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The Sesquicentennial Campus Planning Framework plan is an update of the 1990 Campus Planning Framework document and provides guidance to appropriately site and plan projects as they are proposed. The concept of a Framework Plan is that there are certain elements of the campus environment so fundamental they must not be ignored when planning a specific project. A key purpose of the framework plan is to provide continuity to the diverse elements of the campus environment. The Framework Plan is a general plan that designates broad campus-wide facilities or facilities systems. The plan provides principles and guidelines to guide specific proposals but does not indicate how to fit a proposal into the campus in detail. Fitting a proposal into the campus system requires detailed planning and design of the proposed project at the time the project is initiated. By this process, it will be assured that a proposal will fit well within the campus while providing the flexibility necessary to respond to unanticipated and unpredictable changes and requirements as they occur.

The update reviews pertinent information from the 1990 plan, incorporates changes since the earlier plan, and incorporates current and proposed changes that are known. It also documents pertinent existing development on campus such as roads, open space, and parking, and includes information on slopes, soils, and other natural features.

The update, which concentrates on the East Campus and the West Campus areas, also incorporates the Far West Campus west of Mormon Trek Boulevard between the Iowa Interstate Railway and Melrose Avenue (See Maps [1 & 2](#), and [17](#)) and the Oakdale Campus (north of Interstate-80) more extensively than in the 1990 plan. The concentration, however, remains on the East and West Campuses.

Importantly, the update incorporates the mission, goals and objectives of the 1995 *Achieving Distinction 2000* and the December 17, 1996 *Achieving Distinction 2000 - A Strategic Plan for The University of Iowa* into the Sesquicentennial Campus Planning Framework. The Planning Framework extends and applies recommendations of both plans to the physical environment.

**Planning Principles**

To function successfully over time, a campus plan must contain sufficient

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flexibility to accommodate unanticipated changes and developments that inevitably will occur. An extensively detailed plan does not provide the level of flexibility and responsiveness necessary to deal with a changing world. However, without a plan that establishes a framework that preserves and enhances the natural, cultural, and aesthetic sense of place within which change can occur, an environment of chaos, discontinuity, sterility, and ugliness ultimately can occur.

The Sesquicentennial Campus Planning Framework update is firmly based in the framework concept, both reinforcing the notion and extending it to be more responsive. Three groups of Planning Principles - General, Land Use, and Circulation - guide the framework.

## **Planning Process**

### **Campus Participation**

Three sets of workshops were conducted in 1997 to solicit input on the Sesquicentennial Campus Planning Framework. Students, faculty, staff, and others were asked about campus strengths, weaknesses, and what needed to be done. The following is a summary of responses:

#### What are the campus strengths?

- Quality, diversity, and historic character of architecture, particularly the Pentacrest.
- Natural beauty of the campus, Iowa River and the Pentacrest.
- Compactness of the campus and proximity of similar campus functions to each other.
- Integration of downtown Iowa City.
- Pedestrian nature of campus with an emphasis on buildings within walking distance.
- CAMBUS system and traffic-free areas.
- Parking near most places.

#### What are the campus weaknesses?

- Lack of architectural continuity and individual dislike of certain styles or buildings.
- Lack of trees, shrubs and flowers.
- Diminishing of greenspace as weaknesses of the campus.
- Compactness leads to a lack of open space between buildings.
- Access difficulties to buildings and across campus for people with mobility problems.
- Conflicts among vehicles, bicycles, and pedestrians.
- Lack of parking.

- Too many vehicles on campus.

### What needs to be done?

- Create architectural continuity.
- Plant more trees, shrubs and flowers.
- Improve maintenance of buildings and grounds and maintain greenspaces.
- Preserve views to and through the river.
- Better communications among the university, public, and Iowa City.
- Develop policies that go along with design changes.
- Directional signage for all users.
- There is a strong emphasis on a pedestrian-orientated campus with a number of caveats. The lack of parking, especially a lack of drop-off, loading, or short-term parking in specific locations is a continuing problem. Establishment and enforcement of short-term or loading space time limits of close in parking is seen as a means of supplying convenient, temporary spaces without creating large permanent parking lots. Additional parking at campus edges with properly funded, efficient, consistent, and convenient CAMBUS shuttle service supports a pedestrian-oriented campus. Parking must meet the legal requirements and spirit of the "Americans with Disabilities Act" (ADA) of 1990.

Workshop responses add a current campus users' perspective to the Planning Framework. This perspective, combined with analysis of existing conditions, current planning studies, the Mission, Goals, and Core Values outlined in *Achieving Distinction 2000, A Strategic Plan for The University of Iowa, 1996*, and concepts developed in previous planning documents lead to the Implementation Strategies and Development Guidelines of the Framework.

## **Goals and Objectives**

Previous Framework plans established goals and objectives that with minor adjustments and updating are valid for this current plan. Goals and objectives are organized into three categories - Land Use, Circulation, and Open Space.

### **Land Use**

#### Goals

- To provide for efficient operation of the University, provide a campus whose internal arrangement of buildings and facilities is convenient for use by students, faculty, staff, and visitors, and provide a campus that is aesthetically pleasing.

- To provide land use flexibility so future space needs, not now foreseen, can be met with minimal disruption and achieve compatibility between campus and community functions at their common edges; minimize undesirable impacts of University functions on adjacent non-University land and work toward minimizing undesirable impacts on University land.

### Objectives

- The Pentacrest is the historic heart of the University and the central focal point of the main campus.
- The main campus is comprised of several functional areas and planning for new facilities shall respect these functional areas with the following guidelines: Functional areas group land uses in terms of functional interdependencies, adjacency and compatibility, and overlap among functional areas is permitted. Desirable and maximal ground coverage and building heights should be compatible with surrounding buildings and sites and entire functional areas are to be considered in architectural design of buildings. Each functional area will contain appropriately integrated green/open space and space for future expansion should be identified and reserved.

### **Circulation**

#### Goals

- To achieve a circulation system that is primarily pedestrian-oriented within each functional area, minimizes private vehicle movement between functional areas, and optimizes pedestrian, bicycle, and CAMBUS movement.
- To enhance CAMBUS routes and consider alternative vehicles/modes to allow pedestrians to travel areas of campus beyond a ten-minute walk in the least amount of time.
- To encourage a system of peripheral and remote parking areas and assure efficient pedestrian and CAMBUS connections from peripheral parking to campus destinations and efficient CAMBUS connections from remote parking to campus destinations.

### Objectives

- Provide separation of vehicle and pedestrian traffic where major conflicts exist and initiate appropriate incentive and disincentive schemes (expanded CAMBUS system, safe pedestrian connections, parking fees, etc.) to limit the number of cars brought to campus each day.
- Work with the City of Iowa City, Coralville, University Heights, Johnson County, and the Iowa Department of Transportation to

minimize non-University destined traffic on campus.

- Assign parking spaces as close to motorist's primary destination as possible.

### Goals - Roadways

- To insure that all segments of the campus are accessible to those who require vehicle transportation such as emergency, service functions, and those with mobility problems.
- To insure that University facilities serving a regional clientele have adequate motor vehicle access and parking.
- To minimize the amount of traffic that passes through the campus, minimize the impact on the academic environment by arterial streets that pass through campus, and minimize the amount of land allocated to vehicular use.

### Objectives - Roadways

- Assume Riverside Drive and Iowa Avenue bridge will remain open to traffic in the future.

### Goals - CAMBUS

- To insure the CAMBUS system supports the pedestrian-oriented campus concept.

### Objectives - CAMBUS

- CAMBUS operations should connect peripheral parking areas to the campus during all the hours campus facilities are open.
- Provide a level of service that responds to legitimate demands for transit service but does not conflict with other University goals and objectives, coordinate with Iowa City and Coralville transit systems and supplement their systems where improved service to campus users would occur, and redesign streets, parking areas, and other CAMBUS routes to permit easy and safe loading and unloading of passengers.

### Goals - Bicycle

- To facilitate use of bicycle movement to, from, and within the campus while minimizing conflicts with pedestrians and provide adequate bicycle parking.

### Objectives - Bicycle

- Provide a system of safe, convenient bikeways connecting all major areas of campus and connecting with bikeways provided by adjoining communities and provide and maintain bicycle racks convenient to entrances of buildings.

## **Open Space**

### Goals

- To make the most of the natural scenic potential of the campus, especially the Iowa River and its adjacent floodplain and wooded areas and preserve and protect the river as a drainage way and as a source of water for community use.
- To provide a system of interconnected open space and provide ample and adequately distributed areas within the campus both for active and passive outdoor activities.

### Objectives

- Open space areas free of motor vehicle traffic and parking should be provided and maintained within each functional area and campus sites that possess significant natural features (i.e., Quad Ravine and Hutchinson Quarry) should be preserved.
- Provide continuous pathways along both sides of the Iowa River, do not locate parking on the riverbank, eliminate existing parking adjacent to the river, and visual and physical access to the river is an important objective in building design and placement.
- Utilize open space facilities to unify the various parts of the campus.

## **Implementation Strategies & Development Guidelines**

Implementation Strategies and Development Guidelines contain general directions and specific recommendations that provide guidance and flexibility for planning new construction and maintaining existing facilities. They address fundamental campus-wide systems - access, circulation, transportation, construction, preservation, etc. - and methods of providing continuity to the inherently diverse elements of the campus. They address as well, potential further research, data collection, and a formal design guidelines checklist. This section also defines specific strategies and guidelines for the established Functional Areas on the campus.

**Pedestrian-Oriented Campus** - Maintain, expand, and emphasize safe, efficient, and effective pedestrian movement through campus. A **pedestrian-oriented campus** includes an efficient parking and transit system, with limited emergency, service, handicapped, and limited short-term parking.

**Vehicle System** - Ensure access for emergency and service vehicles and for those with disabilities to all areas within the context of a pedestrian-oriented campus.

**Parking Standards** - Encourage a system of peripheral parking areas and develop parking standards for the campus including mandatory identification of adequate parking spaces for any proposed new buildings or other facilities.

**Drop-Off/Short Term Parking** - Identify locations where temporary parking spaces, passenger drop-off sites, and other close to facility vehicular spaces might be located to provide short-term parking within the context of a pedestrian-oriented campus.

**CAMBUS** - Review CAMBUS routes, times, and operations to ensure support of the pedestrian-oriented campus concept. Enhance routes and consider alternate vehicles/modes to allow pedestrians to travel to areas of campus beyond a ten-minute walk in the least amount of time with the minimum of vehicle conflicts.

**Open Space System** - Organize a defined Open Space System to link diverse campus elements and create a unified, pedestrian-oriented campus.

**Pedestrian/Vehicle Conflicts** - Identify existing and future pedestrian/vehicle conflict points and determine solutions.

**Campus Entrances** - Identify significant entrance points to the University and develop entrance features at those locations to provide a sense of arrival at the campus.

**Visual Corridors** - Identify significant Visual Corridors and protect from view-blocking intrusions. Enhance views to the Iowa River so it serves as a unifying element between the East and West Campuses rather than a dividing element.

**Overlooks** - Identify, preserve, and enhance significant Overlooks on campus.

**Potential Building Sites** - Identify potential building sites on campus.

**Design Guidelines/Pre-Design Checklist** - Develop a Design Guidelines document and a Pre-Schematic Design Plan Checklist to ensure proposed designs address University goals and the intent of the Framework Plan.

**Replace Floor Area Ratio** - Replace the Floor Area Ratio (ratio between the footprint/number of floors of a building and the site available for that building) analysis of proposed buildings with a flexible compatibility analysis. New buildings should be compatible with existing structures within the Functional Area.

**Preserve and Protect National Register of Historic Places, Buildings, and Sites** - Preserve and protect buildings and sites on the National Register of Historic Places and identify potential Register inclusion of other historic campus areas.

**Identify, Preserve, and Protect Other Historic Buildings and Sites** - Identify, preserve and protect buildings and sites not appropriate for inclusion on the National Register of Historic Places but historically significant to the campus.

**Maintenance Plan** - To ensure the long-term integrity of campus facilities, develop a maintenance plan for buildings and grounds that 1) identifies the purpose, goals, and objectives of maintenance, 2) delineates specific periodic maintenance procedures, and 3) identifies funding implications of maintenance.

**Campus Statistics** - Collect statistics on campus population, enrollment, etc. to establish a basis, determine a sustainability level for the University, and identify need for future data.

**Hawkins Drive Improvement** - Investigate the concept of realigning Hawkins Drive to a more southerly edge of campus route and redefining the former alignment area to a pedestrian-oriented open space. Include all stakeholders in a process to determine the issues involved. Issues must be satisfactorily resolved before the concept is incorporated into the plan.

**West Campus Loop Road** - Review the segments of the West Campus loop road system not within the boundaries of the campus (a portion of Highway 6 and Melrose Avenue) to determine if non-University control of these segments is an issue.

**Functional Area Recommendations** - Identify specific recommendations for each campus functional area. (See Maps [1 & 2](#), and [17](#))

#### Old Capitol Functional Area

The Old Capitol Functional Area includes the Pentacrest; Quad ravine west of the river; colleges of Business Administration, Education, Engineering, and most of the Liberal Arts programs;

and administration and academic support facilities. Future development should follow the existing urban character of the East Campus (except at the ravine) to maintain and emphasize the architectural, site, orientation, traffic flow, and other physical differences between the East and West Campus areas. Proposed structures close to the Pentacrest should be similar in height and massing but no higher than the Pentacrest structures.

#### University Services Functional Area

This functional area includes University property south of Burlington Street and the Water Plant north of Burlington along the Iowa River. The area is used largely to house Operations and Maintenance and utility functions such as campus shops, motor pool, general stores, and parking. Future development in the University Services Area should follow the existing urban character of the East Campus to maintain and emphasize the architectural, site, orientation, traffic flow, parking, and other physical features of the East Campus.

#### East Residence Halls Functional Area

This area includes Stanley, Currier, Burge, and Daum Halls between North Clinton and the Cleary Walkway. The residential functional area is bordered on the south and west with academic buildings and on the east by Iowa City residential areas. The intersection of Church and Dubuque Streets is a significant University location and its proximity to the President's Residence makes it ideal for a campus entry feature. Future development in the East Residence Halls Area should follow the urban character of the East Campus.

#### Iowa Center for the Arts and the International Center Functional Area

This functional area is west of the Iowa River and extends from Park Road to Iowa Avenue and extends west across Riverside Drive along Park Road. It contains Hancher Auditorium, Museum of Art, academic departments of Music, Theatre, Art and Art History, International Center, and rock outcropping and Hutchinson Quarry. A recent study for this area focused on reclaiming the river as an important open space corridor and established a compelling and appropriate character for the Arts Campus, created a landscape character that reflects the quality of academic programs, encouraged collaborative endeavors among arts disciplines, and addressed maintenance and ecological challenges of flooding and its impact. Future development in this functional area should follow the character of existing development.

#### Health Sciences/Hospital Functional Area

The Health Sciences/Hospital Functional Area extends from Dental Science to Westlawn and from south of the VA Hospital to Melrose Avenue. It is the location of all on-campus, health-related teaching, research, and service activities. A major change is in process today as the Iowa Health Sciences/Hospital Campus Plan is implemented. The plan includes demolition of existing buildings and construction of new facilities including new buildings, a parking ramp, realignment of Newton Road, a pedestrian bridge to the International Center over Highway 6, and an extensive network of pedestrian walks.

#### West Residence Halls Functional Area

This functional area includes the Quadrangle, Rienow, Slater, and Hillcrest residence halls. Several plans outline potential development including a new residence hall or possibly a medical building replacing the parking lot northwest of the Quadrangle. The lot is a visual and functional intrusion into this area, adds unnecessary traffic, and detracts from the environment of the ravine. The site is suitable for either but any building must be compatible with the residence halls, particularly in terms of vehicle access and traffic. Other potential improvements include enhancing entries of existing buildings and possibly use the tunnel between Rienow Hall and the Quadrangle as a service route for the Quadrangle food service. A potential Overlook site near the northeast corner of Hillcrest provides a dramatic view to the Iowa River, Library, Old Capitol, and much of the East Campus and could be a memorable part of the campus open space system.

#### South Melrose Functional Area

This area includes the Boyd Law Building and extends south to Myrtle Avenue parking and includes several cultural centers, day care centers, the Hydraulics Lab along South Riverside Drive, and a wooded ravine connecting Boyd to the Myrtle Street parking lot. It abuts the West Residence Halls area and includes residential type buildings along Grand Avenue Court. The area along the cliff on the west side of Riverside Drive is designated as a natural area to be protected and has great potential for development of a carefully integrated Overlook site. The character of any future development in this functional area should follow the existing development on the West Campus and maintain the architectural, site, orientation, traffic flow, parking, and other physical differences between the East and West Campus areas.

#### Sports Functional Area

This includes Carver Hawkeye Basketball Arena, Baseball Stadium, Kinnick Football Stadium, open spaces and parking lots near the Recreation Building, the twenty acre wooded slope west of Carver Hawkeye, the lower Finkbine athletic fields, and Finkbine

Golf Course. The Athletic Facilities Long Range Plan shows recreation fields to remain south of Hawkins Drive and within the Lower Finkbine area. Campus Entry sites are proposed at the intersection of US Highway 6 and Hawkins Drive and at the intersection of Melrose Avenue and the Iowa Interstate Railroad. Improved pedestrian connection to the Finkbine commuter parking lot, pedestrian connections to Lower Finkbine Athletic Fields and west to Hawkeye Drive Apartments in the Far West Campus, and improved access to the Prairie/Woodland/Wetland area west of Hawkins Drive in the lower Finkbine area are all part of the Sports area plan. Development in this area should follow the character of existing development.

#### Far West Functional Area

This campus area is west of Mormon Trek Boulevard bounded by the Iowa Interstate Railroad tracks, Melrose Avenue, and the West Campus boundary. It includes Hawkeye Court and Hawkeye Drive Apartments, Clear Creek and its woodland, the Mormon Handcart site, and substantial acres of open areas. The woodland area adjoining Clear Creek contains environmentally fragile areas, potential archaeological sites, and other features that must be protected. The pedestrian-oriented campus concept does not stop at the boundaries of the Far West Campus and connections to the Main Campus should be strengthened to ensure this area is perceived as part of the campus. Two master plans address circulation, future golf course, recreation fields, Conference Center and golf clubhouse, and preservation of Hawkeye Court and Hawkeye Drive Apartments. The plans also address proposed flag football fields, tennis courts, tennis building, a women's soccer stadium, natatorium, and parking.

#### Oakdale Campus Functional Area

This includes all 500+ acres of the Oakdale Campus but concentrates on the 250 acre Research Campus area south of Oakdale Boulevard and east of Highway 965. The Oakdale Research Park is a quasi-University entity under the jurisdiction of the Oakdale Research Park Board and is not included in this Framework Plan. The University of Iowa Oakdale Campus Master Plan establishes the development scenario for the research campus portion of this functional area. Future development should follow the character of existing development on the Oakdale Campus as shown in the Master Plan.

**East, West, & Far West Campus Development** - Recognize, maintain, enhance, and continue the differences between the East, West, and Far West Campus areas of the University.

There are physical differences between the East, West, and Far

West Campus areas reflected in architecture, site, orientation, traffic flow, parking, and other elements. The East Campus is an urban environment with a grid of north-south/east-west oriented streets and buildings, tied to downtown Iowa City, with few open green spaces beyond the Pentacrest. It is separated/connected to the West Campus by the Iowa River. Future development on the East Campus should follow the same existing urban character:

- Buildings set on or close to the right-of-way.
- A pedestrian-oriented, ground-level, urban space is part of the site.
- Buildings occupy all or most of the site.
- Parking is off-site or is on-site in a parking structure.
- Building and ground-level pedestrian space connected to the overall pedestrian grid.
- Buildings near the Pentacrest with a similar height and materials as the historic structures, but no higher than the Pentacrest buildings.
- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.

The West Campus is less urban, is within a loop road system with buildings aligned with the loop. It adjoins residential and medical neighbors, has large open green spaces at the west edge away from the residence hall area, smaller leftover greenspaces between buildings, and is separated/connected to the East Campus by the Iowa River. Future development on the West Campus should follow a similar character to existing development:

- Buildings set back from or close to the right-of-way.
- Buildings occupy a portion or most of the site.
- Parking adjoins the site or is on-site in a parking structure.
- A pedestrian-oriented, ground-level, space is part of the site.
- Building and ground-level pedestrian space connected to the overall pedestrian system.
- Buildings have a similar height and scale as the surrounding structures.
- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.

The Far West Campus is closer to the West Campus in character but has fewer constructed elements. Much of the Far West Campus is open with wooded areas along Clear Creek, It is separated/connected to the West Campus by Finkbine Golf Course. Future development on the Far West Campus should

follow a similar character to existing development:

- Buildings set back from the right-of-way.
- Buildings occupy a portion of an individual site.
- Parking is on-site in a surface parking lot.
- A pedestrian-oriented, ground-level, space is part of the site.
- Building and ground-level pedestrian space connected to the overall pedestrian system.
- Buildings are compatible with nearby residential housing.
- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.
- Urban Forest, Lighting, and other campus-wide studies should be updated to include Far West Campus areas.
- Buffer existing residential areas from intrusion from new development.
- Protect Clear Creek, wooded areas, the Mormon Handcart site, wetlands, and other sensitive areas.
- Development should not occur west of Hawkeye Road until a Master Plan for that area is established and development east of the road is completed.



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The Sesquicentennial Campus Planning Framework Plan is an update of the 1990 Campus Planning Framework document prepared by the Office of Planning and Administrative Services (now the Facilities Services Group - Administration [FSG]) in April 1990. The 1990 plan included historical background, information on vehicular circulation and parking, documentation of existing and proposed green spaces, and detailed information on planning issues within seven defined functional areas on the main campus.

A framework plan should provide guidance to appropriately site and plan projects so they fit well within the campus while providing the flexibility necessary to respond to unanticipated and unpredictable requirements. As noted in the 1990 Plan, the concept of a Framework Plan is that there are certain elements of the campus environment or systems so fundamental they must not be ignored when planning a specific project. These elements include buildings, roads, parking facilities, utilities, natural features, open spaces, other site features, and historic considerations. Plans for new construction must accommodate the realities of the existing environment and existing future plans for that environment. New structures do not have to mimic existing structures but must have visual links to neighboring buildings and must have continuity with the rest of the campus. Architectural diversity is an expected and welcome result of a mix of historic and contemporary buildings on campus. A key purpose of the framework plan is to provide continuity to the diverse elements of the campus environment.

This current update reviews pertinent information from the 1990 plan and incorporates campus changes since the earlier plan. It incorporates current and proposed changes as expressed in planning documents for specific areas of campus (such as the Health Sciences/Hospital Campus) and for various campus systems (such as campus wide bicycle parking study). It also documents pertinent existing development on campus such as roads, open space, and parking and includes information on slopes, soils, and other natural features.

Like the 1990 plan, the update concentrates on the East Campus (the area east of the Iowa River including the Pentacrest) and the West Campus area between the Iowa River and Hawkins Drive intersection with US Highway 6 (the area called "West Campus" often includes the Lower Finkbine Athletic Fields west of the Hawkins/Highway intersection). The update also incorporates the Far West Campus (west of Mormon Trek Boulevard between the Iowa Interstate Railway and Melrose

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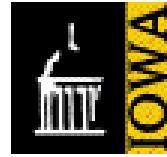
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Avenue) and the Oakdale Campus (north of Interstate-80) more extensively than in the 1990 plan and defines them as two new Functional Areas. The concentration, however, remains on the East and West Campuses.

Importantly, this update incorporates the mission, goals, and objectives of both the University's October 1995 *Achieving Distinction 2000* and the December 17, 1996 *Achieving Distinction 2000 - A Strategic Plan for The University of Iowa* into the Sesquicentennial Campus Planning Framework Plan. The Planning Framework extends and applies recommendations of both plans to the physical environment.



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*Achieving Distinction 2000, A Strategic Plan for The University of Iowa, 1996, reaffirms the Mission and Goals; adds Core Values, Indicators of Progress, and Strategic Focus Areas; and highlights recent progress toward institutional goals. The update of the Campus Planning Framework must act as an extension of the Strategic Plan and assist in meeting the Plan's **Mission**, achieving its **Goals**, and advancing the **Core Values**.*

**Mission**

The statement on Mission was developed in 1987 from a University self-study committee preparing documentation for reaccreditation. The Mission has been revised in 1988-89, further modified by the Faculty Council and the University president and vice-presidents, approved by the Board of Regents in 1989, and reaffirmed by the 1994-95 Strategic Plan Committee. While the entire Mission guides this Framework Plan, portions of the Mission are particularly pertinent.

"The educational mission of the University requires an environment that promotes free inquiry and ethical behavior, which fosters the qualities of mind that lead to mature, independent, informed, and humane judgment. The creation and maintenance of a community of women and men that is multicultural, multiethnic, multiracial, multinational, and respectful of the dignity of all persons essential to this environment."

The Sesquicentennial Campus Planning Framework provides the link from the University Mission to the University physical environment. As the University strives to achieve its overall Mission, planning and development of the physical environment fosters development of qualities of mind, supports creation and maintenance of diverse community, and is respectful to human dignity. The planning framework not only flows from the Strategic Plan, it supports and implements it in terms of the physical environment.

**Goals**

*Achieving Distinction 2000, A Strategic Plan for The University of Iowa, 1996, reaffirmed six University-wide goals developed in 1989-90 and added a goal emphasizing the University's commitment to research and scholarship. While the processes and outcomes of the Sesquicentennial*

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Campus Planning Framework support Goals 1 through 6, achieving Goal 7 is specifically and directly linked to the physical environment of the campus.

### **Goal 7: A high-quality academic and working environment.**

The University should provide a safe, humane, healthful, and intellectually stimulating environment.

Environment can be defined as the broad academic, intellectual environment and the physical setting, particularly the exterior environment, in which the University operates.

### **Core Values**

The statement of Core Values within *Achieving Distinction 2000, A Strategic Plan for The University of Iowa*, 1996, completed the University's strategic plan for 1995-2000 and expressed the University's commitment to fundamental principles. Core Values guide development of the Sesquicentennial Campus Planning Framework. Planning, setting priorities, and making decisions are guided by five independent commitments summarized as follows:

#### Learning

The University of Iowa is dedicated to discovering, disseminating, and preserving knowledge and to development of an educated citizenry through teaching, research, scholarship. . . and fosters opportunities for all members of the community to generate and discuss ideas and contribute to the vitality of the educational environment.

#### Community

The University of Iowa recognizes its students, faculty, staff, and alumni are the source of its strength; collectively they determine institutional character, quality, and effectiveness. On a safe, well-maintained campus, the University offers a supportive and humane environment in which people from a wide variety of backgrounds and traditions may encounter each other in the spirit of cooperation, openness, and mutual respect, to form a richly diverse and intellectually stimulating community.

#### Responsibility

The University of Iowa is obligated to exercise responsible stewardship over the intellectual and material resources entrusted to it. As a public institution, the University aims for accessibility, affordability, and quality.

#### Integrity

In fulfilling all areas of the University's mission, members of The

University of Iowa community hold themselves to the highest criteria of honesty, fairness, and professional and scholarly ethics.

Quality

As a center of learning, The University of Iowa measures itself by exacting standards, honors high aspiration and achievement, and expects all persons associated with the University to strive for excellence.



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# Planning Principles

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To function successfully over time, a campus plan must contain sufficient flexibility to accommodate unanticipated changes and developments that inevitably will occur. An extensively detailed plan does not provide the level of flexibility and responsiveness necessary to deal with a changing world. However, without a plan that establishes a framework that preserves and enhances the natural, cultural, and aesthetic sense of place within which change can occur, an environment of chaos, discontinuity, sterility, and ugliness ultimately can occur.

The Sesquicentennial Campus Planning Framework update is firmly based in the framework concept, both reinforcing the notion and extending it to be more responsive. Three groups of Planning Principles - General, Land Use, and Circulation - guide the framework.

#### General

The planning process, properly applied, provides a general guide for future development while allowing flexibility to incorporate unanticipated changes in academic needs and space requirements. A framework approach to planning will allow incremental decisions that are consistent with long-term planning strategy.

Effective planning will provide a rational means to manage change and will allow optimal use of physical and environmental resources.

A campus environment that is convenient, safe, and provides appropriate and desirable surroundings to stimulate the mind, body and spirit in the pursuit of academic excellence is important in attracting talented students, faculty, and staff.

Planning that provides accessibility for all students and fosters independence of mobility will both support existing students, faculty, and staff, and attract a broader base of campus participants.

Planning for future needs in a manner that conforms to desirable natural and cultural characteristics of the existing campus will create visual continuity and distinctive campus identity over time.

Traditional roots and connections with the past can be protected by preservation of buildings and outdoor spaces of historic, cultural, and aesthetic value. The Pentacrest, its surroundings, and the view corridors that frame it, representing the beginnings of the University and campus development, must be preserved and protected.

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Just as the Pentacrest represents development of the campus from a historical perspective, so does the Iowa River from a natural environmental point of view. Preserving and enhancing the river, topography, vegetation, and natural aesthetic they create is important to creating and maintaining a "sense of place" that is The University of Iowa.

New campus development, such as academic, housing, parking, etc., are not inherently incompatible and can reasonably coexist if properly designed to minimize conflicts.

Planning for future utility needs and advancements in communications technology is a necessary component in efficient and orderly campus development.

Planning that embraces environmental responsibility and energy conservation is integral to responsible stewardship of all campus resources.

A variety of architectural styles adds visual diversity to the campus. However, diversity turns to chaos unless architectural individuality is in harmony with adjoining structures and in context with the balance of the campus.

Preservation of significant historic and natural features and open space is essential in preserving the campus environment. As a unique natural feature, the Iowa River must be protected and enhanced at every opportunity.

### **Land Use**

Appropriate location of new buildings and land uses can create a unified campus that operates efficiently and is convenient for students, faculty, staff, alumni, and visitors.

By careful planning, land uses dependent upon each other for enhancement of individual benefits, can be located in proximity to each other. Some areas must be reserved adjacent to existing facilities for expansion of those facilities and for new uses dependent upon them. Areas important for preservation of natural and historic values must be reserved.

To accommodate unanticipated changes in academic needs, it is essential that land uses be planned for flexibility to meet future space requirements with minimal disruption.

Compatibility of University development with surrounding neighborhoods can be achieved by carefully evaluating and responding to needs of the

University and the neighborhoods.

Certain structures, open spaces, and other campus elements must be preserved because of their intrinsic historical and natural value.

Open space, the space between structures, is in itself an important land use in providing an atmosphere conducive to academic pursuits. Interconnected open spaces can provide "pathways" for safe and efficient pedestrian movement throughout campus. The connected open spaces are an important element in creating an overall campus community and identity by unifying the diverse architectural styles of the campus buildings.

### **Circulation**

A pedestrian-oriented campus can be promoted by minimizing intrusion of vehicles into campus and keeping general vehicular circulation to the campus periphery, recognizing that bus service, emergency, and service vehicle access and access for those with disabilities must be provided.

A pedestrian-orientated campus does not eliminate vehicles, it simply gives priority to pedestrian routes and subordinates vehicle systems. Drop-off areas, loading spaces, or short term parking in specific locations provided within the pedestrian-oriented campus context ensure access and consistent monitoring and enforcement maintains availability.

Giving priority to alternative modes of transportation, such as bicycles, buses and even motorcycles, over the automobile will promote a pedestrian-oriented campus. When conflicts occur between different modes of transportation, priority should be given to pedestrians, bicycles, buses, motorcycles, and other motor vehicles in that order of priority.



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# Goals and Objectives

Previous Framework plans established goals and objectives that with minor adjustments and updating are valid for this current plan. Goals and objectives are organized into three categories - Land Use, Circulation, and Open Space.

**Land Use****Goals**

- To provide for efficient operation of the University.
- To provide a campus whose internal arrangement of buildings and facilities is convenient for use by students, faculty, staff, and visitors.
- To provide a campus that is aesthetically pleasing.
- To provide land use flexibility so future space needs, not now foreseen, can be met with minimal disruption.
- To achieve compatibility between campus and community functions at their common edges; minimize undesirable impacts of University functions on adjacent non-University land and work toward minimizing undesirable impacts on University land.

**Objectives**

- The Pentacrest is the historic heart of the University and the central focal point of the main campus.
- The main campus is comprised of several functional areas as shown on [Maps 1 & 2](#). Planning for new facilities shall respect these functional areas. The following guidelines shall apply:
  - a. Functional areas group land uses in terms of functional interdependencies, adjacency and compatibility.
  - b. Overlap among functional areas is permitted.
  - c. Desirable and maximal ground coverage and building heights will be determined upon compatibility with surrounding buildings and site considerations.
  - d. Entire functional areas are to be considered in architectural design of buildings.
  - e. Each functional area will contain appropriately integrated green/open space.
  - f. Within each functional area, space for future expansion should be identified and reserved. This space may be used temporarily as green space.

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## Goals

- To achieve a circulation system that is primarily pedestrian-oriented within each functional area.
- To achieve a circulation system that minimizes private vehicle movement between functional areas, and optimizes pedestrian, bicycle, and CMBUS movement.
- To enhance CMBUS routes and consider alternative vehicles/modes to allow pedestrians to travel areas of campus beyond a ten-minute walk in the least amount of time.
- To encourage a system of peripheral and assure efficient pedestrian and CMBUS connections from peripheral parking to campus destinations.

## Objectives

- Provide separation of vehicle and pedestrian traffic where major conflicts exist.
- Initiate appropriate incentive and disincentive schemes (expanded CMBUS system, safe pedestrian connections, parking fees, etc.) to limit the number of cars brought to campus each day.
- Work with the City of Iowa City, Coralville, University Heights, Johnson County, and the Iowa Department of Transportation to minimize non-University destined traffic on campus.
- Assign parking spaces as close to motorist's primary destination as possible.

## Goals - Roadways

- To insure that all segments of the campus are accessible to those who require vehicle transportation such as emergency, service functions, and those with mobility problems.
- To insure that University of Iowa Health Center, Hancher Auditorium, Athletic Event Facilities, the Iowa Memorial Union, and other University facilities serving a regional clientele have adequate motor vehicle access and parking.
- To minimize the amount of traffic that passes through the campus and minimize the impact on the academic environment occasioned by those arterial streets that pass through campus.
- Minimize the amount of land allocated to vehicular use.

## Objectives - Roadways

- Assume Riverside Drive and Iowa Avenue bridge will remain open to traffic in the foreseeable future.

## Goals - CMBUS

- To insure the CAMBUS system supports the pedestrian-oriented campus concept.

### Objectives - CAMBUS

- CAMBUS operations should connect peripheral parking areas to the campus during all the hours campus facilities are open.
- Provide a level of service that responds to legitimate demands for transit service but does not conflict with other University goals and objectives.
- Coordinate with Iowa City and Coralville transit systems and supplement their systems where improved service to campus users would occur.
- Redesign streets, parking areas, and other CAMBUS routes to permit easy and safe loading and unloading of passengers.

### Goals - Bicycle

- To facilitate use of bicycle movement to, from, and within the campus while minimizing conflicts with pedestrians.
- To provide adequate bicycle parking.

### Objectives - Bicycle

- Provide a system of safe, convenient bikeways connecting all major areas of campus and connecting with bikeways provided by adjoining communities.
- Provide and maintain bicycle racks convenient to entrances of buildings.

## **Open Space**

### Goals

- To make the most of the natural scenic potential of the campus, especially the Iowa River and its adjacent floodplain and wooded areas.
- To preserve and protect the river as a drainage way and as a source of water for community use.
- To provide a system of interconnected open space.
- To provide ample and adequately distributed areas within the campus both for active and passive outdoor activities.

### Objectives

- Open space areas free of motor vehicle traffic and parking should

be provided and maintained within each functional area.

- Campus sites that possess significant natural features (i.e., Quad Ravine and Hutchinson Quarry) should be preserved.
- Continuous pathways shall be provided and maintained along both sides of the Iowa River.
- Parking should not be located on the riverbank and existing parking adjacent to the river should be removed
- Providing visual and physical access to the river is an important objective in building design and placement.
- Utilize open space facilities to unify the various parts of the campus.



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# Implementation Strategies & Development Guidelines

Planning Principles guide development of the Framework Plan. This report section on Implementation Strategies and Development Guidelines contains general guidelines and specific recommendations. It provides guidance and flexibility for planning new construction and maintaining existing facilities. It addresses fundamental campus-wide systems - access, circulation, transportation, construction, preservation, etc. - and methods of providing continuity to the inherently diverse elements of the campus. It addresses as well, potential further research, data collection, and a formal design guidelines checklist. This section also defines specific strategies and guidelines for the Functional Areas on The University of Iowa campus.

**Pedestrian-oriented Campus**

Maintain, expand, and emphasize safe, efficient, and effective pedestrian movement through campus. A **pedestrian-oriented campus** includes an efficient parking and transit system, with limited emergency, service, handicapped, and limited short-term parking.

A key element of most contemporary studies, master plans, and of previous framework plans is the strong emphasis on ensuring safe movement of pedestrians through campus on prioritized, efficient, pedestrian scale walks that have minimized conflicts with vehicles. The "**pedestrian-oriented campus**" concept promotes connectivity and safety. A pedestrian-oriented campus also is based on balanced parking and an efficient transit system, with emergency, service, handicapped, and limited short-term parking in key locations. Components of a pedestrian-oriented campus are:

- A continuous pedestrian system that connects buildings, parking areas, and exterior spaces and minimizes potential conflicts with motorized vehicles.
- Safe, efficient, and direct pedestrian movement takes priority over convenient vehicular movement.
- All pedestrian routes meet ADA accessibility requirements including use of alternate means of access.
- Where there are potential conflicts between motorized vehicles (including motorcycles) and pedestrians, the needs of vehicles must yield to the needs of pedestrians.
- Where there are potential conflicts between motorized vehicles and bicycles, the needs of vehicles must yield to the needs of bicycles.

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- Where there are potential conflicts between bicycles and pedestrians, the needs of bicycles must yield to the needs of pedestrians.

## **Vehicle System**

Ensure access for emergency and service vehicles and for those with disabilities to all areas within the context of a pedestrian-oriented campus.

A pedestrian-oriented campus does not eliminate vehicular access and in fact safe, well planned, integrated, and incorporated vehicle access is necessary to ensure pedestrian safety. Students, staff, faculty, visitors, service vehicles, and transit systems all use vehicular routes through campus (See Maps [3 & 4](#)). Emergency vehicles must be able to reach buildings and other locations. Buildings have service needs that must be addressed. Americans with Disabilities Act accessibility from vehicles to buildings is necessary and mandatory. Vehicular presence on the campus will continue and must be accommodated. Components of a vehicle system are:

- Motorized vehicle system on the outer edge of the West Campus and where possible on the entire campus.
- Parking lots or parking structures connected to the outer edge vehicle system but not in conflict with pedestrian systems.
- Motorcycle parking spaces within all parking areas.
- Controlled/limited service vehicle access routes that minimize conflict with pedestrian movement.
- Controlled/limited emergency vehicle access routes that may or may not be shared with defined pedestrian routes.
- Controlled/limited ADA vehicle accesses to all structures and facilities integral with and in minimal conflict with pedestrian movements.
- CAMBUS system reduces the number of vehicles driving on campus streets and impact of vehicles on campus and is an important component of a pedestrian-oriented system.

## **Parking Standards**

Encourage a system of peripheral parking areas and develop parking standards for the campus including mandatory identification of adequate parking spaces for any proposed new buildings or other facilities.

A pedestrian-oriented campus includes adequate vehicular parking for campus users. Parking contributes to a loss of open space, removes vegetation, contributes to the incremental erosion of the quality of the campus environment, but is an important and necessary component of a pedestrian-oriented campus. Appropriate location of parking contributes to a unified campus that operates efficiently and is convenient for students, faculty, staff, and visitors. As noted in information from the

Parking and Transportation Department, it is neither possible nor desirable to meet all the access needs of students, faculty, or staff through parking facilities due to limited land resources, other access options, and the desire to develop and maintain a pedestrian-oriented campus (See Maps [5 & 6](#)). The pedestrian-oriented campus concept suggests that parking facilities be located on the campus periphery so intrusions of cars into the campus core will be minimized.

Allowable exceptions include existing parking ramps and situations where nearby parking must be available to certain facilities, such as some hospital functions. However, even the exceptions should first assume parking is at the campus periphery and justify moving spaces closer to the facility. Even then, safe pedestrian movement takes precedence over convenient parking spaces.

In addition to locating parking facilities to the periphery of the campus, a continuing issue is identifying parking needs and supply of parking generated by construction of new facilities. New construction has parking implications and solutions. If a new building is constructed, part of the design process must identify where parking is for that structure. The campus is an academic institution, not a parking lot.

### **Drop-Off/Short Term Parking**

Identify locations where temporary parking spaces, passenger drop-off sites, and other close to facility vehicular spaces might be located to provide short-term parking within the context of a pedestrian-oriented campus.

A pedestrian-oriented campus means students, staff, faculty, visitors, service vehicles, and transit systems must have emergency, service, short term, and handicapped access to buildings and facilities. Campus users cannot park at the front door of every building all the time, but accommodating nearby parking for limited, specific reasons and times will ensure success of the pedestrian-oriented system. Buildings have service needs that must be addressed. Americans with Disabilities Act (ADA) accessibility from vehicles to buildings is necessary and mandatory. Students, staff, faculty, and visitors occasionally have materials in their vehicles that must be carried into buildings. CAMBUS access close to building entrances and areas where building users can be dropped off by vehicle will also support the pedestrian-oriented system.

Identify campus locations where temporary (e.g., 15-20 minute) parking spaces, passenger drop-off sites, and other transitory, close to a facility vehicular spaces might be located to provide short-term parking access. All spaces and vehicular accesses to those spaces must be subordinate to and not conflict with pedestrian systems. All such spaces also must be monitored and policed on a consistent basis to discourage abuse.

## **CAMBUS**

Review CAMBUS routes, times, and operations to ensure support of the pedestrian-oriented campus concept. Enhance routes and consider alternate vehicles/modes to allow pedestrians to travel to areas of campus beyond a ten-minute walk in the least amount of time with the minimum of vehicle conflicts.

CAMBUS is an integral part of the University transportation system and the pedestrian-oriented campus concept. CAMBUS reduces the number of cars on campus by connecting remote student residences and remote parking areas to the campus. The system supports parking facilities on the periphery of campus so fewer cars intrude into the campus core.

The extent, routes, and hours of operation of the CAMBUS system should be reviewed and judged on the ability of the system to support the pedestrian-oriented concept. For instance, if students are expected to use remote parking areas (e.g., the Finkbine Commuter Lot) then CAMBUS operations should connect the remote areas to the campus during all the hours campus facilities are open. Furthermore, routes should be enhanced wherever possible and alternative modes should be considered to allow pedestrians to travel to campus areas beyond a ten-minute walk.

## **Open Space System**

Organize a defined Open Space System to link diverse campus elements and create a unified, pedestrian-oriented campus.

A concern raised by campus users is the importance of linking the diverse architecture, land uses, and other elements of the campus. Architectural diversity is described by most as desirable or at least acceptable, but creating continuity that ties the campus into a unified entity is critical. In addition, preservation of existing natural features, access to other campus areas, and safe pedestrian walkways are all important elements of a unified campus.

An Open Space System is an integral component of the Sesquicentennial Campus Planning Framework Plan and is used to link diverse campus elements and create a unified, pedestrian-oriented campus. Open Space provides valuable structured or natural environments among the architectural elements of the campus. Key elements include:

- A continuous open space network that connects buildings, parking areas, and exterior spaces and minimizes potential conflicts with motorized vehicles.
- Preservation of key open spaces on campus.
- Identification of potential open spaces.
- Links between existing open spaces.

- Incorporation of open spaces at proposed building sites linked to existing and proposed open spaces and the pedestrian-oriented walkway system.
- Identification of current and future conflicts with vehicular traffic.

The Open Space elements shown on maps [7 & 8](#) delineate major existing and currently proposed open spaces on campus. The maps show major pedestrian connections between and among open spaces and structures. Components include:

### East Campus

- A grid system of pedestrian-oriented routes along urban streets and pedestrian walkways.
- A river edge pedestrian system that includes a future connection north to Park Road and to the Mayflower Residence Hall.
- A system of pedestrian-oriented routes that connect from the grid and river edge systems to major open space areas not on the grid or along the river.
- Connection from the north side of Burlington Street to future development south of Burlington with an emphasis on safe pedestrian movement as part of the design solution.
- Five Iowa River crossing connections to the West Campus at Burlington Street bridge, Iowa Avenue bridge, Iowa Memorial Union pedestrian bridge between the Union and Art, Hancher pedestrian bridge from north of North Hall to south of Hancher Auditorium, and along the Park Road bridge.
- Future gathering location at the proposed River Terrace between the Iowa River and the Memorial Union.
- Future gathering site between the proposed building south of EPB and the proposed building west of the Library between the river and railroad tracks.
- Future pedestrian connection to the gathering site between the proposed building south of EPB and the proposed building west of the Library between the river and railroad tracks.
- Gathering site north of the Memorial Union.
- Gathering site northwest of the Communication Study Building.
- Gathering site south of the Library.
- Historic open lawn and gathering location (Hubbard Park) south of the Memorial Union.
- Historical - Cultural open space within the Pentacrest block.
- Linear - Pedestrian space east of the Lindquist Center along Capitol Street.
- Linear - College Street Walkway.
- Linear - Pedestrian space on the Cleary Walkway.
- Linear - Riverine space along the east bank of the Iowa River.
- Linear - Linear route from Capitol Street to north of the Library.
- Two campus entrances.

- Wooded slopes between the Iowa River and North Hall, Stanley Hall, and the Presidents Residence.
- The Arboretum east of the Iowa River below the President's Residence.

### West Campus

- A river edge pedestrian system that includes future connection between Burlington Street and the intersection of Myrtle Avenue and South Riverside Drive.
- A system of pedestrian-oriented routes that connect from the open space and river edge systems to other major open space areas.
- A system of pedestrian-oriented routes within existing and proposed open spaces.
- Development of a pedestrian bridge over US Highway 6 between International Center and proposed parking ramp north of the Health Sciences/Hospital Campus.
- Development of the proposed pedestrian bridge over US Highway 6 as major campus entry feature, not simply a utilitarian road crossing.
- Four campus entrances beyond the US Highway 6 pedestrian bridge entrance.
- Future gathering site east of proposed Medical Education Building.
- Gathering site beneath the water tower south of the Speech & Hearing Center.
- Gathering site south of Carver Hawkeye Arena.
- Linear - Pedestrian corridor between Dental Science and proposed Medical Education Building.
- Linear - Riverine space along the west bank of the Iowa River.
- Open lawn and play fields southwest of the Baseball Stadium.
- Open lawn south of Dental Science.
- Pedestrian connection between Dental Science and Health Sciences/Hospital Campus along the proposed to be closed section of Newton Road.
- Pedestrian connection to and incorporation of the proposed Iowa River Garden & Greenway, including proposed wetlands, south of Hancher.
- Pedestrian connection to future building east of Myrtle Avenue parking.
- Pedestrian connection to proposed building northeast of Hancher.
- Pedestrian connection to proposed building northeast of International Center.
- Pedestrian connection to Ronald McDonald House and adjoining 20 acre wooded hilltop.
- Pedestrian connection to the Finkbine commuter parking lot.
- Pedestrian connection to the proposed residence hall northeast of the Quadrangle.
- Pedestrian connections to Lower Finkbine Athletic Fields and west

to Hawkeye Drive Apartments.

- Pedestrian connections to proposed overlooks on the bluffs above the Iowa River.
- Prairie/Woodland/Wetland area west of Hawkins Drive.
- Proposed pedestrian spaces among residence halls and along Grand Avenue.
- Reduction of vehicular routes and conversion to pedestrian routes of areas within the Quadrangle, Rienow Hall, Slater Hall, and Hillcrest.
- Twenty acre wooded hilltop west of Carver Hawkeye.
- Wooded slopes between the Iowa River and the International Center, Nursing Building, Quadrangle Residence Hall area, Boyd Law Building, and Myrtle Avenue parking lot.

### Far West Campus

- Preserve open space along Clear Creek.
- Preserve wooded area along Clear Creek and allow only a carefully sited future bike trail within this sensitive area.
- Preserve and protect Mormon Handcart site (land owned by the university but the site is maintained by the Church of Jesus Christ of Latter Day Saints) along Clear Creek.
- Preserve and protect existing identified archaeological sites within the Clear Creek corridor.
- Open space along the utility easement east of Hawkeye Drive Apartments.
- Open space beneath and adjoining the three towers west of Mormon Trek Boulevard south of Hawkeye Park.
- Pedestrian connection from the future railroad right-of-way trail along Clear Creek.
- Pedestrian connection along Mormon Trek Boulevard to near Iowa City West High School.
- Pedestrian connection between Hawkeye Court and Hawkeye Drive areas.

### **Pedestrian/Vehicle Conflicts**

Identify existing and future pedestrian/vehicle conflict points and determine solutions.

Conflicts between the pedestrian-oriented system and vehicular routes are shown on map [9](#). Future segments of the pedestrian system are delineated as well. Conflicts on the Far West Campus are shown on map [10](#) and East and West Campus conflicts include:

### East Campus

- Along the connection to the Mayflower at Dubuque Street in front

of the Mayflower and at the Park Road crossing.

- The Cleary Walkway has vehicular conflicts at its intersection with Market Street and Jefferson Street.
- Along the north side of Iowa Avenue where pedestrian route crosses Madison, Dubuque, and North Clinton Streets.
- On Madison Street from Cleary Walkway to the Iowa Advanced Technology Lab via Market and from Cleary to the Memorial Union via Jefferson.
- At the southwest corner of the Memorial Union at the service drive.
- Along the river where the pedestrian route crosses Iowa Avenue to the English Philosophy Building.
- At the Washington Street intersections with Capitol Street and South Madison Street.
- At the Burlington Street intersections with South Madison and the service drive east of the Water Plant.
- A future conflict at the proposed service drive and the pedestrian system connection to the gathering site between the proposed building south of EPB and the proposed building west of the Library.

### West Campus

- At the Riverside Drive pedestrian crossing between the International Center and Art.
- Along the river walk where it intersects with Burlington Street.
- At the south end of the river walk where it crosses South Riverside Drive to connect to the proposed building east of the Myrtle Avenue parking lot.
- South of the proposed US Highway pedestrian crossing and Parking Structure where the pedestrian route crosses realigned Newton Road.
- Service drive conflict at the northeast corner of Bowen Science.
- Pedestrian access across Grand Avenue between the Fieldhouse and Quadrangle both existing and in future redevelopment of the pedestrian spaces within the Quadrangle, Rienow, Slater, and Hillcrest.
- Byington Road crossing at existing Grand Avenue and in future redevelopment of the pedestrian spaces within the Quadrangle, Rienow, Slater, and Hillcrest.
- Parking lot and service drive crossing south of Boyd that connects to Myrtle Avenue parking lot.
- Along the narrow walk between the Dental Science parking lot and drive and the lot to the south.
- Across Elliot Drive southeast of Carver Hawkeye Arena.
- Across the Carver Hawkeye parking lot to Ronald McDonald house.
- South of the future pedestrian route between Dental Science and the Health Sciences/Hospital Campus is a connection that crosses

Parking Ramp entry drives.

- At the intersection of Hawkins Drive and Stadium Drive.
- At the vehicular entry to Hospital Parking Ramp #3.
- At the crossing along Hawkins Drive between Carver Hawkeye and the Baseball Stadium.
- At the crossing of the drive between Hawkins Road and the Finkbine Commuter lot.

Conflicts between the pedestrian-oriented system and vehicular routes can be reduced by:

- Designing with a priority to pedestrians over vehicles.
- Continuing pedestrian paving surfaces through vehicular routes.
- Warning pedestrians and drivers of conflicts through signs, signals, changes in paving texture, and other design elements.
- New development begins with the needs of pedestrian movement a design priority over other systems.
- Paving surfaces along pedestrian routes need to be wide enough to accommodate all users.
- Paving surfaces along pedestrian routes need to meet Americans with Disabilities Act standards.
- Widen existing walks to accommodate pedestrians movement.

### **Campus Entrances**

Identify significant entrance points to the University and develop entrance features at those locations to provide a sense of arrival at the campus.

Entrances are locations along edges of the University where distinctive signage, lighting, paving, plant material, and other site elements can introduce the campus to those entering. Entrances typically are designed as vehicular entry points but also function as pedestrian gates as well. Entry points are sometimes very specific locations at distinct campus edges while other entries are more vague and less distinctly separate from surrounding areas. East Campus entrances are less distinct than those on the West Campus and Far West Campus entries should be developed in the future as that area develops (See Maps [11 & 12](#)). Major campus entry sites are:

#### East Campus

- Intersection of Burlington Street and Capitol Street.
- Intersection of Church Street and Dubuque Street adjoining the Presidents Residence.
- There is a ceremonial campus entrance at the intersection of Iowa Avenue and North Clinton Street along the east edge of the Pentacrest.

## West Campus

- Intersection of South Riverside Drive and Myrtle Avenue.
- Intersection of US Highway 6 and Hawkins Drive west of the twenty acre wooded hilltop.
- Melrose Avenue intersection with the railroad overpass at the southwest corner of campus.
- Along US Highway 6 beneath the future pedestrian overpass connecting the proposed Health Sciences/Hospital Campus with the International Center.
- Intersection of Riverside Drive and Park Road northwest of Hancher.

## Far West Campus

- Intersection of Melrose Avenue and Mormon Trek Boulevard.
- A future entrance (to be developed when sports complex west of Mormon Trek Boulevard is begun) at the intersection of US Highway 6 and Mormon Trek Boulevard.
- A future entrance at the west edge of the Far West Campus along Melrose Avenue.

## **Visual Corridors**

Identify significant Visual Corridors and protect from view-blocking intrusions. Enhance views to the Iowa River so it serves as a unifying element between the East and West Campuses rather than a dividing element.

Visual Corridors, protected from intrusions, maintain connections among campus elements. Corridors may link streets, buildings, and walkways to the Iowa River or preserve vistas to the Pentacrest (See Map [13](#)). Major visual corridors to preserve and to create in the future are:

- Davenport Street between the Iowa River and North Clinton.
- Market Street between the Iowa River and North Clinton Street.
- Jefferson Street from the Iowa River through Clinton Street.
- Four directions from the Pentacrest - east along Iowa Avenue, south along south Capitol Street, north along North Capitol and the Cleary Walkway, and west across the Iowa River to Bowen Science.
- Along Washington Street from the Iowa River through the future open space between the proposed building south of EPB and the proposed building west of the Library between the river and railroad tracks and through Clinton Street.
- Along Burlington Street from the Iowa River to Clinton Street.
- From Riverside Drive to the Iowa River along the north edge of Hancher.

- From Riverside Drive to the Iowa River through the Iowa River Garden & Greenway.
- Between the Theatre Building and Alumni Center from Riverside Drive to the Iowa River.
- Between the Museum of Art and the Art Building from Riverside Drive to the Iowa River.
- From the Fieldhouse to the Iowa River along Grand Avenue.
- From Dental Science to the Health Sciences/Hospital Campus.

### **Overlooks**

Identify, preserve, and enhance significant Overlooks on campus.

Overlook sites provide unique distant or connecting views between campus areas. Overlooks can be as simple as a clear view along a sidewalk or can be formalized spaces that include walls, maps, seating, signs, and other elements. By definition, Overlooks tend to be high points with distant views of lower areas and can be typified by the potential Overlook site near the southeast corner of Westlawn. This location has a distant view down to the Iowa River and could be developed as a distinct, dramatic, memorable, and formal stop along the campus open space system (See Map [13](#)). Major overlooks to be developed are:

- Southeast corner of Westlawn overlooking the Iowa River.
- Northeast corner of Hillcrest overlooking the Iowa River.
- Southeast corner of Boyd Law building overlooking the Iowa River.
- Adjoining the Iowa River Garden & Greenway overlooking the Iowa River.

### **Potential Building Sites**

Identify potential building sites on campus.

A number of potential building sites have been identified in existing planning documents. Identifying potential sites helps define potential areas for structures but also allows planning for connections to the open space system and enhancement of the pedestrian-oriented campus concept (See Maps [14 & 15](#)). Identified building sites include:

#### East Campus

- South of English Philosophy Building.
- West of the Library between the Iowa River and the railroad tracks.
- North of the Library west of Communications Studies Building.
- Southwest of the Library within the existing parking lot.
- Numerous sites south of Burlington Street. (See South of Burlington Study, January 31, 1997, Herbert-Lewis-Kruse-Blunk.)
- Southwest of Van Allen Hall. (Under construction)

- Lindquist Center - Possible future addition to Lindquist adjoining the northwest corner of the existing building.
- Seashore Hall - Areas within the center of the existing building are noted as "in poor condition and need to be demolished."

### West Campus

- Northeast of Hancher.
- Northeast of the International Center, west of Riverside Drive.
- Medical Education & Biomedical Research Building replacing Student Health building.
- Parking Ramp west of Westlawn, north of realigned Newton Road.
- Infill building within existing Medical Education Building.
- Addition on east side of Westlawn. (Under construction)
- Residence Hall replacing the parking lot northeast of the Quad Residence Hall.
- East of Myrtle Avenue parking lot.
- Melrose Avenue Parking Ramp - Proposed addition to Ramp #90 east of the existing ramp along the south side of the Fieldhouse Addition.

### Far West Campus

- Sites within the area west of Mormon Trek Boulevard, north of Melrose Avenue, east of Hawkeye Drive Apartments, and south of Hawkeye Park.
- Sites within the area west of Hawkeye Court Apartments, north of Hawkeye Park, and south of the wooded area to be preserved and protected along Clear Creek.
- Sites within the area west of Hawkeye Drive Apartments, north of Melrose Avenue, and south of the wooded area to be preserved and protected along Clear Creek.

### **Design Guidelines/Pre-Design Checklist**

Develop a Design Guidelines document and a Pre-Schematic Design Plan Checklist to ensure proposed designs address University goals.

To ensure proposed new construction meets University goals and guidelines, develop a Design Guidelines document and a Pre-Design Checklist. This will allow potential building designers to have applicable information early in the design process. The Guidelines should not mandate strict compliance to a narrow set of design solutions but should communicate concepts compatible with the goals of the Sesquicentennial Campus Planning Framework Plan. The Checklist allows staff and the Campus Design Committee to have a basis for review of a proposal. Possible items to be included in the Design Guidelines and Pre-Design Checklist are:

### Guidelines:

- Identify how the proposed facility is compatible with other facilities in the Functional Area.
- Identify how parking needs generated by the proposed facility are met.
- Identify connections to the CAMBUS system.
- Identify any short-term parking spaces.
- Identify a long term maintenance and replacement schedule.
- Identify direct connection from the proposed facility to existing or proposed pedestrian system that does not have a conflict with vehicular traffic.
- Ensure that pedestrian connections are integral with the successful design of all new structures and are not afterthoughts
- Specify energy efficiency, functionality, durability, minimum maintenance, plus character.
- Identify significant existing vegetation and natural features and define they will be preserved.

### Document the following systems on and adjoining the site:

- Existing natural features. (particularly existing vegetation)
- Existing pedestrian and vehicular systems.
- Existing utility systems.

### Identify applicable planning documents that influence the proposed designed:

- Burge Hall - Preliminary Site Plan
- Campus Urban Forest Study.
- College Street Pedestrian Walkway
- Iowa Center for the Arts Campus Landscape Master Plan.
- Iowa River Corridor Study.
- Others as identified by Facilities Services Group and the Campus Planning Committee.
- Pentacrest Master Landscape Development Plan.
- Residence Services West Campus Master Plan.
- South Campus Entry - Master Plan.
- South of Burlington Street Study - Master Planning Report.
- University of Iowa Athletic Facilities Long Range Plan.
- University of Iowa Bicycle Parking Study.
- University of Iowa Campus Lighting Strategy.
- University of Iowa Health Sciences Campus Plan.
- University of Iowa Oakdale Campus - Master Plan.
- University of Iowa Sports & Recreation Facilities Long Range Master Plan Revisions.

### **Replace Floor Area Ratio**

Replace the Floor Area Ratio (ratio between the footprint/number of floors of a building and the site) analysis of proposed buildings with a flexible compatibility analysis. New buildings should be compatible with existing structures within the Functional Area.

Previous Campus Planning Framework Plans used Floor Area Ratio (FAR) to determine compatibility of proposed structures into campus functional areas or neighborhoods. The FAR principal established a ratio between the footprint/number of floors of a building and the site available for that building. By setting FAR standards for various campus areas, any new structure conceptually would have to fall within that ratio to be deemed appropriate for that site.

Floor Area Ratio is an anachronistic planning concept carried over from the 1960s no longer in favor with most planners. The FAR concept was well intentioned but not as precisely measurable, particularly on large campus sites, nor as flexible as necessary in the reality of site development. For instance, defining the boundary of a proposed building site can be difficult to determine. For The University of Iowa, a more design oriented, building massing related method of establishing compatibility is recommended. That is, it is more important for a proposed structure to be compatible with the scale and mass of adjoining structures (particularly within each Campus Functional Area) than to meet an arbitrary numerical formula applied to an area of campus. It also is important to recognize, maintain, enhance, and continue the differences between the East Campus and West Campus areas of The University of Iowa reflected in architecture, site, orientation, traffic flow, parking, and other elements. See the East & West Campus Development discussion earlier.

### **Preserve and Protect National Register of Historic Places Buildings and Sites**

Preserve and protect buildings and sites on the National Register of Historic Places and identify potential Register inclusion of other historic campus areas.

Preservation of significant historic and natural features is essential in preserving the campus environment. Preservation can take a formal approach by including significant features on the National Register of Historic Places. This is the official list of the Nation's cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a nation-wide program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. There are currently two campus sites listed on the National Historic Register:

Pentacrest/Old Capitol (Pentacrest is a district  
Shambaugh House (On Clinton south and adjacent to Daum Hall)

Other sites on campus may be eligible for National Register status.  
Potential sites include:

Mormon Handcart Site (a potential combination natural & historic/  
cultural site)  
Kuhl House/Iowa Press (on Park Road west of Parklawn)  
Bowman House (at southeast corner of Clinton and Bloomington)  
Hutchinson Quarry

These resources are fragile and care must be taken to retain the integrity  
of the sites. Campus use and public visitation introduce problems of  
security and wear and tear. Two documents are recommended for review  
and guidance in management of historic sites:

American Association of Museums, Historic Sites Committee. *An  
Annotated Bibliography for the Development and Operation of  
Historic Sites*. Washington, DC: Association, 1982.

National Park Service, Department of the Interior. "Secretary of  
the Interior's Standards and Guidelines." *Federal Register*,  
September 19, 1983.

### **Identify, Preserve, and Protect Other Historic Buildings and Sites**

Identify, preserve and protect buildings and sites not appropriate for  
inclusion on the National Register of Historic Places but historically  
significant to the campus.

Develop criteria to identify and methods to protect other campus  
resources significant in the historic context of the campus. One resource  
to review is *Sesquicentennial Heritage Walk Tour Guide* made possible  
by The University of Iowa Sesquicentennial Steering Committee. It  
contains a description of a number of East Campus historical sites (along  
with geologic and significant tree sites) as a beginning point for site  
identification. Potential criteria include:

Level of Significance - The level of significance can be evaluated using  
three elements.

- Ability of the resource to call attention to a specific period of time  
or an event in history.
- Totality of the existing or potential educational experience,  
including the ability of the resource to provide a clear picture of the  
event or specific time in history.
- The degree of uniqueness of the resource compared to similar

resources.

### Integrity of the Site

- The level at which the site adheres to its original character, including main structures, accessory buildings, and landscape features also helps determine significance. Restoration, reconstruction, or renovation not in keeping with the style or period of the resource are negative factors in assessing overall integrity.

### **Maintenance Plan**

To ensure the long-term integrity of campus facilities, develop a maintenance plan for buildings and grounds that 1) identifies the purpose, goals, and objectives of maintenance, 2) delineates specific periodic maintenance procedures, and 3) identifies funding implications of maintenance. Establish a maintenance plan, schedule, and funding to preserve the integrity of existing buildings and sites. Too often delayed maintenance leads to a situation where deterioration reaches a crises point and a facility that might have been viable with timely maintenance suddenly is deemed unsalvageable. This loss of the facility has a cost to the University, not just a financial loss but the loss of historic fabric.

### **Campus Statistics**

Collect statistics on campus population, enrollment, etc. to establish a basis, determine a sustainability level for the University, and identify need for future data.

Collecting information on population, enrollment, staffing, and other statistics are important in evaluating current and future development proposals. Statistical trends, for instance, may help decide the necessity of or non-necessity of a proposed development. As an example, if current trends continue, near future student population at the University probably will not change much from today's numbers. This has implications for housing, facilities, classrooms, CAMBUS schedules, and a myriad of other elements on campus. It also may increase the importance of upgrading a facility simply to maintain the enrollment figures and not experience a decline. Knowing the trends will aid in all decision making.

### **Hawkins Drive Improvement**

Investigate the concept of realigning Hawkins Drive to a more southerly edge of campus route and redefining the former alignment area to a pedestrian-oriented open space. Include all stakeholders in a process to determine the issues involved. Issues must be satisfactorily resolved before the concept is incorporated into the plan.

There is an opportunity on the West Campus to address a potential long range change that could enhance vehicle movement, consolidate open

space, add continuity to the pedestrian system, and create potential building sites. It is an opportunity that embraces the core concepts of the Sesquicentennial Campus Planning Framework Plan, particularly the "pedestrian-oriented campus" concept and minimization of vehicular intrusion while maintaining service, emergency, and other critical access. It is an opportunity that merits further research to maximize the potential benefits and address the many concerns that naturally arise with the potential of change. Stakeholders in the potential rerouting should help define the issues involved and resolution of those issues before the concept is incorporated into the plan.

The proposed change removes Hawkins Drive from the center of West Campus, realigns Hawkins to a more southerly edge of campus route, and alters the central area to a pedestrian-oriented open space with new building sites along the edges of the pedestrian space. Hawkins Drive would connect at the existing US 6 intersection, follow the current route around the 20 acre wooded hilltop, align south of the electric sub-station and field hockey field, connect through Parking Lot 43 south of the Recreation Building and intersect with Melrose Avenue south of Kinnick Stadium. It also would connect to existing parking west of Carver-Hawkeye, Area Commuter Lot 75, and remaining revised parking in Lot 43. The existing Hawkins Drive/Melrose Avenue intersection would also remain to provide vehicular access to the three Hospital ramps currently approached from this intersection.

New pedestrian-oriented spaces would connect Carver-Hawkeye, Dental Science, Hospital School, and the pedestrian system within the proposed Health Science Campus and would eliminate vehicular conflicts. The change would eliminate vehicular conflicts, provide new building sites and parking facilities along the edges of the pedestrian space, consolidate a number of underutilized and inaccessible open spaces, provide game-day pedestrian access and activity spaces around Kinnick while maintaining needed vehicular access to the stadium, and improve pedestrian safety while maintaining service and emergency access.

There are many issues to be addressed. Costs, budget, environmental impact, and timing are always concerns. The opportunity, however, should be addressed (See Map [16](#)).

### **West Campus Loop Road**

Review the existing West Campus loop road system that includes a portion of Highway 6 and Melrose Avenue that are not within the boundaries of the campus.

The non-University owned streets are an integral part of the West Campus loop road system and it may be a concern that these vehicular routes are not University controlled. If it is a problem, solutions should be

pursued. Potential solutions include:

- Acquire as much of the loop road as possible.
- Define another route on existing or proposed streets within campus boundaries.

### **Functional Area Recommendations**

Identify specific recommendations for each campus functional area.

To facilitate specific project planning, the 1990 Campus Planning Framework divided the campus (actually the East Campus and most of the West Campus) into seven functional areas based on the 1978 "Lindberg Report" (As noted in the 1990 plan, the **Lindberg Report** was the first documented "campus plan" that incorporated the concept of "an incremental plan that was flexible enough to be responsive to newly-developing needs but achieved and maintained cohesiveness by working within several components of a framework that could be developed and applied over extended periods of time.") The 1990 Framework divided the areas "according to functional and programmatic interdependencies, adjacencies and compatibility." The seven areas were:

Old Capitol Area  
 University Service Area  
 East and West Residence Halls  
 Iowa Center for the Arts and the International Center  
 Health Center Campus  
 South Melrose Area  
 Sports Area

The Far West Campus and Oakdale functional areas have been added since the 1990 Framework.

The following report section identifies specific recommendations based on existing conditions, existing plans, suggestions and requests from staff, faculty, students, and the public for the various functional areas identified in the Lindberg Report and the 1990 Framework Plan with a few modifications. First, the "East and West Residence Halls Functional Area" is divided into two separate areas based on the knowledge that although uses are similar, the two areas are on opposite sides of the Iowa River and in dramatically different surroundings. Second, the Far West Campus and Oakdale Functional Areas are included in the recommendations. This results in ten functional areas:

#### East Campus Functional Areas

Old Capitol Area  
 University Services Area

## East Residence Halls

### West Campus Functional Areas

Iowa Center for the Arts and the International Center  
Health Sciences/Hospital (Formerly known as Health Center  
Campus Functional Area)  
West Residence Halls  
South Melrose Area  
Sports Area

### Other Functional Areas

Far West Campus Area  
Oakdale Campus Area

Several campus areas are not within the 1990 functional area boundaries. This may be because of campus boundary changes, a lack of precision in mapping boundaries, or simple oversight. Whatever the reason, all areas within the campus boundary should be within an existing or future functional area. Boundaries of several functional areas, therefore, have been revised to include the non-included areas (See Maps [1](#) & [2](#)). Revisions to the 1990 functional areas now include:

- The President's Residence, the wooded area and shoreline between President's Residence and the Iowa River, and the Dey House have been added to the Old Capitol Functional Area.
- The area along Park Road west of Riverside Drive and the Iowa Center for the Arts has been added to Iowa Center for the Arts and the International Center Functional Area.
- The wooded ravine north of the Quadrangle has been added to the Old Capitol Functional Area.
- The parking lot along the edge of the wooded ravine north of the Quadrangle has been added to West Residence Halls.
- The west shoreline area of the river between Myrtle Avenue and the CRANDIC bridge over Riverside Drive has been added to three functional areas. The shoreline south of Burlington added to the South Melrose Functional Area, the shoreline between Iowa Avenue and Burlington added to the Old Capitol Functional Area, and the shoreline north of Iowa Avenue and south of the CRANDIC bridge added to the Iowa Center for the Arts and the International Center Functional Area.
- Some of the areas south and east of the University Services Functional Area have been added to the University Services Functional Area.
- There are several off-campus buildings east and south of the University Services Functional Area that are not part of the

Framework Plan due to their separation from the main campus. Since they are small enclaves surrounded by Iowa City, their planning and development should be specific to their individual location.

- The west boundary of the Sports area is vague and is shown differently on different maps. The entire sports complex west of Hawkins Drive and south of Highway 6, and Finkbine golf course have not been shown on previous functional area maps. Some maps identify the sports complex in the West Campus, not in the Far West Campus, and since functional area maps tend to stop near Carver-Hawkeye Basketball Arena, this leaves the sports complex between functional areas. The Sports Functional Area has been expanded to include the twenty acre wooded slope west of Carver Hawkeye, the lower Finkbine athletic fields, and Finkbine Golf Course, and all have been added to the West Campus Area.
- The Consolidated Business Services Building and ten acre site across Old Highway 218 from the Municipal Airport should undergo a planning process to determine appropriate use of the site. When completed, recommendations should be added to the Campus Planning Framework.
- The Health Center Campus Functional Area name has been changed to Health Sciences/Hospital Functional Area.
- Minor adjustments have been made to many functional area boundaries to make them more closely align with campus boundaries.

### **Old Capitol Functional Area**

This functional area has been expanded to include most of the East Campus north of Burlington. It extends from the Iowa River to Spence Labs on the east, and from the Lindquist Center to the President's Residence on the north. It is the heart of the urban fabric of the campus and adjoins downtown Iowa City. The Old Capitol Functional Area includes the Pentacrest and is the only area that extends across the Iowa river. This functional area includes the Quad ravine and the west bank of the river between Iowa Avenue and Burlington Street. It contains most of the Liberal Arts programs as well as the colleges of Business Administration, Education and Engineering, and is the location of administration and academic support facilities such as the Library, Student Union, and the Computer Center.

Various studies outlined later in this report are applicable in the Old Capitol area. The River Corridor Study focuses on a sustainable river-edge, addresses maintenance and ecological implications of flooding, modifies the river edge for pedestrian circulation and reclaims the river as an important open space corridor. The College Street Pedestrian Walkway plan shows site development along College Street between the Communication Center and Engineering Building Addition on the north and the Lindquist Center on the south with a switch-back handicap

access route from Capitol Street to Madison Street. The Campus Lighting Strategy identifies safety, energy efficiency, and light pollution issues and address unity and continuity issues by recommending a program of light fixture coordination. Unity and continuity also are addressed in the Urban Forest Study. The Bicycle Study promotes bicycles as important and beneficial modes of transportation, places safety of bicyclists above convenience of motorists, and places safety of pedestrians above convenience of bicyclists. The Pentacrest Master Plan is twelve years old and may need to be revisited.

Future development in the Old Capitol Area should follow the existing urban character of the East Campus to maintain and emphasize the architectural, site, orientation, traffic flow, parking, and other physical differences between the East and West Campus areas. Buildings, walkways, open spaces, and other elements should blend with the grid of existing streets. It also is important to maintain respect for the Pentacrest by ensuring that proposed structures in the Old Capitol Functional Area close to the Pentacrest are similar in height and massing but no higher than the Pentacrest structures.

There are several Visual Corridors listed below to protect and enhance in the Old Capitol area. Perhaps the most important corridors, though, are the four that extend from the Pentacrest that provide important visual links between this major historical campus asset and the rest of campus and the surrounding community.

- Davenport Street between the Iowa River and North Clinton.
- Market Street between the Iowa River and North Clinton Street.
- Jefferson Street from the Iowa River through Clinton Street.
- Four directions from the Pentacrest - east along Iowa Avenue, south along South Capitol Street, north along North Capitol and the Cleary Walkway, and west across the Iowa River to Bowen Science.
- Along Washington Street from the Iowa River through the future open space between the proposed building south of EPB and the proposed building west of the Library between the river and railroad tracks and through Clinton Street.
- Along Burlington Street from the Iowa River to Clinton Street.

Three locations are appropriate for campus entry features in the Old Capitol Functional Area. The green space at the northwest corner of the Burlington and Capitol Street intersection provides an ideal site for distinctive signage, lighting, paving, plant material, and other elements that can introduce the campus, particularly to those in vehicles. Burlington is an important street, carries a high traffic load and is one of the Iowa River bridges connecting the East and West Campus. A second location, at the Church and Dubuque Streets intersection, also is a significant entrance point to the University. It is a vehicular entry point but

functions as a pedestrian gateway as well. Its proximity to the President's Residence makes this site ideal for a campus entry feature. A third location, at the intersection of Iowa Avenue and North Clinton Street along the east edge of the Pentacrest, functions as a ceremonial entrance to the university and provides pedestrian access and visual access to the Old Capitol and the university. Potential entry features here should be carefully coordinated to fit within the historic fabric of the Pentacrest.

Potential building sites have been identified in existing planning documents. An important site in the Old Capitol Functional Area is in the parking lot south of the English Philosophy Building and west of the Library between the Iowa River and the railroad tracks. Two structures are shown in this area with an important open space and visual corridor between the buildings along the extended alignment of Washington Street. Additional sites are north of the Library west of the Communications Studies Building and within the parking area southwest of the Library. Other sites include southwest of Van Allen Hall (currently under construction), possible future addition to Lindquist adjoining the northwest corner of the existing building, Engineering Building (currently under construction), and areas within the center of the Seashore Hall are noted as "in poor condition and need to be demolished."

Several open spaces and pedestrian routes are delineated in the grid dominated Old Capitol Functional Area that help link diverse campus elements and create a unified, pedestrian-oriented campus. Most are on a grid of pedestrian-oriented routes along urban streets with routes that connect to the river edge and major open spaces. Some are historical spaces such as Hubbard Park south of the Union and the areas within the Pentacrest. Existing gathering sites include areas north of the Union, northwest of the Communication Building, and south of the Library and future sites are proposed at the River Terrace at the Union, between the proposed buildings between EPB, Library, and the river. Open spaces and pedestrian routes are listed below:

- A grid system of pedestrian-oriented routes along urban streets and pedestrian walkways.
- A river edge pedestrian system from Burlington Street to west of the President's Residence.
- A system of pedestrian-oriented routes that connect from the grid and river edge systems to major open space areas not on the grid or along the river.
- Iowa River crossing connections to the West Campus at Burlington Street bridge, Iowa Avenue bridge, and pedestrian bridge between the Union and Art.
- Future gathering location at the proposed River Terrace between the Iowa River and the Memorial Union.
- Future gathering site between the proposed building south of EPB

and the proposed building west of the Library between the river and railroad tracks.

- Future pedestrian connection to the gathering site between the proposed building south of EPB and the proposed building west of the Library between the river and railroad tracks.
- Gathering site north of the Memorial Union.
- Gathering site northwest of the Communication Study Building.
- Gathering site south of the Library.
- Wooded slopes between the Iowa River and North Hall, Stanley Hall, and the Presidents Residence.
- The Arboretum east of the Iowa River below the President's Residence.
- Historic open lawn and gathering location (Hubbard Park) south of the Memorial Union.
- Historical - Cultural open space within the Pentacrest block.
- Linear - Pedestrian space east of the Lindquist Center along Capitol Street.
- Linear - Pedestrian space along the proposed College Street Walkway.
- Linear - Pedestrian space on the T. Anne Cleary Walkway.
- Linear - Riverine space along the east bank of the Iowa River.

There are several conflict points between pedestrian routes and vehicular traffic within the existing and proposed segments of the open space system in the Old Capitol Functional Area. Many of these cannot be addressed by closing streets to traffic so other means, such as traffic signals, warning signs, pedestrian paving textures, and others should be reviewed.

### **University Services Functional Area**

This functional area includes University property south of Burlington Avenue and the Water Plant north of Burlington along the Iowa River. The area is used largely to house Operations and Maintenance and utility functions such as campus shops, motor pool, general stores, and parking.

Five studies are applicable to the University Services area. The Urban Forest Study, River Corridor Study, Bicycle Study, and Campus Lighting Strategy focus on campus wide unity and continuity issues with applicability to this functional area. The South of Burlington Study analyzes current and conceptual future land use uses including a 1500 car parking ramp, service building to consolidate facilities support functions, chiller plant to expand the chilled water capacity, and future academic/research building sites.

Future development in the University Services Area should follow the existing urban character of the East Campus to maintain and emphasize the architectural, site, orientation, traffic flow, parking, and other physical features of the East Campus. Development of buildings, open spaces,

walkways, and other elements should blend with the grid of north-south/east west oriented streets. It may vary somewhat where future development abuts more residentially oriented areas.

Two Visual Corridors are listed to protect and enhance in the University Services area. One that extend from the Pentacrest along South Capitol Street and the second along Burlington Street to the bridge and the Iowa River.

The purpose of the South of Burlington Street Study was to plan use of University property between Front Street and South Capitol Street, extending south to the railroad tracks. The Study shows a 1500 car parking ramp, service building, chiller plant, and future academic building sites. As with all building sites, planning for new structures must address solutions for pedestrian links, CAMBUS access, short-term parking, and other issues outlined in the proposed Design Guidelines document and Pre-Schematic Design Plan Checklist.

Open spaces and pedestrian routes are delineated for the University Services area. Like the Old Capitol Functional Area most are on a grid system of pedestrian-oriented routes along urban streets with routes that connect to the river edge and major open space areas. An important link will be the open space and pedestrian connection from the north side of Burlington to the proposed development south of Burlington. As the South of Burlington Study facilities move from concept to construction, emphasis must be placed on incorporating open space and pedestrian-oriented links into plans and budgets.

### **East Residence Halls Functional Area**

This area includes Stanley, Currier, Burge, and Daum Halls between North Clinton and the Cleary Walkway. The residential functional area is bordered on the south and west with academic buildings and on the east by Iowa City residential areas. The area has access to the academic buildings along the Cleary Walkway and has a direct connection to the Iowa River Hancher pedestrian bridge that leads to the music and theatre buildings. In earlier studies it was grouped with West Residence Halls into one functional area and while the two areas have campus residences, the East Campus urban grid environment is dramatically different from the West Campus curvilinear environment.

Four studies outlined later in this report are applicable to the East Residence Halls Functional Area. Three - Urban Forest Study, Bicycle Study, and Campus Lighting Strategy - focus on campus wide unity and continuity issues with applicability to this functional area. The Burge Hall - Preliminary Site Plan shows bike parking, seating areas, trees, special paving, ramps, bollards, service access, areas with movable tables w/ chairs, and light poles.

Future development in the East Residence Halls Area should follow the urban character of the East Campus. Development of buildings, open spaces, walkways, and other elements should blend with the grid of north-south/east west oriented streets. Development of the Burge Hall plan from preliminary to final concepts should be sure to incorporate pedestrian corridors, drop-off parking, and other elements identified in this report.

Three major visual corridors pass through the East Residence Halls area. One is along the Cleary Walkway that extends south reaching to the Pentacrest and connecting north past North Hall and eventually to the Iowa River. The other two corridors are east-west oriented along Davenport and Bloomington Streets, extending through North Clinton Street to Dubuque Street and to the Iowa River. These significant Visual Corridors should be protected from view-blocking intrusions.

A Campus Entry site at the Church and Dubuque Streets intersection is near the East Residence Halls area and is a significant entrance point to the University. As noted in the Old Capitol Functional Area discussion, this site's proximity to the President's Residence makes it ideal for a campus entry feature. This functional area, however, has no space for additional structures.

Open spaces and pedestrian walks for the East Residence Halls Functional Area are on a grid system of pedestrian-oriented routes along urban streets that connect to the river edge and major open space areas. The T. Anne Cleary Walkway, which was only a proposal in the 1990 Campus Planning Framework, is now a reality. It functions as it was conceived in the 1990 report that said "the availability of this enhancement will greatly improve the quality of pedestrian circulation in the area and the residence halls' environment." With very limited vehicular access from Bloomington and Davenport Streets, this urban open space functions safely as a pedestrian-oriented system. Notes from Facilities Services Group - Administration indicate:

"The south block between Jefferson & Market Streets has been completed in the final design form. Between Market Street and North Hall and along Bloomington and Davenport Streets east to Clinton Street, the walkway is in an interim design stage until funds are available to complete the final design. Plans to extend the walkway north of North Hall are in a preliminary design phase with no time set for implementation."

The Cleary Walkway has does have vehicular conflicts at its intersections with Market Street and Jefferson Street. As noted in the Old Capitol area discussion above, these conflicts cannot be addressed by closing streets

to traffic so other means - traffic signals, warning signs, pedestrian paving textures - should be reviewed.

### **Iowa Center for the Arts and the International Center Functional Area**

This functional area is west of the Iowa River and extends from Park Road on the north to Iowa Avenue on the south and extends west across Riverside Drive along Park Road. The Iowa Center for the Arts contains Hancher Auditorium, Museum of Art, academic departments of Music, Theatre, Art and Art History, and the Alumni Center that formerly housed the University of Iowa Foundation and Alumni affairs. The Foundation and Alumni Association have moved to the new Levitt Center for University Advancement at the southeast corner of Riverside Drive and Park Road. The International Center is on a bluff above the Art Building and on the west side of Riverside Drive. The International Center fully occupies the top of a plateau, so any expansion is likely to be ruled out. The area west of Riverside Drive along Park Road contains Parklawn Residence Hall and Kuhl House/Iowa Press building. This functional area also includes the rock outcropping and Hutchinson Quarry at the base of the plateau below the International Center. As noted in the 1990 Plan, "the integrity of this area must be preserved."

Five studies outlined later in this report are applicable in this functional area. The River Corridor Study focuses on reclaiming the river as an important open space corridor. The Campus Lighting Strategy and Urban Forest Study address unity and continuity issues. The Bicycle Study promotes bicycles as an important mode of transportation. The key study for this area is the Landscape Master Plan for the Iowa Center for the Arts. This study focus on development of various shoreline, flood plane, building area, parking, and circulation issues in the Arts Campus area. The River Corridor Study that addressed the entire length of the river through campus is a follow-up to the Arts Campus Plan. The Master Plan establishes a compelling and appropriate character for the Arts Campus, creates a landscape character that reflects the quality of the Arts Campus academic programs, encourages collaborative endeavors among the arts disciplines, and address maintenance and ecological challenges of flooding and its impact on the character of the Arts Campus.

Future development in this functional area should follow the character of existing development. The 1990 plan notes "The Center is one of the few examples on campus of an extensive development that was carefully planned in advance and carried out according to the plan. As such, it contains no nonconforming uses with the exception of the privately owned parking lot in the northwest corner." The parking lot has since been acquired and new construction along Park Road has continued the careful planning and construction concept noted in 1990.

Visual Corridors in this area connect Riverside Drive and the Art Campus with the river. Corridors to preserve, protect and enhance from Riverside

are along the north edge of Hancher, through the proposed Iowa River Garden & Greenway, between the Theatre Building and Alumni Center, and between the Museum of Art and the Art Building to the Iowa River.

Most Overlooks tend to be on elevated sites with distant views to areas below. The overlook in this area is at the corridor between the Alumni Center and Theatre Building. It overlooks the Iowa River from river bank height and provides a unique connecting view to this resource.

Two entrances to the campus are proposed for this functional area. The intersection of Riverside Drive and Park Road provides an ideal location for a campus entry point. A second entrance is along the boundary of this functional area and the Health Sciences/Hospital Functional Area. A proposed pedestrian bridge connecting the Health Sciences/Hospital and the International Center would span over Highway 6 and provide a valuable, safe pedestrian route between these two areas. The bridge would eliminate dangerous at-grade pedestrian attempts to cross the highway. The bridge also will be a prominent feature visible to everyone entering the University along Highway 6. The span across the highway is a prime opportunity to present a dramatic, quality University image to highway travelers and should not be a simple utilitarian bridge that skimps on design to save a few dollars. Its proximity to the Art Campus presents an opportunity to tie bridge design to public art using the many art resources available at the University.

There are two building sites in this functional area. One site is between the loop entry drive to Hancher auditorium and the river. This is a prominent site with high visibility from the Park Road bridge and the river. The second site is northeast of the International Center, west of Riverside Drive. Though not as prominent and visible as the Park Road site, this location will still have high visibility from Riverside Drive.

The proposed pedestrian bridge across Highway 6 is a valuable component of the open space and pedestrian system on the Arts campus. Preservation of existing natural features, access to other campus areas, and safe pedestrian walkways are all significant elements of a unified campus. Open spaces in this functional area contain a system of pedestrian-oriented routes that connect river edge pedestrian systems to other major open space areas. The proposed wetland area and other landscape improvements on the Art Campus add unique features and learning environments that also unify and strengthen this functional area. It is important also to preserve and protect the existing natural areas such as the wooded slopes and quarry area between the Iowa River and the International Center.

### **Health Sciences/Hospital Functional Area**

The Health Sciences/Hospital Functional Area extends from Dental

Science to Westlawn and from south of the VA Hospital to Melrose Avenue. It is the location of all on-campus, health-related teaching, research, and service activities. A major change is in process today as the Iowa Health Sciences/Hospital Campus Plan is implemented.

The Health Sciences/Hospital Campus Plan includes demolition of the existing Steindler building and construction of a Medical Education & Biomedical Research Facility. Other components of the plan include an addition to the Medical Education Building, a Westlawn addition, a parking ramp, realignment of Newton Road, a pedestrian bridge from the ramp area to the International Center over Highway 6, and an extensive network of pedestrian walks. Like all areas on the West Campus, the Urban Forest, Bicycle, and Lighting Studies have applicability to this functional area. Lighting, vegetation, signage, and other site elements should meet established University standards and guidelines for those elements.

The primary Visual Corridor within this functional area is from Dental Science to the Health Sciences/Hospital Campus. A strong visual connection between these two areas will help link them together. An Overlook site is proposed at the southeast corner of Westlawn above the Iowa River. This location has a distant view down to the river and could be developed as a distinct, dramatic, memorable, and formal stop along the campus open space system.

As described in the previous functional area, there is a potential major campus entry point along the boundary of Health Sciences/Hospital Functional Area. The proposed pedestrian bridge connecting the Health Campus and the International Center is a prime opportunity to express function, art, and quality to all who enter the University from Highway 6.

The proposed bridge is a key link in the campus pedestrian system. It safely connects two areas almost unreachable today by most pedestrians. It also makes a connection possible from Coralville through the University to northern Iowa City. This could be one of the key links in a regional trail system. The core pedestrian and open space areas near the structures within the Health Sciences/Hospital Campus also connect to a system of pedestrian-oriented routes within existing and proposed open spaces. Those links include connections to proposed overlooks on the bluffs above the river, to the wooded slopes between the river and the Nursing Building, and gathering sites east of proposed Medical Education Building and beneath the water tower south of the Speech & Hearing Center. The pedestrian and open space areas within this functional area represent the West Campus hub of the system.

### **West Residence Halls Functional Area**

This functional area includes the Quadrangle, Rienow, Slater, and

Hillcrest residence halls. As noted in the 1990 Framework, "with the exception of Slater Hall, which is separated from the other three facilities by Grand Avenue, the complex is relatively self contained." The Residence Services West Master Plan outlines potential development around the four residence halls. The Plan showed a new residence hall replacing the parking lot northwest of the Quadrangle. This building site also is shown on the Health Sciences Campus Master Plan as a potential medical building. The site could be suitable for either type of use but any building must be designed to be compatible with the residence halls, particularly in terms of vehicle access and traffic. The residence hall use should be given priority. Several pedestrian-oriented redevelopments of current vehicular spaces also are indicated. The major pedestrian change would involve closing Grand Avenue between Slater and Rienow to create a pedestrian mall. Like in other functional areas, the Urban Forest, Bicycle and Lighting studies address campus-wide unity and continuity issues with applicability to this functional area.

The 1990 Framework also discussed the potential "Melrose Diagonal" that since has been abandoned in favor of changing the Byington Road alignment. The revised alignment will be less disruptive to campus land uses and will place less of the campus outside the major road system.

Future development in the West Residence Halls Area is limited because there is not much available open space. The potential new residence hall that would replace the parking lot, however, is at least a possibility. Other improvements associated with the residence halls include enhancing entries of existing buildings and the possibility of using the existing tunnel between Rienow Hall and the Quadrangle as a service route for the Quadrangle food service.

There is an existing visual corridor along Grand Avenue from the Fieldhouse to the Iowa River. This view could be protected and enhanced with the addition of a few street trees and other plant material continuing the work already completed along this corridor. The great potential, however, appears to be in the pedestrian mall concept shown in the Residence Services West Campus Master Plan.

The hilltop near the northeast corner of Hillcrest provides a dramatic view down to the Iowa River and beyond to the Library, Old Capitol, and much of the East Campus. This ideal Overlook site is developable immediately and could be used by the current student population. The site might also be developed as a part of other circulation changes recommended by the Residence Services West Plan or as part of the proposed new residence hall. Whenever it is feasible, this site could be a memorable part of the campus open space system and increase quality and quantity of outdoor seating areas on campus.

No entry points are planned for this functional area. The building site in this area is at the existing parking lot north of Hillcrest and Quadrangle.

The parking lot bordering on the Quad Ravine is a visual and functional intrusion into this area. The 1990 Framework noted this parking as a non-conforming land use that "adds unnecessary traffic to the residence halls precinct and detracts from the environment of the ravine." It can be very difficult to "remove" parking spaces from an existing lot. However, reducing or eliminating this lot, with or without constructing a residence hall in its place, would be a major visual and environmental improvement to the West Campus. Removing the lot would allow reconstruction and renovation of the wooded slopes the lot removed when it was constructed and would reduce the need for the connecting streets and drives that serve it. Removing the lot also would meet the goals of the pedestrian-oriented campus concept. Importantly, though, other aspects of that concept also have to be met. Short-term parking and drop-off sites must be found. CAMBUS service from the parking areas designated as replacing the ones removed must be assured. Bicycle parking should be increased and enhanced and prioritized pedestrian friendly routes through the area should be established. Reduction of vehicular routes and conversion to pedestrian routes of areas within the areas defined by Quadrangle, Rienow Hall, Slater Hall, and Hillcrest also would enhance this functional area.

### **South Melrose Functional Area**

This area includes the Boyd Law Building and extends south to Myrtle Avenue parking. It also includes several cultural centers, day care centers, the Hydraulics Lab along South Riverside Drive, and a wooded ravine with a walkway and bridge connecting Boyd to the Myrtle Street parking lot. It abuts the West Residence Halls area and includes residential type buildings along Grand Avenue Court. Some of the houses are used by university departments, including the Health Protection Office in two houses on the north and east side of the street. Some of the houses are used temporarily for faculty housing and three of the houses are privately owned.

Six studies are applicable to the South Melrose Functional Area. The Urban Forest Study, Iowa River Study, Bicycle Study, and Campus Lighting Strategy identify means of creating campus unity and continuity with applicability to this functional area. The Residence Services Master Plan abuts this functional area and the South Campus Entry Plan identifies revisions to parking and circulation along Riverside Drive and creation of a campus entry point at Myrtle and Riverside. It also shows parking areas, bicycle trail/walkway, and other elements along South Riverside Drive.

The character of any future development in this functional area should follow the existing development on the West Campus and maintain the

architectural, site, orientation, traffic flow, parking, and other physical differences between the East and West Campus areas.

The area along the cliff on the west side of Riverside Drive is designated as a natural area to be protected. The cliffs are lighted at night to highlight them as a natural feature. The visual corridor to be protected in this functional area is the same as in the West Residence Hall area: along Grand Avenue from the Fieldhouse to the Iowa River. Grand Avenue is along part of the north boundary of the South Melrose area and as noted previously, this corridor should be protected and enhanced with the addition of a few street trees.

The university-owned houses along Melrose Court and the houses along Melrose occupied by a day care operation are considered temporary uses.

Because much of this functional area is on the bluff above Riverside Drive and the Iowa River, it has great potential for development of an Overlook site. Southeast of Boyd there is a potential site where distant views of Iowa City and nearby views of the East Campus and Iowa River could be dramatically framed.

The South Campus Entry Master Plan identifies the intersection of Myrtle and Riverside Drive as a potential location for a dramatic entry feature to the University. The entry feature might be connected to a Visitors Information Center with parking, information kiosk, telephone, lighting, and connection to a bicycle trail walkway along the river also shown in the plan.

Above the Myrtle Avenue and South Riverside Drive intersection and east of the Myrtle Street parking area there is a potential building site. The Myrtle Street parking lot is a potential building site as well. As with all building sites, new structures should include solutions for pedestrian links, CAMBUS access, short-term parking, and other issues outlined in the proposed Design Guidelines document and Pre-Schematic Design Plan Checklist.

The area between Boyd and Myrtle Street is one of the remaining wooded ravines on campus. It is a visual and environmental asset and should be protected, particularly as plans develop for any new facilities at proposed building sites. Pedestrian connections to the proposed Overlook are also proposed. Part of the pedestrian system should include a river edge pedestrian route that includes future connections between Burlington Avenue and the intersection of Myrtle Avenue and South Riverside Drive and routes that connect from the open space and river edge systems to other major open space areas.

## **Sports Functional Area**

This functional area includes Carver Hawkeye Basketball Arena, Baseball Stadium, Kinnick Football Stadium, open spaces and parking lots near the Recreation Building, and the Fieldhouse. The 1990 Framework Plan showed the west extent of the Functional Area aligned through the parking area west of Carver Hawkeye and angling southwest between the Field Hockey field and the Substation Control Building. The functional area has been expanded to include the twenty acre wooded slope west of Carver Hawkeye, the lower Finkbine athletic fields, and Finkbine Golf Course.

The Urban Forest, Lighting, and Bicycle studies have application in the Sports area just as they do in other areas. They provide means of linking this sometimes distant area to the East Campus and center of the West Campus areas. The Athletic Facilities Long Range Plan shows both the Sports area and other campus sites and identifies recreation fields to remain south of Hawkins Drive, south of the Memorial Union, and within the Lower Finkbine area.

Development in the Sports area should follow the character of existing development. Lighting, vegetation, signage, and other site elements should meet established University standards and guidelines for those elements. There are two View Corridors that begin in this functional area. One begins at the Fieldhouse and extends to the Iowa River along Grand Avenue through the West Residence and South Melrose functional areas. The second extends from Carver-Hawkeye through Dental Science and on through to the Health Sciences/Hospital Campus as part of that functional area.

There are no proposed Overlooks in this area but there are two Campus Entry sites and one proposed structure. One is at the intersection of US Highway 6 and Hawkins Drive west of the twenty acre wooded hilltop. This is a well-used entry point to the West Campus and provides an opportunity to present a welcoming University image at this major intersection. The second site adjoins the intersection of Melrose Avenue and the C.R.I. & P. Railroad. This location provides access from the adjoining neighborhood to the West Campus and has direct links to hospital parking ramps.

The Sports Functional Area offers a number of Open Space and Pedestrian opportunities. As part of an overall improvement to pedestrian circulation there is a potential gathering site south of Carver Hawkeye Arena and a pedestrian connection to Ronald McDonald House and the adjoining 20 acre wooded hilltop. Improved pedestrian connection to the Finkbine commuter parking lot, pedestrian connections to Lower Finkbine Athletic Fields and west to Hawkeye Drive Apartments in the Far West Campus, and improved access to the Prairie/Woodland/Wetland area west of Hawkins Drive in the lower Finkbine area are all part of the Sports

area plan.

A notable potential is the rerouting of Hawkins Drive to a more southerly edge of campus route and redefining the former alignment area to a pedestrian-oriented open space. It could enhance vehicle movement, consolidate open space, add continuity to the pedestrian system, and create potential building sites. As noted earlier, it is an opportunity that merits further research to maximize the potential benefits and address the many concerns that naturally arise with the potential of change. Stakeholders in the potential rerouting should help define the issues involved and resolution of those issues before the concept is incorporated into the plan.

### **Far West Functional Area**

This is the campus area west of Mormon Trek Boulevard bounded by the Iowa Interstate Railroad tracks, Melrose Avenue, and the West Campus boundary. It includes Hawkeye Court Apartments, Hawkeye Drive Apartments, Clear Creek and its woodland, the Mormon Handcart site, and substantial acres of open areas.

The Forest and Lighting Studies did not extend to this area but the Bicycle Study did include portions of the Far West Campus. The University of Iowa Athletic Facilities Long Range Master Plan and the University of Iowa Sports & Recreation Facilities Long Range Master Plan Amendment address circulation, future golf course, recreation fields, Conference Center and golf clubhouse, and preservation of Hawkeye Court and Hawkeye Drive Apartments. The plans also address proposed flag football fields, tennis courts, tennis building, a women's soccer stadium, natatorium, and parking.

There are no Visual Corridors, Overlooks, or Campus Entry Site delineated for the Far West Campus Functional Area. Building sites are those shown in the University of Iowa Athletic Facilities Long Range Plan and Amendment. Open Space and Pedestrian systems need to be addressed in this area. The pedestrian-oriented campus concept does not stop at the boundaries of the West Campus. The concept is as important here as on the Main Campus. Connections between the Far West and Main Campus areas should be strengthened to ensure this area is perceived as part of the campus.

The woodland area adjoining Clear Creek is an environmental classroom and natural area opportunity. The woods along the creek contain environmentally fragile areas that must be protected. The entire woodlands are to be protected and preserved as a natural area. Preliminary archaeological investigation has indicated there may be valuable sites in the area south of the Mormon Handcart site and west of the recreation fields.

### **Oakdale Campus Functional Area**

This includes all 500+ acres of the Oakdale Campus but concentrates on the 250 acre Research Campus area south of Oakdale Boulevard and east of Highway 965. The Oakdale Research Park is a quasi-University entity under the jurisdiction of the Oakdale Research Park Board and is not included in this Framework Plan.

The University of Iowa Oakdale Campus Master Plan establishes the development scenario for the research campus portion of this functional area. Concepts within the Bicycle, Lighting, and Forestry Studies should be applied here, perhaps through a formal evaluation of how the current Master Plan addresses those concepts. Future development should follow the character of existing development on the Oakdale Campus as shown in the Master Plan.

There are no Visual Corridors or Overlooks specifically recommended in the Master Plan but some could be interpreted. A main entry at Highway 965 and Oakdale Boulevard and three secondary entrances at 965 and Crosspark Road, Oakdale gravel road on the east and Crosspark Road at the southern boundary documented in the plan. The Open Space system also is shown within the Master Plan.

### **East, West & Far West Campus Development**

Recognize, maintain, enhance, and continue the differences between the East, West, and Far West Campus areas of The University of Iowa.

There are physical differences between the East, West, and Far West Campus areas. The Main Campus is divided by the Iowa River and differences between the East and West Campus areas are reflected in architecture, site, orientation, traffic flow, parking, and other elements. The Far West Campus is unique as well.

The East Campus is an urban environment with a grid of north-south/east-west oriented streets and buildings, tied to downtown Iowa City, with few open green spaces beyond the Pentacrest. It is separated/connected to the West Campus by the Iowa River. Future development on the East Campus should follow the same existing urban character:

- Buildings set on or close to the right-of-way.
- A pedestrian-oriented, ground-level, urban space is part of the site.
- Buildings occupy all or most of the site.
- Parking is off-site or is on-site in a parking structure.
- Building and ground-level pedestrian space connected to the overall pedestrian grid.
- Buildings near the Pentacrest with a similar height and materials as the historic structures, but no higher than the Pentacrest

buildings.

- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.

The West Campus is less urban, is within a loop road system with buildings aligned with the loop. It adjoins residential and medical neighbors, has large open green spaces at the west edge away from the residence hall area, smaller leftover greenspaces between buildings, and is separated/connected to the East Campus by the Iowa River. Future development on the West Campus should follow a similar character to existing development:

- Buildings set back from or close to the right-of-way.
- Buildings occupy a portion or most of the site.
- Parking adjoins the site or is on-site in a parking structure.
- A pedestrian-oriented, ground-level, space is part of the site.
- Building and ground-level pedestrian space connected to the overall pedestrian system.
- Buildings have a similar height and scale as the surrounding structures.
- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.

The Far West Campus is closer to the West Campus in character but has fewer constructed elements within it. Much of the Far West Campus is open with wooded areas along Clear Creek. It is separated/connected to the West Campus by Finkbine Golf Course. Future development on the Far West Campus should follow a similar character to existing development and be compatible with Hawkeye Court and Hawkeye Drive Apartments:

- Buildings set back from the right-of-way.
- Buildings occupy a portion of an individual site.
- Parking is on-site in a surface parking lot.
- A pedestrian-oriented, ground-level, space is part of the site.
- Building and ground-level pedestrian space connected to the overall pedestrian system.
- Buildings are compatible with nearby residential services housing.
- Lighting, vegetation, signage, and other site elements meet established University standards and guidelines for those elements.
- Urban Forest, Lighting, and other campus-wide studies should be updated to include Far West Campus areas.
- Buffer existing residential areas from intrusion from new development.
- Protect Clear Creek, wooded areas, the Mormon Handcart site,

wetlands, and other sensitive areas.

- Development should not occur west of Hawkeye Road until a Master Plan for that area is established and development east of the road is completed.



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### The Role of The Campus Planning Framework

The University of Iowa campus, as well as most other campuses, must serve the needs of continually changing conditions. To properly manage these changes, physical development planning can be neither static nor reactionary, but must instead be a flexible, on-going process that anticipates and plans for future needs.

Campus planning, in its proper sense, is a process that manages change to accomplish the mission, goals and strategic plan of the University in the most efficient and effective way possible. It analyzes where the University has been in the past, where it is today and charts the course for desirable future outcomes. At the same time, it provides the mechanism to efficiently use chronically limited financial resources to realize the set goals. Through the entire planning process it must be kept in mind that planning is not an end in itself. It is a methodology to guide physical development of the campus in a way that will meet the needs, desires, and expectations of the campus community. Planning is for people. To be successful, it must therefore closely involve them in the planning process.

Traditionally, campus planning has been condensed to a campus development map. This type of specific physical development plan too frequently became the planning goal itself. Such plans, because of their static nature, soon became outdated as the conditions upon which they were developed changed. Furthermore, a fixed campus development map is not flexible enough to be easily adapted to unanticipated development needs which often do not fit into the scheme of the map. Thus, little guidance is provided as to how the new situation should be addressed. The alternatives were either expensive and time consuming revision of the plan or a patchwork update that did not integrate the change into the overall campus scheme.

In contrast, the University's Campus Planning Framework has as its nucleus a mixture of goals, objectives and policies, called planning principles. Implementation Strategies and Development Guidelines further prescribe the campus development process. In this manner, the plan is stated in a general way to accommodate unanticipated changes and development needs. At the same time, it serves as a specific decision framework to guide day-to-day planning decisions.

The Campus Planning Framework Summary Map expresses on-the-ground development implications of the principles, strategies and guidelines. Accordingly, recommendations can be made for appropriate

[South Melrose](#)[Sports](#)[Far West](#)[Oakdale Campus](#)[East, West, & Far West Campus](#)[Development](#)

## **The Planning Process**

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changes in the framework plan. The process also incorporates a mechanism for periodically reviewing and updating the plan. The Campus Planning Committee and the University Planning Office, working together, are charged with updating the plan.

The previous Campus Planning Framework, prepared in 1990, is the basis for this update. The update is intended to make the analysis and recommendations of the plan responsive to the changes that have occurred since the previous plan was completed. It prescribes campus development that is more in tune with today's vision of future needs. There has also been a conscientious effort to broaden the coverage of the plan without diminishing the ease of application to day-to-day planning situations. An effort has been made to seek involvement and input from the campus community as well. The connection to the University's Strategic Plan has been strengthened to assure that the University's mission, goals and objectives are supported by campus development. The update also separates implementation strategies into those that guide campus-wide systems--which apply to the campus as a whole, such as vehicular circulation and open space--and those which apply specifically to each of the ten functional planning areas. The ten functional areas divide the campus into smaller more manageable planning units based upon similar building uses or functions.

## **The Role of The Campus Planning Committee In The Planning Process**

The Campus Planning Committee has been assigned the responsibility of overseeing the planning process for the campus on behalf of the campus community and advising the Central Administration on planning issues and initiatives. The Committee has been structured to represent a cross section of members of the campus community. It is comprised of three students representing the University of Iowa Student Government, five members representing the Faculty Senate and three members representing Staff Council. Support for the committee is provided by the Director Facilities Services Group and the Campus Planning Office.

### **1. Committee Responsibilities:**

- a. The Campus Planning Committee is a charter committee established to advise the University's President and Central Administration. The committee is charged with evaluation of ideas and proposals for change and improvement to the physical campus, including policies on space allocation and utilization, giving particular attention to aesthetic and ecological considerations.
- b. The Committee should be involved throughout the duration of the planning process, serving in many capacities, including evaluative, analytical, judgmental, and guiding activities.
- c. To perform these tasks, it is imperative that the Committee

use the adopted Campus Planning Framework and other available planning documents as the basis for evaluation. In addition, the larger or more complex projects should have specific criteria developed by the Committee and Campus Planning Office for reviewing the project proposals. The criteria are to be based on the Campus Planning Framework. The Committee places special emphasis on one of its primary tasks of assuring that projects or proposals will conform to the Campus Planning Framework. Generally, only proposals or projects which have a significant impact on campus as a whole or on a functional area of campus are considered by the Committee. All other proposals or projects are managed by the Facilities Services Group.

- d. For the Campus Planning Framework to be an effective tool to guide development, it must be kept up-to-date. This is a responsibility of the Campus Planning Committee, in conjunction with the Campus Planning Office, as part of its normal activities.
- e. Every five years, each of the elements of the Campus Planning Framework is to be reviewed at public forums where the campus community may introduce additions or modifications. The Campus Planning Committee and the Campus Planning Office will then evaluate and modify the plan as changes are proposed and adopted. Proposed changes should be incorporated only after adequate evaluation and study has determined the proposal to be in the best interests of the campus. Changes in the Plan are to be well documented.

### **Process For Updating The Framework Plan**

The following planning process provides an organized approach to decision making, allows for the development of planning policies, encourages user involvement, and responds to change by establishing a mechanism for updating the Campus Planning Framework. The overall process is a fairly simple, but structured procedure, involving participation by several campus groups.

1. Generators of ideas and potential projects.
  - a. As with any other campus, there are constituencies who have particular interests along with their concern for the University as a whole. Each of these groups may have particular points of view which can and should have an influence on the direction of the campus physical growth. It is important that planning for these groups consider their needs and desires. The following campus groups have been identified as having an important perspective, but there will likely be other groups depending on the particular

subject being considered:

Alumni  
Campus Planning Committee  
Campus Planning Office  
Central Administration  
Deans, Directors and Department Officers  
Facilities Services Group Personnel  
Faculty  
Staff  
Students

- b. Any process developed for the campus must account for the perspective of these groups.
- c. A basic premise of the process is that any group or any individual who has an idea that represents a change to the University campus may initiate a proposal or project and will have an opportunity to submit the proposal to the Campus Planning Office for review. The planning office will give the idea serious consideration and direction. Ideas that are determined to have sufficient merit and support will be presented to the Campus Planning Committee for review and consideration.
- d. Proposals or projects can be submitted as a draft or as a formal proposal. The proposals should include information such as description of the project, expected source of funds, documentation of project need, when project is needed and other pertinent information to explain the request. The Campus Planning Office will review conformity or nonconformity to the adopted Campus Planning Framework and determine what additional information will be needed to clarify and explain the request. Assistance in providing information to document and explain the request may be provided by the Campus Planning Office or Design and Construction Services as appropriate, depending on the merits and feasibility of the proposal or project.

### **The Proposal Or Project Review Process**

Proposals or projects of sufficient merit and feasibility will be submitted to the Campus Planning Committee by the Campus Planning Office and will proceed through the following review process.

1. Evaluation by the Campus Planning Committee--Committee Decision Options:
  - a. Reject the Proposal or Project -- After weighing the proposal and finding it not to be in the best interest of the campus, the Committee may recommend rejection. It is particularly important that established criteria or documented reasons be provided by the Committee to justify its decision.

1. If a proposal or project is recommended to be rejected, supporters have two options:
  - a. Allow the proposal to die, taking no further action.
  - b. Refine their proposal to incorporate the comments and judgment of the Committee and then resubmit their proposal.
2. Endorse the Proposal or Project--At this point, the Campus Planning Committee forwards its recommendation to Central Administration or to the Director, Facilities Services Group, depending on the scope and nature of the proposal. The recommendation can be forwarded by way of meeting minutes, or by memorandum if circumstances warrant it.
3. Review by Central Administration and Facilities Services Group:
  - a. Proposals or projects referred by the Campus Planning Committee to the Central Administration will receive review as appropriate for the proposal.
    1. The Central Administration has the authority to:
      - a. Reject the proposal or project.
      - b. Return it to the Campus Planning Committee for restudy or refinement.
      - c. Accept the idea of the proposal or project and forward it to the Director Facilities Services Group for implementation.
      - d. Request a program development or feasibility study from the Director Facilities Services Group if appropriate. The Director may assign preparation of the study to the Campus Planning Office or Design and Construction Services.
      - e. Recommend other action as might be appropriate.
    2. Proposals/projects forwarded to the Director Facilities Services Group may receive further study to verify feasibility.
    3. Determine Funding--If at this point funding is necessary to implement the proposal or project, it is directed into one of two possible funding routes:
      - a. Request funding from the Board of Regents and State Legislature by channeling it into capital budget funding process. Major capital items such as new buildings require application for funding through the Central Administration and the Board of Regents to the State Legislature. Funding, when granted, will be channeled back through that system and will be applied to the specific project. Often, when a University college is proposing the project, a campaign

- to solicit funds from private sources will be initiated to supplement the State funding. In some cases, private funding for the entire project may be solicited. Capitol funding requests from the State are not only prioritized according to the UI needs, but are prioritized in conjunction with the other Regents' institutions by the Board of Regents. Depending on how the projects rank in priority, it might be several years before it is actually funded, or perhaps it might receive no funding at all. The University must then reevaluate priorities and either seek funding from other sources, accept the funding delay or drop the project.
- b. Identify or designate an internal funding, grant, gift or other source(s):  
If the project is funded internally or by grant, gift, etc., it will be prioritized with other University funding needs. It might be several years before the project rises to a priority that it is funded or it might die due to other higher funding priorities.

### **Project Implementation**

After funding has been identified, the proposal or project becomes a project for implementation and is forwarded to the Director Facilities Services Group to begin the detailed planning, design and construction process:

1. Project Design--depending on the nature of the project, the Director will assign it to the Campus Planning Office or Design and Construction Services for implementation. Generally, projects of a planning nature will be assigned to the Campus Planning Office and projects involving construction will be assigned to Design and Construction Services to begin the implementation process:
  - a. Large projects might require, a preliminary planning or feasibility study to determine the need for the project and provide data for its evaluation and establishing a more accurate project cost. A simple statement of need and estimated cost might be adequate for small projects in lieu of a feasibility study. Projects of intermediate scope might require appropriate additional documentation, but not an actual study.
  - b. A design team, including the user group, may be formed to assist in development of the project, depending on the scope. A user group to assist with the planning and design will be formed for large projects. For small projects, it may

simply be a matter of keeping stakeholders informed. When a user group is formed, it should include all stakeholders in the project, including faculty, staff and students who will occupy the structure or facility, as well as appropriate staff who maintain and service the facility. The group will actively participate in determining the form that the new facility takes by working together at one or more workshop sessions, developing design criteria, interrelationships of spaces and similar types of input. These sessions can be carefully planned to maximize the use of participants' time and energies.

- c. The user group or stakeholders, as the case might be, will continue to be involved in the design process in a review capacity. Periodic review of design and construction plans by the user group will be a part of the process.
2. Project Construction--the final step in the implementation process:
    - a. During the construction phase of the project the role of the designer will decrease. As construction documents are developed, responsibility for construction will shift to a construction manager to manage the project during construction.
    - b. The user group may elect to remain intact to monitor progress of plans and construction. Recommendations of the user group should be reported to the Campus Planning Committee and any new design or planning knowledge may be incorporated into the Campus Planning framework. Updates might be incorporated as new principles and guidelines and/or as changes in the mapped recommendations.

### Conclusion

The process above is intended to provide a framework in which logical, orderly planning for future development of the campus may occur. It involves University-wide participation and allows various campus groups to feel they are a part of the place they inhabit. It requires the periodic review and update of the Campus Planning Framework as the basis for recommendations for future change to the campus. The process also provides a framework for comprehensive recommendations, allows for policies relating to the future to be established, and responds to incremental changes in conditions in an effective way.



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Planning for the future requires an understanding of the past (history) and an awareness of current conditions. Numerous documents, drawings, and studies have recorded existing physical conditions and defined plans for the campus.

**Campus Boundries**

The information contained in this Framework update concentrates on the Main Campus (generally defined as the East and West Campus areas surrounding the Iowa River) but includes information on the "Far West Campus" (generally defined as that area west of Mormon Trek Boulevard that includes Hawkeye Court and Hawkeye Drive apartments) and the Oakdale Campus. It should be noted that descriptions of "Campus" vary among previous documents. Terms such as Campus, Main Campus, Central Campus, West Campus, Far West Campus and others often are used indiscriminately to describe various portions of University owned land, sometimes intermingling contradictory terms and descriptions within a single document. These descriptions may or may not include Finkbine Golf Course, Lower Finkbine Sports Complex, Hawkeye housing, leased farmland, and other property generally contiguous or nearby the Main Campus area. Land Ownership, [Map 17](#), delineates the Oakdale Campus and the "Main Campus" comprised of the East Campus, West Campus, & Far West Campus. (This is similar to the [Figure E -- Land Ownership](#) map in the 1990 Campus Planning Framework that described the Oakdale Campus and the Main & West Campus areas.) [Map 18](#) shows the Main Campus area with descriptive labels for the Far West, West, and East Campuses.

University owned land\* as shown in the 1990 Framework document and updated with current information from the Facilities Services Group (FSG) are as follows:

Location	Acres	Acres
East Campus	96.5	
West Campus	654.3	
<b>East/West Campus Total</b>		<b>750.8</b>
<b>Far West Campus Total(west of Mormon Trek Blvd.)</b>		<b>647.7</b>
Research Park	198.0	
Oakdale Research Campus	250.0	
Undeveloped (west of Highway 965)	80.5	
<b>Oakdale Campus Total</b>		<b>528.5</b>
<b>TOTAL</b>		<b>1927.0</b>

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In addition, there are approximately 10 acres on the Consolidated Business Services Building site on south Riverside Drive southeast of the Iowa City Municipal Airport.

\*This land is owned by the State Board of Regents for the use and benefit of the University of Iowa. The land will be referred to as University land for purposes of convenience.

## **Roads, Streets, and Highways**

Highways and streets outside the campus provide access to the campus for motorized and human powered vehicles and sometimes for pedestrians when no sidewalks are available or are inconveniently located. Likewise, campus streets provide access to campus buildings and parking facilities, routes for busses, and passage through campus for motorized and human powered vehicles and pedestrians. Vehicular circulation routes provide access, introduce noise and air pollution, divide areas of campus that should not be divided, conflict with pedestrian movement, and are a strong determinant of campus form and organization.

It has been a major objective of campus planning for twenty-five years to limit unnecessary intrusions of vehicular traffic into the campus. This objective has been characterized as the "**Pedestrian-oriented Campus.**" While some would prefer an automobile-free campus, this is an unreachable objective. A more reasonable objective is a campus where motorized vehicles are given "necessary but limited access." Where possible, motorized vehicular access should be secondary to and not interfere with pedestrian movements.

Existing street patterns are different on the East Campus and West Campus. Streets east of the Iowa River follow traditional patterns established by the grid of downtown Iowa City. Streets, alleys, parking areas, and building orientation and layout follow a north-south/east-west pattern. Many campus streets are extensions of the Iowa City grid and are continuations of the city circulation system. This means the streets also introduce non-campus traffic into the campus environment, create traffic conflicts and congestion, but also create opportunities for showcasing the campus. The city controls use and planning of most East Campus streets (See Map 3).

West of the river, streets, buildings, and parking areas are less grid oriented. Much of the West Campus is organized around a "loop road" system although some streets and buildings are laid out on a grid. Major motorized vehicle routes follow a loop consisting of Newton Road, a section of US Highway 6, Hawkins Road, a portion of Melrose Avenue, and Riverside Drive with small connections between some of the loop segments and connections from the loop to adjoining campus and Iowa City streets.

The Highway 6 section intersects with Hawkins Drive and has east-bound only access to the one-way segment of Newton Road north of Carver Hawkeye. Non-campus traffic does not use much of this loop system except for Highway 6-Riverside Drive, and Melrose Avenue. Most parking areas are accessed from the loop system as are public oriented facilities such as Carver-Hawkeye, Kinnick Stadium, and various University Hospital structures.

Except for Highway 6-Riverside Drive, Melrose Avenue, and South Grand from Grand Avenue to Melrose, streets within the West Campus are controlled by the University. University control and minimal non-campus traffic means the West Campus road system has opportunities for change that can reduce vehicles in the core area, allow consolidation of pedestrian systems and maintain service and emergency access. Revisions to segments of the loop system that will reduce vehicular traffic conflicts with pedestrians are shown in a number of master plans including Health Sciences Campus Plan and the Residence Services West Campus Master Plan.

Roads in the Far West Campus include Mormon Trek Boulevard, Hawkeye Park Road, Hawkeye Drive, Hawkeye Court, Creekside Drive, and Melrose Avenue on the south edge. All streets, except for Melrose, are University-owned. Internal drives and parking areas are within the apartment complexes (See Map [4](#)).

Roads within the Oakdale Research Campus south of Oakdale Boulevard include Oakdale Boulevard, NE Oakdale Road, and drives within the campus. Highway 965 connects to Interstate-80, separates an undeveloped parcel from the main Oakdale Campus, and extends north to the community of North Liberty.

### **Open Space & Green Space**

An important element of any physical environment is open space. A simple definition of open space can be stated as any area not occupied by structures. Open space by this definition includes lawns, wooded areas, small niches between buildings, sidewalks, pedestrian malls, athletic fields, hard surface court game areas, and even parking lots. This inclusive definition separates Open Space from Green Space. Green space is more traditionally thought of as lawns, wooded areas, "natural areas," and other vegetation related spaces. Also included are pedestrian-oriented areas including courtyards, pedestrian malls, and other pedestrian corridors.

It is important to identify those spaces available to the general campus population that provide links between structures or areas, provide settings for other elements, create buffers or oasis between or within elements of the urban fabric, or otherwise provide green alternatives to buildings. It also is important to identify appropriate amounts of green space, in appropriate

locations, to be preserved and protected to ensure the long-range needs of the campus are met and ensure that these spaces are not sacrificed to short-range considerations or other competing needs. This includes identifying potential green spaces within future building sites that currently are parking lots. Open spaces are not simply future building sites. They are integral components of a campus and have inherent attributes that contribute to the quality and fabric of the University and should be treasured and treated with the same respect as any structure.

The Pentacrest is the most notable green space on campus. In addition to its historic importance, it serves as the intellectual, spiritual, and physical center of the campus. The entrance to the Pentacrest at the Iowa Avenue/Clinton Avenue intersection is a traditional pedestrian and visual entrance to campus. The five buildings, walks, steps, plazas, lawn, slopes, and vegetation all are integral parts of the Pentacrest.

The campus also has several "natural" features, the most important being the Iowa River. The river physically divides as well as unifies the East and West Campus areas. It is the dividing line between the urban, grid oriented East Campus and the loop road oriented West Campus. It is the unifying common thread through the campus visible from multiple campus sites and buildings, accessible from pedestrian walks along its banks into the campus, and linked to away-from-the-river campus areas through ravines and visual corridors. It is a natural organizing amenity and "backbone" for the campus green space system. Potential pedestrian-oriented development, such as the River Terrace at the Iowa Memorial Union and the Iowa River Garden near the Music Building, will strengthen connections between the river and other campus facilities.

Other natural areas are river related as well. They include the exposed limestone and tree covered bluffs below the President's Residence along the east bank and below the International Center, Nursing Building, and Boyd Law Building on the west bank. The area below the International Center also includes a small spring-fed pond at the Hutchinson Quarry. Two wooded ravines extend west from the river. The northern ravine (Quad Ravine) is a pedestrian connection from the Quadrangle Residence area to the Iowa Avenue bridge and pedestrian overpass. The southern ravine below Boyd Law building is a wooded resource to be protected in the short-term and potentially developed as a pedestrian connection in the long-term. A smaller green area is the triangular space between Riverside Drive and the river and between Iowa Avenue and the CRANDIC railroad tracks.

The 20 acre wooded hilltop west of Carver-Hawkeye and east of the Hawkins Drive campus entrance contains large mature Oaks and Hickories. Prairie remnants have been identified near the south edge of the wooded hilltop. The two wooded ravines and the hilltop are the major wooded environments remaining on the West Campus. The hilltop, like the ravines, and tree covered limestone cliffs merit preservation and protection as

remnant wooded sites on the West Campus.

South of the Finkbine Commuter Parking Lot is another large wooded area that should be preserved. West of Hawkins Drive and south of US Highway 6 are athletic fields and open areas. Within the open area near Hawkins Drive is a large spoil area where excess soil from construction of Carver-Hawkeye was piled, smoothed and planted with hybrid honeylocusts, crabs, and other non-native trees and shrubs. A degraded wetland area with cattails and woody vegetation is along the south edge of the athletic fields and there is a pedestrian/bicycle trail adjoining the wetland area that connects Hawkeye Court housing with the West Campus. A few prairie remnants have been identified south of the trail along the slope below the railroad tracks (See Map [19](#)). Another large undeveloped wooded area that should be preserved is along Clear Creek northwest of Hawkeye Court Apartments.

Some green spaces are oriented to active recreation. Intercollegiate facilities such as Kinnick Field and the nearby baseball field are open spaces but are enclosed by structures and inaccessible to the general campus population. Baseball and soccer fields adjoining Highway 6 west of Hawkins Drive are also active recreation oriented but are open to view. Finkbine Golf Course is south of the Iowa Interstate Railroad.

On the East Campus, there are few open green areas beyond the boundaries of the Pentacrest. Perhaps the most important remaining green space on campus is Hubbard Park south of the Iowa Memorial Union. This is the only relatively flat open play area east of the Iowa River and it traditionally has been used for everything from formal-organized events to informal and impromptu activities. While at times Hubbard Park has been coveted as a potential building site, most have seen the importance of protecting and preserving this rare east-of-the-river open space for events and activities and for maintaining historic open space connections between the Pentacrest and the Iowa River.

Other green spaces on the East and West Campus areas include open lawns with scattered trees among and between buildings. While these are not natural areas like the wooded hilltop, they do provide outdoor green spaces that help define the campus environment. Others, like the area northeast of Hancher and the area east of Myrtle Avenue parking are currently open spaces but have been identified as potential building sites.

Pedestrian walks and malls are also part of the University campus open space system. Walks that typically are wider than traditional sidewalks, usually not aligned along streets, and may have pedestrian related site amenities such as benches, trash receptacles, and pedestrian scale lighting are important components of a pedestrian-oriented open space system. These walks combine with pedestrian malls such as the Cleary Walkway

form the basis for a Pedestrian-oriented Campus.

The Far West Campus is primarily open space at this time with scattered pockets of development. That includes open areas between Hawkeye Court and Hawkeye Drive Apartments, and the flood plain area along Clear Creek. However, a new athletic complex as identified in the Long Range Athletic Facilities Master Plan is currently in the preliminary design phase. Oakdale too is primarily open space at present.

### Parking

The University of Iowa campus has almost 12,000 parking spaces according to information from the Parking and Transportation Department. The Department provides access to the campus through parking facilities, and through "an intra-campus transit operation (CMBUS), vanpool program, carpool matching program, and support of a growing community of bicyclists." A recent Lot/Ramp Meter, and Service Vehicle Zones inventory from the Department of Parking and Transportation documents the following numbers: (See the Lot/Ramp Space Inventory, Meter Inventory, and Service Vehicle Zones for East & West Campus in the Appendix for details)

<u>Lot/Ramp</u>	<u>#Spaces</u>	<u>Meters</u>	<u>#Spaces</u>
Reserved	3758	Student	236
Commuter	2288	Public*	643
Storage	857	Hospital/Visitor	124
Ramp/Public	2705	Sub-Total	1003
Ramp/Faculty/Staff	869	Lot 21 Meters*	-114
Student	204	Sub-Total	889
Sub-Total	10681		

<u>Service Vehicle</u>	<u>#Spaces</u>
Service Parking	174
Sub-Total	174

(\*114 of the meter spaces are public spaces during the day already counted in Lot/Ramp Inventory of spaces)

**Total Lot/Ramp + Meters + Service Vehicle = 11,744**

This compares to the numbers shown in the 1990 Framework Plan that divided parking into Student, Faculty/Staff and Visitor spaces and updated numbers for 1998.

1990	1998
------	------

Students	1915	Students	1297
Faculty/Staff	5800	Faculty/Staff	6915
Visitors	2916	Visitors	3358
<b>1990 TOTAL</b>	<b>10,631</b>	<b>1998 TOTAL</b>	<b>11,570</b>

Both the 1990 and 1998 numbers show Faculty/Staff parking spaces outnumber the combined spaces allocated for Student and Visitors and indicate that parking spaces are increasing (See Maps [5 & 6](#)).

As noted in information from the Parking and Transportation Department, it is neither possible nor desirable to meet all the access needs of students, faculty, or staff through parking facilities due to limited land resources, other access options, and the desire to develop and maintain a pedestrian-oriented campus. The pedestrian-oriented campus concept suggests that parking facilities be located on the campus periphery so intrusion of cars into the campus core is minimized. This has implications for pedestrian routes, CAMBUS services, and other connections from peripheral lots to campus destinations. Revisions to several parking areas are shown on a number of master plans including Health Sciences Campus Plan, Iowa River Corridor Master Landscape Plan, and the Residence Services West Campus Master Plan. Two parking areas noted in the 1990 Framework as inappropriately located, the large parking area west of the library and the parking lot north of the Quadrangle Residence Hall, are addressed in the Library Master Plan and the Residence Services Plan.

## **CAMBUS**

The campus bus system, CAMBUS, is an integral part of the University transportation system. It provides intra-campus transportation for students, faculty, staff, and general public. There is no daily fee to ride CAMBUS as the system is paid for through student fees, state and federal transit funds, parking revenue, and other sources. CAMBUS routes also serve the Oakdale Campus, Mayflower Residence Hall, and Hawkeye Court student family housing areas and provide connections to the East and West Campus facilities. CAMBUS statistics include:

- up to 27,000 riders per day
- 3.9 million riders per year

CAMBUS reduces the number of cars on campus by connecting remote student residences and remote parking areas to the campus. The system aids the pedestrian-oriented campus concept by supporting parking facilities on the periphery of campus so fewer cars intrude into the campus core.

## **Topography**

The University of Iowa East Campus has over eighty feet of topographic

change from a high point of elevation 720+ near the President's Residence to a low of less than 640 along the Iowa River. The Pentacrest is at elevation 698, about twenty feet below the President's Residence, and drops almost fifty feet to 650 near the Memorial Union.

High points on the West Campus include the 20 acre wooded hilltop west of Carver-Hawkeye at elevation 730+ (eighty feet above the Hawkins Drive intersection with Highway 6) and Finkbine Golf Course at elevation 780 along the south boundary (with 80 feet of elevation change down to 680 in the northwest corner of the course). Elevation 725 is near the Dental Science Building and east of Kinnick Stadium. Westlawn, the Nursing Building, and Boyd Law Center are at elevation 720 and Riverside drive is sixty to seventy feet below those buildings.

The Far West Campus ranges from a high point above elevation 770 west of the Hawkeye Drive Apartments to a low elevation of approximately 650 along Clear Creek. Within the Oakdale Campus elevations range from 800'+ along Highway-965 and Oakdale Boulevard falling to less than 700 along the south edge of the campus.

### **Slopes**

Elevation numbers express the heights of different areas, slope defines the rate of elevation change between areas. Slope is a measure of vertical elevation change over a specified horizontal distance, expressed as a percentage. For instance, five feet of elevation change over 100' of horizontal distance equals 5% slope ( $5/100=0.05$ ). Slope has an impact on many aspects of site development including pedestrian movement (e.g., meeting ADA accessibility requirements), drainage and erosion potential, view corridors, and vegetation. Most of the East and West campuses are at 5% slope or less with slopes of over 16% occurring in certain key locations such as areas adjoining Riverside Drive, and east of the Iowa River along Madison Avenue from near the Lindquist Center to north of North Hall, and along the wooded area near the Hawkins Drive/Highway 6 intersection (See Map [20](#)).

### **Drainage**

Topography and slope are related to drainage. The direction and rate of elevation change across a site help determine drainage patterns. The East Campus drains from the President's House, Pentacrest, and Court Street area west to the Iowa River. On the West Campus, surface storm water from Hancher, International Center, Bowen Science, and the football stadium drain east to the Iowa River. Storm water from Dental Science and the Recreation Building drains northwest to the Iowa River. Drainage between Dental Science, Kinnick Stadium, and the Medical Education Building flows northeast and then east to the river.

### **Soils**

Identifying the surface soil type in an area gives an indication of surface drainage, erosion hazard, and storm water infiltration potential. It also indicates parent material (the unconsolidated organic and mineral material from which soil forms), soil origin (glacial deposition, alluvial, etc.), and type of plant material (prairie, woodland) under which the soil developed. Parent material is glacial till (derived from glacial deposits) or alluvium (derived from water borne deposits) primarily formed beneath prairie vegetation. Although the soils have been modified or covered extensively on the East Campus and somewhat less on the West, remnants of original soils and soil influences (such as sub-soil drainage) remain on both sides of the river. Soil types also establish a historical reference and can be indicators of potential problems or benefits. There are three soil types on the East and West Campus (See Map [21](#)).

<b>Soil Type</b>	Bertrand Silt Loam	Downs Silt Loam	Fayette Silt Loam
<b>Origin</b>	Alluvium	Loess	Loess
<b>General Location</b>	Along Major Streams	Upland Ridges/Side Slopes	Ridges/Side Slopes
<b>Original Vegetation</b>	Deciduous Trees	Prairie/Decid. Trees	Deciduous Trees
<b>Drainage</b>	Well	Well	Well
<b>Permeability</b>	<b>Origin</b>	<b>General Location</b>	<b>Original Vegetation</b>
<b>Erosion</b>	Slight	Slight	Moderate

Bertrand soils are alluvial (sand, silt, and clays deposited on land along streams and rivers), developed beneath deciduous forests, have moderate permeability (ability of soil to allow water to move downward through the soil), have a slight potential for erosion, and are in the flood plain along the Iowa River through campus. Fayette soils are from loess (fine grained material, dominated by silt-sized particles, deposited by wind), also developed beneath a deciduous forest canopy, have moderate permeability, more potential for erosion than the other two soils, and are along the side slopes above the Iowa River flood plain but below the flat ridge tops of the Pentacrest on the East Campus and south of the medical complex and Carver-Hawkeye on the West Campus. Downs and Fayette loams cover much of the golf course. The ridge tops and flat areas above the Iowa River flood plain are Downs soils formed from loess, developed beneath prairie and deciduous woods, with moderate permeability and slight erosion hazard.

Soils within the Far West Campus are similar to those found on the adjoining West Campus. Soils along Clear Creek are similar to the Bertrand silt loam along the Iowa River. Oakdale too, not surprisingly, is extensively covered with the same Fayette loam soils found in other campus areas.

It must be noted that many campus soils have been modified. Some areas, such as the art campus, have extensive areas of fill (early 1950s photographs show wetlands and open water ponds between Riverside Drive and the Iowa River). Original soils in other areas have been modified

by development activities with excavations, soil compaction, utility work, buildings, and paving. Soils information, however, is still important for general guidelines, plant material choices, and historical reference and because there are large areas of original soils on the Far West Campus and Oakdale, pockets of original soils throughout the West Campus, and isolated corners of original soil on the East Campus.

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For the Sesquicentennial Campus Planning Framework Plan, it is important to review existing planning studies to merge concepts contained within completed master plans and guidelines with existing conditions. Numerous studies have defined plans for the overall campus and for specific areas with the campus. The complete studies and plans can be reviewed in the Campus Planning Office, 2nd floor, University Services Building.

**Campus Urban Forest Study**

Jeffrey L. Bruce &amp; Company

Hanna/Olin, Limited

1 May 1996

The Urban Forest Study was undertaken to develop a comprehensive approach to preserving, enhancing, managing, and extending the campus landscape with an emphasis on a "plant community" approach to existing and future vegetation. Rather than view plant material as individual elements in the landscape, the "community" approach puts each plant in context with other material and in context with other environmental factors. Focusing on plant material and plant communities native to Iowa helps develop a "sense of place" by establishing a landscape that is representative of the University's regional location (See Maps [22](#) & [23](#)).

**Iowa River Corridor Study**

Michael Van Valkenburgh Associates, Inc.

5 December 1995

The Master Plan focuses on the one mile length of the Iowa River that runs through the campus (See Map [24](#)). Four goals guided the Master Plan

1. Plan for a sustainable river-edge and address maintenance and ecological implications of flooding.
2. Modify the river edge for pedestrian and bicycle circulation in coordination with other open spaces on campus.
3. Plan a corridor of river edge landscape space that brings together various existing urban and natural landscape conditions.
4. Reclaim the Iowa River as an important open space corridor for the University.

**Iowa Center for the Arts Campus Landscape Master Plan**

Michael Van Valkenburgh Associates, Inc.

2 October 1995

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This Master Plan focus on development of various shoreline, flood plane, building area, parking, and circulation issues in the Arts Campus area (See Map [24](#)). Goals of the Plan include:

1. Forge an identity that establishes a sense of a cohesive whole and embraces the Iowa River.
2. Establish a compelling and appropriate character for the Arts Campus.
3. Create a landscape character that reflects the quality of the Arts Campus academic programs and encourages collaborative endeavors among the arts disciplines.
4. Address maintenance and ecological challenges of flooding and its impact on the character of the Arts Campus.

## **Pentacrest Master Landscape Development Plan**

Cruse-Gardner Associates

Malcolm Cairns

Approximately 2/87

This illustrative Master Plan delineates development of walks, special paving areas, plant material, lawn areas, bollards, benches, and other site elements for the Pentacrest. The plan reinforces the formal layout of walks, terraces, and other paved surfaces and the informal distribution of trees and shrubs within large panels of lawn. It also incorporates functional elements such as transit stops, visitor drop-off areas, directory signage, and bicycle parking (See Map [24](#)).

## **Residence Services West Campus Master Plan**

Adamson Clark Landscape Architecture, Inc.

17 September, 1997

This is a Master Plan for development around the Quadrangle, Slater Hall, Rienow Hall, and Hillcrest. The Plan showed a new residence hall replacing the parking lot northwest of the Quadrangle, and several pedestrian-oriented redevelopments of current vehicular spaces (See Map [24](#)). Goals of the Master Plan were:

1. Enhance entries of existing residence halls.
2. Study and identify visual connections east to the river and downtown campus.
3. Study ways to enhance the pedestrian friendly nature of the area, such as possibly closing Grand Avenue between Slater and Rienow to create a pedestrian mall.
4. Increase quality and quantity of outdoor seating areas.
5. Increase quality and quantity of bike parking.
6. Study the possibility of separating bus traffic from regular and service traffic.
7. Study the possibility of the Quadrangle being demolished or partly demolished and a new residence hall structure being built in its

- place.
8. Study and identify ways to improve the general condition of and the drainage of existing walks.
  9. Study the possibility of using the existing tunnel between Rienow Hall and the Quadrangle as a central loading, receiving and delivery conduit for the Quadrangle food service and offices.
  10. Review University of Iowa bike parking study and reflect any applicable information.
  11. Review University of Iowa campus lighting study and reflect any applicable information.

### **South of Burlington Street Study - Master Planning Report**

Herbert-Lewis-Kruse-Blunk

January 31, 1997

The purpose of this study was to plan for future use of University property south of Burlington Street between Front Street and South Capital Street, extending south to the railroad tracks. The Study had three goals. One, analyze current use of the property and identify planning issues. Two, conceptualize future land use zones and uses including a 1500 car parking ramp, service building to consolidate facilities support functions, chiller plant to expand the chilled water capacity, and future academic/ research building sites. Three, generate a building footprint study for the area. Included in the study are maps showing issues, three sets of land use concepts, and four building footprint studies based on the land use variations (See Map [24](#))

### **South Campus Entry - Master Plan**

Laura A. Hawks

May 22, 1993 - Revised 3-23-94

The purpose of this study was to plan for parking areas, bicycle trail/ walkway, views and other elements along South Riverside Drive between Myrtle Avenue and Burlington Street. The Master Plan included four 24"x36" drawings with 1) 1"=50' Master Plan, 2) 1"=20 Detailed Plan, 3) Section drawings and Detailed Plan, and 4) Section Drawings. The plan also included a Visitors Information Center with parking, information kiosk, telephone, lighting, and connection to a bicycle trail walkway along the river (See Map [24](#)).

### **University of Iowa Athletic Facilities Long Range Master Plan**

Cruse-Gardner Associates

RDG Bussard-Dikis Inc.

No Date on Drawing (approximately April 1992)

This large Master Plan drawing delineates a development scenario in the Far West Campus that includes the possibility of recreation fields, Central Services expansion, Conference Center and golf clubhouse, and preservation of Hawkeye Court and Hawkeye Drive Apartments. It also considers the possibility of relocating Finkbine Golf Course. The plan shows the East and West Campus areas and identifies recreation fields

to remain south of Hawkins Drive, south of the Memorial Union, and within the Lower Finkbine area.

### **University of Iowa Sports & Recreation Facilities Long Range Master Plan Amendment**

Croese-Gardner Associates

RDG Bussard-Dikis Inc.

November 22, 1994

This is an amendment of the Athletic Facilities Long Range Plan that concentrates on the area between Mormon Trek Boulevard, Hawkeye Drive (relocated), and Melrose Avenue within the Far West Campus. The amendment incorporated two wetlands that were not known to exist when the original study was done. Proposed development includes flag football fields, tennis courts, tennis building, a women's soccer stadium, natatorium, and parking. The area originally designated for Central Services expansion was eliminated due to University acquisition of an existing manufacturing building and ten acre site south of campus on old Highway 218. The Highway 218 site will be used for many of the facilities originally intended for the Hawkeye Central Services area that subsequently was designated as recreation fields.

### **University of Iowa Campus Lighting Strategy**

Dunbar/Jones Partnership

December 1996

This study is a response by the University to lighting issues on campus. The intent of the study was to use campus lighting to enhance campus safety, improve campus appearance, be energy efficient, and minimize light pollution. An intent also was to provide at least one well-illuminated route to each building on campus. Lighting also must be adaptable to future campus development and changing technologies, and responsive to input from campus users (See Map [25](#)). Four goals guided the study:

1. Provide sufficient levels of illumination at building entrances and along routes between campus buildings, parking lots, bike racks, bus stops, campus entrances, and isolated areas so pedestrians, drivers, bicyclists, and other users can travel safely at night.
2. Establish a system that provides a unity and continuity to the campus and enhances the character of the campus architecture and landscape.
3. Balance energy efficiency and cost issues with other goals.
4. Minimize the nuisance of light pollution.

### **University of Iowa Bicycle Parking Study**

Steve Clark Associates

Warren White, Engineer

March 1994

The study analyzed the adequacy of existing bicycle parking facilities on campus and made recommendations for design changes, location

criteria, number of racks at each location, and strategies for enforcement and increasing public awareness (See Map [26](#)). Objectives included:

1. Promote the bicycle as an important and beneficial mode of transportation for students, faculty, and staff.
2. Place safety of bicyclists and pedestrians above convenience of motorists.
3. Place safety of pedestrians above convenience of bicyclists.
4. Protect University property, trees, and aesthetics from uncontrolled bicycle parking, skateboarding and other potentially destructive activities.
5. Help those who might choose to use a bicycle overcome barriers and recognize that education, enforcement and facilities are important components in improving conditions for bicycling.

### **University of Iowa Health Science Campus Plan - Major Project Schematic Design Report**

Payette Associates Architects Planners/  
Baldwin White Architects  
10 June 1997

This document shows Phase I development of the Health Sciences Campus Plan. It is a follow up document to the 1996 Master Plan for the Health Sciences Campus developed to meet educational and research space requirements of the College of Medicine (COM), and to provide recommendations for improving pedestrian and vehicular circulation and enhancing the focus and identity of the health science campus (See Map [24](#)). Phase I development includes:

1. Removal of the existing Steindler building and new construction on the site.
2. Renovated lecture halls in Bowen Science Building.
3. Expansion of Westlawn to accommodate Student Health Services and relocation of College of Medicine program currently in the Steindler building.
4. Enlarged service dock at the Medical Education Building to serve the entire Health Sciences/Hospital Campus via and interconnected tunnel system.
5. Expand the existing tunnel system to provide an interconnected system of service tunnels.
6. Realignment of Newton Road.
7. Construction of a multi-level parking structure.

### **University of Iowa Oakdale Campus - Master Plan**

Cruse-Gardner Associates  
April 2, 1994

The Master Plan was created to establish an orderly development of the 250 acre parcel of the Oakdale Campus. The Master Plan documented 1)

existing vegetation, roadways, pedestrian walks, environmentally sensitive areas, and adjacent land uses, 2) buildings to remain and buildings to be removed, 3) slope analysis, and 4) a site analysis delineating concerns, limitations, and opportunities. It established a Land Use Plan and circulation alternatives for review. The final Master Plan delineated existing and future building sites, parking areas, woodland vegetation areas, internal pedestrian and bicycle systems with connections to regional paths, entrance features, road system, and other elements.

1. Provide for Oakdale's future growth while keeping the quality and character of the exiting Oakdale Campus.
2. Develop a clear hierarchy of vehicular and pedestrian circulation patterns that address Oakdale Campus's need as well as providing a comfortable fit with the City of Coralville's transportation plan.
3. Develop a campus parking system.
4. Respond to Oakdale's concerns regarding image improvement.
5. Develop a Maser Plan that is flexible for future growth and development; yet, provides a strong infrastructure framework.
6. Develop a Master Plan that enhances the existing pastoral image of the campus.
7. Enhance and strengthen the natural elements of the site.
8. Extend the "campus-like" character to Oakdale Boulevard and Highway 965: providing a more attractive entrance.
9. Improve the image from Highway 965.
10. Establish a common architectural framework for future development
11. Consider razing existing structures that are inefficient or architecturally incompatible.
12. Coordinate with Coralville's Greenbelt Path System and trail system proposed by North Liberty.
13. Buffer campus from surrounding residential development and interstate corridor.
14. Integrate the planning of Oakdale Campus with Oakdale Research Park.
15. Unify the "campus-like" character.
16. Allow for flexibility and adaptability in the growth of the campus to accommodate phasing, changing program relationships, changing needs, etc.
17. Protect and enhance existing campus woodlands.

### **College Street Pedestrian Walkway**

RDG Crose-Gardner Associates

November 19, 1997

The Master Plan shows proposed development of the pedestrian space along College Street between the Communication Center and Engineering Building Addition on the north and the Lindquist Center on

the south. Elements of the Master Plan include bike parking, light poles, benches, trees, special paving, bollards, and other site elements. Also indicated is a switch-back handicap access route from Capitol Street to Madison Street by way of the elevator in the Lindquist Center (See Map [24](#)).

### **Burge Hall - Preliminary Site Plan**

RDG Crose-Gardner Associates

November 18, 1997

The Preliminary Site Plan shows proposed development surrounding Burge Hall along North Clinton and the Cleary Walkway - formerly Bloomington, Davenport, and North Capitol Streets. Plan elements include bike parking, seating areas, trees, special paving, ramps, bollards, and other site elements. Service access, areas with movable tables w/chairs, and light poles also are shown (See Map [24](#)).



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# History

## Campus Planning

**First Plan 1905**

The first planning document for The University of Iowa was a narrative report prepared in April 1905, by the Olmstead Brothers, Brookline, Massachusetts. No maps were referenced or found that graphically portray this plan. Old Capitol and Schaeffer Hall are the only buildings remaining on what is now called the Pentacrest that were present at the time of the Olmstead plan.

**Comprehensive Plan 1965**

The first contemporary plan was prepared in 1965. The Plan was prepared in three reports with an additional married student housing report issued a year later. The 1965 plan differed from the 1905 plan in that it included maps and drawings that showed buildings, streets, parking areas, etc., in detail. Enrollment projections were used as a basis to predict facility requirements that in turn predicted buildings, parking and other needs. Overall enrollment projections were close, but distribution assumptions proved to be incorrect. A three-fold growth of The University of Iowa Hospital and Clinics and a great increase in health sciences research space were not anticipated.

**Framework Plan 1972**

The 1965 plan was updated in 1972 to respond to immediate planning needs not addressed in the 1965 plan. Based on failure to accurately predict future growth and space needs, the 1972 effort recommended the University not develop another traditional campus plan such as the 1965 Plan. It instead was recommended that it would be better to develop a planning process that would achieve the objectives of traditional planning, but would be flexible enough to respond to change and be easily updated. The new planning approach was based upon the concept that it is possible to develop a framework within which planning could occur. The framework provides as much overall guidance to development as possible on broad issues such as streets, parking, utilities, green spaces, and building locations, while allowing incremental decisions to be made within the framework as new development issues emerge.

**Framework Plan Update 1978**

In 1978 the Lindberg Task Force, with assistance from a consultant, prepared a planning update that incorporated a number of studies and concepts developed after the 1972 plan. The "Lindberg Report" established planning goals and objectives in each of the planning functional elements of land use, circulation, and open space. The campus also was divided into

[South Melrose](#)[Sports](#)[Far West](#)[Oakdale Campus](#)[East, West, & Far West Campus Development](#)

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seven functional areas, based on similar existing building functions and land uses that form cohesive planning sub-units. This plan introduced the implementation strategy that the entire functional area encompassing a building site is to be considered when a new building is designed for location within the functional area. In the ensuing twelve years, the "Lindberg Report" continued to be an effective document guiding campus development and providing much of the foundation for the 1990 update.

## 1989 Strategic Plan

The University's strategic plan "Achieving Distinction" was completed in 1989 and was written as a flexible document that encouraged departments, programs, colleges, and administrative units to work within an integrated whole. Each unit subsequently developed its own strategic plan as a complement to the University-level plan. The plan established institutional mission, goals, objectives, and strategies. Embodied in the plan are goals, objectives and strategies that address the physical environment by providing focus on rebuilding and improving the physical infrastructure. The plan gives priority to classroom and laboratory facilities and computer workstations and networking of computer capabilities are mentioned specifically. The plan also recommended that to remedy substantial erosion of physical infrastructure over the prior ten years, more attention must be directed to increasing classroom availability and improving research and laboratory space.

## Campus Planning Framework 1990

In 1990, the Campus Planning Framework continued and strengthened the format begun in 1972. The 1990 Plan flowed from the 1990 Strategic Plan and provided a framework for improving infrastructure while allowing flexibility to respond to needs as they emerge from funding alternatives suggested by the Strategic Plan. The planning framework acknowledged existence of primary elements such as buildings, roads, parking facilities, utilities, natural features, and historical considerations. While it suggested alterations to some elements, it recognized that a specific development proposal must respond to the established framework of primary elements. The framework approach to campus planning provided assurance that **incremental decisions** would be consistent with long-term goals and planning principles.

The Campus Planning Committee plays a major role in assuring incremental decisions are consistent with the planning framework through review of all plan updates and changes. When specific detailed plans are proposed for a project, they are reviewed by the Campus Planning Committee as well.

## Campus Master Plan Status 1995

The 1995 **Report to the State Board of Regents** provided a review of campus planning over time and outlined what had occurred since the 1990 Campus Planning Framework. Review of development since the 1990 plan

included land acquisition and leased property, site and circulation/parking improvements, building sites utilized, and utility improvements. The review also included discussion of the Strategic Plan, Campus Planning Framework, enrollment and the Five-Year Capital Plan, and area studies either underway or proposed.

### **A Strategic Plan for the University 1996**

The 1996 Report to the Board of Regents reaffirmed the mission and goals set forth in the *1995 Strategic Plan, Achieving Distinction 2000*; presented 1996 additions to the plan: Core Values, Indicators of Progress, and Strategic Focus Areas; and highlighted recent progress toward institutional goals.

## **Iowa City and The University of Iowa Campus**

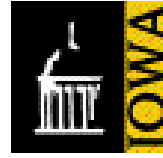
The following is an abbreviated history of Iowa City and The University of Iowa campus with an emphasis on the beginnings of both. Complete history information can be found in several documents such as *A Pictorial History of The University of Iowa*, John C. Gerber, University of Iowa Press, Iowa City, Iowa, 1988.

- 1826** First settlers arrive in what will be Johnson County.
- 1837** US Government acquires 1,250,000 acres that includes most of what is now Johnson County and the county is organized by an act of the Wisconsin Territorial Legislature.
- 1838** The Territory of Iowa is established by Congress. The first territorial legislature convenes in Burlington, Iowa (the temporary capital) and representatives from several territorial counties are commissioned to determine a site for a permanent state capital in Johnson County (chosen because it was centered in what was then defined as the Iowa Territory).
- 1839** The permanent site for the Iowa capital is selected in Iowa City. The first plat of the city (all east of the river) shows a four block "Capitol Square" set aside for the capitol building, parks and market spaces set within a grid of residential lots, a "Promenade" space set along the Iowa River, a "Quarry" northwest of Church and Dubuque Streets, and "Dillon's Island" a linear island within the river (approximately where the Iowa Advanced Technology Lab building is today). See the [Plat Map](#) in the Appendix. About twenty families have settled within the limits of Iowa City.
- 1840** The cornerstone for the new capitol building is set on July 4. Limestone from the North Street Quarry northwest of the Clinton and Church intersection) is used to top the capitol's second story windows. Several private schools are established near the capitol. The house at 119 W. Park Road (today occupied by The University of Iowa Press) is built.

- 1842** The Capitol building has a roof and four rooms are ready. Mechanics Academy, a two story brick building at Iowa Avenue and Linn Street (present location of Seashore Hall) is constructed. It is considered the "cradle of the university" and served as the first University Hospital.
- 1846** Iowa becomes a state.
- 1847** The First General Assembly of the State of Iowa authorizes a state university and The University of Iowa is founded on February 25, although the university does not officially open its doors until September 1855. The population of Iowa is a widely scattered 100,000.
- 1853** Iowa City is incorporated April 6. The Iowa population is 250,000.
- 1855** The University of Iowa opens to students with a two-semester academic year of forty weeks. Iowa City population is approximately 4,000. The General Assembly votes to move the capital to Des Moines.
- 1857** The state constitution stipulates that Des Moines should be the permanent capital and the actual move takes place in November. The unfinished capitol building in Iowa City is transferred to the University.
- 1863** The first university building, except for the Capitol, is South Hall, built south of the Capitol building.
- 1878** The University of Iowa hires its first female professor, Phoebe W. Sudlow.
- 1895** The first streets in Iowa City are paved with bricks including Clinton Street from Jefferson to Burlington.
- 1897** The Mechanics Academy is torn down and a larger University Hospital (now part of Seashore Hall) consisting of four units on Iowa Avenue between Linn and Gilbert Streets, is begun (completed in 1914).
- 1899** The University of Iowa joins the Big Ten.
- 1900** Johnson County Courthouse is built.
- 1904** The first Iowa City library, built with Andrew Carnegie funds, is erected at Linn and College Streets.
- 1904** Interurban railroad begins hourly service between Iowa City and Cedar Rapids.
- 1908** President's residence built at Clinton and Church.
- 1928** University Hospital moves to its current site.
- 1939** Paul Engle takes over the Writers' Workshop.
- 1962** Iowa City opens its Civic Center.
- 1972** Hancher Auditorium opens.
- 1983** Carver-Hawkeye Arena opens.

**1988** The University of Iowa Arboretum is moved to its present site along the Iowa River from its previous location along the hillside north of the Chemistry Building.

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# Campus Participation

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[Parking Standards](#)

[Drop-Off/Short Term Parking](#)

[CMBUS](#)

[Open Space System](#)

[Pedestrian/Vehicle Conflicts](#)

[Campus Entrances](#)

[Visual Corridors](#)

[Overlooks](#)

[Potential Building Sites](#)

[Design Guidelines/](#)

[Pre-Design Checklist](#)

[Replace Floor Area Ratio](#)

[Preserve and Protect National](#)

[Register of Historic Places](#)

[Buildings, and Sites](#)

[Identify, Preserve & Protect](#)

[Other Historic Buildings & Sites](#)

[Maintenance Plan](#)

[Campus Statistics](#)

[Hawkins Drive Improvement](#)

[West Campus Loop Road](#)

[Functional Area](#)

### Recommendations

[Old Capitol](#)

[University Services](#)

[East Residence Halls](#)

[Iowa Center for the Arts and  
the International Center](#)

[Health Sciences/Hospital](#)

[West Residence Halls](#)

### Planning Process

With the 1990 Campus Planning Framework as a basis, workshop sessions were held with various campus stakeholders to solicit input on the Sesquicentennial Campus Planning Framework. Three sets of workshops were conducted in February, April, and May 1997. They included workshops held within campus functional areas, with targeted campus-wide groups, with students through an open campus-wide invitation, and with groups from the East, West, and Far West Campus areas.

Students, faculty, staff, and others participated in the workshops. Participants were asked to respond to three questions directed to the strengths of the campus, weaknesses of the campus, and what needed to be done to maximize strengths and minimize weaknesses. Each question was asked both from a campus-wide and a functional area perspective. The following is a summary of responses from the three questions asked from a campus wide perspective:

#### What are the campus strengths?

Respondents appreciate the quality, diversity, and historic character of architecture on the campus. Particularly cited is the architectural heritage of the Pentacrest. Workshop participants also cite the "natural beauty" of the campus, and the beauty of the Iowa River and the Pentacrest landscape as strengths. The relative compactness of the campus, proximity of similar campus functions to each other and to residence halls, and the integration of downtown Iowa City are positive qualities. The largest number of positive responses center on the pedestrian nature of the campus with an emphasis on "buildings within walking distance," the CMBUS system, traffic-free areas, and parking near most places.

#### What are the campus weaknesses?

Respondents' comments center on the lack of architectural continuity and also individual dislike of certain architectural styles or buildings. Workshop participants cite the lack of trees, shrubs and flowers, and the diminishing of greenspace as weaknesses of the campus. The relative compactness of the campus that is seen as a strength is also a weakness when compactness leads to a lack of open space between buildings. Access problems dominate the weaknesses question and center on 1) conflicts among vehicles, bicycles, and pedestrians, 2) access difficulties to

[South Melrose](#)

[Sports](#)

[Far West](#)

[Oakdale Campus](#)

[East, West, & Far West Campus](#)

[Development](#)

## **The Planning Process**

[The Role of the Campus Planning](#)

[Framework](#)

[The Role of the Campus Planning](#)

[Committee in the Planning](#)

[Process](#)

[The Process For Updating the](#)

[Framework Plan](#)

[The Proposal or Project Review](#)

[Process](#)

[Project Implementation](#)

[Conclusion](#)

## **Existing Conditions**

[Campus Boundries](#)

[Roads, Streets, & Highways](#)

[Open Space & Green Space](#)

[Parking](#)

[CAMBUS](#)

[Topography](#)

[Slopes](#)

[Drainage](#)

[Soils](#)

## **Existing Planning Studies**

### **History**

### **Campus Participation**

### **Appendices**

[UI Payroll Report - Sept. 1997](#)

[Lot/Ramp Space Inventory-](#)

[Oct. 1997](#)

[Meter Inventory - Oct. 1997](#)

[Service Vehicle Zones -](#)

[East Campus](#)

[Service Vehicle Zones -](#)

[West Campus](#)

[Original Plat of Iowa City](#)

[Workshops - Scheduled by](#)

[Functional Area or](#)

[Participants](#)

[Workshops - Summary of](#)

[Responses By Workshop](#)

[Workshops - Summary of](#)

[Responses](#)

buildings and across campus for people with mobility problems, 3) a lack of parking, and 4) too many vehicles on campus.

### What needs to be done?

While there are a number of negative architectural comments in the weaknesses question, few specific suggestions center on creating architectural continuity. Planting more trees, shrubs and flowers, maintaining greenspaces, and preserving views to and through the river are recommended as ways of beautifying the campus. Establishing better communications among the university, public, and Iowa City is a solution to problems expressed in the weaknesses question. There are operational recommendations, many focusing on improving maintenance of buildings and grounds. Planning recommendations cover broad issues ("develop policies that go with design changes") and specific issues such as "directional signage for all users."

There is a strong emphasis on a pedestrian-orientated campus in the "What needs to be done? responses but with a number of caveats. The lack of parking or at least lack of drop-off, loading, or short term parking in specific locations is a continuing problem. Establishment and control of close in parking -- especially enforcement of short-term or loading space time limits -- is seen as a means of supplying convenient, temporary spaces without creating large permanent parking lots. Additional parking at the edges of campus with properly funded, efficient, consistent, and convenient CAMBUS shuttle service also supports a pedestrian-oriented campus. Importantly, parking must meet the legal requirements and the spirit of the "Americans with Disabilities Act" of 1990.

Responses were analyzed and categorized into six broad areas: Architectural and Buildings, Transportation, Campus Character, Community, Campus Planning, and Miscellaneous. The following is the aggregation of responses, by category, to the "What needs to be done?" question. All responses to all questions from each of the workshops are in the Appendix.

#### 1. Architectural and Building

Develop guidelines for preservation, restoration and renovation of Campus Structures and identify architectural and landscape architectural elements that are the fabric of the campus.

#### 2. Transportation

Identify and enhance pedestrian and other non-auto systems on campus and accommodate vehicular and pedestrian drop-off locations, vehicular circulation and parking that minimizes vehicular/pedestrian conflict and maximizes user convenience, and accommodate service requirements for campus structures.

3. Campus Character  
Identify and enhance campus greenspaces and entrances/gateways. Implement an ecological approach to campus landscape development. Establish guidelines for campus development that integrate recreation, health and wellness issues and integrate aesthetic values into the campus fabric. Implement a lighting strategy that recognizes safety, aesthetic needs of the campus, is economically efficient, and limits pollution. Implement a signage and identification system that recognizes the needs of various constituencies and enhances campus wayfaring.
4. Community  
Identify long range campus development needs and integrate with Iowa City Planning efforts.
5. Campus Planning  
Implement existing study priorities, identify needed planning efforts, and identify role and process for campus planning committee involvement. Identify method and timing for campus constituency participation.
6. Miscellaneous  
Establish guidelines for site and building maintenance to ensure long term sustainability.

Workshop responses add a current campus users perspective to the Sesquicentennial Campus Planning Framework. This perspective, combined with analysis of existing conditions, current planning studies, the Mission, Goals, and Core Values outlined in *Achieving Distinction 2000, A Strategic Plan for The University of Iowa*, 1996, and concepts developed in previous campus planning documents lead to the Framework Plan.



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