gateway One south drive.
- Plan for a river crossing in the Mesquakie Park vicinity.

Trails, Sidewalks

- Design a trail system that connects into other city trails, such as the Willow Creek Trail and the Iowa River Corridor Trail, and provides a looped trail system within the district.
- Install sidewalks along existing streets, such as Riverside Drive and Highway 1, and along new streets as they are constructed.

Entranceways

- Through a public/private project, improve entranceway aesthetics by upgrading landscaping, creating pedestrian access, introducing a consistent, attractive lighting design, and minimizing signs and utility poles in the streetscape along Highways 1 and 6, and Riverside Drive.
- Use the landscaping and berms planned for Sturgis Ferry Park as a model for entranceway enhancement.

Infrastructure

- Upgrade and extend streets, storm sewers, sanitary sewers and water mains to improve infrastructure for existing and future development in the district.
- Consider removing properties that cannot be served by gravity sewer from the city growth area.
- Create a looped water system to maintain adequate water pressure.
- Address drainage, stormwater detention and floodplain issues through district capital improvement projects, such as a regional stormwater basin, and as part of individual new development and redevelopment projects.

Buffers

- Use natural water features, such as drainageways and wetlands, to create buffering separations between industrial/commercial uses and residential uses.
- Adapt the east edge of Mesquakie Park for passive use as a floodplain reservoir and potential development of a public linear park with a trail.
- Provide green buffers between residential areas and major highway rights-of-way, particularly along Highway 218.

