

NORTHEAST PLANNING DISTRICT

Iowa City



Adopted June 29, 1999

Revised August 21, 2007

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, CITY OF IOWA CITY
410 E. Washington Street • Iowa City • Iowa 52240

Mtg

Prepared by: Karen Howard, 410 E. Washington St., Iowa City, IA 52240 (319) 356-5251

RESOLUTION NO. 07-245

RESOLUTION TO AMEND THE NORTHEAST DISTRICT PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN, TO INTEGRATE A LARGE INSTITUTIONAL PROPERTY INTO THE PLAN FOR THE LINDEMANN HILLS NEIGHBORHOOD NORTH OF THE PUBLIC SQUARE ALONG LOWER WEST BRANCH ROAD.

WHEREAS, the Iowa City Comprehensive Plan, consisting of specific District components, serves as a land-use planning guide by illustrating and describing the location and configuration of appropriate land uses throughout the City, and also 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 Northeast District Plan describes the Lindemann Hills Neighborhood as appropriate for a traditional residential neighborhood served by a grid-like street pattern radiating out from an approximately 2-acre public square located along Lower West Branch Road, with sidewalks and trail connections that ensure good vehicular, pedestrian, and bicycle circulation between residences, the public square and other important neighborhood destinations; and

WHEREAS, a religious institution in the community has expressed a need for a large campus for development of new facilities; and

WHEREAS, the Planning and Zoning Commission have determined that institutional uses, such as churches are an integral part of many residential neighborhoods and provided that these larger uses are integrated into a connected street and pedestrian network so that traffic circulation and public access to shared open space is not compromised, these types of uses can be beneficial to the development of livable neighborhoods; and

WHEREAS, the proposed amendment to the plan map for the Lindemann Hills Neighborhood within the Northeast District Plan illustrates how a large institutional campus can be incorporated into future residential areas in a manner that is in concert with the original principles illustrated and described for the Lindemann Hills Neighborhood; and

WHEREAS, the accompanying text amendment to the Northeast District Plan describes in more detail how a large institutional use might be integrated into the residential neighborhoods that develop in this area of the city in concert with the original principles adopted for the Lindemann Hills Neighborhood.

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

1. The plan map for the Lindemann Hills Neighborhood, as described and illustrated in the Northeast District Plan, is hereby amended according to the attached plan map.
2. The following text shall be included in the Northeast District Plan as a means of indicating the intent of the amended plan map attached hereto:

The plan map for the Lindemann Hills Neighborhood was revised in 2007 to provide the opportunity for a large institutional use, a church, to locate north of the public square along Lower West Branch Road. The principles adopted with the original plan remain intact, including the public square as a neighborhood focal point, interconnected streets extending from the four corners of the public square, with sidewalks and trail connections that ensure good vehicular, pedestrian, and bicycle circulation between residences, the public square, and other important neighborhood destinations, such as neighborhood commercial areas and the linear open space

along the stream corridors that flow north-south along both the eastern and western edges of the neighborhood.

The revised map illustrates how this large institutional use can be integrated successfully into future residential neighborhoods that will surround the church. A trail connection across the center of this large property will insure a means of east-west travel through the neighborhood. Since east-west street connections will be limited by the large institutional property, it will be particularly important to include an east-west street along the northern boundary of the church property, which will be built as property north of the church property is annexed and developed in the future. This street will provide a second means of access for the church and provide a needed east-west street connection for future residential areas that surround the church property. Public right-of-way is being acquired from the church for this purpose.


Open spaces within residential areas should be visible and accessible to the public. Single-loaded streets along park edges and conveniently located mid-block trail connections are strongly encouraged so that all neighborhood residents are within walking distance of parks and open space and so that the trail system can be used as a means of traveling around and through the neighborhood. This principle is particularly important for medium density development, such as townhouses and multi-family, where the amount of private open space is limited.

Development should integrate sensitive features, including groves of trees, wooded areas, and stream corridors as amenities for the new neighborhoods that develop in this area. The layout of streets and home lots as shown on the plan map may be adjusted based on topography and to preserve natural features and existing farmsteads and estates. Alternative street layouts that preserve natural features and acknowledge existing homes and structures, while ensuring good neighborhood street connectivity and the public square as a focal point of the neighborhood, are encouraged.

Suggested locations for medium density residential uses, such as townhouses and multi-family are noted on the plan map. There may be other locations, however, that are suitable for these housing types, such as along single loaded streets across from parks, close to neighborhood commercial areas and along arterial street corridors. The remaining area is suitable for single family homes. Collector streets built with rear alleys for vehicular access will allow for smaller, more affordable home lots and increased traffic safety on these higher volume streets.

If, for whatever reason, the property located north of the public square is not developed as an institutional use, this land would be appropriate for residential development with medium density residential uses appropriate for land adjacent to the public square and lower density single family residential uses located further north on streets that extend across the property in an interconnected pattern similar to what is illustrated for the rest of the Lindemann Hills Neighborhood.

Passed and approved this 21st day of August, 2007.

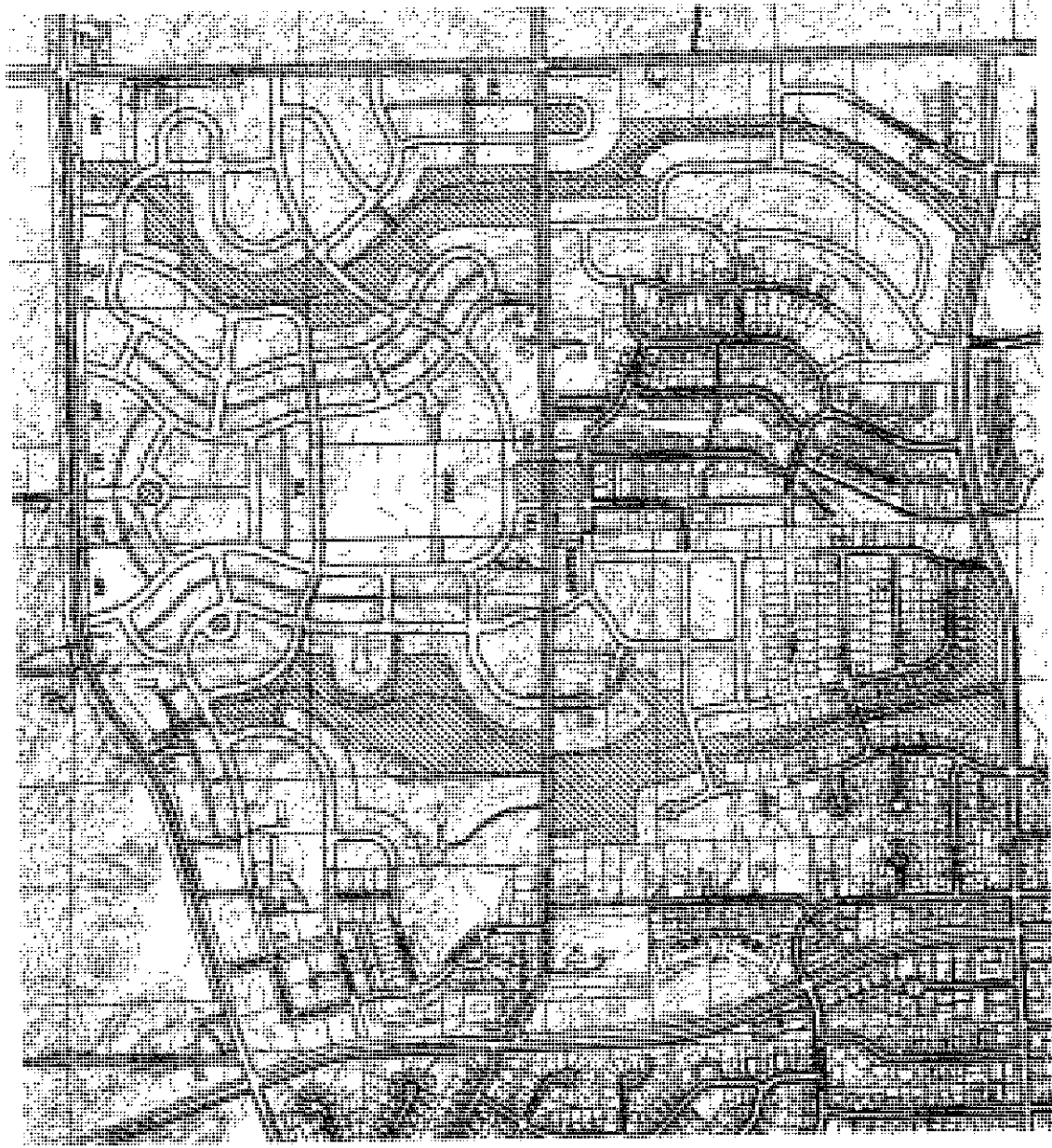

MAYOR:

ATTEST: Marian K. Kow
CITY CLERK

Approved by:

Sandra L. Greenwood
City Attorney's Office 8/13/07

Lindemann Hills



LEGEND

- Alley R.O.W.
- Street R.O.W.
- Trail
- Open Space
- Waterway/Stream
- Potential Townhouse (TH)
- Potential Multi-family (MF)
- Potential Institutional (INST)

**NELSON
DESIGN**
— P.L.C. —

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Project

**LINDEMANN
HILLS
NEIGHBORHOOD
PLAN**

Sheet Title

**NEIGHBORHOOD
PLANNING
DISTRICT
REVISION**

North



Scale

1" = 300'

Project Number

0704-01

Date

4-26-01

Revision

4-27-01

4-28-01

4-29-01

4-30-01

4-31-01

4-32-01

4-33-01

4-34-01

4-35-01

4-36-01

4-37-01

4-38-01

4-39-01

4-40-01

4-41-01

4-42-01

Sheet Number

1 of 1

NORTHEAST DISTRICT PLAN

City of Iowa City, Iowa

1999

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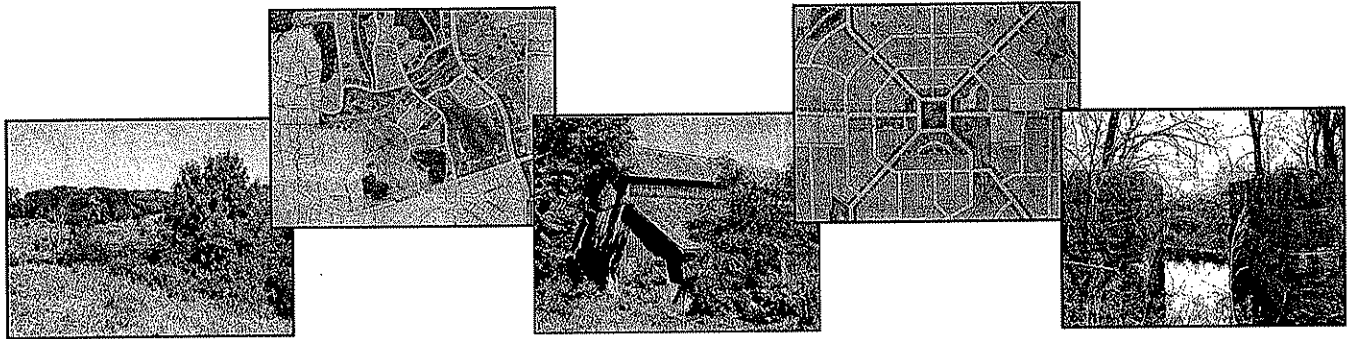
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NORTHEAST DISTRICT PLAN



 The Northeast District is located south of Interstate 80 (I-80), east of Hickory Hill Park and First Avenue, and north of Court Street. The plan describes the history, current land uses, existing environmental features and potential, future land uses for the district. It presents a pattern for how residential, commercial, office park, recreational and institutional uses, and supporting public facilities, including streets, sewers, stormwater drainage, parks, trails and fire protection, will be encouraged to develop in the district.

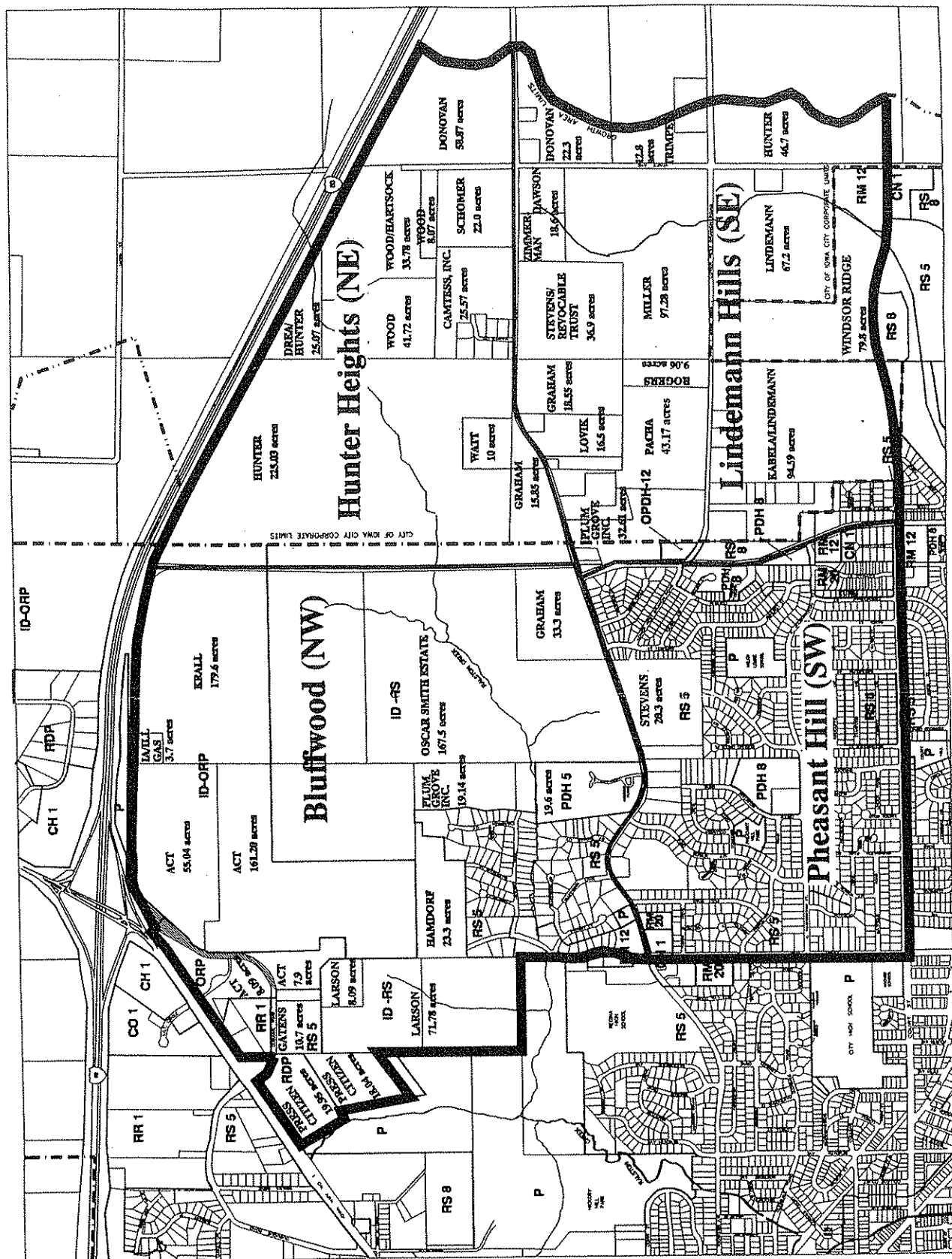
In the Northeast District, there are approximately 690 acres of vacant land zoned for residential development within the corporate limits, and 965 additional acres of vacant land outside Iowa City, but within the City's long-range planning area. The district extends east into the county about one-quarter to one-half mile east of Taft Avenue. It is anticipated that annexation of the unincorporated properties will occur over several decades or longer. The new neighborhoods to be developed in the district are encompassed within an area that can be served by gravity sanitary sewer service; an area that is likely to be developed in the future as part of Iowa City. (See *Exhibit A: Northeast District Quadrants/Major Property Owners Map*)

The Northeast District Plan is the third in a series of district plans to be included in Iowa City's Comprehensive Plan, *Iowa City: Beyond 2000*. This district plan was developed in cooperation with citizens, who participated in property owner interviews, or became involved in planning workshops for the district in March and April 1998. People from both the city and the county, residents of the district and from the community-at-large, worked with city staff to identify positive features, address areas needing improvement, provide historical details and envision future plans for the district. The neighborhood development principles set forth in this plan will be implemented in compliance with City codes.

A NEIGHBORHOOD FRAMEWORK

Iowa City is a community of neighborhoods, where planning is at its best when it is accomplished on a neighborhood by neighborhood basis.

The Northeast District is no exception to the neighborhood planning approach. In the Comprehensive Plan, arterial streets often form the boundaries for the individual planning districts in Iowa City.



Arterial streets also generally mark the boundaries of neighborhoods. The Northeast District is bounded on the north by Interstate 80, on the east by Taft Avenue, on the south by Court Street, and on the west by portions of First Avenue. Rochester Avenue generally divides the district into north and south halves with the Bluffwood and Hunters Heights neighborhoods to the north and Pheasant Hill and Lindemann Hills to the south. Scott Boulevard generally divides the district into east and west halves. That is, arterial streets divide the Northeast District into quadrants, and in this plan, each quadrant is treated as a neighborhood. The arterial streets not only provide boundary identity and separation for each of the four neighborhoods, but are designed to carry the greater share of vehicular traffic at the edge of each neighborhood, instead of through the middle of a neighborhood.

The four neighborhoods in the Northeast District are:

- **BLUFFWOOD (NW) NEIGHBORHOOD** — The *northwest* quadrant (north of Rochester Avenue and west of Scott Boulevard) is also located entirely within the corporate limits, but due to its rugged terrain, stream corridors, secondary access restrictions and land owner preferences, this area has had limited development. Residential development has occurred in the southwest portion of the quadrant adjacent to the Ralston Creek stream corridor, and a few homes, the Press Citizen and the ACT campus are clustered along Dodge Street/Highway 1 in the northwest part of the quadrant. The majority of this quadrant contains farms with pastures on the rolling hills and some row crops, such as soybeans and alfalfa, on the higher, flatter terrain.
- **HUNTER HEIGHTS (NE) NEIGHBORHOOD** — The *northeast* quadrant (north of Herbert Hoover Highway and east of Scott Boulevard), is located almost entirely within the unincorporated area of Johnson County. This quadrant contains gently rolling farmland with the north branch of Ralston Creek running diagonally through it from the northeast to the southwest. A seven-lot rural subdivision, a few farm residences, and Hi-Point, an 18-hole golf course, are located in the Hunter Heights Neighborhood.
- **LINDEMANN HILLS (SE) NEIGHBORHOOD** — The western edge of the *southeast* quadrant (south of Herbert Hoover Highway and east of Scott Boulevard) is located within the city limits and is being developed with a mix of housing types, including an assisted living center for elderly or disabled persons. A portion of the southeast part of the quadrant has been annexed into the city as part of the Windsor Ridge development for a mix of housing types and a potential school site. A small salvage yard is located in the northwest corner of the quadrant. The remainder of the quadrant is located outside the city limits and contains rolling farmland, a few residences, including a small subdivision along Hummingbird Lane, and a nursing home, the Iowa City Care Center.
- **PHEASANT HILL (SW) NEIGHBORHOOD** — The *southwest* quadrant (south of Rochester Avenue and west of Scott Boulevard) contains Lemme Elementary School and Pheasant Hill Park, and has neighborhood commercial zoning on the northwest and southeast corners of the quadrant. This neighborhood is located entirely within the corporate limits of Iowa City and is nearly fully developed.

HISTORIC CONTEXT

Planning for the district is to be accomplished with respect for its prehistoric and historic resources.

The people of the Woodland prehistoric period (500 BC - AD 1000) constructed earthen burial mounds in this area of Iowa. The State Archeologist's Office has indicated that there are no known prehistoric or early settler burial mounds in the Northeast District, but has cautioned that there may be unrecorded burial sites. Two sites of early prehistoric and historic habitations were discovered during a survey prior to improvements along Rochester Avenue. These sites, shown on *Exhibit B: Northeast Planning District Recorded Archaeological Sites Map*, are not considered significant sites in and of themselves, but may serve as indicators that other archaeological sites exist in the area.

Farmsteads began to be established in this district in the mid-1800s, and agricultural uses continue to encompass the northern and eastern portions of the district. In 1976, Irving Weber, a local historian, cited six "century farms" in Scott Township, which makes up the eastern portion of the district. One of the "century farms" is the Hunter farm, located on the west edge of the Hunter Heights (NE) quadrant. The 1912 publication *Leading Events in Johnson County History* by Gilbert Irish notes that Adam Hunter arrived in Iowa City and settled in the area around 1850. The Hunter family has lived on and farmed the land ever since. The Lindemann families, who own land to the south, are descendents of Adam Hunter. Little has been written about other early settlers or events that may have occurred within the district, and few remnants from the early settlement remain.

It is known that in 1839, Lyman Dillon plowed a furrow from Iowa City to Dubuque as a guide for pioneers. The furrow is said to have generally followed the current route of Highway 1, and so is likely to have traversed the northwest corner of the district, following the ridge top where Dubuque Road and the ACT entrance are currently located.

According to a long time resident, a portion of a Rock Island railroad spur connected Iowa City with a small settlement northeast of Iowa City called Digby. This railroad spur generally followed the south branch of Ralston Creek out from Iowa City through what is now called Scott Park, and cut diagonally across the Lindemann Hills (SE) quadrant. Although the rail spur has been abandoned and has virtually disappeared as agricultural uses displaced the line, a remnant of an original stone railroad bridge over Ralston Creek is still located on the Jerry Lindemann farm near Taft Avenue.

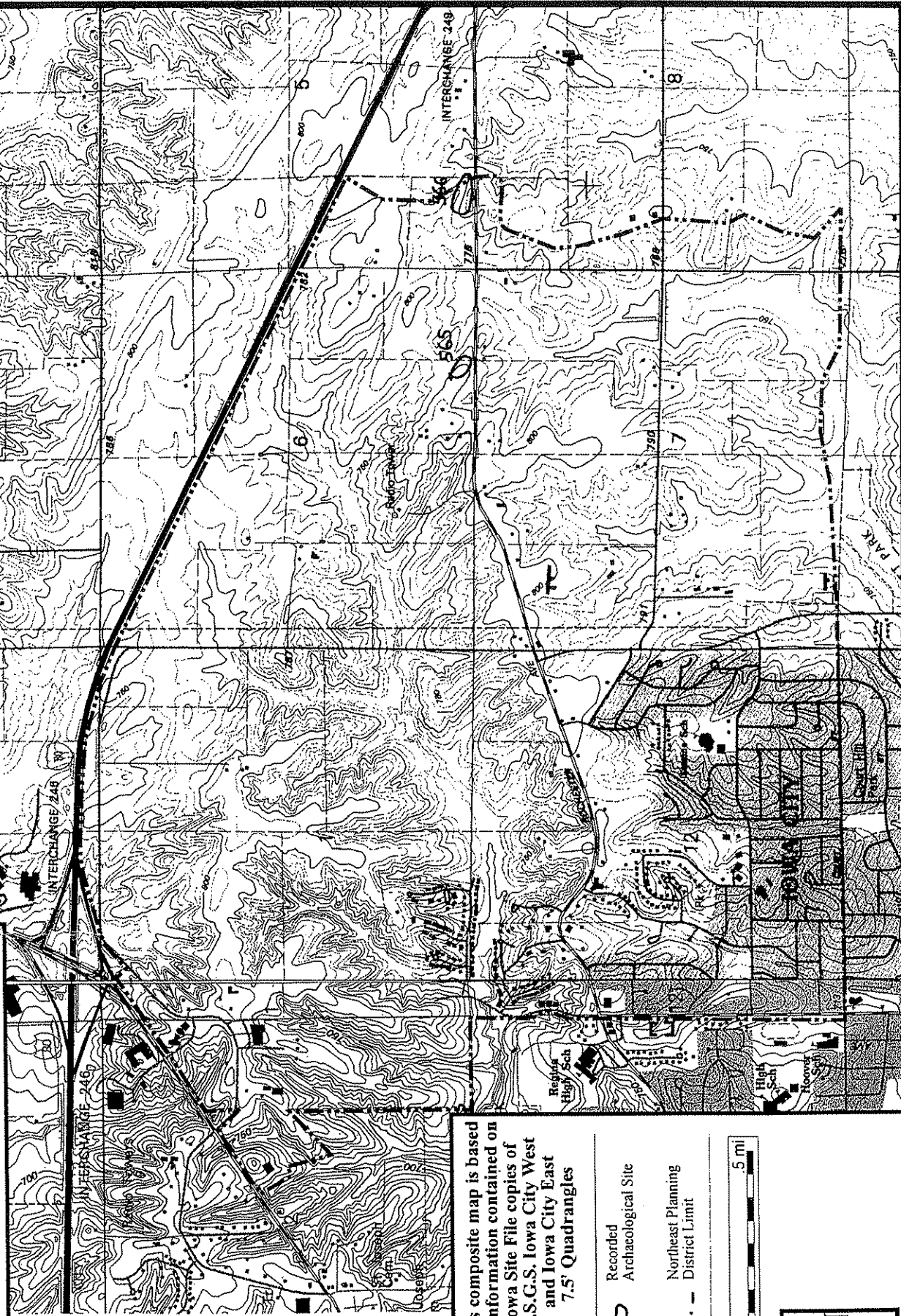


Stone Railroad Bridge

A few, older farm homes remain scattered through the district. A large stucco home once owned by Henry Peterson is located on Hawks Drive on the north side of Herbert Hoover Highway. This home appears to have been built in the mid-1800s and may warrant historic landmark status. Other older farm homes in the area may also be considered historic, and could be preserved within new neighborhoods as development begins to occur around them. One such structure known as "Bluffwood" was located until 1993 on land that is now occupied by the Rochester Hills development. The Gothic style home in a pastoral setting was the country home of prominent

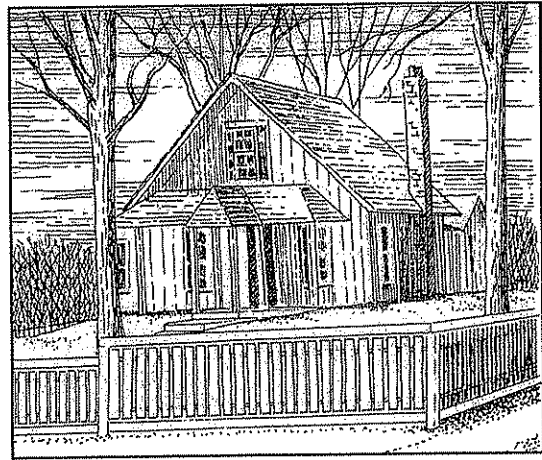
Iowa Citians, Emma and William Haddock. The Bluffwood Neighborhood Association is named after this once historic site.

**Northeast Planning District
Recorded Archaeological Sites
Office of the State Archaeologist
March 1998**





Peterson Home



Bluffwood Cottage

Development of the Northeast District began in the southwest corner of the district after World War II. Prior to 1942, none of the property within the district was located within the corporate limits of Iowa City, but by 1959, about 75 acres along First Avenue had been annexed. By 1967, most of the Pheasant Hill (SW) quadrant and the southwest portion of the Bluffwood (NW) area had been annexed. The largely undeveloped properties north of Ralston Creek in the Bluffwood area were incorporated into the city between 1967 and 1975, and a few parcels within the Lindemann Hills quadrant were annexed in the 1990s.

ENVIRONMENTAL FEATURES

Protecting the environmental quality of the district is a high priority.

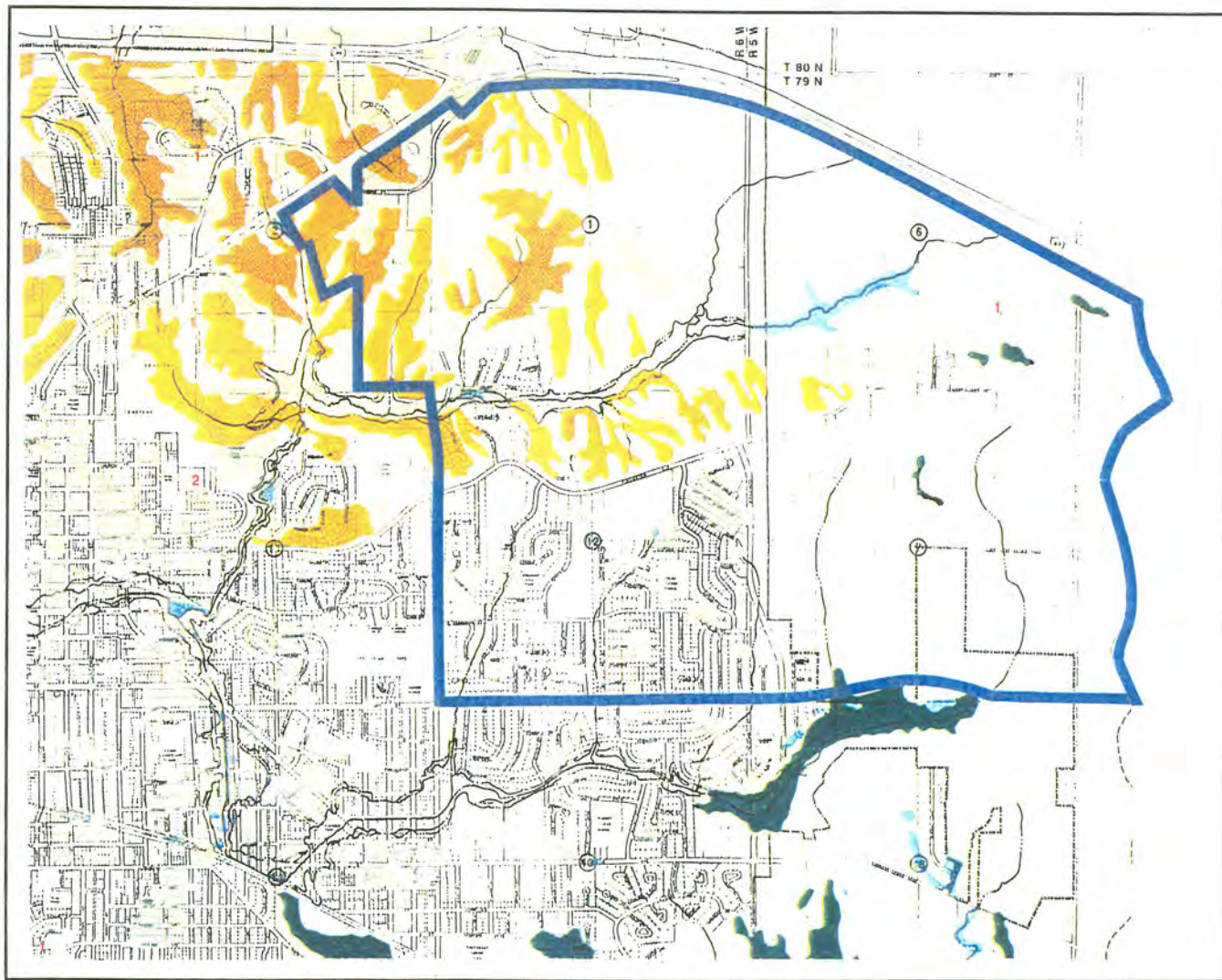
The Comprehensive Plan encourages "development that occurs with consideration of ecological features, such as protecting critical wildlife habitats, natural terrain and future green space." It supports the "acquisition and management of watersheds, floodplains, wetlands and greenways," and "identification and preservation of environmentally sensitive areas." These environmental tenets of the Comprehensive Plan coincide with a guiding principle expressed in the citizen planning workshops to plan so that development respects the integrity of the sensitive features.

As shown on the *Northeast District Sensitive Areas Map (Exhibit C)*, the district consists of upland woodlands, portions of land with highly erodible soil, and two major stream corridors, the north and south branches of Ralston Creek. Potential wetlands are located primarily along drainageways, and fully hydric (water saturated) soils are found mainly in the eastern half of the district. Historic and archaeological sites should continue to be identified, and where possible preserved as assets.

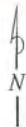
The environmentally sensitive features affect the planning and development of new neighborhoods. Traditional neighborhoods with grid-patterned streets are not feasible in areas containing steep, wooded ravines and extensive wetlands. Conservation-design subdivisions are encouraged in these areas so that development is clustered on flatter, higher ground with wooded slopes, wetlands and floodplains as protected amenities.

Northeast Planning District

Sensitive Areas



NOVEMBER 1998



	Drainageway		Upland Woods
	100-Year Flood Boundary		Hydric Soils Exclusive of Wetlands
	500-Year Flood Boundary		Highly Erodible Soil 18% to 25% Slope
	Potential Unwooded Wetland		Highly Erodible Soil/Steep Slope Area 25% Slope and Greater

NEIGHBORHOOD PLANNING PRINCIPLES

Citizen planning is instrumental in shaping desirable neighborhood development.

The citizen-generated principles outlined below are the backbone of the Northeast District Plan, and are intended to be adhered to as guidelines for neighborhood development. The following neighborhood planning principles evolved from the Northeast District citizen workshops, which were held in March-April 1998:

Preserve natural features. The citizen planning teams emphasized the importance of preserving the natural beauty of the Northeast District. To protect natural features, such as steep, wooded ravines, stream corridors and wetlands, the plan calls for:

- Providing green open space areas or buffers between urban development and sensitive features, such as woodlands, wetlands, and creeks.
- Incorporating and maintaining a green open space buffer between Hickory Hill Park and urban development to preserve the natural integrity of the park.
- Preserving the 100-year floodplain as a natural corridor.
- Integrating stormwater detention ponds within natural, drainage areas, such as creeks.
- Using conservation design principles to locate streets, utilities and structures in a way that minimizes disturbance of natural features.
- Treating environmentally sensitive areas as amenities.
- Encouraging the use of single-loaded streets (development on only one side of a street) when necessary to protect environmentally sensitive areas and create public vistas.



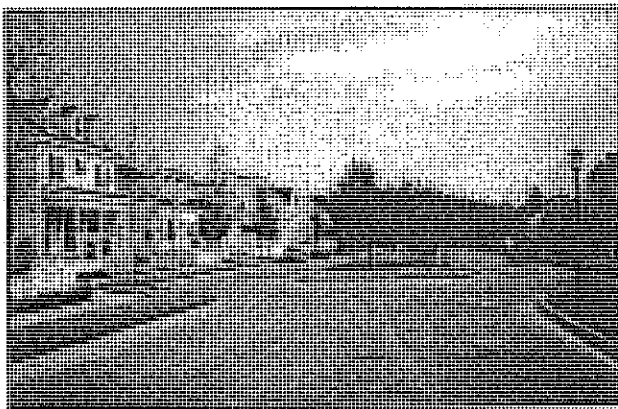
Example of single-loaded street

Provide pedestrian/bicyclist connections. The plan provides for a network of wide, accessible sidewalks and trails throughout the district by:

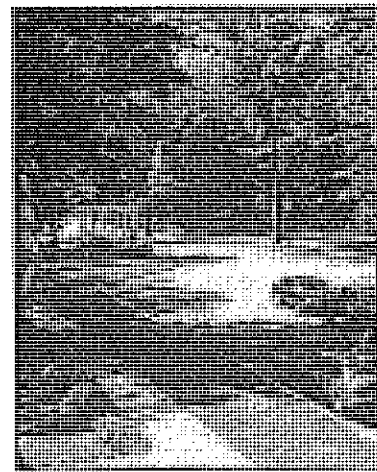
- Requiring sidewalks along all streets, public and private, and a minimum eight-foot wide sidewalk along at least one side of arterial streets, as essential elements of neighborhood development.
- Designing sidewalks and trail systems as an integral part of the transportation system to offer alternatives to automobile travel that provide reliable connections from the Northeast District to the downtown and University campus destinations, and to other major employment centers south along Scott Boulevard and north along Highway 1/Dodge Street.
- Locating recreational trails along waterways, around ponds and through parks, and where appropriate, adding educational, interpretive elements as part of the trail system.
- Incorporating trail connections at the ends of cul-de-sac streets.
- Planning for trail connections between major destinations, such as commercial areas, parks and schools

Build streets that enhance neighborhood quality. The plan advocates a neighborhood street design that fosters reasonable traffic levels, calms traffic, and provides landscaped buffers along major roadways by:

- Developing an interconnected street system that disperses vehicular traffic by using multiple means of access into and out of a neighborhood.
- Designing collector streets so they are not continuous through streets, but are offset in the middle of the neighborhood, or separated by an intervening green square park, a school site or other neighborhood gathering place.



Residential street with landscaped median



Gazebo green on street

- Introducing green elements into the street system by looping streets around small neighborhood greens, planting medians, landscaping along streets, narrowing streets so street trees can extend in a canopy over the street, and providing single-loaded streets to open up scenic vistas and provide public access to preserved natural areas.

- Using cul-de-sac streets on a limited basis, such as where topography or other sensitive features prevent practical street connections.
- Planting an arboretum along Interstate 80 with a variety of trees to create an aesthetic entranceway and noise buffer between the highway and residential development.

Encourage a reasonable level of housing diversity. The predominant land use in the Northeast District neighborhoods will be detached, single-family housing, but the plan integrates a mix of housing types throughout the district by:

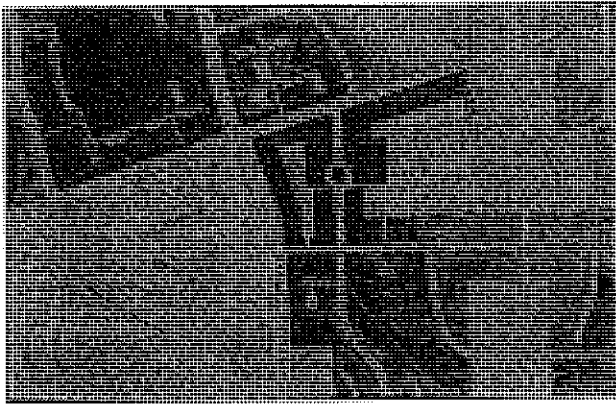
- Using traditional neighborhood design concepts to locate townhouses and small apartment houses in and adjacent to neighborhood commercial areas, at intersections of arterial and collector streets, along arterial streets, and near institutional facilities and parks.
- Avoiding large concentrations of apartments.
- Ensuring that apartment buildings and townhouses are compatible with neighborhood architecture in terms of design and scale.
- Preserving historic structures within the district by planning development that integrates instead of eliminates these historic elements.

Create and upgrade neighborhood parks by:

- Planning neighborhood parks, three to seven acres in size, that are centrally located, and interconnected with accessible trails, parking areas, play equipment and picnic shelters.
- Designing parks in association with trails, schools, neighborhood commercial centers, waterways and wooded areas.
- Improving or expanding existing public parks and open space areas for neighborhood use.
- Increasing neighborhood opportunities for accessing open space by incorporating pocket parks and smaller public or private open space areas (play areas, neighborhood gardens) throughout the district.

Plan for commercial areas to function as neighborhood centers by:

- Designing neighborhood commercial areas in a main street or town square style.
- Including green space within or adjacent to the neighborhood commercial center.
- Incorporating public services, such as a fire station, daycare (for children or elders), and civic spaces within or adjacent to a neighborhood commercial center.



*Concept Plan for Commercial Area at
Scott Boulevard and Rochester Avenue*



Main Street Commercial Design

These neighborhood planning principles are integrated throughout the Northeast District Plan, and have been made an intentional part of the plan for each neighborhood.

NEIGHBORHOOD PLANNING

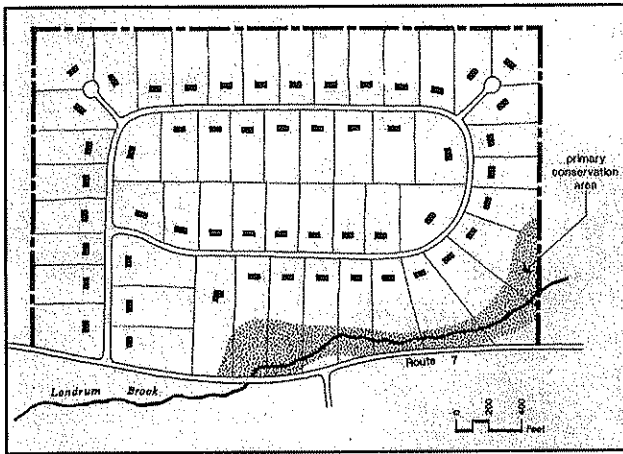
To guide future growth and development in the Northeast Planning District, the plan focuses on the undeveloped portions of the Bluffwood (NW), Hunter Heights (NE), and Lindemann Hills (SE) quadrants. It encourages compatible extensions of existing residential development in the west and south portions of the district, located for the most part in the Pheasant Hill (SW) quadrant, and the area immediately northeast of the intersection of First Avenue and Rochester Avenue. The proposed extension of the Windsor Ridge development in the central portion of the Lindemann Hills (SE) area, the commercial and office park development on the edges of the district, and the natural, recreational resource of the nearly 200 acre Hickory Hill Park on the west edge of the district are also considered important elements of the plan.

The land use scenario for each quadrant illustrates how the planning principles generated at the citizen workshops may be applied to development. When rezonings, planned developments and subdivisions are proposed within each Northeast District neighborhood, these planning/land use principles will assist the Planning and Zoning Commission and the City Council in evaluating development applications. They should also serve as a guide for developers and their engineering/ architectural consulting firms.

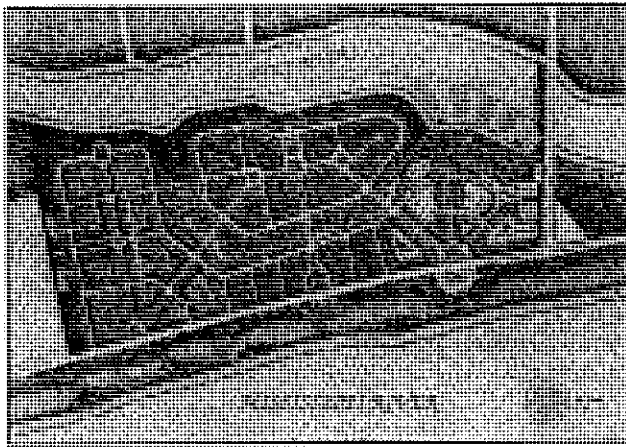
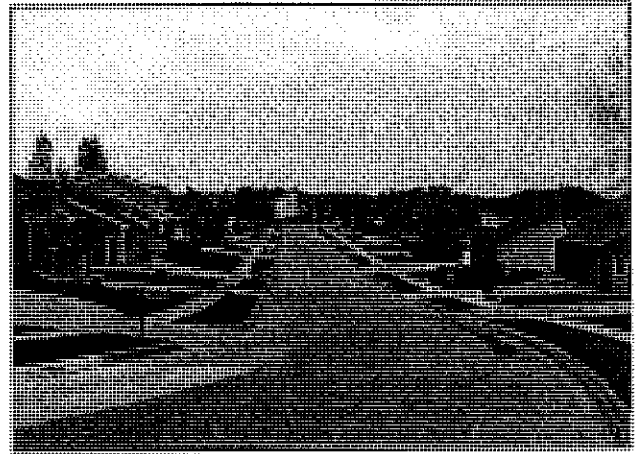
The land use scenarios are intended to be general guides; an indication of how development may occur neighborhood by neighborhood. It is possible that specific land uses shown on the land use scenario may not develop in the exact locations depicted, but decisions regarding developments should adhere generally to the planning principles set forth in this plan.

Conventional Subdivision Design. The dominant form of residential development in Iowa City in recent times has been conventional subdivision design. This type of development typically involves the creation of building lots that are designated primarily for single-family housing and often exceed the minimum lot size requirement. Usually, most of the property within a conventional development is incorporated into private individual lot ownership. Although public open space is not a key element in conventional subdivision design, open space is ensured for new developments in Iowa City through the requirements of the Neighborhood Open Space ordinance. The street network may include connecting streets, but often makes extensive use of the cul-de-sac street design.

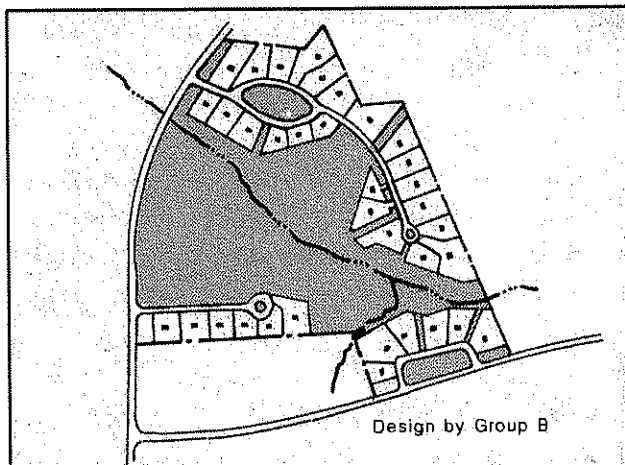
Traditional Neighborhood Development. The Comprehensive Plan for Iowa City and the principles developed at the citizen planning workshops for the Northeast District both support the implementation of traditional neighborhood development – the type of development that promotes social connections, identity of place, environmental conservation and traffic reduction within each neighbor-



Conventional Subdivision Design



Traditional Neighborhood Design




Conservation Neighborhood Design



hood. Traditional neighborhood development tends to create village-like neighborhoods with housing for a diverse population, a mix of land uses, walkable streets, public space that is a focal point for the neighborhood, integrated civic and commercial centers and accessible open space. The plan recommends a pattern of traditional neighborhood development with its interconnected grid of streets in the flatter regions of the Hunter Heights (NE) and the Bluffwood (NW) quadrants, and throughout the Lindemann Hills (SE) quadrant, a largely rural area. For the areas of the Hunter Heights and Bluffwood quadrants that are characterized by a topography of steep, wooded ravines, the plan recommends conservation patterns of development.

Conservation Neighborhood Design. Conservation subdivision designs balance the protection of sensitive environmental features with the development rights of property owners. The density of development is clustered on the more buildable portion of the property — 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, but less paving and more open space when compared to conventional development. Conservation subdivision designs are especially appropriate in areas containing steep slopes, woodlands and stream corridors — features that are prevalent in the Bluffwood (NW) area, and portions of the Hunter Heights (NE) quadrant. The design concepts used to implement traditional neighborhood planning or conservation neighborhood design are preferred in the Northeast District. However, conventional subdivision design that meets the planning principles set forth in this plan will be considered acceptable.

BLUFFWOOD NEIGHBORHOOD

 Bluffwood, the 940 acre northwest quadrant of the district, is characterized by highly erodible soils, steep, wooded slopes and a few wetlands. The north branch of Ralston Creek and several of its tributaries run through this quadrant, and Hickory Hill Park provides a wooded western boundary. Residential subdivisions have been developed in the southwest area of the district along Ralston Creek. Two major employment centers, the Press Citizen and ACT, are clustered near Highway 1, and a few farm homes are scattered throughout the rest of the quadrant. The majority of the property in the Bluffwood Neighborhood is farmland, approximately 200 acres of which is held by ACT for future development.

The future land use scenario for the Bluffwood Neighborhood reflects the planning principles developed at the citizen workshops. It illustrates a largely single-family residential neighborhood with opportunities for duplex and zero lot line housing to be integrated throughout, and townhouses and small scale apartments located along arterial streets, adjacent to major open spaces, and in some areas along collector streets. The plan indicates the preservation of stream corridors, wooded ravines and wetlands and introduces greens within the streetscape and parks in conjunction with the sensitive natural areas. Interconnected streets are proposed where feasible. Due to topographic constraints, neighborhood commercial areas are not shown in a central location within the neighborhood, but are placed nearby in adjacent quadrants at the southeast, southwest and northeast edges of the Bluffwood Neighborhood.

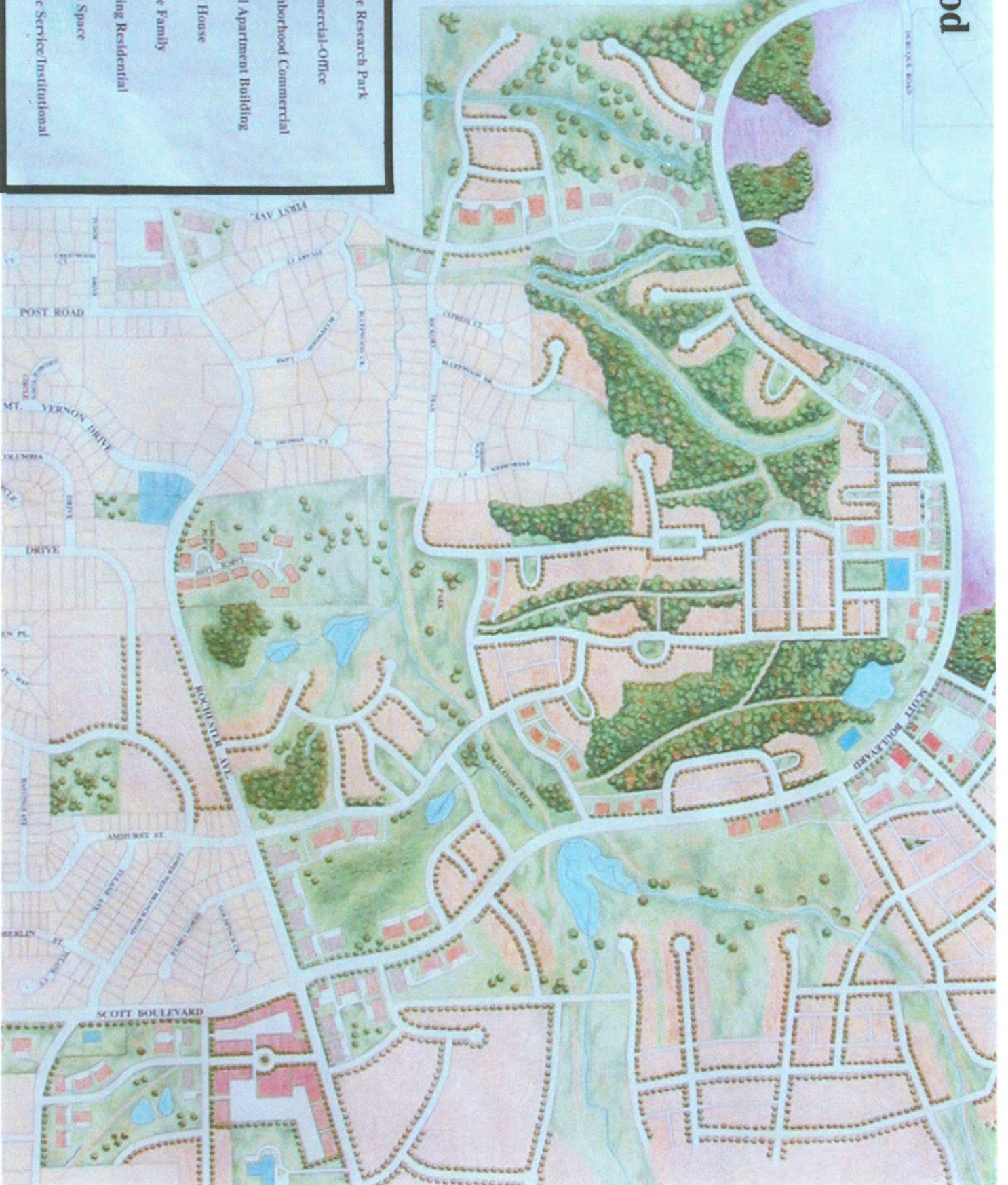
Preserve natural features. Conservation design of residential developments is a key feature of the future land use scenario for the Bluffwood Neighborhood. To preserve sensitive areas, cul-de-sac streets and single-loaded streets are proposed where appropriate. Open spaces are shown in areas containing wooded ravines and boggy, potential wetland areas; as a buffer along the east and north

Bluffwood



NORTH

- | | |
|--|------------------------------|
| | Office Research Park |
| | Commercial-Office |
| | Neighborhood Commercial |
| | Small Apartment Building |
| | Town House |
| | Single Family |
| | Existing Residential |
| | Open Space |
| | Public Service Institutional |



edges of Hickory Hill Park where it abuts the Larson tract; and encompassing the 100 year floodplain along Ralston Creek and its tributaries. The pond on the Krall farm is featured as a focal point within a green space across from a small neighborhood commercial area at the intersection of Scott Boulevard (formerly known as Captain Irish Parkway) and a street that tees in from the north, which for the purposes of this plan is called "Krall Boulevard." Scott Boulevard is illustrated not only as a major thoroughfare for vehicular traffic, but also as a dam to pool and slow waters on its east side where two branches of Ralston Creek converge. This pond can be developed as an amenity within a neighborhood park as well as a stormwater detention basin. Keeping sensitive areas as natural green spaces will enhance erosion control and slow stormwater runoff as this quadrant becomes more developed. It will ensure the weaving of environmental features throughout the fabric of the neighborhood in a way that enhances the quality of life of residents while maintaining natural corridors for trails.

Provide pedestrian/bicyclist connections. Pedestrian/bicycle trails help support pedestrian oriented neighborhood design by providing off-road connections between key neighborhood destinations. An interconnected sidewalk system augmented by a trail system will provide opportunities for people to walk, bike or jog to parks, employment centers, commercial areas, schools, and other destinations. Pedestrian ways should be connected into the trail and sidewalk system that is being developed city-wide to provide pedestrian/bicyclist access to other neighborhoods, the downtown and the University campus. Pedestrian connections between the Bluffwood Neighborhood and Hickory Hill Park should be enhanced, and a connection between Hickory Hill Park and the neighborhood park at the east end of Hickory Trail should be designated. Trail connections between cul-de-sac streets and across natural areas will be important design elements in areas that rely on conservation development to preserve environmental features. Trails along the edges of creeks, wooded areas and wetland bogs will provide access to natural areas in the Bluffwood Neighborhood, while increasing recreational opportunities.

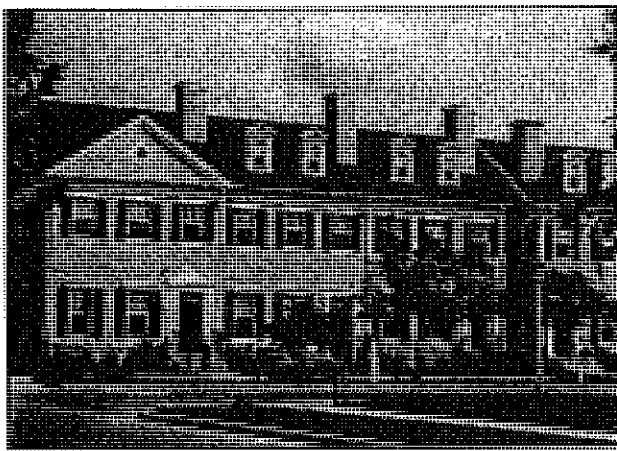
Build streets that enhance neighborhood quality. Rochester Avenue and First Avenue are the principle streets that currently serve the existing residential development in the southwest part of the Bluffwood Neighborhood. Dodge Street/Highway 1 serves the ACT and Press Citizen employment centers and a few homes in the northwest part of the district. Principle streets often become the defining boundaries for neighborhoods. These streets allow traffic from outside the neighborhood to move around the edges of the neighborhood, but not through its center.

The extension of First Avenue has been the subject of much controversy in this area of the community. This plan incorporates First Avenue as a necessary link within the community arterial street system. A key to having successful traffic calming on local streets within neighborhoods is having an adequate arterial street system in place. To this end, the plan calls for the construction of the Scott Boulevard extension between Rochester Avenue and Dodge Street to be completed simultaneously with the completion of the First Avenue extension. With the completion of the arterial street connections, traffic burdens will be reduced on local streets within the nearby North Side and Goosetown neighborhoods as well as for the Bluffwood Neighborhood streets, such as Hickory Trail. To make First Avenue more amenable to the neighborhood residents, this arterial street will be designed to ensure safe street crossings. An embargo of large trucks should be implemented on First Avenue from its connection with Scott Boulevard south to Muscatine Avenue. A small parking area may be considered on the west side of First Avenue to facilitate public access to Hickory Hill Park, particularly if no on-street parking is allowed on First Avenue in the vicinity of the park. A conservation residential design is proposed on the property between First Avenue and Hickory Hill Park to provide a buffer between the residential development and the park.

In the Northeast District, the proposed extension of Scott Boulevard deviates from the standard grid pattern for streets in order to respect the topography of the area. The northwesterly extension of Scott Boulevard is shown as a series of curves that align with the tops of ridges in the Bluffwood Neighborhood, instead of cutting through environmentally sensitive ravines and stream corridors and continuing north in a roller coaster fashion over the rugged terrain that the unpaved section of Scott Boulevard now traverses. The new portion of Scott Boulevard should be designed to promote the flow of vehicular traffic between Dodge Street (Highway 1) and the intersection of Rochester Avenue/Scott Boulevard. A new street, "Krall Boulevard," is shown connecting north across I-80 from its t-intersection with Scott Boulevard. These street alignments take advantage of gentler topography, will result in less environmental degradation, and will facilitate the flow of traffic more so than would be possible if a strict right-angle grid pattern were adhered to.

With the construction of the Scott Boulevard connection between Dodge Street and Rochester Avenue, the extension of First Avenue north to connect with Scott Boulevard, and Amhurst Street being extended north from Rochester Avenue across the creek to intersect with streets that will connect north and east to Scott Boulevard, the framework of an interconnected, neighborhood street system will begin to take shape. The alignment shown for Scott Boulevard through ACT property varies slightly from the route agreed upon by the City and ACT. This can be adjusted as needed in the future. The extension of Amhurst Street across Ralston Creek may require public subsidy because of environmental conditions; the amount of development that is possible in this Bluffwood area is limited, but the stream crossing connection is a critical part of the neighborhood traffic circulation system. The complete street network will allow traffic to be more evenly distributed on alternative routes and will provide for secondary access for emergency vehicles.

The interior streets of the Bluffwood Neighborhood are designed so that they are not continuous through streets, but are arranged in an offset grid pattern. Green spaces have been incorporated into local streets through the use of green squares, neighborhood parks, loop streets and single-loaded streets. This creates a pleasant streetscape and serves to slow traffic and encourage pedestrian/bicyclist activity within the neighborhood.



Townhouses



Small Apartments

Encourage a reasonable level of housing diversity. The predominant land use in the Bluffwood Neighborhood will be detached, single-family residential. In areas containing wooded ravines and stream

corridors, a conservation design on cul-de-sac streets or single-loaded streets is encouraged. Duplexes and small-lot single-family housing have been integrated into the northeastern portion of the neighborhood, where there is flatter terrain and a grid pattern of streets and alleys is possible. With appropriate street connections and design, manufactured dwellings can be incorporated into the traditional neighborhood areas. Townhouses and small apartment houses are proposed at the edges of the neighborhood, where this slightly higher density housing can take advantage of being located near major arterial streets, such as First Avenue, Scott Boulevard and Rochester Avenue; within or adjacent to the proposed neighborhood commercial centers, or adjacent to open spaces such as parks. This will allow for a variety of housing without directing vehicular traffic through the neighborhood.

Where density increases occur or lot sizes are reduced, the design of both the streetscape and structures within a development should receive careful review to ensure compatibility in terms of appearance and scale. The Comprehensive Plan design guidelines for neighborhood development should be used to address issues, such as the orientation of structures and parking to the street, building mass and articulation, the location of garages and driveways and the use of landscape buffers.

Create and enhance neighborhood parks within the district.

Natural Open Space/Buffer Areas. In the Bluffwood Neighborhood, the plan calls for buffering green space to be provided between Hickory Hill Park and residential development on the south and west portions of the Larson tract. One goal of this buffer is to minimize the visibility of residential development from the park. This can be accomplished by shifting density on the Larson property away from the park and aligning it in slightly higher densities (townhouses and small apartment houses) along the adjacent arterial streets. A larger buffer area for the park on the Larson tract may be possible if the property owner consents to a greater transfer in density or there is private and/or public purchase of a portion of the property. No direct vehicular access to the park or through streets adjacent to the park are proposed. Instead, the residential development nearest the park is shown on cul-de-sac streets and pedestrian access to Hickory Hill Park is encouraged. Environmentally sensitive areas, such as floodplain and wetlands along Ralston Creek and wooded ravines, are preserved as open space. Conservation of these areas will enhance natural habitat, and flooding and erosion control. Trails for pedestrian/bicyclist access are the only development contemplated within these environmentally sensitive areas.

Neighborhood Parks. Improved pedestrian access on the east and north sides of Hickory Hill Park could offer some benefits of a neighborhood park to people living in the west part of the Bluffwood Neighborhood. A centrally-located five to eight acre neighborhood park is proposed at the east end to Hickory Trail on the higher ground north of Ralston Creek. A one to two acre green square park has been incorporated as a centerpiece of the traditional neighborhood development shown south of Captain Irish Parkway. A green space around the Krall farm pond offers an open space/gathering place across from a new neighborhood commercial area. The plan also incorporates small areas of open space, for landscaping and recreational space within the interior of residential blocks or within street rights-of-way.

I-80 Buffer. A minimum buffer of 300 to 500 feet, about the length of a city block, between Interstate-80 and residential development will soften the effects of highway traffic noise and pollution. Citizen planners recommended that this area be planted as an arboretum, which could be used as an outdoor classroom as well as serving as a noise buffer and scenic enhancement for residents and motorists. Continued agricultural uses, including tree farming, are encouraged in the I-80 buffer area. If appropriately designed, office and research park, and public or private recreational uses could also be consid-


ered as suitable uses. With adequate screening, low intensity storage and warehouse uses could also be designed to provide a suitable buffer between residential uses and I-80. The Bluffwood land use scenario illustrates these potential uses.

Plan for commercial areas that will function as neighborhood centers. At this time, the closest, existing neighborhood commercial area for the Bluffwood Neighborhood is located at First & Rochester in the Pheasant Hill Neighborhood. The relocation of the Hy-Vee grocery store creates an opportunity to upgrade this commercial area to include a mix of neighborhood scale businesses, such as restaurants, a pharmacy and small grocery store to serve the adjacent neighborhoods. Pedestrian connections between stores and uses within this commercial area are encouraged. Other potential sites for commercial areas to serve the Bluffwood Neighborhood include a small commercial area at the t-intersection of Scott Boulevard and "Krall Boulevard," and a larger commercial area at the intersection of Rochester Avenue and Scott Boulevard.

Office Park Employment Centers. Several hundred persons are employed at the American College Testing (ACT) offices located east of Dodge Street. Almost two hundred are employed at the Press Citizen newspaper also located in this area. ACT owns additional property that may be developed for more office uses. These offices, as well as others, such as National Computer Systems, that are located on the other side Dodge Street and Interstate 80 just outside of the Northeast District, make this area one of Iowa City's major employment centers. When "Krall Boulevard" is extended north across Interstate-80, an additional connection to the commercial area to the north (Highlander, Northgate) will be available. Office uses could serve as a buffer between the interstate and residential areas. The current zoning map shows approximately 275 acres of office research park zoning adjacent to the interstate. Given the past rate of development of such uses, this amount of land devoted to office park uses may be unrealistic. Alternative uses, such as residential or the buffer area uses mentioned above, should be considered in this area.

Although some of the workers employed in this area live in the Northeast District, most commute from other parts of the community and even from beyond Johnson County. When development occurs to the east of the ACT campus, the plan proposes neighborhoods with a variety of housing types, so that employees can find housing close to work. Shorter commuting distances would cut down on the length of vehicle trips and would allow some employees to walk or bike to work.

HUNTER HEIGHTS NEIGHBORHOOD

 Most of the properties within the 590 acre Hunter Heights (NE) quadrant are located in the unincorporated area of Johnson County. In many respects, the west portion of this quadrant is likely to become an extension of the growth and development in the adjoining Bluffwood area. Traditional neighborhood development will be possible on most of the properties within this quadrant. The I-80 corridor, a golf course and farms form the land uses for the north and east portions of this neighborhood.

Preserve natural features. The north branch of Ralston Creek and a tributary to the creek run diagonally from northeast to southwest across the quadrant. Approximately 25 acres of potential wetlands are clustered along Ralston Creek. The other sensitive features within this quadrant are located along Ralston Creek, and include 20 acres of upland woods, 11 acres of steep slopes, and 6 acres of fully hydric soils. As development occurs, these environmentally sensitive features should be incorporated as protected amenities. Development should occur in a way that minimizes flooding and soil erosion, and maximizes wildlife habitat, aquifer absorption and scenic preservation. The areas of fully hydric

soils, which are likely to have a high water table, and may include wetlands, are best treated as environmental amenities within a development. Development of these properties can occur if there are no delineated wetlands, but may require special construction practices for streets, buildings and stormwater management facilities. The plan recommends implementing a storm water retention dam where two branches of Ralston Creek meet. Scott Boulevard is shown as forming a dam for this basin, which would be used to control flooding that is being experienced downstream.

Provide pedestrian/bicyclist connections. Trails should be developed along the Ralston Creek stream corridors that flow into the Bluffwood neighborhood, and eventually to Hickory Hill Park. A trail connected to the trail along Ralston Creek should run north-south, along the western edge of the Hi-Point golf course and into the Lindemann Hills neighborhood, to connect with a trail along the south branch of Ralston Creek. As land along Herbert Hoover Highway is annexed, a trail along the highway should be developed, while preserving the prairie plantings within the right-of-way. This trail may extend to West Branch in the future. It is also possible to construct a trail within the buffer area along the south side of I-80. An interconnected sidewalk system along all streets, and pedestrian connections between cul-de-sac streets and other areas, will also be important elements of creating a pedestrian-friendly neighborhood.

Build streets that enhance neighborhood quality. In areas with sensitive features, streets will need to “ride the ridge” and often will be single-loaded and/or cul-de-sac streets. Interconnected street patterns are shown on the flatter, less sensitive areas of the Hunter Heights Neighborhood. The traffic-calming street design principles which are proposed for the Bluffwood neighborhood can also be applied to Hunter Heights.

Encourage a reasonable level of housing diversity. As in the rest of the district, single-family residences will be the predominate form of housing in the Hunter Heights Neighborhood. Moderate density housing, such as townhouses and small apartments may be introduced along the arterial streets, near commercial areas and adjacent to the golf course and the storm water detention basin park. Preservation of the older, historic farm houses, such as the Peterson home, is encouraged within the newly-developing neighborhood.


Create neighborhood parks. The storm water detention area can become a park with the stormwater pond as an amenity. A linear greenway with trails can be introduced along the Ralston Creek. The Hi-Point golf course serves as a private recreation area that is easily accessible by the residents of the Hunter Heights Neighborhood. The 75 acre golf course will also buffer development within this quadrant from I-80. As the properties adjacent to I-80 are developed, appropriate buffers should be incorporated between the new development and the highway to lessen the effects of traffic noise on residential uses. The buffer area along I-80 may be another area that could be used as a public or private recreation area.

Plan for commercial areas in the district to function as neighborhood centers. A neighborhood commercial center is proposed to develop at the intersection of Krall Boulevard and Scott Boulevard. This commercial center should be smaller in scale than the commercial area being proposed at the intersection of Scott Boulevard and Rochester Avenue as it will serve a smaller geographical area and will likely draw fewer customers from outside of the neighborhood. The center should be developed in a main street or town square design and have a pedestrian orientation. Although located along an arterial street, on-street parking should be incorporated into the design of the center to help minimize the amount of off-street parking. On the future land use scenario, “Krall Boulevard” is proposed to

terminate into Scott Boulevard. Because traffic along “Krall Boulevard” would be moving more slowly in this area, on-street parking would not significantly impede the flow of traffic along the street, and could act as a traffic calming measure.

Uses appropriate for this commercial center might include a convenience store, a small restaurant, small shops and service uses, or a day care facility. The plan incorporates a potential institutional use along Scott Boulevard, which could be a fire station, day care center or church. The existing pond to the south of this intersection could serve as the centerpiece of a park associated with the commercial center. The park would provide a visual terminus for “Krall Boulevard” as one travels southwest on it toward Scott Boulevard. Residential dwellings on the upper floors of commercial buildings and in townhouses and small apartment buildings surrounding the commercial center should help provide a nearby population to support the businesses.

LINDEMANN HILLS NEIGHBORHOOD

 The 690 acre Lindemann Hills Neighborhood is located east of Scott Boulevard and south of Herbert Hoover Highway. Except for the Windsor Ridge (Arlington) property in the south part of the quadrant and land immediately east of Scott Boulevard, located within Iowa City, the majority of the properties in the Lindemann Hills area are farmland in Johnson County. In this largely agricultural area of gently rolling hills, the plan proposes traditional neighborhood development that has a central focal point – a two acre neighborhood green with streets radiating diagonally from this green center toward the edges of the quadrant. The design of radiating streets may be modified to resemble street patterns associated with other neighborhood squares in the community, such as College Green, without compromising the neighborhood development pattern proposed for the Lindemann Hills Neighborhood by the citizen planning workshops. The plan features a modified grid pattern that keys in on the green square as a neighborhood focal point, and has an emphasis on interconnected streets and walkways. The fairly compact design of the plan for the Lindemann Hills Neighborhood also depicts parks within three to four blocks of every residence, protection of stream corridors, and the reservation of a potential school site.

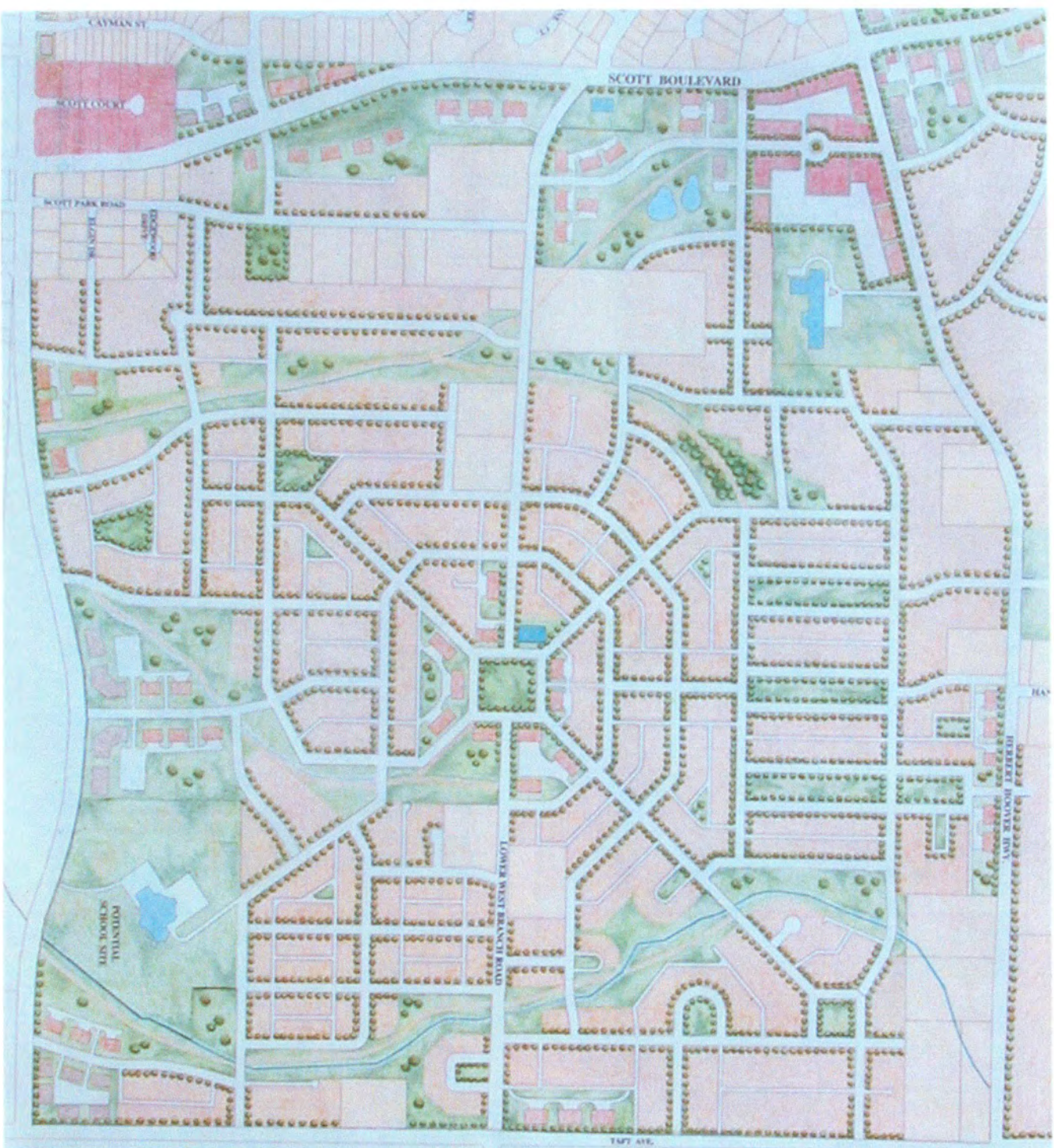
Preserve natural features. The south branch of Ralston Creek is located west of and roughly parallel to Taft Avenue in the east part of the quadrant. A tributary to the south branch runs north-south in the western portion of the district, where it joins Ralston Creek just outside the southwest corner of Lindemann Hills. This quadrant also contains small areas of woods (12 acres), hydric soils (12 acres), and potential wetlands (2 acres). The two wooded areas are located in the southwest part of the quadrant on residential lots, and near the northeast corner of the quadrant. The potential wetlands and hydric soils are primarily associated with Ralston Creek but are also found in the middle of the north half of Lindemann Hills, and in conjunction with the sewage lagoons for the Iowa City Care Facility.

As development occurs in this quadrant, woodlands, wetlands, stream corridors and hydric soils should be incorporated into parks and open spaces to be used as outdoor classrooms and trail corridors, to provide wildlife habitat and natural scenic areas, and where appropriate, to serve as stormwater management areas. There may be opportunities for natural connections to the potential elementary school site north of Court Street in the Windsor Ridge development, and to an expanded Scott Park along Ralston Creek south of Court Street. Development should integrate sensitive features, including groves of trees and wooded areas, as amenities, and where possible, make natural landscapes available for public access. For example, the plan depicts single-loaded streets adjacent to the Ralston Creek stream corridor. This will allow for the creek and greenway corridor to be open to the entire neighborhood,

Lindemann Hills



- Office Research Park
- Commercial-Office
- Neighborhood Commercial
- Small Apartment Building
- Town House
- Single Family
- Existing Residential
- Open Space
- Public Service/Institutional



not just available to a small percentage of residents, whose private yards might otherwise back onto the waterway.

Provide pedestrian/bicyclist connections. The interconnected street and sidewalk system proposed for the Lindemann Hills Neighborhood will further the goal of having multiple pedestrian/bicyclist connections, and having parks and neighborhood commercial areas that are accessible by foot or bike, as well as by car. Accessible pathways should be constructed within parks and the central green square. Where linear parks are created along drainageways, there will be opportunities to provide recreational trails. These greenway trails should be designed to tie into the sidewalk system and to major destinations adjacent to the trail, such as the school site. The remnants of the historic stone rail road bridge over Ralston Creek could be incorporated into the trail system.



Encourage streetscapes that emphasize the residential appearance of homes rather than garages and paved front yards.

Build streets that enhance neighborhood quality. In contrast to the rugged terrain that is prevalent in the Bluffwood Neighborhood and portions of the Hunter Heights Neighborhood, the gentle rolling hills of the Lindemann Hills Neighborhood allow for a highly interconnected system of streets, alleys, and sidewalks. The central green neighborhood square has been located in the middle of Lower West Branch Road, a collector street, to slow vehicular traffic in the middle of the neighborhood, and emphasize the importance of this green focal point within the neighborhood. Traditional neighborhood development with a modified grid street system will help disperse vehicular traffic more evenly throughout the quadrant. Alleys may be used to provide adequate access to utilities and parking while minimizing paved areas and extensive curb cuts in front of residences. Alleys are less useful in cases where marked topographical changes exist or large lot development is proposed.

To encourage pedestrian activity and neighborhood interaction, local streets should be enhanced by narrowing the pavement, introducing traffic calming measures, and providing trees and attractive lighting along the streets. This type of local street design will discourage high traffic speeds and allow for a tree canopy to extend over the street. Sidewalks along all streets should tie into local trails. Green elements such as planted medians, landscaping, and small neighborhood greens should be designed to soften the appearance of the streets and enhance the quality of the neighborhood. Single-loaded streets along stream corridors and around parks should be considered wherever feasible.

Encourage a reasonable level of housing diversity. The unincorporated portion of this largely rural quadrant currently contains a modest number of residences, such as farm homes, residential acreages, a county residential subdivision along Hummingbird Lane and a long-term care facility. In the city limits along the east side of Scott Boulevard, single-family housing and an assisted living facility have

been developed, and multi-family units are being proposed. The Windsor Ridge development in the south central area of the quadrant has proposed a mix of housing types. As in the other quadrants, future development of the Lindemann Hills Neighborhood is expected to be primarily, single-family housing. Estate homes, duplexes, live-work units, zero lot-line homes, small apartments, townhouses, manufactured housing and neighborhood-oriented commercial uses are also proposed to be integrated into the neighborhood.



Sketch of potential Lindemann Square.

As in the other neighborhoods, townhouses and small apartment buildings should be located at major intersections, near commercial areas, and adjacent to parkland or open space areas. Apartment houses are intended to be small in scale and size, limited in number within any single area of the neighborhood, and designed to fit in compatibly with nearby residences. Live-work units with small stores and offices on the ground floor and residential units above are proposed adjacent to the central green square. These live-work units may be established in townhouses, duplexes, small apartment houses or detached single-family residences that are compatible in scale and mass with the surrounding residential development. Higher density residential buildings may be considered if appropriately designed for this highly visible focal point of the Lindemann Hills Neighborhood. If the market is there to support it, the area around the central neighborhood square can fulfill a neighborhood-oriented commercial demand, and if not, the commercial level of the structures can be used for housing overlooking the square.

The use of alleys for garage access will facilitate the possibility for placing residences on small to medium-sized lots. This will allow moderately-priced housing to be incorporated into the neighborhood in a way that does not overwhelm the residential character that is desired. Existing estates, residences and farm properties can be retained within the developing neighborhood unless the owners of these properties wish to further develop their land. Older, historic farm houses are shown as being preserved within the context of the newly-developing areas of the neighborhood.

Create neighborhood parks. The focal point of the Lindemann Hills Neighborhood will be a central square, which will function as the formal center of the neighborhood. The streets radiating out from this square and the live-work residences surrounding the square will emphasize the importance of this centerpiece of the quadrant. The central square should be designed to be an accessible place for neighborhood gatherings, informal games and sports, picnics and other neighborhood-oriented events.

Other parks and neighborhood greens will be developed within three to four blocks of every residence. These areas will help to add visual interest to the neighborhood and break up the street pattern, as well as provide easily accessible open space for play areas. These small parks are an important amenity within a compact neighborhood design. Linear parks along the waterways will provide for flood protection as well as recreational trails, wildlife corridors and natural buffers.

Plan for commercial nodes that will function as neighborhood centers. A neighborhood commercial center is proposed at the northwest portion of the neighborhood, at the intersection of Scott Boulevard and Rochester Avenue. This neighborhood center should be developed in a main street or town square design that ensures its compatibility with the surrounding neighborhood, and provides needed goods and services, such as small restaurants, retail shops, offices, a grocery or convenience store, and dental and medical clinics. A pedestrian orientation for the center will incorporate such features as on-street parking, parking lots behind buildings, minimal or no building setback from the sidewalk, upper floor residential use of commercial buildings, townhouses and small scale apartment buildings located in close proximity to the commercial areas, public spaces, and accessible pedestrian pathways that provide connections between the businesses within the commercial center as well as to the neighborhood.



A neighborhood commercial design with apartments above shops and offices

Apartments on the upper floors of the commercial buildings will increase the variety of housing within the neighborhood, while creating a market for the businesses below. Religious institutions may be encouraged to locate nearby. Public services, such as adult and child daycare centers, a transit stop, a postal substation, a recreation center or a fire station, may also be incorporated into the commercial center, or into the area surrounding the central square of the Lindemann Hills Neighborhood. The central green square area with the proposed live-work units should be governed by design controls concerning parking, pedestrian orientation, scale, mass, signage and lighting to ensure compatibility of commercial activities near the neighborhood square. This neighborhood may also have access to a neighborhood commercial center that has been proposed in the Windsor Ridge development south of Court Street and west of Taft Avenue.

PHEASANT HILL NEIGHBORHOOD



This 500 acre quadrant is nearly fully developed. It contains neighborhood commercial zones at the intersection of Scott Boulevard and Court Street and at First Avenue and Rochester Avenue, a mix of housing types, Lemme elementary school and Pheasant Hill Park.

Preserve natural features. A few properties along the south side of Rochester Avenue remain undeveloped, including the 20 acre Stevens property, which contains approximately five acres of woodlands and one acre of a potential wetland. The southeastern corner of this property contains a woodland and a potential wetland, which ideally will be preserved and incorporated into a neighborhood park. Because of this environmentally sensitive area it may not be possible to extend Lake Forest Avenue which currently ends on the east property line.

Provide pedestrian/bicyclist connections. Steps should be taken to create accessible pedestrian routes without gaps throughout the neighborhood. This will require construction of new sidewalks on First Avenue, which lacks walks along much of its west side. Rochester Avenue also has gaps in its sidewalk system, many of which should be upgraded to eight foot wide walks, to meet current design standards for an arterial street sidewalk. Also, safe crosswalks in commercial areas and near schools should be provided. In developing or redeveloping areas, pedestrian pathways should be incorporated into the design, and trail connections to other quadrants in the district and adjacent areas of the community should be considered.

Build streets that enhance neighborhood quality. The street pattern is well-established in the Pheasant Hill quadrant, except for the Stevens property south of Rochester Avenue. Street access to this area will be from Westminster Street from the south, Lower West Branch Road from the east and possibly Green Mountain Drive from the west. A street access to Rochester Avenue might also be possible if it is designed to provide better circulation for neighborhood traffic without directing through traffic into the area. Traffic calming measures such as landscaped medians, may be considered on Washington Street, an overly wide collector street that bisects this neighborhood.

Encourage a reasonable level of housing diversity. Although most of the Pheasant Hill Neighborhood is developed, there are two sizable parcels where additional development is expected to occur. The largest is the 20 acre tract located on the south side of Rochester Avenue west of Amhurst Street. The area is currently zoned for low density single-family residential development, and contains a farm house and agricultural buildings. It is likely that this area will develop as a single-family residential subdivision similar to the housing patterns that surround it. A cluster style development might also be considered for a portion of the property if it is well designed according to the neighborhood concepts contained in the Comprehensive Plan. Clustering would allow for more open space and would add some variety to the housing styles in the neighborhood.

Arbor Hill is a planned development for senior housing located at the northeast intersection of Green Mountain Drive and Washington Street. The original plan was for 66 units in 15 buildings. Only six buildings with a total of 34 units have been built. Potentially, up to 30 additional units could be constructed on the property. These could be single-family homes or duplex residences, and with the approval of a planned housing development, a cluster of small apartments, townhouses or elder congregate residences could be accommodated on this property.

Create and enhance neighborhood parks within the district. Because the Pheasant Hill neighborhood has a shortage of neighborhood open space, consideration should be given to requiring the dedication of parkland whenever further development occurs in the neighborhood. The Stevens' property south of Rochester Avenue provides a good, potential location for a three to five acre park. It contains some flat land that could be developed for active recreation as well as some natural areas that could be preserved for their scenic beauty. Access to the park could be provided off Westminster Street and new streets within the subdivision.

Plan for commercial areas that will function as neighborhood centers. The Pheasant Hill neighborhood contains existing commercial areas at First and Rochester and at Scott Court. An opportunity exists to upgrade the center at First and Rochester to include businesses that serve the needs of surrounding neighborhoods. The center at Scott Court is just starting to develop. It has several vacant lots, which provide opportunities for businesses and services that will cater to adjacent neighborhoods. Apartments on the upper floors of the commercial buildings will increase the variety of housing in the neighborhood and contribute to the market for the businesses.

NEIGHBORHOOD FACILITIES & SERVICES

■ **Transit.** Currently the Rochester and Court Hill routes provide bus service to the existing residential areas in Iowa City. There is potential for a loop route in the Bluffwood (NW) quadrant to North Dodge Street, if First Avenue is extended and development begins to build out and create enough demand for bus service. When sufficient density and employment centers locate in this area, other transit route extensions should be considered.

■ **Sanitary Sewer Service.** The sanitary sewer system is not adequate at this time for full development of the district. Two hundred acres became sewerable in the south quadrants of the district with the completion of the Southeast Interceptor Sewer in the late 1980s. The remaining areas to be developed in the Pheasant Hill (SW) and Lindemann Hills (SE) quadrants will require the extension of additional trunk lines off the Southeast Interceptor before development can occur. In addition, an upgrade will be needed eventually between Court Hill Park and Scott Boulevard.

The Hickory Hill Trunk Sewer will serve the majority of the north part of the district (Bluffwood (NW) and Hunters Heights (NE). Because of a capacity constraint in the downstream portion of the trunk sewer, further development of the area north of Rochester Avenue will require an upgrade to the Hickory Hill trunk line sanitary sewer between the Hickory Hill Park Stormwater Retention Facility and Glendale Avenue. Development north of Interstate 80, including the Highlander, discharges into this sewer, which further reduces available capacity within the trunk sewer line.

■ **Stormwater Management.** The regional stormwater detention basin for the north branch of Ralston Creek is located in Hickory Hill Park. The south branch of Ralston Creek flows into the regional stormwater detention basin located east of Scott Boulevard in Scott Park. These regional basins are able to serve most of the Northeast District. Developers in this district are not required to provide on-site stormwater detention facilities as long as sufficient capacity remains within the two regional stormwater basins. Although a 100-year stormwater route needs to be provided through each property, not having to provide stormwater detention facilities on individual properties allows for more compact development to occur within the district.

■ **Water.** There are existing flow rate and water pressure constraints in the Northeast District. These will be alleviated with a new feeder main to the Rochester Avenue Ground Storage Reservoir. This improvement is expected to be on line by 2002. Twelve inch water mains are in place along Rochester Avenue to Scott Boulevard and north of Court Street along Scott Boulevard to Rochester Avenue. Water lines need to be extended along the First Avenue alignment and connected to the north to create a functional loop. In Windsor Ridge and the south portion of Lindemann Hills (SE), water lines will be brought out along Court Street when it is extended. This will enable a loop to be created by connecting with the water line on American Legion Road. Eventually, a water line will be extended along Lower West Branch Road. A water storage tank will be needed at the corner of Court Street and Taft Avenue.

■ **Fire Protection.** Fire Department response times for much of the Northeast District are less than optimal (ranging from six to ten minutes). Response times are a function of fire station locations, the arterial street access to a particular location, and the capability of the first fire engine on arrival. The two closest stations to the Northeast District currently are Station #1 on Gilbert Street and Station #3 on Lower Muscatine Road. To improve response times for fire and emergency response vehicles in the Northeast District, with the current street system, is to locate a fire station in the district. The fire station should be located at an arterial street intersection, such as at the intersection of Scott Boulevard and Rochester Avenue. Other parts of this plan call for the fire station to be associated with a neighborhood commercial area, which is likely to be located at an arterial street intersection. As this district develops, it will be necessary to locate a fire station in this area.

An alternative way to improve response times without constructing a new fire station in the district, is to construct new arterial street connections. For example, the extension of First Avenue to Scott Boulevard will improve response times for the neighborhoods on both sides of Dodge Street. Arterial street connectivity is an important factor in fire and emergency vehicle response times.

CONCLUSION

■ The Northeast District Plan uses guidelines formulated by citizens at the March/April 1998 planning workshops to provide a framework for the City to use to shape the development of the northeast portion of the city. Although not absolutes, the principles contained in the plan will be used by the City when evaluating annexation, zoning and development proposals for properties within the district. The principles will also be used to guide the drafting of City codes needed to implement the policies of the plan.

The City's decisions regarding the timing and development of infrastructure, such as arterial streets and sanitary sewer lines, will also influence the location and pace of private development within the district. It has been the City's policy to encourage development that is compact and contiguous to existing parts of the community. This avoids the added expense associated with providing services to scattered or leap frog development. The city/county Fringe Area policy for the two mile wide unincorporated area located east of Iowa City discourages residential development, and works to reinforce the City's goal of creating a visible edge of urban development. For the Northeast District, these policies will logically shape the course of development so that the far eastern and northeastern portions of the district will not likely develop until areas closer to the existing city are built out.

Iowa City NORTHEAST DISTRICT

	Office Research Park
	Community Office
	Neighborhood Commercial
	Small Apartment Building
	Town House
	Single Family
	Existing Residential
	Open Space
	Public Service Institutional

