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THE UNIVERSITY OF IOWA

CAMPUS PLANNING FRAMEWORK

**CAMPUS PLANNING FRAMEWORK**

**THE UNIVERSITY OF IOWA**

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**Prepared by  
Office of Planning and  
Administrative Services**

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9/90

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**\*\*\* DRAFT \*\*\*****I. INTRODUCTION**

This report documents the results of approximately twenty years of campus planning activity. As will be discussed in greater detail later, the firm of Hodne/Stageberg Partners, Inc. was retained in 1972 to provide general campus planning consultation for the University. A central characteristic of the planning approach used was the assumption that in order to survive and remain viable the plan had to be capable of responding to surprises and new demands. This assumption resulted in 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 closest this concept came to documentation in a form that might be referred to as a "campus plan" was with the publication of the "Status Report Fall 1977 Campus Planning for University of Iowa" (hereafter referred to as the "**Lindberg Report**") in 1978. This Campus Planning Framework incorporates the concepts and plans reported in the "Lindberg Report," updates them and sets them forth again in one document.

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## II . HISTORICAL BACKGROUND

A brief review of previous campus plans is helpful to understanding the current approach to planning.

The earliest known campus plan is a report entitled "Outlining Plans for the Future Arrangement of the Grounds and Buildings of the State University of Iowa", dated April 10, 1905, and prepared by the Olmsted Brothers, Brookline, Mass. The report is in a narrative format and if it included maps they are not referenced and none have been located. The report makes a reference to and endorses a planning suggestion made by Messrs. Van Brunt and Howe that described the ultimate development of what is now known as the Pentacrest. At the time the report was written, the only buildings present on the Pentacrest were Old Capitol and Schaeffer Hall. The form of the Pentacrest is obviously the result of a carefully-thought-out plan. As such it could well be the result of the first campus plan for the University. The original plans for the Pentacrest have not been located.

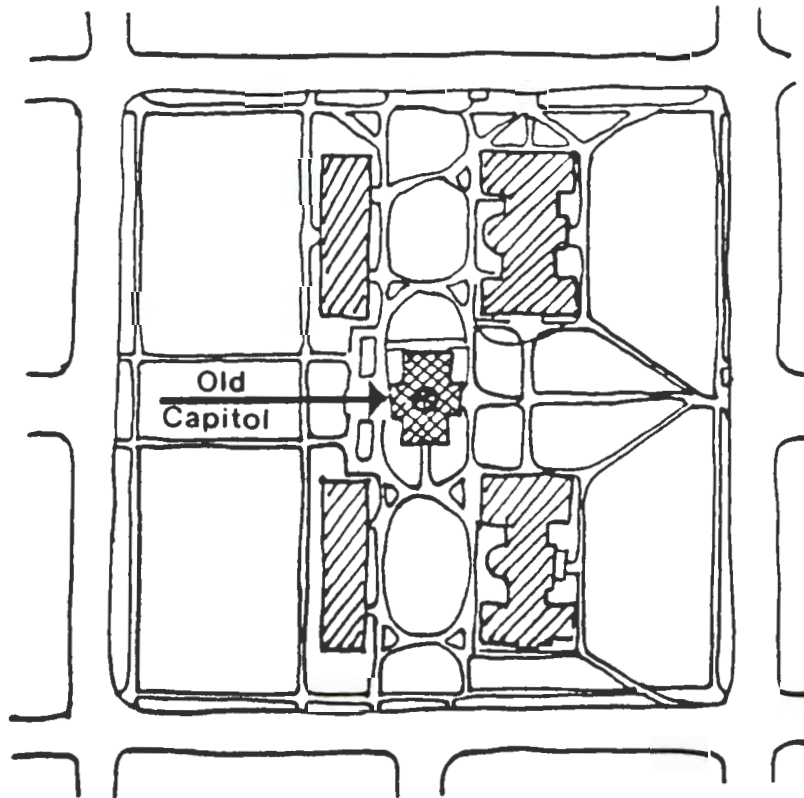


Figure A -- PENTACREST



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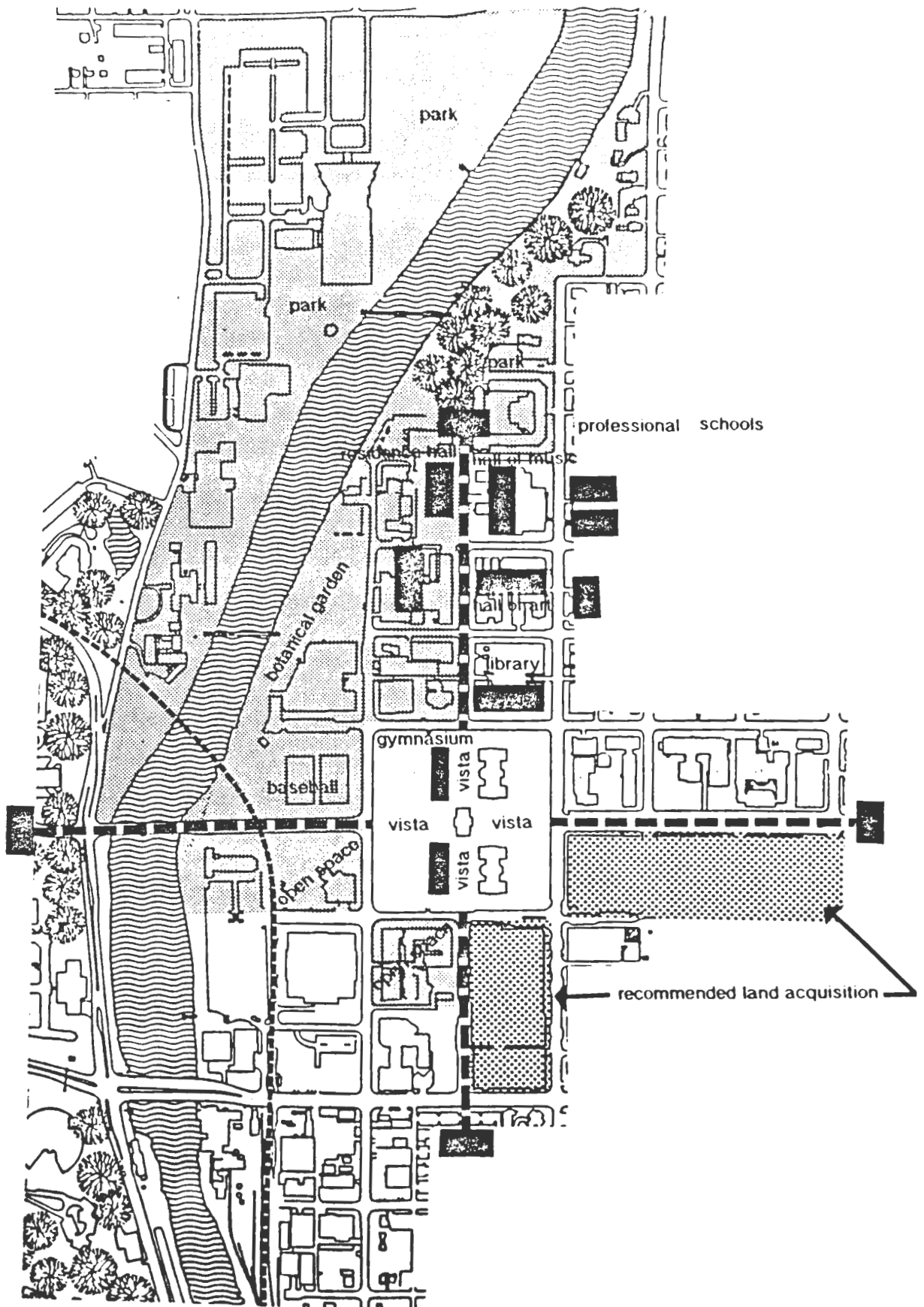
The Olmsted report proposed that it "would be well to locate a building with a tower on the cross axis of the Old State Capitol extended, so as to create a focal point in the view west from the Old Capitol". This recommendation was followed more than twenty years later with the construction of the University Hospital and its Gothic tower on the west campus. It does not appear from the report that a hospital was envisioned for the west side location, for it discussed the continued development of the University hospital at the present Seashore Hall. The report also suggested the acquisition of land west of the river for future state institutions, presumably not the University or the hospital.

The Olmsted report made other suggestions that were eventually followed but many more that were not. For example, the report made suggestions on rather specific locations for a number of buildings that were not followed. It also made specific recommendations for the acquisition of land that were obviously ignored. Perhaps the main lesson to be learned from this early plan, even though it may have been a good one, is that it was so detailed that if its major recommendations were not followed almost literally the report would soon be relatively useless as a guide to campus planning. This is apparently what happened. Map #1 presents a current attempt to illustrate the Olmsted recommendations for land acquisition and building location.

In 1965 the University retained Sasaki, Dawson, DeMay Associates, Inc., Watertown, Mass., to prepare the first contemporary comprehensive campus plan. That plan was incorporated in three reports dated May 1965 and one report concerning the married student housing area in December 1966. The enrollment of the University was approximately 15,000 at the time the report was prepared. The report anticipated an ultimate enrollment of 30,000 students, to be divided equally between undergraduate programs and the graduate professional colleges (graduate, dentistry, law and medicine). The 1989 fall enrollment of 28,884 is not too far from the Sasaki prediction, and enrollment did reach 29,712 in 1984. The projections are greatly different however, with a graduate/professional enrollments of 8,798 and an undergraduate enrollment of 20,086. The Sasaki reports used enrollment projections to predict facilities requirements and in turn, land for buildings, parking, etc. The space requirements for 8,798 graduate and professional students are greatly different than for 15,000 students in this category. Nevertheless the total teaching and research space projection was quite close to the amount of each of these types of space now on campus.

One interesting aspect of the plan was the enrollment assumptions. Looking back on them now one must appreciate the effort that went into preparing the report, even if the distribution assumptions were incorrect. As few as five years





CAMPUS PLAN FOR THE UNIVERSITY OF IOWA  
AS PLANNED BY OLMSTED BROTHERS IN 1905



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after the preparation of the report the University enrollment projections for the next decade were for approximately 20,000 to 21,000 students, making the projections on which the study was based look excessively optimistic.

Unlike the Olmsted report, the Sasaki report contained numerous maps and plans detailing building locations, streets and roads, parking areas, etc. Development in the intervening years has taken in some instances dramatically different directions; particularly in the area of the health sciences. The Sasaki report did not contemplate the three fold-plus growth of the University of Iowa Hospitals and Clinics, or the great increase in demand for research space in the health sciences. Both of these factors have had a dramatic impact on growth and development on the west campus that could not have been accommodated under the Sasaki plan.

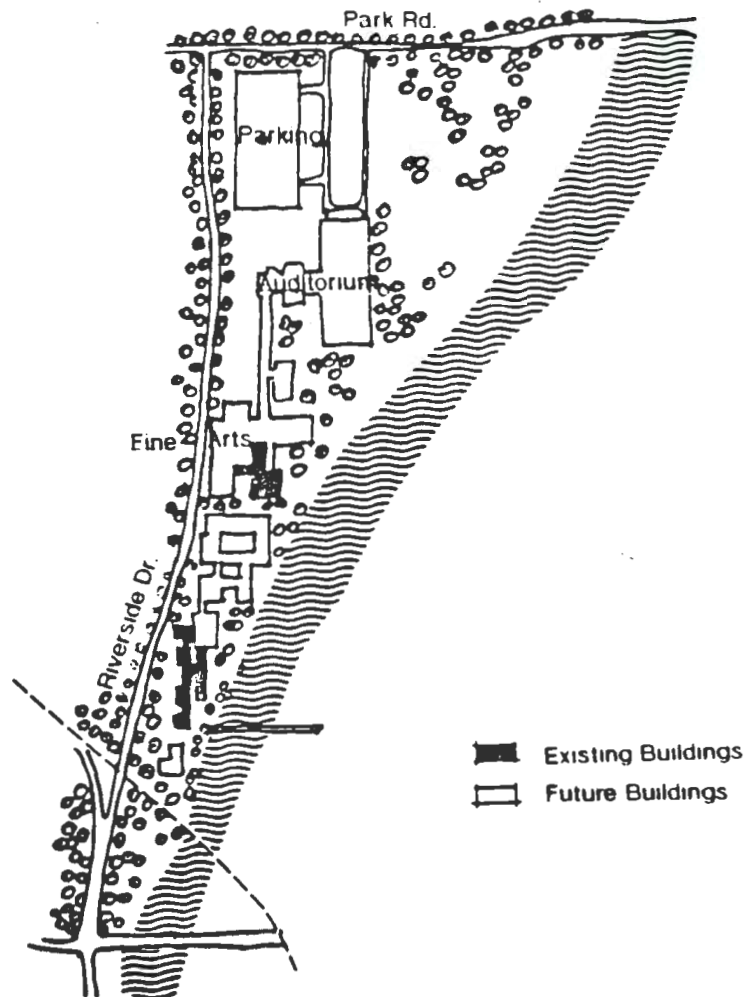


Figure B. -- FINE ARTS CAMPUS, Sasaki 1965



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Other areas of the campus fared better. The Iowa Center for the Arts has developed along the lines outlined by the Sasaki report. This is no doubt largely attributable to the fact that the planning for the Iowa Center for the Arts was contemporaneous with the general campus planning activity and was prepared by the same people.

The Hodne/Stageberg Partners, Inc., Minneapolis MN. were retained in 1972 to update the Sasaki Reports. Mr. Thomas Hodne was the principal responsible for University planning. Perhaps because it was necessary to respond to several immediate and major problems that were not adequately addressed by the Sasaki report, most notably the growth plans for the hospital, before it was possible even to update the Sasaki plan and probably due also to Mr. Hodne's planning and academic background, he soon suggested that a traditional campus plan was not the best way to manage campus planning. He suggested that instead of developing another plan based on doomed attempts to predict the future it would be better to develop a method of planning that achieved the objectives of traditional planning but that is flexible enough that it can easily be updated.

This new approach was based on the assumption that it would be possible to construct a framework within which planning occurred. The framework would provide as much guidance as practical and possible to the many incremental decisions that must be made to plan and control the physical growth of the University. The framework would address such issues as streets and roadways, parking, utilities, green spaces, building locations, and functional areas. Design guidelines would be developed to provide coherence to development occurring over a period of time. Specific projects would be planned within the guidance of the framework and in a manner responsive to local conditions in the immediate vicinity of the project.

Since 1972 when Mr. Hodne began service as the University planning consultant he has worked on a number of projects using this approach to planning. These projects included the extensive growth of the hospitals, the site selection for the Carver-Hawkeye Arena, site selection and design guidelines for the Lindquist Center - Phase II, the Communications Studies Building and the Eckstein Medical Research Building. In 1978, working with the Lindberg Task Force, Mr. Hodne participated in the preparation of the "Lindberg Report," which incorporated for the first time in one report, many of the concepts developed in the previous years. The "Lindberg Report," and the planning concepts it incorporates, has been used since its preparation as the guide to campus planning at the University.



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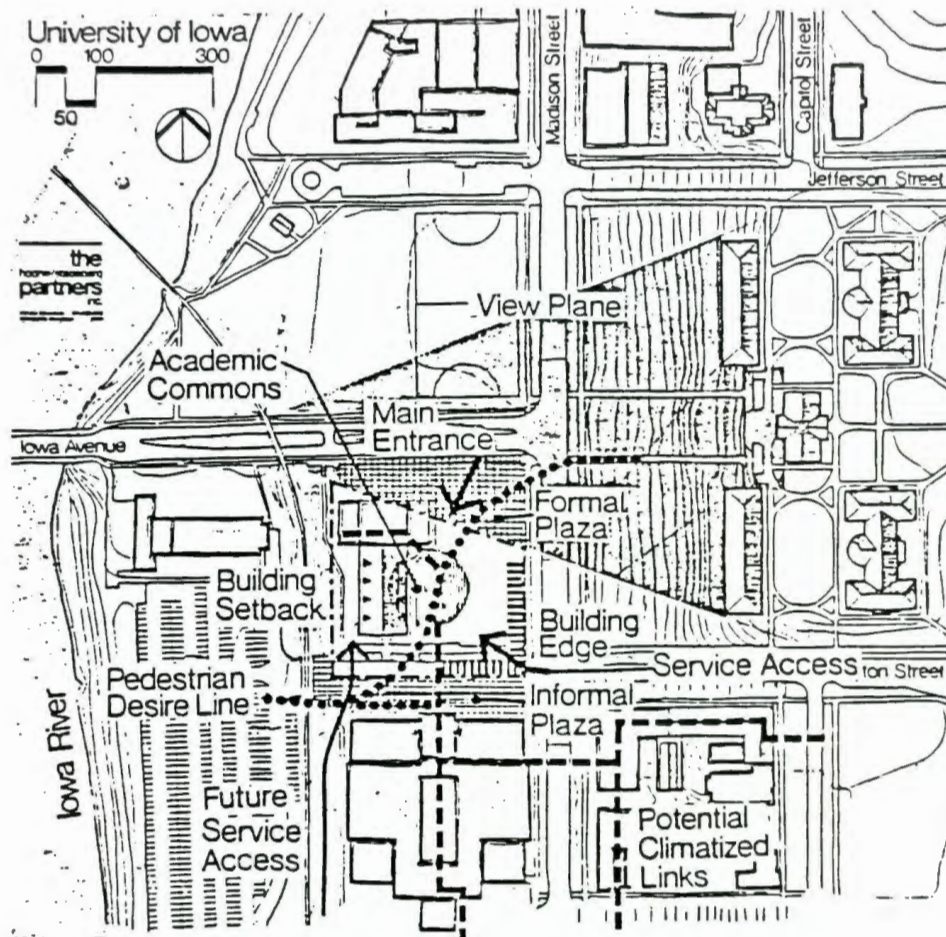


Figure C -- COMMUNICATIONS STUDIES BUILDING  
Urban Design Guidelines, Hodne/Stageberg Partners, 1980

**The Lindberg Report** -- Although twelve years have passed since the Lindberg Report was issued it continues to be of relevance and is worthy of additional discussion before leaving this historical summary.

The Lindberg Report was commissioned with two objectives:

- a. to develop siting recommendations for a list of building needs contained in the 10-year capital budget askings



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- b. to work with the City of Iowa City in the coordination of physical planning efforts between the City and the University

Prior to attempting to deal with the principle charges, the Task Force believed it necessary to update the campus plan. The results of the updating constitute a sizeable portion of the Lindberg Report.

The results of the efforts of the Task Force can now be placed in three categories; those recommendations discussed which have been followed, those recommendations which are now moot and those points which continue to have value and relevance. A brief discussion of each of these groups of findings follows.

Recommendations that were followed:

The following buildings were sited or space needs addressed, according to the report:

The Physical Education Departments were consolidated in the Field House which was recommended for remodeling as the part of a larger package of recommendations concerning physical education, athletics and recreation.

The building known as Carver-Hawkeye Arena was given a high priority as a partial solution to the facilities problems of physical education, athletics and recreation and one of the two recommended sites was used to construct the building.

The Communications Studies Building was sited according to an alternate recommendation.

The Theatre Addition was sited according to the recommendation.

The then high priority for a social sciences building was replaced with a recommendation that the space needs of these departments be met in existing buildings.

The site recommended for Engineering continues to be reserved for that purpose.

No build options were recommended for the English-Philosophy Building (an addition) and for Faculty Art Studios with the space problems to be solved using existing space.

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Recommendations which are now moot:

The Law Building was constructed as a new building instead of as an addition to the old building on the old site.

The Task Force recommended that the University of Iowa Hospitals and Clinics not expand southward beyond what is now known as Colloton Pavilion. Southward expansion has continued with the construction of the Pappajohn Pavilion.

A recommendation to retain a corridor for the construction of a major road adjacent to the former Rock Island Rail Road has probably become moot because of lack of community endorsement of the road concept and by the subsequent construction of Hawkins Drive, which serves the function of the proposed roadway as it passes through campus.

The Task Force addressed a problem of student parking in the neighborhoods east of Clinton Street without producing a recommendation that would solve the problem. Although the problem has not been solved it is no longer a matter for continuous attention nor are there any apparent contemporary solutions.

Matters of continuing relevance:

The report contains a number of goals and objectives to guide planning of functional issues, such as land use, parking, etc. These have been reproduced in Appendix B, along with annotations concerning their current relevance. Similarly, goals and objectives were stated for each of the campus functional areas. These goals and objectives have been incorporated within the new material contained in this report.

Even though it was intended partially to deal with immediate problems the Lindberg Report also contains much information and guidance that is still relevant to today's issues. It serves as a good example of a plan that was not rendered obsolete by the passage of a few years. Interested readers are encouraged to review the entire report, copies of which are available in the office of the director of planning and administrative services.

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### **III . HOW THE PLANNING PROCESS WORKS**

In order to function successfully over time, a plan must contain sufficient flexibility to accommodate the unanticipated changes and developments that will inevitably occur. Too detailed a plan does not provide a sufficiently high level of flexibility and responsiveness.

The campus planning framework approach is an attempt to provide a plan that is sufficiently flexible to accommodate unanticipated changes but still guide development in a predetermined direction and provide a context within which plans can be made with some level of security. Perhaps this can be best illustrated with an example.

According to the 1978 "Lindberg Report," the area immediately north of the IMU, then a parking lot, had a preferred use as a riverside green space or a secondary use as a building site, if the river could be appropriately considered in the plans to use the site, and under no circumstances should the site be seen as a long term site for a parking lot. The hillside immediately south of North Hall was identified as green space with a possible secondary use as a building site, preferably for physical education, or as a central chilled water plant site. Any development of this site was to be accomplished so that views of the river from North Capitol were preserved. North Capitol Street was identified as the future location of a pedestrian mall. The list of buildings for which sites would be required in the foreseeable future did not contain any provision for the location of a laser laboratory.

Approximately ten years after the preparation of the "Lindberg Report," these areas of campus were in approximately the same condition as when the report was written except a decision had been made to site the Laser Laboratory on the parking lot to the north of the Iowa Memorial Union. This resulted in a need for a site to relocate the parking to be displaced. The only practical alternative was the site to the south of North Hall. While this site could be sacrificed as a building site -- the pressures for a physical education facility not being as high as they had been in 1978, it is virtually the only site on the north Old Capitol campus where a central chilled-water facility could be constructed. Coincidentally, two funded projects, the Chemistry-Botany remodeling project and the Laser Laboratory Building were in their preliminary planning stages. Both had heavy air conditioning requirements and funds to meet those requirements in their budgets. A feasibility study determined that it was possible to construct both the replacement and additional parking and a central chilled-water plant on the site and still not block sight lines of the river valley from the North Capitol street area. The plan also permitted construction of play courts on the roof of the

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building to supplement the very small number of outdoor play facilities in this area of the campus. By providing access to the parking from North Madison Street it will not be necessary to use North Capitol Street for this purpose, thus protecting its potential to become a pedestrian mall.

During planning for the project Iowa City officials approached the University seeking a location to construct a water tank needed by the City water plant sharing the block with the parking facility. It was determined that the water tank could be incorporated in the project. The City was also responsive to a request to close Bloomington Street on the south edge of the project. Closing this street will greatly facilitate the construction of the North Capitol Street mall and reduce the number of streets by one that must cross the mall.

The "Lindberg Report" contains a number of guidelines that provided direction in the resolution of this complex problem. They include the objective of removing parking from the riverbank north of the Union, the concept of the North Capitol Street Mall, the use of the site south of North Hall for an academic building or a central chilled water plant, the protection of views of the river valley and the notion of working cooperatively with Iowa City to solve mutual problems.

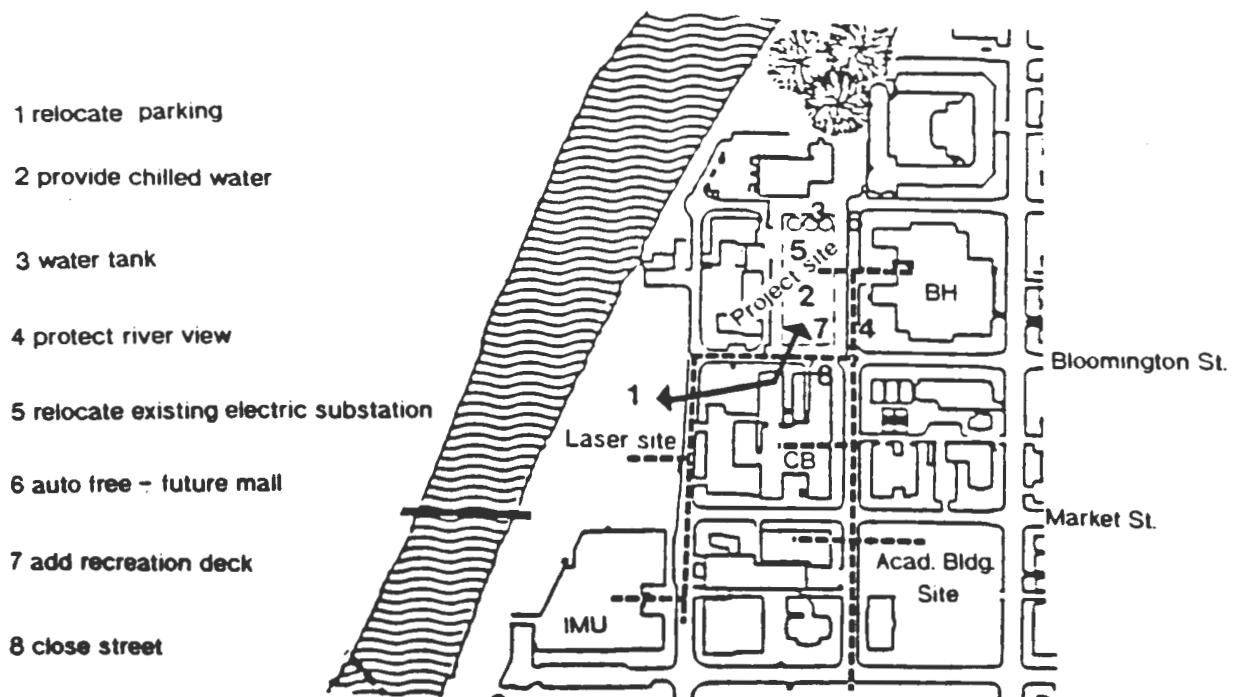


Figure D -- NORTH CAMPUS PARKING/CHILLED WATER FACILITY



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By working within the guidelines contained in the "Lindberg Report," it was thus possible to use a site for a large facility not anticipated at the time of the plan's development, to move undesirable parking off the river bank, replace the lost parking, add play courts, protect a view of the river, close a portion of Bloomington Street, and to locate a central chilled-water plant. Responsive planning also accommodated the City's water storage needs and protected the viability of plans for the area. The planning framework provided the necessary guidance to accommodate a completely unanticipated building and to further other long range aspirations as well.

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#### **IV. CAMPUS BOUNDARIES**

Except for a brief overview of all University land owned<sup>(1)</sup> in the Iowa City vicinity, this report will address only the land owned by the University in Iowa City on which the central campus is located. Other University land is located west of the main campus -- Finkbine Golf Course, Lower Finkbine Sports Complex, Hawkeye Housing and leased farm land and the Oakdale campus in Coralville.

The area of land owned is as follows:

LOCATION		ACRES
Iowa City Campus		436.90
East of Iowa River	96.49 acres	
West of Iowa River	340.41 acres	
Far West Campus		961.55
Generally from Hawkins Drive at Hwy. 6, west		
Oakdale		504.00
Research Park	173.5 acres	
Balance	330.5 acres	
<b>Total</b>		<hr/> 1,902.45

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<sup>(1)</sup> The land in discussion 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.

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Figure E and Maps #2 and #3 illustrate the areas of land ownership described above.

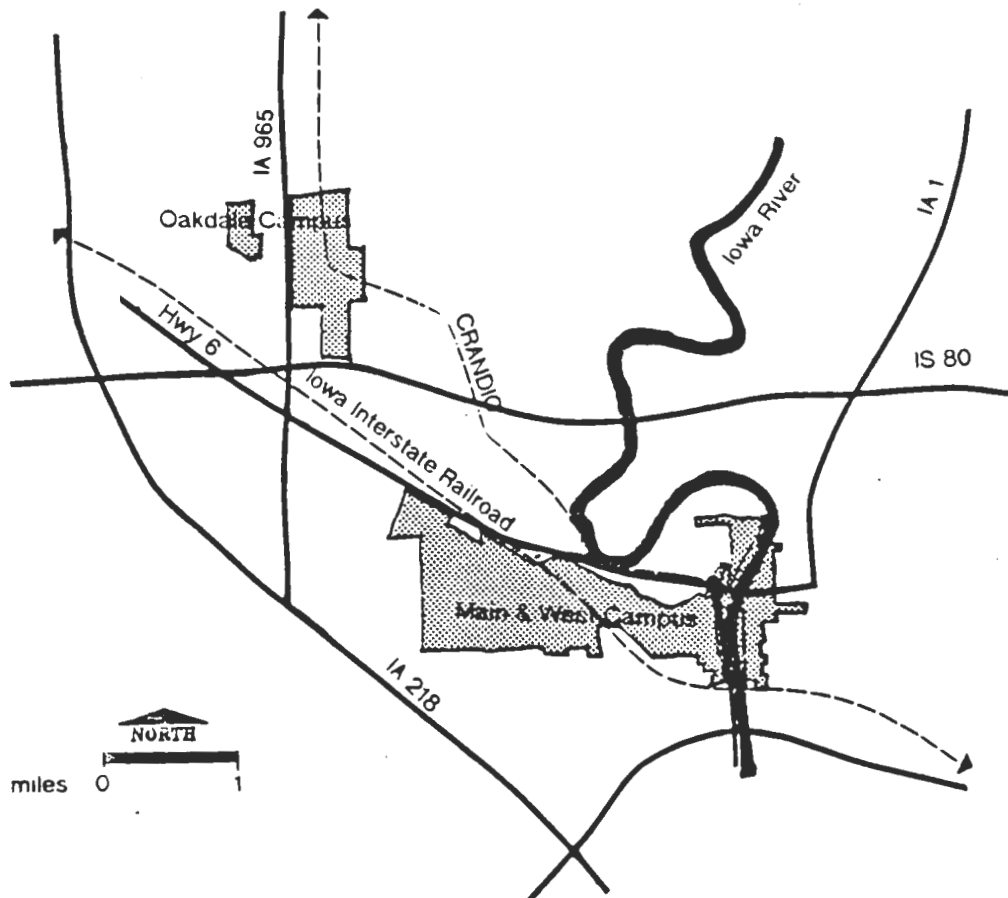
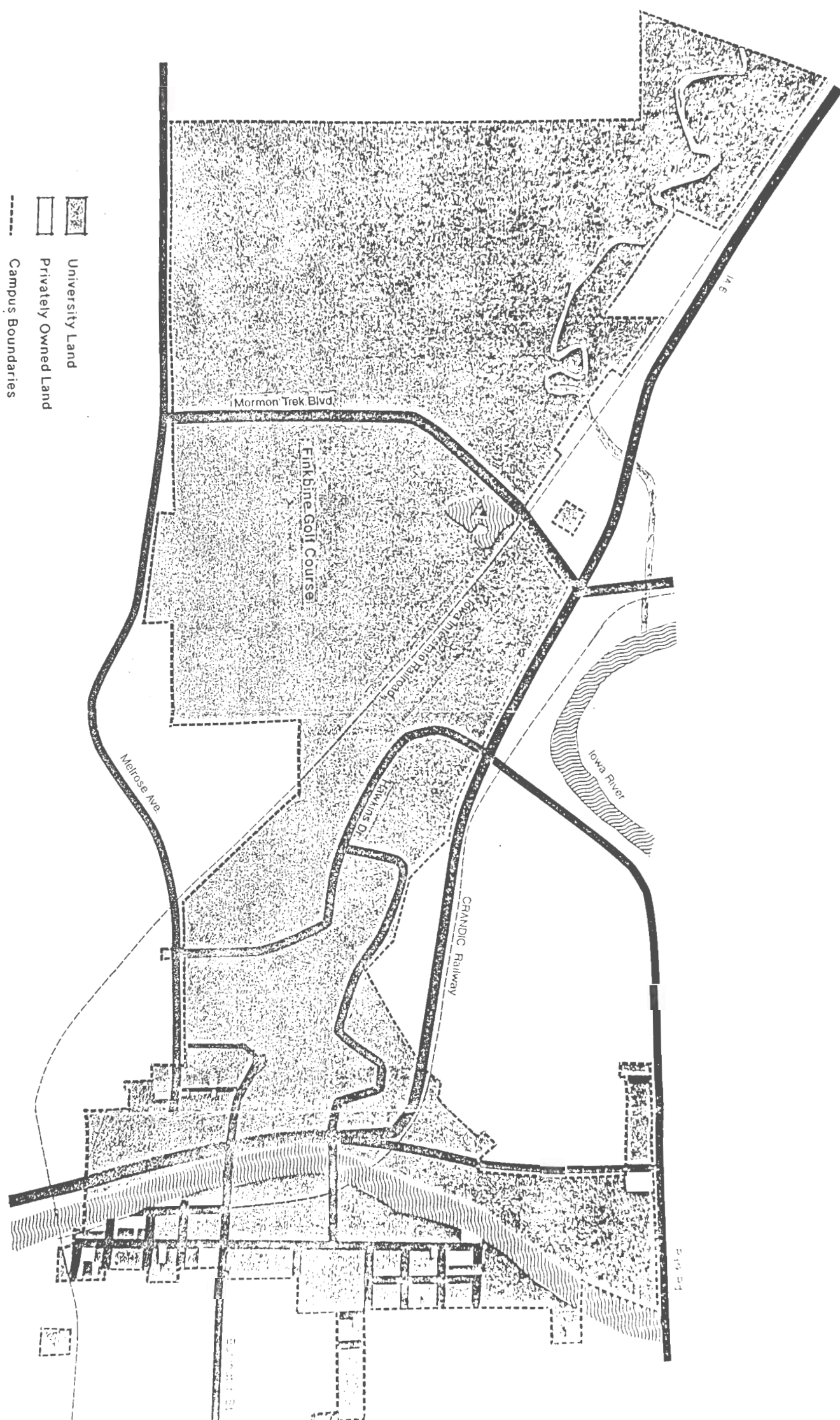


Figure E -- LAND OWNERSHIP

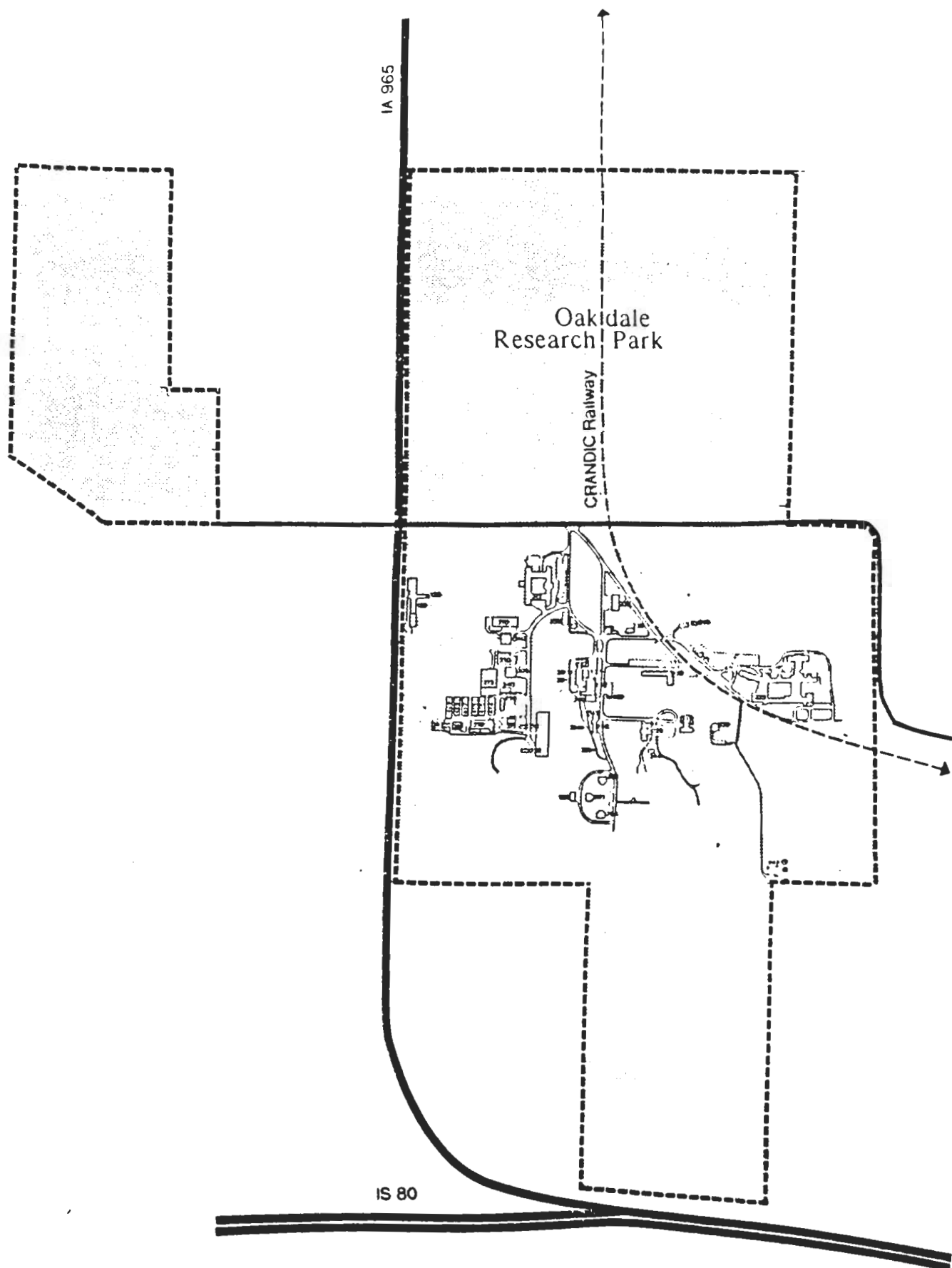
Map #4 is a more detailed map of the central campus. It shows what is regarded as the University boundary, land owned outside of the boundary, land within the boundary not owned by the University but to be acquired if it comes on the market and land owned by others and not within the acquisition plans of the University. This map has been shared with the State Board of Regents, most recently in 1984, and the State Executive Council. These bodies share a general understanding that the University will attempt to acquire land so designated with no other immediate purpose than the consolidation of ownership when it comes on the market and if the price is within allowable guidelines.





LAND OWNERSHIP - MAIN AND WEST CAMPUS





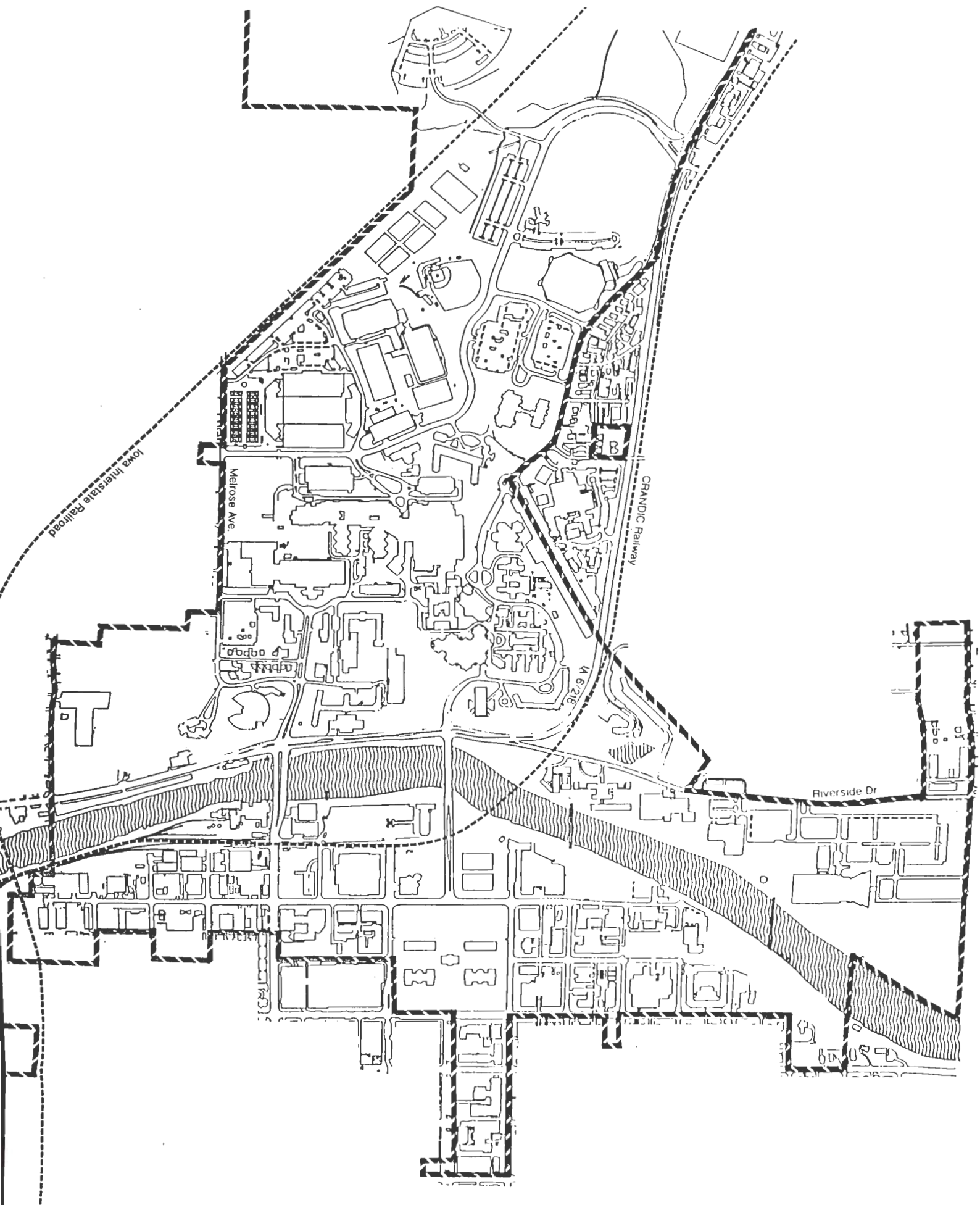
OAKDALE CAMPUS

THE UNIVERSITY OF IOWA

OAKDALE CAMPUS



Map #3



UNIVERSITY BOUNDARIES

THE UNIVERSITY OF IOWA

MAIN CAMPUS



NORTH

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## **V. A FRAMEWORK, NOT A PLAN**

The preceding historical references were discussed in an effort to illustrate the probability that even the best of plans with too much detail are going to be relegated to the shelf shortly after their preparation. This section of the report will discuss an alternative to the traditional campus plan -- the campus planning framework.

The concept of the framework is that there are certain elements of the built environment that are so fundamental to the workings of the campus that they must not be ignored when planning a specific project. Also it may be difficult, costly and time consuming to change them in any radical way, if they are subject to change at all. These elements of the existing environment include buildings, roads, parking facilities, utilities, natural features and historical considerations. Physical elements may or may not be owned by the University to be relevant to the plan. The planning framework acknowledges the existence of these elements, determines if they should continue as shapers of the environment in their present form or whether they should be changed. If change is required provisions to make that happen or at least to permit it to happen must be among the planning considerations.

Planning for specific projects must take into account the planning framework. Plans must accommodate to the realities of the existing environment, which is almost self evident, or, of perhaps greater importance and relevance, to the future plans for that environment. It may also be necessary to formulate plans and projects that have the specific objective of changing an element of the environment, for example, the relocation of a road. The planning framework will also include relevant predetermined constants that are to be incorporated into the planning of specific projects. The purpose of these constants is to provide continuity to the environment that might not otherwise be provided by buildings. These plan elements would include, but not be limited to, paving materials, sign systems, outdoor lighting, park benches, bicycle parking facilities and trash receptacles.

The existence of a well-thought-out planning framework will provide opportunities to appropriately site and plan projects so that they fit well with the campus environment, so long as any siting opportunities exist. Even then the plan should suggest the most appropriate way to create the opportunity to accommodate to existing situations and new requirements. These opportunities occur without having to have been pre-identified as specific needs and accommodation can occur without disrupting the general concepts of the campus plan. The plan, if used properly, will provide the flexibility necessary to respond to unanticipated and

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unpredictable requirements, and will not become obsolete because of the necessity to accommodate unplanned needs. If carefully observed, the framework will also provide insight into the need for radical changes in the direction of campus growth.

The planning framework contains a number of elements. A discussion of some of those elements follows.

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**A. CIRCULATION**

**1. ROADS, STREETS AND HIGHWAYS**

Of the major elements of a design framework, the roads, streets and highways comprising the vehicular circulation system within the campus may be the most important. This system may also be among those things that are the most difficult to change in any significant way. Depending on one's point of view, roads may be seen as good or bad. Roads provide access to campus buildings and to parking facilities, routes for busses, and passages through campus for community traffic. They also introduce noise and air pollution to the campus. Roads divide areas of the campus that would function better without them. In some areas they constitute a danger to pedestrians. Good or bad, they are a very strong determinant of campus form and organization and are not to be ignored.

It has been a major objective of campus planning for the past twenty years to limit the unnecessary intrusion of the automobile into the campus. This objective has been characterized as the "Pedestrian-oriented Campus". While some would prefer an automobile-free campus, it has been recognized for some time that this is an unreachable objective and that a more realistic objective is a campus where the automobile is given necessary but limited access. Where possible, that access is accommodated so as to interfere as little as possible with pedestrian movements.

For purposes of street planning the campus needs to be viewed as having two major components, one on each side of the Iowa River. While the objectives for both sides are essentially the same, there are fundamental differences in the existing situations and potentials on either side of the river.

The east side of the campus is characterized by streets laid out in a traditional grid pattern. Campus buildings have been laid out in response to this pattern. The City of Iowa City controls the use and planning of most east campus streets and several of the streets play an important role in the vehicular circulation system of the city. For example, Jefferson and Market Streets form a one-way pair system that serves a major east-west travel requirement and connects large areas of the community to the Iowa Avenue Bridge. Yet these streets also introduce significant levels of traffic into the campus that have no purpose here except to pass through. Opportunities for major



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alterations in traffic patterns on the east campus are limited, but not without some potential for change beneficial to the campus.

The existing circulation system on the west side of the river more nearly illustrates a system suitable for a large campus. It is characterized by a system of streets that form a loop road that serves large areas of the campus either at or near the perimeter of the campus area. Almost all major parking facilities are located adjacent to this loop. Cross-town traffic uses elements of the loop system but has little incentive to penetrate the campus itself. The same is true for the traffic that uses US Highway 6, the major highway penetration into Iowa City/Coralville. US 6, also identified as Riverside Drive, forms a portion of the loop system. The University controls the use and planning of most of the streets in the loop system as well as the campus streets intersecting the loop. The system contains several opportunities for change that will result in the reduction of vehicles in the core areas of the west campus and consolidation of pedestrian traffic.

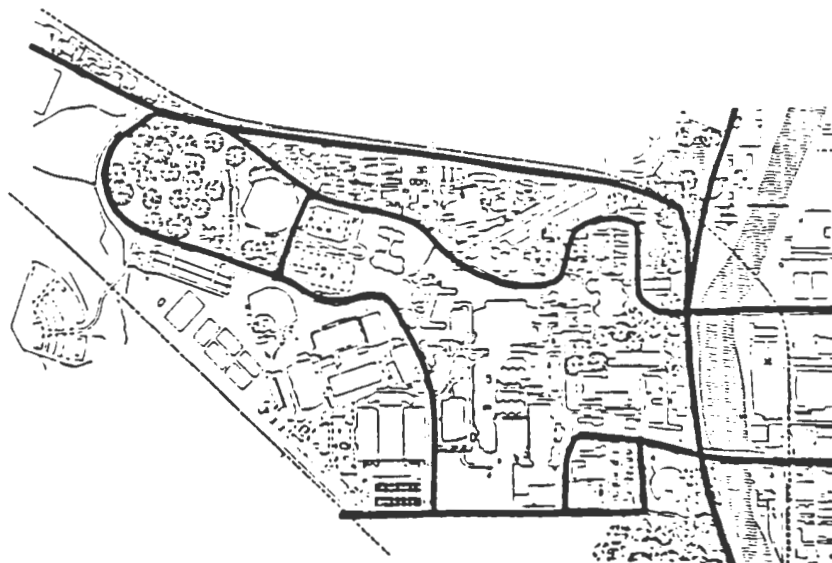
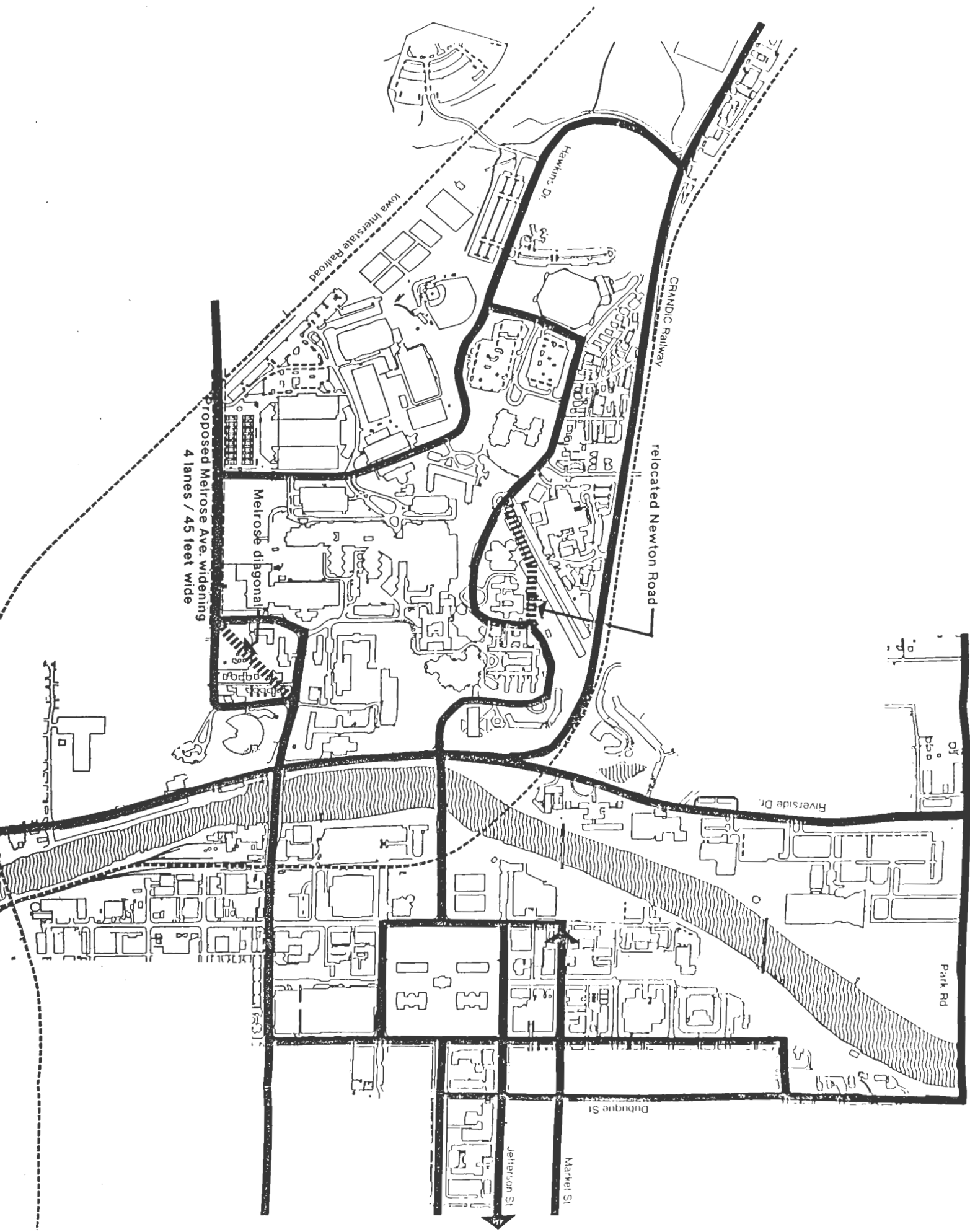


Figure F -- WEST CAMPUS "LOOP" ROAD SYSTEM



Map #5 shows the major roads, streets and highways currently existing on the campus.



# MAJOR ROADS

THE UNIVERSITY OF IOWA

MAIN CAMPUS



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2. PARKING

The University campus contains 10,241 parking spaces with another 390 presently under construction or being planned, for a total of 10,631. Of this total 1,833 spaces are contained in five structures and the balance are surface facilities. The existing facilities are allocated approximately as follows:

Students	1,915
Faculty/staff	5,800
Visitors	2,916
Total	10,631

At this time the number of parking spaces is regarded as marginally adequate even though there are continuous pressures to provide more parking. There are no immediate plans to add to the present number of parking spaces, but there will be requirements to relocate some parking spaces. Many surface parking facilities are located on potential building sites and some are in inappropriate locations. When these sites are needed for construction or other purposes, alternate locations must be identified for replacement parking facilities.

The pedestrian-oriented campus concept suggests that parking facilities be located on the periphery of the campus so that cars will not have to intrude to the core of the campus. (There are allowed exceptions to this principle when parking must be provided in connection with certain types of facilities, such as the hospitals.) With several notable exceptions most parking facilities are well located in this regard.



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These exceptions include: the large parking lot west of the library (this lot is also an inappropriate use of the river bank -- the land should be used for green space and possibly a building site), and the parking lot to the north of Quadrangle Residence Hall. The removal of parking from these areas will require replacement parking.

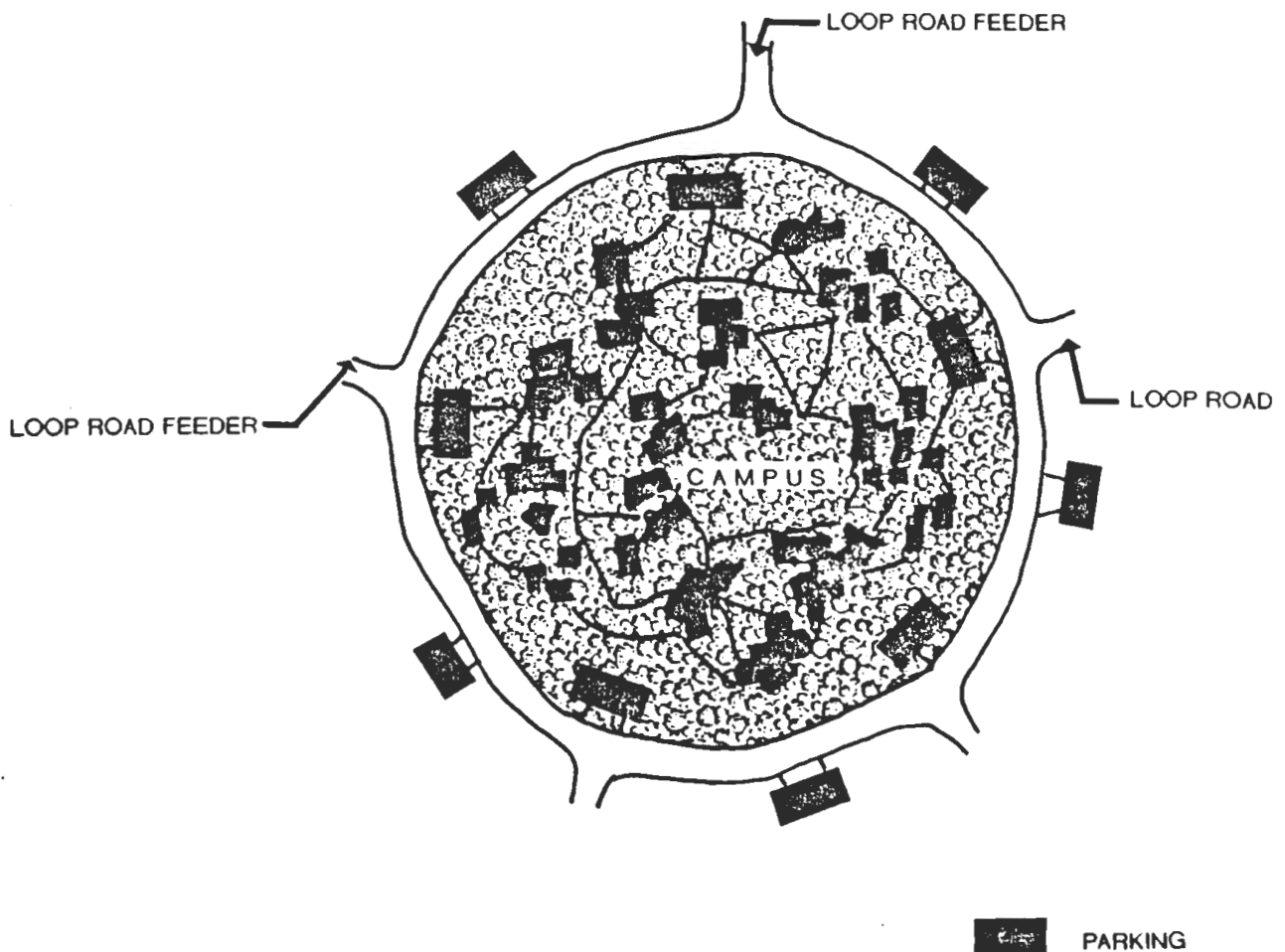


Figure G -- "IDEAL" VEHICLE CIRCULATION AND  
PARKING FOR PEDESTRIAN-ORIENTED CAMPUS

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In some instances replacement parking can be incorporated in the building which is preempting surface parking. This should occur only if the project location is appropriate with regard to parking location criteria. Such parking is expensive relative to conventional structure parking. The initial cost of structured parking is 5 or 6 times the cost of surface parking and its maintenance is double that of surface parking. In other instances it will be necessary to allocate additional land permanently as parking space and for the construction of parking structures. It is no longer feasible to plan that any significant quantities of new or replacement parking spaces can be accommodated on surface facilities located on the main campus. One facility that has been considered is a large structure south of Burlington Street west of Madison Street. This and other long-range considerations will be discussed in the functional areas portion of this report.

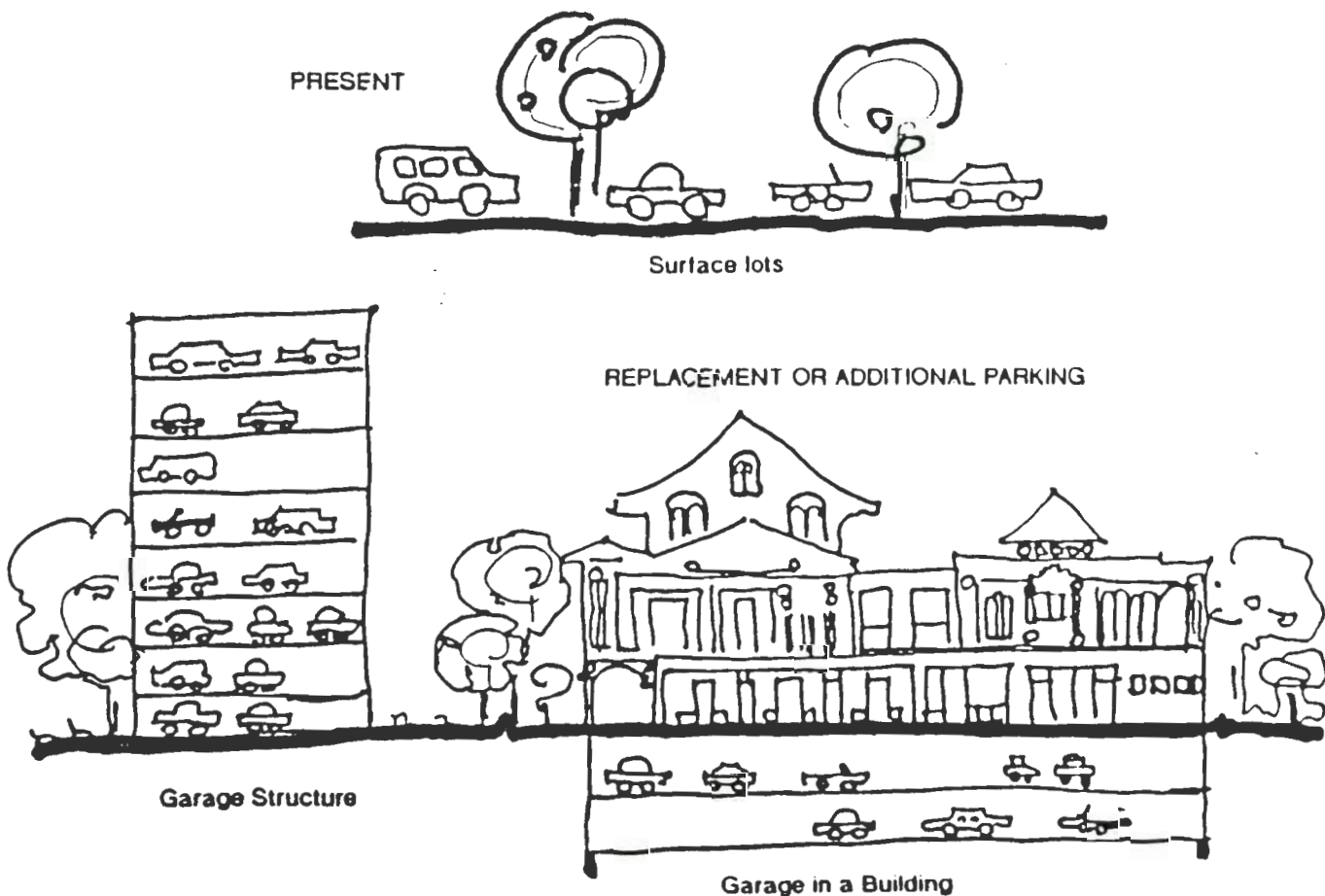
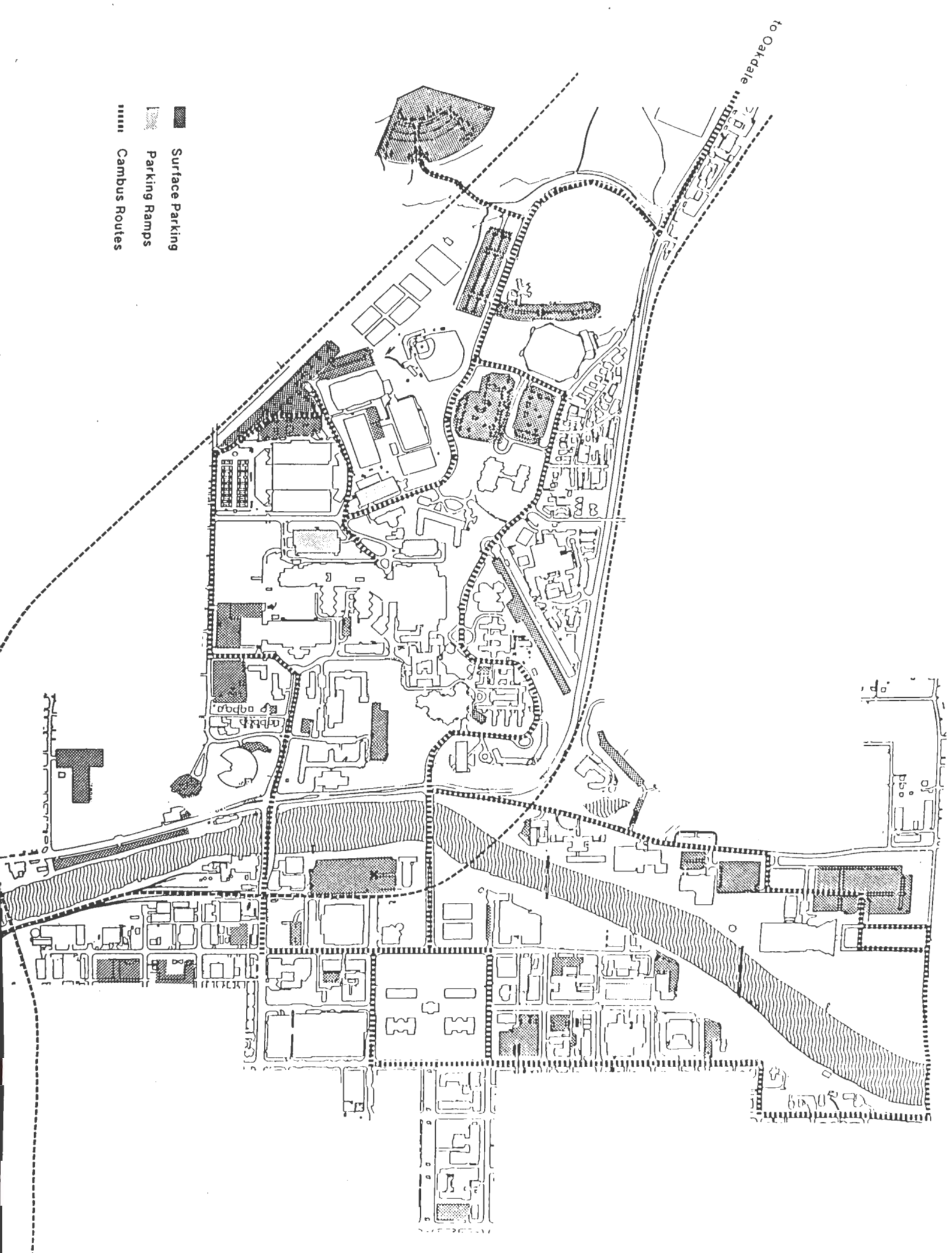


Figure H -- PARKING

**\*\*\* DRAFT \*\*\*****3. CAMBUS SYSTEM**

The University campus bus system, Cambus, is an integral part of the University transportation system. It functionally and perceptually unifies the University by interconnecting its various parts. It provides intercampus transportation for students, faculty, staff and general public, for the trips that are longer than 10 minutes walking distance. The system reduces the number of cars required on campus by connecting the campus with remote parking facilities. Routes serve the central campus area as well as Oakdale campus, Mayflower and Hawkeye Court student family housing areas. It also provides services from peripheral campus facilities to the main campus.

Map #6 shows the location of parking areas and the Cambus route system.



# CAMBUS SYSTEM AND PARKING

THE UNIVERSITY OF IOWA

MAIN CAMPUS





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**B. GREEN SPACE**

A major component of the framework, and perhaps the most important, at least in terms of its impact on the appearance and perception of the campus, is the green space system. It is comprised of campus lawns, play fields, natural features and pedestrian malls. Green spaces provide settings for buildings, places for relaxation, conversation, study and contemplation, physical activity and opportunities to get close to the natural environment. They are not always regarded as necessary and as such are frequent targets for alternative development, particularly on an incremental basis. The campus planning framework must identify appropriate amounts of green space, in appropriate locations and serve as an instrument to insure that the long-range needs of the campus for these amenities are not sacrificed to short-range considerations or other competing needs.

The Pentacrest is without a doubt the most notable green space on the campus. In addition to its historical importance, it serves as the intellectual, spiritual and physical center of the campus. From a planning perspective the Pentacrest is seen as complete with its present five buildings. A master plan to govern the development of site amenities and landscaping is under preparation.

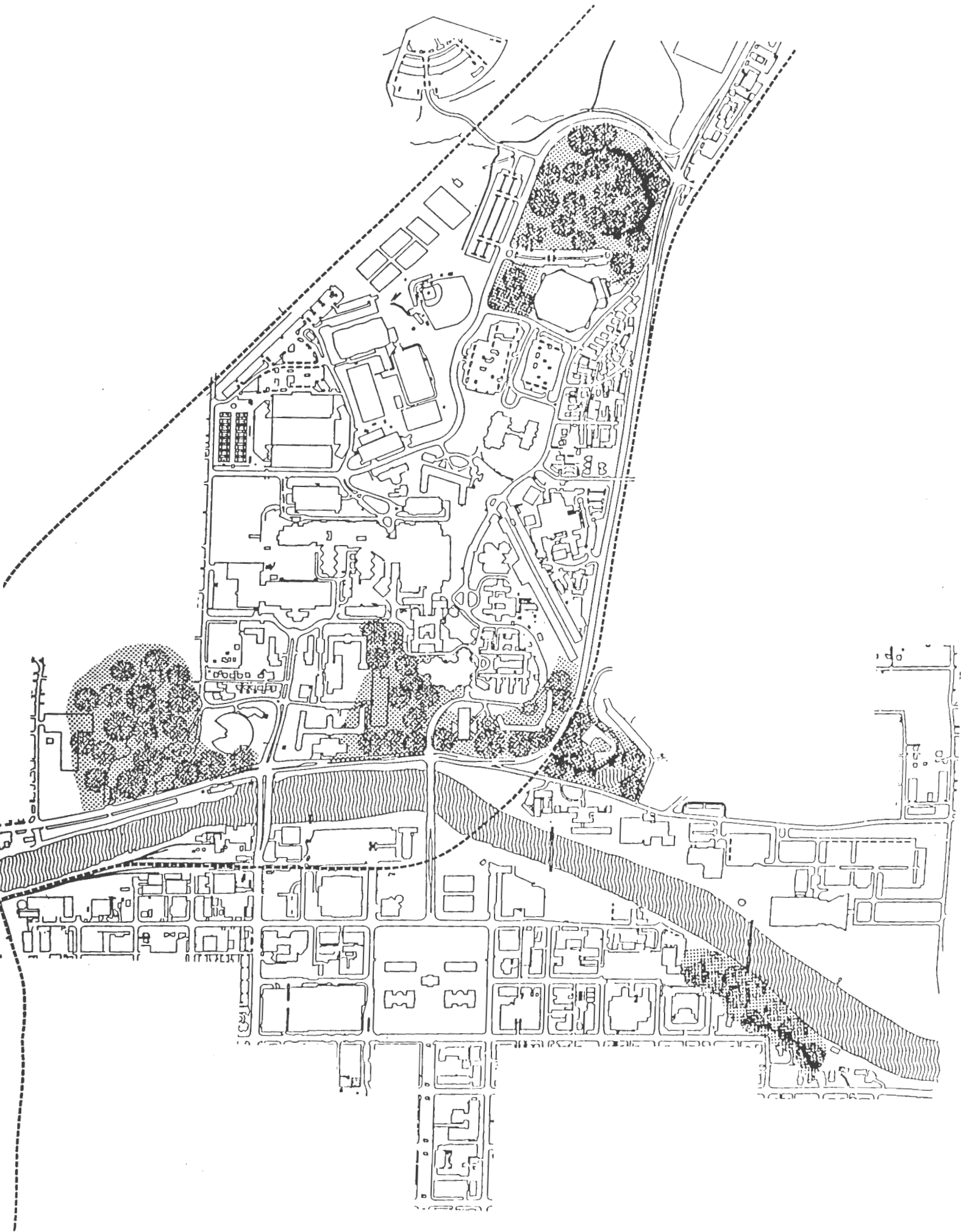
The campus is adorned with a significant natural feature, the Iowa River, which divides the main campus into the east side and the west side campuses. The banks of the river provide natural opportunities for green lawns and pedestrian paths. The river is an amenity that cannot be duplicated. It provides a natural organizing feature and focus for the campus green space system. The river must be protected and the beauty of the banks enhanced whenever an opportunity arises. The campus contains a number of other natural features that relate to the Iowa River and enhance the presence of green space. They include the exposed limestone and tree covered bluffs below the President's Residence on 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. Two heavily-wooded ravines extend westward from the river valley floor. The northern-most ravine, occasionally referred to as the "Quad Ravine", serves as a natural pedestrian path from the east side of the campus to the west along the Iowa Avenue bridge axis. The second ravine is not as functionally important as the first, but it holds equal potential as the campus grows if it is protected. It is located just to the south of the Boyd Law Building.

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An additional area of great natural beauty is the hill top just to the west of the Carver-Hawkeye Arena. This approximately-50-acre site contains virgin stands of mature oak and hickory trees. It stands just above the Hawkins Drive entrance to the University, and with the exception of the earlier-mentioned ravine south of Boyd Law Building, constitutes the only sizeable wooded environment on the central campus. It merits protection and preservation. See Map #7 for the location and extent of the natural features and Map #8 for location of green spaces on the central campus.

The central areas of the campus are nearly devoid of green space dedicated to field sports and activity. Outdoor play areas are limited to the field south of the Iowa Memorial Union and the field south of the hospital. Both of these fields are seen as potential building sites. Other fields in less danger of alternative development are located to the west of the Recreation Building and on lower Old Finkbine Field. Outdoor facilities limited to use by Intercollegiate Athletics are located in the vicinity of the Recreation Building and on lower Old Finkbine as well. The University has a serious shortage of outdoor field activity spaces located within walking distance of the main campus, and present plans do not include relief for this situation. See Map #9 for the location of field activity areas.

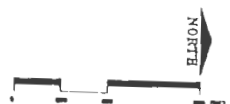
Pedestrian malls have been seen as an alternative to open green spaces in urban environment. At least five opportunities have been identified as locations for future pedestrian malls. They include the North Capitol Street Mall, the Health Sciences Mall, the Library/Communication Studies Building Mall, the Grand Avenue Mall and the College Street Mall. The plans for these pedestrian facilities are discussed more fully in the portion of this planning report discussing functional areas of the campus.



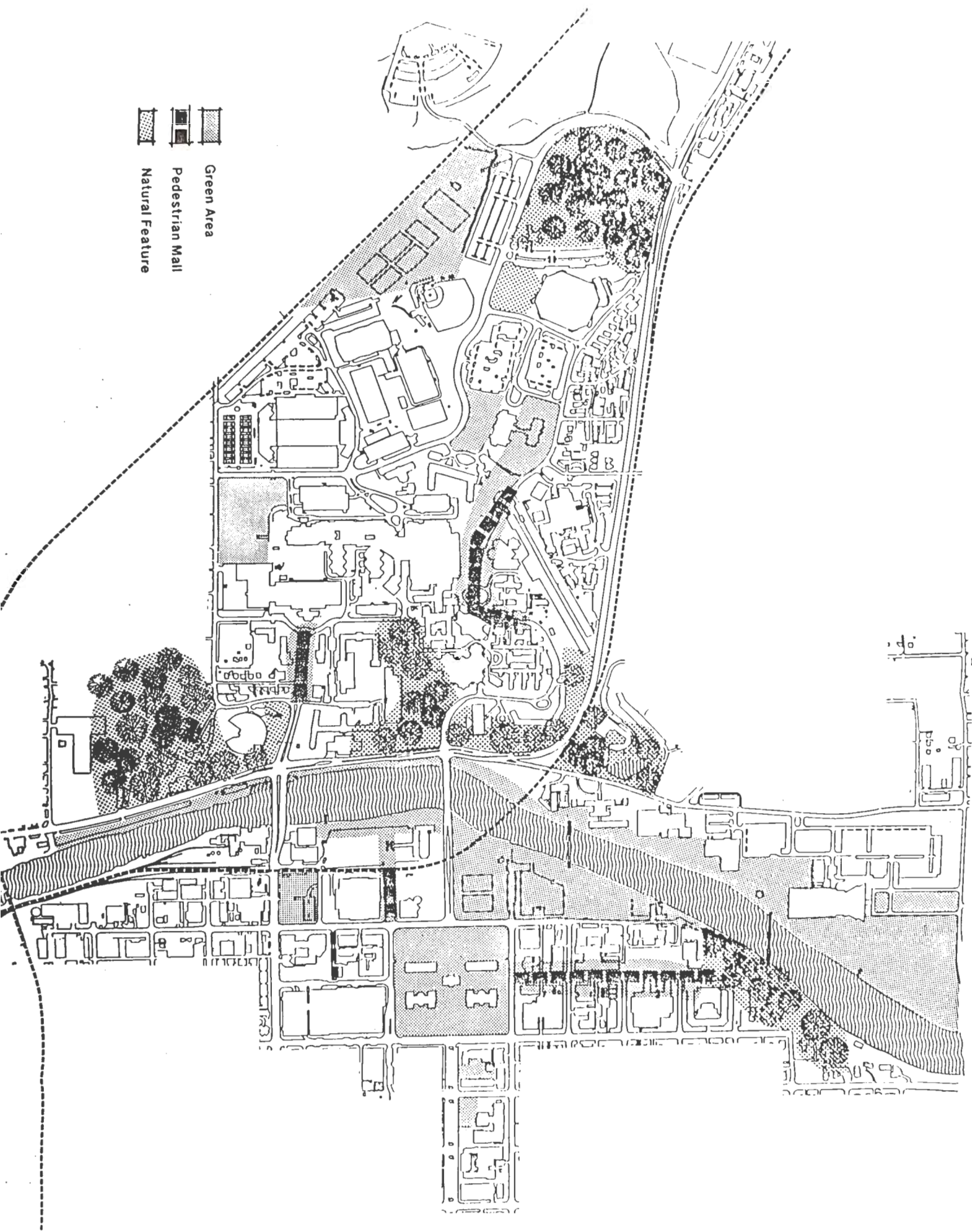
NATURAL FEATURES

THE UNIVERSITY OF IOWA

MAIN CAMPUS







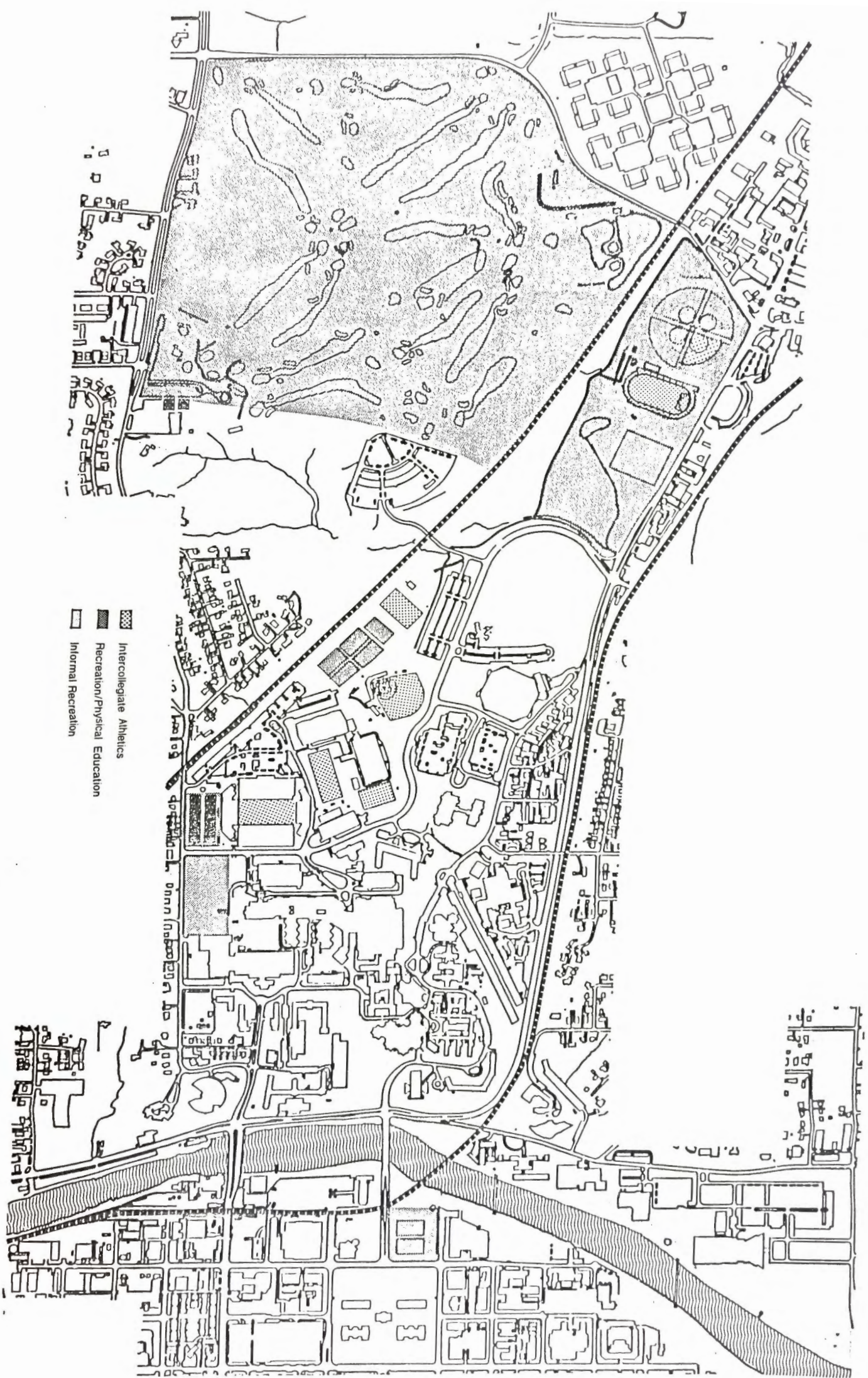
# GREEN SPACE

THE UNIVERSITY OF IOWA

MAIN CAMPUS







# FIELD ACTIVITIES AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS



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### C. FUNCTIONAL AREAS

In order to facilitate specific project planning, the campus is broken down into seven comprehensible pieces, identified as functional areas. The areas have been defined according to functional and programmatic interdependencies, adjacency and compatibility. The seven areas are:

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

Map #10 shows the composition of these areas. Indicated also are both the present floor area ratios and the recommendations published in 1978 in the "Lindberg Report" (presented in the brackets). Floor area ratio (FAR) is a measure of development intensity derived by dividing total gross building area within a defined area by total land area. Recommended FAR for the main campus is 0.75.

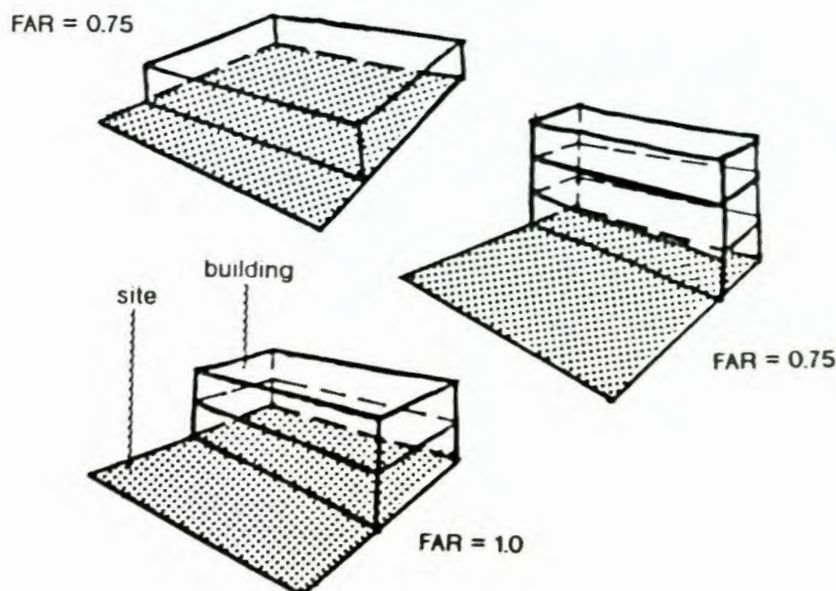
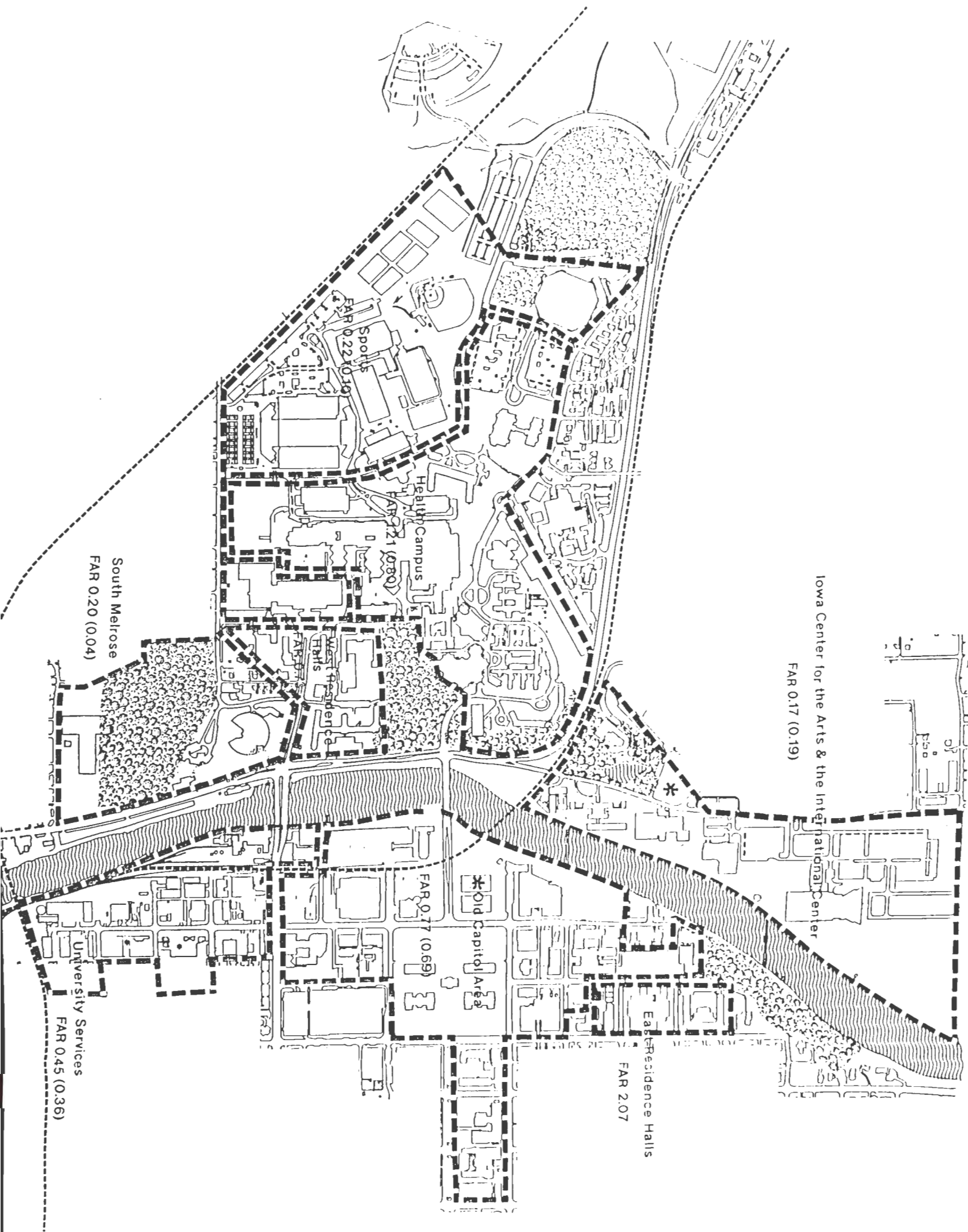


Figure J -- FLOOR AREA RATIOS



# FUNCTIONAL AREAS

THE UNIVERSITY OF IOWA

MAIN CAMPUS



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The **Lindberg Report** contains the following guidelines concerning functional areas:

- 1) Functional areas are to group land uses in terms of functional interdependencies, adjacency and compatibility.
- 2) Overlap among functional areas is permitted.
- 3) Desirable and maximal building coverage ratios and floor area ratios are defined for each area.
- 4) Entire functional areas are to be considered in the architectural design of buildings.
5. Each functional area is to contain appropriately integrated green/open space.
6. Within each functional area, some space for future expansion should be identified and reserved. This space may be used temporarily for surface parking or for green space.

As mentioned earlier, circulation, green spaces, building sites, parking and utilities are the elements that coexist and function in relation to each other shaping the campus environment. Prior to implementing a new facility on campus, a careful evaluation of the impact that it will have on each of these elements is required. Only after an evaluation shows that they will continue to function in an harmonious way should implementation be recommended.

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1. OLD CAPITOL AREA

The Old Capitol Area includes the majority of academic functions located on the east side of the Iowa River. It contains most Liberal Arts programs as well as the colleges of Business Administration, Education and Engineering. It is also the location of the central administration and primary academic support facilities (Main Library, Student Union, Computer Center). This area is bordered by the Iowa River, the east side residence halls, community residential and commercial land uses and Burlington Street. The Pentacrest is the most notable component of the east campus and the only large vehicle-free area east of the river. In addition to its distinctive physical and architectural character the Pentacrest also serves as the intellectual and spiritual core of the University. It is on the National Register of Historic Places and the Old Capitol is designated as a National Historic Landmark.

**Land Use** The present plan of the Pentacrest is considered to be complete and no additional structures will be built on its grounds. Building sites and space assignments in buildings near the center of the Old Capitol area should be limited to activities having a strong functional need to be near the center of campus: programs with significant undergraduate teaching responsibilities and the attendant need for access to general assignment classrooms, and the main library and extensive interrelationships with other programs located in the area. Conversely, programs with significant space needs but low number of personnel should not be located in the center of the campus. Building sites in the immediate vicinity of the Library should be used for programs with need for convenient access to the library and programs without departmental or collegiate libraries. Available sites adjacent to or near programs likely to need more space should be reserved for those programs if practical. Specific remaining building sites will be discussed under other sections of this report.

**Green Space** The major green spaces other than building lawns in the Old Capitol Area are the Iowa River Bank, the Pentacrest, the play field south of the Iowa Memorial Union, the area around the Communication Studies Building and, potentially, the area south of the Library. The area contains a number of opportunities for the expansion of green space. These are discussed in connection with the planning objectives for the area.



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A number of smaller green spaces exist and there is potential for more. In the absence of many opportunities for larger green areas, maximum advantage needs to be taken of these smaller opportunities and those that exist need to be protected, as for example, the small park in front of the Biology Annex.

**Pedestrian Circulation** Because of the existing grid street system, the opportunities for pedestrian movement uninterrupted by vehicle traffic, are almost nonexistent in this area of the campus except on the Pentacrest and along the east river bank. This situation, too, can be improved with the expansion of green space and will be discussed within planning objectives.

**Vehicle Circulation** Vehicular circulation in this area of campus is characterized by a system of public streets organized in a grid. A number of the streets serve community traffic functions, some of them arterial, and it is not regarded as possible or practical to close them. With the exception of several streets the University intends to close and several others which will be proposed for closure, it is not anticipated that there will be any major alterations in the vehicle circulation patterns in the foreseeable future, since most of the streets belong to the City of Iowa City.

Two University streets are proposed for eventual closure. They are Washington Street west of Madison Street and the remainder of College Street between Capitol Street and Madison Street.

City streets proposed for closure or alteration include North Capitol Street, with the exception of intersections, north from Jefferson Street to Davenport Street, and Davenport and Bloomington Streets between North Capitol and Clinton Streets.

The reasons for closing these streets is discussed along with the following proposals to create pedestrian malls in these areas.

**Non-conforming land uses** With the exception of some parking, nonconforming land use does not constitute a significant problem in this area of campus. The parking located west of the Library along the river, the small amount of parking located south of the Library, and the parking south of the Engineering Building are the major parking variances. Long-range plans address all of these situations. The small parking lot in the northeast corner of the intersection of North Capitol

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Street and Market Street will become nonconforming with the construction of the North Capitol Street Mall.

Land south of the Engineering Building houses the Security Department and a small parking lot. The presence of the Security Department brings vehicles into the area that could otherwise be a pedestrian area or building site.

Central administration and some general support units in the center of campus, and most specifically in Jessup Hall, could be moved to create space for the academic purposes of the institution. Relocation of the central administration would almost certainly require the construction of a new building. However, no such building is in the long-range capital plans for the University and there are no other plans which contemplate the relocation of some or all of these functions.

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Planning Objectives

Green Space, Pedestrian Malls and Site Development

**Site Lines** The vistas to and from Old Capitol along the axes of Capitol Street and Iowa Avenue are not to be blocked by construction.

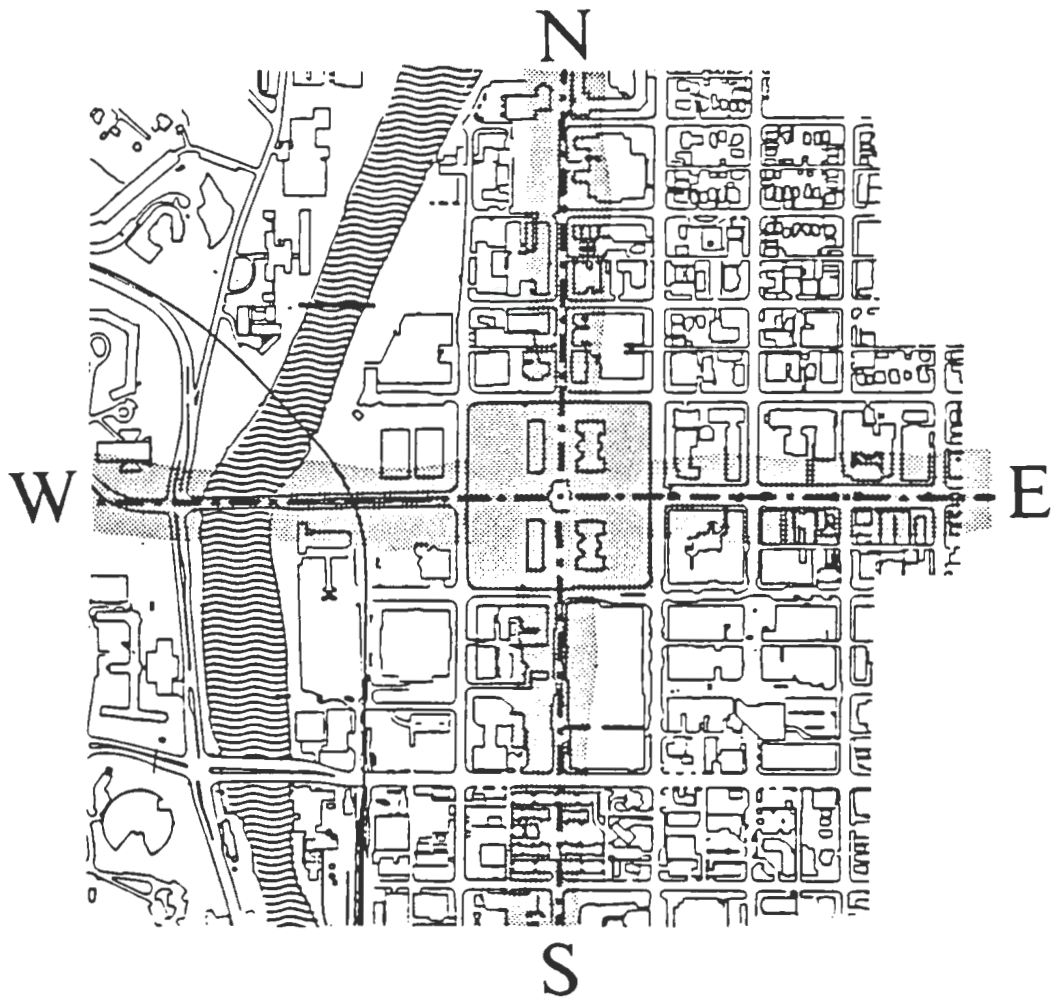


Figure K -- MAINTAIN OLD CAPITOL VISTAS  
- COMPASS POINTS

**The Pentacrest** A master plan for the site development of the Pentacrest has been developed. That plan is presently being refined at the design development level of planning.



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**The North Capitol Street Mall** A major opportunity exists to consolidate a large area of campus into a pedestrian-oriented area just to the north of the Pentacrest along North Capitol Street. While it will not be possible to close the intersections of North Capitol with Jefferson and Market Streets, it will otherwise be possible to construct a four-block-long mall within the built area of the campus that will connect with the Pentacrest on the south end and the Iowa River to the north. The existence of the four large residence halls which will border the east edge of the mall was an important element in envisioning this pedestrian area. Construction of the mall will require the concurrence of Iowa City.

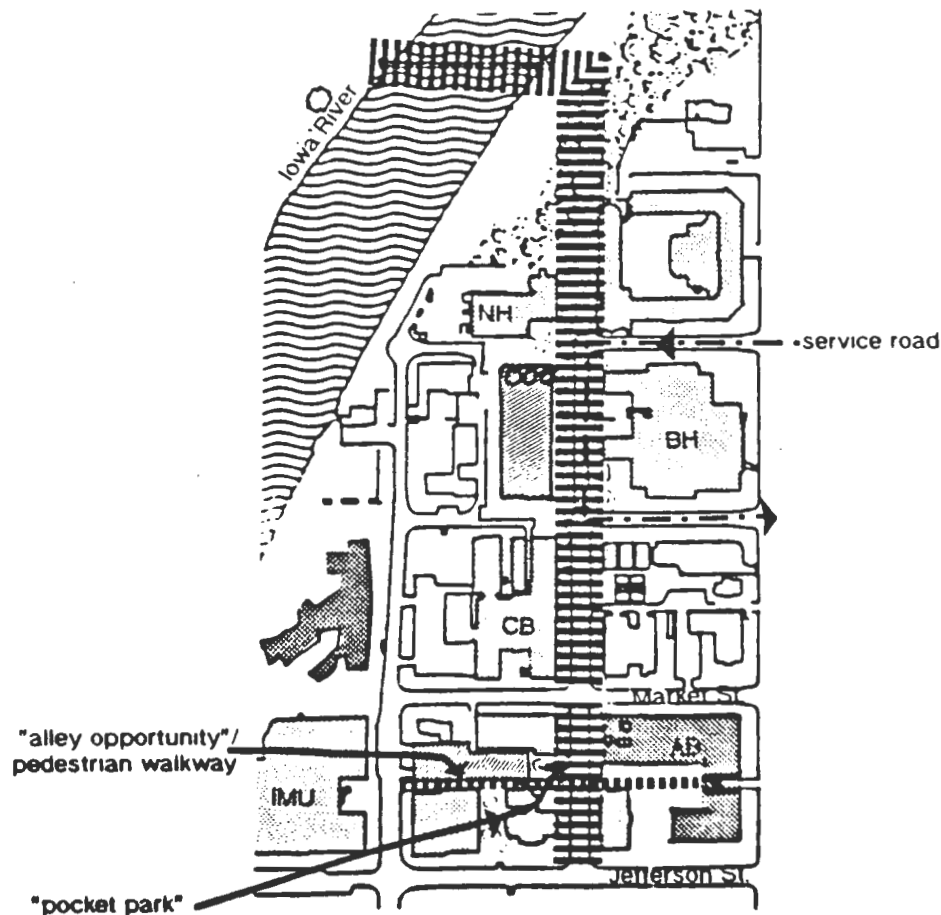


Figure L -- NORTH CAPITOL STREET MALL



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Service to Stanley and Burge residence halls will require continued access from Capitol Street. It is planned that this will be accomplished with the construction of a one-way, limited-purpose drive on the three sides of Burge away from Clinton Street. The drive will be designed for use by the large number of vehicles which must be accommodated when residents are moving into and out of the building several times a year. Service to other buildings along the street can be provided from other streets. For the mall to be as complete as possible in the block between Jefferson and Market Streets it will be necessary to close the upper entrance to the IMU parking ramp. This issue needs careful study in connection with planning for the mall.

An unused alley just south of the IMU Parking Ramp presents an opportunity for an intimate pedestrian connection between the North Capitol Street Mall and the Iowa Memorial Union. This alley lines up with the projected court yard entrance to the planned Academic Building to house the Business College and is adjacent to a pocket park between Calvin and Halsey Halls.

**Washington Street Mall** With the recent construction of the street to the south of the Library, it became possible to close Washington Street north of the Library. Planning for the site development of the Communication Studies Building included planning for the construction of a pedestrian mall on the Washington Street right of way west of the intersection with Madison Street, a University street. The detailed planning for this pedestrian area can begin at any time. Consideration needs to be given to the extent of this mall. Ultimately, it should continue to the river, but that cannot happen until all or some of the parking is removed from the lot to the west. It is also possible to consider for inclusion in the area the lawn to the west of the Communication Studies Building. This area is large enough to be considered, alternatively, as a building site. Construction of the mall needs to include the provision of access for the mobility impaired to the north entrance of the Library.

**Library South Lawn** Preliminary plans have been prepared for the improvement of the lawn to the south of the Library. The plans include lawns, sidewalks, plantings, and perhaps a water feature, such as a small pond or a fountain. This site has great potential to better serve as an entrance to the University as viewed by persons in vehicles coming from the south and west. A small amount of parking will have to be removed from the site. This site too, is a potential building site.

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**Iowa River Banks** Planning needs to continue to be sensitive to the importance of the Iowa River banks on both sides of the river. The continuity of walkways now in place needs to be maintained and filled in where gaps exist.

**College Street Mall** Preliminary plans have been prepared to convert the block of College Street between Madison and South Capitol Streets into a pedestrian mall. A mall in this location will connect the plaza to the south of the Library with the downtown College Street Mall. Implementation has been delayed due to uncertainty about when an addition to the Engineering Building might be constructed on the site adjacent to the mall and the continued presence of the Security Building and nearby parking that are dependent on the short segment of College Street still in place. This is a University street.

**Building Sites** There are a limited number of building sites available for new construction in the Old Capitol Area functional area. Based on recommended floor area ratios these sites are capable of accommodating approximately 600,000 GSF of space. This compares with an inventory of approximately 3,380,000 GSF including presently planned construction. Thus, it will be possible to expand the existing and planned inventory of space by approximately 18% with the full utilization of the discussed sites. The sites are:

*Corner of Capitol and Market.* A one quarter block area now used for parking. This site might be expandable by slightly less than one-quarter block by using the area to the north now occupied by basketball and volleyball courts.

*Corner of Dubuque and Iowa Avenue.* A slightly larger than one-quarter block area next to Van Allen Hall. This site might be usable for additional space for Biology just west across the street. This site is now used for green space and it functions well in that capacity. For that reason it should be used for a building site only for a building that needs to be adjacent to surrounding buildings.

*One-half block along Gilbert Street* between Iowa and Jefferson Street. This area is now occupied by the Old Music Building and a surface parking lot. All or part of the site could be used for construction of an academic or service building or a parking structure.

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*One-quarter block south of the Engineering Building.* This site is presently used for parking and the Security Building. It is reserved for construction of an addition to the Engineering Building.

*One square block plus south of the Iowa Memorial Union.* This is perhaps the most ideal sizeable building site remaining on the east campus. It should be used only with great care keeping in mind the general guidelines that should govern the allocation of central campus building sites. The site is presently green space used for field sports. Use of this site as green space would appear to be a legitimate long-term objective as well. If developed, plans must allow for the preservation of Pentacrest view opportunities from Iowa Avenue such as were preserved with the siting of the Communication Studies Building.

*One-half block area to the west of Communication Studies Building.* This site was produced by the razing of the Old Armory, which was replaced by the Communication Studies Building. The older building could not be torn down until the replacement facility was constructed which somewhat explains the siting of CSB. The site has been intended as a building site but it qualifies equally well as a green space, perhaps to be developed in conjunction with the Washington Street Mall.

*The large site adjacent to the river south of the English-Philosophy Building.* This site is now occupied by a nonconforming parking lot. It is an ideal site for a large building or two smaller buildings. It should be used for programs having a need for convenient access to the Library and academic programs housed in the English-Philosophy Building. The site must be developed with appropriate attention to the river with generous provisions for green space.

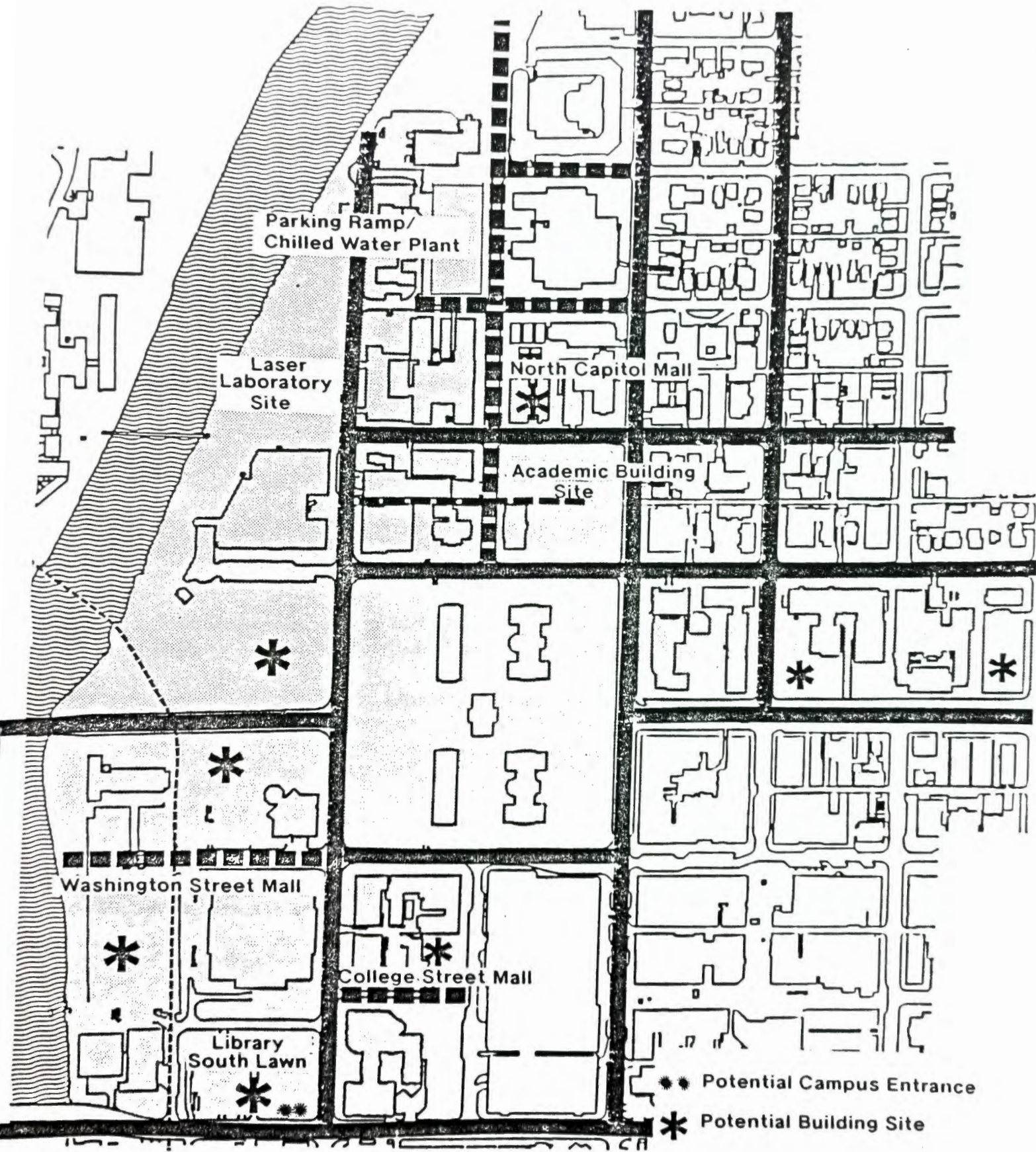
*The one block area south of the Library.* This block is seen as being reserved for the expansion of central library facilities if that requirement develops in the future. In the meantime, it is to be developed as green space. The parking on the site is a nonconforming use. The electrical substation located on the site is slated for removal upon completion of the new east side high voltage electric distribution system.

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**Existing Space** The construction of the Academic Building will result in the vacation of Phillips Hall and portions of Seashore Hall. The phasing out of the Home Economics department will result in the vacation of sizeable amounts of very centrally located space in Macbride Hall. Particular care must be exercised in the reassignment of Phillips Hall and Macbride Hall to insure that the newly-assigned uses need the very central campus locations occupied by these buildings.

See Map #11 for a graphic presentation of the Old Capitol area.





# OLD CAPITOL FUNCTIONAL AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS



Map #11

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## 2. HEALTH CENTER CAMPUS

The Health Center Campus is the location for all on-campus, health-related teaching, research and service. The Colleges of Medicine, Dentistry, Nursing and Pharmacy and the University of Iowa Hospitals and Clinics (UIHC), the Psychiatric Hospital, the University School and the Wendell Johnson Speech and Hearing Center are located within this area. For purposes of long-range planning, the two main functions carried out on this campus have been referred to as "health academic" and "health service", with the three hospitals and their associate clinics comprising the latter functional category.

**Land Use** The extensive growth of the UIHC since the early 1970s required that land be designated for this growth and conversely, reserved for growth of health academic functions. The land designated for UIHC growth can be described as the area anchored at the north by Boyd Tower and extending southward to Melrose Avenue. For the most part, it has been bounded on the west by Hawkins Drive and on the east by the eastern-most extensions of the general hospital. Figure M is a graphic representation of these land use designations taken from the 1975 "University Hospitals Design Framework", prepared by Hodne-Stageberg Partners, Inc. In 1986 the Campus Planning Committee supported UIHC's use of land just west of the Pharmacy Building for the construction of a receiving and material distribution center. This land had been designated in previous planning efforts as being reserved for Pharmacy expansion. It was determined that the receiving and material distribution center could be constructed in this area and still leave room for expansion of the Pharmacy Building.

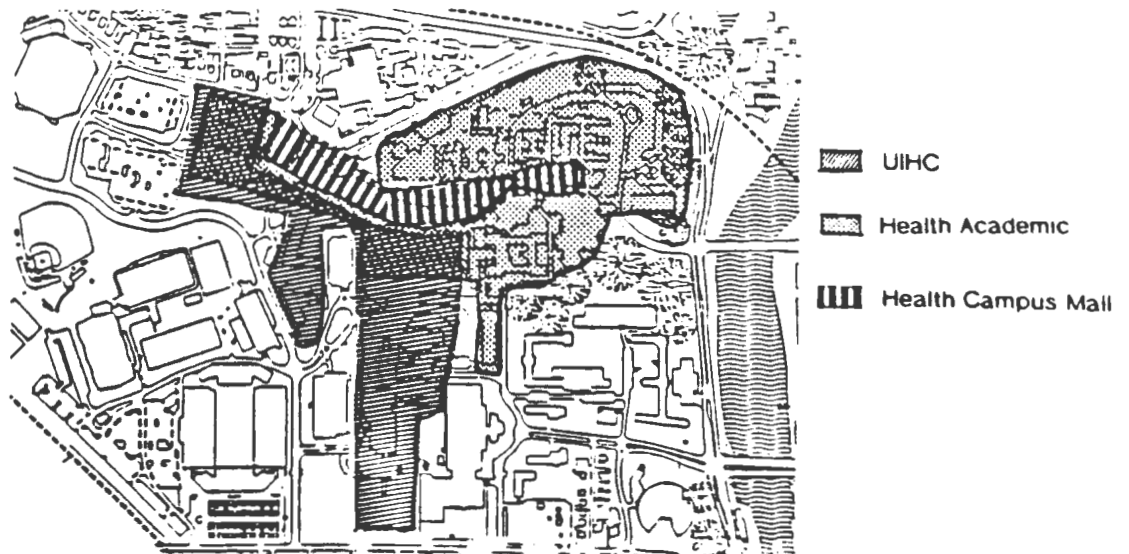


Figure M -- LAND USE HEALTH ACADEMIC HEALTH CARE, Hodne 1975





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The area just to the north of Melrose Avenue is designated for UIHC replacement facilities. High priority uses of this space by the UIHC include replacement of its only two remaining clinical departments not housed in modern quarters, namely, the Departments of Ophthalmology and Otolaryngology.

Additionally, UIHC has other unmet needs including housing units for pediatric bone marrow patients, an adult housing unit for cancer, organ transplant, other long term patients and families, a minimal care/motel-type unit and a day care center. It should be noted that long-range plans do not include provision for replacement of the physical education facility now located on this land.

As mentioned above, there is land reserved for the construction of an addition to the Pharmacy Building in the area just to the southwest of the Pharmacy Building.

The health academic sector is comprised primarily of a question-mark shaped area of land anchored on the south by the Pharmacy Building and extending northeast and then west to the Hardin Library for Health Sciences. This area includes the Psychiatric Hospital. Patient care activities now housed in this facility will be relocated to the Pappajohn Pavilion when it is completed. Remaining activities in the building will be under the aegis of the College of Medicine.

### **Planning Objectives**

#### **Health academic function growth space.**

With the exception of the previously-mentioned provisions for UIHC and Pharmacy growth there are no obvious remaining building sites on the Health Center Campus yet there are clearly needs at this time for new facilities for health academic activity.

Earlier planning has assumed that required growth space would be made available by the replacement of the Steindler Building and the Psychiatric Hospital with buildings that make more efficient use of the land.

Earlier planning also projected the desirability of a pedestrian mall located generally on the path of Newton Road where it passes through the Health Center Campus. Under this plan Newton Road would be relocated to the north of the Hardin

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Library for Health Sciences and the Psychiatric Hospital where it would reconnect with existing Newton Road. This plan would require the removal of parking in the lot between the Hardin Library and the Veteran's Administration Hospital. The high demand for parking on this part of campus will require the replacement of the lost parking.

Preliminary planning has indicated the feasibility of accomplishing this multiple task objective if the northern-most portion of the Psychiatric Hospital is demolished. This will permit relocation of Newton Road and leave space for a replacement parking facility and room for upwards of 300,000 GSF of building. Relocation of Newton Road will permit construction of the pedestrian mall. This plan will permit retention of the older front portion of Psychiatric Hospital. The retention of this building will convey a sense of historical perspective and human scale to this area of the campus and provide usable space for the programs of the College of Medicine.

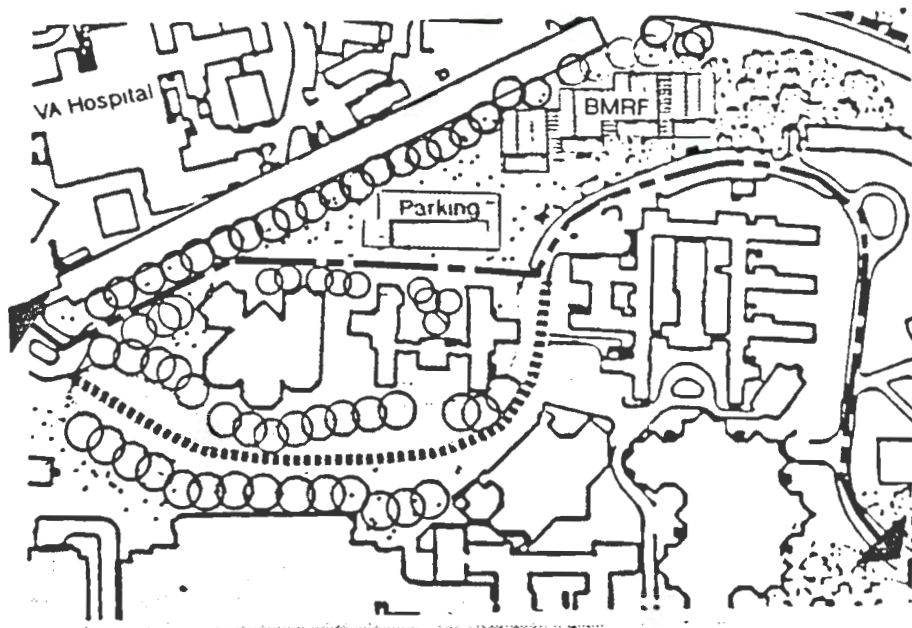


Figure N -- HEALTH SCIENCE MALL,  
NEW ROAD, PARKING & BUILDINGS



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This plan will leave open for the future the option of demolishing all or part of Steindler Building to make way for additional construction that makes better use of the land should that need develop.

Pedestrian Circulation

The recent addition to the Field House contains a public walkway between the new building and the Field House. If there is future expansion of the hospital south of the existing footprint it should contain provisions for east-west circulation of pedestrians at or near the point where it joins with the existing hospital.

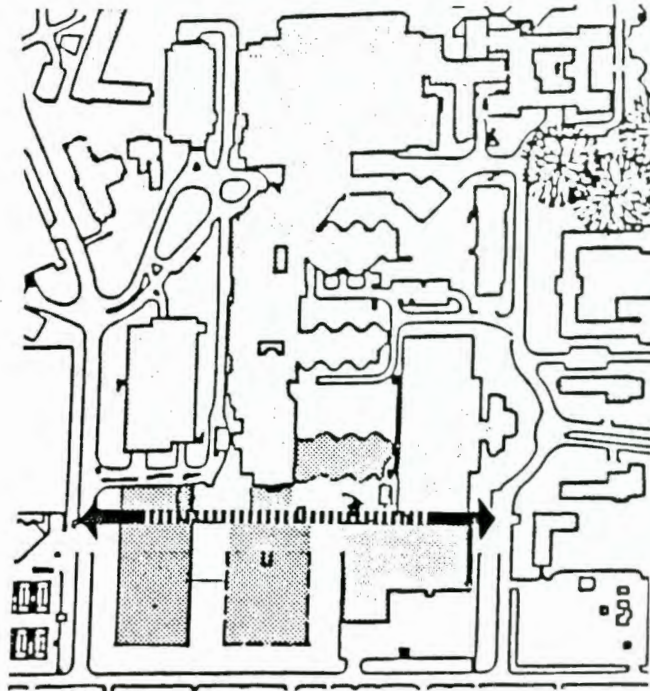


Figure P -- MAINTAIN PEDESTRIAN ACCESS



Future planning should consider an improvement in pedestrian circulation across Highway 6 to the Manville Heights residential area, the International Center, and beyond to the Iowa Center for the Arts. Pedestrian access from the residence halls to the Iowa Avenue bridge also requires improvement.



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**Vehicle Circulation**

Iowa City plans within several years to replace the bridge on Melrose Avenue just to the west of Kinnick Stadium with a four-lane bridge. With the opening of the bridge the City plans to widen Melrose Avenue.

The widening of Melrose will be entirely on the north side of the street on University property. Previous construction has taken this project into account and no basic disruption to land use will occur as the result of the widening. The widened facility will be very close to the south edge of the Klotz tennis courts south of Kinnick Stadium.

An unresolved problem associated with the widening of Melrose is the present unwillingness of University Heights to permit the widening of Melrose through that community. If the facility is widened adjacent to the University, the street will be three and four lanes wide, narrowing to two lanes in University Heights and back to an existing four-lane divided facility after it passes through University Heights.

**Isolation of the Nursing Building**

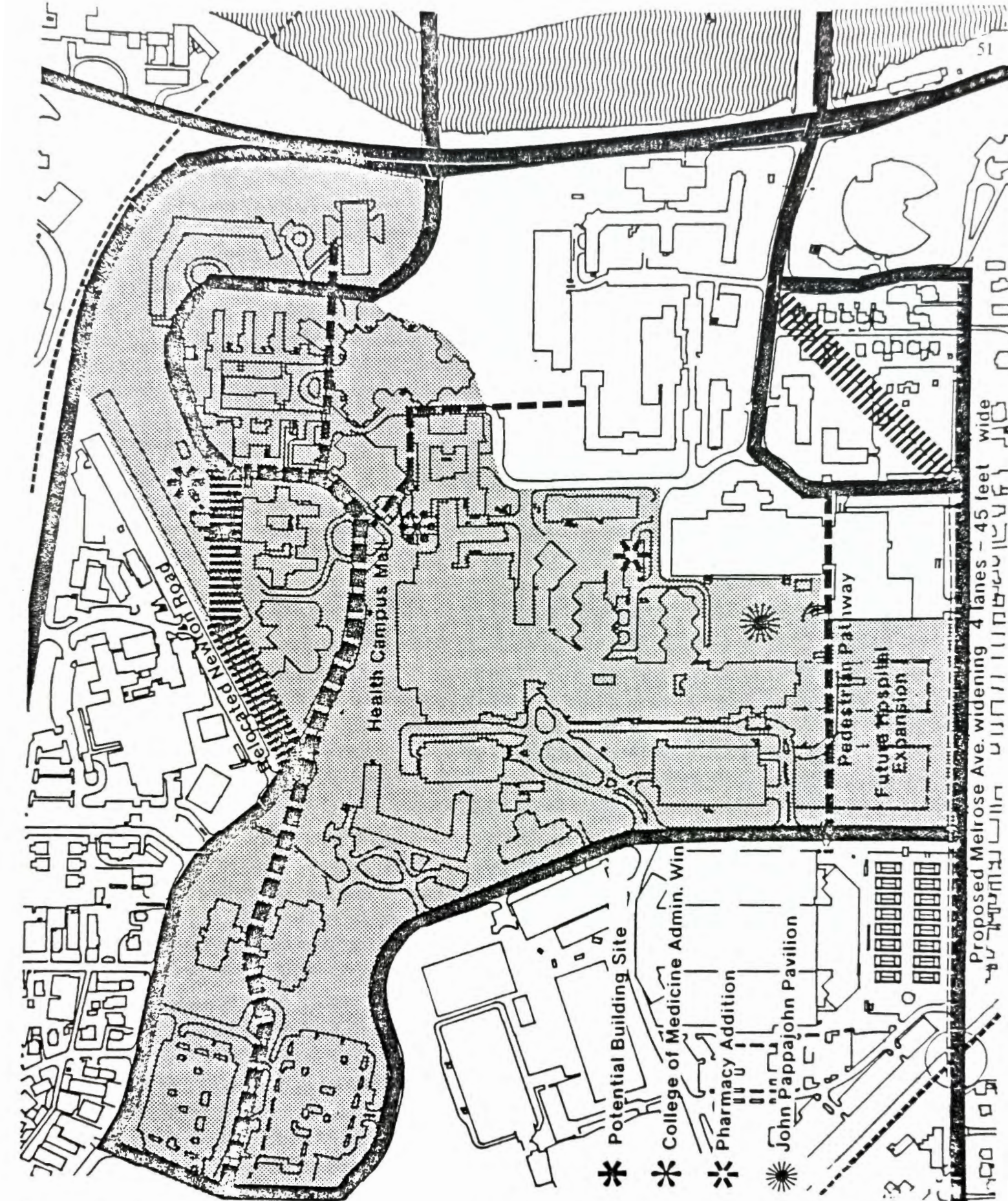
The Nursing Building can be perceived as being isolated from the rest of the Health Center Campus by Newton Road, geography and elements of the built environment. Attention should be given to reducing this sense of isolation as other improvements are made in this area of the campus. Design and construction of the Health Campus Mall may present such an opportunity.

**Other Uses**

Except for required support facilities that cannot be successfully located elsewhere, there should be no activities other than those directly related to the health sciences located in this functional area.

See Map #12 for a graphic presentation of the Health Center Campus functional area.





# HEALTH CAMPUS FUNCTIONAL AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS





\*\*\* DRAFT \*\*\*

3. EAST AND WEST RESIDENCE HALLS

The University Residence Halls single-student housing system includes eight buildings equally divided into the east and west residence halls functional areas. (A ninth building, the Mayflower Residence Hall, is located north of the campus and is not included in these considerations.) The east buildings contain 2939 beds and the west buildings 2234 beds. With the exception of Stanley Hall, a women's residence, all of the buildings are coeducational. There are no plans at this time to alter in any fundamental way the make up of this system of facilities.

The east complex, which includes Currier, Burge, Stanley and Daum, is bordered on the west by academic buildings and on the east by privately-owned residences and other non-University properties on the east side of Clinton Street.

The west complex consists of Hillcrest, Quadrangle, Slater and Rienow Halls. With the exception of Slater Hall, which is separated from the other facilities by Grand Avenue, the complex is relatively self contained. South Quadrangle, formerly a residence hall, also located in the functional area, is now used for general academic purposes.

**Land Use** Both residence halls complexes are densely developed and there should be no consideration of additional construction for any purpose in the areas as presently defined.

**Non-conforming Land Use** A parking lot containing 166 spaces and servicing the Health Center Campus, is located just to the north of Hillcrest and Quadrangle bordering the Quad Ravine. Access to this lot is by a drive that runs between Hillcrest and Quadrangle. The existence of this facility adds unnecessary traffic to the residence halls precinct and detracts from the environment of the ravine. The return of the land used by the lot to green space serving jointly the ravine and the residence halls would be welcome. The absence of alternative parking in this area or any obvious opportunity to provide it makes it unlikely that the parking can be removed. Nevertheless, the removal of this parking should remain as an objective.

**Pedestrian Circulation** The plan to create a pedestrian way on North Capitol Street is discussed with the Old Capitol functional area. The availability of this enhancement will greatly improve the quality of pedestrian circulation in the area and the residence halls' environment.

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It is still likely that the area will continue to be divided internally and from the academic area to the south by the east-west streets connecting Clinton Street and North Capitol Street. It will be possible to diminish the importance of Davenport and Bloomington Streets to one-way service drives when the Capitol Street Mall is developed. Preliminary plans have been developed to significantly upgrade the pedestrian environment fronting Clinton Street from the Currier Hall entrance south past Daum. This project is yet to be funded.

Pedestrian circulation within the west side precinct is interrupted by Grand Avenue, the drive accessing the parking lot north of Hillcrest and Quadrangle and by a street running between Quadrangle and Rienow. The main reason for the existence of the latter street is to provide access to parking on either side of the street and service to Quadrangle. This area would be a better environment without this street and parking. The drive to the north parking lot is also lined with parking on both sides as it runs between the halls. This area, too, would be greatly enhanced if the on-street parking was removed.

**Vehicle Circulation** The plan for the North Capitol Street Mall contemplates the closing of both Davenport and Bloomington Streets between Clinton and Capitol Streets to all but service traffic destined for Stanley and Burge Halls. These streets would become a one-way loop from Clinton Street. The facility would be designed to support the peak activity associated with loading and unloading the residence halls. The closing of these streets will greatly enhance the environment in this area of the campus.

**The Melrose Diagonal** The City and the University have for some time accepted the desirability of diverting traffic from the east end of Melrose Avenue to a new diagonal facility that would connect Melrose from its intersection with South Grand Avenue to Grand Avenue at its intersection with Byington Road. The diagonal would smooth the flow of traffic through this corridor by eliminating the existing right angle corners at both ends of Byington Road.

The concept of constructing the diagonal facility is accompanied by the widening of Melrose Avenue from the railroad overpass at the Iowa City/University Heights border eastward to the start of the diagonal.

The diagonal will be very disruptive of land use, but it will also present some new opportunities. The facility will run diagonally through the parking lot south of South Quadrangle and for all practical purposes



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make its replacement impossible. It will also require the demolition of a number of residence-type structures. One or perhaps two are privately owned and used as residences. Six are owned by the University. Three are used as a residence and three house the Health Protection Office. The latter use, at a minimum, will have to be relocated by the University.

The construction of the diagonal may result in an opportunity to assemble a sizeable area of land for use by a major facility. A detailed study of the area will be required before it can be known if this will be possible. The issue will be complicated by the remaining privately owned land in the area and the continued need to provide access to the Boyd Law Building and other facilities in the area.

A second benefit that is almost certainly realizable if the diagonal is constructed will be the closing of Grand Avenue from its intersection with the new diagonal westward to the intersection with South Grand Avenue in front of the Field House. The area thus vacated should be developed as green space for the residence halls. It is possible that since the traffic carrying obligation of South Grand Avenue will be reduced it too could be downgraded but it will still have an important campus access function to perform.

Iowa City has shown considerable interest recently in proceeding with the widening of Melrose and increasing interest in initiating planning for the diagonal. On balance, and over an extended period of time, the diagonal will probably prove beneficial to this area of the campus. It will increase the land area that will not be penetrated by arterial traffic moving through the area, but the continued need to provide access to private and University facilities may make it difficult to assemble a sizable building space. It will almost certainly improve traffic flow in the area.



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Figure Q and Maps #13 and #14 are graphic presentations of these areas.

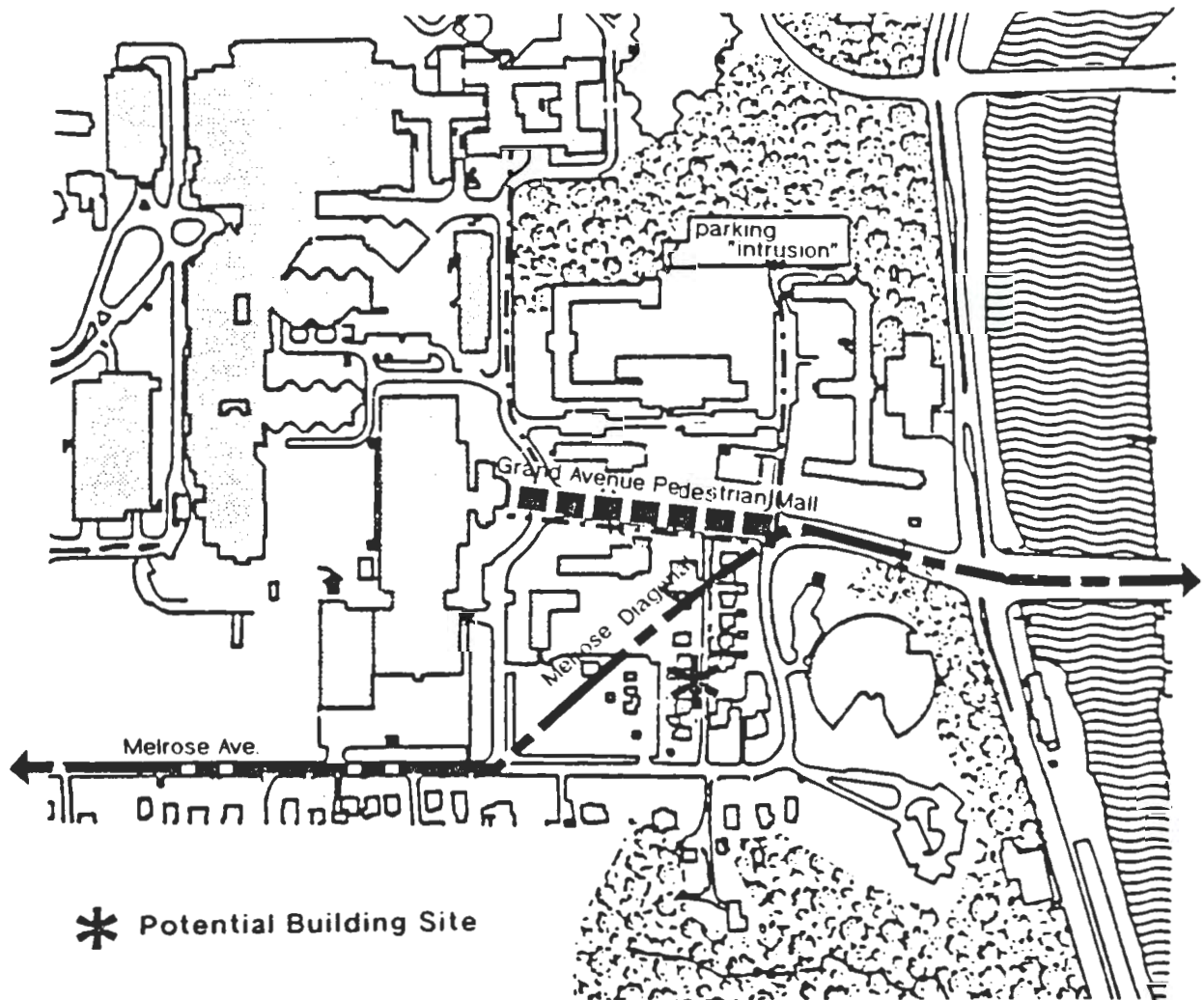
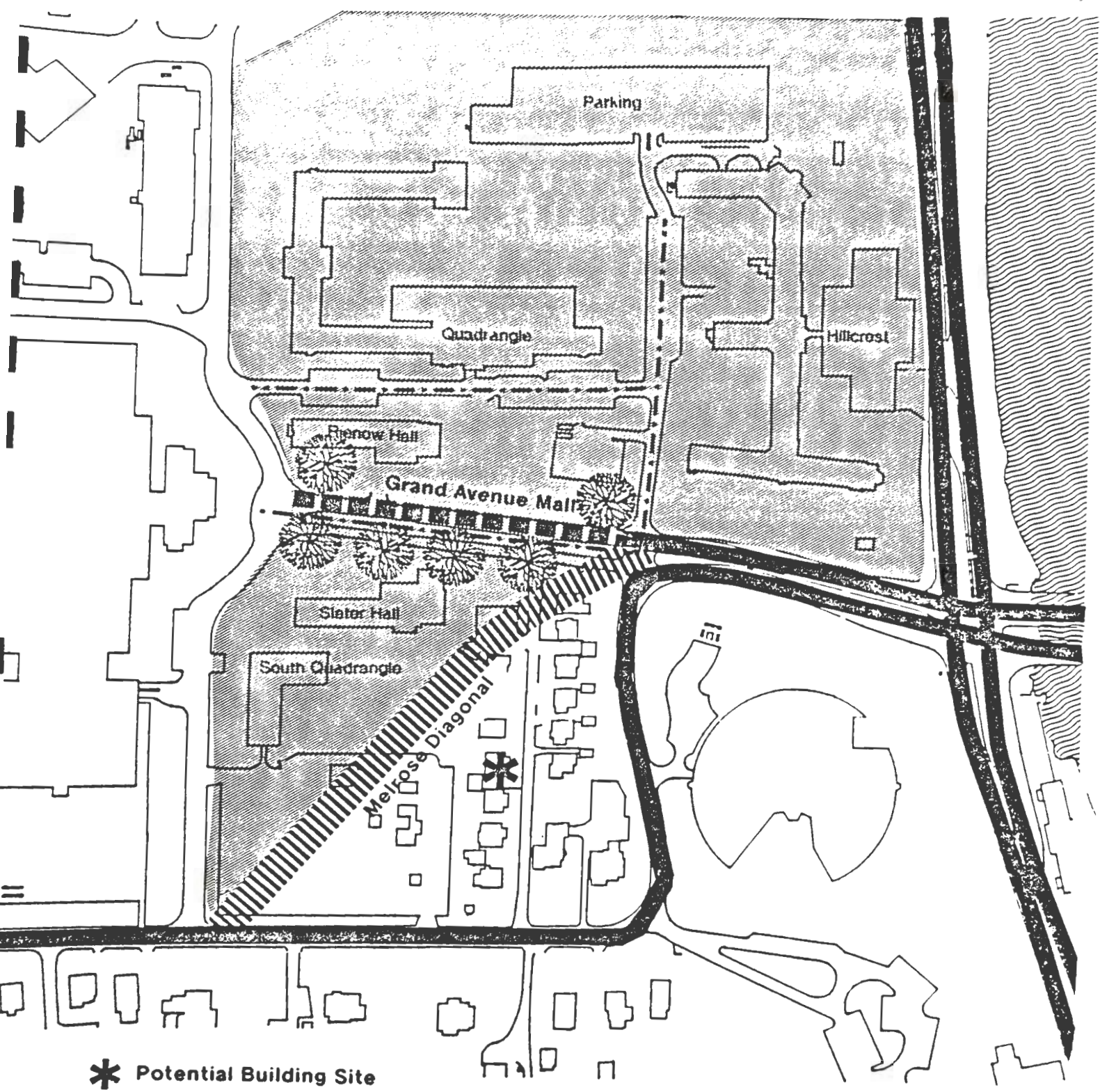


Figure Q -- MELROSE DIAGONAL CONCEPT

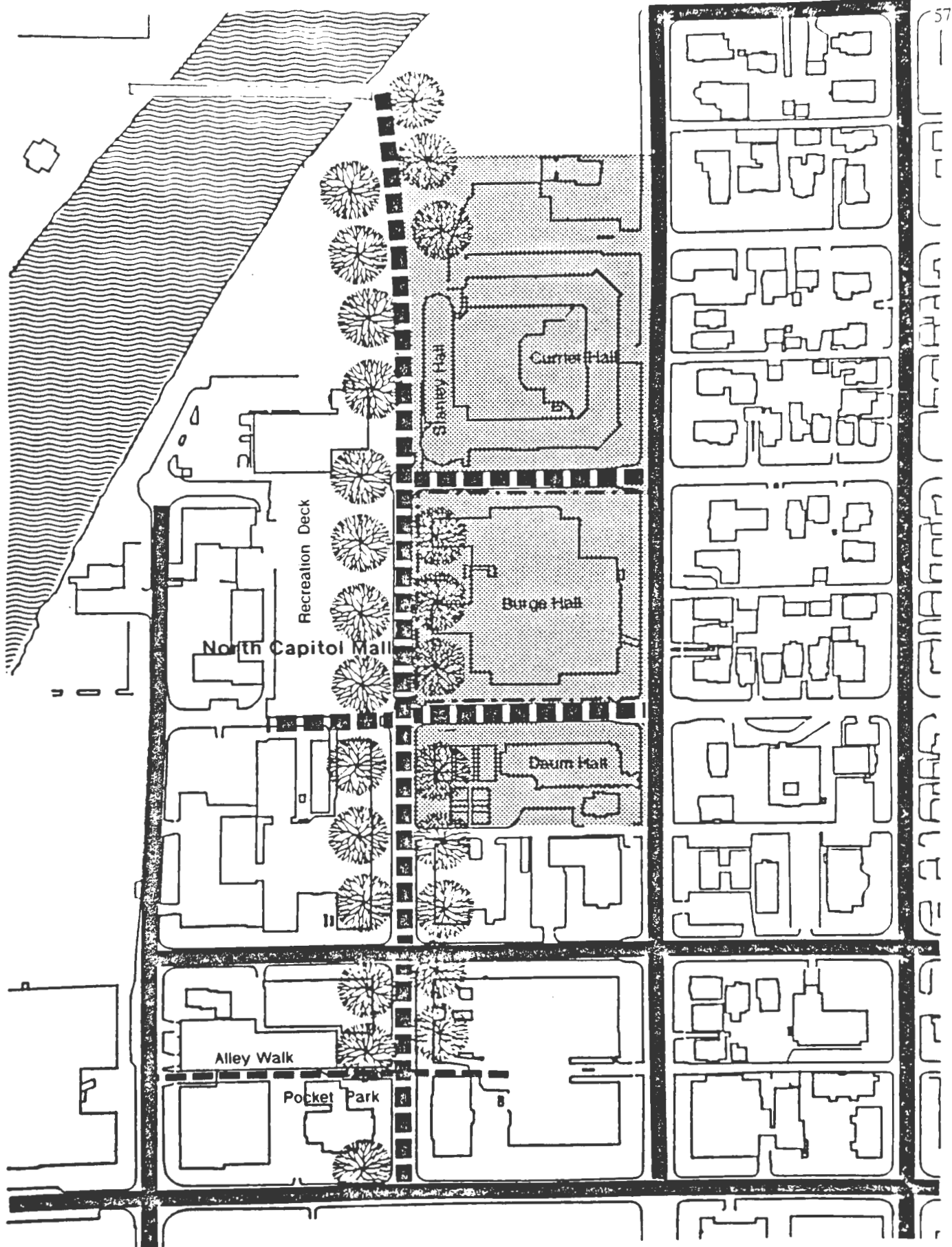




WEST RESIDENCE HALLS AREA

THE UNIVERSITY OF IOWA      MAIN CAMPUS





# EAST RESIDENCE HALLS AREA

THE UNIVERSITY OF IOWA MAIN CAMPUS





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4. SOUTH MELROSE AREA

The South Melrose functional area (see Map #15) includes the University land that would lie to the southeast of the Melrose Diagonal if it were constructed. It includes the Boyd Law Building, several cultural centers, several day care centers and the largely-vacant so-called "Myrtle Street property". It also includes the large wooded ravine discussed in the green spaces portion of this report, the Hydraulics Laboratory and Annex and parking along the west bank of the Iowa River.

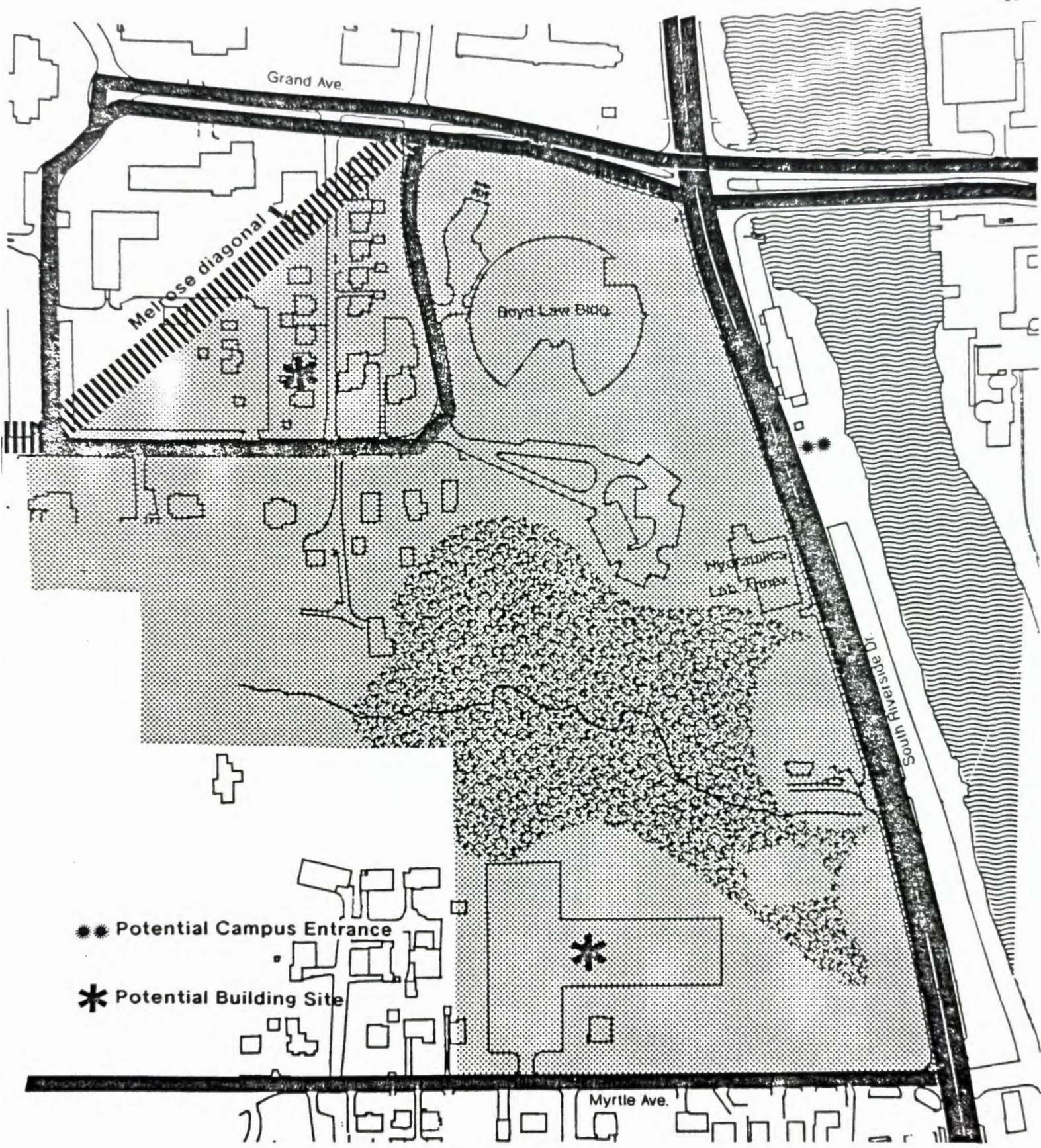
The land use and planning implications for the part of this area to the west of the Boyd Law Building are discussed with the Residence Halls functional area and will not be repeated here except to note again that an extensive planning effort will be required in conjunction with decisions concerning the diagonal.

The so-called Myrtle Street property represents a major building site for an appropriate activity. It is somewhat isolated from the rest of the campus and only certain activities would find the location suitable.

The area contains two nonconforming uses, the parking on the riverbank and the Hydraulics Annex. The parking is primarily a storage function in connection with the residence halls. The Annex is scheduled to be demolished at the completion of several other projects now underway.

Planning for the area should pay particular attention to preservation and enhancement of the wooded ravine.





# SOUTH MELROSE FUNCTIONAL AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS





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5. IOWA CENTER FOR THE ARTS AND THE INTERNATIONAL CENTER

The Iowa Center for the Arts contains Hancher Auditorium, the Museum of Art, the academic departments of Music, Theatre, Art and Art History, and the Alumni Center, which houses the University of Iowa Foundation and Alumni Affairs. The Center is located on the west bank of the Iowa River between Park Road and Riverside Drive. The International Center is located on a bluff above the Art Building and on the west side of Riverside Drive. It is included in the discussion of this functional area for convenience.

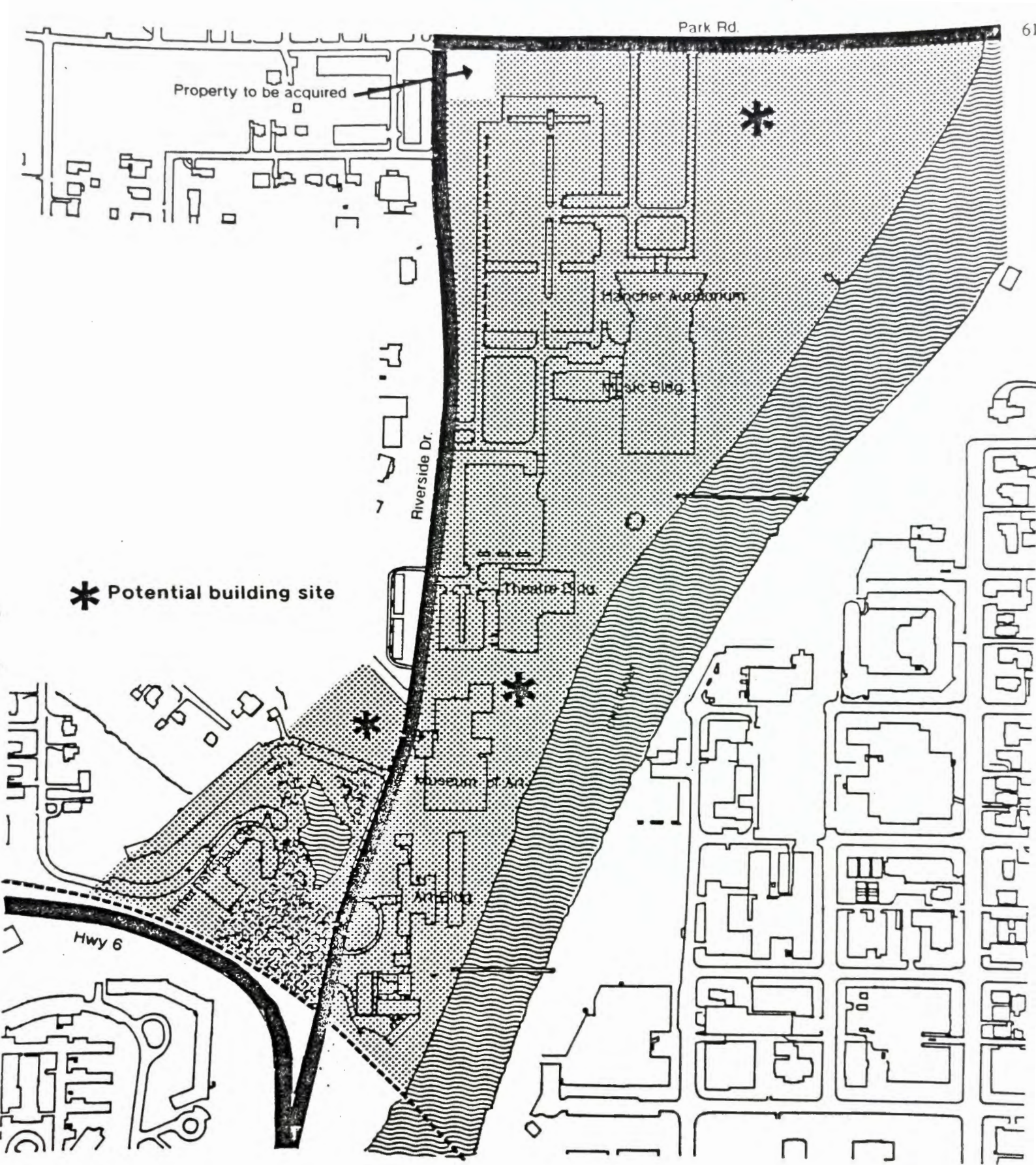
The Center is one of few examples on campus of an extensive development that was carefully planned in advance and carried out according to the plan. As such, it contains no nonconforming uses with the exception of the privately-owned parking lot in the northwest corner. This lot causes no functional problems but it has prevented the completion of coherent site development in that corner of the area.

At least two functions in the area are in need of expansion, the Alumni Center and the Art and Art History Department. The Alumni Center can perhaps be expanded with an addition to the existing building but that will require careful study. The Art Department, and/or the Museum of Art could be expanded on a vacant parcel of land west across the street from the Alumni Center. Another potential building site in the area is to the east of the east drive into Hancher Auditorium. This site would have to be used with extraordinary care and for an appropriate purpose.

The International Center fully occupies the top of a plateau, so any expansion is likely to be ruled out. It is scheduled for extensive remodeling to permit it to function as a campus center for audiovisual support in addition to its present functions as a center for international programs and the University continuing education programs.

This functional area, shown on map #16, is also the location of an extraordinarily beautiful natural feature, the rock outcropping and pond at the foot of the International Center. The integrity of this area must be preserved.





# IOWA CENTER FOR THE ARTS & INTERNATIONAL CENTER AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS

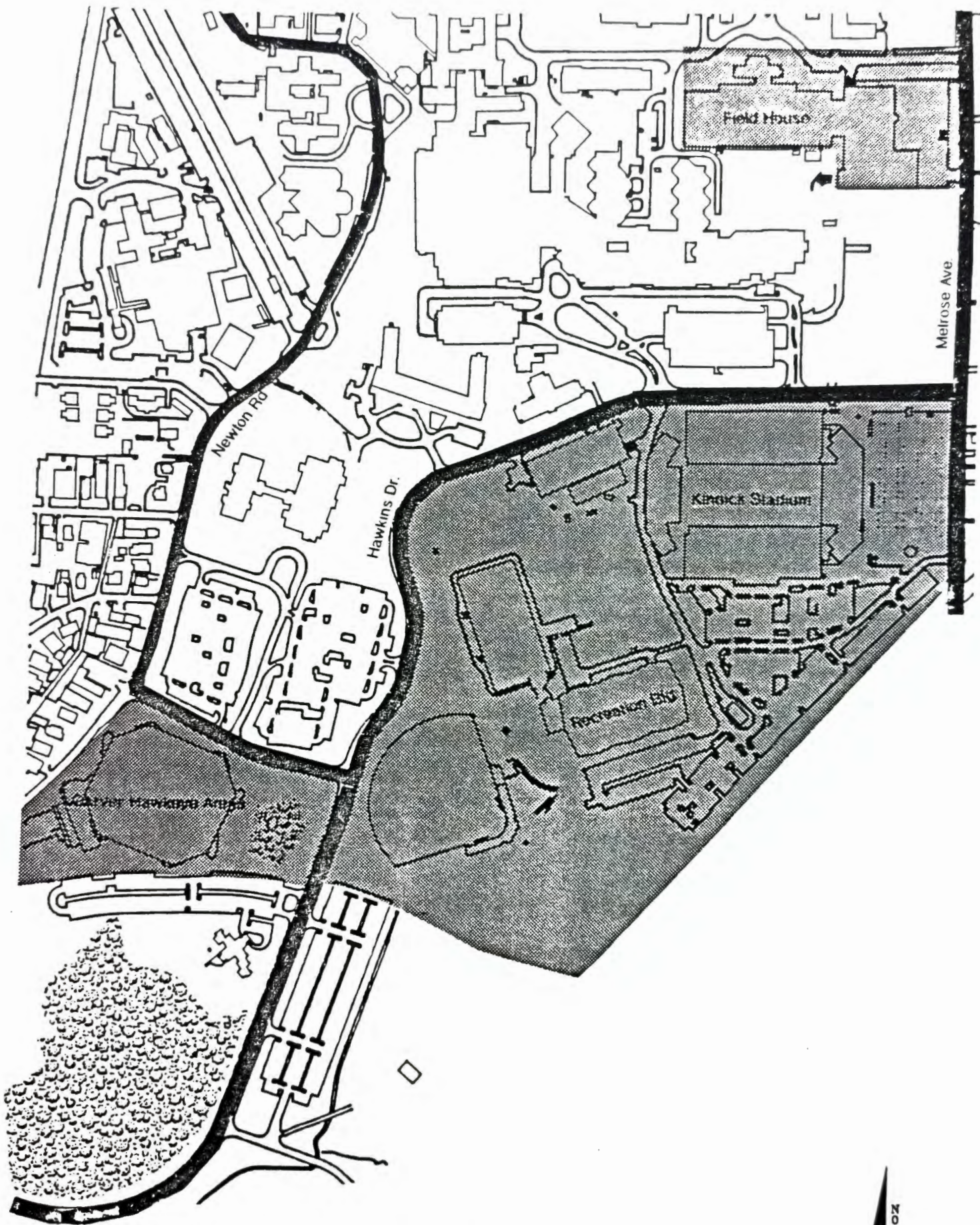


**\*\*\* DRAFT \*\*\*****6. SPORTS**

The sports functional area contains all physical education, intercollegiate athletics and recreation facilities on the main campus (see Map #17). It includes all developed University property in the area surrounded by Hawkins Drive, Elliott Drive, Hwy. 6, Mormon Trek Boulevard and Melrose Avenue. It also includes the land on which the Field House stands. The field to the west of the Field House is used for outdoor physical education activity, but it has been included in the Health Center Campus functional area for this report.

The sports area is in good condition, with no non-conforming uses. One resource unquestionably in short supply is outdoor play areas within walking distance of the Field House. Such outdoor areas are needed for physical education instruction and would be well used for recreational activity.





# SPORTS FUNCTIONAL AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS



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## 7. UNIVERSITY SERVICE AREA

The University Service functional area consists of the University land located between Burlington Street, the Iowa River, the railroad embankment and privately-owned land to the east of Madison and South Capitol Streets (see Map #18). The area is used largely to house Physical Plant and utility generation functions, services, such as the laundry, the motor pool and general stores, engineering research and surface parking.

The area is characterized by large areas of single-story buildings, surface equipment storage and parking lots that make poor use of the land area. It is clear that the area could be more effectively used if functions are consolidated and the land more intensely utilized. This would almost certainly result in the freeing of significant areas of land for new uses in the area, such as more research.

Some preliminary study of the area has occurred but not been carried to completion. It suggested that if a new multi-story building were constructed to house Physical Plant offices, shops and stores and perhaps other administrative functions, significant areas of land could be cleared for new uses. One such use would include the construction of a large parking structure on the block southwest of the intersection of Burlington Street and Madison Street. This lot would serve the southern portions of the main campus and allow parking to be removed from the large lot west of the Library. Major Physical Plant office and shop functions will have to be relocated before any such structure can be completed.

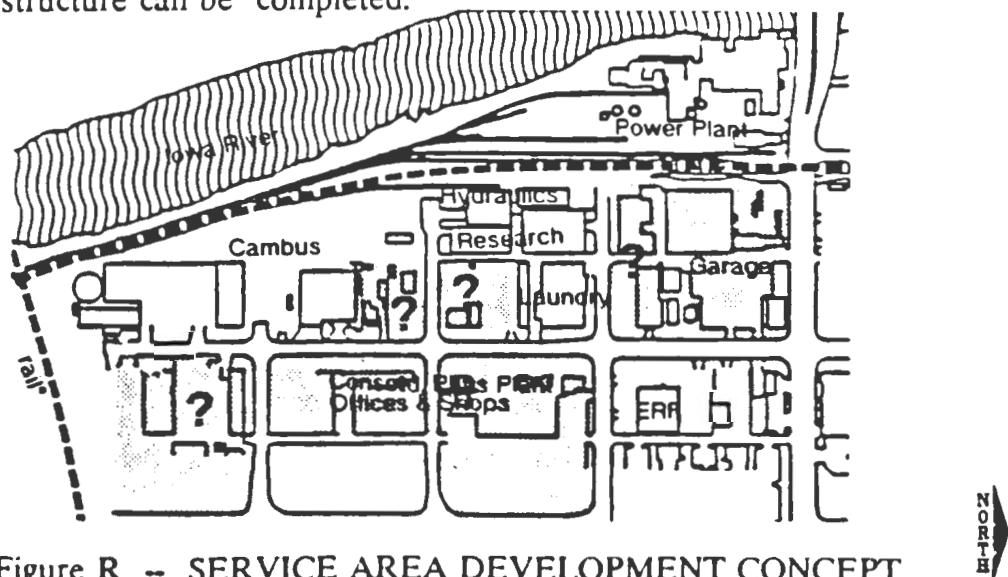
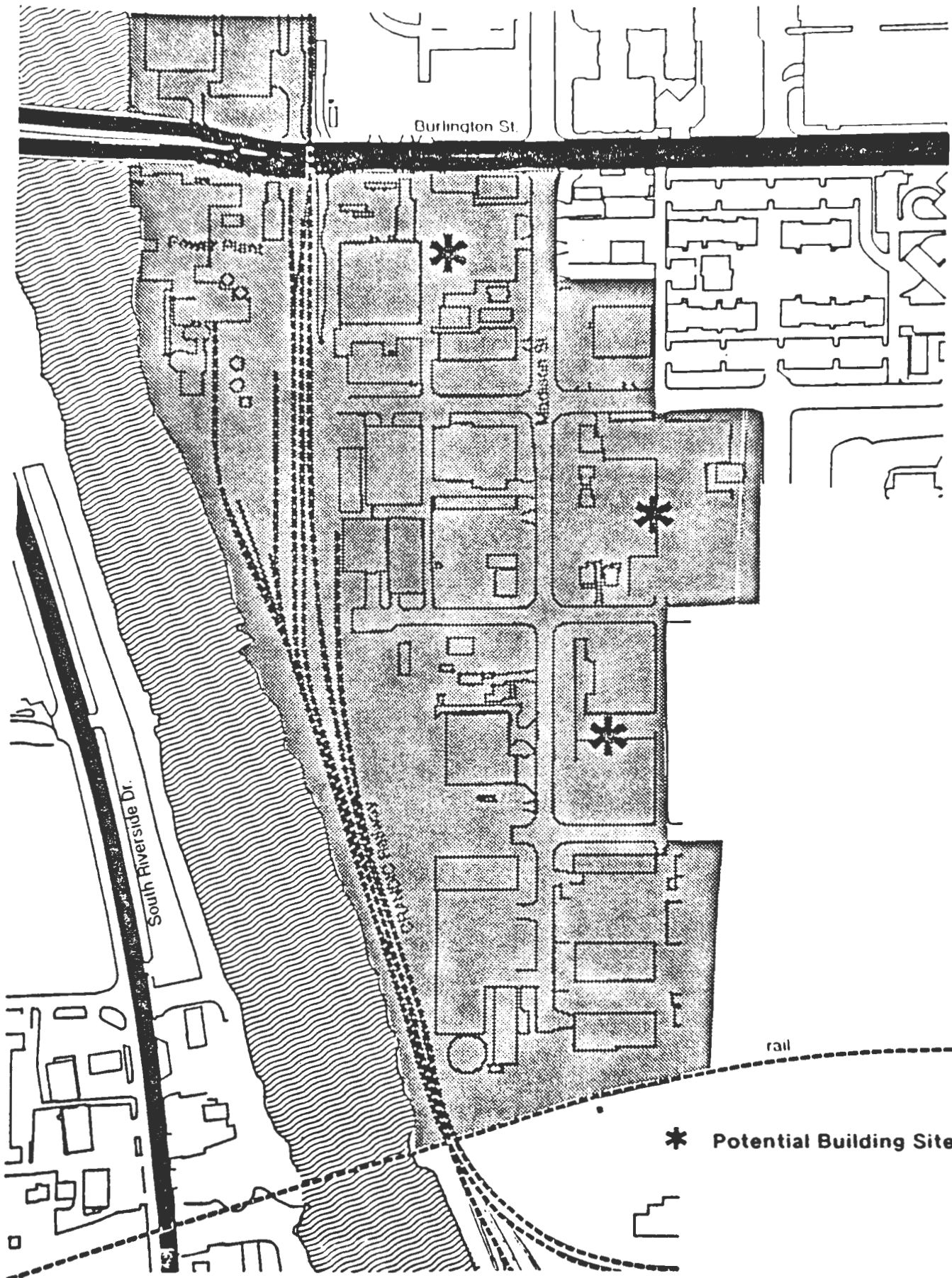


Figure R -- SERVICE AREA DEVELOPMENT CONCEPT



# UNIVERSITY SERVICES AREA

THE UNIVERSITY OF IOWA

MAIN CAMPUS



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The Engineering Research Laboratory was planned and constructed to accommodate an addition of three or four stories in the University-owned parking lot immediately north of the building.

The laundry is in need of expansion. The feasibility of enlarging the laundry on site or moving it to a new location is presently being studied.

A comprehensive and detailed study needs to be completed before any major investments are made in facilities improvements in the area.



## \*\*\* DRAFT \*\*\*

## VI. POTENTIALS AND OPPORTUNITIES

**Academic Gardens** Higher education requires that the students be capable of internalizing complex knowledge. A number of private pathways or reasonably isolated areas would be a way for individuals to isolate themselves from the crowds, to find a serene place to think, absorb and integrate the lessons of the classroom, the library or the laboratory. Because of its central location and closeness to the river, the open space west of the Communications Studies Building qualifies as a suitable area. If a garden-type environment were to be implemented there, it would bring a visual upgrade to the proposed Washington Street Pedestrian Mall. At the same time this unification of the pedestrian and the green space areas would enhance the appearance of the river banks and help develop the Iowa River area as a unifying aesthetic experience on the campus. An archway preserved from the Old Armory building could be successfully incorporated into the landscape of the area. There are also some leftover stone slabs from the paving on the Pentacrest which could be used for the construction of a small open-air amphitheater for outdoor classes.

**Cedar Rapids and Iowa City Railway** The CRANDIC railway laces through the main campus and the Oakdale campus as if it was planned to be incorporated into the University transportation system. Transportation of the University community to and from Oakdale campus and Cedar Rapids for example, could be organized without great difficulties: some type of "central station" with an incorporated garage structure, probably south of Burlington, and several train stops along the way in order to bring passengers closer to their destinations would be sufficient to help if not solve parking and traffic congestion.

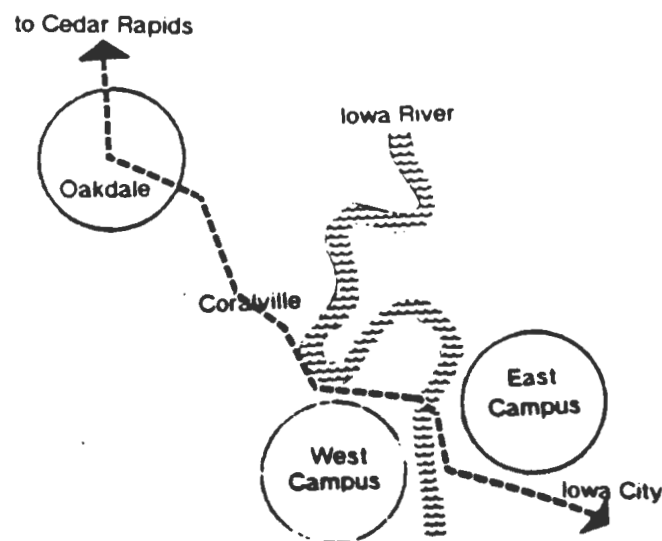


Figure S -- CRANDIC RAILWAY AFFINITIES



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**Bike Paths** Bikes are inexpensive, healthy and good for the environment, but they are threatened by cars on major roads and they threaten pedestrians on pedestrian paths. The location of the University of Iowa is ideal for utilization of bike transportation and the number of bicycles proves that they are very popular means of transportation. We need more bicycle paths in order to organize and facilitate bicycle traffic.

**Historical Buildings and Grounds** It has already been established in earlier planning that the Pentacrest area is the historic heart of the University and that it should be preserved intact. There are some other areas of the campus that might deserve a consideration of preservation and remodeling in the future. The very presence of the buildings from the University's past helps enhance the University's sense of heritage and tradition. Into this category we can bring the old Psychiatric Hospital building built in 1919, Steindler Building built in 1917, Medical Laboratories (1927), Gilmore Hall (1910), Westlawn (1919), Biology Annex (1902) and Calvin Hall (1884). Of course, every building needs to be re-evaluated and choices have to be made in regard to the cost of remodeling for new uses and functions. But still, preservation should be considered.

**Support the Learning Process** Campus buildings and grounds support learning in two ways: directly, by serving as physical spaces where information is disseminated; and, indirectly, by providing an atmosphere that encourages the spirit of creative discovery among students and faculty. A design of a number of public lobbies, corridors, outdoor spaces for studies, gathering and discussion would greatly aid the learning process.

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## **VII . SUMMARY**

The campus planning framework under which the University now operates has been developed over the last twenty years. It works on the premise that there are a number of factors that will guide and shape campus development that are impossible to change or can be changed only with considerable difficulty and planning and that these factors must be acknowledged when planning specific projects if there is to be coherence in the development of the campus. These factors include circulation systems, parking facilities, natural amenities and green space, existing buildings, utility systems and historical considerations. The framework also includes the concept that the campus should be divided into coherent functional areas that define the campus in manageable and comprehensible units. Goals are established for each of these areas according to the current assessment of needs and long-term objectives. When used together, the campus-wide functional considerations and the goals for the functional areas provide a planning context for specific projects. In addition to projects involving the construction of buildings, such projects may include projects which will alter one or more of the functional components or move toward meeting the non-building goals of a functional area. The framework approach to campus planning provides confidence that incremental decisions will be consistent with long-term goals and planning objectives.

The Lindberg Report of 1978 was part of the evolution of the current planning framework, providing much of the foundation for this document. It is intended that the functional goals and objectives of the Lindberg Report (see page 7), be incorporated by reference and as amended, within the recommendations of this report. Additional recommendations from the Lindberg Report have been incorporated within the recommendations contained in the body of this report.

A number of considerations that shape the framework are of sufficient importance to be repeated here for emphasis. They include:

- A. The importance of the Iowa River and the opportunities it offers to enhance the campus. The river is clearly a unique resource that we must take advantage of at every opportunity. Under no circumstances should University activities include anything that would serve to degrade the river.
- B. Parking, to the extent feasible, should be located on the edges of the campus. The purpose of this principle is to reduce auto traffic and land use for parking within the central campus to the extent possible. Exceptions are allowable for specific purposes such as the hospital and Iowa Memorial Union. Parking is not an acceptable long-term use of the Iowa River banks.



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- C. Retain and enhance natural features. With the exception of the Iowa River, the natural features on the campus are limited in quantity and variety and are to be protected.
- D. Green space should be preserved, expanded and connected. The inevitable temptations to use green space as the easy solution to problems is to be strenuously resisted. The use of land identified as green space, with no acknowledged and acceptable alternative use, for any other purpose is to be regarded as inconsistent with the planning framework, and requires an amendment to the planning framework.
- E. Minimize traffic on and through the campus. Review all decisions that will have a bearing on traffic on the campus, for whatever purpose, and attempt to select the choice that will reduce or not introduce additional traffic onto the campus. The application of this principle will require attention to Iowa City and regional plans for alterations in circulation routes and traffic generators as well as plans generated within the University.
- F. Retain the integrity of functional areas. As building site alternatives grow fewer, there may be temptations to use building sites inappropriately in terms of foreclosing opportunities to appropriately locate buildings in the future. Stated otherwise, there may be sites with a "most appropriate use". The use of such sites for other purposes should be very carefully reviewed.
- G. A menu of amenity elements (such as lighting, benches, bicycle parking, signs, etc.) that will unify the campus needs to be developed and utilized.
- H. The University must work closely with Iowa City and if appropriate, Coralville or others qualifying as neighbors, in all matters that will potentially impact others.

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Items for future attention

As time, resources and opportunities permit there are several additional campus enhancements which should receive attention. They include:

- A. **Campus Entrances** Although the campus has an extensive and sometimes unclear perimeter there are several locations that would function well as entrances to the campus. These locations could be used to announce the University, to welcome guests and to provide information. Several possible locations include: the area south of the Hydraulics Laboratory on South Riverside Drive or the corner southeast of the Library, the lower Finkbine area on Highway 6 west of the campus, the City Park off Dubuque Street and the Hawkeye Housing area off Melrose Avenue.

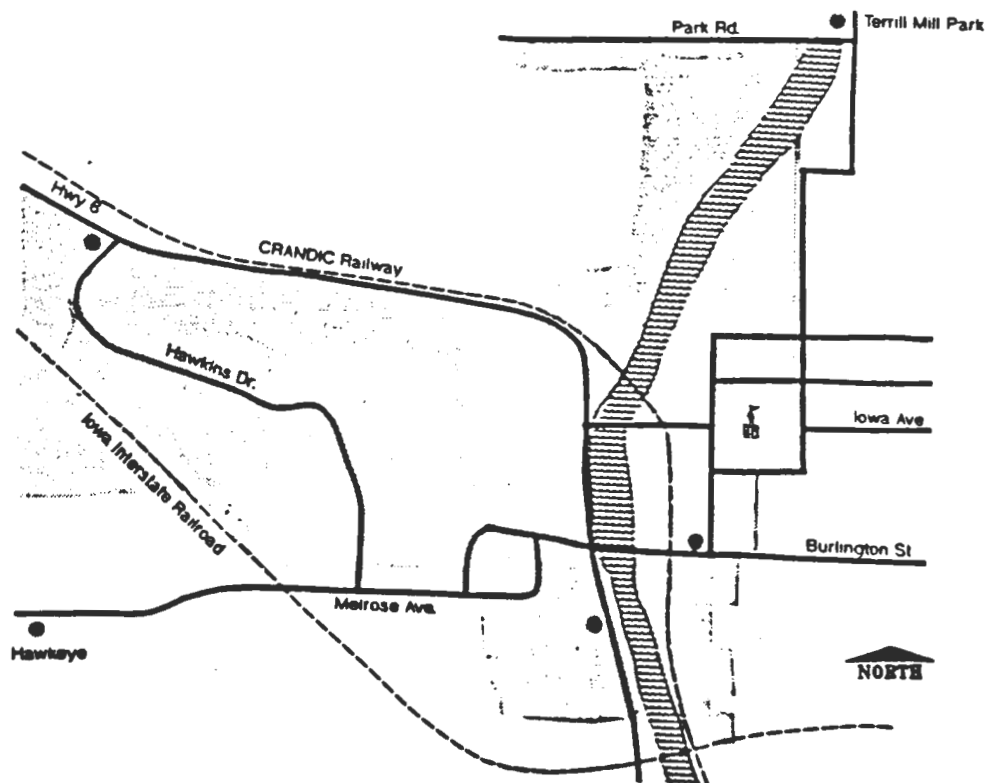


Figure T -- CAMPUS "ENTRANCE IDENTIFICATION" LOCATIONS

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- B. **Outdoor learning locations** The climate in Iowa City is adequate for sufficiently long periods of time to justify outdoor learning spaces. Facilities to support this activity should be included in projects as the opportunities present themselves. For example, the proposed pathways offer excellent opportunities for outdoor classrooms and discussion facilities.
- C. **Utilities** The location and capacity of utility distribution systems impacts campus planning decisions. A chapter on the utility distribution system will be prepared for incorporation within this document.



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**REVIEW AND APPROVAL PROCESS**

The following process is suggested for the review and approval and adoption of this Campus Planning Framework:

1. Review and comment by directors and others with functional responsibilities.
2. Review and comment by vice-presidents.
3. Incorporation of suggested changes in document or inclusion of comments in circulated draft.
4. Review of document and appended comments by the Campus Planning Committee (copies simultaneously made available to Deans, Board of Regents and Board Office).
5. Review and comment by Board of Regents.
6. Continued review by Campus Planning Committee.

Recommended changes to the document following its adoption will follow the same process.

Campus Planner Mr. Thomas Hodne has significantly reduced his consulting activity in recent years in favor of academic pursuits. He has offered to assist with University planning as necessary. His comments concerning this document are included in Appendix A.

**\*\*\*DRAFT\*\*\***

## **APPENDIX A**

### **CAMPUS PLANNING CONSULTANT COMMENTS**

*Thomas Hodne* ARCHITECTS

## CAMPUS PLANNING CONSULTANT COMMENTS

Many of the considerations contained in the Campus Planning Framework Draft Report, dated February 1990, prepared by the Office of Administrative Services are supportive of the ideal of a pedestrian oriented campus. The summary section of the Report reiterates its recommendations on minimizing traffic on and through the campus, relocating parking to the campus edges, retention, enhancement and connection of natural campus features and green space, and unifying the campus with amenity elements.

The goal of a pedestrian oriented campus was articulated and adopted by the University in January of 1972, in a document entitled "Campus and the Car: A Statement of Policy". This goal has affected much of our work as campus planning consultants over the past 18 years.

However, the Draft Report indicates that an important long range circulation element which could allow for furtherance of the pedestrian goal has likely become moot, and that a key east side green space is now considered the prime area building site option. In addition, the Report has not directed attention towards creating opportunities of east side/west side physical campus connection. In arriving at these results the Draft Report is logical and completely understandable, but, we believe the above elements need to be reviewed in light of a redefined "ideal campus plan" vision. The following is our outline of this redefinition.

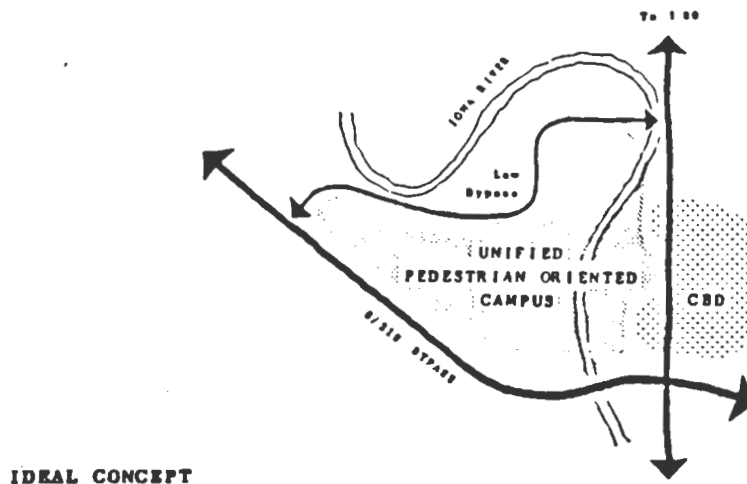
### **Ideal Concept/Ideal Framework**

In the early 70's, the pedestrian oriented campus was envisioned as resulting from a long range evolution towards an "Ideal Campus Plan". This evolution was to occur as incremental campus planning decisions were made compatible to the extent possible, with the vision of the Ideal Plan.

The ideal concept was relatively simple: Create a single unified pedestrian oriented campus by diverting all traffic around the University zone. This concept was given a sense of reality in the 1973 Ideal Plan Framework. The Ideal Plan showed the traffic diversion around the campus accomplished using the following specific roadway revisions:



- 6/218 Bypass constructed along the Rock Island Rail Right of Way diverting through traffic around to the south of the campus rather than through its center.
- Law Bypass diverting eastbound traffic on 6/218 to the north in the ravine behind the law building (now International Center) to the Park Road Bridge.
- Closing of the Iowa Avenue Bridge to traffic resulting in freeing east side roadways from all but limited access and service use and allowing for the development of a major east side/west side pedestrian connection on the bridge.



In the later 70's the Lindberg Report de-emphasized several of these ideal plan elements as being "unachievable in the foreseeable future". This de-emphasis seemed reasonable given the reports limited 10 year building needs scope. However, it has been some fourteen years since such assumptions were made and we believe several of these elements need to again assert their position as significant parts of the long range campus vision.

#### **Redefined Ideal Plan Framework**

We believe that a redefined Ideal Plan Framework is required to refresh the long range vision and renew its use as an effective incremental planning decision sounding board. This redefinition would likely include:

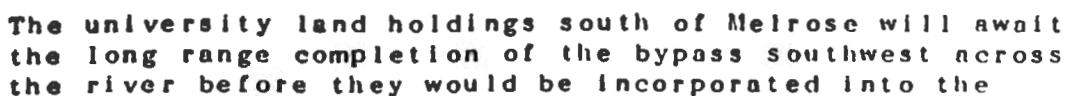
- Acceptance of the current alignment of highway 6/218 along River Road to the Burlington Avenue Bridge and southward.

- [illegible]

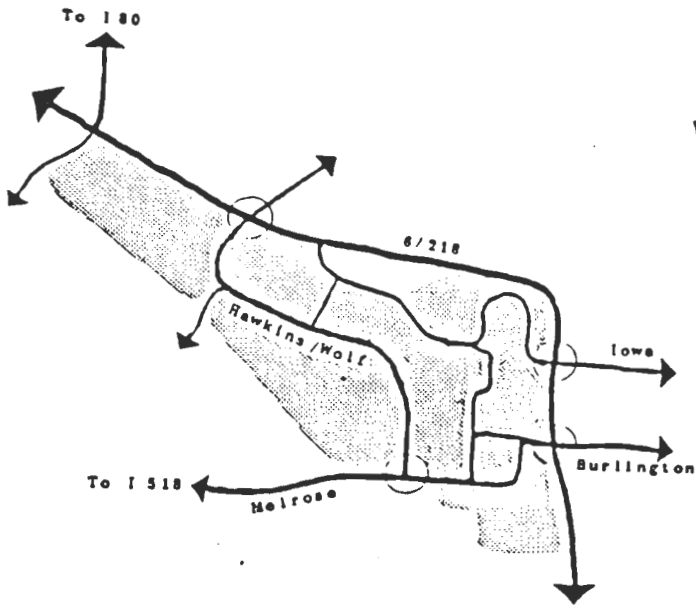
## REDEFINED IDEAL FRAMEWORK CONCEPT

## Transition Toward The Ideal

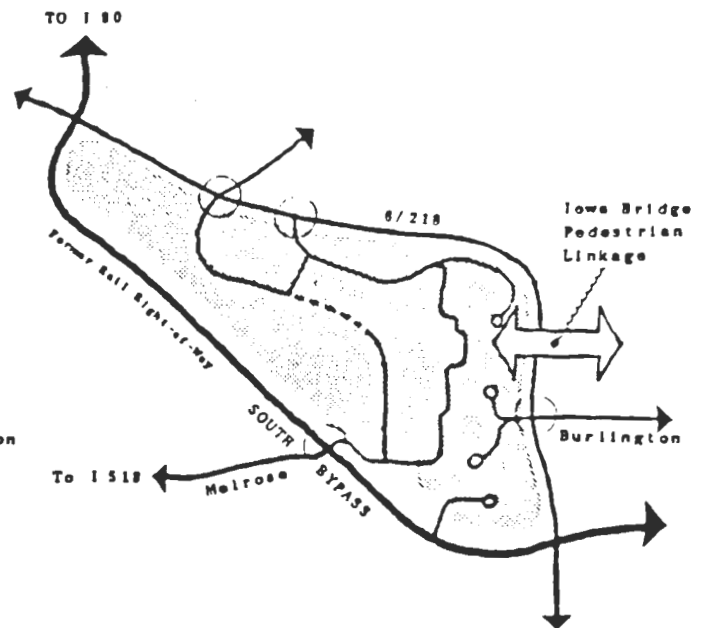
Additionally, the northern portions of the south bypass can on an intermediate basis function independently to eliminate through west side traffic by connection from First Avenue in Coralville south to Melrose. This portion of the bypass will allow for a major west side pedestrian zone, incorporating the sports functional sub area and all currently developed west side university lands. It is worth noting that the 1977 Status Report strongly recommended reservation of a 100' corridor adjacent to the rail right of way to accommodate this portion of the south bypass.



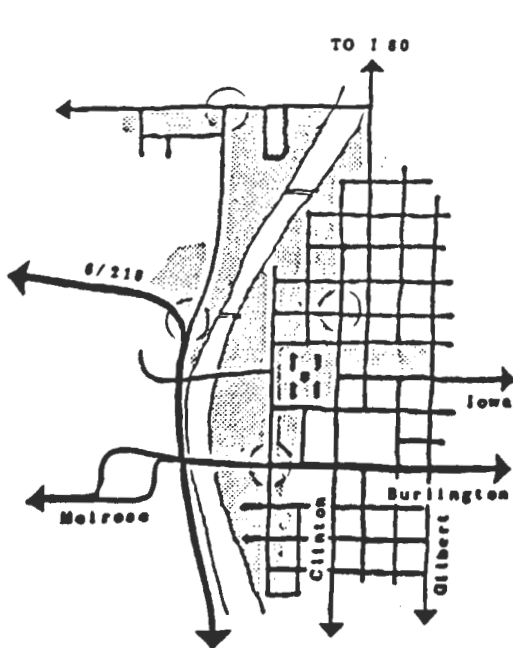




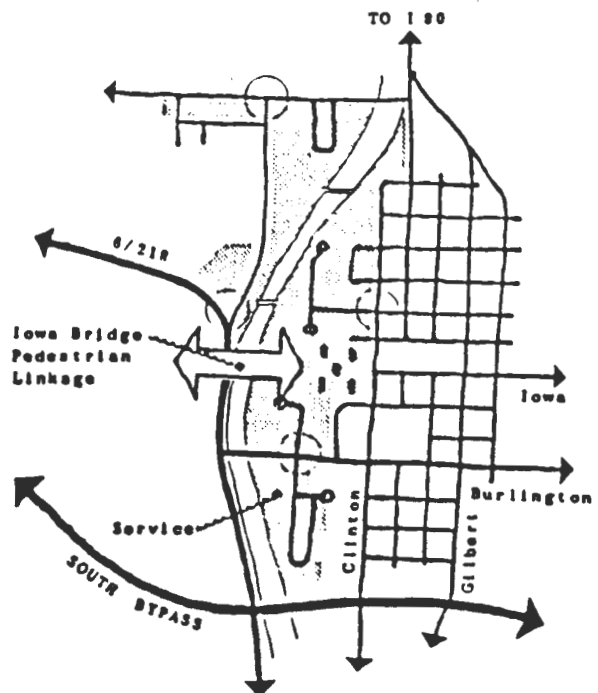
EXISTING - WEST



IDEAL FRAMEWORK - WEST



EXISTING - EAST

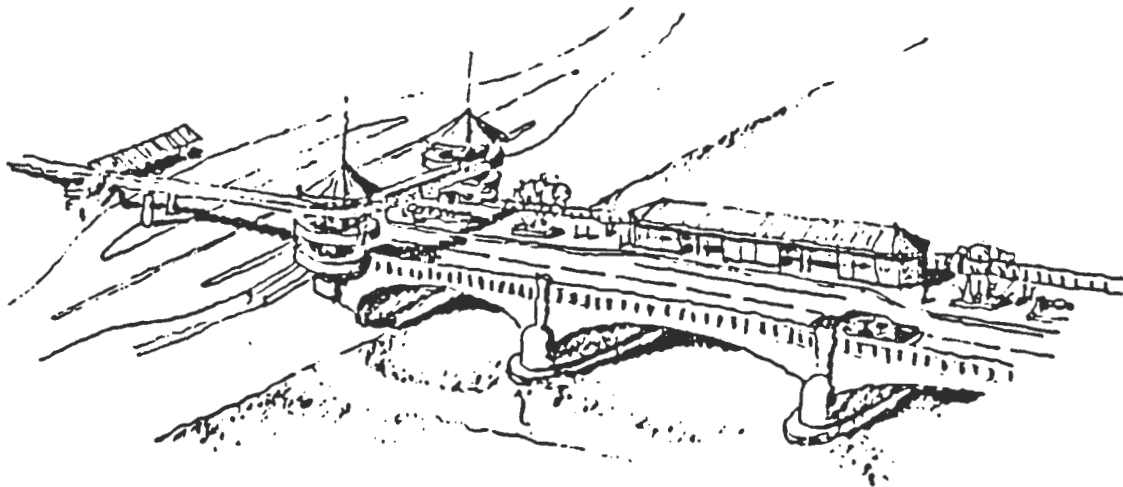


IDEAL FRAMEWORK - EAST

ultimate unified west campus pedestrian oriented zone. Since the development of these south of Melrose university lands may not occur until some time into the future, the timing of this phased approach may be eminently reasonable.

On the east side, the vehicular traffic on the Iowa Bridge could likely be reduced now from two to one lane in each direction. This reduction would:

- Reduce east side through campus traffic and while still allowing some through movement would encourage use of the alternate Burlington and (to some extent) Park Road crossings.
- Free approximately one half of the bridge width to be developed as a significant initial east side/west side pedestrian connection.



IOWA BRIDGE PEDESTRIAN CONNECTION

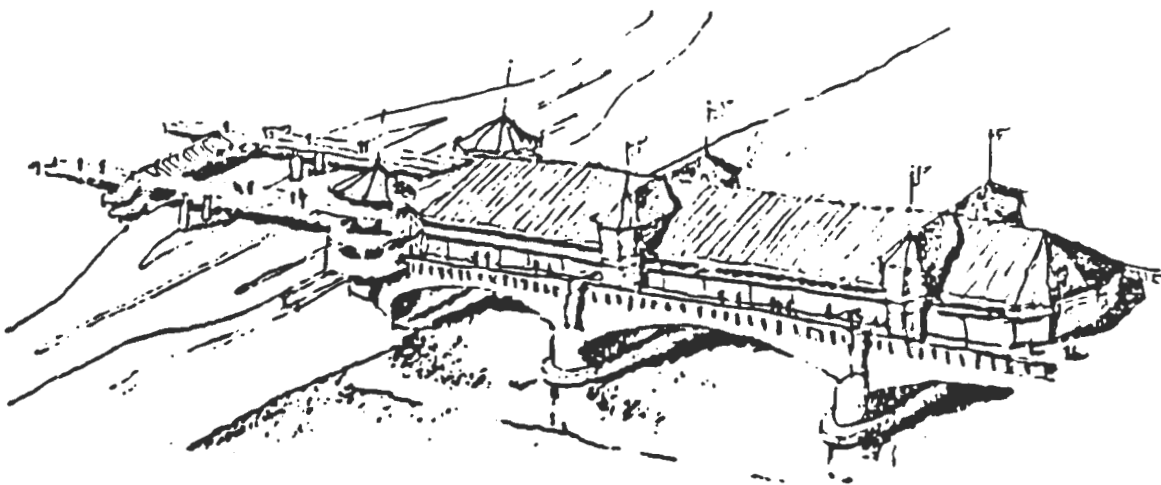
As the Melrose improvements are completed, it could then be desirable to eliminate remaining traffic from the Iowa Bridge.

The transitional stage of the ideal plan thus envisions a pedestrian oriented two zone campus incorporating nearly all currently developed university areas. In addition, the Iowa Bridge would be available to provide a major pedestrian oriented connector use.

#### **Pedestrian Mall/Green Space**

The redefined Ideal Framework would allow for major enhancement and connection of campus pedestrian mall and green space elements. Some of the more significant of these include:

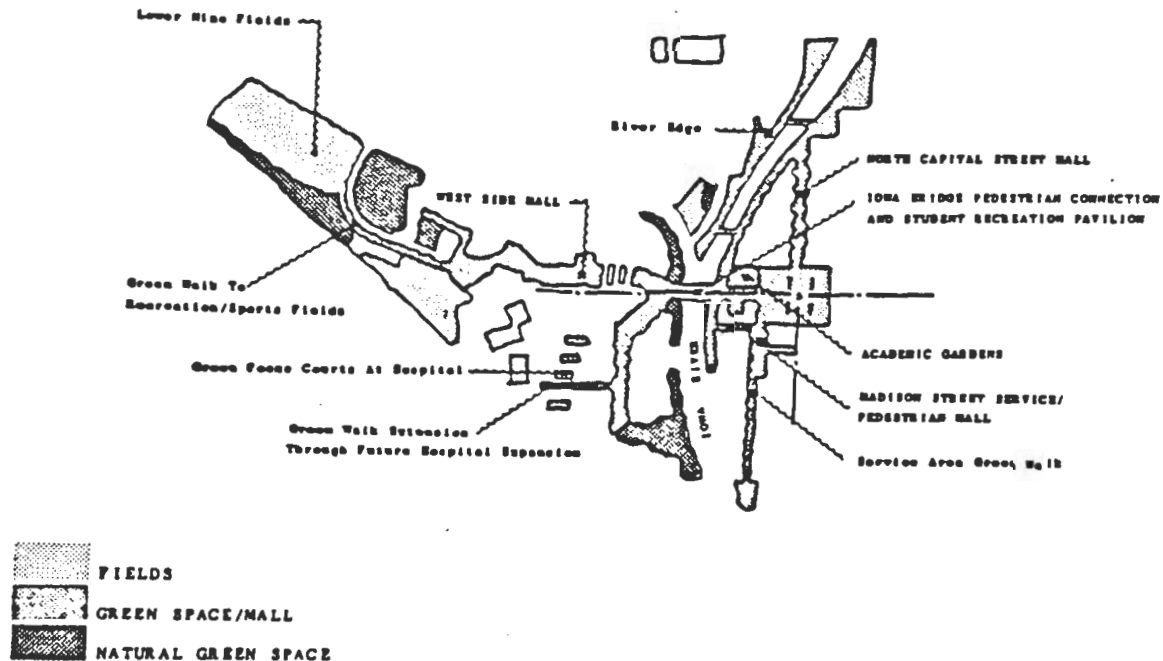
- The Iowa Pedestrian Bridge Pavilion. Freed from vehicular traffic, the bridge would be available for a significant physical and symbolic east side/west side connection use. One such possible use would be a student recreation pavilion. A pavilion use would:
  - Provide the scale of pedestrian oriented physical linkage required between east side and west side campuses.
  - Be centrally located between the two major campus pedestrian zones and near the existing student union.
  - Be reasonably economical, not necessitating extensive interior finishing, or footing construction (light weight steel construction would likely be well within the existing bridge loading capacity).
  - Provide both a climatized and outdoor river crossing.
  - Provide a significant symbol of the "new pathways" approach to the improvement of the quality of the Iowa physical learning environment.



**IOWA BRIDGE PEDESTRIAN CONNECTION AND STUDENT RECREATION PAVILION**

- West Side Mall Extension. As the Draft Report details, there has been a continuing interest in the relocation of Newton Road to north of Hardin Library allowing for the implementation of the





#### PEDESTRIAN MALL/GREEN SPACE - FRAMEWORK

west side health sciences mall. The Draft Report notes that this relocation could occur in developing a new health sciences building site. The re-routing of through traffic could result in the extension of this future pedestrian mall to the west providing potential uninterrupted connections to the recreation building and arena. The potential would also exist to extend a "green walk" from the west side mall all the way to the recreation fields on the lower nine.

South Madison Street Mall. The Draft Report relates the encouraging movement towards the eventual implementation of the north Capital Street pedestrian mall. The elimination of east side through traffic would also mean that south Madison Street from Burlington to the Madison Street play fields could be converted to pedestrian use with only relatively minor vehicular service access accommodation. This new pedestrian oriented mall could be connected to the proposed Washington Street mall and extended as a "green walk" south across Burlington through the university services functional sub area.

- Mall Redefinition. The institutional mall as the Downtown Malls of North America need to be redefined. The "soft" greenway to the "hard" plaza or a combination of "cute" plantings, benches, and signery has served a purpose. Now is the time to integrate the academic functional and fun uses in new independent mini building forms, facade edges of new adjacent buildings, young and old "kid" playways and many other 21st century uses. Malls must be part of the University's "New Pathways".
- Academic Gardens. Over the past decade or so the use of the Madison Street play fields south of the union have been considered in various planning studies as a potential building site. At the same time these fields have always been recognized as a desirable open space campus feature. We believe that the redefined campus vision should put this past ambivalence to rest. The following factors make this site a one of a kind campus asset which requires preservation:
  - Last remaining highly accessible (both physically and visually) central campus location along Iowa River.
  - Relationship to the historic Pentecrest providing a direct visual link between the Pentecrest and the river.
  - Relationship to the student union and the east side riverfront green walks.
  - Relationship to Iowa Avenue Bridge.

The above factors lead us to propose that the imaginative concept of campus academic gardens, identified in the Draft Report, be sited on this key open green space. These gardens could include:

- Gazebo structures to provide gathering spaces for small group discussion and classes.
- Amphitheater configurations of varying size and surface treatment (both "hard" and "soft") for use as outdoor teaching opportunities.
- The use of shrubbery and hedge work to define and modulate the outdoor space to impart a solitary and contemplative character to areas of the garden.

- Inclusion of some articulated earth sculpting to provide a degree of level differentiation within the garden.
- Inclusion of designed opportunities for outdoor display of local art works.
- Retention of a significant segment of the existing fields for informal recreational use.
- Strong relationship with the existing riverfront pathway system and union entry.
- Sufficient formality of design character and organization to reinforce the garden's visual linkage with the Pentecrest.
- Maximization of a variety of seating and gathering opportunities.

At the foot of the Pentecrest, connected to river pathways and the Iowa Bridge pavilion the academic gardens would likely become a major campus green space element and spiritual outdoor campus center.

#### **Other Implications of the Vision**

The proposed redefinition of the ideal plan would include study of other innovative campus plan elements and guidelines. Several such additional areas have been identified in the Draft Report including:

- CRANDIC Rail Right of Way Transit serving the university community, Coralville, Oakdale, and Cedar Rapids. This is an old idea which was long ago abandoned. We concur with the new relevance of this idea as a potential means of reducing university parking and traffic problems.
- Historic Preservation and Adaptive Re-Use of remaining significant university building and grounds wherever feasible.

Areas that have been identified and discussed in the university planning context over past years, we believe warrant further consideration at this time including:

- Mixed Use Building Approaches relevant to the university campus. These might include incorporating a structured parking use in all appropriately located new construction. In addition, recreational roof top use of new

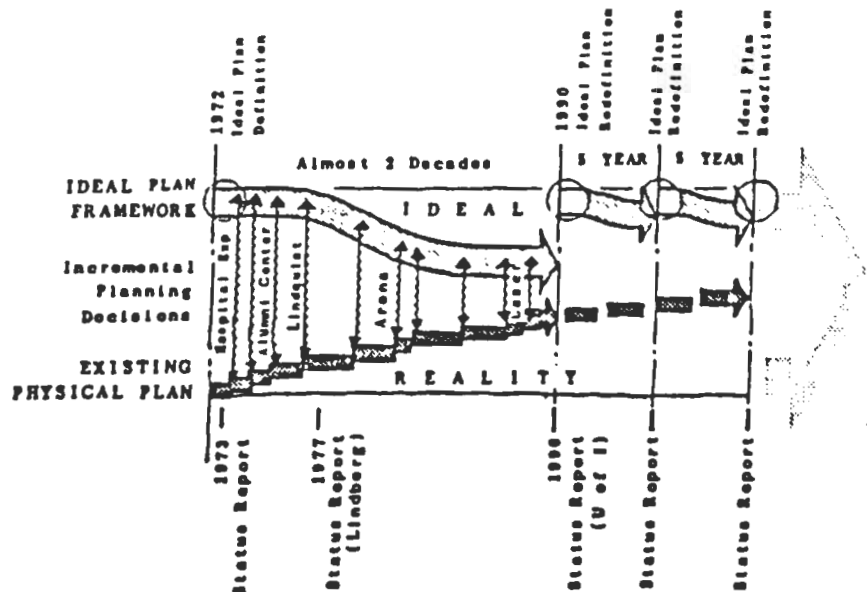


buildings may provide opportunities to expand limited recreational opportunities especially on the east side.

- Climatized Building Connections. The physical connection of new building construction would provide an alternate indoor pathway in the months that Iowa City operates as a "winter city".

### Process

As noted above, in the early 70's the incremental planning decisions made by the university were gauged against an Ideal Plan Framework to insure that each such incremental decision advanced (at least did not counter) the long range campus goals. The success and flexibility of the process depends on establishing goals with a sufficient long range visionary quality. This **Incremental Response** planning process has been used at the University of Iowa to some degree for more than 18 years. During this period the university has undergone an almost phenomenal physical growth and change but, in part due to this planning process, has managed to significantly improve the quality of the campus environment.



UNIVERSITY OF IOWA PLANNING PROCESS

As originally conceived, each incremental decision would modify and/or reconfirm the Ideal Plan so that the "goal" remained current. However, in looking back we now believe that this reconfirmation process is not effective in

keeping the Ideal Plan relevant as the campus long range visionary goal. It is our feeling that the planning status reports of 1973 and 1977 as well as the Draft Report herein were not intended and did not provide this vision redefinition. Instead, the incremental decisions have, with some exception, tended to bring aspects of the vision down towards reality. We now believe that there is no longer sufficient visionary "distance" between the ideal and reality in some areas to effectively "challenge" incremental decision making.

We propose that what is now needed is a redefinition of the Ideal Plan. This long range campus vision has not been comprehensively redefined since its original formulation in 1973. We further propose, in order to insure the vision remains relevant, that the Ideal Plan be redefined at 5 year intervals. This periodic redefinition will keep the ideal plan relevant and sufficiently visionary to foster the innovative incremental decision making that has distinguished the University of Iowa planning process for almost two decades.

### **Conclusion**

Education is never free of IDEOLOGY; similarly shaping one's physical environment must never be free of VISION.

**March, 1990**

## APPENDIX A

(To Campus Planning Consultant Comments)

### THE UNIVERSITY OF IOWA

#### CAMPUS AND THE CAR: A STATEMENT OF POLICY

The University of Iowa campus once enjoyed freedom from any but pedestrian traffic. But eventually the campus expanded beyond what is known as the Pentacrest and through-campus traffic by horse and later by car entered the picture. The University seeks to return to the past in this sense.

The commotion of traffic is distracting and unpleasant in the general environment outside the libraries and classrooms. There is simply no natural place in an academic community for cars, trucks, and buses -- especially when there are feasible alternatives through far-sighted planning.

An important first step in the over-all plan to free the campus from vehicle thoroughfares is represented in the Health Center campus where, with the closing of Newton Road and the re-routing of Glenview Road and Woolf Avenue, a large area around University Hospitals will be free of all but service vehicles.

The University of Iowa will take every opportunity to extend to its entire campus -- especially the area from the Pentacrest west across the river to Woolf Avenue -- the concept of a pedestrian mall. It will do this because we believe it is impractical (even though technically feasible, perhaps) to reconcile ever-increasing automobile traffic through the campus with requirements for thought, study, contemplation, concentration, and creativity.

On the other hand, we believe it is entirely practical for future transportation planning to recognize the stake of the University in a vehicle-free campus. Of course, the campus must be accessible to users, and certain vehicles will have to go directly to certain facilities. However, the matters of user convenience and servicing are distinct from the question of high-volume thoroughfares or arterial streets through the heart of the campus.

In short, the University seeks to encourage a vision of the campus in which the traffic-free zone (originally the Pentacrest only) is adjusted to the reality of present-day institutional size.

An important practical "fringe benefit" from returning the campus to a traffic-free condition lies in land use flexibility. Without the streets that now dissect the east campus, new vistas would be opened for the siting of buildings. There would be more land available for greensward or buildings.

Another practical consideration associated with the campus and vehicular traffic is that of pedestrian safety from automobiles. While this is not exclusively a problem of a university campus, of course, and while it is technically easy to solve, the resolution does nothing to remove the objections to auto traffic that are unique to a campus setting.

The following objectives are necessary to achieve the goal of a traffic-free campus:

- 1) To create large zones of traffic-free academic "islands" which offer the potential for further consolidation into a completely traffic-free campus.
- 2) To resist successfully any street or traffic "improvement" proposals which would result in increased traffic through the campus.
- 3) To divert non-university destined traffic around the campus zone.
- 4) To provide for the separation of vehicle from pedestrian movement at remaining points of conflict.
- 5) To provide adequate parking facilities for vehicles destined for the campus on the perimeter of the traffic-free zones.
- 6) To encourage the use of non-automobile modes of transportation for home-to-campus and campus-to-home trips.
- 7) To provide for the safe and convenient use and storage of the bicycle.

The implementation of the above stated goal and objectives will entail a large number of decisions and actions which are beyond the scope of this statement. There are, however, several major steps which must eventually be accomplished if the goal is to be reached. They are:

- 1) To restrict the Iowa Avenue Bridge to pedestrian and bicycle traffic.
- 2) To close streets serving the Iowa Avenue Bridge on the east side of the Iowa River.
- 3) To complete the improvements provided for in the West Campus Street Plan.

January/1972



## Appendix B

### Lindberg Report

#### Functional Considerations

#### GOALS AND OBJECTIVES

The Lindberg Report established goals and objectives to guide planning as it related to major functional considerations. These are reproduced in their original form below, with contemporary comments shown in square brackets, [ ].

#### A. LAND USE

##### Goals --

1. To provide for the efficient operation of the University.
2. To provide a campus whose internal arrangement of buildings and facilities units is convenient for use by students, faculty, staff, and visitors.
3. To provide a campus that is aesthetically pleasing.
4. To provide land use flexibility so that future space needs, not now foreseen, can be met with minimal disruption.
5. 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 upon University land.

##### Objectives --

1. The Pentacrest is not only the historic heart of the University, but also is the central focal point of the main campus.
2. The main campus is comprised of several functional areas as shown on the following [accompanying] map. Planning for new facilities shall respect these functional areas to the extent possible.

The following guidelines shall apply:

- a. Functional areas are to group land uses in terms of functional interdependencies, adjacency and compatibility.
  - b. Overlap among functional areas is permitted.
  - c. Desirable and maximal building coverage ratios and floor area ratios are defined for each area.
  - d. Entire functional areas are to be considered in the architectural design of buildings.
  - e. Each functional area is to contain appropriately integrated green/open space.
  - f. Within each functional area, some space for future expansion should be identified and reserved. This space may be used temporarily for surface parking or for green space.
3. Floor Area Ratio (total building floor area to land area) for the Main Campus should not exceed 0.75.

## B. CIRCULATION

Goals --

1. To achieve a circulation system such that movement within functional areas is to the maximum extent pedestrian movement.
2. To achieve a circulation system such that movement between functional areas by private automobile is minimized and alternate movement opportunities (walking, bicycling, Cambus) are optimized.

Objectives --

1. Create traffic-free "academic islands" within functional areas.
2. Provide for the separation of vehicle from pedestrian traffic at those places where major conflict exists.

3. Initiate appropriate incentive and disincentive schemes (parking fees, car pooling, etc.) to limit the number of cars that are brought to the campus each day.
4. Work with the City of Iowa City, Coralville, University Heights, Johnson County and the Iowa Department of Transportation to insure that street and traffic improvements result in decreased movement of non-University destined traffic through the Campus.

### Roadways

#### Goals --

1. To insure that all segments of the Campus are accessible to those who require motor vehicle transportation such a service functions and handicapped persons.
2. To insure that the 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.
3. To minimize the amount of traffic that passes through the Campus Zone and to minimize impact on the academic environment occasioned by those few arterial streets that must pass through the Campus.
4. To minimize the amount of land allocated to vehicular uses.

#### Objectives --

1. Reserve a 100 foot wide "no building" corridor adjacent to the east edge of the Rock Island Railway for possible future construction of a West Bypass of such construction is found feasible and desirable.

[This objective has been rendered moot by the failure of the community to endorse the concept of the West Bypass. The local and campus traffic functions of this proposed facility are now served by Hawkins Drive which was constructed concurrently with Carver-Hawkeye Arena. The westside electrical substation has been constructed on the "no build corridor" in the mean time.

2/8/90]

2. Assume Riverside Drive and Iowa Avenue Bridge will remain open to traffic for the foreseeable future.

3. Delete the Law Bypass from future planning considerations due to lack of functional justification and potential negative environmental effects upon the Law College and adjacent residential neighborhood.

## Cambus

### Goals --

1. To facilitate a pedestrian oriented campus.
2. To functionally and perceptually unify the University by interconnecting its various parts.

### Objectives --

1. Consider Cambus an integral part of the University transportation system and include its provision of services in the University's comprehensive plan.
2. Provide bus service to and from peripheral parking facilities.
3. Provide bus service only for intra-campus trips that are longer than 10-minute walking distance.
4. Provide a level of service which responds to legitimate demands for transit service, but does not conflict with other University goals and objectives.
5. Coordinate, in every possible way, with the Iowa City and Coralville Transit systems, and avoid providing service to areas where these systems have established service.
6. Minimize utilization of heavily traveled streets by Cambus.
7. Encourage redesign of streets to permit easy and safe loading and unloading of passengers without impeding the flow of other traffic.



## Bicycle

### Goals --

1. Facilitate the use of bicycle movement to, from and within the Campus zone.

### Objectives --

1. Provide a system of safe, convenient "bikeways" connecting all major areas of the Campus and interconnecting with bikeways provided by local communities.
2. Provide and maintain bicycle racks reasonably convenient to the entrances to buildings.

## C. OPEN SPACE

### Goals --

1. To make the most of the natural scenic potential of the campus area, especially the Iowa River, the adjacent floodplain, and the natural wooded areas.
2. To provide ample and adequately distributed areas within the campus boundaries for both active and passive outdoor activities.
3. To protect and preserve the Iowa River as a drainage way and as a source of water for community use.

### Objectives --

1. Open space areas free of motor vehicle traffic and parking should be provided and maintained within each functional area in an amount equal to at least 20 percent of total area.
2. Those several campus sites which possess significant natural feature should be preserved in a desirable manner including the following:
  - a. the ravine between Basic Sciences and Quadrangle
  - b. the pond and rock face across Riverside Drive from the Art Building

- c. the rock face and wooded slope below the President's house
  - d. the wooded areas adjacent to Clear Creek and Hawkeye housing
  - e. the wooded slopes within the old Upper Nine area
3. Continuous pathways shall be provided and maintained along both sides of the Iowa River to the extent possible.
  4. Parking should be located no closer than 20 meters to the river bank and existing parking within this setback area should be removed when feasible.
  5. Providing visual and physical access to the river is an important objective in building design and placement.
  6. Utilize open space facilities as a means to unify the various parts of the campus.