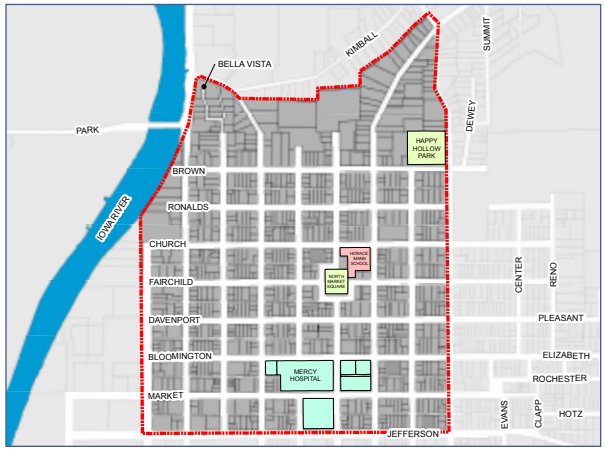

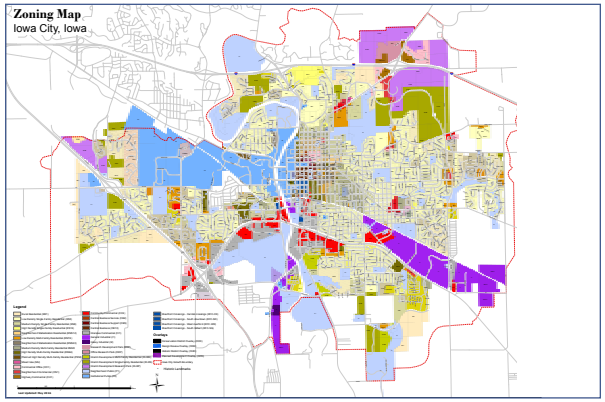

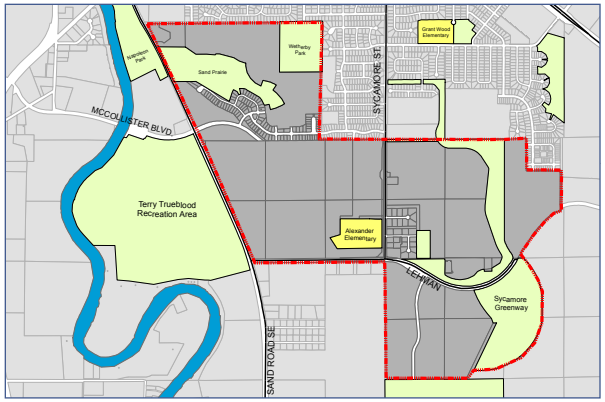

Iowa City, Iowa

Project Direction Report

Form-Based Code Analysis

August 31, 2017

TND

OPTICOS

Prepared for the City of Iowa City, Iowa by:
Opticos Design, Inc.

Table of Contents

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Chapter 1 Project Overview & Visit 1 Summary

1.1 Purpose of the Form-Based Code Analysis

INTRODUCTION

The purpose of the Form-Based Code analysis is to provide a high-level review of two study areas located in Iowa City: the Northside Neighborhood and the South District Plan Area. This review and following recommendations are intended to guide future development and to assess the feasibility of implementing Missing Middle Housing and a Form-Based Code for undeveloped areas of Iowa City's South District and for the established Northside Neighborhood. Additionally, this review will examine parking demand issues in near-downtown neighborhoods.

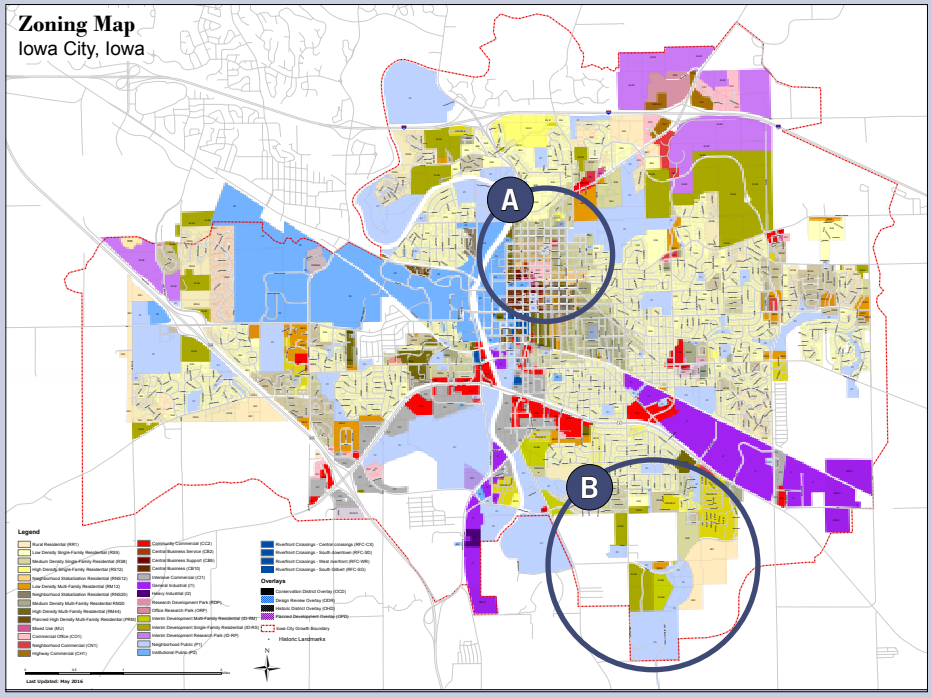
This analysis addresses the following:

- Existing conditions in the two subject areas;
- Observations from Iowa City staff gained through a series of working sessions and documentation of the study areas;
- Feedback from stakeholder interviews conducted during a series of visits to Iowa City;
- Input from community members attending public workshops hosted for each study area;
- Parking and transportation review and recommendations for balancing residential, commuter, and visitor parking demand as well as street pattern and design in the South District; and
- Final Project Direction Report to identify community's direction for implementing expanded use of form-based codes.

Synthesis of Content

The first series of tasks for the analysis was to summarize key findings from the February 14th-16th and March 21st visits and conduct research to inform the next steps of the analysis. Included in this Visit 1 Summary Memo is a synthesis of information gathered up to this point. Additional insights have been integrated throughout the report to reflect the findings of Visit 2, conducted May 10th-12th, and the feedback received following the summary report for Visit 1. Outlined in the following subsection is an overview of the various chapters of this direction report as a comprehensive summary and statement of recommended action items to follow our analysis and feedback from the Iowa City community.

PROJECT AREA LOCATOR MAP



A Northside Neighborhood B South District Plan Area

Summary of Report Chapters

- Chapter 1 provides an overview of the of the two project study areas, a summary of various working sessions with City staff, and public meeting agendas from Visit 1.
- Chapters 2 and 3 provide an overview of findings for the Northside Neighborhood and the South District Plan Area, respectively, including documentation maps, stakeholder interview responses, photos from touring the areas, and results of the public mapping exercise where participants were asked to identify opportunity sites for each study area.
- Chapter 4 provides an overview of the parking and transportation analysis and findings.
- Chapter 5 is an overview of key findings from the study of Iowa City's current zoning standards and identifies obstacles and opportunities for applying them to new buildings. This overview includes 3-D buildout examples of medium and high density scenarios testing five of the city's current zoning districts on two lot sizes. Chapter 4 also provides an analysis of the Multi-Family and Historic District design standards and the results of the Missing Middle Housing Assessment, both of which are based off of findings from Visits 1 and 2 and the zoning analysis.
- Chapter 6 provides an overall summary of the analysis conducted throughout this project for the Northside Neighborhood and the South District Plan Area, followed by recommendations and strategies for executing the community's and city's vision for the future development of Iowa City
- Chapter 7 is an appendix with images and graphics to support various portions of the findings.

Community's Vision and the Analysis

Most importantly, the process of conducting the Form-Based Code analysis has allowed the consultant team to better understand the overarching vision and goals that the community maintains for each of the two study areas.

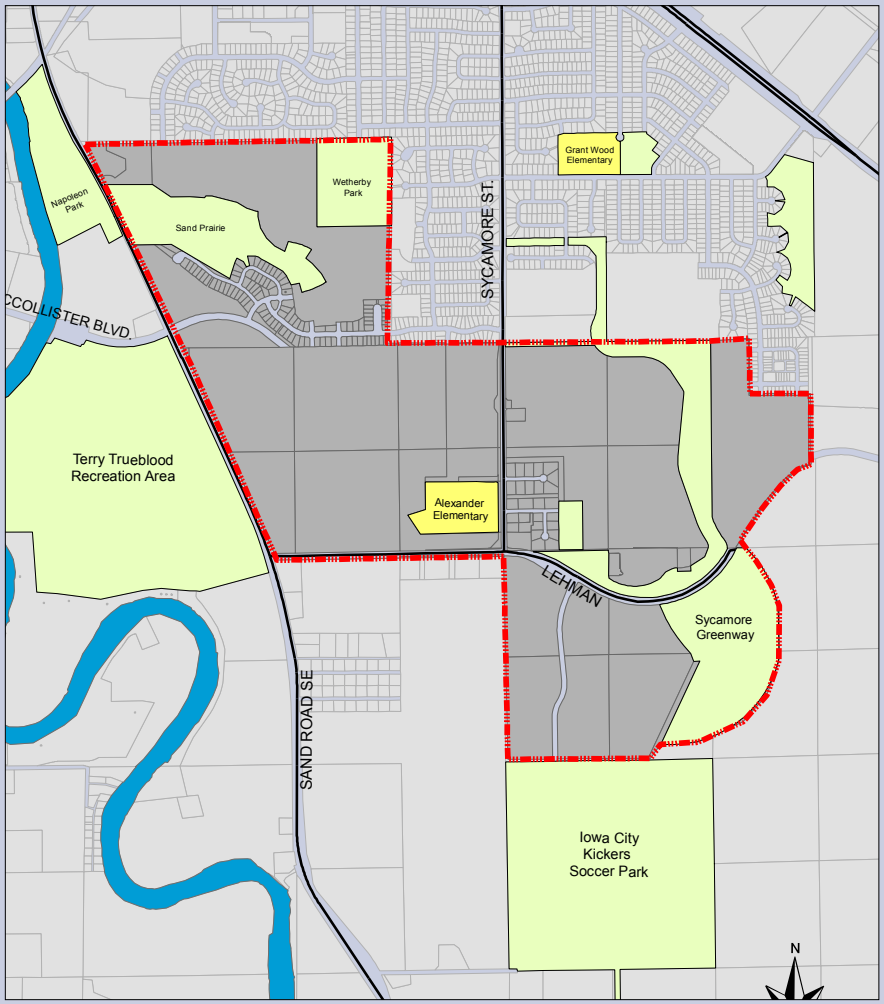
With differing contexts and a unique set of issues voiced by their respective stakeholders, each of the study areas has been approached by looking through the community's lens. The intent of this process is that the recommendations mentioned in this report appropriately address concerns raised for these two distinct places within Iowa City.

1.2 Project Area Overview

IOWA CITY STUDY AREAS

Map of Northside Neighborhood Focus Area Extents

Map of South District Focus Area Extents



1.3 Summary of Visit 1 Staff Meetings

OVERVIEW

Opticos conducted a series of meetings with Iowa City staff during Visit 1 to discuss the status of various upcoming initiatives, plans, and surveys taking effect in Iowa City that may have an impact on the Form-Based Code Analysis. Opticos is examining these efforts as they relate to future planning decisions that will be made for improvements to the city. They will be considered as Opticos continues to develop their overall analysis and eventual Project Direction Report. Below is a summary of the various plans and efforts that will coincide with the timeline of the Form-Based Code Analysis.

STREET TREE SURVEY

The Iowa City Parks and Forestry Division shared plans for an ongoing tree inventory to be completed by September 2017 that will assess the species makeup, health, risk factors, and condition ratings of city-owned trees throughout Iowa City. The majority of the data collected so far for the study has been to document the status of trees in the Northside neighborhood. There are currently concerns because of an anticipated loss of ash and maple trees in the next 20 years due to a vector rendering existing trees susceptible. In response, the city's policy is to plant diverse types of trees along the same streets, with most planting efforts being along street right-of-ways. There will be some efforts to replant along the Iowa River Trail; other maintenance in this area will include some removals, adjustments due to riverbank changes, as well as management of invasive species and undesirable plants and trees along the trail system. Trees such as oaks, birches, and sycamores will be considered as replacements for trees that inappropriate for the trail system. The city would like to follow precedent organizations such as Friends of the Urban Forest in developing a maintenance plan for new trees that are planted and prefer to avoid planting trees without enforcing a plan for tree maintenance. Street tree planting is being slowed in Iowa City because currently, trees are the last element to be incorporated in street design in order to accommodate utilities and other streetscape components. This often results in the planter strip lacking the optimal amount of space needed for street trees.

PARKS MASTER PLAN

Another current undertaking of the Iowa City Parks and Forestry Division, in collaboration with a local consultant, is the "Gather Here" parks master plan. This plan focuses on Iowa City's active park areas and establishes a hierarchy and classification system to organize the different types of parks present. Additionally, the plan assesses lifespan, accessibility, and condition of existing facilities and guides the city in maintenance and additions to existing park spaces. The master plan draft has been completed and will be presented to city council on August 1, 2017. The Parks and Forestry Division expressed the need for this effort due to the current "patchwork" status of the park system, with the top priorities being the location and usability of the parks as community gathering spaces. They also expressed that they would embrace the community taking ownership of public land to maintain it as communal open space, such as a community garden.

NATURAL AREAS MASTER PLAN

Another ongoing planning effort to assess the open spaces of Iowa City's Parks and Recreation system is the Natural Areas Master Plan. This plan will examine the value of less active spaces such as the greenway, prairie, and woodland areas of Iowa City and will inform a plan for the management and preservation of these spaces. This a 9 month project in collaboration with Ecological Services of Minnesota and the final plan is scheduled to be released in December of 2017.

BICYCLE MASTER PLAN

The Department of Neighborhood and Development Services has drafted a citywide bicycle master plan to evaluate and expand the existing bike infrastructure in Iowa City. The city worked alongside consultants to gather public input on the process of updating the bicycle network. The City Council reviewed and adopted this plan on August 1, 2017.

RESIDENTIAL OCCUPANCY LAWS

City staff are in the process of reviewing the implications of recent changes made by the State legislature limiting local control of residential occupancy. Careful coordination will be necessary to ensure that any proposed changes to zoning will work in tandem with the City's regulatory solutions to address maximum residential occupancy.

1.4 Visit 1 Meeting Agendas

KICKOFF AND PUBLIC MEETING AGENDAS

OPTICOS

Iowa City Form-Based Code Analysis & Concept Plans
Kickoff Agenda

Meeting Date: February 14-16, 2017 Prepared By:

Location: _____ Prepared On:

Day 1: February 14, 2017

9:00am-10:30am	Meeting with City Staff
10:30am-12:30pm	Drive study areas
12:30pm-1:30pm	Lunch
1:30pm-5:00pm	Start Stakeholder meetings (See attached for individual meeting schedules)
6:00pm-7:30pm	Public Meeting
8:00pm	Finished for the day

Day 2: February 15, 2017

9:00am-12:00pm	Stakeholder meetings (See attached for individual meeting schedules)
12:00pm-1:00pm	Lunch
1:00pm-5:00pm	Meetings with City Staff
6:00pm-7:30pm	Public meeting
8:00pm	Finished for the day

Day 3: February 16, 2017

9:00am-10:00pm	Meeting with Staff
10:00am-12:00pm	Documentation

OPTICOS

Iowa City Form-Based Code Analysis & Concept Plans
Public Meeting Agenda

Meeting Date: February 14, 2017 Prepared By:

Location: _____ Prepared On:

Public Meetings: February 14th

6:00pm-6:10pm Introduction
- Team/Partner Intros
- Project Description

6:10pm-6:20pm Visual Survey Exercise
- Character/Building Preference Survey

6:20pm-6:50pm Presentation: Opticos Design
- Building Types
- Architectural/Neighborhood Scale
- Tools/approach for zoning code analysis

Rick Chellman Slides

6:50pm-7:30pm Table Map Activity
- Identify streets/spaces in study areas that work well
- Identify streets/spaces in study areas that do not work well
- Identify opportunity sites

7:30pm-7:45pm Participants Present their Maps

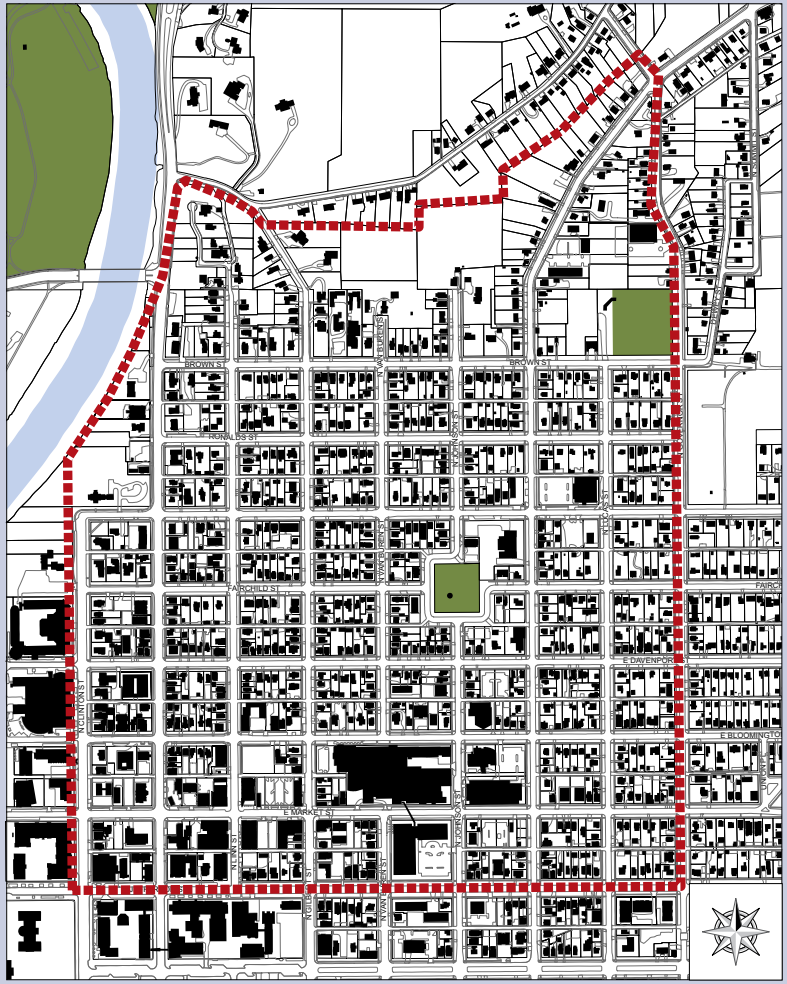
8:00pm Wrap-up/Finished for the day

Chapter 2 Summary of Findings for Northside Neighborhood

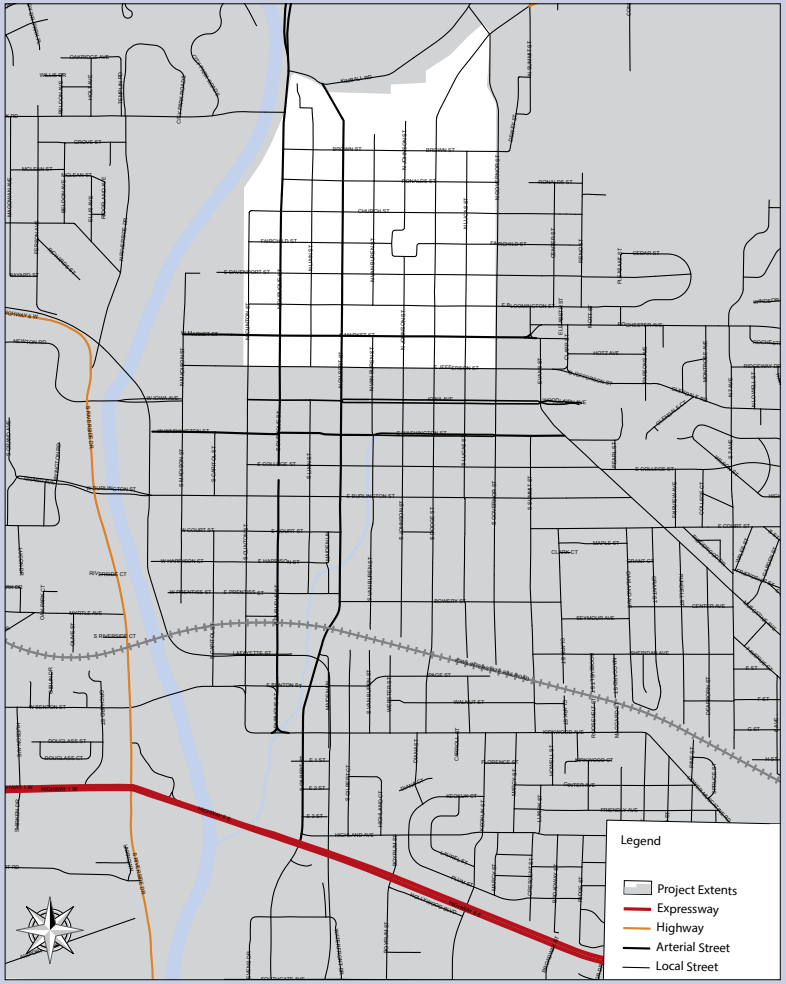
2.1 Documentation for Northside Neighborhood

BASEMAPS FOR VISIT 1 ANALYSIS

Illustrative Base Map



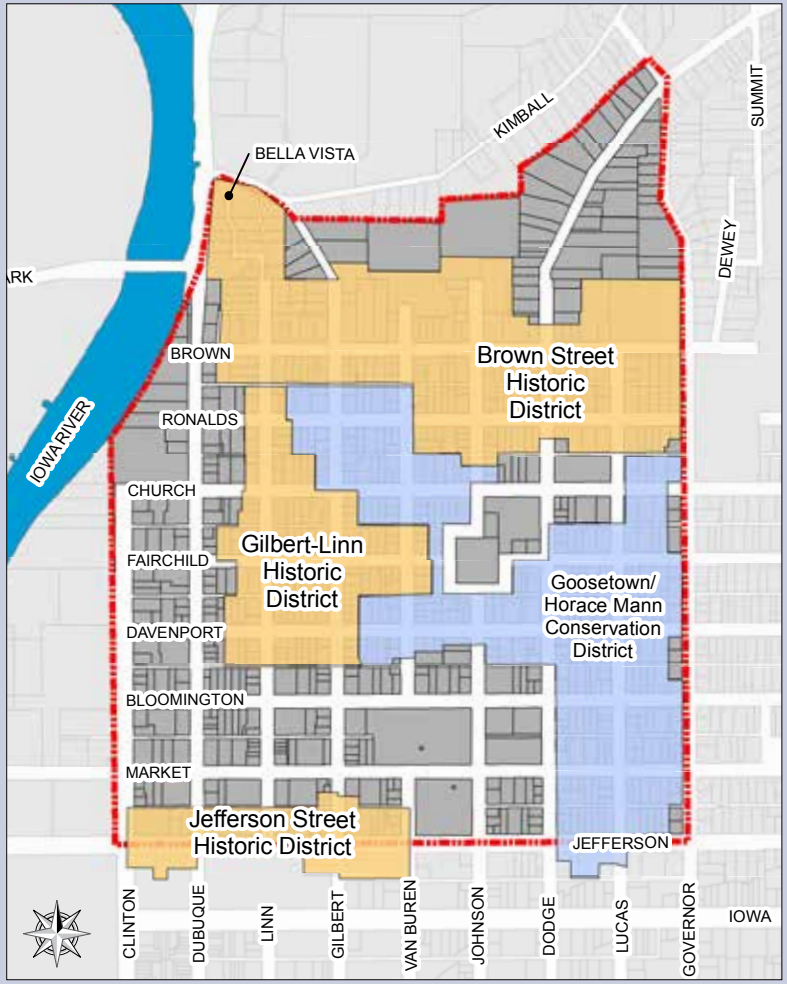
Street Network Map



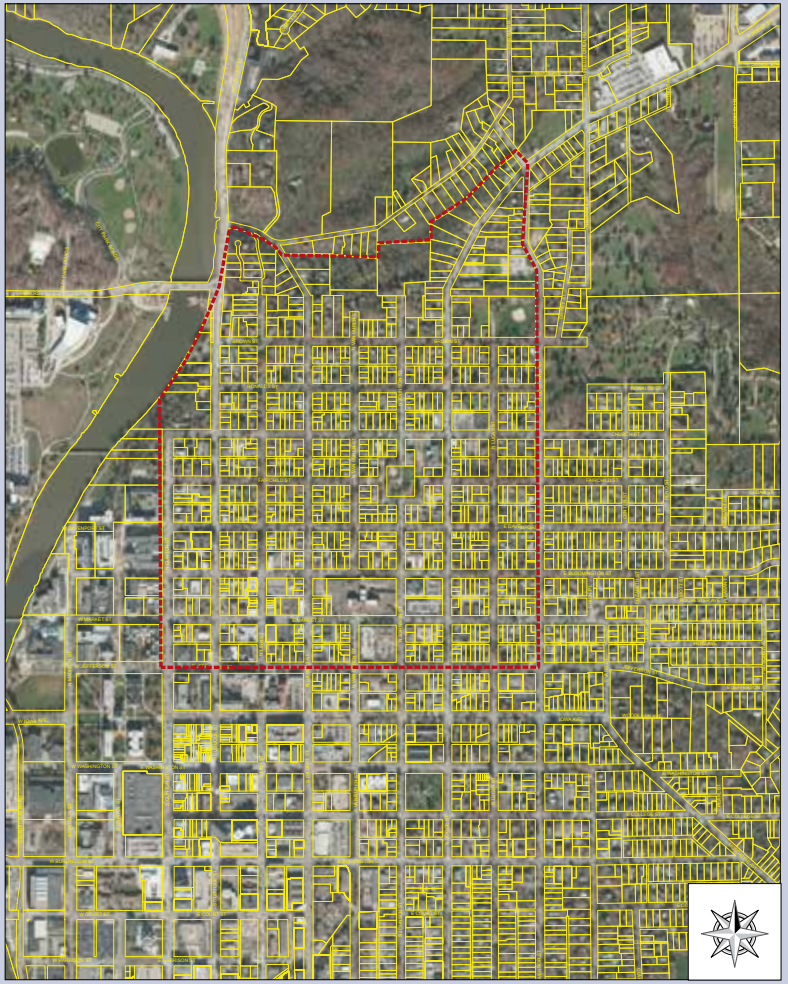
Gathering background information and the preparation of basemaps for the project allowed us to begin to understand the street network, open space plan, existing zoning, potential areas of opportunity, and figure-ground relationships of the two study areas.

ADDITIONAL NORTHSIDE NEIGHBORHOOD MAPS

Historic District and Conservation District Map



Aerial Map



2.2 Summary of Northside Neighborhood Stakeholder Interviews

OVERVIEW

Opticos conducted a series of stakeholder interviews on February 14th and 15th at City Hall, during which 29 people were consulted on the two focus areas for the Form-Based Code Analysis.

The meetings were scheduled by the City and consisted of an Opticos team member (John Miki and Dan Parolek) interviewing each stakeholder for 30 minutes about various aspects of the Northside Neighborhood and the South District Plan Area. Each of the two interviewers used a basic set of questions to help facilitate the discussion and to address key issues for each area. After reviewing all the individual comments from the 29 interviewees, several common themes emerged. These are summarized for each study area in their respective sections.

There are additional comments at the end of this summary that did not necessarily represent a recurring theme among people interviewed, but were mentioned during the discussions for each focus area.

RECURRING THEMES: NORTHSIDE NEIGHBORHOOD

A. Lack of investment by landlords in rental properties

Many of the interviewees expressed concern around rental property investment and maintenance, specifically regarding properties with undergraduate student tenants. They shared their desire to see more owner-occupied properties, and fewer instances of landlords who aren't available for maintenance concerns and caretaking of historic homes.

B. Examine infill opportunities for mixed-use development

A few people discussed the opportunity for infill development to offer more diversity of uses. Specifically, some people would like to see surface parking and vacant lots used for infill development opportunities.

C. Increase walkability with improved sidewalks, pedestrian-friendly streets, and lighting

Many people expressed that they enjoyed how walkable the Northside Neighborhood is, but they also expressed

NORTHSIDE NEIGHBORHOOD STAKEHOLDER INTERVIEW QUESTIONS

1. What is your favorite/ideal neighborhood (in Iowa City or elsewhere) and why?

Peninsula Neighborhood with light commercial use, concealed parking, level of density; Longfellow neighborhood because of tree-lined streets, school, walkability, human scale; Northside for concentration of historic housing, lot depths, alleys, setbacks, history, and people; Pasadena, CA for neighborhood character, variety of scale, accessibility; Torrance, CA for small-scale bungalows, small streets, walkability and bikeability; Bel Air Neighborhood in Iowa City for access to downtown, location outside of University context.

2. If your vision were realized, what would the Northside Neighborhood look like in 25 years?

It would have stability, higher home ownership, fewer absent landlords, students would learn to appreciate historic homes, more affordability, better redevelopment guidelines, street and sidewalk improvements, smaller units, more functional downtown area, infill development to permit diversity.

3. What concerns do you have about maintaining and preserving the historic character and value of the Northside Neighborhood?

Stabilization and conservation, scale of buildings, status of landlords maintaining rental properties, home ownership, maintaining the Dubuque corridor, parking needs.

4. Should redevelopment be allowed/encouraged in the Northside? If so, where and under what circumstances? What character elements of the Northside Neighborhood would you like to see replicated in new development?

Yes, vacant lots and parking lots can be rebuilt; it would be nice to see 1970s infill redeveloped; protections for Dubuque corridor are important; new development must speak architecturally to neighborhood; it would be nice to see neighborhood commercial development being implemented.

5. Are you aware of any issues regarding vehicle parking in the Northside Neighborhood?

Yes, the south side of the neighborhood is particularly challenging; there seem to be more cars per unit than standards account for; commuter and student parking are presenting challenges with availability of space.

concerns about conditions of existing sidewalks or lack of sidewalks in certain parts of the neighborhood. There were many requests for street improvements, including proper lighting, outdoor seating/dining areas, and inviting streetscapes.

D. Preservation of existing historic buildings and homes

Several people talked about their concerns around preserving vulnerable parts of the historic buildings in the neighborhood, particularly along the Dubuque corridor. There were mild concerns about the Historic Preservation guidelines and committee providing the only regulations for protection.

E. Address the neighborhood's parking issues and competing demands for parking space

Many people expressed concerns about on-street parking in the neighborhood. Spaces are very difficult to come by as neighborhood residents are competing with commuter traffic and students adding to the number of parked cars on-street.

Many residents are in favor of encouraging infill development, even if it requires replacing existing surface parking with new buildings. At the same time, business owners in the Northside Marketplace expressed concerns with ensuring an adequate parking supply to maintain a stable customer base. These two competing interests and goals have caused some tension in the neighborhood.

Some suggestions included the building of common, remote lots for commuters and students, adding permitted parking to certain parts of the neighborhood, and better utilizing the existing alley network to accommodate additional parking.

Additional Comments: Northside Neighborhood

- Traffic calming necessary in certain places where crossing is dangerous for pedestrians
- Scale of buildings being built in Northside needs to be regulated more
- Addition of more ADUs/duplexes to provide access for owners to maintain homes
- Neighborhood school (Horace Mann Elementary) is a staple and great example of a walkable community and historic building that residents would like to preserve
- Over time, renovations have improved; people would like to see this continue to be regulated
- Aging in place, sense of community and identity are important elements for the Northside Neighborhood
- Bike infrastructure and facilities need to be upgraded
- Transit services are lacking in the Northside neighborhood; services don't extend very late into evening, causing safety concerns
- Public parks and open space could be better programmed in Northside Neighborhood

2.3 Northside Neighborhood Study Area Tour


Pagliai's Pizza


artifacts


BREWERY SQUARE


HORACE MANN

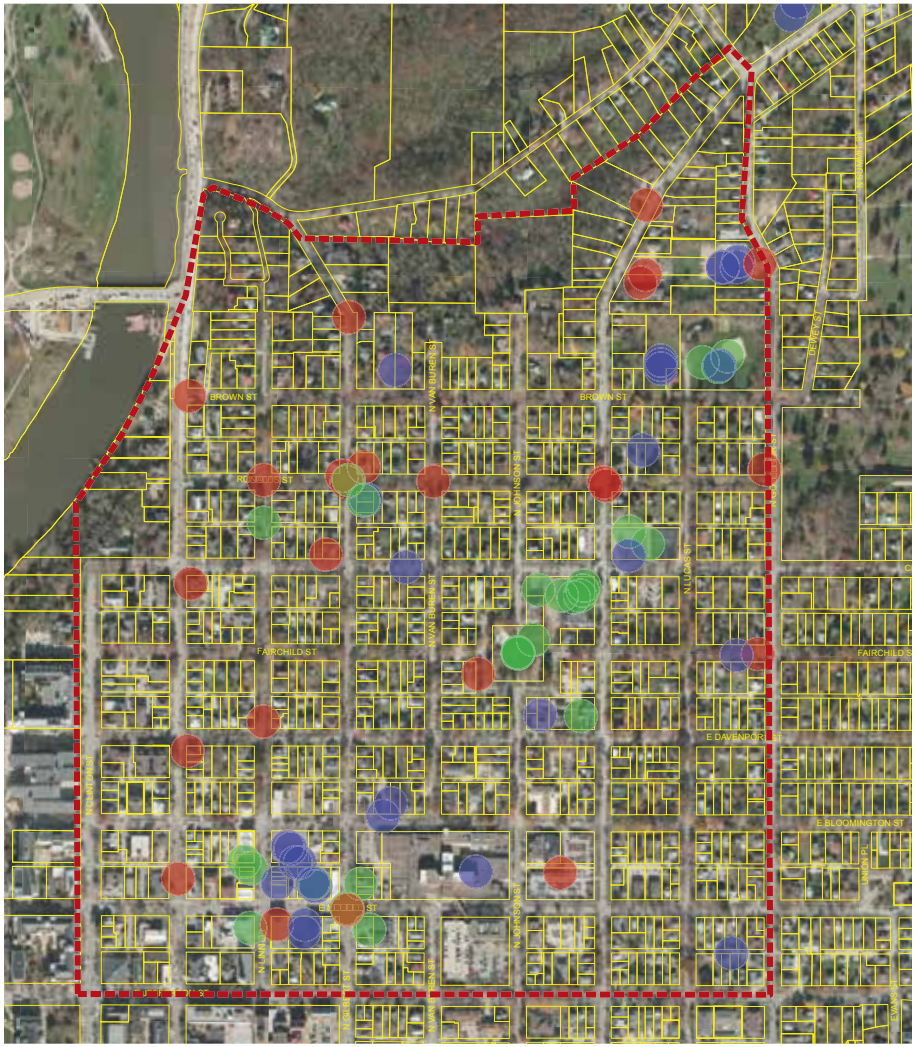
2.4 Northside Neighborhood Public Workshop

SUMMARY

Key themes from Northside Neighborhood workshop

- Broken connectivity due to one-way streets have become safety hazard; need for traffic calming in many areas; alleys need improvements to be used effectively
- Parks and other open spaces are a strength in the Northside; build upon these spaces and improve/program what is already there
- Student housing market presents some challenges, specifically with regard to property maintenance and competition with families in market to rent
- Parking continues to be an issue and there is a need for more of it in commercial areas; an aesthetically pleasing parking solution is needed
- Street lights and other safety measures need to be implemented in certain parts of the Northside to improve walkability, (i.e. crossing Dubuque is very difficult)
- Take advantage of infill opportunities in Northside for future development: vacant lots, unused buildings, parking lots

Composite Map from Northside Neighborhood Workshop Mapping Exercise



See page 92 of the Appendix for detailed comments and notes from the mapping exercise.

KEY = Strength = Weakness = Opportunity

BUILDING TYPE VISUAL EXERCISE: NORTHSIDE NEIGHBORHOOD

The goal of this exercise was to discuss different building types with the participants of the public workshops. This was a great opportunity to talk about the concept of Missing Middle Housing and provided a means for participants to visualize and identify Missing Middle types in their neighborhood.

Building Preference Survey

The buildings shown here can be found in walkable neighborhoods in Iowa City or in the same region as Iowa City. Are they appropriate for Iowa City's Northside neighborhood? When making your choice, be sure to consider:

Building Scale

Is the size of the building appropriate relative to existing buildings in the neighborhood?

Building Form

Is the roof flat or pitched? Is the front facade wide or narrow? How does the building relate to the street?


1 ☐ ☐


2 ☐ ☐


3 ☐ ☐

Explain any of your above choices: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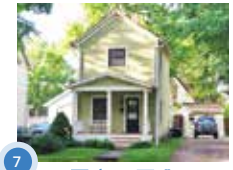
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Explain any of your above choices:


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Explain any of your above choices:


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14 ☐ ☐


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Explain any of your above choices:


16 ☐ ☐


17 ☐ ☐


18 ☐ ☐

Explain any of your above choices:


19 ☐ ☐


20 ☐ ☐


21 ☐ ☐

Explain any of your above choices:

BUILDING TYPES KEY

Single-Family Home

1 6 7 10 11

Duplex

3 5 9 12 14 17 18 21

Triplex/Fourplex

4 15 16

Multiplex

2 8 19

Townhouse

20

Courtyard Building

13

See pages 84-87 of the Appendix for detailed notes and results of the survey.

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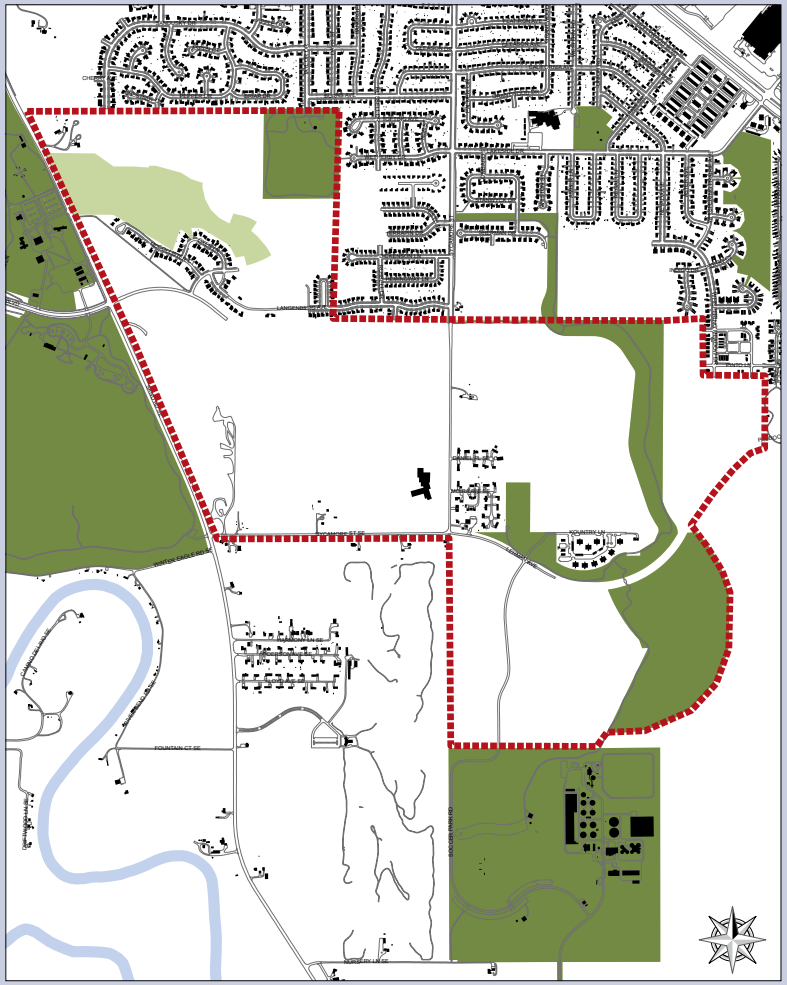
Chapter 3 Summary of Findings for South District Plan Area

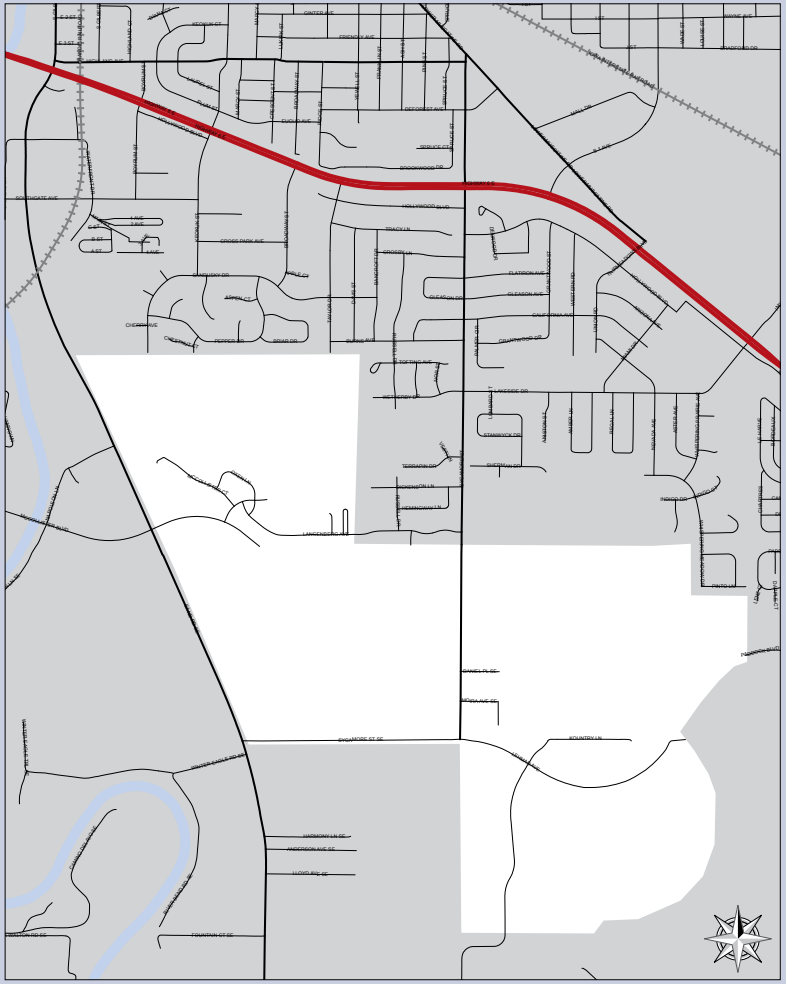
3.1 Documentation for South District Plan Area

BASEMAPS FOR VISIT 1 ANALYSIS

Illustrative Base Map



Street Network Map

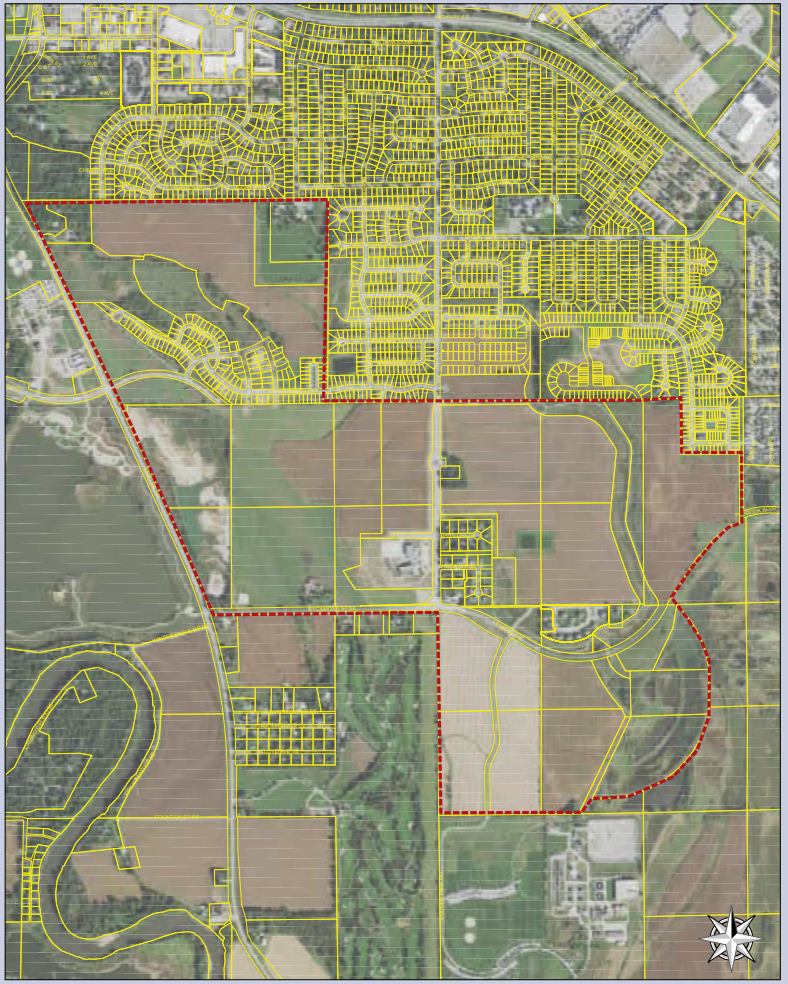


Gathering background information and the preparation of basemaps for the project allowed us to begin to understand the street network, open space plan, existing zoning, potential areas of opportunity, and figure-ground relationships of the two study areas.

ADDITIONAL SOUTH DISTRICT MAPS

South District Plan Map

Aerial Map



3.2 Summary of South District Plan Area Stakeholder Interviews

RECURRING THEMES: SOUTH DISTRICT PLAN AREA

A. Need for connectivity in street network, pedestrian connections, and bike infrastructure

Many interviewees expressed concerns around connectivity in the South District Area, at all levels of travel modes. Highway and arterials are barriers to moving through the district and into other neighborhoods. Prevalence of cul-de-sacs and looped streets further exacerbates connectivity within the district and within neighborhoods.

The area is mostly auto-focused, with a need for traffic slowing and calming. Bus service is limited in the area, particularly in the south and east side of the neighborhood. Bike infrastructure is good in places where it has been implemented, but lacks interconnectivity and remains fragmented in some areas. Many people requested widening of existing sidewalks and better access via sidewalk and path connections across arterial streets.

B. Desire for more small-scale neighborhood retail centers

Several people mentioned a need for more dining and shopping opportunities, at a neighborhood scale rather than the large, auto-oriented retail that currently exists. The current commercial centers are not creating a sense of community or encouraging people in the area to gather.

C. Provide more accessible and diverse housing options

Many people discussed the need for a more diverse mix of housing types and more accessible homes to serve the range of incomes that are present in the neighborhood. Some people expressed concerns with tension in the neighborhood around housing demand, especially with introduction of housing to serve lower-income families and the cultural stigmas that present a barrier to this.

D. Provide an environment that allows aging in place

- Aging in place was a common theme that emerged for the South District. There were many requests for multi-generational spaces and uses to be implemented in the

SOUTH DISTRICT PLAN AREA STAKEHOLDER INTERVIEW QUESTIONS

1. What is your favorite/ideal neighborhood (in Iowa City or elsewhere) and why?

Longfellow Neighborhood for small houses, diversity of owners and renters, and access to downtown.

2. Can you name some examples of new housing or commercial buildings being built in Iowa City that fit into or improve the character of the surrounding neighborhood? Can you think of examples where a new development project does not seem to fit in? Are there any examples of new housing or commercial buildings that would be a good fit for South District neighborhoods? Why?

Good apartment building at corner of Dubuque and Benton; bad example is complex on Keokuk Street on the west side, north of Sandusky; Walnut Ridge and Windsor Ridge are also bad examples due to low density; good commercial on S. Riverside is Kum & Go station.

3. What would make the South District Plan Area of Iowa City more walkable or bikeable?

A more comprehensive network; interconnectivity within this area and connection to trails is important; walkable commercial development; mix of housing types; widening of more sidewalks; alignment of transit service times with workers' schedules; east side loop transit route; connectivity across arterial streets; removal of cul-de-sacs and dead ends; development of some areas as non-auto-focused; use the river as an opportunity; better access across Highway 6 and Sycamore; traffic calming strategies.

4. What elements from other places (inside or outside of Iowa City) inform how you would like to see the South District Plan Area develop?

Walkable, dense development like Celebration is nice example; retail opportunities like the Peninsula Neighborhood has; aging in place as a concept to implement; small-scale shopping and gathering spaces.

5. If your vision was realized, what would the South District look like in 25 years?

The greenway would be well-maintained, continuation of good design, signage and clear information, south Sycamore wetlands would be better maintained for recreation, competitive prices for housing; neighborhood gathering spaces; safer route to Terry Trueblood; active parks, multi-income mix of residents, multi-generational, minimal garage presence on street.

community. There is a strong desire to create a diverse community through new neighborhood centers and gathering spaces.

Additional Comments: South District Plan Area

- Traffic calming necessary in certain places where crossing is dangerous for pedestrians
- The Iowa River plays an important role in the city's fabric and does not receive enough attention or investment; people expressed the same about the nearby lake and wetlands in the South District
- Access to schools in the South District has been a challenge, given how many families live in the area; students are having to be sent to other parts of the city that are too far to be walkable
- Maintenance of older, run-down housing came up as a concern for the South District as well, though not as strongly as was seen for the Northside Neighborhood

3.3 South District Plan Study Area Tour

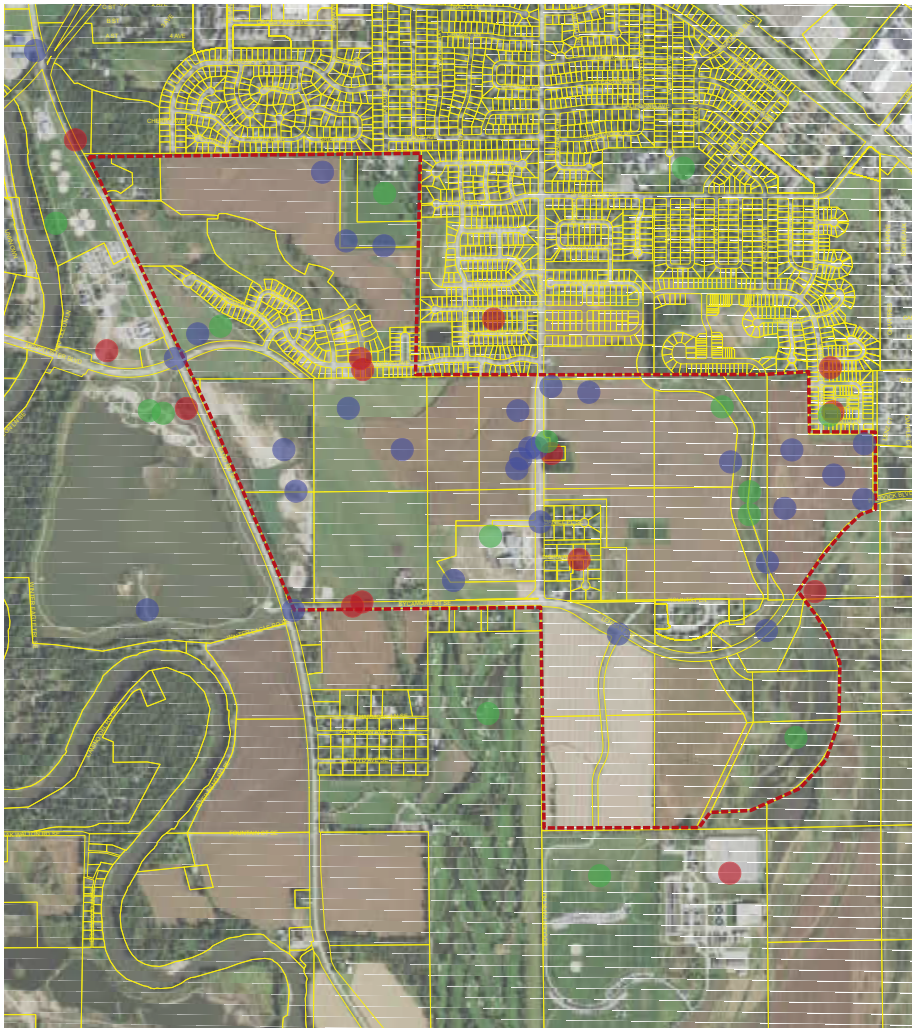
3.4 South District Plan Area Public Workshop

SUMMARY

Key themes from South District workshop

- Need for creating neighborhood centers around which to concentrate higher density development
- Build upon the established open spaces by creating a strong network of trails and parks; the existing open space opportunities need more connectivity to one another
- Establish effective public transportation to provide more access to different parts of the city
- Address housing options for the area; great opportunities for Missing Middle Housing; desire to accommodate housing needs for a range of families from different backgrounds
- Street connectivity needs improvement, including access across Highway 6, plan for extension of streets that do not go all the way through, and relief off of neighborhood streets being used as arterials

Composite Map from South District Workshop Mapping Exercise



See page 94 of the Appendix for detailed comments and notes from the mapping exercise.

KEY = Strength = Weakness = Opportunity

BUILDING TYPE VISUAL EXERCISE: SOUTH DISTRICT PLAN AREA

Building Preference Survey

The buildings shown here can be found in walkable neighborhoods in Iowa City or in the same region as Iowa City. Are they appropriate for Iowa City's South Development District and for the future development of southern Iowa City? When making your choice, be sure to consider:

Building Scale

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Building Form

Is the roof flat or pitched? Is the front facade wide or narrow? How does the building relate to the street?


1 ☐ ☐


2 ☐ ☐


3 ☐ ☐

Explain any of your above choices:_____


4 ☐ ☐


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Explain any of your above choices:_____


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14 ☐ ☐


15 ☐ ☐

Explain any of your above choices:_____


16 ☐ ☐


17 ☐ ☐


18 ☐ ☐

Explain any of your above choices:_____


19 ☐ ☐


20 ☐ ☐


21 ☐ ☐

Explain any of your above choices:_____

BUILDING TYPES KEY

Single-Family Home
2 17

Duplex
1 3 19

Triplex/Fourplex
16

Multiplex
9 14

Townhouse
5 7 8 10 11
13 15 18 20 21

Cottage Court
4 6 12

See pages 88-91 of the Appendix for detailed notes and results of the survey.

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Chapter 4
Parking & Transportation Analysis

4.1 Northside and College Green Neighborhoods Parking Analysis

OVERVIEW

In preparation for the on-site meetings and discussions, TND Engineering engaged the services of Hawk City Productions[1] to conduct an aerial photographic survey of existing on and off-street parking in the Northside Neighborhood and College Green Neighborhood using drone technology.

Hawk City collected more than 70 photos of the more than 70 blocks comprising the Northside and College Green Neighborhoods parking study area. This study area is not identical with the coding study area; the parking study area is depicted on the map to the right.

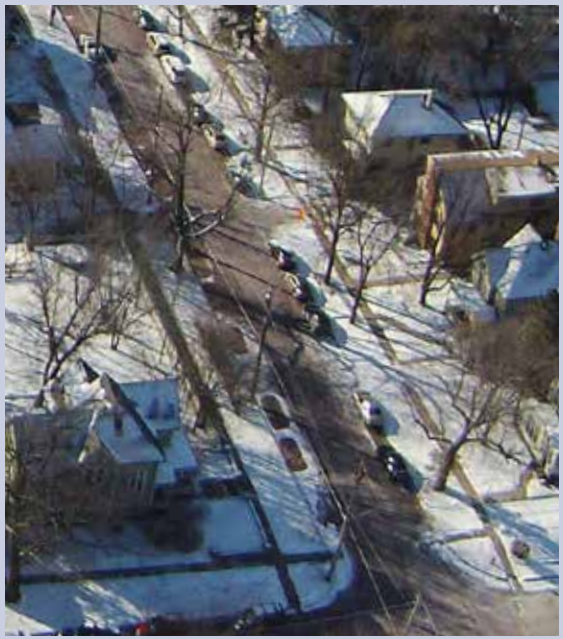
These aerial photos, all taken the morning of Thursday, February 9, 2017, were then analyzed to count locations of parked vehicles (Washington Park area example shown). As there had been a light snow during the night before, in many locations the overnight locations of vehicles were evident by the "footprints' left in the snowcover.

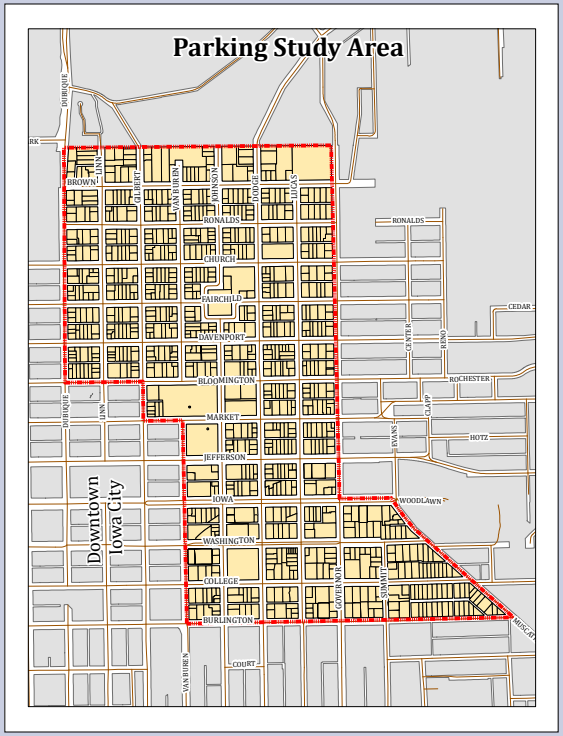
The photo analysis was then compiled into a map format. The locations of vehicles parked on the streets was accomplished without much difficulty. However, since the on-street parking in most locations is not by designated and striped spaces, the "available" or possible number of parked vehicles is less certain.

To explain, when parking areas are striped or otherwise specifically designated, one or more vehicles "out of place" or not parked as efficiently as might be the case with designated parking, can disturb the available count.

[1] *https://hawkcityproductions.com*

AERIAL PHOTOGRAPHY AND OVERVIEW OF PARKING STUDY AREA



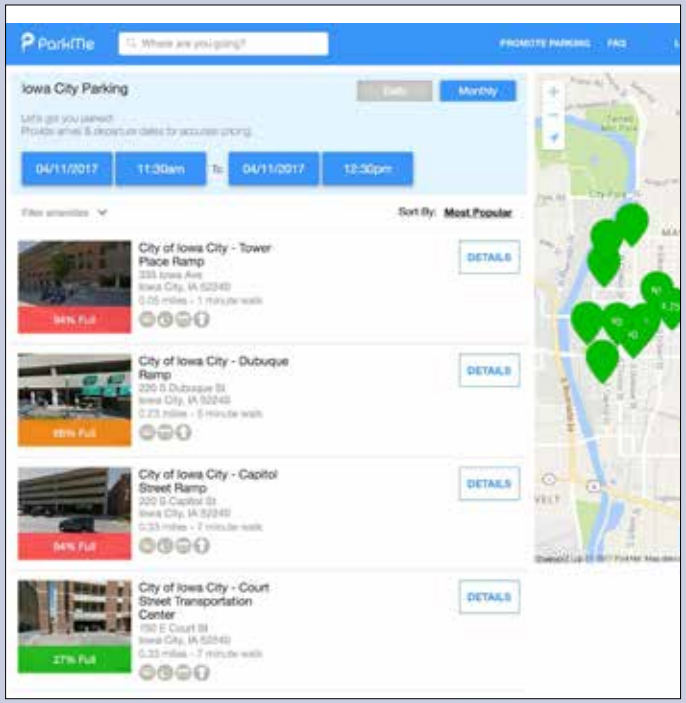


To briefly illustrate, whereas striped parking may place parked vehicles within a few feet of each other, unstriped and more casual parking may find parked vehicles with much more space between them—but not enough space to accommodate another parked vehicle. As a result, a block that could theoretically accommodate 15 parked vehicles may only see 12 or so parked vehicles as representing a "full" condition. Both the "footprints" from the snow (including one vehicle not yet moved), and the irregular parking may be seen in the aerial photo example.

The on-street parking is free except for small sections near the hospital. From 8AM to 5PM, drivers parking vehicles are asked to place their parked vehicles on opposing sides of the street, depending on odd and even calendar dates.

In addition, there are a number of parking areas, essentially all of which are informal in terms of layout, where vehicles are parked off street and midblock, often along and beside alleys. These vehicles were also tallied as best as could be seen. The theoretical capacity of the off-street parking is completely theoretical as double and triple parking, among many creative parking methods observed, are common off-street.

While outside of the designated the parking study area, there are five nearby parking ramps or garages that are used for public parking. These ramps are designated as the Chauncey Swan, Capitol Street, Dubuque Street, Tower Place and Court Street ramps, which altogether have a capacity of 3,086 spaces. These spaces are monitored by the City, and available spaces are also shown online in real time with the "Parkme" application[2]. A recent example screenshot of the parkme site is shown—the app also shows the locations of some surface parking areas primarily to show locations only.



Parking is a resource that can be managed in a number of ways. In some locations, especially those which do not experience snow, relatively new parking space sensors are effective at providing real time data of every location of a parked vehicle—this same technology can work in ramps and other covered areas subject to snow.

Anyone looking for a parking space can sense when none are available by driving around and not finding a space—for that individual, the supply is "full". Absent the technology to monitor every parked vehicle as mentioned above, parking managers typically express parking supplies as "full" if 85% of the spaces are occupied (this is also termed "practical capacity"). This level of occupied spaces is essentially the industry standard of the balance between having too much parking, which can be an expensive waste of resources, and driver frustrations looking for spaces to park when none exist.

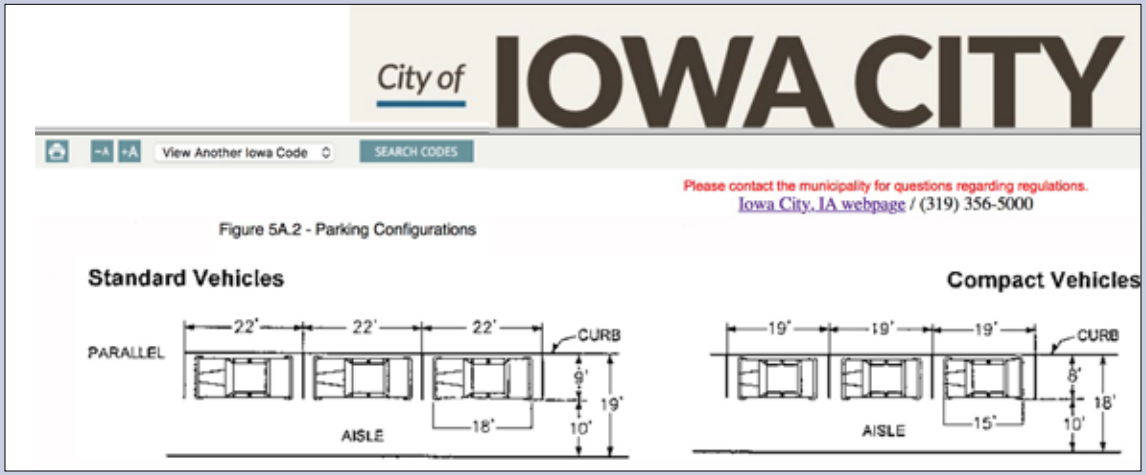
[2] *https://www.parkme.com/iowa-city-ia-parking*

The ramps were all "full" during the study period, especially the Capitol and Tower ramps that were effectively full by any standard, as shown below, with "effective" approximate 85% full times highlighted in orange (the locations of these ramps are shown in the appendix).

In the Northside and College Green Neighborhoods, the percentage of available on-street spaces occupied is impacted by the variability of parking in unstriped areas discussed above. However, the block sizes and layouts are largely consistent in most of the Northside and College Green Neighborhoods, so a range of occupancies were studied. In estimating the amount of available parking, TND Engineering has routinely used a length of 22' for each parked vehicle which is somewhat conservative. The Manual on Uniform Traffic Control Devices (MUTCD) uses a range of 22' to 26' for on-street parallel parking stall length[3]. Iowa City's Zoning Code (Section 5A) describes a minimum parking space size of 9' by 18' (intended at least primarily for off-street spaces), but also depicts parallel parking as 9' by 22' and 8' by 19' for compact vehicles, as shown to the right[4].

RAMP CAPACITIES

	Capitol Street Ramp			Dubuque Street Ramp			Tower Place Ramp			Court Street Trans Center		
	Capacity = 875			Capacity = 625			Capacity = 511			Capacity = 600		
	Thursday			Thursday			Thursday			Thursday		
	2/9/17			2/9/17			2/9/17			2/9/17		
	Occupancy	Open Spaces	% Full	Occupancy	Open Spaces	% Full	Occupancy	Open Spaces	% Full	Occupancy	Open Spaces	% Full
0:00	204	671	23.3%	215	410	34.4%	85	426	16.6%	211	389	35.2%
1:00	206	669	23.5%	218	407	34.9%	80	431	15.7%	214	386	35.7%
2:00	206	669	23.5%	221	404	35.4%	74	437	14.5%	214	386	35.7%
3:00	207	668	23.7%	222	403	35.5%	72	439	14.1%	215	385	35.8%
4:00	211	664	24.1%	224	401	35.8%	72	439	14.1%	216	384	36.0%
5:00	217	658	24.8%	226	399	36.2%	71	440	13.9%	216	384	36.0%
6:00	224	651	25.6%	203	422	32.5%	73	438	14.3%	249	351	41.5%
7:00	173	702	19.8%	237	388	37.9%	119	392	23.3%	277	323	46.2%
8:00	387	488	44.2%	385	240	61.6%	301	210	58.9%	390	210	65.0%
9:00	703	172	80.3%	468	157	74.9%	378	133	74.0%	474	126	79.0%
10:00	860	15	98.3%	521	104	83.4%	457	54	89.4%	495	105	82.5%
11:00	868	7	99.2%	529	96	84.6%	508	3	99.4%	502	98	83.7%
12:00	872	3	99.7%	534	91	85.4%	488	23	95.5%	516	84	86.0%
13:00	872	3	99.7%	527	98	84.3%	488	23	95.5%	505	95	84.2%
14:00	857	18	97.9%	504	121	80.6%	497	14	97.3%	495	105	82.5%
15:00	808	67	92.3%	501	124	80.2%	445	66	87.1%	480	120	80.0%
16:00	769	106	87.9%	479	146	76.6%	375	136	73.4%	411	189	68.5%
17:00	623	252	71.2%	403	222	64.5%	253	258	49.5%	331	269	55.2%
18:00	512	363	58.5%	377	248	60.3%	176	335	34.4%	236	364	39.3%
19:00	465	410	53.1%	346	279	55.4%	168	343	32.9%	207	393	34.5%
20:00	342	533	39.1%	310	315	49.6%	155	356	30.3%	210	390	35.0%
21:00	257	618	29.4%	295	330	47.2%	133	378	26.0%	207	393	34.5%
22:00	227	648	25.9%	300	325	48.0%	126	385	24.7%	216	384	36.0%
23:00	201	674	23.0%	297	328	47.5%	122	389	23.9%	213	387	35.5%



[3] *https://mutcd.fhwa.dot.gov/htm/2009/part3/fig3b_21_longdesc.htm*

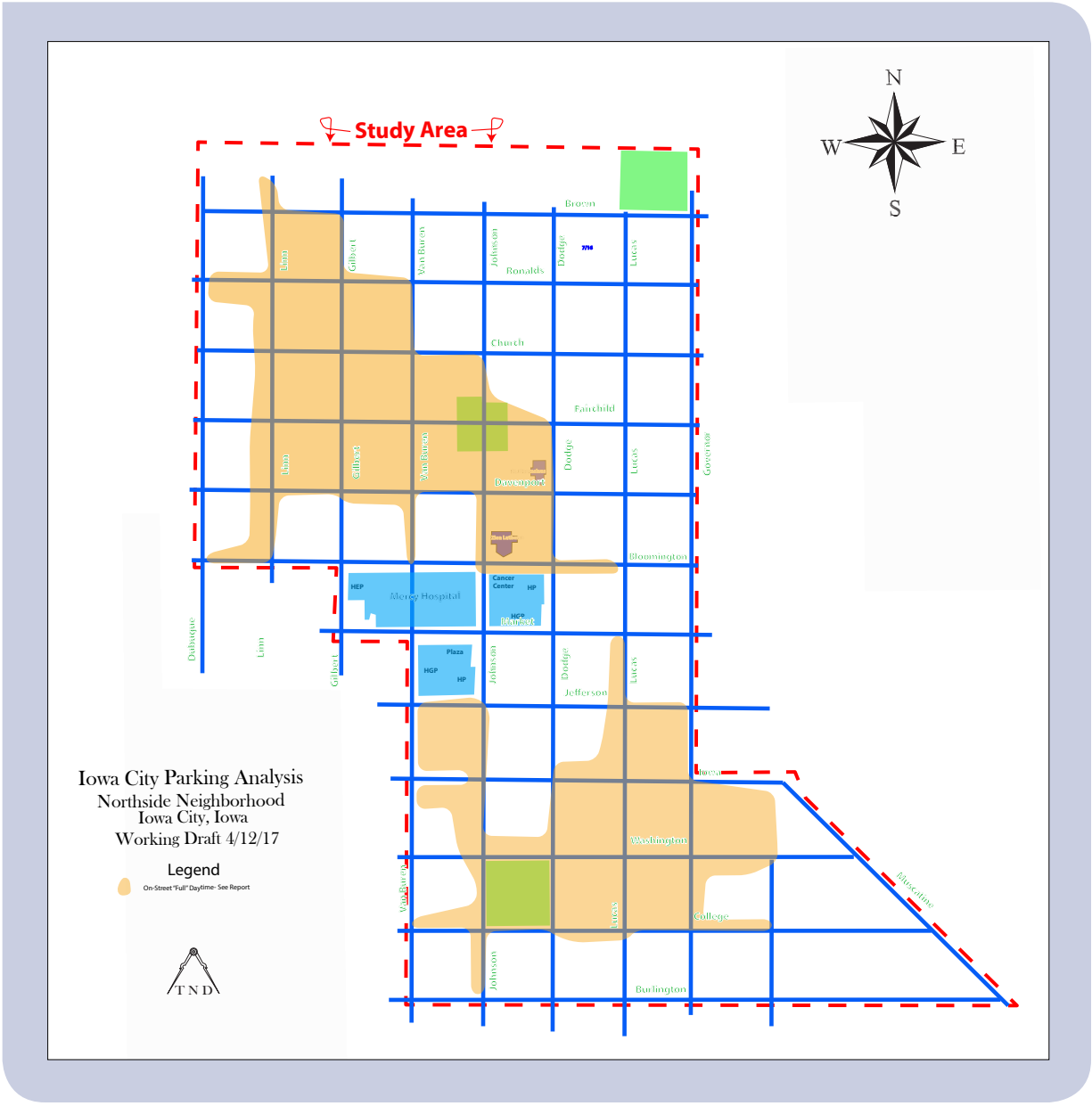
[4] *http://www.sterlingcodifiers.com/codebook/index.php?book_id=953*

In theory, every street should be able to accommodate 15 parked vehicles on a side when parking is allowed, from back of sidewalk to back of sidewalk with a length of 22'. With 15 available spaces, the 85% threshold is met with 12.75 spaces, or 13, being occupied. However, if the upper range of 26' from the MUTCD is used, then the theoretical supply is reduced to approximately 12 spaces and the 85% threshold is then met is 11 spaces are occupied.

It may be seen from this brief analysis that a small change (from 11 to 13 vehicles) can meet the threshold of "full", and even if the lower length of 22' is used, one or two vehicles parked slightly out of "proper" spacing can easily reduce the capacity along that street.

Looking at the actual locations of parked vehicles on each street, it was determined that 11 or more parked vehicles on a street would likely most often be perceived as "full"- largely due to the variable nature of unstriped parking. Using this standard, the "full" areas of the Northside and College Green Neighborhoods are shaded in orange below (additional detail, including the actual count of parked vehicles along each street, is contained on appendix images).

Conversely, the areas not shaded orange were not "full" and this is all consistent with at least most of the resident and staff impressions of parking in the Northside and College Green Neighborhoods today.



4.2 Summary of Parking & Transportation Interviews and Meetings

OVERVIEW

Several interviews were held in Iowa City on March 21 with residents and City staff. Some residents were unable to attend these sessions and follow-up telephone interviews with these people were also conducted.

The general themes seemed largely consistent with those documented previously by other team members from Opticos Design, and several parking-related concerns and ideas were expressed, in no particular order as follows:

- The University has wait lists for its parking facilities, some of up to 15 years
- The University does not allow residents of the City to park in its commuter lots
- Vehicles with University stickers on their windshields are not allowed to park in neighborhoods
- The one-way streets came up several times, some feel that the conversion of Market and Jefferson may be the first and easiest to consider
- Most of the attendees at the Churches arrive by vehicle
- People expressed concerns that the on-street parking was lacking, especially in the portions of the neighborhood closest to the downtown and University. The additional sense was that the areas closest to the downtown were probably being used by commuters as they were "full all the time" whether the University was in session or not
- Several residents said that each year the August new students moving in and "learning the rules" was difficult, but all spoken with said it was also simply a short term annual rite of passage
- Similarly, since almost all of the parking in the Northside and College Green Neighborhoods is free of charge, and most of the downtown has time limits and fees associated with parking, residents believe some of the downtown's patrons and University students are being shifted into the nearby neighborhoods for parking
- Concerns were expressed for the use of on-street parking during the day by non-residents, including: students; commuters; and, to a lesser extent, City personnel
- Several residents stated interest in a fee-based parking system that invested all or most of the revenue into the neighborhood, possibly as a "parking benefit district"
- At least one local developer has decoupled parking from the residential rentals and they will separately lease parking to others if the immediately nearby resident is unwilling or unable to pay for the parking otherwise associated with that unit. Some residents said they were aware of this policy and feel it contributes to the over-use of the free on-street parking
- The City's even/odd parking requirement for shifting vehicles to alternate sides of the street some feel is still being abused by some (perceived to be students) to store vehicles on the street as moving the vehicle is not seen as a large burden
- However, to at least one resident, the reverse concern was expressed: the shifting of vehicles to either side of the street was said to be confusing and problematic. Others stated that the system "would be annoying" but that since they had adequate off-street parking, they do not need it

- Concern was expressed for a lack of parking for the mobility-impaired, especially near the parks
- It was suggested that the City explore variable parking pricing models; Cedar Rapids was mentioned as a possible exemplar
- Some residents said they would consider resident-only permit parking for on-street parking to help ensure availability of spaces

OTHER ISSUES

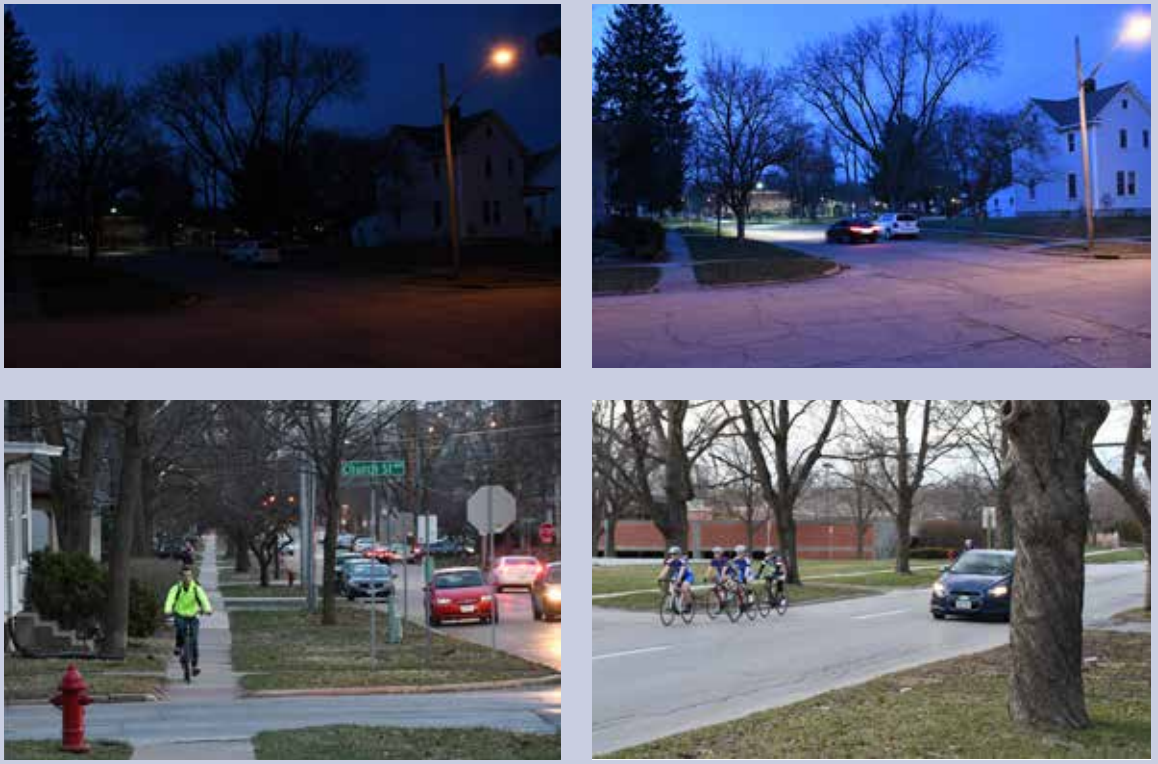
During the interviews, other topics of concern were raised that do not directly concern parking. Those issues that came up repeatedly and in, again, no particular order, included:

- The need for sidewalk improvements came up a few times. One resident said the City might consider a program that could fund residents paying for these improvements using City assisted interest-free loans
- Traffic speeds and the need for traffic calming came up repeatedly. The streets were expressed as being "very wide" by many
- While at least one resident stated that it was a pet peeve and to avoid it, others felt the need to ride bicycles on sidewalks instead of in the street
- The need for better lighting came up, with the caveat that such lighting be of pedestrian scale (this term was not used, but that is what was meant)
- The alleys were mentioned several times as areas where students sometimes parked inappropriately. Alleys were also mentioned as being routes used by some drivers for cut-through driving. It was stated that the alleys have no traffic control measures, and that this lack contributes to bad driving behavior
- Some residents expressed concern over sight distances from driveways and alley exits, stating that some parkers parked too close to both, impairing visibility

TND Engineering walked several miles through the neighborhoods on March 20 from the late afternoon into the early night hours. Dozens of photos were taken, and those are still being reviewed, but some initial observations are relevant in light of the residents' comments. Vehicle speeds were perceived as high for neighborhoods of this sort. While radar checks were not conducted, uncomfortable vehicle speeds were noted along the one-way streets and also on Church Street which is a primarily uncontrolled east/west street.

As the evening progressed, the lack of street lighting became quite noticeable. The existing street lights are large, high "cobra" vehicle-oriented lights. These lights are placed primarily at intersections. While one time considered effective for these purposes, such lights do not illuminate pedestrian sidewalks and they also conversely spill light into areas where the lighting may not be desired in residences.

Current technology allows cameras to almost "see in the dark" as shown below in the top right image, but the top left image shows how the same area—at the same time—actually appears to the eye.



Several bicyclists were seen bicycling on the sidewalks, except one group of "Class A" riders. This is another indication of at least the perception of the need for traffic calming.

SOUTH DISTRICT OBSERVATIONS

The South District was toured briefly by vehicle on March 21. Several preliminary observations were apparent.

TND Engineering has started to design street cross section details to further the South District conversations.

The streets are wide and not well-connected.

Despite good signage and the availability of a dedicated bicycle lane, bicycles were observed using sidewalks.

The streets, even during early stages of construction, appear to have speeding problems, or the perception thereof, and speed humps (vertical deflections) were noticed.

Chapter 5

Iowa City Zoning Analysis

5.1 Graphic 3-D Buildouts of Existing Zones

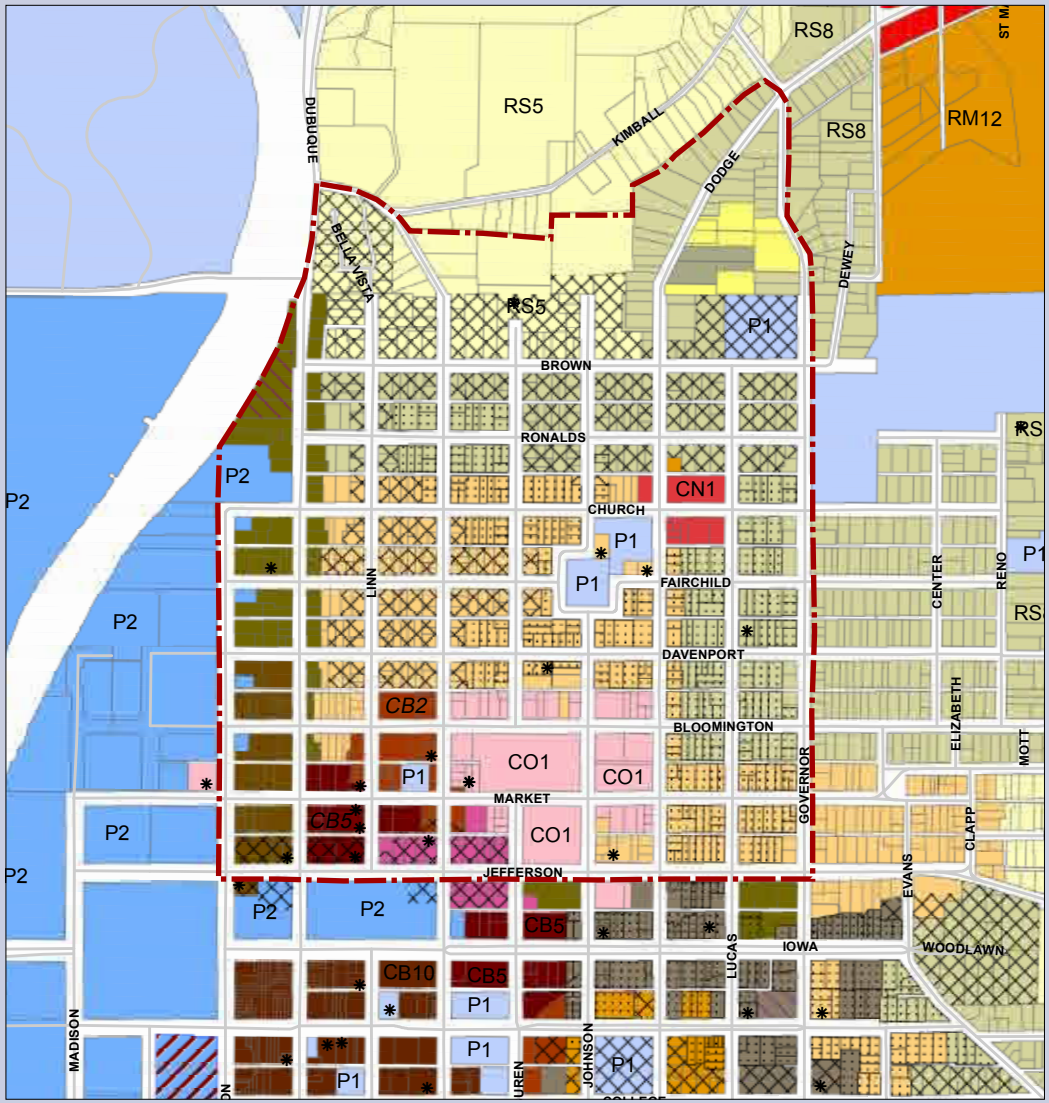
The following analysis reviews the existing intent and standards for two single-family residential zones, one multi-family residential zone, and two commercial zones. This analysis summarizes the zone's intent, the allowable building envelope and typical form that results from applying the zone's standards, along with the limiting factors and issues that we observed. These observations are intended to expose the strengths and weaknesses of the current zoning. Generally, the following observations stand out as worthy of further discussion.

- The residential zones intend to generate compatible development and mostly do so, with some challenges.
- However, the residential zones allow much more volume and building area than one would expect in some of Iowa City's neighborhoods. This is because of the requirements focusing on setbacks, height, and building coverage. Meanwhile, the building depth in particular goes unaddressed (See diagrams on the following pages for residential zones).
- In general, setbacks and height requirements do not vary much at all across single-family and multi-family residential zones, creating similar patterns across different intended levels of intensity.
- The Historic Preservation Handbook enacts additional standards on top of base zoning, as well as other standards buried within the zoning code. For example, buildings in the Central Planning District (referenced in the zoning code) must follow additional regulations. This results in multiple layers of standards to follow, which can become convoluted and confusing to navigate in the code.
- In the CB-5 zone, parking is only required for residential uses, while the market is currently requesting additional parking for commercial uses.
- Maximum height requirements allowed by the commercial zones have the potential to render new buildings that are much taller than the existing context. The height limit is too high to truly preserve the existing character.
- Base regulations for some of the zones do not offer protections of shopfronts and other historic elements that the Central District Plan calls for.

The above issues have been mostly addressed through the base zones of the zoning code. However, some standards of the code are still allowing out-of-context development to occur in the Northside Neighborhood.

The studies on the following pages examine these issues in depth and show examples of places within the zones studied for the analysis. The photo examples demonstrate conditions that are either allowable by the code or that were in place prior to the adoption of the code.

IOWA CITY ZONING MAP: NORTHSIDE NEIGHBORHOOD



Legend

- Rural Residential (RR1)
- Low Density Single-Family Residential (RS5)
- Medium Density Single-Family Residential (RS8)
- High Density Single-Family Residential (RS12)
- Neighborhood Stabalization Residential (RNS12)
- Low Density Multi-Family Residential (RM12)
- Neighborhood Stabalization Residential (RNS20)
- Medium Density Multi-Family Residential RM20
- High Density Multi-Family Residential (RM44)
- Planned High Density Multi-Family Residential (PRM)
- Mixed Use (MU)
- Commercial Office (CO1)
- Neighborhood Commercial (CN1)
- Highway Commercial (CH1)
- Community Commercial (CC2)
- Central Business Service (CB2)
- Central Business Support (CB5)
- Central Business (CB10)
- Intensive Commercial (CI1)
- General Industrial (I1)
- Heavy Industrial (I2)
- Research Development Park (RDP)
- Office Research Park (ORP)
- Interim Development Multi-Family Residential (ID-RM)
- Interim Development Single-Family Residential (ID-RS)
- Interim Development Research Park (ID-RP)
- Neighborhood Public (P1)
- Institutional Public (P2)

Overlays

- Conservation District Overlay (OCD)
- Design Review Overlay (ODR)
- Historic District Overlay (OHD)
- Planned Development Overlay (OPD)
- Iowa City Growth Boundary
- Historic Landmarks

RS-8 Medium Density Single-Family Residential Zone

Zone Intent Statement

The purpose of the medium density single-family residential zone (RS-8) is primarily to provide for the development of small lot single-family dwellings. The regulations are intended to create, maintain, and promote livable neighborhoods. The regulations allow for some flexibility of dwelling types to provide housing opportunities for a variety of household types. Special attention should be given to site design to ensure the development of quality neighborhoods. Nonresidential uses and structures permitted in this zone should be planned and designed to be compatible with the character, scale, and pattern of the residential development.

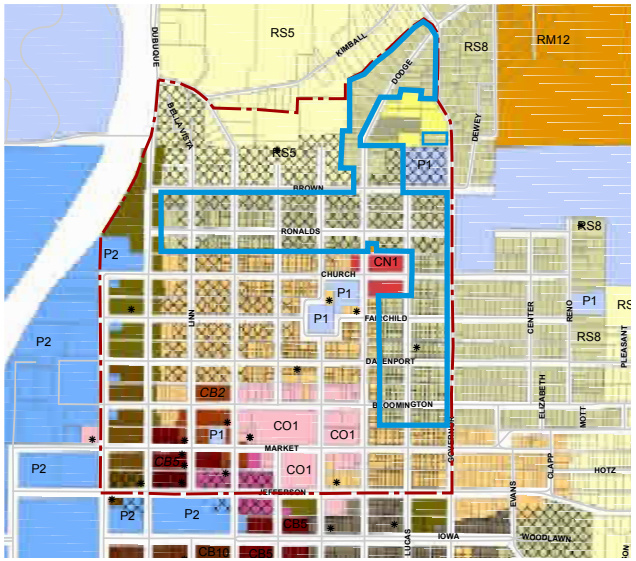
Issues Resulting from Current Regulations

- There are no form standards regulating building depth, allowing unpredictable results in the building size and the remaining rear yard space.
- The minimum lot width for the interior lot example is 45', though many 40' lots exist in this zone. Per the code, this can be reduced with the application of the single-family density bonus.
- 70 ft. min. lot size is likely too large to truly encourage duplex use.
- The maximum height allowance of 35' seems high for this zone (this occurs consistently across single-family zones). The zoning code does not define story height; the Historic Preservation Handbook sets a stricter height limit when applied on top of the base zoning standards.

Medium Density Single-Family Residential Zone Standards					
	Detached single-family	Duplex	Attached single-family	Other uses	
Lot Area	5,000 sf min.	8,700 sf min.	4,350 sf min.	5,000 sf min.	
Lot Width	45 ft. min.	70 ft. min.	20/28 ft. min.	45 ft. min.	
Building Coverage	45% max.	45% max.	45% max.	45% max.	
Front Setback Coverage	50% max.	50% max.	50% max.	50% max.	
Building Width	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	
Lot Area/Unit	5,000 sf min.	4,350 sf min.	4,350 sf min.	n/a	
Height	35 ft. max.	35 ft. max.	35 ft. max.	35 ft. max.	A
Front Setback	15 ft. min.	15 ft. min.	15 ft. min.	20 ft. min.	B
Rear Setback	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	C
Side Setbacks	5/7 ft. min.	5/7 ft. min.	0/10 ft. min.	5/7 ft. min.	D
Off-Street Parking	1 space/du min.	1 space/du min.	1 space/du min.	No min. requirement	

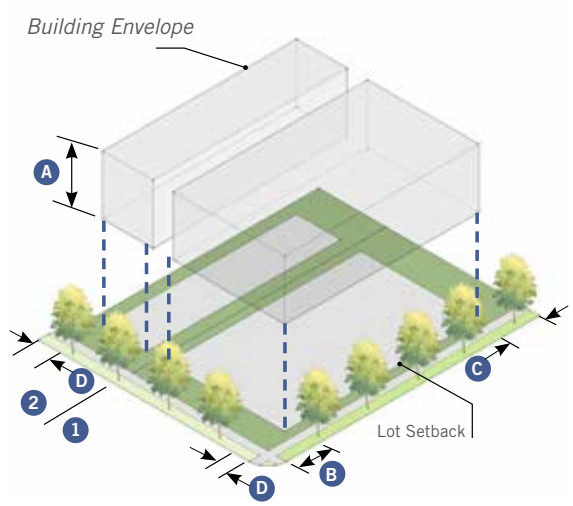
**Standard for Minimum Lot Frontage not shown because it does not apply to Northside Neighborhood lot pattern examined for this study.*

1 *Corner Lot Example*
2 *Interior Lot Example*



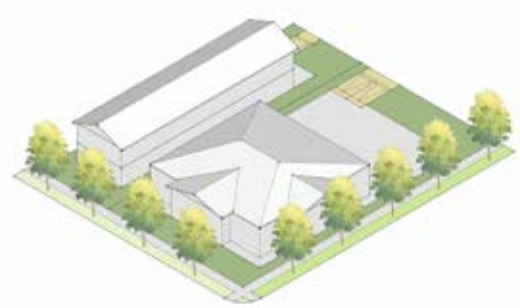
ZONING LOCATOR MAP RS-8 Zone

WHAT DOES THIS ZONE ALLOW?



Limiting Factors

Historic Preservation Plan Height Limit
Allowed Density/Uses



Example of build-out based on the current zoning code standards and with the Historic Preservation Handbook guidelines applied

A lack of limitations on building depth allows for extremely long forms and does not preserve the rear yard.

Build-Out Assumptions:

1. *Corner lot shows duplex use; interior lot shows detached single-family use.*
2. *Additional HP Handbook requirements:*
   a. *Surface area of the street elevation of a new primary structure must be less than 1,200 sf (existing primary structures must not be expanded to surpass this)*
   b. *New structures must be 1.5 or 2 stories in height*
   c. *Parking areas must not be located between the principal building and the street; garage doors cannot face street if located in primary building*
   d. *The width of the front facade of new buildings must not exceed 40 feet without articulating the horizontal plane of any street-facing facade*

RNS-12 Neighborhood Stabilization Residential Zone

Zone Intent Statement

The purpose of the neighborhood stabilization residential zone (RNS-12) is to stabilize certain existing residential neighborhoods by preserving the predominantly single-family residential character of these neighborhoods. Provisions in this zone prevent the conversion or redevelopment of single-family uses to multi-family uses. However, existing conforming multi-family uses retain their conforming status when rezoned to RNS-12.

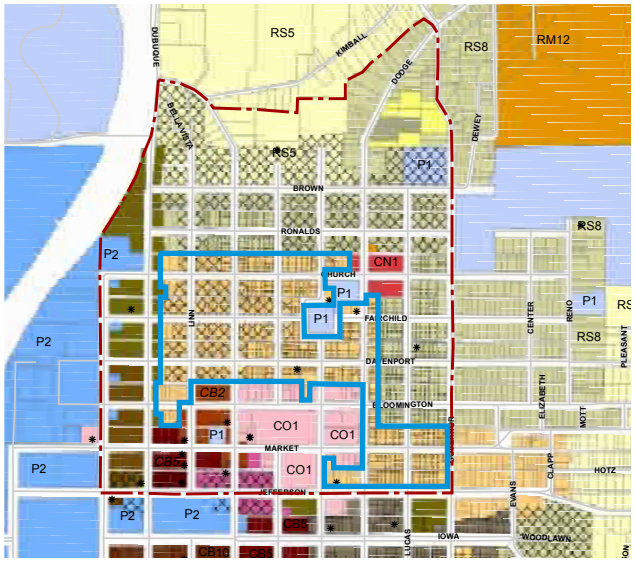
Issues Resulting from Current Regulations

- There are no form standards regulating building depth, allowing unpredictable results in the building size and the remaining rear yard space.
- The minimum lot width for the interior lot example is 45' (with no density exceptions permitted), though many 40' lots exist in this zone.
- The zoning code also does not define story height; the Historic Preservation Handbook sets a stricter height limit when applied on top of the base zoning standards.

Neighborhood Stabilization Residential Zone Standards					
	Detached single-family	Duplex	Multi-family uses	Other uses	
Lot Area	5,000 sf min.	6,000 sf min.	5,000 sf min.	5,000 sf min.	
Lot Width	45 ft. min.	45 ft. min.	45 ft. min.	45 ft. min.	
Building Coverage	40% max.	40% max.	40% max.	40% max.	
Front Setback Coverage	50% max.	50% max.	50% max.	50% max.	
Building Width	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	
Lot Area/Unit	5,000 sf min.	3,000 sf min.	Existing	n/a	
Height	35 ft. max.	35 ft. max.	35 ft. min.	35 ft. min.	A
Front Setback	15 ft. min.	15 ft. min.	15 ft. min.	20 ft. min.	B
Rear Setback	20 ft. min.	20 ft. min.	20 ft. min.	20 ft. min.	C
Side Setbacks	5/7 ft. min.	5/7 ft. min.	5/7 ft. min.	5/7 ft. min.	D
Off-Street Parking	1 space/du min.	1 space/du min.	Varies	No min. requirement	

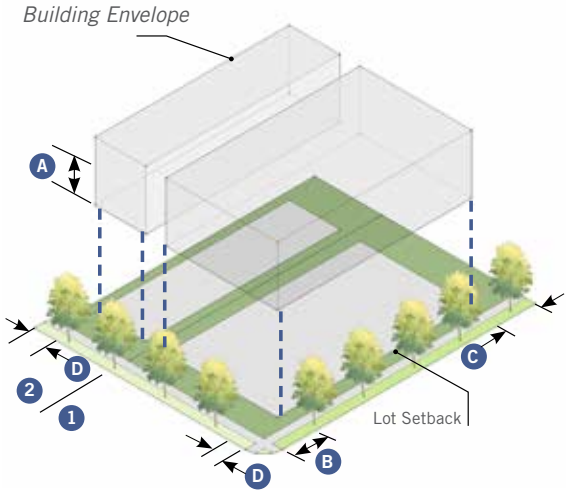
**Standard for Minimum Lot Frontage not shown because it does not apply to Northside Neighborhood lot pattern examined for this study.*

1 *Corner Lot Example*
2 *Interior Lot Example*



ZONING LOCATOR MAP RNS-12 Zone

WHAT DOES THIS ZONE ALLOW?



Limiting Factors

Maximum Building Coverage
Building Setbacks

Example of build-out based on the current zoning code standards and with the Historic Preservation Handbook guidelines applied

Lot in RNS-12 Zone without Historic Preservation or Conservation District Overlay and built prior to the adoption of the Central Planning District Multi-Family District Site Development Standards.

Build-Out Assumptions:

1. *Corner lot shows duplex use; interior lot shows detached single-family use.*
2. *Additional HP Handbook requirements:*
   a. *Surface area of the street elevation of a new primary structure must be less than 1,200 sf (existing primary structures must not be expanded to surpass this)*
   b. *New structures must be 1.5 or 2 stories in height*
   c. *Parking areas must not be located between the principal building and the street; garage doors cannot face street if located in primary building*
   d. *The width of the front facade of new buildings must not exceed 40 feet without articulating the horizontal plane of any street-facing facade*

RM-44 High Density Multi-Family Residential Zone

Zone Intent Statement

The purpose of the high density multi-family residential zone (RM-44) is to establish areas for the development of high density, multi-family dwellings and group living quarters. Properties zoned RM-44 should be located with good access to all city services and facilities, including public transportation services. Vehicular access and parking should be designed carefully to ensure efficient traffic and pedestrian circulation on adjacent streets. Due to the high density permitted in this zone, careful attention to site design is expected to ensure that buildings are compatible with surrounding land uses and that a quality living environment will be maintained over time.

Issues Resulting from Current Regulations

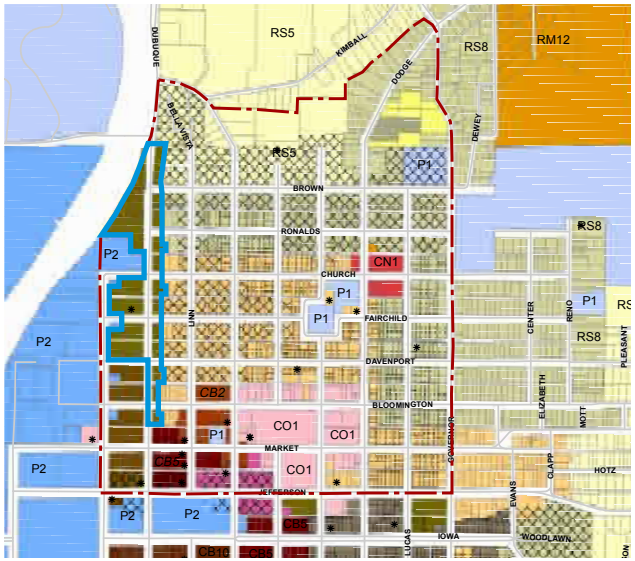
- There are no form standards for maximum building depth and building width, yielding unpredictable results in building size and configuration; this discourages the concept of multi-family uses in a house-form building.
- The zoning code regulates overall height rather than defining story height, which has the potential to yield an unpredictable building form.

High Density Multi-Family Residential Zone Standards

	Multi-family	Group Living	Nonresidential	
Lot Area	5,000 sf min.	5,000 sf min.	5,000 sf min.	
Lot Width	No min.	No min.	No min.	
Building Coverage	50% max.	50% max.	50% max.	
Front Setback Coverage	50% max.	50% max.	50% max.	
Building Width	20 ft. min.	20 ft. min.	20 ft. min.	
Lot Area/Unit	500 sf min. (Varies)	500 sf min. (Varies)	n/a	
Height	35 ft. max.	35 ft. max.	35 ft. max.	A
Front Setback	20 ft. min.	20 ft. min.	20 ft. min.	B
Rear Setback	20 ft. min.	20 ft. min.	5/7 ft. min.	C
Side Setbacks	5/7 ft. min.	5/7 ft. min.	20 ft. min.	D
Off-Street Parking	1 space/du min. (varies)	1 space/du min. (varies)	Varies	

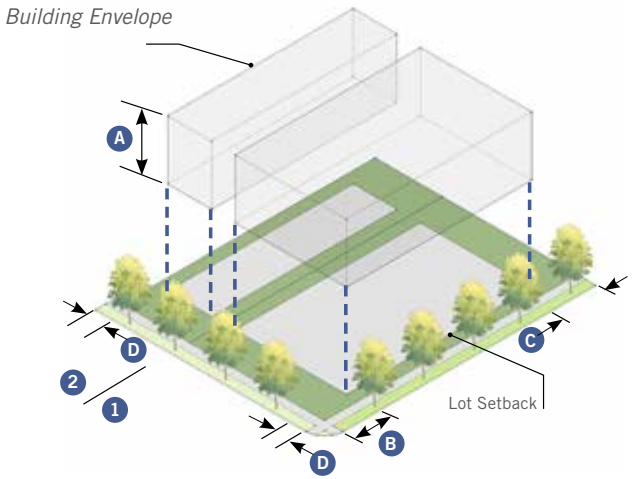
**Standard for Minimum Lot Frontage not shown because it does not apply to Northside Neighborhood lot pattern examined for this study.*

1 *Corner Lot Example*
2 *Interior Lot Example*



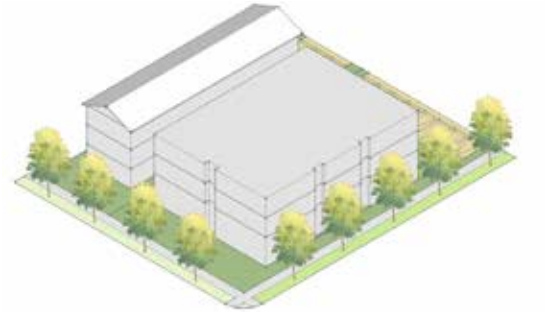
ZONING LOCATOR MAP RM-44 Zone

WHAT DOES THIS ZONE ALLOW?



Limiting Factors

Maximum Building Coverage
Lot Area/Unit
Maximum Height



Example of build-out based on the current zoning code standards and Multi-Family Development Standards

Prior to adoption of the Multi-Family Site Development Standards, resulting buildings in this zone had facades that don't relate well to the street and sidewalk. The Multi-Family Site Development Standards were added to regulate building form and frontage considerations so that buildings would better relate to the street and sidewalks.

Build-Out Assumptions:

1. *Corner lot shows group multi-family use; interior lot shows multi-family use.*
2. *Lots do not share a side boundary with single-family residential zone.*
3. *Additional Multi-Family Site Development Standards:*
   a. *Street-facing walls that are greater than 50 feet in length must be articulated with bays, projections, or recesses*
   b. *Bays and projections must be at least 6 feet wide and at least 16 inches but not more than 6 feet in depth; recesses must be at least 6 feet in width and have a depth of at least 16 inches*

CB-2 Central Business Service Zone

Zone Intent Statement

The central business service zone (CB-2) is intended to allow for the orderly expansion of the central business district of Iowa City, to serve as a transition between the intense land uses located in the central business district and adjoining areas, to enhance the pedestrian orientation of the central area of the city, and to provide suitable, peripheral locations for auto oriented commercial and service uses. This zone is intended to accommodate mixed land uses but at a lower intensity than permitted in the other central business zones.

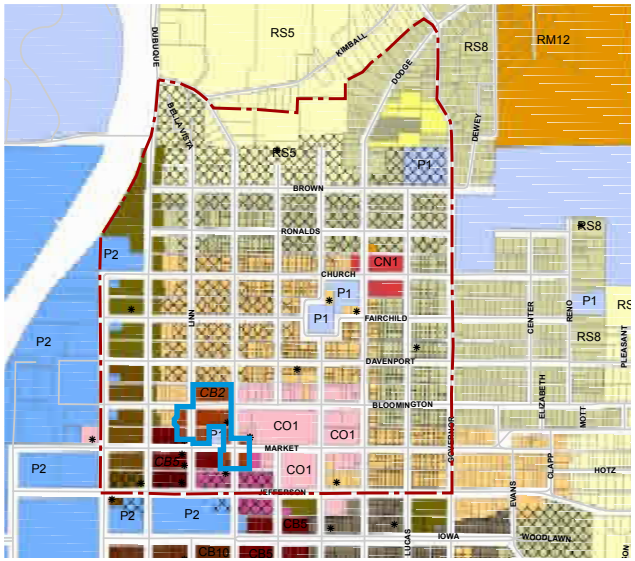
Issues Resulting from Current Regulations

- When surface parking is used, the current off-street parking requirement either cuts into the building square footage or consumes a large portion of the lot area.
- The high maximum height limit could present an issue with the massing of buildings being incompatible with the rest of the area.
- There are currently no standards for the protection of the historic shopfronts of this area, even though the Central District Plan calls for their preservation.

Central Business Service Zone Standards		
Lot Area	None	
Lot Width	None	
FAR	2	
Lot Area/Unit	435 sf min. (1 bedroom unit)	
Height	0 ft. min.; 45 ft. max.	A
Front Setback	0 ft. min.; 12 ft. max.	B
Rear Setback	0 ft. min.	C
Side Setbacks	0 ft. min.	D
Off-Street Parking	1 space/300 sf floor area	

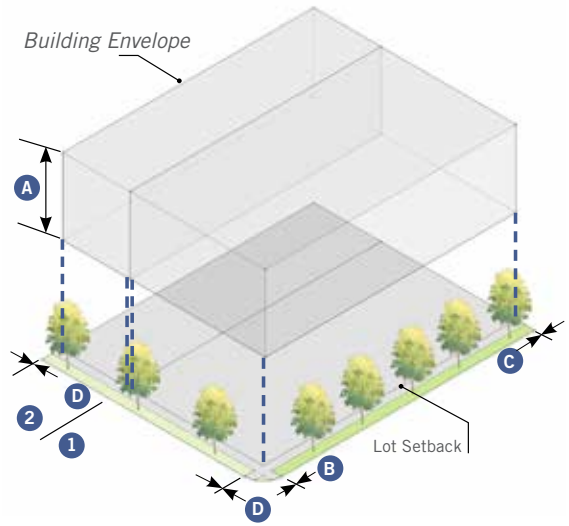
**Standard for Minimum Lot Frontage not shown because it does not apply to Northside Neighborhood lot pattern examined for this study.*

1 *Corner Lot Example*
2 *Interior Lot Example*



ZONING LOCATOR MAP CB-2 Zone

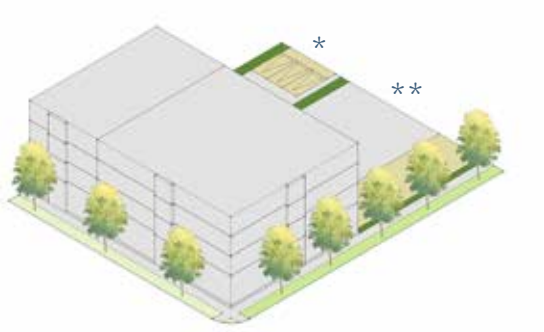
WHAT DOES THIS ZONE ALLOW?



Limiting Factors

FAR

Off-Street Parking Requirements (Surface Parking)



Example of build-out based on the current zoning code

Current form and frontage standards ensure that new buildings have main street characteristics. However, the community has had to rely on negotiated agreements during rezoning processes to address concerns about building scale, design, and residential density.

Build-Out Assumptions:

1. *Corner lot shows retail, sales oriented use; interior lot shows retail, personal service oriented use.*
2. **Interior lot example is compliant so long as additional parking is located elsewhere for this lot. **Corner lot example includes structured parking.*
3. *Additional Central Business Site Development Standards:*
   a. *Parking and loading are not permitted for the first 30' of lot depth, measured from the front building line*
   b. *For buildings greater than 50' in width, the horizontal plane of any street-facing facade must be broken into modules that give the appearance of smaller, individual storefronts not to exceed 50' in width and to be distinguished from adjacent modules*
   c. *For buildings less than 50' in width, the street-facing wall must be articulated*

CB-5 Central Business Support Zone

Zone Intent Statement

The purpose of the central business support zone (CB-5) is to allow for the orderly expansion of the central business district in accordance with the comprehensive plan; to serve as a transition between the intense land uses located in the central business district and adjoining areas; and to enhance the pedestrian orientation of the central area of the city. This zone is intended to accommodate mixed land uses, but at a lower intensity than permitted in the CB-10 district. The mixture of land uses permitted in this zone requires special consideration of building and site design. To control traffic and provide for the most efficient use of land and parking facilities, special consideration of the amount and location of parking areas is also required. To encourage developments that contain features providing a public benefit, a bonus in floor area ratio or dwelling unit density may be granted.

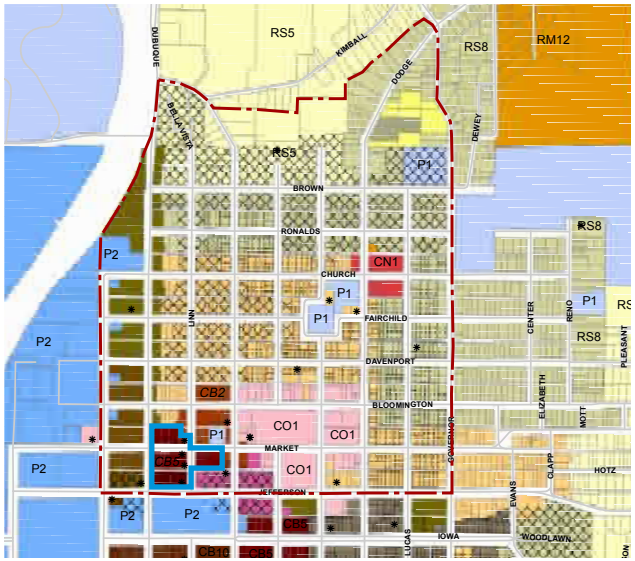
Issues Resulting from Current Regulations

- The high maximum height limit could present an issue with the massing of buildings being incompatible with the rest of the area, given that most existing buildings in this zone are 3 stories or less, with one building reaching 4 stories. The height limit is too high to truly preserve the existing character.
- The current zoning only requires parking for residential uses, while the market is currently requesting additional parking for commercial uses.

Central Business Support Zone Standards		
Lot Area	None	
Lot Width	None	
FAR	3	
Lot Area/Unit	No min.	
Height	25 ft. min.; 75 ft. max.	A
Front Setback	0/10 ft. min.; 12 ft. max.	B
Rear Setback	0 ft. min.	C
Side Setbacks	0 ft. min.	D
Off-Street Parking	0.5 space/du (1 bedroom unit); only required for residential uses	

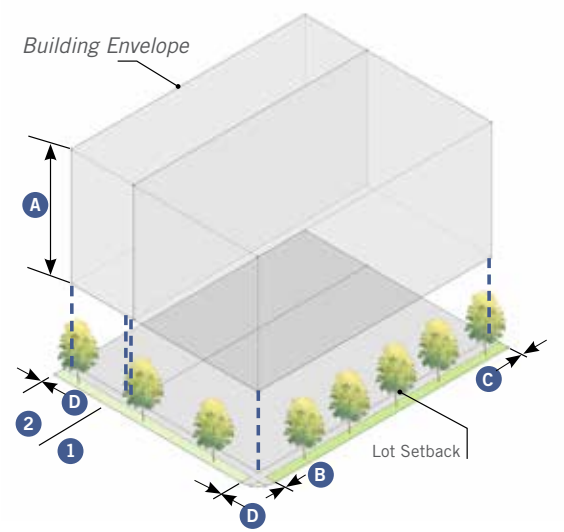
**Standard for Minimum Lot Frontage not shown because it does not apply to Northside Neighborhood lot pattern examined for this study.*

1 *Corner Lot Example*
2 *Interior Lot Example*



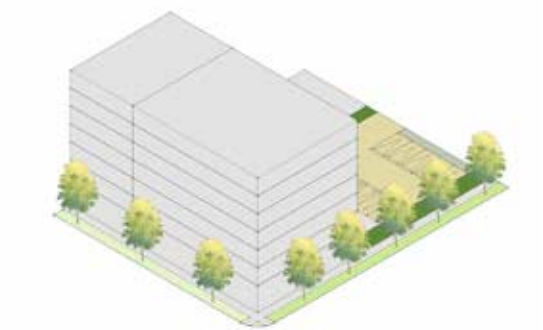
ZONING LOCATOR MAP CB-5 Zone

WHAT DOES THIS ZONE ALLOW?



Limiting Factors

FAR*



Example of build-out based on the current zoning code

For infill sites where parking can be feasibly structured within the building envelope, building scale is limited by the maximum floor area ratio (FAR), which may yield less predictable results than controlling building scale by establishing a height limit that is appropriate to the community context.

Build-Out Assumptions:

1. *Corner lot shows household living use; interior lot shows mixed use (no parking requirement).*
2. **Limiting factor in CB-5 for mixed use without residential example.*
3. *Additional Central Business Site Development Standards:*
   a. *Parking and loading are not permitted for the first 30' of lot depth, measured from the front building line*
   b. *For buildings greater than 50' in width, the horizontal plane of any street-facing facade must be broken into modules that give the appearance of smaller, individual storefronts not to exceed 50' in width and to be distinguished from adjacent modules*
   c. *For buildings less than 50' in width, the street-facing wall must be articulated*

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5.2 Summary of Key Findings from Zoning Analysis

Iowa City's current zoning code has many strengths and offers protections to preserve and maintain the existing character of historic neighborhoods and to begin guiding future development for new neighborhoods. However, some limiting factors make it difficult to regulate certain elements of new buildings and ensure the level of diversity in housing options desired for the Northside Neighborhood and for the South District Plan Area.

Specifically in the Northside Neighborhood, there is a desire expressed by the community for the preservation of the Northside Marketplace and its existing character. Currently, the CB-2 and CB-5 zones do not have preservation incentives, leading to uncertainty for this area.

In many cases, additional regulations, such as those required by the Historic Preservation Handbook and the special considerations for the Central Planning District add layers to the requirements of the base zoning. These additional standards have been taken into account as well for this analysis.

The following summary highlights the strengths and weaknesses of the existing zoning standards following the graphic sample analysis of various zones in the project focus area.

WHAT DOES THE ZONING CODE DO WELL?

1 PROTECTIONS FOR HISTORIC CHARACTER OF IOWA CITY'S NEIGHBORHOODS

- Site Development Standards ensure articulation and other design considerations are enforced for new buildings
- Parking placement requirements ensure that screening and visibility are taken into consideration
- FAR and Building Coverage Limits ensure massing and size of new buildings is compatible with surrounding context

2 LOW DENSITY ZONES ALLOW FOR DUPLEXES AND ACCESSORY DWELLING UNITS

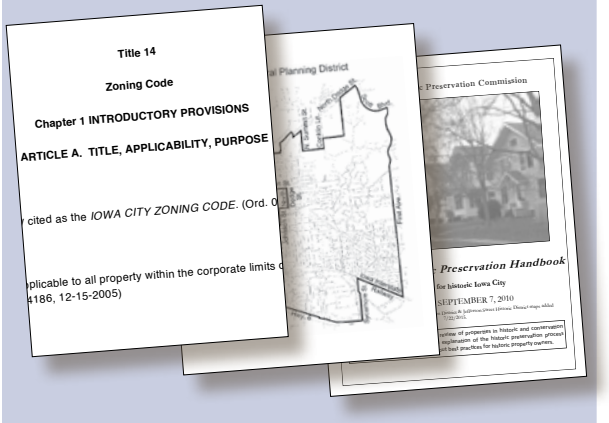
- Even the least intense single-family zones allow duplexes, attached single-family uses, and accessory dwelling units, paving the way for introducing Missing Middle Housing types into the neighborhood

3 PARKING IS NOT A LIMITING FACTOR IN RESIDENTIAL ZONES

- The minimum parking requirement of 1 space per dwelling unit for two-family uses is a great starting point for allowing a diversity of housing and Missing Middle Housing types into the neighborhood; due to the extensive number of student rentals in the neighborhoods near campus, including the Northside Neighborhood, this base requirement increases for higher occupancy rental units.

WHAT DOES THE ZONING CODE NOT DO WELL?

1 MULTIPLE LAYERS OF REGULATIONS



Additional layers of supplemental regulations have been added, particularly to protect historic and conservation districts, but add to the challenge of navigating requirements for certain zones.

In many cases, parcels have multiple overlays and standards in addition to the base zoning requirements. These standards and overlays include:

- Title 14 Zoning Code
- Central Planning District Requirements
- Planned Development Overlay Zone
- Conservation District Overlay Zone
- Historic District Overlay Zone
- Central Business Site Development Standards

2 CONCERNS WITH FORM STANDARDS IN VARIOUS ZONES

- Setbacks, maximum height limit, and building coverage requirements do not vary across single-family residential zones, making for a similar context and not much differentiation in intent
- Maximum height in CB-5 zone could yield results that are not aligned with existing context
- Lack of maximum building width regulation in the code could lead to buildings in Northside Neighborhood zones that are out of scale and with massing that does not fit the surrounding context
- Metrics do not truly enable a diverse range of building types

3 NEED FOR CONTROLS IN CB-2 AND CB-5 ZONES TO PRESERVE CHARACTER

- There are currently no standards for the protection of the historic shopfronts of this area, even though the Central District Plan calls for their preservation
- Rather than using other tools, such as form controls and height, to regulate development in commercial zones, parking is presented as a limiting factor

5.3 Analysis of Multi-Family & Historic District Design Standards

OVERVIEW

A combination of design standards within the Iowa City Zoning Code and the Historic Preservation Handbook offer protections to preserve the character of Iowa City's neighborhoods. This analysis examines the intent, strengths, and weaknesses of these efforts, specifically reviewing the multi-family residential standards and the Historic Preservation Handbook guidelines.

MULTI-FAMILY ZONING STANDARDS

Dimensional Requirements

The dimensional requirements for the multi-family residential zones provide a significant starting point for regulating the lot sizes and the scale of buildings that contribute to the character of each zone. In general, the standards are somewhat effective at preserving the existing character of multi-family zones, but lack certain regulations that could offer additional protections.

For example, the maximum building coverage standard in the dimensional requirements helps to regulate building massing and scale. However, the lack of a maximum building width or maximum building depth requirement currently allows quite a bit of leniency in the building form itself.

The Multi-Family Site Development Standards offer further protections to ensure that buildings of a certain size are articulated in order to break down their massing, but this still does not regulate dimensional size and scale of the building form. Overall, the maximum building coverage standard is a good starting point as a limiting factor for building scale, but standards governing maximum building width and depth are worth considering as an addition to the current zoning standards.

Multi-Family Site Development Standards

Other factors contributing to the quality of Iowa City's neighborhoods are governed by the Multi-Family Site Development Standards, including parking placement and design, building entrance and exterior element design, and architectural style.

Testing of the parking placement standards revealed that they are successful in ensuring that surface parking is located so as not to detract from the neighborhood character. Additionally, landscape buffering requirements help to soften surface parking areas and provide a boundary between parking lots and adjacent properties. Off-street parking requirements are typical and are not a limiting factor in the zones tested.

Additional design standards such as building entrance requirements for multi-family uses and architectural style guidelines for the Central Planning District add layers of standards on top of base zoning requirements. These standards ensure certain design considerations to preserve neighborhood character, however, a comprehensive set of guidelines would help to avoid confusion in navigating the code.

Overall, the multi-family zoning standards are effective at preserving neighborhood character, but are not necessarily encouraging multi-family uses in house-scale buildings. Upon testing the standards in the graphic analysis, there is a notable jump from the house-scale buildings in single-family residential zones where multi-family uses are allowed and the block-scale results seen in the multi-family zones. Addition of specific building form regulations in the multi-family zones could offer some controls that would allow for a range of building types rather than encouraging bigger development in the form of block-scale buildings.

HISTORIC PRESERVATION HANDBOOK GUIDELINES

The additional design guidelines provided by the Iowa City Historic Preservation Handbook have significant overlap with the Multi-Family Site Development Standards, where portions of the zoning code are nested within the handbook. There are many instances of cross-referencing between the two documents, reinforcing the requirement that new buildings are compatible with existing context and responsive to historic character.

In general, the application of the building form and articulation standards within the Historic Preservation Handbook yielded positive results during testing of zones with the Historic District Overlay. As with the Zoning Code requirements and the Multi-Family Site Development Standards, the issue that remained was the lack of regulations for maximum building depth. In the testing example, this allowed for deep buildings that may be out of scale with existing context and that could potentially jeopardize the preservation of the rear yard.

One minor limiting factor within the Historic Preservation Handbook guidelines is the requirement for new buildings in the Northside Neighborhood to

be specifically 1½ or 2 stories in height. Though many existing buildings within the Northside Neighborhood fit this description, the standard limits someone from building a 1-story or 2½-story structure. Allowing structures of these heights would provide more flexibility for certain building forms and would still be within a height range compatible with the existing context of the neighborhood.

Overall, the Historic Preservation Handbook serves as a useful guide for new building design to ensure compatibility and preserve the character of the Historic Districts and Conservation Districts in Iowa City. However, due to the significant overlap and cross-referencing between the handbook and the zoning code, consolidating these documents would make for a more streamlined process to assess new buildings undergoing design review by the Historic Preservation Commission.

CONCLUSION

In general, the combined safeguards of the Iowa City Zoning Code and the Historic Preservation Handbook are successfully working in tandem to prevent buildings that detract from the city's historic character. With the exception of missing elements to help control building massing, lack of encouragement of house-scale multi-family types, and some limiting factors that reduce flexibility of certain building forms, both documents are effective tools for regulation.

Additionally, while it is beneficial to have multiple checks and balances in the form of design considerations for new buildings, navigating the multiple layers of design standards can be a confusing process. Consolidating this information into one set of standards would eliminate the need for cross-checking and the duplication of the same guidelines across different documents.

5.4 Results of Missing Middle Housing Assessment

OVERVIEW

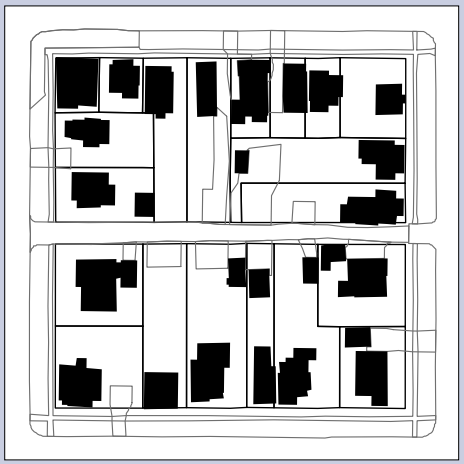
Iowa City has a rich history of Missing Middle Housing types present in its neighborhoods that range from duplexes to medium-sized courtyard apartment buildings. The current zoning code has few barriers to creating new Missing Middle Housing types, but those barriers that remain will need to be refined to allow their development. The following assessment examines the opportunities and obstacles for introducing new Missing Middle Housing types into Iowa City's neighborhoods.

OPPORTUNITIES FOR MISSING MIDDLE HOUSING IN STUDY AREAS

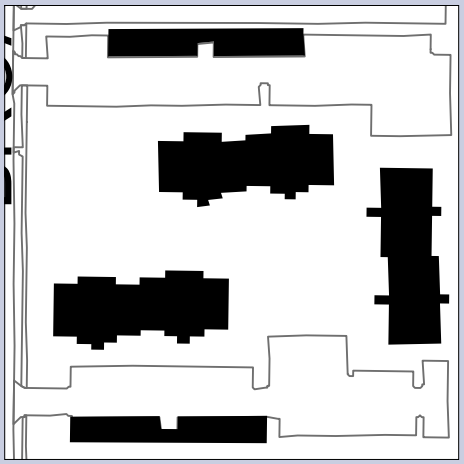
Iowa City's zoning code and other design guidelines have many factors in place that make it easier to introduce Missing Middle Housing types without many constraints. Some of the housing types, such as duplexes and accessory dwelling units, are already allowed under current zoning regulations. Also, the associated costs such as the impact fees and utility hook up fees are not cost prohibitive for new Missing Middle Housing types.

According to the zoning code, the minimum requirement for off-street parking in Missing Middle-compatible zones is 1 parking space per unit, but often may be higher, depending on the number of units. This can be a good minimum to allow Missing Middle Housing types to be built in neighborhoods without becoming a limiting factor. Additionally, residential development is not limited by a floor-area-ratio. These factors combined make it easier to incorporate the additional units gained from Missing Middle Housing types.

HOUSE-FORM VS. BLOCK-FORM BUILDINGS



Diverse house-form building types add interesting character to blocks and help to promote walkable neighborhoods. These buildings work best in residential areas and larger house-form types can help transition the scale between main street environments and neighborhoods.



Block-form building types can offer higher densities than house-form buildings, but they are often implemented in contexts that are auto-oriented and do not promote walkability. These buildings work best in walkable environments when placed along arterial streets and main street corridors.

The multi-family residential zoning standards and Historic Preservation Handbook guidelines set a precedent for applying greater control on the design of buildings in neighborhoods in Iowa City. These design controls are also typically used to regulate Missing Middle Housing types, so it is beneficial that some of this language is already being used in the zoning code and other design guidelines.

OBSTACLES FOR MISSING MIDDLE HOUSING IN STUDY AREAS

An analysis of Iowa City Zoning Code and Historic Preservation Handbook revealed a few factors that may present themselves as obstacles for Missing Middle Housing in Iowa City's neighborhoods.

Additional form controls are needed to avoid block-form housing products. While the multi-family standards and the Historic Preservation Handbook provide additional form standards, their primary result is in providing better block-form buildings. Missing Middle Housing types are house-form buildings, (see Page 58 for a comparison) and as such require additional form controls.

In general, the obstacles to Missing Middle Housing are relatively surmountable and could be eliminated with a few minor changes to some of the existing form controls and limiting factors in the zoning code.

WHAT IS THE MISSING MIDDLE?

In post-World War II America, changes came in both the development community and the financial lending systems. These changes lent themselves to models of development that were narrowly focused, and targeted individual markets such as single-family homes on large lots, large apartment complexes, commercial strip centers, and indoor malls. Each was developed and placed in isolation in contrast to the older patterns of neighborhoods where single-family, multifamily, and commercial were more integrated and mixed. The art of both mixing these kinds of development and building smaller middle-density types was lost.

Iowa City's neighborhoods have a great history of these "Missing Middle" building types that were built before World War II. These building types included townhouses, duplexes, fourplexes, small courtyard apartment buildings, and mixed-use main street buildings. These Missing Middle building types provide a range of housing choices and provide a residential intensity that help support neighborhood main streets. These housing types also provide the housing that the two largest population groups—the millennials (Generation Y) and the baby boomers—want in walkable urban places.

Types of Missing Middle Housing

A *Carriage House*

B *Duplex*

C *Fourplex or quadplex*

D *Cottage Court*

E *Live/Work*

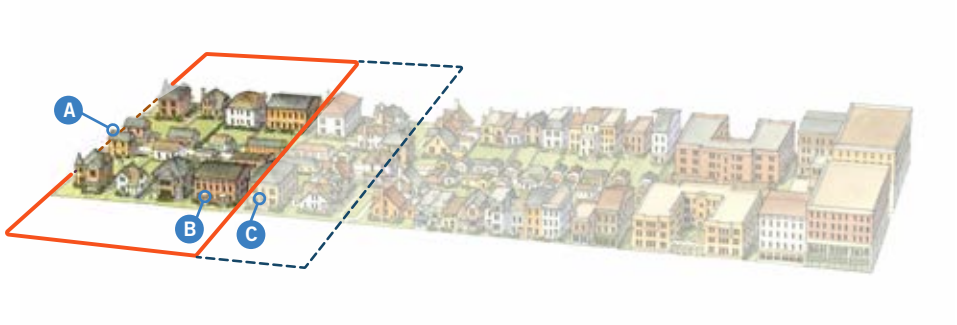
F *Stacked Flat*

G *Townhouse*

Key

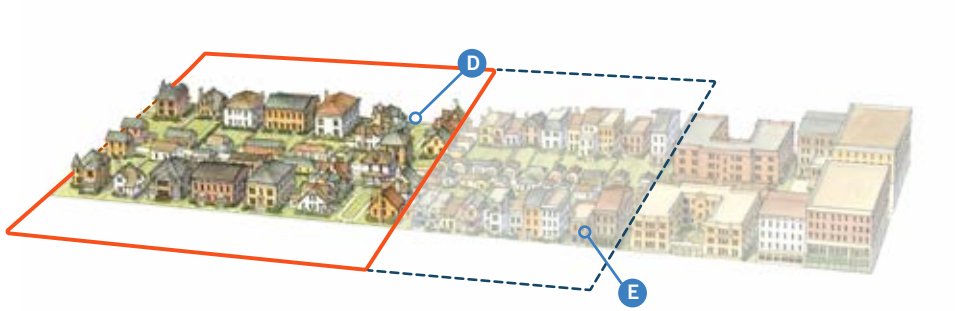
Allowed

Recommended based on preliminary analysis and observations



Single-Family, Low-High Density Residential Zones (RS-5, RS-8, RS-12)

These zones allow a limited number of uses, restricting the opportunity for many other house-scale Missing Middle types to be introduced into the neighborhood.



Single-Family, Neighborhood Stabilization Residential Zone (RNS-12)

This zone allows for single-family and duplex uses, but leaves out other compatible higher density housing types.

Multi-Family, Medium-High Density Zones (RM-20, RM-44)

These zones allow for single-family houses, duplexes, fourplexes, and apartment buildings but encourage bigger development in contrast to most historic "Missing Middle" housing types that are prevalent throughout Iowa City. Housing types such as fourplexes, cottage courts, townhouses, and courtyard apartments could be great options for promoting house-scale medium density housing and walkable communities.

MISSING MIDDLE HOUSING TYPES FOUND IN IOWA CITY NEIGHBORHOODS

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Chapter 6 Summary of Analysis & Recommendations

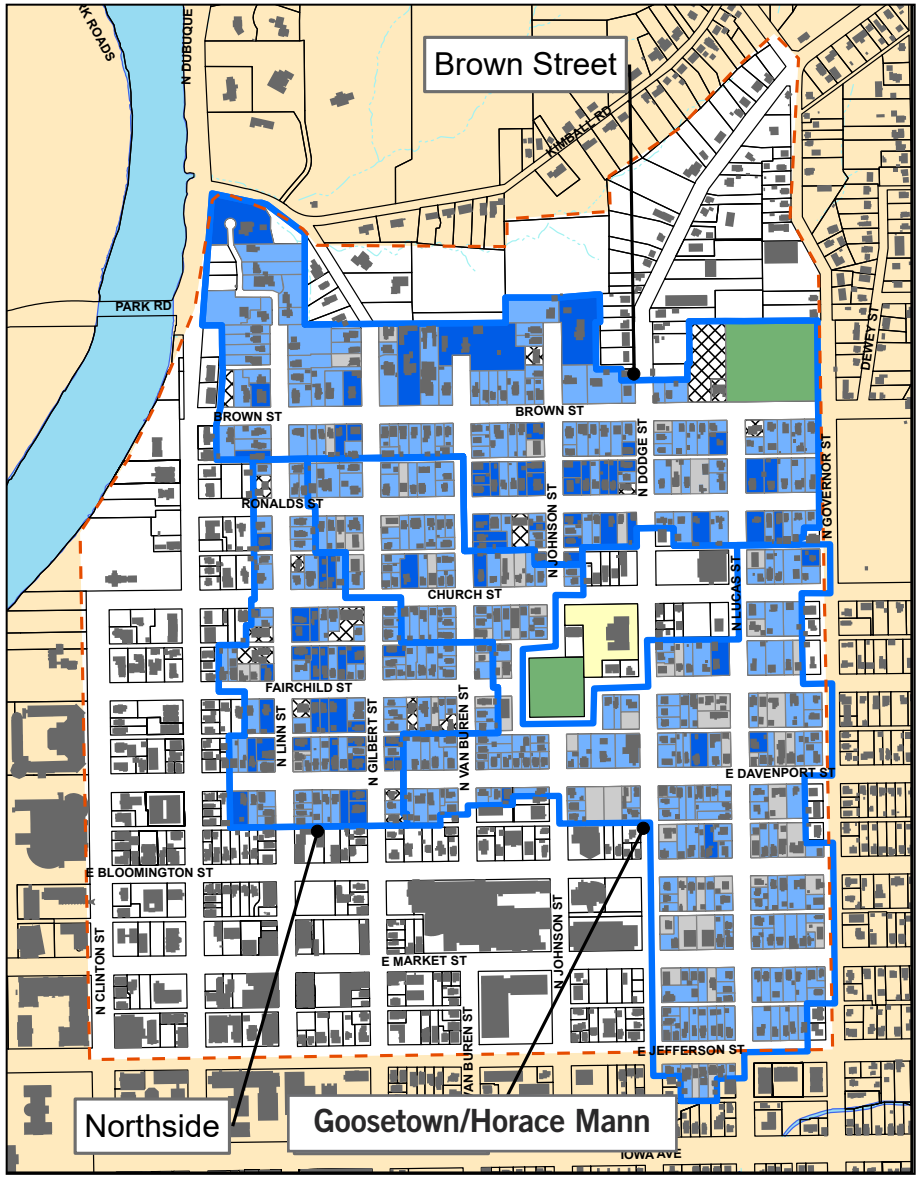
6.1 Summary of Analysis and Vision: Northside Neighborhood

OVERVIEW OF OBSERVATIONS

During the course of the Form-Based Code Analysis, the consultant team has gained insights through the extensive feedback from the community during Visits 1 and 2, through numerous discussions with city staff, and through a review and testing of existing zoning standards. These observations have helped to more clearly define the goals around improving the Northside Neighborhood and what is desired for its future development. The following subsection helps to outline the overarching elements of the vision that stemmed from the public process and analysis and how those have shaped a new set of goals for achieving the intended vision for the Northside Neighborhood.

The recommendations have been crafted based on parcels that fall within a historic district, parcels that are outside a historic district and recommendations that could apply to all parcels in the Northside.

HISTORIC DISTRICT MAP



Historic District Map

The Northside has three historic districts that cover the majority of properties. These districts designate key contributing, contributing, and non-contributing properties and provide standards and guidelines for development, renovations and additions.

- Key Contributing
- Contributing
- Non-Contributing
- Non-Historic
- Park

Vision for the Northside Neighborhood

A set of themes emerging from the public process and from the zoning analysis generated a vision that includes the following elements:

1. Improve housing options that address the issue of competition of student housing market so that families in the Northside Neighborhood can continue to have access to housing
2. Develop controls to preserve the historic character of the Northside Neighborhood, specifically looking at controls for building scale and form
3. Address parking concerns in the Northside and College Green neighborhoods, particularly in commercial areas where more access to parking is desired
4. Develop a strategy to allow for infill and development or redevelopment on opportunity sites in the Northside's commercial areas
5. Improve walkability and safety measures for pedestrians along streets, especially those identified as challenging access points in need of traffic calming
6. Propose changes to existing zoning standards to better predict and control the future development of Iowa City's Northside Neighborhood.
7. Improve and maintain the existing alley network so that it can be better utilized for parking

Achieving Intended Outcomes

In an effort to achieve this vision for the Northside Neighborhood, the consultant team has compiled a list of recommendations and strategies to propose actionable steps to address the issues raised by the community.

The following pages detail these recommendations and provide precedent examples which are relevant to the Northside Neighborhood study area and its respective context. Additional recommendations relating to transportation and parking for the Northside and College Green Neighborhoods can be found in Chapter 6.

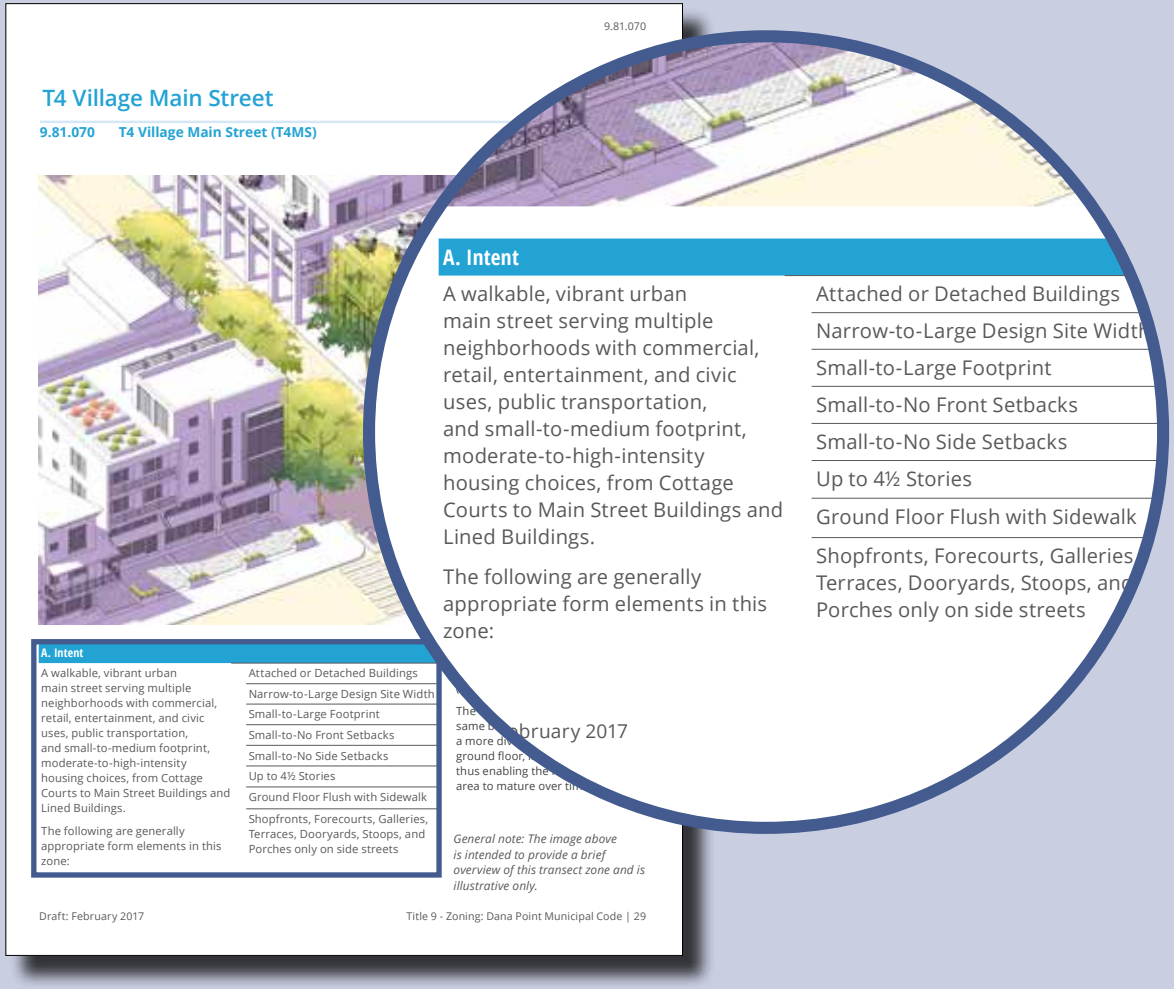
6.2 Recommendations: Northside Neighborhood

N.1 Integrate intent from Central District Plan into new form-based zones

- Base new zoning district intent statements on Central District Plan
- Remove the need to reference the Central District Plan in the zoning code to understand intent of zones
- Make the Central District Plan goals inherent and more integrated into the zoning code standards so they are easier to use and administer

These strategies help to address the community's vision to take advantage of infill opportunities presented in the Northside by allowing a more diverse mix of uses in commercial zones.

EXAMPLE: ZONE INTENT STATEMENT THAT CLEARLY DEFINES THE DESIRED CHARACTER FOR THE ZONE AND ITS USES



An intent statement based on form makes standards easier to apply and more clearly defines the intended character for the zone. Also, including an open sub-zone offers more flexibility for uses within the zone.

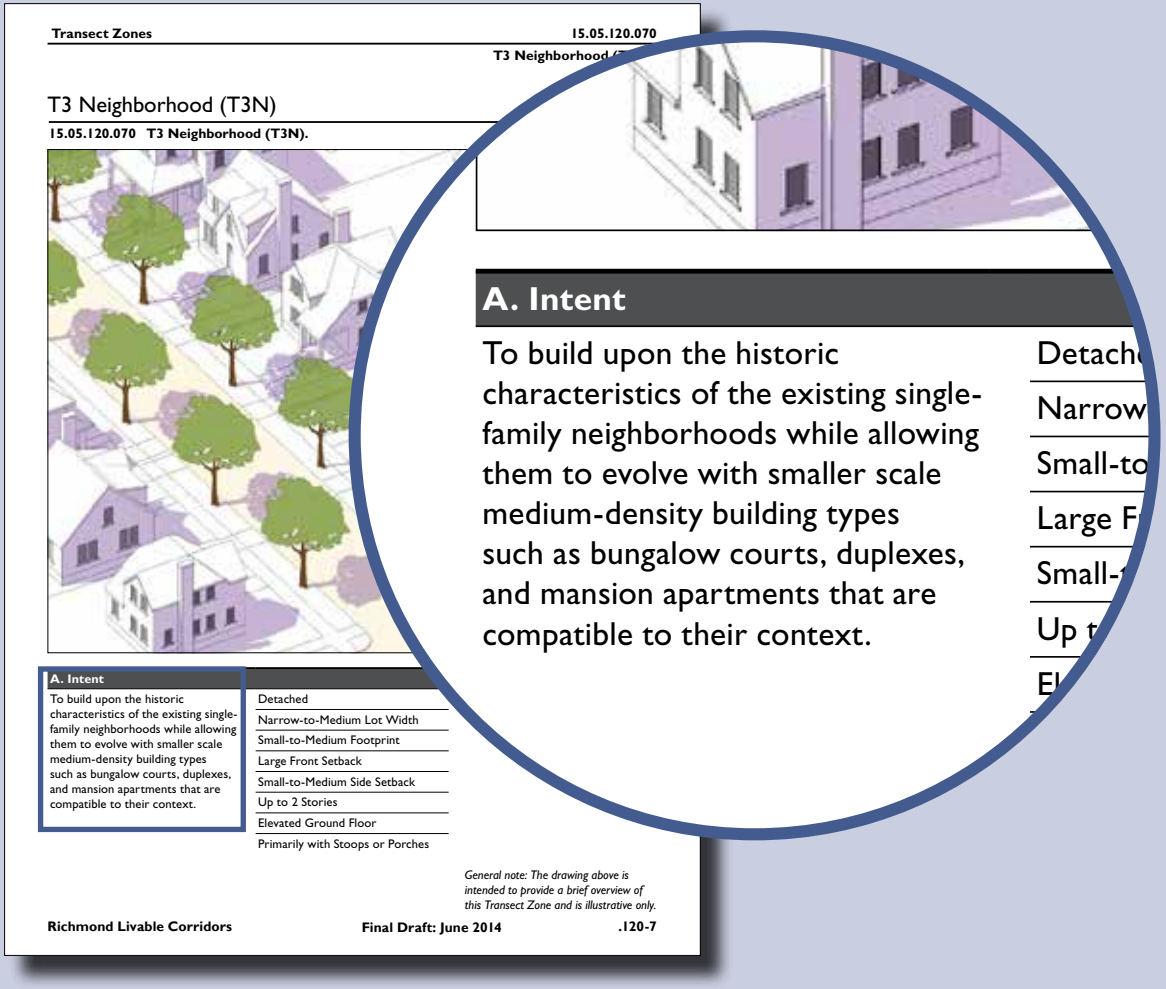
Recommendations: Northside Neighborhood

N.2 Create new form-based zones that incorporate Historic District intent

- Historic District would remain in place
- Architectural style, site plan, landscaping standards would remain in the Historic Preservation Handbook
- Introduce a larger rear setback for the primary building to maintain and preserve the character of the back yards in Iowa City's Northside neighborhoods
- Create a new form-based zone that includes additional form standards to control the overall width and depth of the primary building
- This would provide more control overall for the building footprint, rather than relying on maximum building coverage to create appropriate development
- The intent of this zone is that it would be replicable in other parts of Iowa City

These strategies ensure that properties in the Northside Neighborhood comply with the community's vision to preserve and maintain its historic character. They also set a better precedent for future development in other parts of the city.

EXAMPLE: ZONE INTENT STATEMENT THAT ADDRESSES EXISTING HISTORIC CHARACTER



A zone with the intent of building upon existing historic character preserves important landmark properties while ensuring that new buildings are compatible with the surrounding context.

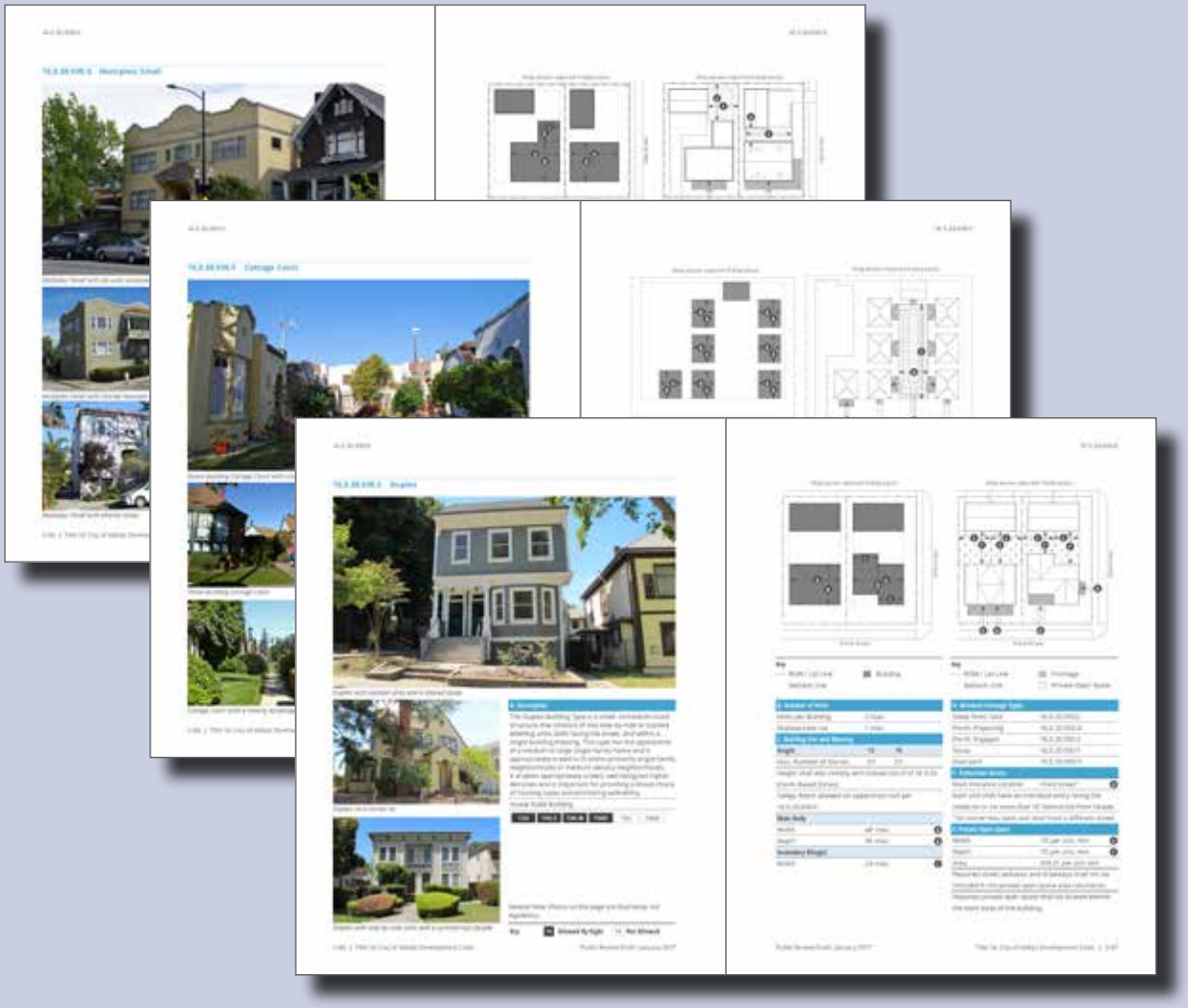
Recommendations: Northside Neighborhood

N.3 Introduce a new zone to facilitate introduction of Missing Middle Housing types

- New zone would promote Missing Middle Housing types for portions of Iowa City that are not historic landmark or contributing buildings
- This zone would specifically call out house-form buildings with maximum footprints
- The new zone would include additional form standards to control the overall width and depth of the primary building
- Single-family homes, duplexes, and accessory dwelling units can be included in the palette of sensitive infill building types to be introduced where appropriate
- Approach will respect historic preservation guidelines, additional form requirements to be introduced, and expectations for contributing properties
- Consult with an economist to study cost impact and feasibility of introducing Missing Middle Housing types, particularly in light of recent changes to maximum occupancy rules imposed by the State of Iowa.

These strategies present a solution for introducing more diverse housing types to the market and address the community's vision for housing options that cater specifically to families in the Northside Neighborhood.

EXAMPLE: ZONE THAT ALLOWS FOR SENSITIVE INFILL WITH MISSING MIDDLE HOUSING TYPES



A zone with a range of Missing Middle Housing types enables smaller types to be implemented as sensitive infill where needed, while larger types can help bridge the gaps in density between existing zones.

Recommendations: Northside Neighborhood

N.4 Complete a more detailed vision for the Northside Marketplace through public process and create new form-based zones to implement this vision

- Assess the community vision for the Northside Marketplace to determine if it remains the same or has changed significantly since the adoption of the Central District Plan
- Updates to the vision may ultimately inform a new zoning or form-based code and include changes to zoning map
- Allow the conclusions about the current vision to guide the public process of a charrette, garner community buy-in, and ultimately create a master plan
- This process would help to avoid frequent asks for changes to zoning

A charrette is a collaborative design and planning workshop that gives stakeholders and the community a chance to learn what's happening and provide input. To facilitate a charrette, a multi-disciplinary team is present, including an economist to vet ideas shared throughout the process. See the following pages for example photos and images generated during the charrette process.

These strategies will facilitate further discussion of what is desired for the Northside Marketplace and will help to refine the community's vision for the area. Updates to this plan can ultimately address the community's goals for maximizing appropriate development opportunities in commercial zones.

EXAMPLE: VISIONING EXERCISES TO ENGAGE COMMUNITY IN FORMING A NEW MASTER PLAN CONCEPT

A charrette process for the new master plan can help to produce design concepts informed by the community and will help address major changes that have taken place since the initial focused group meetings.

PHOTOS AND IMAGES OF THE CHARRETTE PUBLIC PROCESS, INCLUDING PROPOSED SOLUTIONS AND ALTERNATIVES

Above: A photo showing the existing conditions on a street in Austin, TX. Right: Two alternatives were developed to show infill opportunities along the same street in Austin. Left: Photos from the Iowa City work sessions held in February and May.

Recommendations: Northside Neighborhood

N.5 Make adjustments to existing impervious cover requirements in the zoning code

- Increase existing limits for impervious cover or use language that explicitly limits the amount of impervious cover that can be used for parking
- This will help will prevent misinterpretations of the intent for the impervious cover standards

These controls will ultimately help regulate the quality of site development in the Northside Neighborhood by preserving back yard space and will enhance the quality of stormwater management practices.

EXAMPLE: REAR YARD CONSUMED BY SURFACE PARKING

Bulking up requirements specifically regulating impervious surface throughout the site will help to preserve the remaining open space on the lot.

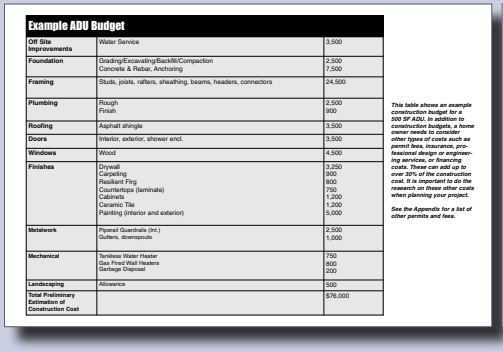
Recommendations: Northside Neighborhood

N.6 Develop a series of pre-approved accessory dwelling unit designs that are appropriate for historic districts

- This will enable additional units to be added to lots that are still associated with the main building and can fall under the same ownership
- The city already has two pre-designed garage types that are being used to help facilitate the permitting process; expand this model to include plans for accessory dwelling units

This strategy will help to address the community's goal for creatively approaching housing types in the Northside Neighborhood and will introduce another method for adding additional units to the market.

EXAMPLE: SAMPLE COST BREAKDOWN AND PRE-DESIGNED ADU PLAN PROTOTYPES FROM THE CITY OF SANTA CRUZ, CA

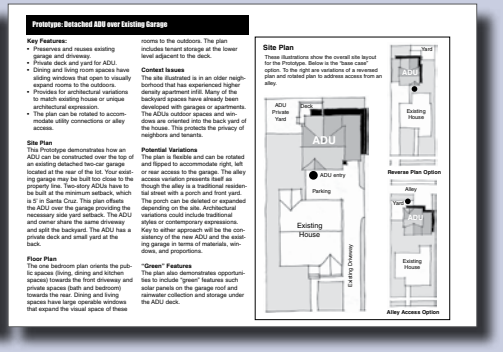


Example ADU Budget

Off Site Improvements	Water Service	3,500
Foundation	Grading/Excavating/Backfill/Compaction Concrete & Rebar, Anchoring	2,500 7,500
Framing	Studs, joists, rafters, sheathing, beams, headers, connectors	24,500
Plumbing	Rough Finish	2,500 900
Roofing	Asphalt shingle	3,500
Doors	Interior, exterior, shower encl.	3,500
Windows	Wood	4,500
Finishes	Drywall Carpeting Resilient Flrg Countertops (laminate) Cabinets Ceramic Tile Painting (interior and exterior)	3,250 900 800 750 1,200 1,200 5,000
Metalwork	Pipenail Guardrails (Int.) Gutters, downspouts	2,500 1,000
Mechanical	Tankless Water Heater Gas Fired Wall Heaters Garbage Disposal	750 800 200
Landscaping	Allowance	500
Total Preliminary Estimation of Construction Cost		$76,000

This table shows an example construction budget for a 500 SF ADU. In addition to construction budgets, a home owner needs to consider other types of costs such as permit fees, insurance, professional design or engineering services, or financing costs. These can add up to over 30% of the construction cost. It is important to do the research on these other costs when planning your project.

See the Appendix for a list of other permits and fees.



Prototype: Detached ADU over Existing Garage

Key Features:
- Preserves and reuses existing garage and driveway.
- Private deck and yard for ADU.
- Dining and living room spaces have sliding windows that open to visually expand rooms to the outdoors.
- Provides for architectural variations to match existing house or unique architectural expression.
- The plan can be rotated to accommodate utility connections or alley access.

Site Plan
This Prototype demonstrates how an ADU can be constructed over the top of an existing detached two-car garage located at the rear of the lot. Your existing garage may be built too close to the property line. Two-story ADUs have to be built at the minimum setback, which is 5' in Santa Cruz. This plan offsets the ADU over the garage providing the necessary side yard setback. The ADU and owner share the same driveway and split the backyard. The ADU has a private deck and small yard at the back.

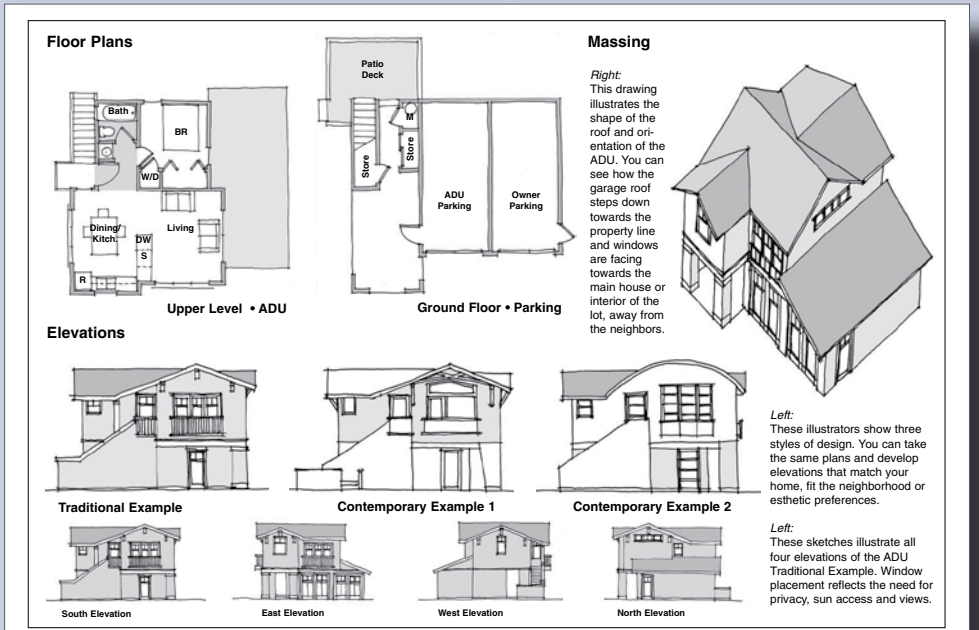
Floor Plan
The one bedroom plan orients the public spaces (living, dining and kitchen spaces) towards the front driveway and private spaces (bath and bedroom) towards the rear. Dining and living spaces have large operable windows that expand the visual space of these rooms to the outdoors. The plan includes tenant storage at the lower level adjacent to the deck.

Context Issues
The site illustrated is in an older neighborhood that has experienced higher density apartment infill. Many of the backyard spaces have already been developed with garages or apartments. The ADUs outdoor spaces and windows are oriented into the back yard of the house. This protects the privacy of neighbors and tenants.

Potential Variations
The plan is flexible and can be rotated and flipped to accommodate right, left or rear access to the garage. The alley access variation presents itself as though the alley is a traditional residential street with a porch and front yard. The porch can be deleted or expanded depending on the site. Architectural variations could include traditional styles or contemporary expressions. Key to either approach will be the consistency of the new ADU and the existing garage in terms of materials, windows, and proportions.

"Green" Features
The plan also demonstrates opportunities to include "green" features such solar panels on the garage roof and rainwater collection and storage under the ADU deck.

Site Plan
These illustrations show the overall site layout for the Prototype. Below is the "base case" option. To the right are variations of a reversed plan and rotated plan to address access from an alley.



Pre-designed plans set standards for architectural style, layout, and form, but offer allowances for variations as needed based on the context where the unit may be built.

Recommendations: Northside Neighborhood

N.7 Improve walkability with pedestrian-scaled lighting in residential areas

- Pursue designs that balance visual interest and simplicity
- Use LED light bulbs for energy efficiency
- Ensure lighting options are Night Sky Compliant (Appropriate BUG rating)
- Integrate sidewalk lighting where supported by neighborhood
- Conduct a study on high-priority streets to determine where improved lighting is most necessary

Lighting provides safety and character to a streetscape and should be scaled appropriately to function for pedestrians without disrupting the surrounding environment with light trespass. Downcast light fixtures should be implemented on 9' poles spaced approximately 50'-100' on center along sidewalks. Lighting choices should utilize LED light bulbs for energy efficiency and be Night Sky Compliant.

EXAMPLE: LIGHTING DESIGN GUIDELINES FOR WALKABLE STREETSCAPES

Top Left: Downcast, pedestrian-scaled light fixtures appropriate for the Northside Neighborhood. Bottom Left: Path lighting illuminates sidewalks with minimal light trespass into nearby properties. Center: A pedestrian-scaled light fixture illuminates the sidewalks for a residential area. Right: Designs of fixtures can be selected for their intended context, allowing for historic light fixtures to be distinguished from newer designs.

Recommendations: Northside Neighborhood

N.8 Identify demonstration project locations to test various lot scenarios and configurations

- The city should pursue demonstration projects either publicly or with private developers to test the feasibility of Missing Middle Housing types in the Northside Neighborhood
- A preliminary vision can be established through studies to explore different infill options for lots designated as opportunity sites

This strategy will help to address the community's goal for creatively approaching housing types in the Northside Neighborhood and will demonstrate how they can be creatively integrated into the neighborhood.

EXAMPLE SITE: 724 RONALDS STREET

Existing Lot
80 feet x 150 feet

This study explores the feasibility of developing the existing site at 724 Ronalds into a 3-unit Cottage Court configuration.

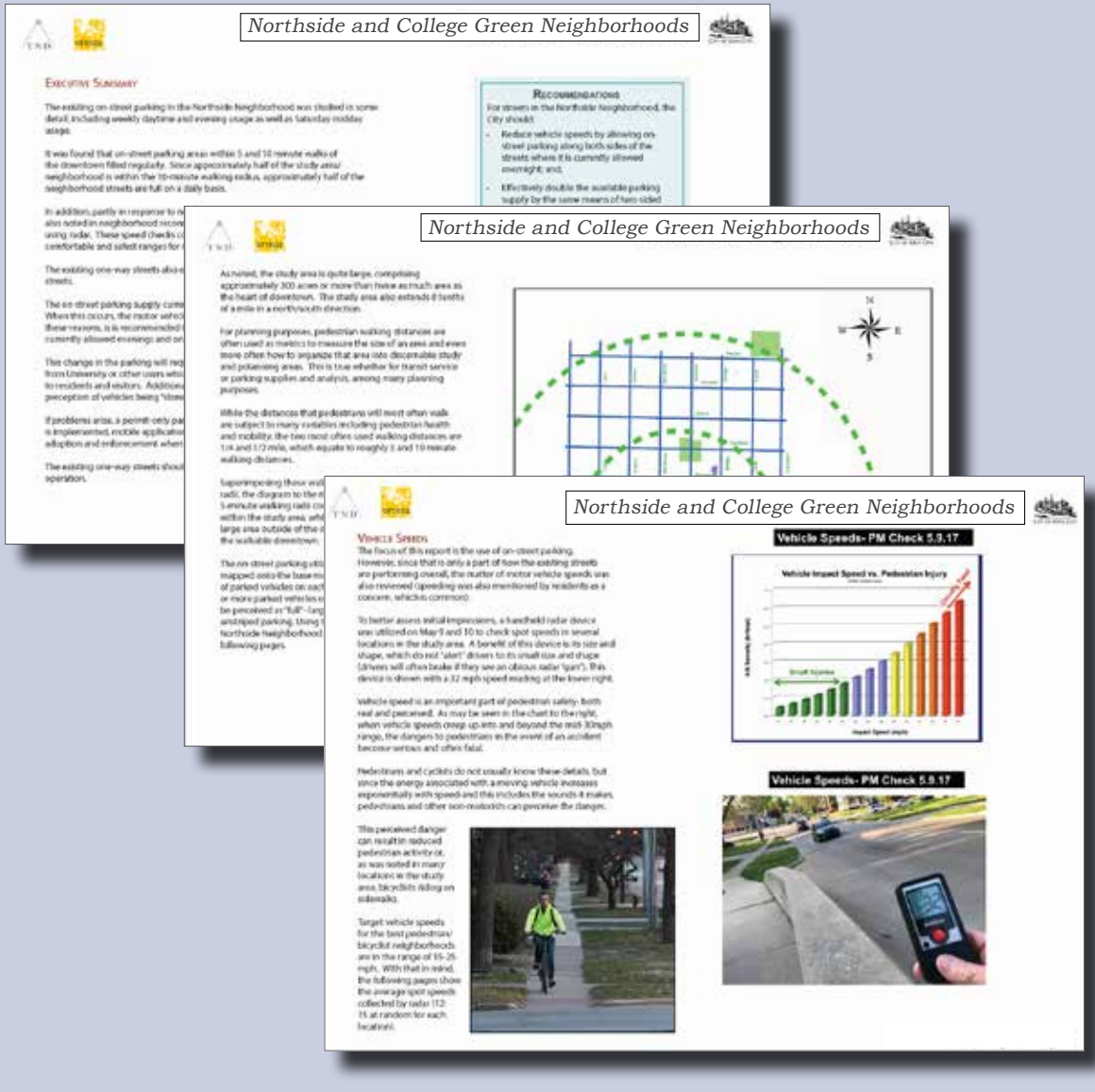
Cottage Court
2 two-story units
1 one-story unit

Recommendations: Northside and College Green Neighborhoods

N.9 Transportation and Parking Recommendations

- Reduce vehicle speeds by allowing on-street parking along both sides of the streets where it is currently allowed in the Northside and College Green Neighborhoods
- Effectively double the available parking supply by the same means of two-sided on-street parking
- Continue to consider converting one-way streets to two-way function
- Monitor the usage of the on-street parking to see if a parking permit system is necessary within the two study area neighborhoods

PAGES FROM NORTHSIDE AND COLLEGE GREEN NEIGHBORHOODS ANALYSIS



6.3 Summary of Analysis and Vision: South District

OVERVIEW OF OBSERVATIONS

A study of the South District and community input from Visits 1 and 2 also generated some key insights about the South District, as the consultant team quickly established that a different approach and set of goals emerged for this area of Iowa City. With more room for future development and a context separate from that of Iowa City's Northside, this opened up some interesting conversations and findings about the South District's potential. The efforts of the efforts of the extensive public engagement pioneered the South District Plan set a framework and vision for what is intended and desired for this part of the city, setting the stage for the consultant team's analysis and review of current goals. Based on these observations, the consultant team has identified some key elements to be integrated into the current vision for the South District. The following subsection helps to outline the overarching elements of the vision that stemmed from the public process and analysis and how those have shaped a new set of goals for achieving the intended vision for the South District.

Vision for the South District

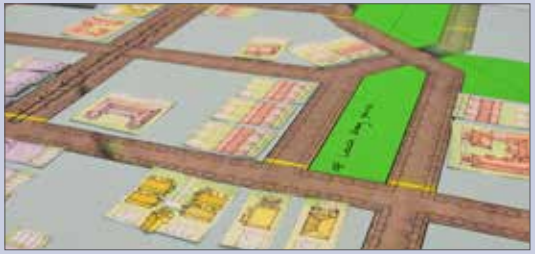
A set of themes emerging from the public process and from the zoning analysis generated a vision that includes the following elements:

1. Create neighborhood centers around which to concentrate walkable amenities and retail, as well as appropriate residential development
2. Expand upon the established open spaces plan by creating a strong network of trails and parks with interconnectivity
3. Address housing options for families in the area and examine potential for affordable options and appropriately sized units that will promote a walkable environment and mix of housing types
4. Improve street connectivity to promote traffic calming and provide relief for neighborhood streets currently being used as arterials
5. Improve walkability and safety measures for pedestrians
6. Introduce new zoning or zoning changes where appropriate to better predict and control future development of Iowa City's South District.

Achieving Intended Outcomes

In an effort to achieve this vision for the South District, the consultant team has compiled a list of recommendations to propose actionable steps to address the issues raised by the community.

The following pages detail these recommendations and provide precedent examples which are relevant to the South District and its respective context. Additional recommendations relating to transportation and parking can be found in Chapter 6.



Top Left: During the consultant team's second visit to Iowa City, participants of the South District public workshop explored possibilities for integrating Missing Middle Housing types into a sample street network for the study area. Bottom Left: The proposed street network included considerations for better stormwater management and drainage retention through the incorporation of additional open space. Top Right: Workshop solutions that explored programming around the green spaces included in the street layout.

Note: See page 99 of the appendix for an image the full street layout.

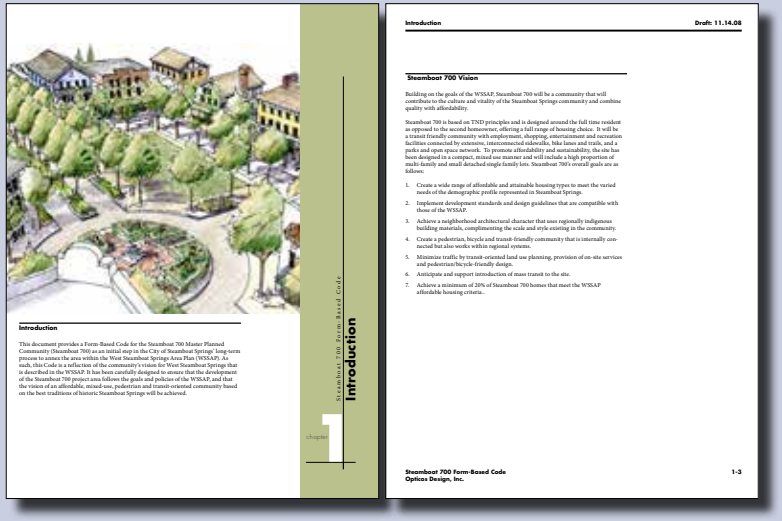
6.4 Recommendations: South District

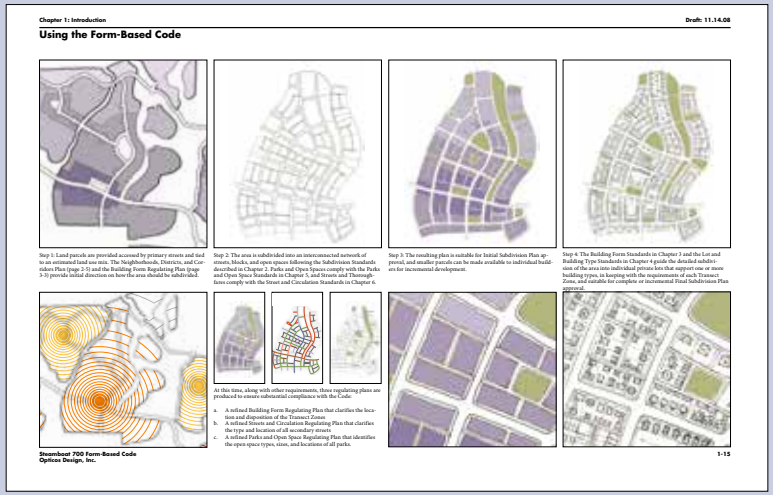
S.1 Implement community design regulations as a framework for future development

- Reference example Traditional Neighborhood Development (TND) projects (i.e. Steamboat Springs) to look at approaches for getting land annexed as part of Iowa City and integrating the South District Plan vision and goals

This strategy offers precedents that help to guide the community's vision for better transit options, increased connectivity and walkability, and establishment of neighborhood centers and other amenities desired for the South District.

EXAMPLE: COMMUNITY DESIGN REGULATIONS





A successful community plan ensured that the new portion of Steamboat Springs was developed in a manner to make it compatible with the existing context of the city.

6.4 Recommendations: South District

S.2 Build upon existing South District Plan to implement new form-based standards and incorporate more recent efforts for improved community plan

- Improve the community plan and garner community and stakeholder buy-in through a multi-day public charrette process
- Guide and inform zoning for future development in South District
- Incorporate improved community standards for street network and open spaces layout

The improved community plan will build upon the goals of the South District Plan to integrate form-based standards to actually achieve the mix of housing options desired by the community.

EXAMPLE: ESTABLISHMENT AND DESIGNATION OF ZONES THROUGH REGULATING PLAN TO SUPPLEMENT COMMUNITY PLAN AND VISION

Taking the existing community plan a step further by introducing form-based standards and zones will continue the community's initial vision for a mix of housing types and compatible development for the South District.

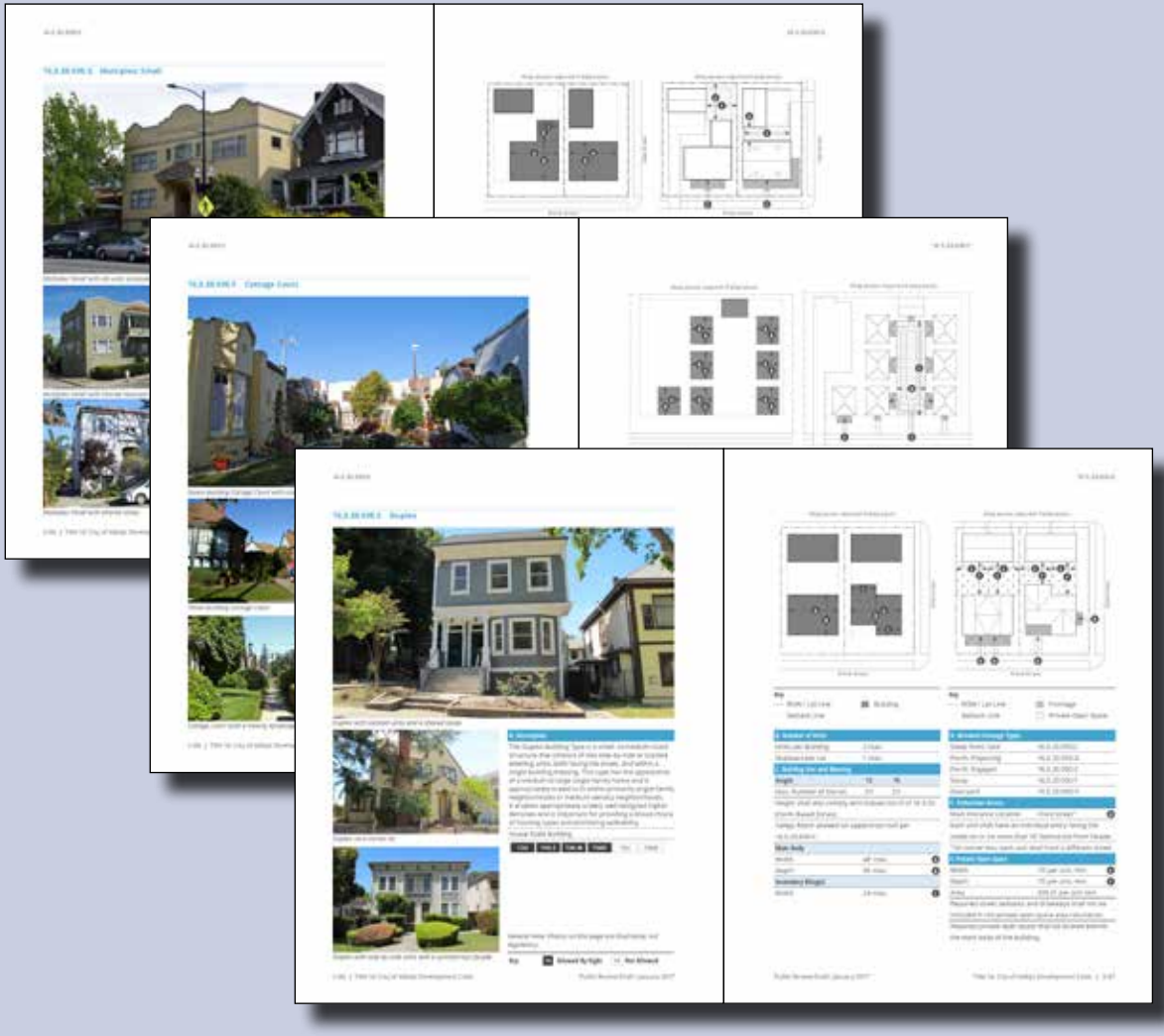
Recommendations: South District

S.3 Create a more diverse palette of form-based zones for the South District that allow Missing Middle Housing types and neighborhood main streets

- New zones should include a neighborhood main street context to anticipate nodes of activity in the South District
- Create a Missing Middle Housing zone to allow a diverse range of housing options using specific building types

These strategies will help structure future commercial development in the South District based on the community's desire for establishing walkable amenities and neighborhood centers. They also address the community's vision for incorporating a diverse mix of housing types to serve families in the South District.

EXAMPLE: DIVERSE CHOICES FOR DIFFERENT CONTEXTS



Supplementing the existing conventional zones with form-based zones that allow Missing Middle Housing types will acknowledge existing development and will add more housing options to the South District.

Recommendations: South District

S.4 Develop a set of pre-designed plans for Missing Middle Building types

- Establish palette of Missing Middle Housing types with pre-designed plans that can be replicated and that are pre-approved for permitting process
- Pre-approved plans will facilitate implementation and lower barriers to building new Missing Middle Housing types
- Create a subset of the plans that includes designs for affordable housing types to provide options for a range of income levels

These strategies present a solution for introducing more diverse housing types to the market and address the community's vision for housing options that cater specifically to families in the South District.

EXAMPLE: FORM-BASED STANDARDS FOR SMALL MULTIPLEX BUILDING TYPE

16.5.20.030.G

16.5.20.030.G Multiplex: Small

Multiplex Small with all units accessed from a central entry through a steep front yard

Multiplex Small with shared recessed stoop and balcony

Multiplex Small with shared stoop

A. Description

The Multiplex: Small Building Type is a medium structure that consists of 3–6 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front. This type has the appearance of a medium-sized family home and is appropriately scaled to fit sparingly within primarily single-family neighborhoods or into medium-density neighborhoods. This type enables appropriately-scaled, well-designed higher densities and is important for providing a broad choice of housing types and promoting walkability.

House-Scale Building

T3N | T4N.S | T4N.M | T4MS | T5U | T5MS

General Note: Photos on this page are illustrative, not regulatory.

Key: T# Allowed By Right | T# Not Allowed

5-90 | Title 16: City of Vallejo Development Code

Public Review Draft: January 2017

16.5.20.030.G

Alley access required if alley exists

Side Street

Front Street

Key: ROW / Lot Line | Setback Line | Building

B. Number of Units	
Units per Building	3 min.; 6 max.
Multiplexes per Lot	1 max.

C. Building Size and Massing		
Height	T4	T4MS
Max. number of stories	2½	3
May exceed max height for Community Benefits as specified in 16.2.20.040. Height shall also comply with Subsection D of 16.3.20 (Form-Based Zones).		
Vallejo Room allowed on uppermost roof per 16.5.20.040.C except in T4MS zone.		
Main Body		
Width	48' max.	A
Depth	48' max.	B
Secondary Wing(s)		
Width	30' max.	C
Depth	30' max.	D

Key: ROW / Lot Line | Setback Line | Frontage | Private Open Space

D. Allowed Frontage Types	
Steep Front Yard	16.5.20.050.C
Porch: Projecting	16.5.20.050.D
Porch: Engaged	16.5.20.050.E
Dooryard	16.5.20.050.H
Stoop	16.5.20.050.F

E. Pedestrian Access		
Main Entrance Location	Front street	E
Each unit may have an individual entry.		

F. Private Open Space		
Width	8' min.	F
Depth	8' min.	G
Area	100 sf min.	
Required street setbacks and driveways shall not be included in the private open space area calculation.		
Required private open space shall be located behind the main body of the building.		

Public Review Draft: January 2017

Title 16: City of Vallejo Development Code | 5-91

Form-based standards to control the overall footprint and scale of the building could be a great starting point in the development of pre-designed plans for Missing Middle Housing types.

Recommendations: South District

S.5 Identify demonstration project locations to test various lot scenarios and configurations

- The city should pursue demonstration projects either publicly or with private developers to test the feasibility of Missing Middle Housing types in the South District
- A preliminary vision can be established through studies to explore different infill options for lots designated as opportunity sites

This strategy will help to address the community's goal for creatively approaching potential housing types for the South District and will demonstrate how the neighborhood could develop in the future to comply with the vision in the South District Plan.

EXAMPLE SITE LOCATION: WHISPERING MEADOWS DRIVE AND PINTO LANE

Above: An example site for a demonstration project suggested for the corner of Whispering Meadows Drive and Pinto Lane in the South District. Below: These studies of the site at 724 Ronalds Street explore the feasibility of different Missing Middle Housing options on an 80' x 150' lot. A similar approach could be applied to the suggested example site for the South District.

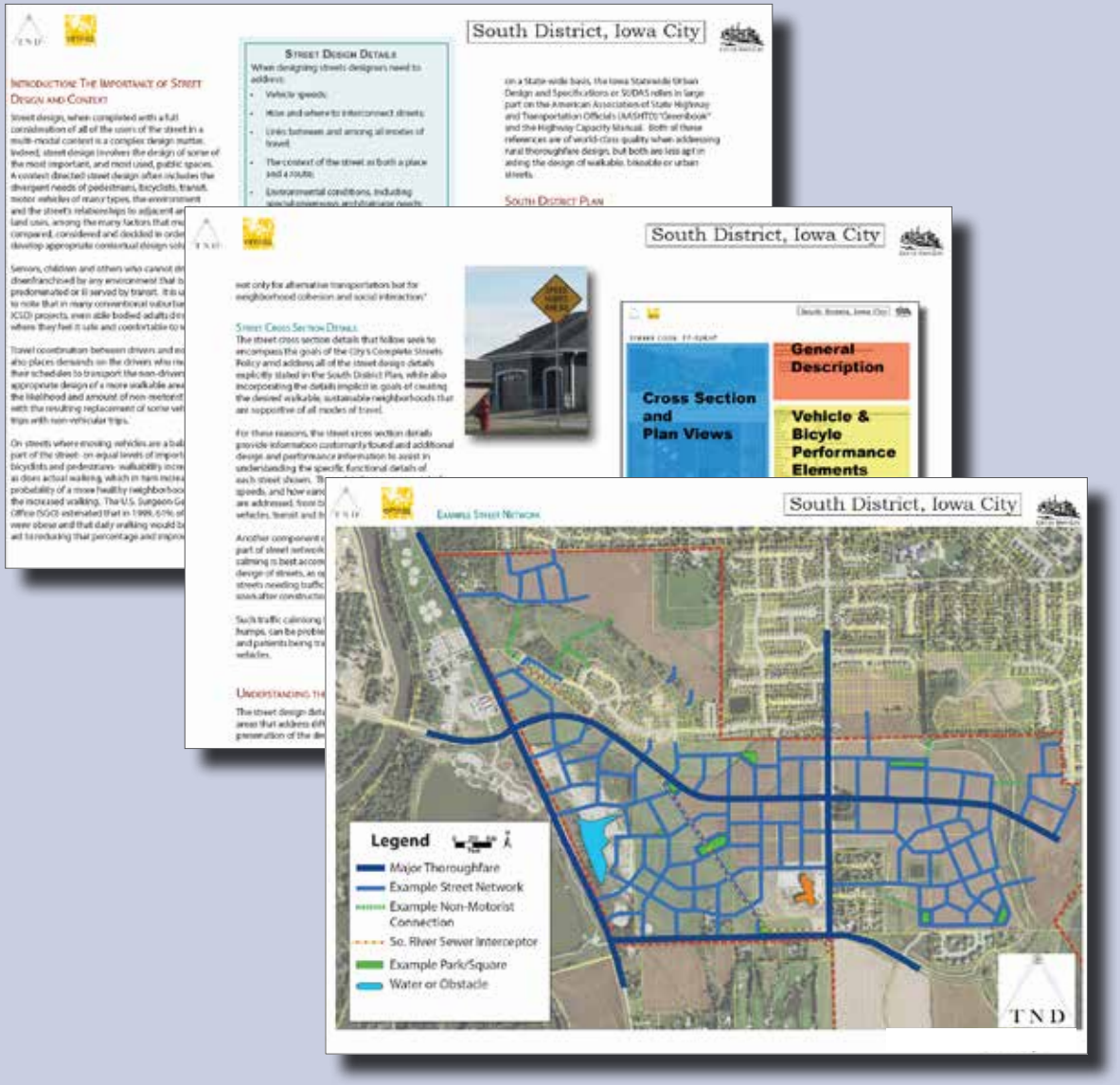
STUDIES FROM 724 RONALDS STREET

Recommendations: South District

S.6 Transportation and Parking Recommendations

1. Address the following while designing streets:
   - Vehicle speeds
   - How and where to interconnect streets
   - Links between and among all modes of travel
   - The context of the street as both a place and a route
   - Environmental conditions, including special greenways and drainage needs
   - Street function details, from pedestrians to emergency access
   - From the South District Plan, consider "Streets as More than Pavement"
   - Lay out networks to minimize high vehicle speeds
   - Interconnect streets to form block perimeter lengths appropriate for pedestrians
   - Lay out more, smaller streets rather than fewer, larger streets
   - Design straight streets, which are generally preferred over curved streets

PAGES FROM SOUTH DISTRICT ANALYSIS



Appendix 7 Chapter

7.1 Appendix

NORTHSIDE SURVEY NOTES AND COMMENTS

1

34 0

Comments:

- *Nice historic character*
- *Fits historic context appropriately*

2

22 10

Comments:

- *Appropriate for certain parts of Northside*
- *Works on certain (major) streets, but size is concerning*
- *Potential issue if rented to short-term renters*
- *Mixed feelings on whether it fits historic context*
- *Would work near Downtown area/Market Street*

3

29 3

Comments:

- *May not fit historic context of area*
- *Concerns about maintenance of stucco in area*

4

23 10

Comments:

- *Too grandiose in style*
- *Looks quite a bit like some of the fraternity/sorority houses in the area*
- *Too big unless it works as condos or otherwise "invested" residents*

5

33 1

Comments:

- *Like the attention to detail, craftsman work shows*
- *Doesn't like paint colors*
- *Representative of historic character*

6

31 3

Comments:

- *Represents historic character*

7

29 4

Comments:

- *Nice character for neighborhood*
- *Appreciate the diversity in scale; small scale like this could work well in some parts*

8

17 14

Comments:

- *Monolithic, but right massing would work*
- *Would work well Downtown, Goosetown*
- *Mixed feelings; concern that new buildings like this wouldn't work, but open to repurposing old ones*
- *Appreciated for its historic character/value*

9

22 14

Comments:

- *May not fit historic context of area*
- *Concerns about maintenance of stucco in area*

10

24 10

Comments:

- *Unique, Northside-esque home*
- *Nice scale*
- *Ok for Brown Street*
- *Nice roof pitch*
- *Like house, but not for Northside*

11

26 6

Comments:

- *Ok for Brown Street*
- *Looks like Manville Heights*
- *Too late to implement this*
- *Looks like unique Northside home*

12

20 10

Comments:

- *Looks too New Orleans for area*
- *Nice, but doesn't fit with other homes in area*
- *Like this but only mixed in here and there*
- *Double porches show it's very different in character*
- *Don't like lack of landscaping*

NORTHSIDE SURVEY NOTES AND COMMENTS

13

21 12

Comments:

- *Would work more for commercial/educational space*
- *Gorgeous but too Tuscan*
- *Like varied styles, worth preserving*
- *Not a fan of the Spanish look*

14

24 10

Comments:

- *Unsure of this being attached like townhouse*
- *Don't like multiple doors*

15

20 13

Comments:

- *Would work better as educational space*
- *Would work in areas with other larger scale buildings*

16

16 20

Comments:

- *Building will inevitably become overpriced*
- *Looks "fake old", looks cheaply built*
- *Buildings like this are fine if they fit with architecture/ scale of surroundings*
- *Doesn't work in much of Northside due to too wide a lot required*

17

19 15

Comments:

- *Style, detailing is ugly*

18

28 6

Comments:

- *If vinyl siding, not a fan*
- *Not liking multiple doors*

19

22 10

Comments:

- *Looks too much like fraternity/sorority houses*
- *Multi-unit buildings fine if parking is addressed*
- *Too big in scale*
- *Porch nice, especially if yard is small*
- *Concerns about low windows close to sidewalk*

20

4 32

Comments:

- *Too big and monolithic; blight on the street*
- *Unimaginative; too cookie cutter*
- *Lacks personality; cheap, modern, disposable*
- *Doesn't fit neighborhood character*
- *Rowhouses like this don't fit in for Northside*
- *Would prefer a more interesting attempt to create historical facade rather than this attempt to match historic guidelines*

21

21 13

Comments:

- *Details create too dry of a style*
- *General lack of excitement about details/style*

SOUTH DISTRICT SURVEY NOTES AND COMMENTS

1

13 1

Comments:

- *Relates to existing style and size of area*
- *Need for duplexes like this*

2

10 4

Comments:

- *Like usable porch area; good scale*
- *Relates well to scale/style of area*
- *Takes up too much of lot compared to multi-unit dwellings*
- *Would be nice and affordable for single-family*

3

10 4

Comments:

- *Like the way the duplex feels like single-family*
- *Appealing in style but doesn't relate to area*
- *Would have to really commit to implementing this type of style in area*
- *Like variation in front facade*

4

6 8

Comments:

- *Don't like the closeness of houses*
- *Don't like barn-esque style*
- *Good proportions but style is goofy*
- *Love the cottage court/small house feel*
- *Looks too aged*

5

4 10

Comments:

- *Houses too close together*
- *Too dense, open space too minimal*
- *Style appealing but doesn't relate to local character*
- *Good proportions but style is goofy*
- *Looks too Southwest*

6

12 1

Comments:

- *Like the garden space and front porches*
- *Like the sense of privacy offered*
- *Love the scale of cottage court/small houses*
- *Like the diverse courtyard*
- *Looks friendly*
- *Set back too far from road*

7

4 11

Comments:

- *Don't like the apartment feel*
- *Too dense, big, blocky*
- *Architecture not appealing, but like idea of multi-family options, especially as affordable housing*
- *Too plain, boring; old, stodgy*

8

11 2

Comments:

- *Like green space, walkable feel*
- *Offers more independent sense of living*

9

8 5

Comments:

- *Too dense*
- *Need multi-family options like this*

10

6 7

Comments:

- *Like the color choices*
- *Too modern for local character*
- *Too dense, too limited front*
- *Doesn't fit in with neighborhood*

11

7 8

Comments:

- *Good elevation but too expansive*
- *Too stodgy*
- *Too dense, too limited front*
- *Doesn't fit character*

12

11 1

Comments:

- *Like green space and "built-in yard"*
- *Nice courtyard space*
- *Like feel of cottage court*

SOUTH DISTRICT SURVEY NOTES AND COMMENTS

13

6 6

Comments:

- *Like the landscaping and connectivity to sidewalk*
- *Stairs too steep*
- *Nice townhouse*
- *Homes too close together*

14

6 6

Comments:

- *Nice shelter for multi-family*
- *Homes too close together*

15

7 6

Comments:

- *Nice multi-family example*
- *Homes too close together*

16

10 3

Comments:

- *Nice townhouse*

17

10 3

Comments:

- *Nice, but only if there is a rear yard*

18

3 10

Comments:

- *Nice building*
- *A bit boring*
- *Ok for new areas, but scale wouldn't work as infill for existing neighborhoods in area*
- *Feels too urban*

19

9 4

Comments:

- *Too big, blocky, and imposing*
- *Design seems affordable*
- *Like it as duplex, a bit boring*

20

12 1

Comments:

- *Like the green space, courtyard feel*
- *Looks like typical apartment design*

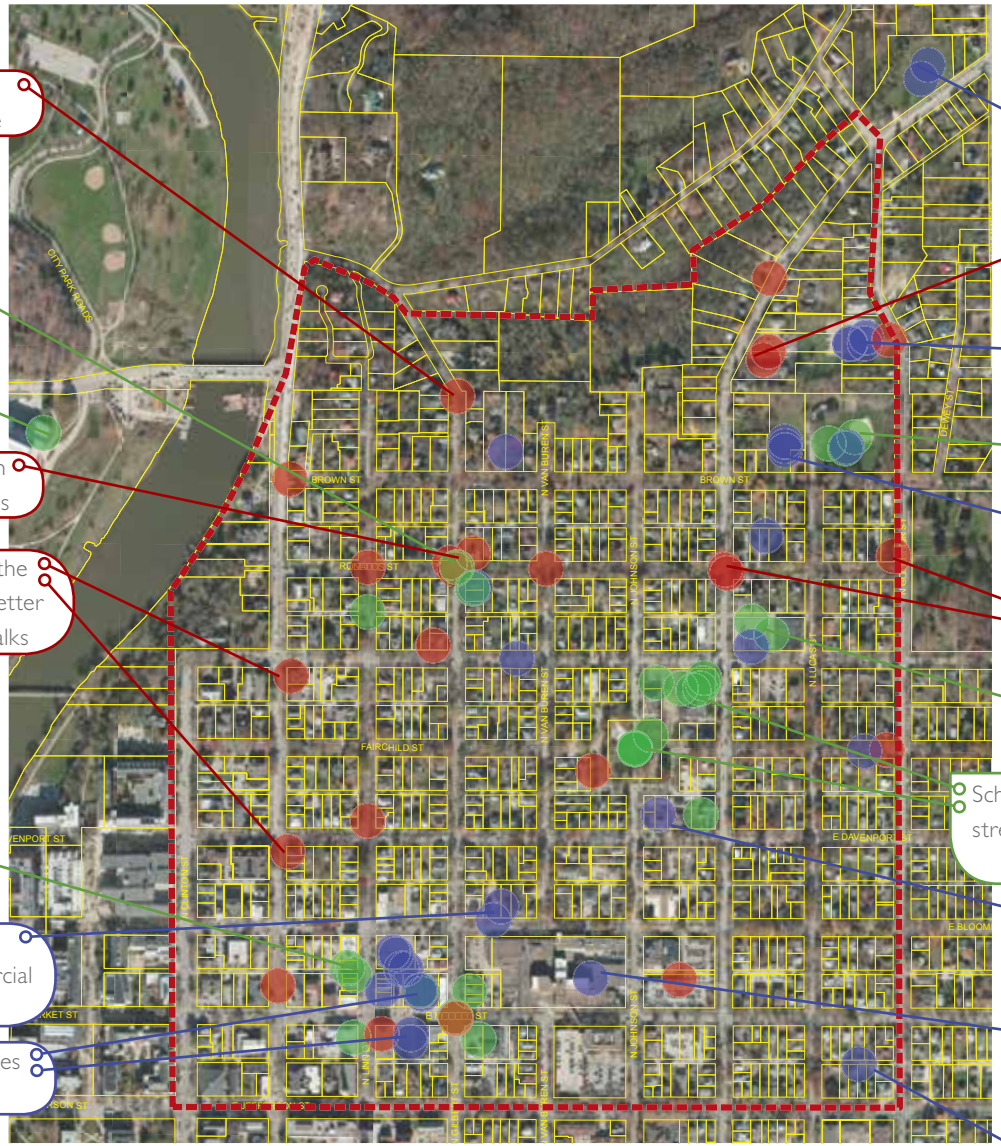
21

3 9

Comments:

- *Too big, blocky, and imposing*
- *Nice flat design compared to other hallway multi-family examples*
- *Size ok, not liking the style*

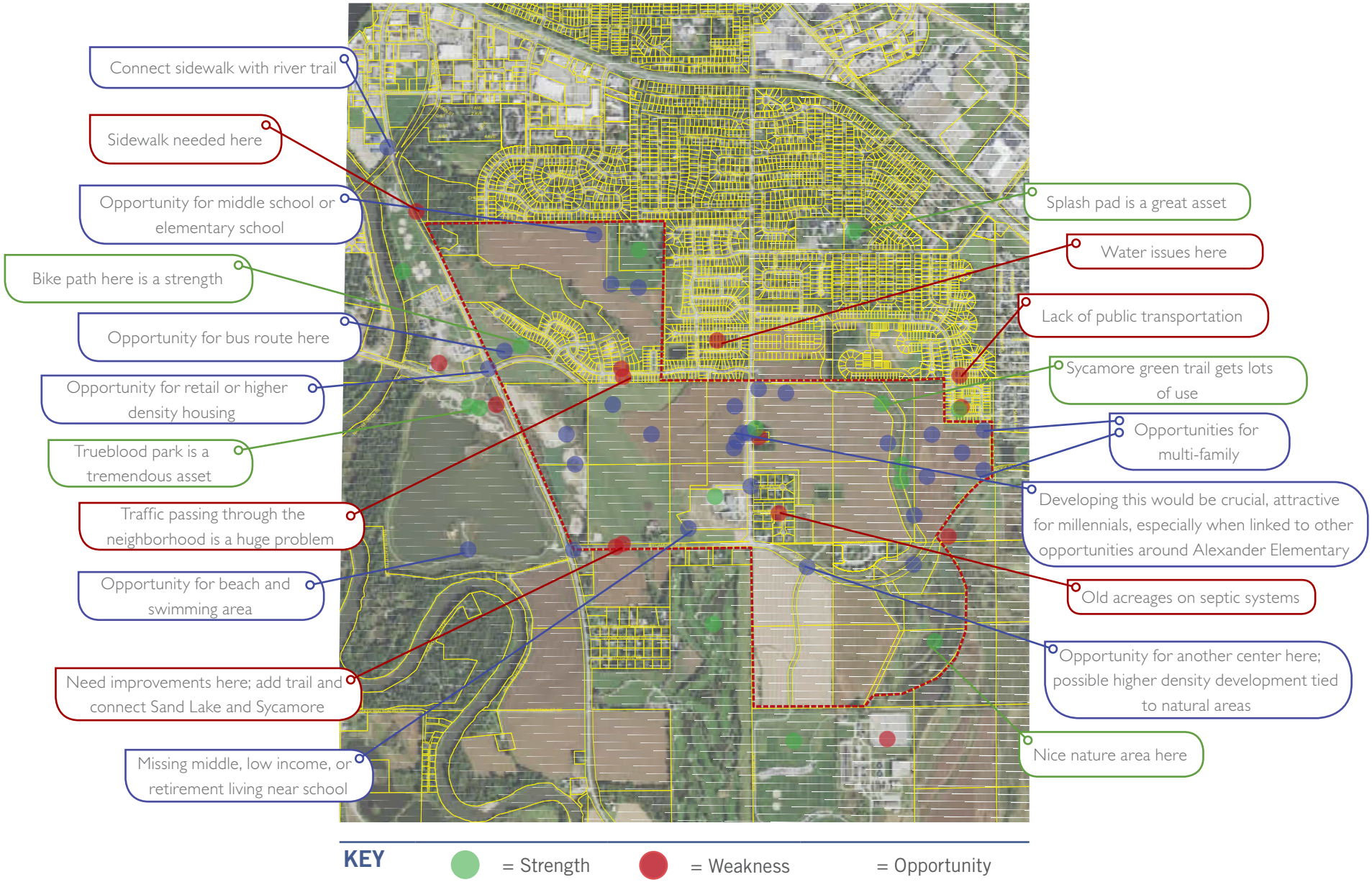
NORTHSIDE NEIGHBORHOOD MAPPING EXERCISE RESULTS AND COMMENTS



ADDITIONAL NOTES AND COMMENTS FROM NORTHSIDE NEIGHBORHOOD MAPPING EXERCISE

- Pave alleys that are dangerously rutted and poorly lit; use alleys better
- Aging in place opportunities are important
- Keep and enforce density rules re: multiple unrelated tenants
- Require and assist landowners/landlords in historic areas to maintain properties
- Revoke licenses for landlords with repeated citations
- Restrict size of rentals — 402 Ronalds is an example. It is rented as a 6 bedroom and is/has been a problem party house for 15+ years
- Weakness: zoning; Northside Neighborhood is used as a parking lot for students/ employees, meaning no parking for homeowners
- Study parking in neighborhood to calm cut-through traffic
- Keep families in Northside
- Add zip car spaces near Northside market area
- Northside post office would be an asset
- Protection for historic businesses but growth in open areas
- Keep George's/Bluebird Diner parking lot; use Pagliai's lot for infill opportunity
- Single-family homes bought and turned into undergrad nuisance housing is a problem
- UniverCity program is benefit, could be executed better; keep funding it
- Unsure if long distance ridesharing will help student population due to commuting from larger cities further away
- Could parking efficiency be improved at Mercy Hospital and behind St. Wencs?
- Rentals without permits are an issue, they are everywhere; no enforcement, but could work as Missing Middle
- Gaslight village on Ronalds: used to be great homes, are multi-family now but need maintenance
- Overhead utility wires along alleys are weakness
- Parking/intersection issues: Bloomington and Linn Street: needs 4-way stop, area near here busy in early evenings; need to slow traffic down on Linn Street for pedestrian safety
- North side of 200 block of Bloomington needs more meters and more access to on-street parking
- Generally, enable owners to improve profit off of small, affordable houses
- Generally, overall balance of student rental vs. owner-occupied units is out of whack, but students also need high-quality, well-maintained housing they can afford
- Every big city has the occasional parking lot – essential for our visitors. If there is no parking, who will shop here, eat here? Northside is closest to the University of Iowa; please be a good neighbor to our renters; you may have been a renter here yourself
- Governor and Dodge are essential traffic flows; as a driver, I like the flow
- Students like scooters/more scooter parking in neighborhoods
- For solar benefits, increase carriage house height limit from 20' to 21' mid-line; this will allow 12/8 pitch roof ideal for Iowa latitude
- Bungalow court idea is very appealing, livable and affordable; we need this
- Houses staggered on blocks that are hills promotes bioswales and native landscaping to improve drainage and water quality; a great example is the 800 block on Ronalds – it has 2-3 bioswales plus lots of native perennials
- Address needs for street lighting, but be careful to avoid light pollution; lighting especially a problem along Governor Street and Dubuque Street

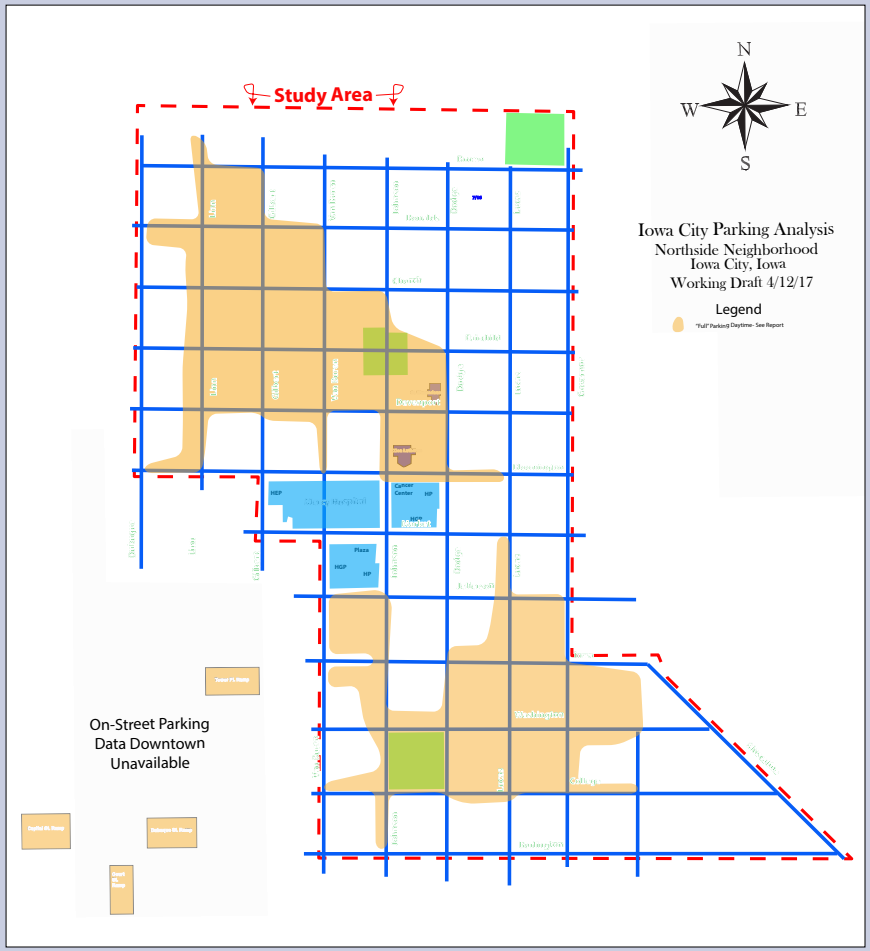
SOUTH DISTRICT PLAN AREA MAPPING EXERCISE RESULTS AND COMMENTS

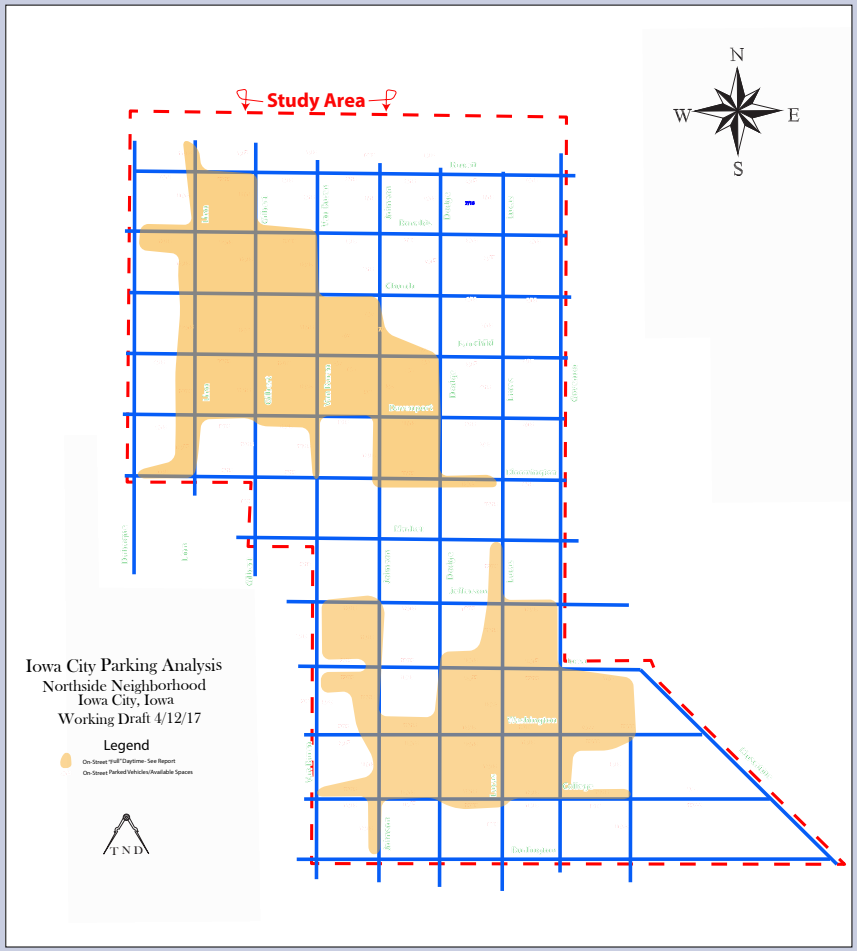


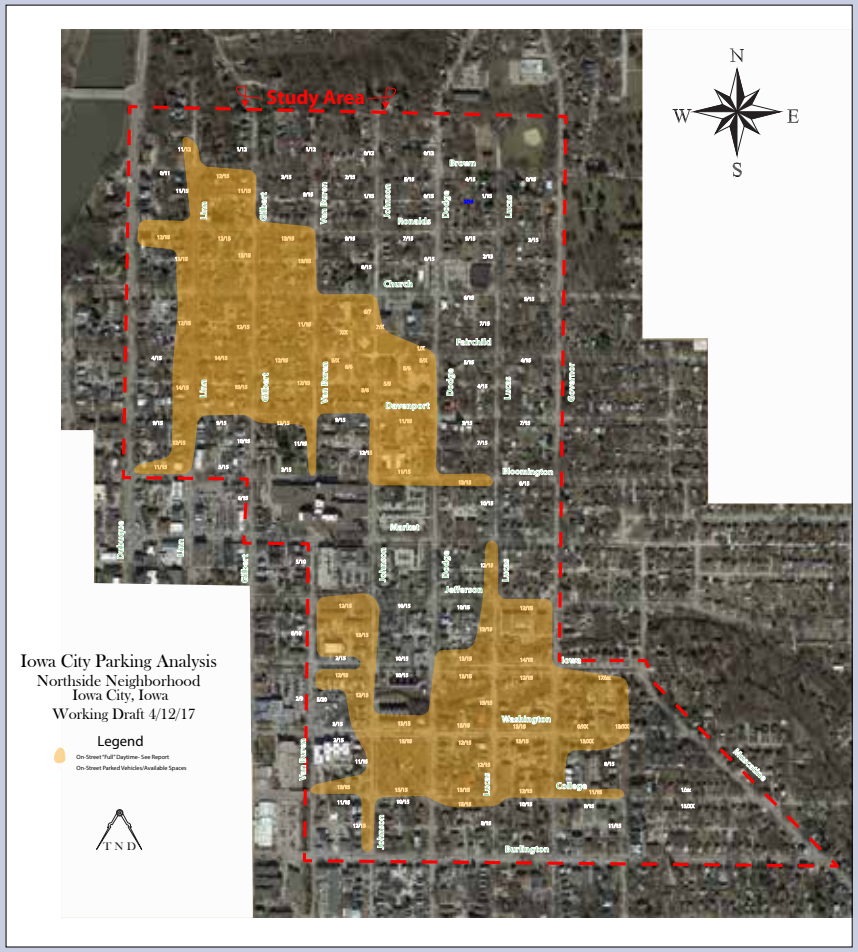
ADDITIONAL NOTES AND COMMENTS FROM SOUTH DISTRICT PLAN AREA MAPPING EXERCISE

- Accessibility/walkability across Highway 6 is poor, tunnel or passage needed
- Highway 6 down to Fair Meadows, Lakeside also needs work
- Southern part of study area could be business commercial; some businesses needing to relocate can move into southern tip
- Golf course area could be condos and retail center
- Corners where McCollister will connect — place retail at both corners where street goes through
- Need walking route connecting senior friendly neighborhoods to soccer complex
- Sand lot could be used for recreation, e.g. BMX trails
- Single-family area infrastructure already in place can continue as is
- Area north of school could become a hub for the entire district; senior living spaces could remain near hub
- Live/work, green spaces would be great amenities to add
- There are no churches in entire South district — opportunity to add these in as civic spaces
- Eastern swath could be tied in with major theme/idea and connect to center of area
- Trail leading south currently is not well-lit
- Soccer complex could be surrounded by more parks/programming — space in between is more of a challenge to program
- Soccer complex only open following schedule of games; could be open for other programming as this area grows more
- Multi-family or townhouses along trail north of soccer complex
- Lack of transit amenities/connectivity to north side of city
- Arterial road needs to flow through rather than using Langenberg
- New police department needed to serve South area
- Commercial needs include bank, library drop-off, other civic spaces, restaurants
- Idea is not to restrict it so much so that developers aren't locked into same idea, flexibility in uses
- Creative ways to accommodate parking for churches — shared parking with schools
- No daycares south of Highway 6; church or YMCA with day care for children is in high demand
- Additional elementary or middle school on western and southern parts of south plan
- Need for Missing Middle Housing to be put in around schools to accommodate families, provide walking path for kids and parents to walk to school
- Walkability distances around schools too large at the moment for kids to feasibly walk to school
- Transit to go along McCollister and around loop surrounding south side
- Need for east side loop/bus line to serve part of the south district that is most disconnected from activity coming from north
- More people crossing Sycamore at Highway 6 than ever; need safe solution for crossing
- Families gathering around parks, splash pads — would be nice to provide opportunity for them to move via walking or biking
- Pocket parks to be interspersed to break down scale of larger existing spaces
- Coffee shops/other retail being brought further north can center activity around hub
- Connectivity along Lehman should be completed as another vein
- Many of the roads "dead end" and don't continue through for connectivity

PARKING ANALYSIS SUPPLEMENTARY IMAGES AND MAPS






Study Area
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Iowa City Parking Analysis
Northside Neighborhood
Iowa City, Iowa
Working Draft 4/12/17
Legend
On-Street "Full" Daytime- See Report
On-Street Parked Vehicles/Available Spaces
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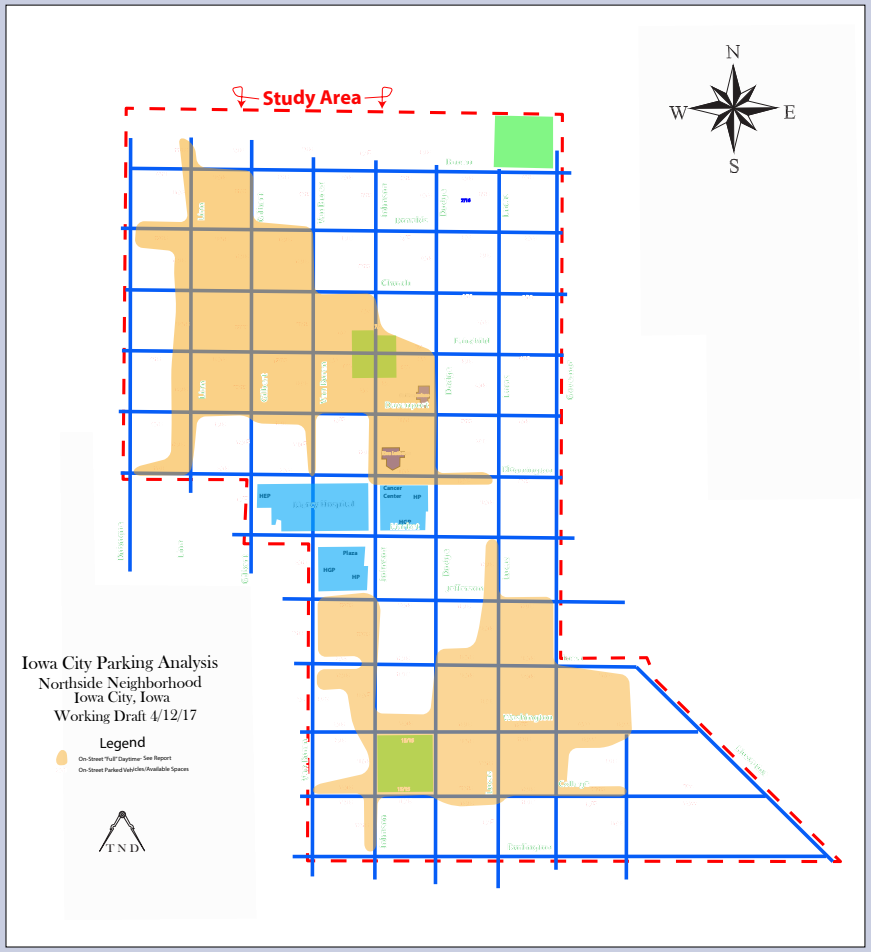
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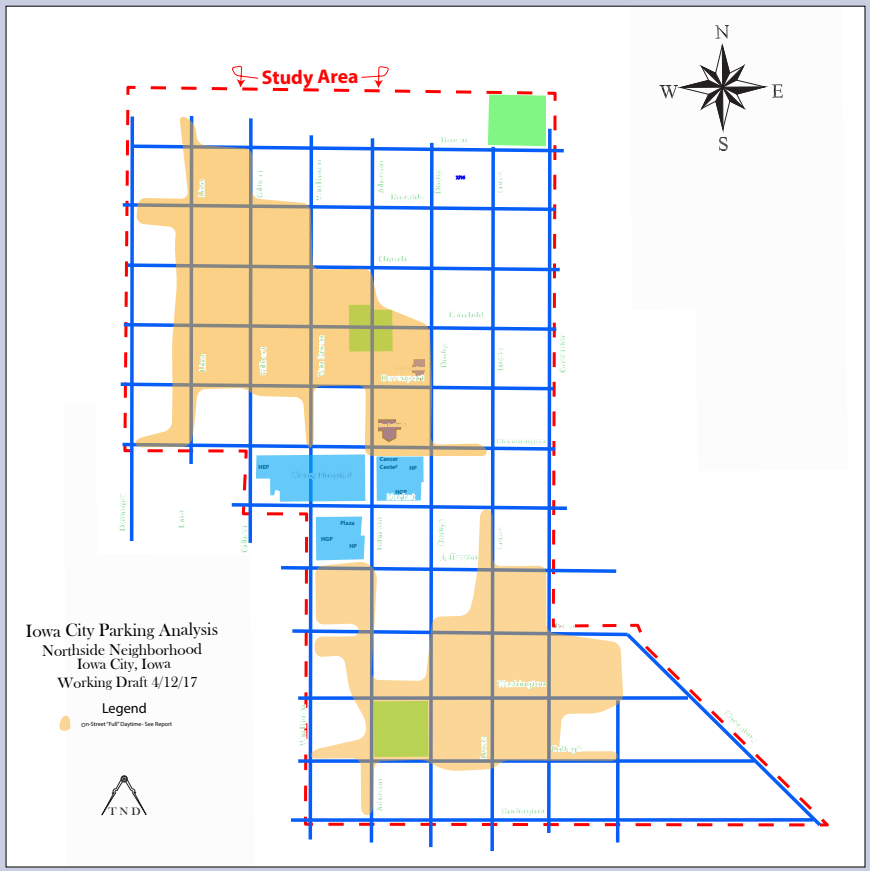

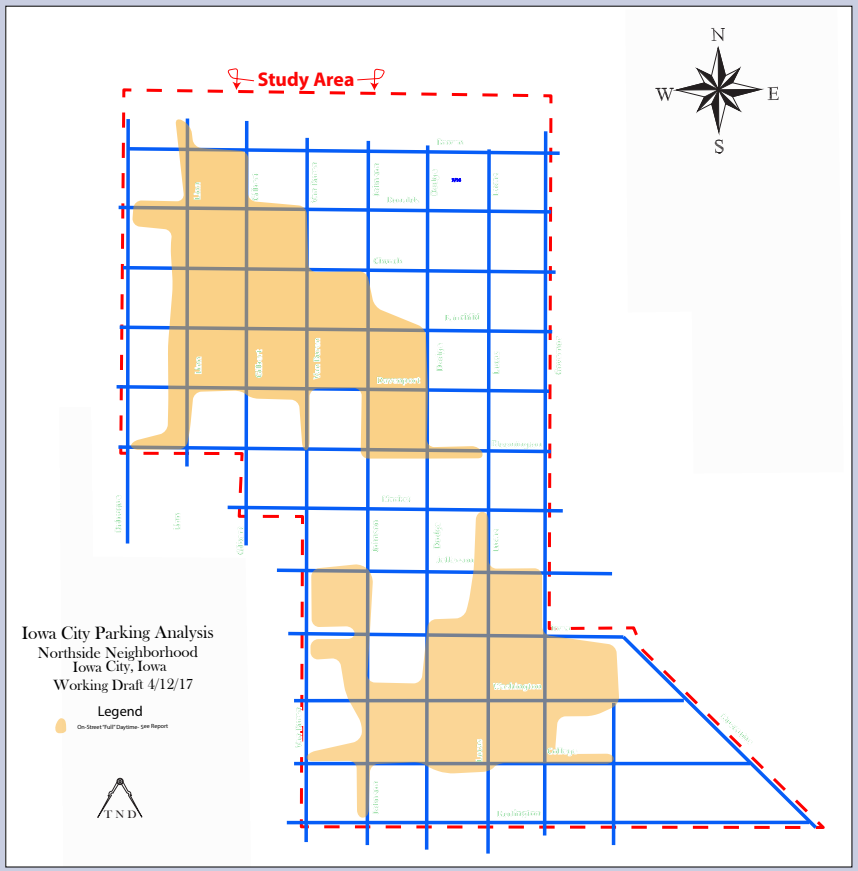

SAMPLE STREET NETWORK FOR VISIT 2 SOUTH DISTRICT PUBLIC WORKSHOP