

# North District Plan



**Adopted May 1, 2001**  
**Updated October 2018**



Department of Planning and Community Development

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410 East Washington Street, Iowa City, Iowa 52240

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[www.iowa-city.org](http://www.iowa-city.org)

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# INTRODUCTION

The Iowa City Comprehensive Plan presents a vision for Iowa City, provides a strategy for realizing the vision, and sets policies for the growth and development of specific geographic areas of the city. Since the adoption of the Comprehensive Plan in 1997, the City has embarked on a series of District Planning efforts in order to provide vision and guidance for development that is more closely tailored to specific areas of the City. District plans are intended to promote patterns of land use, urban design, infrastructure, and services that encourage and contribute to the livability of Iowa City and its neighborhoods. District plans are advisory documents for directing and managing change over time. They serve as guides to decision-making, public deliberation, and investments.

The North District Plan establishes a set of planning principles that relate specifically to the history and existing conditions of this particular area of the City. These principles relate to issues of housing, transportation, public and

The citizens of Iowa City build community and preserve the city's quality of life by providing connections not only to the people and places around which activities are centered, but also to the city's history, its environment and the University, all of which have shaped Iowa city's unique character.  
- Iowa City Comprehensive Plan

neighborhood services, and parks, trails and open space. The plan translates these principles into a future vision of the North District and illustrates this vision on a District Plan Map. Most importantly, the plan acknowledges that the North District is a part of the larger Iowa City community. Establishing sound planning principles to provide a mix of housing, protect sensitive environmental and historical resources, and improve the existing transportation system will benefit citizens living or working in the North District as well as citizens in Iowa City as a whole.

The Plan is divided into three sections:

- I. ***The North District Past and Present***, which describes the location, history and existing conditions in the North District;
- II. ***The North District: Planning for the Future***, which sets forth the planning principles that will act as a framework on which to base future development decisions; and
- III. ***Principles in Action: Guide to Future Development***, which illustrates the planning principles on a District Plan Map and highlights areas of particular interest.

## PLANNING PROCESS

The vision for the North District was developed during a series of intensive neighborhood workshops where approximately 100 citizens spent many hours developing ideas and options on a variety of topics such as housing, commercial development, traffic and environmental protection. Prior to these workshops, planning staff collected extensive background information about the area through historical research, interviews, and site visits. Workshop participants used this information to inform their own knowledge and experience as they worked to formulate a vision for the district.



Citizen Workshop



Citizen Workshop

The citizen workshops resulted in several key points of consensus - the planning principles on which the plan is based. These principles set a broad vision for the future of the district and act as guidelines for future development of the area.

In addition to the development of the planning principles, planners identified key geographical areas where more specific direction was needed to guide development of the District. Various options were explored and preferred development patterns were identified.

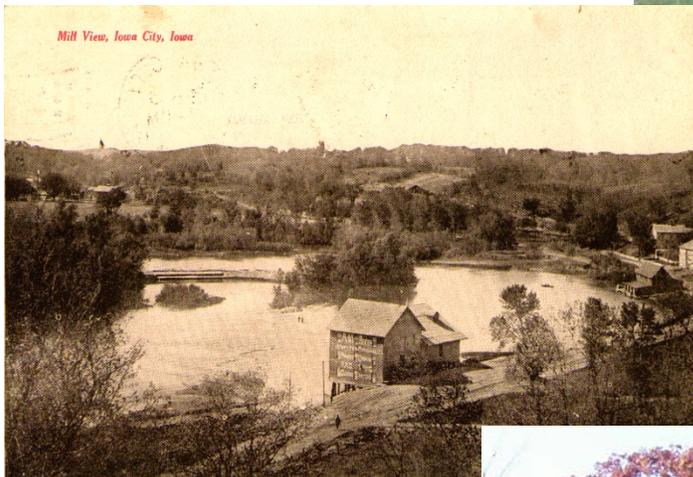
These preferred development scenarios were then illustrated on a District Plan Map.

## HOW WILL THE NORTH DISTRICT PLAN BE USED?

The North District Plan is intended to be a general guide to future development within the district. As the City reviews subdivision and rezoning requests, the plan will be used to help ensure that new development fits into the surrounding neighborhood. The City will refer to the Plan when setting funding priorities for public projects and services. Property owners, developers and others may also use the plan when making decisions regarding investment in the North District. Continued citizen input will be important during the implementation of the plan. Private investment and neighborhood initiatives to enhance or improve housing and commercial areas and to protect valuable environmental and historic resources will be essential to the implementation of the North District Plan.

## Past and Present

- ◆ Location
- ◆ History
- ◆ Existing Conditions
- ◆ Assets and Constraints



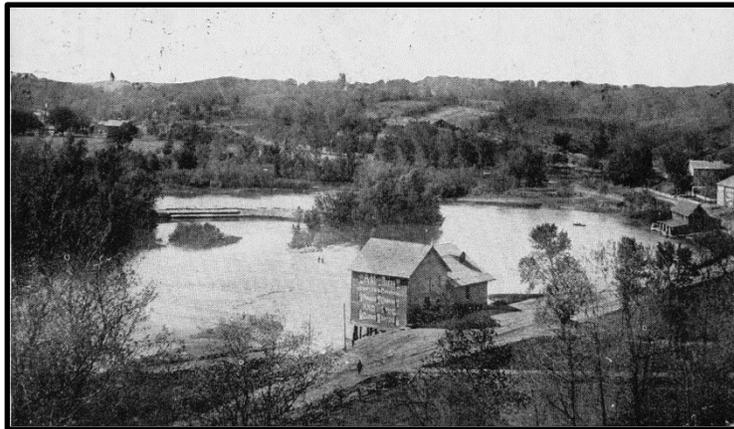
# LOCATION

The North District encompasses approximately 1,850 acres of the northern portion of Iowa City. The Iowa River forms a meandering boundary around the western half of the District. Interstate 80 defines much of the northern boundary; and Dodge Street runs diagonally along the southeast side of the District. Running north and south, Dubuque Street divides the North District roughly in half. Both Dubuque and Dodge Streets serve as major gateways into Iowa City, providing access from the center of town to Interstate 80 and points beyond. Prairie du Chien Road is the other major north-south artery within the neighborhood while Foster Road, Ridge Road/Whiting Avenue, and Kimball Road provide limited east-west routes.



# HISTORY

“River” and “roads” are two words that best characterize the history of development in the North District. The **Iowa River** has played a major role in the settlement patterns of this area. A number of Native American archaeological sites are clustered on the peninsula near the river. White settlers began to stake their claims here by the early 1840s. A number of early commercial enterprises were located along this stretch of the Iowa River, including a grist mill, a paper mill, a woolen mill, and the Martin Montgomery sawmill located near the Butler Bridge. One notable establishment was the Terrell flourmill, constructed in 1843, after the Iowa Territorial government passed legislation allowing Walter Terrell to construct a mill dam on the Iowa River. This mill operated for many years processing local grain into flour. In 1906 part of the Terrell property on the west side of the River was sold to the City and eventually became part of City Park. Today, an old stone mill wheel remains as a remnant of the past in **Terrell Mill Park**, which is located near the original site of the flourmill.



Terrell Mill

Most roads in the area were little more than trails until 1839 when Lyman Dillon plowed a furrow from Iowa City to Dubuque and a federal road was constructed following that furrow. **Dubuque Road** marks a remnant of the “Dillon’s Furrow” route, which was also known as the Old Military Road. This road originally extended from Iowa City to Dubuque and brought new settlers and development into Iowa City before the Civil War. Dairy farming was once a predominant industry along Dubuque Road, reaching its peak during the 1930’s. A number of historic farmhouses and outbuildings along Dubuque Road reveal this page in the District’s history and continue to contribute to the rural character of the area.

The North District boasts two major gateways into Iowa City, **Dubuque Street** and the **Highway 1/Dodge Street** corridor. What is present day Dubuque Street, was originally called Foster Road and led past Terrell Mill. Later this road was renamed the Red Ball Highway, predecessor to Highway 218, which used to enter Iowa City along Dubuque Street. This route continues to be a major entranceway into Iowa City. Construction of the current alignment of Highway 1 in the 1930s and **Interstate 80** in the 1950s dissected a number of farm properties, which changed the shape and potential land uses within the North District.



Red Ball Highway

A few early residential structures survive today in the District. The **Montgomery-Butler** house, one of the oldest original residential structures in Johnson County, overlooks the site of an early ferry crossing in the area. The **Englert-Pownell** house, located at 1602 Dubuque Street, was an overland stagecoach stop, saloon and hotel, and was suspected to have been a stop on the Underground Railroad. **The Hilltop Tavern** located on Dodge Street has been a community gathering place since the time of Prohibition.

Development of the neighborhoods on the bluffs and ridges east of Dubuque Street expanded with the growth of the **University of Iowa** during the early Twentieth Century. Examples of residential architecture from this period survive today in the North District. Many of these homes were originally built on large lots or acreages. Over the years these lots have been subdivided and filled in with newer housing, providing the mix of housing we see today.



Englert-Pownell House

# EXISTING CONDITIONS

The **Iowa River** continues to be a significant influence on development in the North District today. Low-lying floodplains, hills, bluffs and steep ravines formed and cut by the River and its tributaries impose significant constraints to development. The North District contains some of the most environmentally sensitive lands in Iowa City. The sheer difficulty in developing the steep, wooded ravines and low-lying wetlands has helped to preserve many of these natural areas.

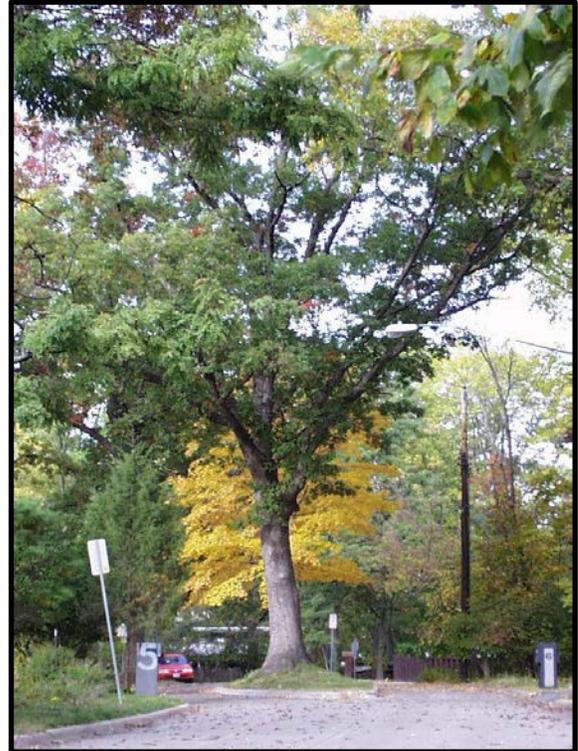


Idyllwild Development Along Foster Road

**West of Dubuque Street,** the Iowa River winds around two large and mostly undeveloped city-owned properties: an area known as the peninsula; and the Iowa City water plant site, which is located north of Interstate 80. The existing neighborhood along Foster Road and Laura Drive

includes single-family homes, duplexes, condominiums, apartments, river cabins and manufactured housing. The Parkview Church is located south of Foster Road and a private golf course is owned and operated by the Benevolent Protective Order of Elks on land located near the river. Other than the radio station north of I-80, there is no commercial development in this area. The City has plans to develop the flat upland area of the Peninsula into a traditional neighborhood, with a mix of housing types and an emphasis on interconnected, pedestrian friendly streets. The City water plant site north of I-80 is being designed to include public walking trails and wetland and prairie conservation areas.

**East of Dubuque Street** the steep, wooded ravines and stream corridors provide open space for abundant wildlife, while residential development is limited largely to areas along ridgelines. In general, development is concentrated along Dubuque Street, Ridge Road, Whiting Avenue, and Prairie du Chien Road. Single family residential development predominates, but the area also includes a University dormitory and a few apartments along Dubuque Street. Shimek Elementary School is centrally located off of Whiting Avenue. Further east along a remnant of old Dubuque Road, the topography is more open and less severe. Large farmhouses, built in the early part of the Twentieth Century, are mixed with more recent residential development. This area retains its rural flavor with large lots and sizeable tracts of undeveloped open space. Homes of more recent vintage line Bristol Drive, Oakes Drive, and Quincent Street.



Traffic Circle

A variety of commercial establishments, including a grocery store, restaurants, gas stations, and a few offices are located along the Dodge Street corridor, primarily in the vicinity of the I-80 interchange and between the Dubuque Road and Prairie du Chien Road intersections with Dodge Street.

There is abundant **private and public open space** in and immediately adjacent to the North District. The Williams Gas Pipeline runs along a 100-foot wide easement that parallels Interstate 80 across the length of the North District. Since development is not allowed within this easement, it acts as a linear open space buffer between Interstate 80 and most developed portions of the North District. The grounds at Shimek School, which include a play structure and athletic fields, provide the only active park space in the area. City Park, Hickory Hill Park and Terrell Mill Park, provide public open space along the edges of the District. Two cemeteries, St. Joseph’s and Oakland Cemetery, located just outside the District to the south provide additional open space.



Williams Pipeline Easement

# ASSETS AND CONSTRAINTS

When citizens of the North District were asked to list the positive aspects of their neighborhoods, several common themes emerged. Residents appreciate the natural beauty of the area, with its steep wooded ravines, large areas of open space, wildlife corridors, and access to the Iowa River. These environmental resources are prized for the ecological and aesthetic value as well as for the recreational opportunities they provide. Also mentioned was the mix of housing in the district. While residential development in the District is predominantly detached single family housing, the District also includes a number of townhouses, condominiums, and apartments. Single family development ranges from historic to modern, from manufactured housing to larger, more expensive homes. Many residents value this mix of housing as a means of supporting families and individuals of all incomes and ages. Citizens also value the public and private services and amenities available in the area, such as Shimek Elementary School, trails, parks, and the Hy-Vee grocery store. Historic resources and community gathering places such as the historic Hilltop Tavern, the Montgomery-Butler House, and the rural character of the historic farm properties along Dubuque Road are important assets to the district.



Private Open Space



Ridge Road

Some of the most valued aspects of the North District, also pose the most challenges. The steep, rugged terrain makes road building and residential construction difficult. Streets do not always connect, forcing residents to travel farther to get to neighborhood services and causing congestion and pedestrian safety concerns on those few streets that do connect. In addition, the topography makes it difficult or impossible to extend gravity flow sewers to certain areas of the District, further limiting development. While there is abundant open

space in the North District, much of it is not accessible. Citizens emphasized the need for additional walking trails and centrally located active park space. Many citizens expressed frustration at the traffic and access problems, but also emphasized the importance of developing land in a way that is sensitive to the unique environmental resources of the area.

## Planning for the Future

### North District Planning Principles

- ◆ Housing
- ◆ Commercial and Institutional Uses
- ◆ Transportation
- ◆ Public Services and Facilities
- ◆ Parks and Open Space



# North District Planning Principles

After examining existing conditions in the North District and identifying what is most valued and what needs improvement, a set of planning principles was generated to guide future development. Once adopted, future development in the North District should conform to these principles. The North District planning principles are intended to support and complement the goals and strategies of Iowa City's Comprehensive Plan.

**HOUSING** – Maintain and enhance existing housing while providing opportunities for new housing development that complements existing neighborhoods, protects environmentally sensitive areas, and is affordable to people of all incomes and ages.

- ◆ Retain the predominantly single-family residential character of existing neighborhoods.
- ◆ Encourage clustered, conservation design housing development near environmentally sensitive areas.
- ◆ Locate medium-density housing, including townhouses, condominiums, and apartments in areas with good access to arterial streets, near major intersections & close to neighborhood commercial areas.
- ◆ Encourage the redevelopment or improvement of housing that is not in good condition.
- ◆ Upon redevelopment of Forest View Mobile Home Park, the developer/owner should provide relocation assistance to the residents that includes replacement housing, preferably in the immediate area, advisory services and moving expenses. Said relocation assistance must be offered and made available prior to any demolition of existing homes as part of any first phase of development. A relocation plan must be made available to residents.
- ◆ Any development of multi-family residential adjacent to the Mackinaw Village neighborhood must incorporate design standards, setbacks, woodland buffers, low-level lighting, and other methods to maintain the livability of the Mackinaw Village neighborhood.

Housing in a vital, energetic city builds a community of neighborhoods that provides safe, attractive and affordable housing for all its residents. A well-planned neighborhood welcomes all people and includes both owner-occupied and rental, single-family and multi-family housing.  
- Iowa City Comprehensive Plan

**COMMERCIAL AND INSTITUTIONAL USES– Enhance commercial diversity and activity by encouraging a business mix that provides goods and services to satisfy neighborhood needs.**

- ◆ Focus commercial activity in existing nodes along major arterial streets.
- ◆ Encourage commercial and institutional site design that is sensitive to adjacent residential areas.
- ◆ Discourage strip commercial development.
- ◆ Encourage neighborhood-serving uses such as daycare, religious and other community service institutions that serve the neighborhood.
- ◆ To preserve the scenic character of this primary entrance to the City, any redevelopment of property along Dubuque St must adhere to strict design guidelines imposed through a Conditional Zoning Agreement (CZA). Such design guidelines will address building façade and materials, sign placement, setbacks from the street, screening and tree preservation.
- ◆ A buffer of existing trees and vegetation should be preserved between the Dubuque Street right of way and any development. Woodlands in between Knollwood Land homes and commercial development should be preserved to provide a distance and visual buffer. For properties fronting on Dubuque Street, the percentage of preserved woodlands should exceed minimum code requirements.

**TRANSPORTATION– Improve the street system to increase safety and accessibility for all modes of transportation, including automobiles, transit vehicles, bicycles, and pedestrians.**

- ◆ Extend and improve streets and roads to address traffic issues.
- ◆ Upgrade existing streets to address safety issues; add traffic signals at key intersections.
- ◆ Improve pedestrian crossings.
- ◆ Install sidewalks and connecting trails that will enhance the pedestrian/bicycle network within the district.
- ◆ Plan, design, and implement entranceway enhancements along Dubuque Street and Dodge Street/Highway 1.
- ◆ Extend transit service to adequately serve new residential development.

The quality of life for residents of Iowa City is and will continue to be enhanced by a balanced, multi-modal system for the transportation of people.  
- Iowa City Comprehensive Plan

- ◆ Upon redevelopment of property west of Dubuque St and south of Interstate 80, access to Dubuque Street for south-bound traffic north of Foster Road may be allowed provided that the access point/intersection is designed to accommodate anticipated traffic volumes from the developing area west of Dubuque St, south of Interstate 80.

**PUBLIC SERVICES AND FACILITIES– Improve public facilities and services to meet the present and future needs of North District residents.**

- ◆ Identify and explore options for connecting properties that are not currently served with municipal sanitary sewer service.
- ◆ Investigate the possibility of installing a sanitary sewer lift station north of Interstate 80.
- ◆ Consider building a fourth fire station in the northeast area of the City to keep emergency response times low.
- ◆ Explore options for the development of a welcome center along Dubuque Street.

**PARKS AND OPEN SPACE - Provide for new parks, trails, and open space to meet the present and future needs of area residents, with an emphasis on protecting and enhancing the District’s unique natural areas.**

- ◆ Protect sensitive environmental features.
- ◆ Provide a central, active neighborhood park in the area east of Dubuque Street.

*Environmental protection is a basic tenet of Iowa City’s vision for the future. As growth and development occur, they should be managed such that the environmental quality of the community is not sacrificed.*  
 - Iowa City Comprehensive Plan

- ◆ Create pedestrian links from North District neighborhoods to City Park, Hickory Hill Park and Shimek School.
- ◆ Retain and enhance the open space buffer between Interstate 80 and residential development.

# Housing

Iowa City neighborhoods each have their own distinct character, but in general they follow one of three typical patterns of development: conventional subdivision design; traditional neighborhood design; or conservation neighborhood design.

## Conventional Subdivision Design

The dominant form of residential development during the past few years in Iowa City has been conventional subdivision design. This type of development typically involves the creation of building lots that are designated primarily for single-family housing. Usually, most of the



property within a conventional subdivision is incorporated into private individual lot ownership. The street network may include connecting streets, but often makes extensive use of the cul-de-sac street design. Although public open space is not a key element in conventional subdivision design, Iowa City's Neighborhood Open Space Ordinance ensures that a certain amount of open space is set aside for new developments.

## Traditional Neighborhood Design

In 1994, the Vision 2000 process resulted in Comprehensive Plan goals that support the implementation of compact neighborhood design. Traditional neighborhood design mirrors the type of compact pedestrian-oriented neighborhoods built prior to World War II, with smaller lots, a compact grid of streets, a continuous network of sidewalks, houses built closer to the street, with the garages set back from the street or built with access from rear alleys. This type of design is intended to encourage neighborhood development that promotes social connections, identity of place, environmental conservation and traffic reduction within each neighborhood.

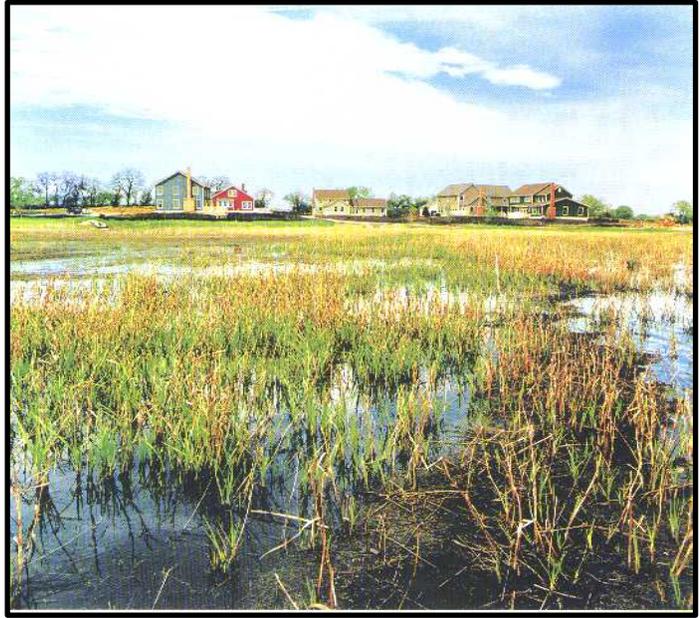
Compact neighborhood design creates village-like neighborhoods with housing for a diverse population, a mix of land uses, public space that is a focal point for the neighborhood, integrated civic and commercial centers, accessible open space, and streets which are pleasant for both motorists and pedestrians...

- Iowa City Comprehensive Plan



## Conservation Neighborhood Design

Building neighborhoods using conservation design principles is a means of preserving open space and protecting environmentally sensitive areas. Conservation subdivision design can protect environmental features while respecting the development rights of property owners. This can be accomplished by arranging residential density on a site so that only half or a smaller portion of the property is developed or built on – leaving the balance to be protected as a nature preserve or open space. House sites are identified to take advantage of views of the preserved land and streets are designed to access the house sites in a manner that minimizes disturbance of natural areas. The resulting subdivision has more compact areas of development with less paving and more open space than either conventional or traditional styles of development. For example, the picture above shows a subdivision in Illinois where development was clustered away from the adjacent wetlands.



In Iowa City this type of subdivision design can be accomplished through the use of the Planned Development Housing Overlay Zone, which allows for clustering of buildings, narrowing of streets and drives, and the enhanced use of open space to preserve natural features. A planned development can promote efficiency by reducing the extension of utilities and streets for a given number of lots, while allowing development to occur in a manner sensitive to environmental features. Such designs can be used effectively to create neighborhoods that protect natural areas and provide interconnected greenways and buffers.

## Neighborhood Design in the North District

Much of the residential development in the North District is designed using conventional subdivision principles. Land that is currently undevelopable due to sewer constraints, inadequate street access, topography or other environmental constraints remains largely as private open space.

As new streets are built or existing streets are extended in the future, it may become feasible to develop new areas of the District. In keeping with the North District Planning Principles, new development in areas with sensitive environmental features should adhere to the principles of conservation subdivision design. This type of design can be accomplished with either single family or multi-family residences. The North District Plan Map at the end of this document indicates areas where conservation design is especially appropriate. For more detailed information

regarding sensitive areas, refer to the Iowa City Sensitive Areas Inventory Map located in the Department of Planning and Community Development.

In the future, if development is proposed in areas where the terrain is less severe and a connected grid-like street system is possible, traditional neighborhood design is an appropriate option and should be encouraged. For example, the City is partnering with a private developer to build a model traditional neighborhood on the peninsula plateau in the western part of the District (See [2] in the next section).

Certain areas of the North District will remain unsuitable for future development due to sewer constraints, environmentally sensitive features, or to preserve historic character. The plan designates as “public/private open space” areas where development is undesirable or inappropriate due to environmental constraints. The plan also designates as “rural residential” areas where development is limited due to sewer constraints, steep slopes, or where historical considerations should be taken into account. For example, future requests for subdivision of property along Dubuque Road may need to be balanced against the benefits of maintaining the historic rural character of this area (See [7] in the next section).

## Commercial & Institutional Uses

The North District is primarily zoned for residential development. However, there are a few distinct commercial nodes along Dodge Street. The node along Interstate-80 is a prime location for businesses that cater to travelers entering and leaving Iowa City along Highway 1 and the interstate. The Highway Commercial zoning that currently exists in this area is conducive to this type of development.

In contrast, the Dodge Street commercial area located between Prairie du Chien Road and Dubuque Road is intended to provide opportunities for neighborhood-serving businesses. Uses such as the Hy-vee grocery store and the Hilltop Tavern are considered important elements to

### Visual Elements of Main Street Design

The design and physical appearance of a main street has a great deal to do with the livability and economic success of the area. While many people will walk to a main street, eye-catching visuals targeted at the driver are also important. Since main streets often are on arterial roads leading to and from larger centers, visual signals can alert drivers that they are entering an interesting community with plenty of activity.

Successful main streets often include the following visual design elements:

- ❖ A change in the building intensity that signals the transition from a residential area into the heart of business activity. The buildings move right up to the sidewalk and may gain a second or third story. This “closing in” creates the illusion that the street has narrowed, so drivers tend to slow down and watch for pedestrians and parking cars. On-street parking also accomplishes this perceived narrowing and slowing.
- ❖ “Soft” visual signals, such as street trees, lighting at the pedestrian level, hanging planters and generally busier sidewalks with display boards, benches, trash receptacles, drinking fountains and bike racks. These design elements can play off the character of historical period of the main street.
- ❖ Signs that let you know you have entered the district promote an area’s identity and sense of place;
- ❖ Public or semi-public spaces such as plazas and squares. Even relatively small areas adjacent to the sidewalk can bring life to the street and nearby businesses.

- *Main Street Handbook* - Metro, Portland , OR

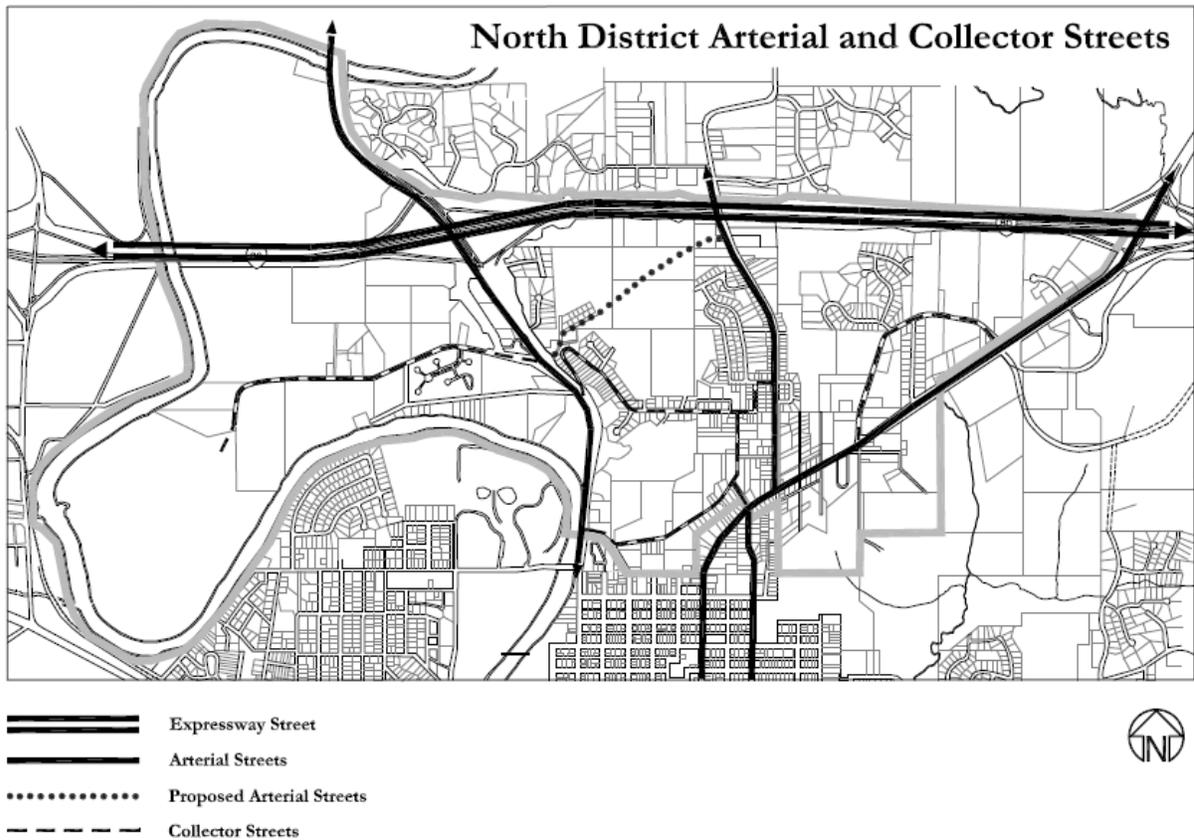
livability in the North District. As properties develop or redevelop in this area, main street design principles should be encouraged (see sidebar). However, in order for this commercial area to function like a main street, the underlying zoning and transportation system and the mixture of land uses it fosters may need to be re-examined. When Dodge Street is reconstructed in 2003, it will be important to analyze carefully how changes in the transportation system will affect this commercial node. Sensitive site design that encourages pedestrian activity and captures the attention of drivers passing through on Dodge Street, would help to cultivate this area for more neighborhood-serving uses over time.

The plan also designates new areas for institutional and office commercial uses. Property at the intersection of Dubuque Street and Taft Speedway might be suitable for a welcome center, daycare, or religious institution. When Foster Road is extended to the east to connect with Prairie du Chien Road, the area along Prairie du Chien between Foster Road and Interstate-80 may become more attractive for commercial office uses. Commercial office uses in this area would be consistent with the goal to maintain a buffer between residential uses and the interstate.

Land directly adjacent to the water plant site at the intersection of Dubuque Street and the on-ramp to Interstate 80 is currently outside the corporate limits of Iowa City, but may be annexed some time in the future. The plan designates this area as appropriate for commercial office uses. However, any use that locates in this area will have to be developed in a manner that is sensitive to the adjacent water plant site. Development will have to be designed to assure that run-off from motor vehicles and associated parking lots does not have negative impacts on the City's water supply. Ideally, this site would develop as low-density office uses with large amounts of open space incorporated into the site design. Alternatively, the site would be suitable as public or private open space.

# Transportation

Streets, roads, transit service, and pedestrian and bicycle connections are vital elements for creating accessible, “walkable” neighborhoods. The street system shapes development patterns and provides connections within and between neighborhoods. Planning for public transit, bicycles, pedestrians and mobility for people with disabilities is also key to meeting the Comprehensive Plan guideline to provide “a transportation system that will accommodate all forms of mobility in the community.”



## Streets and Roads

Arterial streets serve as neighborhood boundaries that are intended to carry high volumes of community traffic traveling between homes, employment, shopping and other destinations. These major streets, if properly designed, reduce the likelihood of motorists cutting through established residential neighborhoods. The major streets in the North District include the I-80 expressway and several arterials: Dodge Street/Highway 1, Dubuque Street and Prairie du Chien Road. When Foster Road is extended east from Dubuque Street to Prairie du Chien Road, it will be designed and will function as an arterial street.

Between 2003 and 2006, **Interstate 80** will be reconstructed to eight lanes between the Dubuque Street interchange in Iowa City and the First Avenue interchange in

Coralville, and to six lanes east of the Dubuque Street interchange to Highway 1. Iowa City and Coralville are applying for State transportation enhancement funds for a beautification project along I-80 to improve the natural vegetation along the interstate and provide more attractive median barriers.

**Dodge Street/Highway 1** is scheduled for reconstruction in 2003 between Governor Street and Interstate 80. To improve the function and safety of this arterial street, the upgrade to either three or four lanes will also include the construction of sidewalks on both sides of the street including an eight-foot wide sidewalk on the north side of the street, the reconstruction of the Dodge Street/Prairie du Chien intersection and the installation of traffic signals at that intersection. The intersection of Dodge Street with Conklin Lane and Dubuque Road will also be realigned and reconstructed. These improvements should allow for safer turning movements for traffic in the corridor, as well as improved accessibility for pedestrians and bicyclists.

North of Iowa City in Johnson County, **Prairie du Chien Road** has been reconstructed with slightly wider pavement, paved shoulders for bike lanes and more moderate curves. Except for the reconstruction of the Prairie du Chien Road intersection with Dodge Street and its signalization, there are no other plans at this time to modify Prairie du Chien within Iowa City.



Dubuque Street

**Dubuque Street** is an arterial street entranceway to Iowa City and the University of Iowa campus. Landscaped parks along the riverbanks (Terrell Mill Park & City Park) enhance the view of the Iowa River from Dubuque Street. The residential, non-commercial character of the area creates a pleasant gateway setting. The Foster Road/Dubuque Street intersection will be reconstructed and signalized in the future. Flooding of sections of

Dubuque Street following heavy rains or snow melts sometimes can create traffic hazards and emergency access concerns. Elevation of flood-prone portions of Dubuque Street would be costly, but may be deemed necessary in the future to address these concerns. Any upgrade of Taft Speedway, a local street that intersects with Dubuque Street, will need to balance the floodproofing/vehicular access improvements to the road with the concerns residents have about a raised road and the impact it may have on existing residences along the river.

**Foster Road** is and will continue to be the primary means of access to areas west of Dubuque Street. This stretch of Foster Road has been reconstructed to provide improved access to existing and anticipated future development on the peninsula. It is designed as a “super-collector” in this area with a limitation on the number of intersections. The alignment of Foster Road east of Dubuque Street will intersect

Prairie du Chien Road at a point approximately 900 feet south of the Prairie du Chien Road bridge across I-80. There are no plans to extend Foster Road east of Prairie du Chien Road. The construction of Foster Road east of Dubuque Street is likely to occur as the land it crosses is brought in for development. Once constructed, this new arterial street will relieve traffic pressure on Kimball Road, Whiting Avenue and Ridge Road.

Although **Kimball Road** is not designed as an arterial street, it attracts some arterial street traffic because it is one of the few street connections between Dubuque Street and Dodge Street north of Park Road. Kimball Road paving widths vary between 18 feet and twenty-five feet. Due to the narrow pavement widths, topographical constraints and existing residential development along the road, Kimball Road should not be upgraded to accommodate increased traffic flows on it. The extension of Foster Road east from Dubuque Street to Prairie du Chien Road will serve to reduce cut-through traffic on Kimball Road as well as on other neighborhood streets, such as Whiting Avenue and Ridge Road.

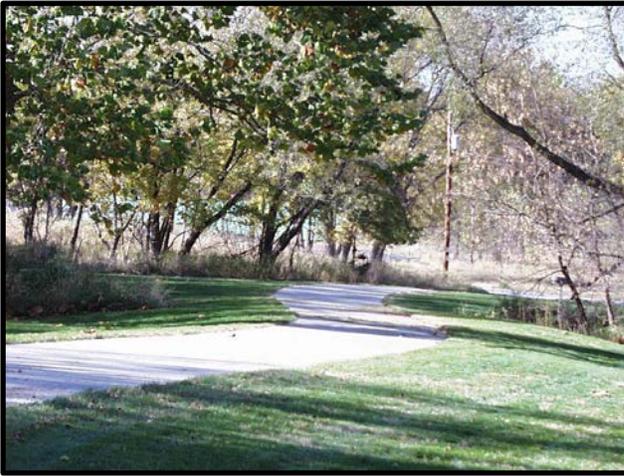
## **Transit Service**

Iowa City Transit is the primary provider of public transit in the North District. Two bus routes offer residents of the North District connections to downtown Iowa City, the University of Iowa, and to other destinations in the larger Iowa City area. The Manville Heights route provides transportation to the western portion of the district, while the North Dodge route provides service in the eastern half of the district. The University of Iowa's CAMBUS provides fixed route service to the Mayflower residence hall and the University of Iowa Bionic Bus and Johnson County SEATS provide para-transit for persons with disabilities.

The North Dodge route was recently upgraded to provide increased bus service to the NCS/ACT area. It is likely that the northern terminus of the Manville Heights route will be improved should Laura Drive be extended to provide a connection to Foster Road. Demand for transit service may increase as new residential development occurs along Laura Drive and in the Peninsula. Once Foster Road is extended, there may be sufficient demand to justify adding new transit service or modifying existing routes to provide more efficient transit connections east of Dubuque Street.

## Pedestrian and Bicycle Connections

A system of pedestrian/bicycle trails that connects schools, parks, bus stops and commercial areas is also important to the livability of neighborhoods. Potential



Iowa River Corridor Trail

locations for trails are along stream corridors, utility easements and public rights-of-way. A segment of Iowa City's longest, most established trail, the Iowa River Corridor (IRC) trail, runs through the North District. The IRC trail is in place along the west side of Dubuque Street in Terrell Mill Park. Future extensions of this regional trail are planned along the south side of Foster Road into the peninsula area and north of I-80 on the water plant site. In the future, the IRC trail will connect to the trail along North Dubuque Street (County Road W66) to provide a

continuous trail system from Iowa City to the Coralville Reservoir. The Williams Pipeline easement, which runs through the north portion of the district, also provides a potential route for a regional trail connection.

Other potential trail connections that will enhance pedestrian and bicycle accessibility and are depicted on the North District Plan Map include:

- ◆ A trail connection from Shimek School north to the future Foster Road extension.
- ◆ A trail from Whiting Avenue to the Mayflower Residence Hall and Dubuque Street;
- ◆ A trail along the south side of Dubuque Road;
- ◆ A trail along the Iowa River on the south side of the Elk's golf course;
- ◆ Pedestrian bridges over the Iowa River at Park Road or Crandic Park, Terrell Mill Park and the site of the Iowa River Power Dam;
- ◆ A potential University project to build a pedestrian bridge over Dubuque Street between Mayflower residence hall and Terrell Mill Park.

It is also City policy to provide wide sidewalks along one side of the City's arterial streets in order to create additional bicycle and pedestrian connections. Much of Foster Road west of Dubuque Street includes an eight-foot sidewalk. Similar sidewalks will be built when Dodge Street is reconstructed in 2003 and will be included in the design when Foster Road east of Dubuque Street is constructed and as Dubuque Street is upgraded.

## Entranceway Corridors

Dubuque Street and Dodge Street (Highway 1) are two of the main entranceway corridors into Iowa City. Based on input received at the neighborhood workshops, there is a lot of support for maintaining and enhancing the appearance of the entranceways into Iowa City. It is also a policy in the Comprehensive Plan to create and maintain attractive entrances to Iowa City. Dubuque Street has long been

recognized for its scenic character, views of the Iowa River, and woodlands and open space transitioning into the Northside neighborhood and downtown Iowa City. Public and private groups like Project GREEN have planted trees and other vegetation in the Dubuque Street corridor, and plans have been developed to further enhance the Dubuque Street corridor by reconstructing the medians to allow for landscaping and lighting improvements. Discouraging changes in land use that might result in the degradation of the scenic qualities of the corridor will also protect the Dubuque Street corridor.

The planned reconstruction of Dodge Street in 2003 offers an opportunity to invest in the appearance of Dodge Street. While more than a third of Dodge Street in this area is commercial in appearance, the views of wooded ravines and the well-landscaped office park developments are positive features noted by residents. The planned reconstruction should include landscaping or other entranceway features. For example, many residents expressed a desire for a neighborhood-commercial style of development along Dodge Street between Prairie du Chien Road and Dubuque Road. This can be accomplished by adding brick crosswalks, benches, and pedestrian-scale lighting to the Dodge Street commercial node. There are opportunities to create landscaped beds in some locations along the corridor such as at the intersection with Conklin Lane. Infrastructure projects within road corridors offer good opportunities to make aesthetic improvements to the appearance of the community.

## **Public Services and Facilities**

A number of public service improvements are already planned or proposed for the North District. These improvements may open new areas for development and create opportunities for enhancing existing neighborhoods.

### **Sanitary Sewers**

Most of the North District has been developed and is currently served by municipal sanitary sewer. With the development of the City's new water treatment plant, water and sewer service has been further extended in the peninsula area. Although development of the western part of the peninsula will require the installation of lift stations for sewer service, a gravity flow system will accommodate new development in the remainder of the area west of Dubuque Street.

East of Dubuque Street, sewer lines will be extended with the construction of Foster Road. Until a sewer main is constructed in the Rapid Creek watershed north of I-80, several properties located immediately south of I-80 and east of Prairie du Chien that drain north under the interstate to Rapid Creek, will require lift stations for sanitary sewer service. The installation of a lift station on the north side of I-80 could potentially serve properties located within the North District as well as a portion of the City's growth area north of the interstate.

While most of the developed land within the North District is currently served by sanitary sewer, there are isolated areas where individual septic systems are being used. These pockets of small-scale development occurred in the past, and due to topographical difficulties, gravity sewer has never been made available. While serving all of these areas may not be possible, efforts should be made to identify the properties that can be served and to connect them to the municipal sanitary sewer system where possible.

## **Water Service and Stormwater Management**

Stormwater management for most of the North District will be handled on a property by property basis. A few properties adjacent to the Iowa River are not required to have stormwater detention basins, but are allowed to discharge water directly into the river. Properties located near Highway 1 and Dubuque Road will direct stormwater flows to the regional stormwater basin in Hickory Hill Park. Due to the topography and existing development, other regional stormwater basins are unlikely to be established in the district, which means that smaller stormwater management facilities will need to be considered as development occurs.

Water service has been made available to much of the area west of Dubuque Street with the reconstruction and extension of Foster Road and the improvements related to the water plant site. East of Dubuque Street, the installation of a new water main along the Foster Road alignment is expected to occur by 2002. This water main will serve as a connection between the new water plant and a water storage reservoir on Rochester Avenue. It will provide a functional loop to maintain water pressure in northeast Iowa City. Because North District properties adjacent to the water distribution main cannot tap into it for water service, an additional water main will need to be installed to serve this area as the roadway is constructed.

## **Fire Protection**

Fire protection is provided in the North District by the Iowa City Fire Department. Fire Station #1, located downtown at the Iowa City Civic Center, provides primary response to the district. Secondary response to the area is split into two halves. Fire Station #2, located at 301 Emerald Street, provides support for the western portions of the district, and Fire Station #3, located at 2001 Lower Muscatine Road, gives assistance to the eastern portions of the district. Response times for the developed properties in the District average between four and eight minutes. Some properties closer to downtown have response times of less than four minutes. The response time for a small portion of properties located on the periphery of the North District could be over eight minutes. As the North and Northeast Districts of the City continue to develop, response times may increase. To help keep response times low, the City is considering a fourth fire station in the northeast area of the community with a potential location near the future intersection of First Avenue and Captain Irish Parkway. Arterial street continuity and secondary access are important to ensure adequate fire and emergency protection. Some neighborhoods have only one access point that may make emergency access difficult during a disaster. The fire department recommends that property owners in these areas consider the use of built in fire protection, such as a sprinkler system.

# Parks and Open Space



Shimek Elementary Playground

The Iowa City Comprehensive Plan asserts that “parks, recreation and open space are essential features of a healthy community.” It calls for the creation of sufficient park land, facilities and trails to accommodate the needs of all

neighborhoods. Citizens that participated in planning for the North District affirmed that the existing open space is one of the district’s greatest assets. Concerns were expressed that while natural areas abound in the North District, there is little permanent protection for these areas. In addition, there is a shortage of active park space available for area residents. Most of the public park land in the North District is located along the edges of the District. The Shimek School grounds provide the only active park space that is centrally located.



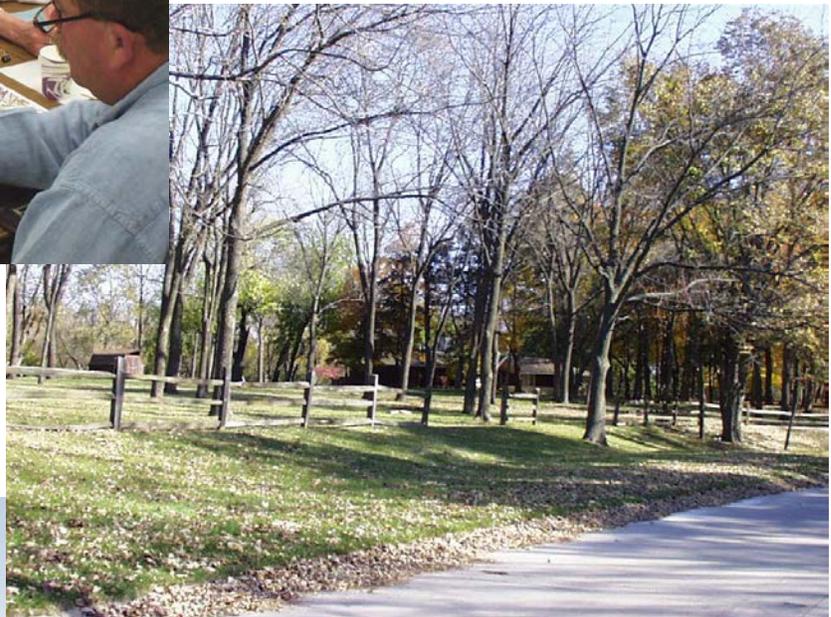
Iowa City Water Plant Site

New recreational opportunities will become available along the Iowa River as the Iowa City Waterworks Park is developed and new trails are constructed along the peninsula. East of Dubuque Street, the plan calls for the development of additional active park space. Land directly west of Dubuque Road and south of Oakes Drive has been identified as potentially suitable for this purpose. As outlined in the transportation section, there are numerous opportunities for future pedestrian trails in the North District.

These trails will be important as a means to create a more walkable, connected community as well as providing additional recreational opportunities. Preservation of private open space through conservation easements and acquisition by private land trusts is also to be encouraged in order to protect the important natural areas that exist in the North District.

## Guide for Future Development

- ◆ North District Plan Map
- ◆ District Land Use Scenarios



# North District Plan Map



Citizen Workshop

Citizen planning teams were asked to put the district planning principles into action by illustrating them on maps of the District. City planners analyzed, combined and synthesized these efforts into a District Plan Map. The North District Plan Map is located at the end of the document and folds out for a larger scale view of the district. For comparison purposes a map of the existing land uses is located on the page facing the district plan map.

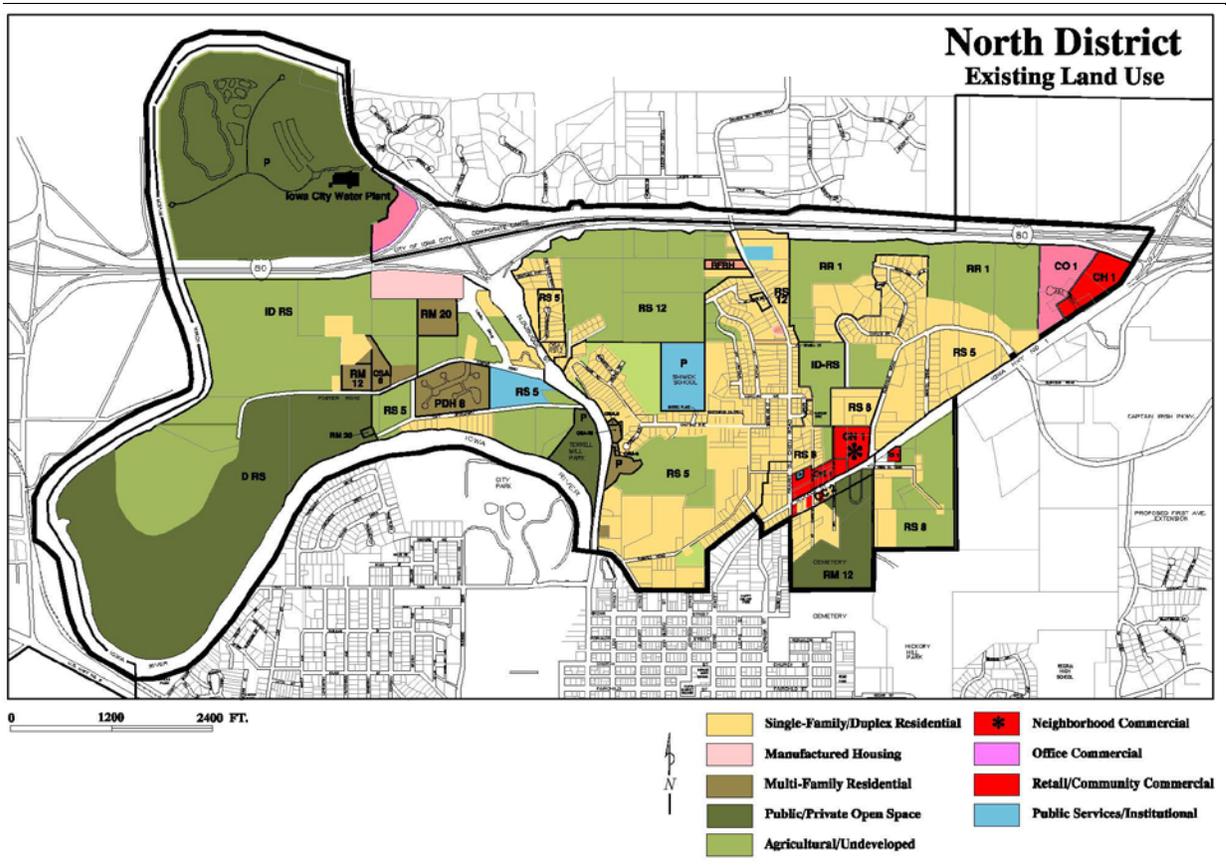
The North District Plan Map is color-coded to indicate the type of land use or type of development intended for specific areas of the District. These plan map designations are defined in Appendix B. The trees on the plan map represent the general location of existing woodlands.<sup>1</sup> The large numbers on the map indicate areas that are likely to redevelop or that are of particular significance to the neighborhood. These areas are described in more detail in the numbered sections that follow. In addition, future road extensions and possible new street configurations are illustrated using dashed lines. The red lines indicate existing and future trails. New traffic signals are planned at the intersections marked with the stop light symbol.



Citizen Workshop

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<sup>1</sup> For a more accurate illustration of the North District's sensitive environmental, archaeological, and historical areas, refer to the Iowa City Sensitive Areas Inventory Map located in the Department of Planning and Community Development, 410 E. Washington Street, Iowa City.



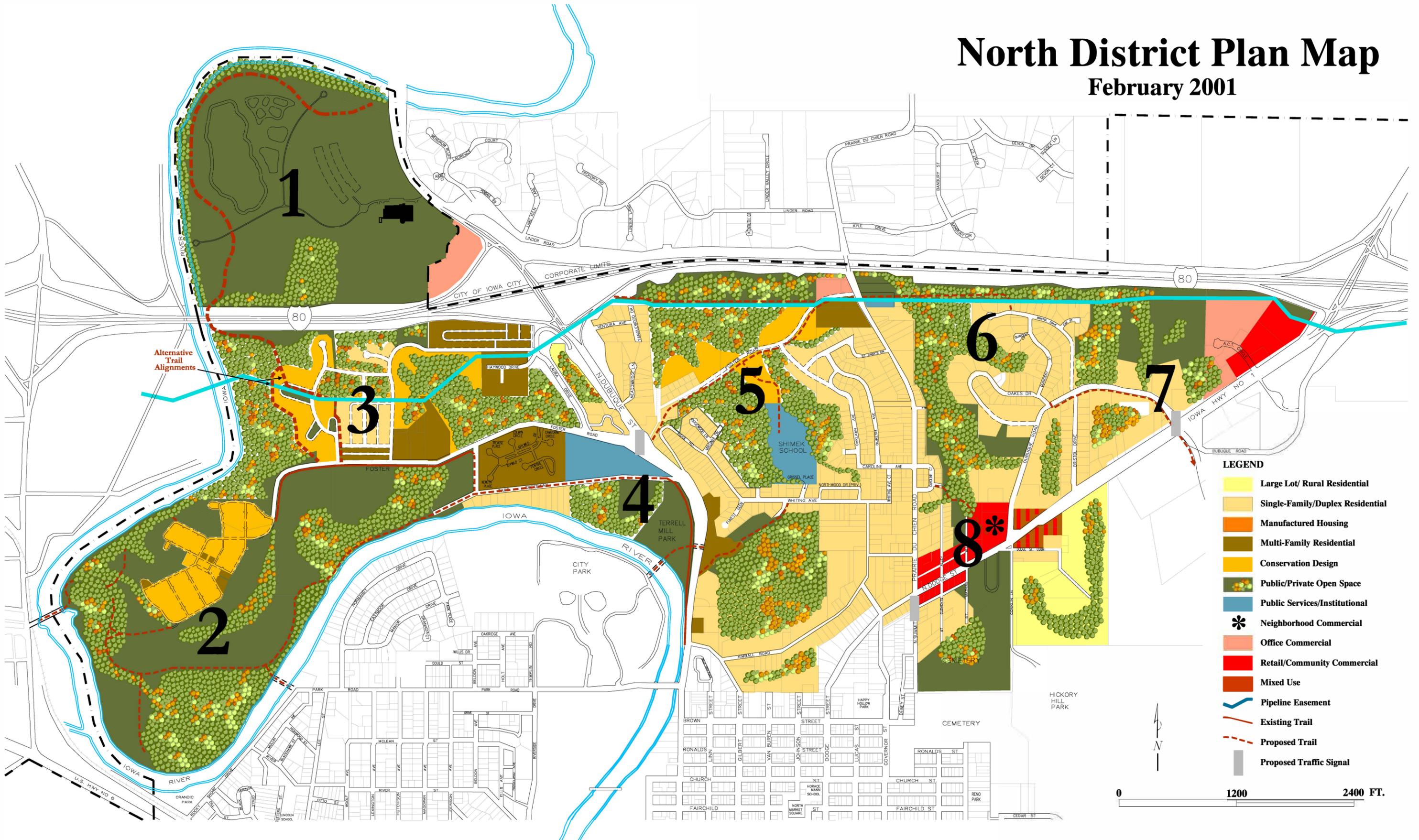
## The North District Plan Map

The fold-out map on the following page is intended to be used as a general guide to future land use and development in the North District. The existing land use map on this page is included for comparison purposes and illustrates how land is being used at the present time. The North District Plan Map is color-coded to indicate the type of land use or the type of development intended for specific areas of the District. Refer to Appendix B for a description of each land use designation listed in the plan map legend.

\*All amendments made to the Future Land Use Map are attached as resolutions to the end of this document.

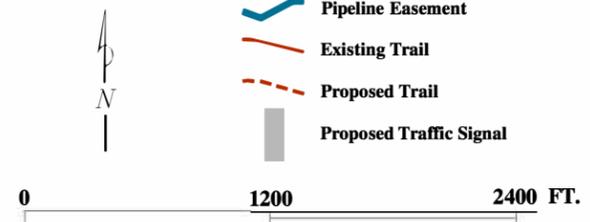
# North District Plan Map

February 2001



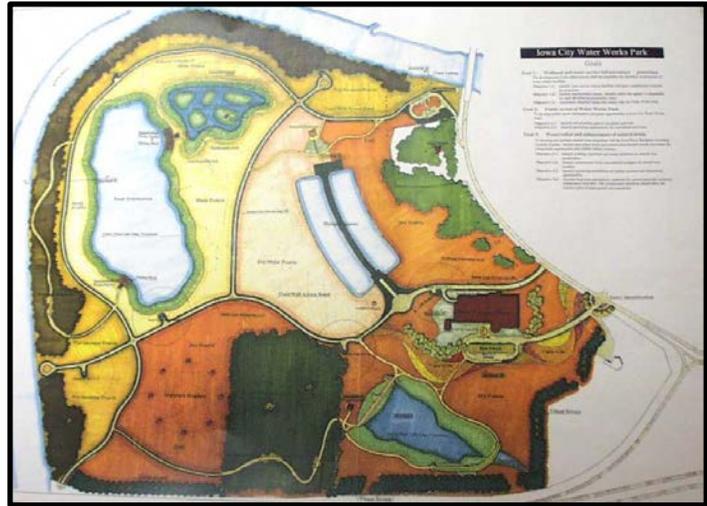
## LEGEND

- Large Lot/ Rural Residential
- Single-Family/Duplex Residential
- Manufactured Housing
- Multi-Family Residential
- Conservation Design
- Public/Private Open Space
- Public Services/Institutional
- Neighborhood Commercial
- Office Commercial
- Retail/Community Commercial
- Mixed Use
- Pipeline Easement
- Existing Trail
- Proposed Trail
- Proposed Traffic Signal



# 1 Iowa City Water Plant Site

In addition to the new water treatment facility, the site of the Iowa City Water Plant will also include a public park. Many of the functional elements of the water plant site will double as park components. The access roads will double as pedestrian / bicycle trails, the ponds will be stocked for fishing, and the extensive prairie plantings will help trap and absorb sediments and pollutants in rainwater and runoff from nearby streets. A trail system and several canoe landings will provide access to the Iowa River. The park may also include an outdoor amphitheater and interpretive sites and shelters related to the Iowa River and to prairie ecosystems.



Master Plan - Waterworks Park



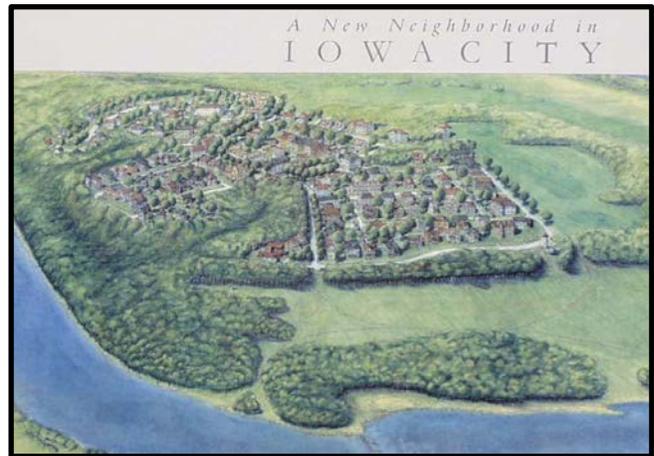
Montgomery-Butler House

The Montgomery-Butler House, an 1850's era house located on the water plant property, is being studied by the City for possible rehabilitation and reuse as a public or private non-profit facility. The home is eligible for listing on the National Register of Historic Places, and is relatively unaltered from its original construction - a very rare find. The building is associated with an early river ferry

and stagecoach line. The statehood-era structure has undergone stabilization work and is now protected from the weather, but is in need of rehabilitation before it can be put to reuse. A public planning process to determine the most appropriate use for the site will occur in the spring of 2001, followed by a feasibility study, and the development of a strategic plan for the rehabilitation and reuse of the building. A trail spur to connect the house site to the public park is planned for construction in 2003.

## 2 The Peninsula Development

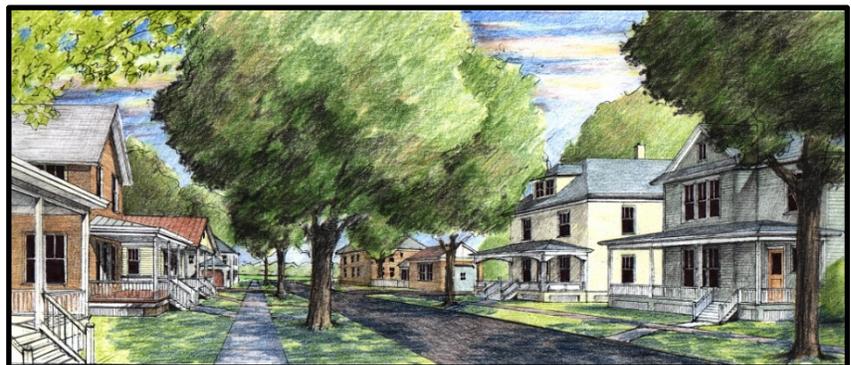
The City of Iowa City purchased portions of the western part of the peninsula in 1995 using general Funds and HUD Supplemental CDBG Flood Relief funds. This area will be developed using both conservation design and traditional neighborhood design principles. The lower peninsula, situated in the floodplain, will be designed as passive parkland so that new homes are not developed in the floodplain. This extensive new park will encompass more than 100 acres.



Dover-Kohl Plan for the Peninsula

Development will be concentrated on the upper peninsula, which is relatively flat and provides an ideal location to develop a new neighborhood. Through a design charette involving the community and a team of design professionals, a plan was created to develop a neighborhood with traditional design principles. This new neighborhood will have a mix of housing types to satisfy various lifestyles and incomes. Houses, townhouses, and apartments will be located closer to the street and be designed with front porches and balconies to encourage activity and social interaction along the streets and in other public spaces, similar to the community experienced in many of Iowa City's older traditional neighborhoods. Garages will be located on alleys or set back from the front of houses. Streets in the peninsula neighborhood will be narrower and interconnected in order to reduce traffic speeds and increase safety, making them friendly to pedestrians, bicycles and cars. The plan provides opportunities for live/work units and a small amount of commercial space to serve the residents of the peninsula.

To determine the appropriate maximum density of the Peninsula Neighborhood, the City estimated the maximum development potential of all property west of Dubuque Street, including the golf course, with regard to street capacity and secondary



Traditional Neighborhood Design - Peninsula Plan

access. Because Foster Road provides the only street access to the area of the peninsula west of Arn Lane, the overall density of development in this area must be kept to a maximum of five units per acre. As a consequence, Foster Road has been designed as a "super collector" street. To preserve its capacity, intersections with side streets and driveways must be kept to a minimum.

### **3** Future Development along Foster Road/Laura Drive

This privately owned area of the peninsula is bordered on the north by I-80, on the east by Laura Drive and on the west by the Iowa River. It contains heavily wooded areas, steep ravines, the gas pipeline easement, and a few open fields. A mobile home park and several apartment buildings are located adjacent to the I-80 interchange and Laura Drive. Development of this area has been limited due to the lack of adequate streets, water and sewer service. This situation will be alleviated to some extent with the upgrade of Foster Road and the extension of Laura Drive west and then south along



Apartments Along Hayword Drive

Arn Lane to reconnect to Foster Road. The extension of water and sewer lines through this area also makes development and redevelopment of this property more feasible. As infrastructure is improved in this area, there may be market pressure to redevelop some of the existing properties, particularly the Forest View Mobile Home Park. If the mobile home park redevelops in the future, consideration should be given to securing relocation assistance for the current residents of the park.

As infrastructure improvements open up this area for new development, protection of environmentally sensitive areas will become more of a concern. This area can continue to accommodate existing affordable housing options and provide opportunities for new single family homes, apartments, townhouses, and condominiums if they are clustered along the extension of Laura Drive and Foster Road. Promoting conservation design by clustering development away from heavily wooded areas and ravines will protect wildlife corridors, preserve the tree canopy in the area, prevent erosion of steep slopes, and reduce stormwater run-off. The Plan Map illustrates one possible neighborhood design that would be appropriate in this area. The scenario shows development clustered away from the wooded ravines with a connected street system in the flatter areas that exist just west of Arn Lane and the extended Laura Drive.

Unlike areas of the North District located east of Dubuque, the Williams Pipeline Easement does not run directly south of the interstate in this area and therefore is not as useful as a buffer between the interstate and residential development. Therefore, preserving and enhancing a wooded open space buffer between residential development and Interstate 80 should also be a key element of any future plans to develop or upgrade housing in this area.

## 4 Taft Speedway – Dubuque Street Area

There are a number of vacant properties along Taft Speedway immediately west of Dubuque Street. Development is limited on these properties due to their flooding potential, the condition of Taft Speedway, its elevation below the 100-year flood level, and the wooded wetlands on the west portion of the properties adjacent to the river. These factors also severely constrain vehicular access to this area.

If these limitations were resolved in the future, the undeveloped property north of Taft Speedway would be suited to small institutional uses, such as a church, daycare, or a welcome center. The delineated wetlands on the riverfront properties should be preserved for their functional value as wildlife habitat, as a filter for stormwater runoff, and for the scenic views. Given its current zoning, it may be possible to build a few single family homes in the portion of the property south of Taft Speedway not covered by wetlands. However, given the environmental and access constraints, this property would be best reserved as private or public open space. Any development that does occur should be designed to have a minimal impact on the surrounding wetlands and street system. The plan discourages additional residential development in the flood plain.



Taft Speedway

## **5** Foster Road Extension

The plan map shows the proposed extension of Foster Road between Dubuque Street east to Prairie du Chien Road. The extension of Foster Road would provide an alternative east-west street route across the northern part of the district, which may relieve some of the traffic that currently flows along Kimball Road. It would also create new opportunities to connect existing neighborhoods. For example, Oaklawn Avenue and St. Anne's Drive could be extended to connect with Foster Road.

If Foster Road is extended, it will open up the possibility of new development in this part of the district. The traffic capacity of an extended Foster Road could accommodate the development of small apartments, townhouses, and single family homes in this area. However, development will continue to be constrained by the rugged, wooded terrain and the 100-foot wide gas pipeline easement that cuts across this neighborhood. Future development, therefore, should be designed to conserve and protect open space by clustering development away from steep slopes and environmentally sensitive areas. In light of the environmental constraints, the existing High Density Single Family (RS-12) zoning in this area may encourage development that is too intense. Consideration should be given to rezoning this area to a lower density.

If Foster Road is extended, the plan also calls for the development of a pedestrian trail between Foster Road and Shimek School. As new development occurs in this area, there may be sufficient demand to support office development or an institutional use at the intersection of Foster Road and Prairie du Chien Road. The plan map indicates appropriate locations for these types of land uses. A mobile home park currently exists just south of the location where Foster Road would connect with Prairie du Chien Road. If this property were ever to be redeveloped it should be reserved for small apartment buildings or similar multi-family housing to maintain a mix of housing in the area.

It is generally the policy of the City that if development proposals are submitted that require new street connections that it is the responsibility of the developer to build the streets necessary to serve the property. In this case, it may be unlikely that a private developer would be willing to bear the cost of building Foster Road given the limited amount of developable land in the area. If the City determines that Foster Road should be extended for traffic circulation and access purposes, it may have to contribute to the construction of this connection. In such a case the benefits of extending Foster Road will have to be balanced against the potential impacts on the environmentally sensitive features of this area.

## **6** Oakes Drive/Quincent Street Neighborhood

A number of single family subdivisions are located in the area between the Williams Pipeline Easement and Dubuque Road. Oakes Drive, Quincent Street, and Bristol Drive provide vehicular access to this neighborhood. Many lots in this area are larger than what is typical in Iowa City mainly due to the rugged topography and the difficulty in providing sewer service. The steep wooded hills and ravines in this part of the North District drain north into Rapid Creek. Unless a sewer main is constructed to serve the Rapid Creek watershed, gravity flow sewers cannot be used. Secondary access for the convenience of residents is also an issue. A future connection of Bristol Drive to Dubuque Road would provide better traffic circulation and improve emergency access to this neighborhood.

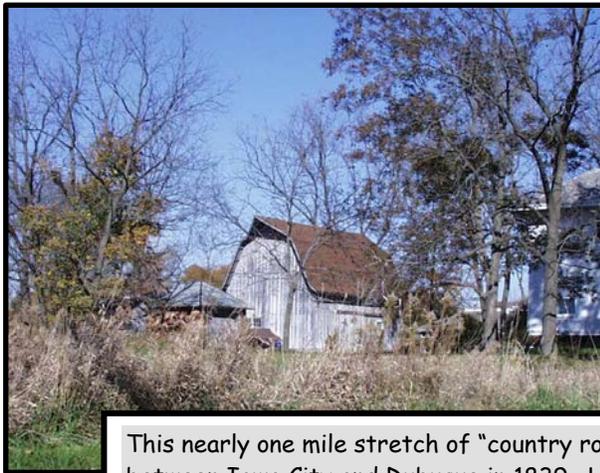


Quincent Street

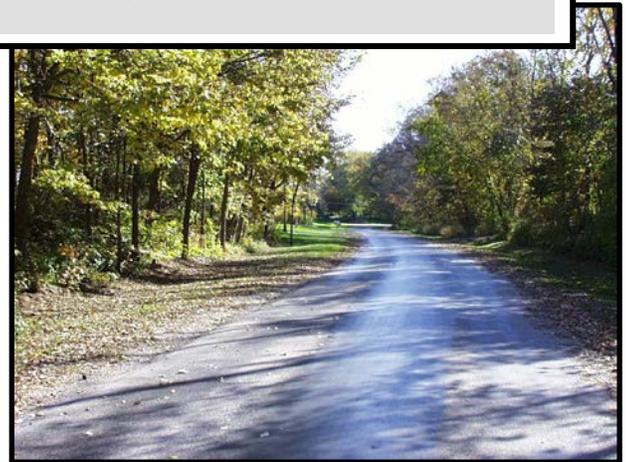
If sewer and access issues are resolved, there is the potential for additional development on property directly south of the Williams Pipeline easement and also on vacant land south of Oakes Drive. The latter piece of property contains fairly level ground near the street, but is bordered by a wooded ravine. In keeping with the character of the existing neighborhood, the plan calls for the development of single family homes or duplexes along the extension of Oakes Drive as it loops back around and connects to Dubuque Road. The southern portion of this 12.8-acre property is shown as a future neighborhood park.

## 7 Rural Residential Development along Dubuque Road

Dairy farming was once the predominant commercial activity in the area south of I-80 and west of Dodge Street. While most of these farms are no longer in operation, the area along Dubuque Road has been slow to redevelop due to the hilly topography and sewer constraints. The old farmhouses, outbuildings and long country lanes add to the rural character of this area. Off the eastern portion of Dubuque Road pasture land extends north to Interstate 80 from the fairly flat hilltop area along the road. Newer housing lines Bristol Road. Given the sewer constraints and the topography and in order to preserve the character of this area, development in this area is limited to low-density residential development. In addition, a recent historic reconnaissance survey was completed and findings indicate that this area may be worthy of historic district designation.



This nearly one mile stretch of "country road" was originally built as part of the U.S. Military Road between Iowa City and Dubuque in 1839. Located within the corporate limits of Iowa City since before World War I, it is remarkable that it continues to retain its rural quality. The significance of this route itself as well as the collection of residences and barns built along it from ca. 1860 through the 1930s make this a unique historic district in Iowa City that merits preservation.  
Svendsen Tyler, Inc.



## 8 Dodge Street Commercial Area

The commercial node on Dodge Street between Prairie du Chien Road and Dubuque Road currently contains a mix of commercial and residential properties, including a grocery store, filling station, offices, an historic tavern and a variety of housing types. A commercial dairy is a prominent feature in this commercial area.



Hy-Vee on Dodge Street

Given the current mixture of uses, the potential for redevelopment is limited. However, the plan designates the area directly east of Dubuque Road and Conklin Lane as appropriate for a mixture of residential and commercial development. Careful consideration must be given to the design of any development in these areas to assure that it is compatible with the adjacent residential neighborhoods. Development ideally will be mixed use with a residential component facing Dodge Street Court. Vehicular access for commercial uses will be limited to the current curb cut on Dodge Street. This will require shared access for these properties. If it is not possible to achieve a mixed use development adjacent to Dodge Street Court the preferred use is residential similar to the existing residential development in the area. In addition, small offices or mixed-use commercial/apartments could be developed along Dodge Street across from the Dairy. If this area becomes more intensively developed in the future, rear alleys should be built and utilized to reduce curb cuts on to Dodge Street.



Roberts Dairy

If the dairy were ever to cease operation or relocate, the dairy property and the properties across Dodge Street could be redeveloped as a small main street commercial area. Successful main streets have a mixture of uses and a streetscape that encourages people to stop and shop. However, in order for a main street to be successful in this area, some of the existing zoning will have to be changed. The dairy property is currently zoned Highway Commercial (CH-1), which encourages auto-oriented development with buildings set back from the street, a high amount of required

parking, a low floor area ratio, and limits on the display of retail merchandise. In contrast, traditional main streets feature buildings that are close to and oriented to the street, off-street parking that is located behind buildings and away from the street, wide sidewalks with pedestrian amenities, and on-street parking to buffer pedestrians from the

street (see Commercial and Institutional Uses section for a description of other main street design elements).

The State has preliminary plans to widen Highway 1/Dodge Street and reconstruct and improve the Dodge Street intersections at the south end of Dubuque Road and at Prairie du Chien Road. Special efforts should be made during this road improvement project to ensure that the design of the roadway is attractive as an entranceway into Iowa City. In addition, this widening project may have an impact on the future functioning of the commercial node along Dodge Street. Consideration of the impacts on this area should be taken into consideration during the planning for this road project.

# Summary of Implementation Objectives

## Housing/Land Development

**Objectives:**

Encourage subdivision design that is in concert with the North District Plan principles through the City's subdivision and site plan review processes.

Develop a model neighborhood that emphasizes traditional subdivision and conservation subdivision design principles on the Peninsula.

Consider downzoning property along the future Foster Road alignment east of Dubuque Street.

Consider merits of historic district designation along Dubuque Road.

**Implementers:**

City of Iowa City

City of Iowa City, Private Developers

Planning and Zoning Commission/City Council

Historic Preservation Commission

## Commercial and Institutional Uses

**Objectives:**

If Dairy relocates or ceases operation, consider rezoning this property to encourage commercial redevelopment that is consistent with main-street commercial design principles.

Add attractive main-street design elements to the commercial node during the reconstruction of Dodge Street, such as brick crosswalks, benches, pedestrian-scale lighting, and attractive landscaping.

**Implementers:**

Planning and Zoning Commission/City Council

City of Iowa City, Iowa DOT, private businesses

## Transportation – Streets and Roads

**Objectives:**

Reconstruction of Interstate 80 from Highway 1 interchange in Iowa City to the First Avenue interchange in Coralville.

Reconstruction of North Dodge Street between Governor Street and the Interstate including reconstruction of the Dodge Street/Prairie du Chien Road intersection and realignment and reconstruction of the Dodge Street/Conklin Lane/Dubuque Road intersection

Entranceway improvements along North Dodge Street

Reconstruction and signalization of the Foster Road/Dubuque Street intersection

Extension of Foster Road east to intersect with Prairie du Chien Road

Extend and upgrade Laura Drive and Arn Lane to provide a connection to Foster Road.

Extend Bristol Drive to Dubuque Road

**Implementers:**

Iowa DOT

Iowa DOT, City of Iowa City

City of Iowa City

City of Iowa City

Private Developers, City of Iowa City  
Private Developers, City of Iowa City

Private Developers

## Transportation – Trails

### **Objectives:**

Extend the Iowa River Corridor Trail into the Peninsula and north of Interstate 80 into the Iowa City Water Plant site

Connect the Iowa River Corridor Trail to the trail along North Dubuque Street (County Road W66) to provide a continuous trail system from Iowa City to the Coralville Reservoir

Build a trail from Shimek School north to the future Foster Road extension

Build a trail from Whiting Avenue to the Mayflower Residence Hall and Dubuque Street

Build a trail along the Iowa River on the south side of the Elk's golf course

Build a pedestrian bridge across the Iowa River Power Dam to Coralville

Build pedestrian bridges over the Iowa River at Park Road or Crandic Park, Terrell Mill Park

Build a pedestrian bridge over Dubuque Street between the Mayflower residence hall and Terrell Mill Park

Construct a trail spur to connect the Montgomery-Butler House site to the Iowa City Water Works Park

Improve sidewalks, construct sidewalk connections where appropriate

### **Implementers:**

City of Iowa City

City of Iowa City, Johnson County

City of Iowa City, private developers

City of Iowa City

City of Iowa City

City of Iowa City, Coralville

City of Iowa City

University of Iowa

City of Iowa City

City of Iowa City, property owners

## Public Services and Facilities

### **Objectives:**

Installation of a new water main along the Foster Road alignment east of Dubuque Street

Build a fourth fire station in Northeast Iowa City

Investigate the feasibility of installing a sanitary sewer lift station on the north side of Interstate 80.

### **Implementers:**

City of Iowa City

City of Iowa City

Private developers, City of Iowa City

## Parks and Open Space

### **Objectives:**

Develop the park features and trails outlined in the Iowa City Water Works Park Master Plan

Develop active park space on land west of Dubuque Road and South of Oakes Drive

Formulate strategic plan for the rehabilitation and reuse of the Montgomery-Butler House

### **Implementers:**

City of Iowa City

Not identified

City of Iowa City, private, not-for-profit organization(s)

## North District Plan Map Designations

### Large Lot/Rural Residential

Suitable for large lot single family development in areas not suited for more intensive development due to natural limitations, i.e. soil, slope, unavailability of sewer and water utilities.

*Development Density:* approximately 1 dwelling unit/acre

### Single-Family/Duplex Residential

Intended primarily for single family and duplex residential development. Lower density zoning designations are suitable for areas with sensitive environmental features, topographical constraints, or limited street access. Higher densities are more appropriate for areas with good access to all city services and facilities.

*Development Density:* 2-8 dwelling units/acre

### Manufactured Housing

Intended for manufactured housing parks of at least 10 acres that meet all the requirements of the Factory Built Housing Residential Zone (RFBH).

*Development Density:* approximately 10 dwelling units/acre

### Multi-Family Residential

Intended for low to medium density multi-family housing. Suitable for areas with good access to all city services and facilities. Higher density zoning designations are not suitable for areas with topographical constraints or limited street access.

*Development Density:* 8 -24 dwelling units/acre

### Conservation Design

Areas where sensitive environmental features or the topography limit the development potential of the land. In this type of subdivision, development density is clustered away from sensitive areas such as woodlands, wetlands, steep slopes, and hydric soils. Conservation design can be accomplished through use of the Planned Development Housing Overlay Zone (OPDH). In some areas a Sensitive Areas Overlay (OSA) rezoning may be required.

*Development Density:* dependent on the underlying zoning designation

### Public/Private Open Space

Indicates existing open space that is important for the protection of sensitive natural features and/or to provide for recreational opportunities and protect the aesthetic values of the community. An open space designation on private land indicates that an area is largely unsuitable for development due to environmental or topographical constraints. While these areas are best reserved or acquired for private or public open space, development may occur on privately held land if a proposal meets the underlying zoning requirements and the requirements of the Iowa City Sensitive Areas Ordinance.

### Public Services/Institutional

Areas intended for civic, cultural, or historical institutions; preschools, schools, childcare centers; places of assembly or worship. Iowa City does not have a zone that designates institutional uses as the primary, preferred land use. However, there are a number of zones where these uses are permitted or provisional uses. Development proposals are subject to the requirements of the underlying zoning designation. Land that is owned by a public entity is typically zoned Public (P).

### Neighborhood Commercial

Area intended for retail sales and personal service uses that meet the day-to-day needs of a fully developed residential neighborhood. A grocery store or grocery store/drug store combination is preferred as the primary tenant in a Neighborhood Commercial (CN-1) zone.

### Office Commercial

Areas intended for office uses and compatible businesses. In some cases these areas may serve as a buffer between residential areas and more intensive commercial or industrial uses.

### Retail/Community Commercial

Areas intended to provide the opportunity for a large variety of commercial uses that serve a major segment of the community.

### Mixed Use

Areas intended for development that combines commercial and residential uses in a single building. The commercial component should emphasize locally oriented retail, service, and office uses that will be compatible with surrounding residential development. Commercial uses will typically be located on the ground floor with housing above. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk.

## North District Citizen Participants

Newmann Abuissa	Robert Fellows	Jean Reimann
Jaime Achrazoglou	Doug & Jean Fisher	Kathleen Renquist
Carol Adderley	James Fluck	Fred Rieckens
Bruce & Helen Alexander	Diane Funk	Don Robinson
Geraldine Arn	Florence Glasgow	Charles & Marie Ruppert
Mike Arn	Debb Green	Dick Ruppert
Dianna & George Baculis	Bob Guyer	Robert & Irene Schneider
David Bailey	Jim & Charlene Hinrichs	Lavonne Schultz
Ruth Baker	Mary Hitchcock	Julie Scott
Wanda Boeke	Kevin Hochstedler	Corbin Sexton
John Bollenbacker	Paul Horick	Glenn Siders
Ann Bovbjerg	Barbara Jones	Jane Slaymaker
Carol Braddock	Alan Kay	Eldon Snyder
Nate & Tundi Brady	Dennis Keitel	Becky Soglin
Paula Brandt	Evelyn Kral	Bill & Marlene Stanford
Jim Brennehan	Chuck & Marilee Kyte	Jim Stoner
Robert Brooks	Margaret Lainson	Lea Supple
Randy Brown	Loren & Joanne Leach	Mark Tade
Greg Burian	Bud Louis	Peter Taft
Bill & Mary Lu Callahan	Jean McAllister	Charles Towers
Matt Carberry	George & Mary Kay McCune	Norval & Joan Tucker
Cole Chase	Jan McDonald	David Van Dusseldorn
Ed Cole	Nancy Merideth	Gerry Vanni
Dustin Corlette	Paul Meyer	Jim Walters
Gordon & Tammi Craft	Charles W Miller	Shirley Wescott
Kayla Cress	Charles E Miller	Ellen Widess
David & Donna Curry	Joe Murphy	Marjorie Wilhite
Barbara Curtain	Lynda Ostedgaard	Larry Wilson
Kathy Davis	Caroline Oster	Brian Witcke
Trudy Day	Kirk & Mary Jeanne Philips	Bill Wittig
Rick & Brittain Deerberg	Michael Post	Harry Wolf
Willa Dickens	David Purdy	Charles & June Yang
Mary Dolezal	Nancy Purington	Teresa Young
Bob Donahoe	James Ramsey	
Steve Elliott	Kathleen Reichert	
Susan Enzle		

Resolution No. 17-275

**A resolution amending the North District Plan for approximately 70 acres west of Dubuque Street, south of Interstate 80, and north and east of Mission Point Road and Mackinaw Drive, to modify the land use map, accept a sensitive areas survey, and add certain housing, transportation and design goals**

Whereas, the North District Plan, an element of the Iowa City Comprehensive Plan serves as a land-use planning guide by illustrating and describing the location of appropriate land uses throughout in the North District, and provides notification to the public regarding intended uses of land; and

Whereas, if circumstances change and/or additional information or factors come to light, a change to the Comprehensive Plan may be in the public interest; and

Whereas, the North District Plan currently includes a goal to maintain and enhance existing housing while providing opportunities for new housing development that complements existing neighborhoods, protects environmentally sensitive areas, and is affordable to people of all incomes and ages; and

Whereas, the North District Plan states that if the Forest View Mobile Home Park redevelops in the future, consideration should be given to securing relocation assistance for the current residents of the park; and

Whereas, since 2001 when the North District Plan was adopted, over 500 new homes have been constructed in the area, the Thornberry Dog Park has been established, commercial and office uses have been established in the Peninsula Neighborhood, and several infrastructure improvements have been made including the Dubuque Street / Interstate 80 interchange and the on-going Dubuque Street elevation project; and

Whereas, the proposed land use map includes commercial land uses south west of the Dubuque Street / Interstate 80 interchange, and existing transportation node, and mixed residential and multi-family uses northeast of the Mackinaw Village neighborhood; and

Whereas, the applicant submitted a Sensitive Areas Inventory of its 70 acres which in general shows anticipated areas of disturbance and preservation; and

Whereas, a new east-west road is reflected on the proposed land use map, and said road will provide a secondary access to and from the larger Peninsula neighborhood; and

Whereas, because the new land use map contemplates redevelopment of the Forest View Mobile Home Park, will include a mix of uses, and will impact this busy, scenic entryway to the City, this amendment adds goals and objectives related to affordable housing, opportunity for commercial development, diverse housing and secondary access; and

Whereas, the Planning and Zoning Commission has reviewed this amendment and determined that circumstances have changed to the extent that an amendment to the comprehensive plan is warranted.

Now, therefore, be it resolved by the City Council of the City of Iowa City, Iowa, that:

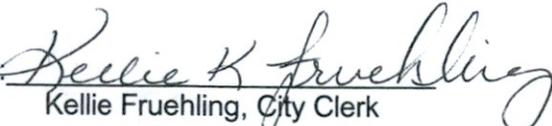
- A. The attached land use map dated April 12, 2017 is hereby adopted and incorporated into the North District Plan as the land use map guiding development of the area shown.
- B. The attached Sensitive Areas Inventory dated April 5, 2017 is hereby added to the

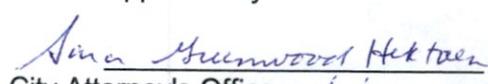
Plan as an appendix.

- C. The following goals are adopted and incorporated into the North District Plan:
- a. Housing Goal: Upon redevelopment of Forest View Mobile Home Park, the developer/owner should provide relocation assistance to the residents that includes replacement housing, preferably in the immediate area, advisory services and moving expenses. Said relocation assistance must be offered and made available prior to any demolition of existing homes as part of any first phase of development. A relocation plan must be made available to residents.
  - b. Housing Goal: Any development of multi-family residential adjacent to the Mackinaw Village neighborhood must incorporate design standards, setbacks, woodland buffers, low-level lighting, and other methods to maintain the livability of the Mackinaw Village neighborhood.
  - c. Commercial and Institutional Uses Goal: To preserve the scenic character of this primary entrance to the City, any redevelopment of property along Dubuque St must adhere to strict design guidelines imposed through a Conditional Zoning Agreement (CZA). Such design guidelines will address building façade and materials, sign placement, setbacks from the street, screening and tree preservation.
  - d. Commercial and Institutional uses goal: A buffer of existing trees and vegetation should be preserved between the Dubuque Street right of way and any development. Woodlands in between Knollwood Lane homes and commercial development should be preserved to provide a distance and visual buffer. For properties fronting on Dubuque Street, the percentage of preserved woodlands should exceed minimum code requirements.
  - e. Transportation Goal: Upon redevelopment of property west of Dubuque St and south of Interstate 80, access to Dubuque Street for south-bound traffic north of Foster Road may be allowed provided that the access point/ intersection is designed to accommodate anticipated traffic volumes from the developing area west of Dubuque St, south of Interstate 80.

Passed and approved this 15th day of August, 2017.

  
Mayor:

Attest:   
Kellie Fruehling, City Clerk

Approved by:  
  
City Attorney's Office 8/16/17

It was moved by Mims and seconded by Botchway the Resolution be adopted, and upon roll call there were:

AYES:	NAYS:	ABSENT:	ABSTAIN:	
<u>X</u>	_____	_____	_____	Botchway
<u>X</u>	_____	_____	_____	Cole
_____	_____	_____	<u>X</u>	Dickens
<u>X</u>	_____	_____	_____	Mims
<u>X</u>	_____	_____	_____	Taylor
<u>X</u>	_____	_____	_____	Thomas
<u>X</u>	_____	_____	_____	Throgmorton

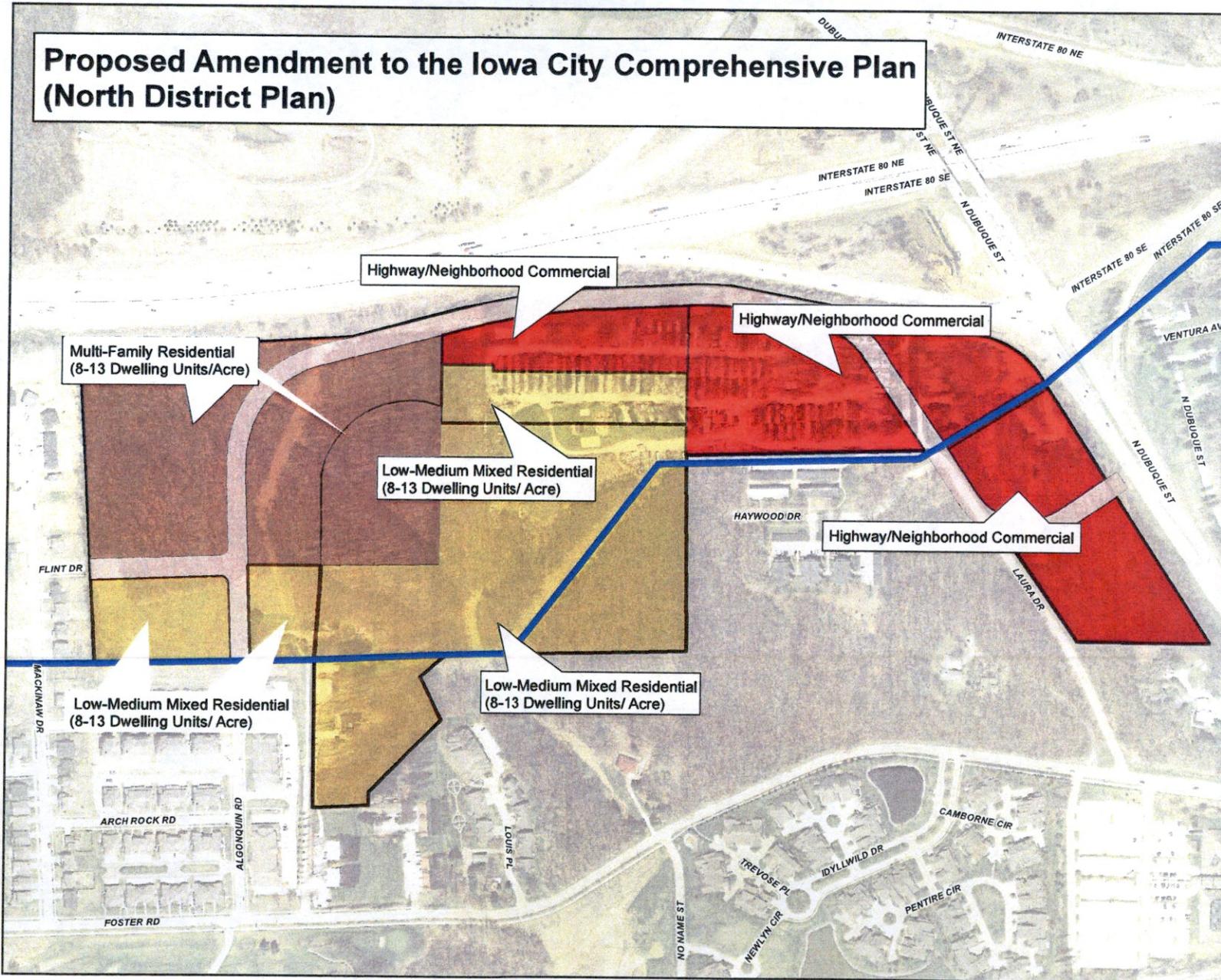
# Proposed Amendment to the Iowa City Comprehensive Plan (North District Plan)

## FOREST VIEW North Dubuque LLC

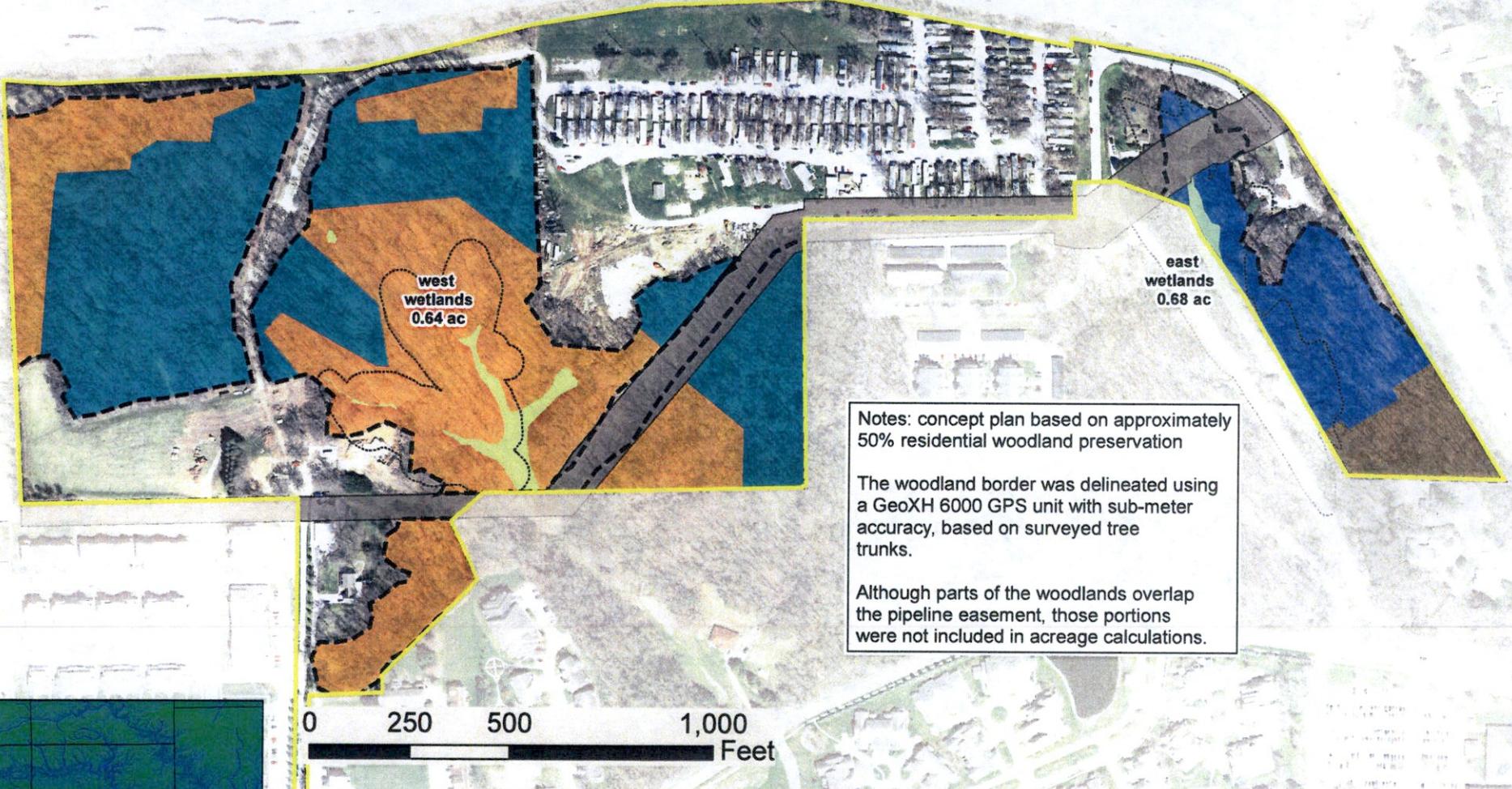
April 12, 2017

### Legend

- Commercial
- Low to Medium Mixed Residential
- Multi-Family
- ROW
- Project Limits
- Pipeline Easement



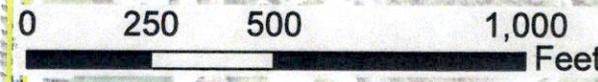
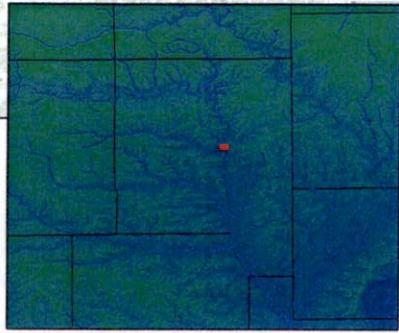
### Exhibit A: Forest View Sensitive Areas Inventory



Notes: concept plan based on approximately 50% residential woodland preservation

The woodland border was delineated using a GeoXH 6000 GPS unit with sub-meter accuracy, based on surveyed tree trunks.

Although parts of the woodlands overlap the pipeline easement, those portions were not included in acreage calculations.



- |  |  |
|--|--|
|  Project Boundary             | <b>Potential Woodland Development</b>  |
|  Pipeline Easement            |  Commercial, preservation (1.6 ac)      |
|  Wetlands (1.32 ac)           |  Commercial, proposed impact (3.8 ac)   |
|  Protected Slope Buffer (50') |  Residential, preservation (15.6 ac)    |
|  Woodland Border              |  Residential, proposed impact (14.6 ac) |



11.a

Prepared by: Anne Russett, 410 E. Washington St, Iowa City, IA; (CPA18-00002)

Resolution No. 19-90

**A resolution to amend the North District Plan land use map from Multi-Family Residential (8-13 dwelling units per acre) to Low-Medium Mixed Residential (8-13 du/ac) for approximately 24 acres and from Low-Medium Mixed Residential (8-13 du/ac) to Multi-Family Residential (8-13 du/ac) for approximately 24 acres (CPA18-00002).**

Whereas, the North District Plan, an element of the Iowa City Comprehensive Plan, serves as a land use planning guide by illustrating and describing the location and configuration of appropriate land uses throughout the City, provides notification to the public regarding intended uses of land; and illustrates the long range growth area limit for the City; and

Whereas, if circumstances change and/or additional information or factors come to light, a change to the Comprehensive Plan may be in the public interest; and

Whereas, in 2017 the City Council adopted an amendment to the North District Plan to accommodate commercial, multi-family, and single-family development in this area; and

Whereas, the proposed amendment modifies the 2017 amendment by moving the multi-family residential (8-13 dwelling units per acre) away from Mackinaw Village and toward the center of the site; and

Whereas, the North District Plan includes a goal that any development of multi-family residential adjacent to Mackinaw Village Neighborhood must incorporate design standards, setbacks, woodland buffers, low-level lighting, and other methods to maintain the livability of the Mackinaw Village neighborhood; and

Whereas, the proposed amendment will better align future development with this goal; and

Whereas, the goals incorporated into the North District Plan per Resolution No. 17-275 are carried forward with this proposed amendment; and

Whereas, the proposed amendment aligns with principles outlined in the North District Plan including providing opportunities for new housing development that complements existing neighborhoods and locating medium-density housing, including, townhouses, condominiums, and apartments close to neighborhood commercial areas; and

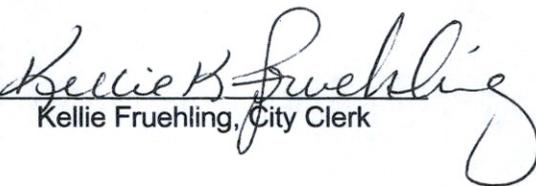
Whereas, the Planning and Zoning Commission has reviewed this amendment and determined that circumstances have changed to the extent that an amendment to the comprehensive plan is warranted.

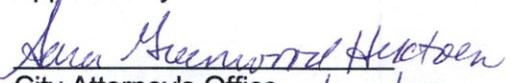
Now, therefore, be it resolved by the City Council of the City of Iowa City, Iowa, that:

1. The attached land use map dated September 12, 2018 is hereby adopted and incorporated into the North District Plan as the land use map guiding development of the area shown.

Passed and approved this 2nd day of April, 2019.

  
\_\_\_\_\_  
Mayor:

Attest:   
Kellie Fruehling, City Clerk

Approved by:  
  
City Attorney's Office 3/22/19

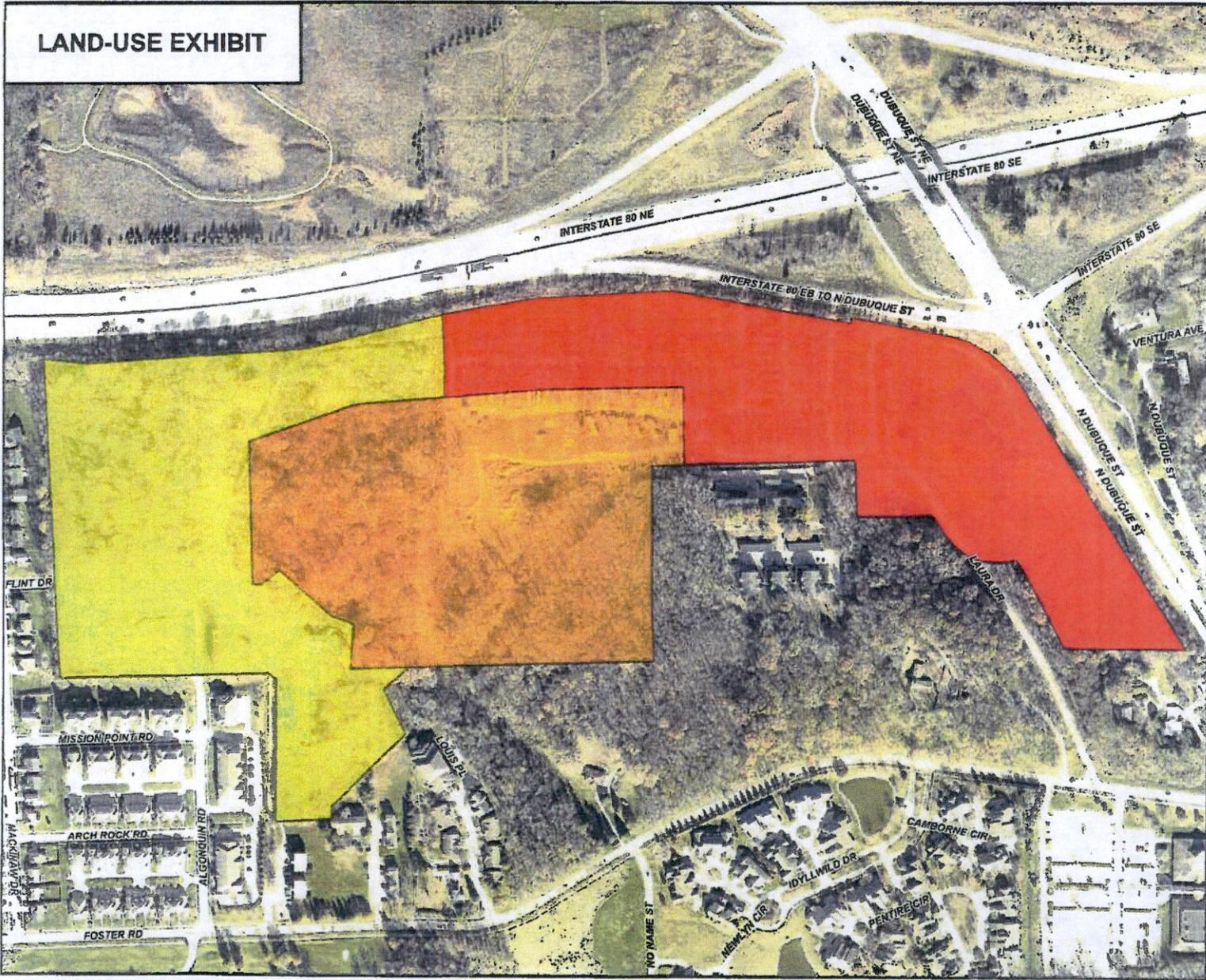
Resolution No. 19-90

Page 3

It was moved by Salih and seconded by Mims the  
Resolution be adopted, and upon roll call there were:

AYES:	NAYS:	ABSENT:	
<u>X</u>	<u>      </u>	<u>      </u>	Cole
<u>X</u>	<u>      </u>	<u>      </u>	Mims
<u>X</u>	<u>      </u>	<u>      </u>	Salih
<u>X</u>	<u>      </u>	<u>      </u>	Taylor
<u>X</u>	<u>      </u>	<u>      </u>	Teague
<u>X</u>	<u>      </u>	<u>      </u>	Thomas
<u>X</u>	<u>      </u>	<u>      </u>	Throgmorton

LAND-USE EXHIBIT



FOREST VIEW  
North Dubuque LLC

September 12, 2018

Legend

-  HIGHWAY/NEIGHBORHOOD COMMERCIAL
-  MULTI-FAMILY RESIDENTIAL (8-13 DWELLING UNITS/ACRE)
-  LOW-MEDIUM MIXED RESIDENTIAL (8-13 DWELLING UNITS/ACRE)

FILED

2018 SEP 14 AM 11:52

CITY CLERK  
IOWA CITY, IOWA



0 75 150 300 Feet

hbk  
ENGINEERING