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Land Use

This Chapter outlines goals, objectives and strategies for land use, defines categories of land use, describes the desired future land use for Burlington, and identifies special planning areas.

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Adopted on
November 19, 2012

5.1 GOALS, OBJECTIVES & STRATEGIES



There are many unique uses of land across Burlington, and many more ways to configure those uses. It is the City’s responsibility to regulate where and how development occurs so that conflict between incompatible uses is minimized, land and infrastructure are used as efficiently as possible, and Burlington continues to grow as a pleasant, attractive place to live and work. This chapter features goals, objectives, and strategies that apply to land use in general, and also strategies and guidelines for specific types of land use.

L1: Land Use Goal 1

Burlington will have an adequate supply of land in appropriate places to accommodate growth in all sectors.



Objective L1.1: The supply of land to accommodate new development will be adequate to satisfy local demand.

Strategies

- The City will work to ensure availability of appropriately zoned land for various types of development, recognizing that an efficient market requires a choice of multiple suitable sites.
- The City will be proactive in efforts to increase supply for uses as necessary, including comprehensive plan amendments and, if necessary and feasible, the use of financial incentives to specifically encourage an increase in supply of space or units if the market is for some reason not naturally responding to demand.



Objective L1.2: The City’s growth area will be protected from development incompatible with City growth.

Strategies

- The City will collaborate with Des Moines County to encourage new development within the City’s 2-mile extraterritorial jurisdiction that is compatible with the use, density, and configuration recommendations of this plan.
- The City will continue to map the preferred routes and connection points for major streets in growth areas and will ensure adequate and appropriate right-of-way dedication as land is divided.
- Utilities and municipal services will be provided in accordance with development needs and the comprehensive plan. New utilities and municipal infrastructure will not represent an unreasonable cost to the City - development will pay its fair share.



Objective L1.3: Development will use land, utilities, and community services as efficiently as possible

Strategies

- Development in growth areas will occur incrementally, outward from the existing urban edge. Leapfrog development is strongly discouraged.
- Infill development where City roads and utilities already exist is a priority for the City and is strongly encouraged.
- The City will continue to encourage and support adaptive reuse of structures with historic character and value.
- The City will support and assist with the redevelopment of brownfield sites, as feasible.

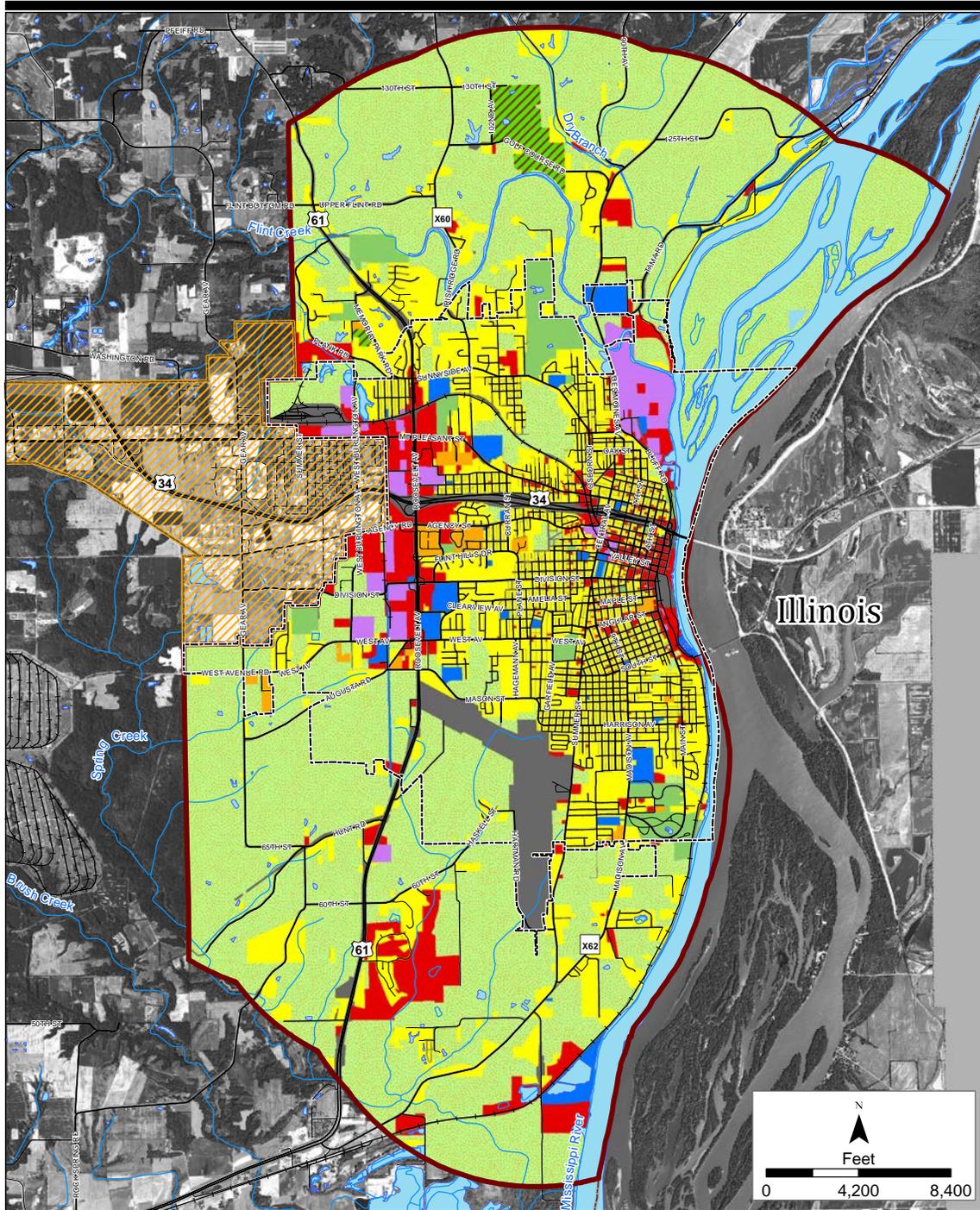
L1: Land Use Goal 2

Burlington recognizes the importance of neighborhoods and will guide growth in ways that create or enhance balanced, pedestrian-friendly neighborhoods.

Objective L2.1: Development and redevelopment in existing developed areas and growth areas will establish or enhance neighborhoods.

Strategies

- Any development with uses more intensive than neighboring residential uses will utilize siting and screening techniques to minimize a negative impact on those uses due to noise, light, traffic, etc.
- New residential uses will not be isolated from other residents, will be assigned to a specific neighborhood area, and will credibly be perceived as part of that neighborhood.
- Pedestrian and bicycle facilities will be added as necessary to improve access and close gaps in the transportation network.
- Neighborhoods will generally include a mix of residential types and densities, as well as small-scale retail and office uses.
- The City will utilize the Planned Unit Development Process, as appropriate, to achieve projects that integrate residential and non-residential uses in creative ways not achievable with standard zoning.



City of Burlington

Des Moines County, Iowa

Existing Land Use

MAP-6

Legend			
Planning Area	Roads	Existing Land Use	Recreational Commercial
City of Burlington	Railroads	Agriculture/Open Space	Commercial
City of West Burlington	Streams	Single Family Residential	Industrial
County Boundary		Multi-Family Residential	Public/Institutional
		Parks & Recreation	Transportation
			Surface Water

Sources:
- County Base Data
- 2010 NAIP ortho provided by USDA



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- Agricultural/ Open Space (52.2%)
- Residential (19.4%)
- Commercial/Office (6.0%)
- Industrial (1.8%)
- Public/Institutional (1.8%)
- Recreational Commercial (0.9%)
- Transportation (11.2%)
- Water (6.7%)

VS



- Rural Lands (24.0%)
- Parks/Open Space (10.3%)
- Low Density Residential (32.5%)
- Higher Density Residential (1.0%)
- Transportation (11.4%)
- Water (6.7%)
- Commercial/Office (3.8%)
- Business Park (3.4%)
- Industrial (3.0%)
- Public/Institutional (1.6%)
- Neighborhood Mixed Use (1.7%)
- Downtown Mixed Use (0.6%)

2012 land use conditions are shown at left, page 4-4 (see Appendix C for a full size version). The Burlington planning area extends two miles from the current city limits, except where it is constrained by the Mississippi River, the Iowa Army Ammunition Plant, or the City of West Burlington. Much of this planning area (over 50%) is currently in agricultural or open space use, as indicated by the pie chart above. The next largest portion is residential uses (just under 20%).

The second pie chart, above right, shows the mix of uses for the same area as proposed in the City’s Future Land Use map on page 5-7 (and Appendix C). The Future Land Use Map indicates the uses preferred by the City for all land in the planning area. As illustrated by the chart, the extensive Agriculture/open space acreage is planned for a variety of uses, including a mix of continued farming (“Rural Lands”), protected open space, and various types of development.

Note that the Future Land Use Map distinguishes between Low Density Residential and Higher Density Residential, features both Industrial and Business Park designations, and explicitly encourages mixed uses in areas designated Neighborhood or Downtown Mixed Use. Each of these categories is described later in this chapter.

Also note that while the Future Land Use Map shows significant acreage where development may be permitted, not all of this land is expected to be developed by 2032.

Using the Future Land Use Map

The Future Land Use Map (opposite) identifies categories of similar use, character and density. These categories are described in the preceding pages, including explanation of the City's intent and design and development strategies for each.

This map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development should be consistent with the use category shown on the map and the corresponding text.

Where uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in rare instances when the City may actively facilitate redevelopment of a priority site, the City's use of this map will be only reactive, guiding response to proposals submitted by property owners.

Amending the Future Land Use Map

It may from time to time be appropriate to consider amendments to the Future Land Use Map. See Chapter 6, page 6-17 for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

Agricultural

The land does not have a history of productive farming activities or is not viable for long-term agricultural use. The land is too small to be economically used for agricultural purposes, or is inaccessible to the machinery needed to produce and harvest products.

Compatibility

The proposed development will not have a substantial adverse effect upon adjacent property or the character of the area, with a particular emphasis on existing residential neighborhoods. A petitioner may indicate approaches that will minimize incompatibilities between uses.

Natural Resources

The land does not include important natural features such as wetlands, floodplains, steep slopes, scenic vistas or significant woodlands, which will be adversely affected by the proposed development. The proposed building envelope is not located within the setback of Shoreland and Floodplain zones (raised above regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioner may indicate approaches that will preserve or enhance the most important and sensitive natural features of the proposed site.

Emergency Vehicle Access

The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles.

Ability to Provide Services

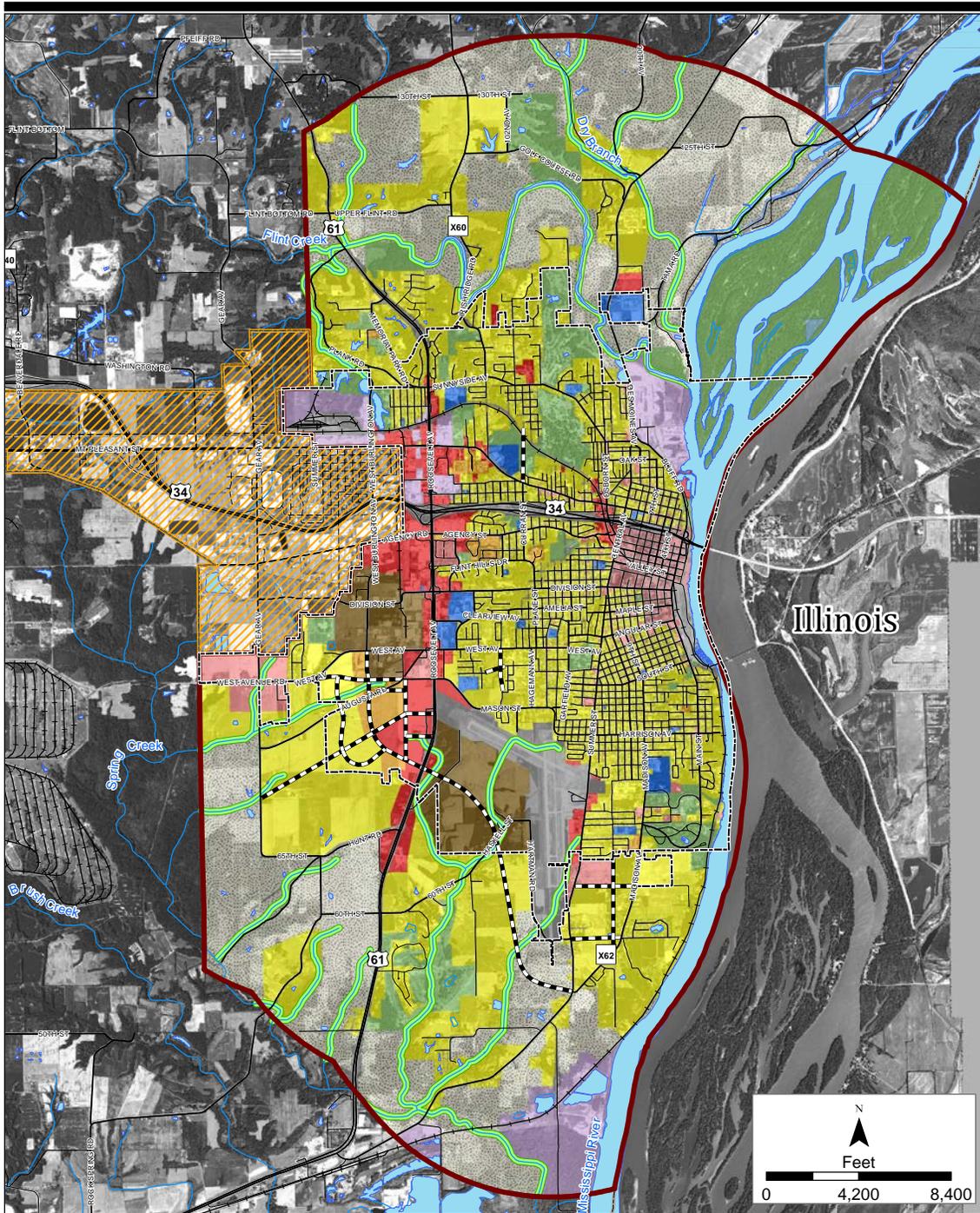
Provision of public facilities and services will not place an unreasonable financial burden on the City. Petitioners may demonstrate to the City that the current level of services in the City, or region, including but not limited to school capacity, transportation system capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may also demonstrate how they will assist the Village with any shortcomings in public services or facilities.

Public Need

There is a clear public need for the proposed change or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive fiscal impact on the City. The City may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.

Adherence to Other Portions of this Plan

The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this Plan.



City of Burlington

Des Moines County, Iowa

Future Land Use

MAP-8

Legend			
Planning Area	Roads	Neighborhood Mixed Use	Parks, Recreation & Open Space
City of Burlington	Proposed Roads	Downtown Mixed Use	Transportation
City of West Burlington	Railroads	Low Density Residential	Surface Water
County Boundary	Streams	Higher Density Residential	City to Remark
Drainageway Buffer	Commercial	Business Park	Public & Institutional
		Rural Lands	
		Industrial	

Sources:
- County Base Data
- 2010 NAIP ortho provided by USDA



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Rural Lands (RL)

The Rural Lands category is intended to preserve land and rural character in areas deemed unlikely or infeasible for urban development prior to 2032. Preferred uses in these areas include open space, farming, farmsteads, agricultural businesses, forestry, quarries, and limited rural residential on well and septic.



Low Density Residential (LDR)

Low Density Residential areas are intended for housing with densities that range from two to five units per acre. Neighborhood areas classified as LDR will typically be predominately single-family detached units with the potential for some doubles and other lower density attached housing products.



Higher Density Residential (HDR)

Higher Density Residential areas are intended for housing at densities exceeding five units per acre. Uses in this category include single-family detached, duplexes/twinhomes, townhouses, row houses, apartment buildings, and senior housing.



Neighborhood Mixed Use (NMU)

Neighborhood Mixed-Use areas are intended to provide a mix of smaller-scale commercial, residential, public and related uses in a pedestrian-friendly environment. They may include a mix of retail and service commercial, office, institutional, higher density residential, public uses and/or park and recreation uses. Uses can be integrated either vertically or horizontally.



Downtown Mixed Use (DMU)

Downtown Mixed-Use areas are intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment. It is envisioned that DMU areas will include a mix of retail and service commercial, office, institutional, higher density residential, public uses and/or park and recreation uses. Uses in the DMU area are expected to be integrated both vertically and horizontally.





Commercial (C)

Commercial areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. The type and size of use will be determined by location and market forces.



Business Park (BP)

Business park areas are intended for showrooms, warehousing, storage, and light industrial uses with associated office functions. Business park developments are usually designed in a unified manner and feature public and private landscaping, directory signage and/or entry features.



Industrial (I)

Industrial areas are intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically larger, individual sites not part of a larger business park.



Public and Institutional (P)

Public and institutional areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities and other parcels that are owned by a public or quasi-public entity. This category does not include parks and recreation areas.



Parks, Recreation & Open Space (P/OS)

Parks, Recreation and Open Space areas are intended for active and passive recreation uses or preservation of natural areas. P/OS lands can be public or privately owned.

RL- Rural Lands

The Rural Lands category is intended to preserve land and rural character in areas deemed unlikely or infeasible for urban development prior to 2032. Preferred uses in these areas include open space, farming, farmsteads, agricultural businesses, forestry, quarries, and limited rural residential on well and septic.

Suitable Zoning Districts

Most of the Rural Lands areas are outside the City limits and will likely remain so through 2032. Prior to annexation these lands are subject only to Des Moines County's Two Miles Zoning Ordinance from the Burlington City Limits. County zoning districts most consistent with the Rural Lands intent are the A-1, R-1, and C-1 districts. For those areas in the City, R-1 (Single Family Residential) districts is the most applicable district, as it allows farming use. However, a separate zoning district could be developed for this category to more accurately reflect the intentions of the Rural Lands category.

Land Use Strategies

RL-1: New homes should be sited on non-productive soils in ways that minimize disruption of agricultural use and avoid the creation of new access points to state highways. Small lots (e.g. 1.5 acres) are preferred, especially if the remaining land is in agricultural use.

RL-2: Rural residential subdivisions containing 5+ homes are discouraged, except in areas where urban development is unlikely to occur, even many years from now.

RL-3: Rural residential subdivisions are strongly encouraged to utilize conservation design strategies that minimize the disruption of natural features and rural character.



Discouraged Layout



Desirable Layout #1



Desirable Layout #2



CONSERVATION DEVELOPMENT



Conservation development usually attempts to hide development from the main road(s) through natural topography, landscape buffers and setbacks in order to preserve rural character.

LDR - Low Density Residential

The Low Density Residential areas are intended for housing with densities that range from two to five units per acre. Neighborhood areas classified as LDR will typically be predominately single-family detached units with the potential for some doubles and other lower density attached housing products. In growth areas designated for LDR use it may be appropriate to consider pockets of higher-density residential or non-residential uses, as described in the strategies below.

Suitable Zoning Districts

R-1 (Single Family Residential)

R-2 (Single Family Residential-Non Traditional)

R-3 (Two Family Residential)

Land Use Strategies

LDR-1: Urban services will be required for all new development, including municipal water, wastewater, and stormwater management systems.

LDR-2: Though low density housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:

- Parks and recreational facilities
- Small municipal and institutional facilities (e.g. learning center, library, fire station, etc.)
- Community centers
- Places of worship
- Day care centers
- Small pockets of higher-density residential (see HDR)
- Small commercial that serves neighborhood needs

LDR-3: The City will encourage and support the creation of neighborhood plans for growth areas and for existing neighborhoods experiencing redevelopment pressure, to proactively determine how varied housing types and uses can be appropriately integrated into the neighborhood, and to establish a unique identity for each neighborhood.

LDR-4: Infill development will protect the character of existing residential neighborhoods.

Design Strategies

The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the home, with layers of increasingly private space in between.

Consider the following techniques (*see side bar*):

- A) The front door should face the street and there should be a clear route to the door from the street or sidewalk.*
- B) There should be windows on the street facade*
- C) Building setbacks will vary according to building type and lot size, but should generally not exceed 30 feet.*
- D) Incorporate a covered front porch, or at least a raised stoop, preferably covered.*
- E) Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.*

Relationship among buildings: Buildings within a neighborhood should be both cohesive and varied.

Consider the following techniques:

- A) Homes along a street should utilize similar setbacks to establish a consistent “street wall”.*
- B) Home sizes may vary along a street, but should utilize design techniques such as similar roof line heights and deeper setbacks for portions of wider houses to minimize apparent size variations.*
- C) The mix of architectural themes or styles should generally be consistent within a neighborhood, but repeated use of identical floorplans or colors is strongly discouraged, especially for adjacent buildings.*

Remodeling and Additions: Changes and additions to existing structures should complement the design of the existing structure.

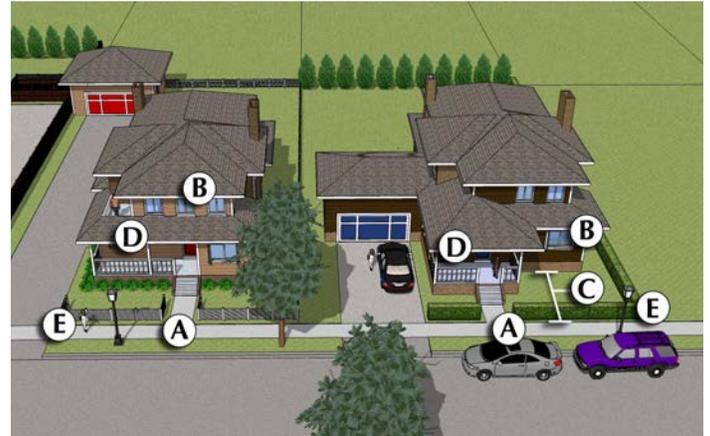
Consider the following techniques:

- A) Select window types and proportions that match the rest of the house.
- B) New exterior materials should match, or be complementary, to existing materials.
- C) Avoid enclosing covered porches, when possible. If enclosing a covered porch, maintain the appearance of a porch, rather than attempting to blend the porch seamlessly with the rest of the house.

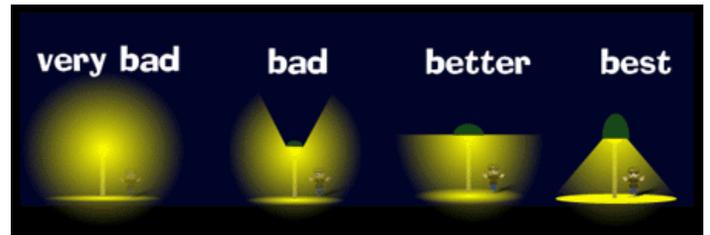
Garages: Consider garage location and scale to avoid a “garage-scape” street appearance.

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare, light trespass and light pollution (see side bar). Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).



This graphic illustrates how a single-family homes can use varying techniques to create a relationship with the street (see text for technique descriptions)



The upper graphic illustrates the different types of lighting techniques from no cutoff to full-cutoff. The lower images provide good examples of full-cut-off building light fixtures.

HDR - Higher Density Residential

Higher Density Residential areas are intended for housing at densities exceeding five units per acre. Uses in this category include single-family detached, duplexes/townhomes, townhouses, row houses, apartment buildings, and senior housing.

Suitable Zoning Districts

R-3 (Two Family Residential)

R-4 (Multi Family Residential)

Land Use Strategies

HDR-1: HDR uses will generally be located where there is access to multiple transportation modes, including the bike and pedestrian network and transit services.

HDR-2: HDR uses will generally be located where there is convenient access to restaurants, retail and service businesses.

HDR-2: HDR uses are an appropriate transition use between commercial areas and Low Density Residential areas.

Design Strategies

The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood. The following strategies apply mostly to multi-family formats - for higher density single-family developments, see the LDR design strategies.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building, with layers of increasingly private space in between.

Consider the following techniques (*see side bar*):

- A) *The front door should face the street and there should be a clear route to the door from the street or sidewalk.*
- B) *There should be windows on the street facade*
- C) *Building setbacks will vary according to building type and lot size, but should generally not exceed 30 feet.*
- D) *Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.*

Relationship among buildings: Buildings within a neighborhood, or within a single development, should be both cohesive and varied.

Consider the following techniques:

- A) *When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of setback along the building facade.*
- B) *The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floorplan, facade design, and color choice to avoid monotony.*

Garages: Street-facing garage doors should be avoided whenever possible. When necessary, street-facing garages should be set back at least 10 feet behind the front façade of the building.

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare, light trespass and light pollution. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Common Open Space: Provide gardens, grass areas, and playgrounds to serve the needs of residents.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, and outdoor storage, should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features. *(see side bar)*



This graphic illustrates how a multi-family building can use varying techniques to create a relationship to the street
(see text for technique descriptions)



These images provide good examples of screened services areas.

NMU - Neighborhood Mixed Use

Neighborhood Mixed-Use areas are intended to provide a mix of smaller-scale commercial, residential, public and related uses in a pedestrian-friendly environment. They may include a mix of retail and service commercial, office, institutional, higher density residential, public uses and/or park and recreation uses. Uses can be integrated either vertically or horizontally.

Suitable Zoning Districts

R-4 (Multi Family Residential)

C-1 (Limited Commercial)

PUD (Planned Unit Development)

Land Use Strategies

NMU-1: Commercial uses in NMU areas will be smaller-scale establishments serving the local market and/or niche markets, rather than large users serving regional demand and generating significant traffic and parking needs. Businesses encouraged in these areas include restaurants, small grocery or specialty food shops, laundromats, salons, hardware stores, small professional offices, and boutiques.

NMU-2: Upper-floor residential units are strongly encouraged over ground-floor retail.

NMU-3: High density residential uses will generally be located where there is convenient access to restaurants, retail and service businesses.

Design Strategies

The City encourages all new mixed-use projects and areas to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood.

Height and Architectural Character: Multi-story buildings are preferred, though single-story buildings may be appropriate in low density settings. Buildings should incorporate architectural elements that provide visual interest and human scale, such as differentiation of the ground floor level, awnings or canopies over entrances, etc.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building.

Consider the following techniques (*see side bar*):

A) The front door should face the street and there should be a clear route to the door from the street or sidewalk.

B) There should be windows on the street facade. Retail and service spaces should have large, clear windows that provide good visual connection between the building interior and the sidewalk.

C) Building setbacks will vary according to building type and lot size, but should generally be as close to the sidewalk as practical. Front yard parking is discouraged.

Relationship among Buildings: Buildings within a neighborhood, or within a single development, should be both cohesive and varied.

Consider the following techniques:

*A) When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of setback along the building facade. (*see side bar*)*

B) The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floorplan, facade design, and color choice to avoid monotony.

Building Materials: High-quality exterior finish materials are strongly encouraged on all sides of a building, such as kiln-fired brick, stucco, and fiber cement siding.

Garages: Street-facing garage doors should be avoided whenever possible.

Parking: Front yard parking is strongly discouraged. When necessary, front yard parking should not exceed a single double-loaded aisle. Preferred alternatives are underground/under building, side yard, rear yard, and on-street parking.

Landscaping: Street frontages should use both hardscape improvements and native plants to provide visual interest and a comfortable pedestrian environment. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety. (*see side bar*)

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Signs: Signs should be pedestrian-scaled. Desired sign types include building-mounted, window, projecting, monument and awning. Signs should be no taller than necessary based on the context of the site, and should not exceed the limits established by the zoning ordinance.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff. (*see below*)



An example of a low-density, suburban mixed use building with minimal setback, large first-floor windows, and walkways to street-side entrances.



Examples upper floors being setback, reducing the buildings overall impact on the street and neighboring buildings.



The examples above illustrate how landscaping can provide visual interest along a public street, and partially obscure views of parking areas while retaining views between 3-6 ft.



Stormwater management techniques (from left to right): rain garden, bio-swale, pervious pavers, & porous pavement

DMU - Downtown Mixed Use

The Downtown Mixed-Use area is intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment. It is expected that the downtown area will continue to include a mix of retail and service commercial, office, institutional, higher density residential, public uses and/or park and recreation uses. Uses in the DMU area are expected to be integrated both vertically and horizontally.

Suitable Zoning Districts

C-3 (Central Business District)

Land Use Strategies

DMU-1: Older buildings with architectural character and historical interest are important to the image of the entire community. The City encourages and supports adaptive reuse projects that retain and restore the historic character of the structure.

DMU-2: Wayfinding signage to key downtown locations is critical, especially for visitors. The City will develop a signage system from primary downtown entry points to key locations, including City Hall, the public library, Snake Alley, waterfront/boat ramps, etc.

Design Strategies

The City encourages all new development in the downtown area to maintain the urban fabric and character.

Design Context and Architectural Character: New buildings should fit their context.

Consider the following techniques:

- A) The surrounding context, especially adjacent buildings, should always be documented and considered before design begins. City reviewers should require photos of this context during the review process.
- B) Buildings should incorporate architectural elements that provide visual interest and human scale, such as differentiation of the ground floor level, awnings or canopies over entrances, etc.

C) It is not necessary to replicate historic architectural styles with new buildings, but there should be some consistency of the scale and rhythm of design features, such as windows and floor heights, that help fit a new building within a block of older buildings

D) Building materials should be consistent with other nearby buildings. Brick and stone are strongly encouraged in most parts of downtown, but other quality, long-lasting materials may be appropriate in some places.

Building Height: Multi-story buildings are strongly encouraged on all downtown sites.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building.

Consider the following techniques (*see side bar*):

- A) In most cases there should be no setback from the sidewalk, though occasional partial setbacks to create usable space, as for an outdoor seating area, are acceptable.
- B) The front door should face the primary street.
- C) There should be clear vision windows on the street facade. Retail and service spaces should have large, clear windows that provide good visual connection between the building interior and the sidewalk.

Garages: Street-facing garages doors should be avoided whenever possible.

Parking: Front yard parking is not permitted. Side yard parking should be separated from the sidewalk by a low fence or landscape buffer to partially obscure views of parking while retaining visual connections to maintain personal safety.

Landscaping: In places where the building is not building at the front property line, hardscape improvements and native plants should be used to provide visual interest and a comfortable pedestrian environment.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to residential uses. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Signs: Signs should be pedestrian-scaled. Desired sign types include building-mounted, window, projecting, monument and awning. Signs should not be excessive in height or square footage. (*see side bar*)

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Stormwater: Green roofs, permeable pavement and other stormwater management technologies should be utilized as feasible to filter pollutants and infiltrate or delay runoff.



Above are examples of landscaped street edges where the building is set back from the street. In some instances, the set back area includes outdoor seating areas.



Preferred pedestrian-scaled sign alternatives

C- Commercial

Commercial areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Examples include large retail and service businesses, offices, clinics and health care facilities, hotels, restaurants and entertainment businesses, storage, and automobile sales and services. The type and size of use will be determined by location and market forces.

Suitable Zoning Districts

C-1 (Limited Commercial District)

C-2 (General Commercial District)

Land Use Strategies

C-1: Commercial areas should generally be served by public transit, a contiguous sidewalk network, and safe bike routes.

C-2: The City encourages and supports investment in small neighborhood commercial uses and sites in existing neighborhoods. Sites deemed no longer viable for commercial use should be considered for redevelopment with housing.

Design Strategies

The City encourages for all commercial projects the use of design strategies that will maintain property values over time. This section offers different strategies for highway settings and neighborhood settings in some categories.

Relationship to the Street: The building should be designed such that the primary building facade is oriented towards the street (toward the larger street on corner lots) and should have a public entrance.

Architectural Character: The building should be designed using architectural elements that provide visual interest and a human scale that relates to the surrounding neighborhood context.

Building Materials: The building should be constructed of high quality, long lasting finish materials, especially along prominent facades with frequent customer traffic.

Building Projections: Canopies, awnings, and/or gable-roof projections should be provided along facades that give access to the building. (*see side bar*)

Signs: Signs should be not larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance.

Highway commercial: desired sign types include building-mounted, monument.

Neighborhood commercial: desired sign types include building-mounted, window, projecting, monument and awning.



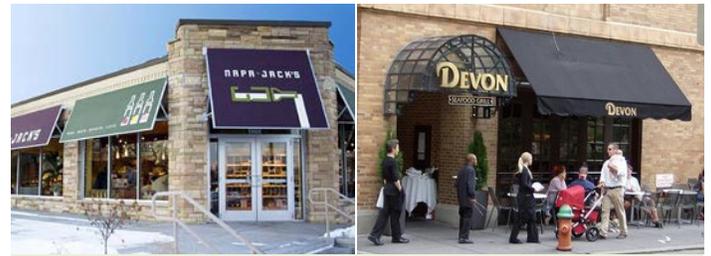
Parking: Front yard parking should be limited; side yard, rear yard, or below building alternatives are preferred. Shared parking and access between properties is encouraged to minimize curb cuts and make more efficient use of land and paved surfaces. Landscaping and trees should be incorporated into all surface parking areas to improve aesthetic and environmental performance. Vegetative buffers should be provided between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should be separated from parking stalls to reduce congestion. *(see side bar)*

Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety. *(see side bar)*

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.



Awnings (left) or canopy structures (right) help define the building entrances and provide visual interest along the street frontage.



The above concept illustrates shared parking between two developments connected by an access drive, and includes vegetative buffers along all pedestrian routes.



The examples above illustrate ways to landscape parking areas, including along the street frontage, in parking islands and medians, and between incompatible land uses.

BP - Business Park

Business park areas are intended for offices, showrooms, warehousing, storage, and light industrial uses with associated office functions. Business park developments are usually designed in a unified manner and feature both public and private landscaping, and common directory signage and/or entry features.

Suitable Zoning Districts

C-1 (Limited Commercial District)

C-2 (General Commercial District)

M-1 (Light Industrial District)

Land Use Strategies

BP-1: Business parks should be served by public transit, a contiguous sidewalk network, and safe bike routes.

BP-2: The City will work with property owners and developers to establish a new business park southwest of the airport before the last remaining sites in the Flint Ridge Business Park are developed.

BP-3: Any new business parks will utilize design standards to establish and maintain a consistent and quality appearance.

Design Strategies

The City encourages the use of design strategies that will maintain property values over time in business park areas.

Relationship to the Street: Buildings should be designed such that the primary building facade and entrance are oriented towards the street (toward the larger street on corner lots).

Architectural Character: Buildings should be designed using architectural elements that provide visual interest. A consistent design theme or style among different sites is not necessary.

Building Materials: Buildings should be constructed of high quality, long lasting finish materials.

Building Entrances: Building entrances should utilize architectural features that make them easy to find and which provide some measure of protection from the elements immediately in front of the door. (*see side bar*)

Signs: Signs should be not larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance. Common directory signs at business park entrances and a common style or format for all sites are encouraged. (*see side bar*)

Parking: Parking should be in the side yard or rear yard wherever feasible. Front yard parking should be limited to one double-loaded aisle. Shared parking among neighboring sites is encouraged to make more efficient use of land and paved surfaces. Vegetative buffers should be provided in parking lots between pedestrian circulation routes and vehicular parking/circulation. The use of on-street parking is encouraged. Access drive lanes should have adequate throat depths to allow for proper vehicle stacking.

Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low bushes in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to any nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.



There are many ways to architecturally define building entrances on office/industrial buildings. Above are a few examples with a varying degrees of protection provided.

I- Industrial

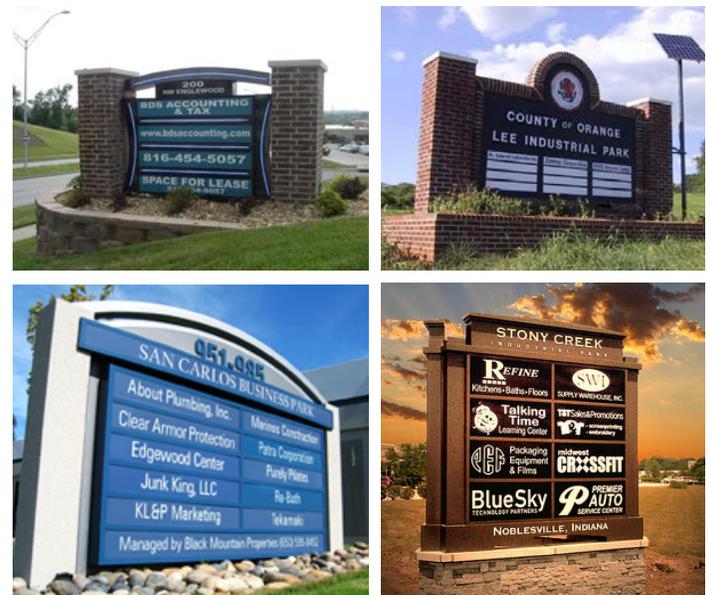
Industrial areas are intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically larger, individual sites not part of a larger business park.

Suitable Zoning Districts

- M-1 (Light Industrial District)
- M-2 (Heavy Industrial District)

Land Use Strategies

I-1: Industrial areas should be located near regional transportation routes. Uses with a large workforce should also be served by public transit.



Examples of common directory signs at business/industrial park entrances.

P - Public and Institutional

Public and institutional areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities and other parcels that are owned by a public or quasi-public entity. This category does not include parks and recreation areas.

Suitable Zoning Districts

These uses are permitted in almost all zoning districts.

Land Use Strategies

P-1: Decommissioned public properties, such as schools, be reused or redeveloped in ways compatible with the surrounding neighborhood. The City will partner with the Burlington School District to consider reuse options and neighborhood concerns before a sale occurs.

Design Strategies

Many public and institutional uses are located in or next to residential areas. The following strategies are intended to mitigate negative impacts on surrounding uses.

Traffic and Parking: Parking and driveway access should be designed to minimize the impacts of vehicle headlights, congestion, and aesthetic appearance on the surrounding neighborhood. Parking lots should be buffered from adjacent residential uses by a landscaping buffer that blocks headlights and the view of parked cars.



Landscaping: Buildings that are much larger than surrounding residential uses should utilize landscaping to mitigate the apparent size of the building. This can include a combination of planting beds, foundation plantings, ornamental shrubs and trees, and shade trees that will help the larger structures blend into the neighborhood.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and prevent all light trespass to adjacent residential uses.

P/OS - Parks & Open Space

Park and Open Space areas are intended for active and passive recreation uses or preservation of natural areas. P/OS lands are owned by the City, County, or State.

Suitable Zoning Districts

These uses are permitted in almost all zoning districts.

Land Use Strategies

P/OS -1: Existing natural areas identified as Parks and Open Space are to be preserved, though limited access should be provided to foster awareness and appreciation for the area.

P/OS -2: The development and improvement of future Parks and Open Space areas should be focused on waterfront areas and the neighborhoods north of USH 34.



DB - Drainageway Buffer

The Drainageway Buffer category is an overlay on the future land use map intended to identify and protect from development approximate natural drainage routes in undeveloped areas.

Suitable Zoning Districts

Drainageway buffer areas do not correspond to parcel boundaries and do not need separate zoning.

Land Use Strategies

DB-1: The recommended corridor width is 150 feet, to be protected from development and used for stormwater treatment and conveyance. This dimension can be varied in response to differing features and site requirements but an average minimum of 150 feet in width should be maintained. The intent is to maintain a buffer zone around drainageways in which stormwater runoff can be cleaned and infiltrated as much as possible, and also to support diverse plant and animal communities in the city.

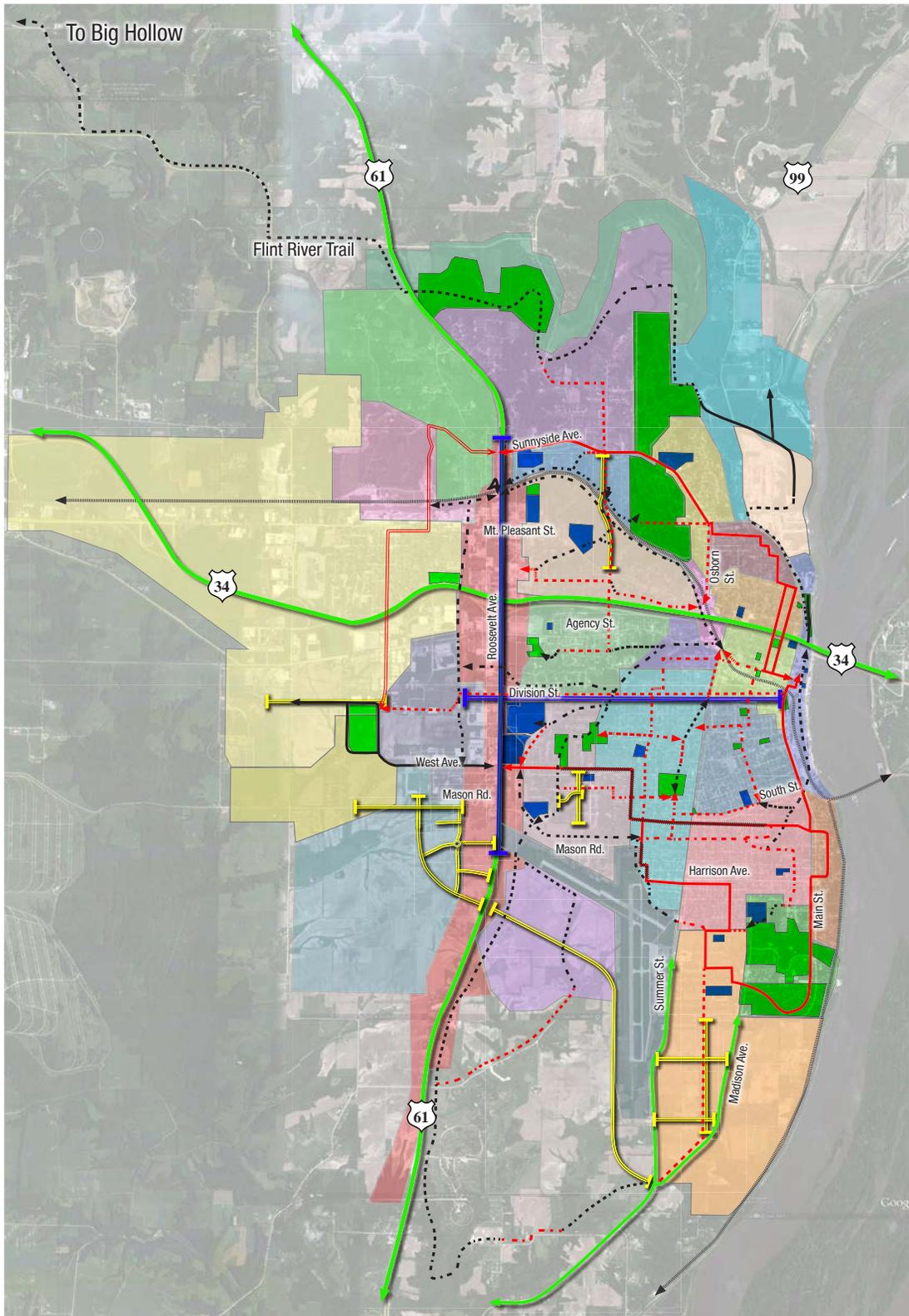
DB-2: Above-ground stormwater management techniques, such as open, vegetated swales are preferred to below-ground pipes wherever feasible and practical, for ecological and cost purposes.

DB-3: DB areas may be used for stormwater detention, retention, or infiltration facilities.

DB-4: Where an existing drainageway does not feature wetland characteristics and significantly impedes site development, that drainageway may be relocated as feasible. In these cases, an open swale and greenway are still preferred to underground pipes.



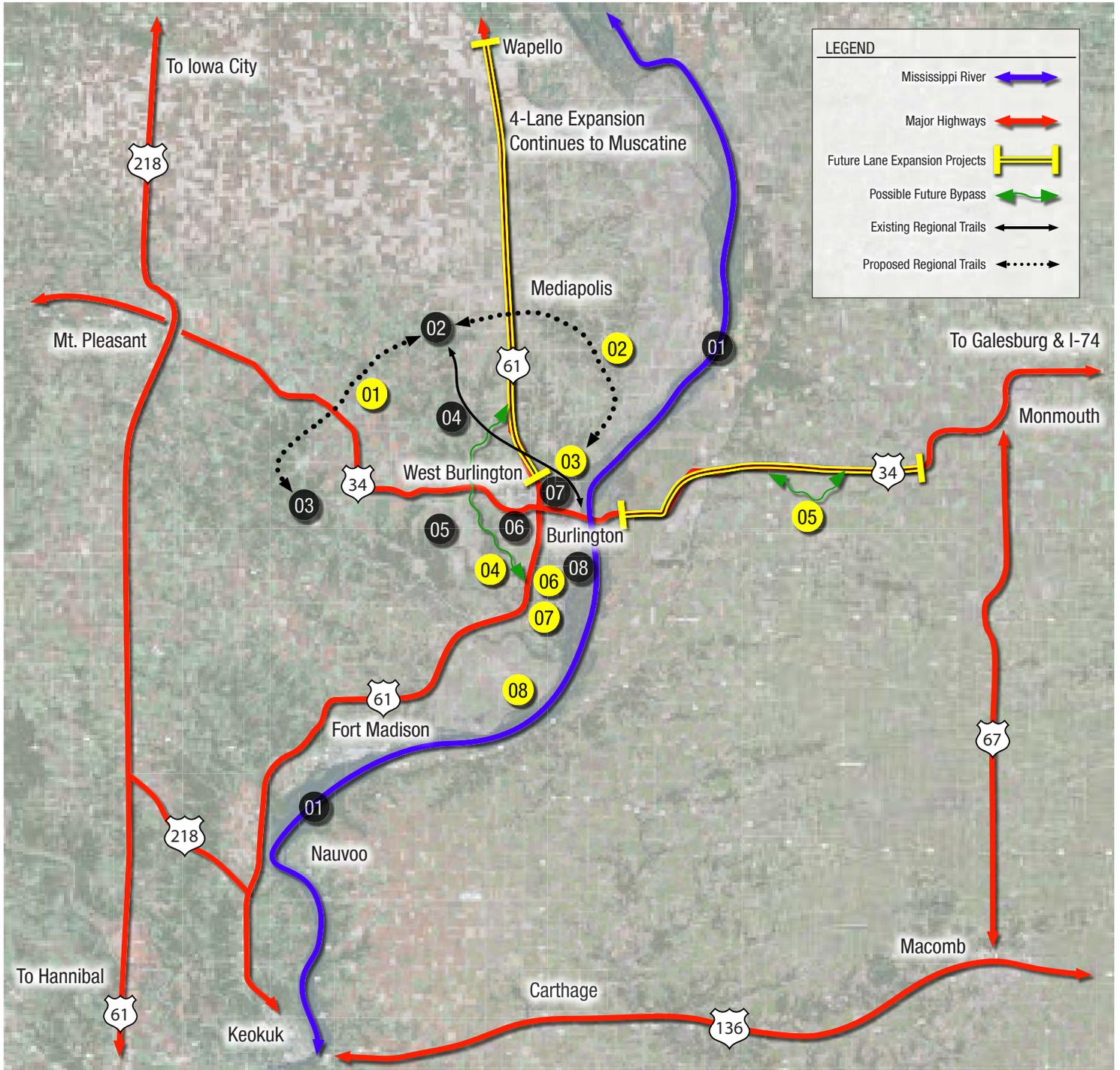
These maps offer a city-wide and regional context for the trail improvements identified in the downtown and Roosevelt Avenue areas.



LEGEND

- Existing On-Street Route 
- Proposed Bike Lanes 
- Existing Off-Street Trail 
- Proposed Off-Street Trail 
- Remove from Bike Route 
- Existing Non-signed On-Street Route 
- Streetscape Improvements 
- Road Connections 
- Heavy Traffic Corridors 
- Existing Parks/Green Space 
- Schools & Public Facilities 





LEGEND	
Mississippi River	
Major Highways	
Future Lane Expansion Projects	
Possible Future Bypass	
Existing Regional Trails	
Proposed Regional Trails	

EXISTING REGIONAL AMENITIES

1. Mississippi River
2. Big Hollow Creek Recreational Area
3. Geode State Park
4. Flint River Regional Trail (Under Construction)
5. Iowa Army Ammunition Plant
6. Burlington Regional Rec Plex
7. Catfish Bend Casino / Fun City

IMPROVEMENT OPPORTUNITIES

1. Trail Connection from Big Hollow to Geode State Park
2. Trail Connection from Big Hollow to Aldo Leopold Center via Hwy 99
3. Aldo Leopold Environmental Education Center
4. Possible Hwy 61 By-pass, if traffic loads exceed Roosevelt's Capacity
5. Hwy 34 By-pass around Biggsville
6. Relocating Airport Terminal on West side of Airport, adjacent to Hwy 61
7. Regional Waste Water Treatment Facility to Accommodate Future Growth
8. Proposed Large-scale Industrial Development



CONFLUENCE

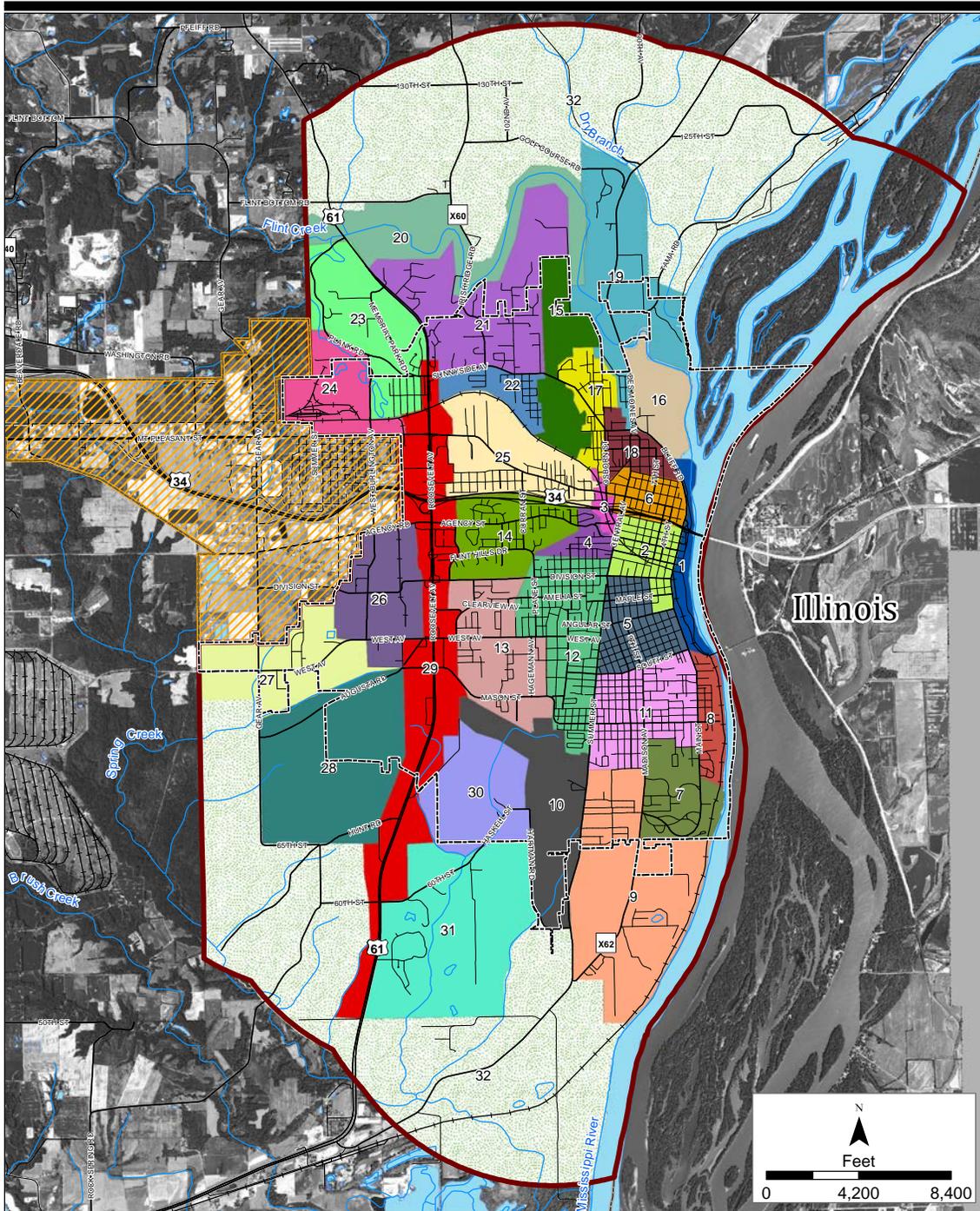
Neighborhoods and Planning Areas

Neighborhoods come in all shapes and sizes. They can be just a few blocks or a large portion of a city. While often defined more by resident perception and preference than any other criteria, neighborhoods generally feature a common size, character and age of homes. Healthy, vibrant neighborhoods often have multiple residential types to accommodate residents in all stages of life, are safe and pleasant to explore on foot, and offer convenient pedestrian access to retail and restaurant uses.

There are, at present, only a few officially designated neighborhoods in Burlington, including South Hill, North Hill, and Saunderson Heights. The Planning Areas map at right shows those neighborhoods and also designates all other parts of the City as planning areas. It is not the intent of this map to officially designate neighborhoods. The purpose, instead, is to consider possible neighborhood areas and allow for easier discussion of various parts of the City during planning discussions. Should there be interest in forming new neighborhood associations in Burlington, the City will support that effort and this map can be used as a starting point for discussion about neighborhood boundaries.

In a few cases, including the Airport, the Roosevelt Ave corridor, the Flint Ridge Business Park and the Waterfront, the planning areas designated are not neighborhoods at all as they include little or no residential use.

This section offers location-specific planning and improvement strategies for several key planning areas: the Downtown and Waterfront area and the Roosevelt Avenue Corridor.



City of Burlington

Des Moines County, Iowa

Planning Areas

MAP-7

Legend				
Planning Area	05- South Hill	13- Mason/Clearview	21- Irish Ridge	29- Roosevelt Ave. Corridor
City of Burlington	06- North Hill	14- Cottonwood	22- Vogt St	30- Spring Ridge Business Park
City of West Burlington	07- Crapo/Dankwardt	15- Aspen Grove/Golf Club	23- Memorial Park	31- Spirit Hollow
SubAreas	08- Orchard St.	16- North Industry	24- Western Edge	32- Rural Lands
01- Waterfront	09- Nikonha Growth Area	17- Sunnyside	25- Mt. Pleasant St	
02- Downtown	10- Airport	18- Oak Ridge	26- Flint Ridge Business Park	
03- Osborn Redevelopment Area	11- Harrison St	19- Northern Edge	27- West Ave	
04- Sanderson Heights	12- Central Neighborhoods	20- Flint Creek Open Space	28- Stonegate	

Sources:
- County Base Data
- 2010 NAIP ortho provided by USDA



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Overview

This section identifies specific public and private projects and design guidelines that would enhance the Downtown and Waterfront areas, consistent with the more general goals, objectives, and strategies in this plan.



Desired General Characteristics

In general, desirable characteristics of future (re)development in the Downtown/Waterfront include:

- High-quality architecture and site design
- Compact and walkable
- Streetscaping and pedestrian/bicycle amenities
- Public open spaces and plazas
- Preservation of historic character
- Focal points and gathering places
- Compact, interconnected blocks
- Serviceable by public transit and bike/pedestrian infrastructure
- On-street, structured and underground parking (minimal use of surface lots)
- Mixed-use buildings
- Land scraping and street trees

Recommended uses include:

- Restaurants and entertainment businesses
- Boutiques and specialty stores
- Upper story multi-family
- Specialty food stores
- Public open spaces and plazas
- Cafes and bakeries
- Service businesses including salons, launderers, tailors, etc.
- Cultural centers and art galleries
- Community centers and social service agencies
- Small business/non-profit incubators
- Offices
- Live/work spaces
- Commercial lodging and meeting space
- Music venues
- Educational/government/institutional branch offices



EXISTING AMENITIES

1. Bluff Harbor Marina
2. Riverside Park
3. North Hill Park
4. River Park Place
5. Burlington Public Library
6. Des Moines County Courthouse
7. Heritage Center
8. Boat Ramps
9. Snake Alley
10. City Hall
11. Port of Burlington
12. Nancy Neafie Park
13. Post Office
14. Capitol Theater
15. Memorial Auditorium
16. Tom's Market
17. Bracewell Stadium
18. South Hill Park
19. Burlington Railroad Depot
20. The Hawkeye Newspaper
21. Wastewater Treatment Plant
22. Flint River Trail (Under Construction)

IMPROVEMENT OPPORTUNITIES

1. Trail Connection to Aldo Leopold School/Community Field
2. Trail Connection to Fun City/Catfish Bend Casino
3. Enhance Entry Signage
4. Pedestrian Access to Library/Restaurants via Tunnel Under On-ramp
5. Redevelopment Opportunity - Possible Intermodal Transportation Hub
6. Redevelopment Opportunity - Separate or combined with #5
7. Trail Connection to BHS/Notre Dame/Division & Roosevelt Businesses
8. Redevelopment Opportunity
9. Redevelopment Opportunity - Passive Recreation/Parking
10. Redevelopment Opportunity - Commercial or Multi-Family Housing
11. In-Fill Opportunity - Multi-Family Housing or Hotel (Old Type-Writer Shop)
12. In-Fill Opportunity - Bed & Breakfast (Above Drake Restaurant)
13. Redevelopment Opportunity - Hotel/Convention Center
14. Visitor Boat Docks - To be installed
15. Trail Connection - Flint River Trail through Downtown to the Proposed Trails South
16. Replant Overgrown Street Trees
17. Pedestrian Connections from Downtown to Riverfront via Tree-lined Walkways
18. In-Fill Opportunity - Multi-Family Housing or Hotel (Millard Building)
19. Redevelopment Opportunity - Commercial or Multi-Family Housing
20. Tree-lined Trail Connection/ Helps Buffer Views of Rail Yard
21. Street Trees to Buffer Rail Yard & Maintain Views to Bridge/ River from Main Street
22. Trail Connection - Downtown to Crapo/Dankwardt Park
23. Trail Connection - Stripe Bike Lanes on Main Street

LEGEND

- Sign Opportunities
- Major vehicular corridors
- Corridors to Downtown
- Railroad
- Multi-use Trail Opportunities
- Facade Improvements 2012-2013
- Future Facade Improvements
- Streetscape Improvements
- Existing park space
- Parking Structure Opportunity
- Redevelopment Site
- Boating Ramps
- Panoramic Views
- Canopy Trees
- Ornamental Trees



CONFLUENCE

Infill and Redevelopment

There are several ideal structures that could be revamped for a particular use in Burlington. Listed below are suggestions for infill development locations and possible usages based on feedback from public participation focus groups and land use workshops.

5. Possible Intermodal Transportation Hub

The SW corner of Central Street and Agency Street could be an ideal spot for a future intermodal facility due to its proximity to downtown, major automobile thoroughfares, planned trails and a major railroad corridor. An intermodal facility is loosely defined as a place where transportation systems converge and modes overlap for connectivity.

6. Intermodal Hub Expansion or Mixed Use

This area, adjacent and SE of the possible intermodal transportation hub location could be redeveloped as additional intermodal space and/or a complimentary mixed use development. The area is a prime location for a signature development to anchor the end of the Jefferson Street corridor.

8. General Infill Opportunity

This vacant area, on the SE corner of N 7th Street and Jefferson Street is a great opportunity for infill growth.

9. Passive Recreation/Parking

This underutilized area on the SW corner of N 5th Street and Valley Street is an opportunity for a mid-town green space, playground or other designed recreational space and parking.

10. Commercial or Multi-Family

The NW corner of this block between N 3rd Street and Columbia Street could be utilized for additional commercial development or additional apartment/condo redevelopment.

11. Multi-Family Housing or Hotel

This building at Washington Street and N 3rd Street, known as the Old Typewriter Shop, was identified in workshops and focus groups as strong potential candidate for a hotel or additional apartment/condo redevelopment. The need for downtown lodging options was heard throughout the planning process.

12. Bed & Breakfast (Above Drake Restaurant)

The current owner of this property indicated the desire to renovate the upper floors of this historic building into a Bed & Breakfast or hotel for the downtown area. There is an expressed need for additional lodging in downtown Burlington and such a use would likely be very compatible with the existing restaurant and riverfront attractions.

13. Hotel/Convention Center

This prominent block bordered by Washington Street, Front Street, Jefferson Street, and N Main Street may offer a great opportunity for redevelopment as a larger scale hotel and/or convention center for the City. The existing block has a couple underutilized properties that provide the City with a great opportunity.

18. Multi-Family Housing or Hotel Known as the Millard Building, this building and site are a great opportunity for downtown housing or lodging.

19. Commercial or Multi-Family Housing

This block, on the SW corner of Division Street and S Main Street offers yet another excellent opportunity for redevelopment to provide downtown with additional housing or lodging options.

Bike Route and Trail Connections

Throughout the planning process, bike and pedestrian connectivity emerged as a common interest. The downtown map identifies possible connections that would improve connectivity and safety. By taking advantage of existing greenways through town and streets with adequate width, many of these connections can be made with minimal implementation costs.

1. Connections to Aldo Leopold School/Community Field

This connection addresses the desire for additional trail connections between downtown and the rest of the City of Burlington. This particular connection would link the west side of downtown to Aldo Leopold School, Community Field and the Roosevelt corridor via an on/off –street trail.

2. Connection to Fun City/Catfish Bend Casino

This proposed trail connection would provide a safer, more direct link between two major destinations; downtown Burlington and the Fun City & Catfish Bend Casino Entertainment complex, as well as the northern section of Roosevelt Avenue.

4. Pedestrian Access to Library/Restaurant via Tunnel Under N Front Street Ramp

One of the major concerns that was expressed and observed through the planning process was the lack of designative and attractive connection between downtown and the waterfront. This improvement opportunity, located at Court Street would include an attractively designed pedestrian tunnel under N Front Street. This tunnel could provide a safe connection between the waterfront, the Flint River Trail extension, and north end downtown attractions like the Library.

7. Connections to BHS/Notre Dame/Division & Roosevelt Businesses

Citizens expressed the need for a safer route between downtown, schools and Roosevelt Avenue. This route will likely be a combination of on and off street designated trails with attractive wayfinding & route signage.

15. Flint River Trail through Downtown to the Proposed South Trails

This important potential trail connection would provide regional trail users with an enjoyable and safe route through downtown along the waterfront.

20. Tree-lined Trail Waterfront Connection

This continued extension of the Flint River Trail connection would build on trail improvement #15 and provide an attractive recreational corridor along the waterfront just east of the busy rail yards along the river. The proposed tree-lined corridor would provide a safe passage for trail traffic between downtown and areas of Burlington South along the river as well as provide a buffer between the rail yards and the riverfront.

22. Downtown Crapo/Dankwardt Park

This most southern proposed trail improvement to the downtown and waterfront area would provide a vital connection between downtown Burlington and the large public park complex of Dankwardt Park and Crapo Park. Many residents enjoy these parks year-round and this connection would open up a designated and attractive means for trail users to access both areas and many in-between.

23. Bike Lanes on Main Street

Main Street is a major transportation corridor through downtown Burlington and there is an expressed need to make the corridor more pedestrian and bicycle friendly. Simple striping of designated bike lanes accompanied by some attractive trail-oriented wayfinding signage would provide a great environment for trail users to access business and services downtown.

5.7 DOWNTOWN/WATERFRONT

Public Signage

Signage can be an important element to bring style and character to a district or community. Aesthetic improvements can easily be made through landscaping, similar to the (before and after images for the sign). Entry or gateway signs into the city should utilize consistent colors and design.

3. Enhance Entry Signage

The first impression a traveler from Illinois receives as they pull off Highway 34 should be informative, attractive and inviting. At several meeting during the planning process it was discussed that some landscape and signing improvements could be made to the area just of the westbound ramp from highway 34 into downtown.



Riverfront Access and Connections

The need for improved usage of the Mississippi River waterfront was a common theme of the planning process. Study of the riverfront revealed the need for better access to the river and riverfront area, and better, more attractive connections between the riverfront and the downtown.

14. Visitor Boat Docks

The City is currently installing boat docks around the Port of Burlington building to accommodate visitors and residents utilizing the river and downtown. This is an important improvement that could be expanded or replicated if use is strong.

17. Pedestrian Connections from Downtown to Riverfront via Tree-lined Walkways

The current routes between the riverfront and inland blocks do not invite pedestrian use. Tree-lined walkways could enhance pedestrian activity and make the riverfront more attractive and inviting to all visitors.

21. Street Trees to Buffer Rail Yard & Maintain Views to Bridge/River from Main Street

Though an important part of the history and economy of the city, the waterfront rail yards south of downtown are a distraction from the beauty of the river and the Hwy 34 bridge as visitors approach the downtown area from the south on Main Street. A line of ornamental street trees could resolve this concern.



BEFORE



AFTER

5.7 DOWNTOWN/WATERFRONT

Streetscaping Improvements

The downtown area needs streetscaping improvements, especially to enhance consistency. These pages identify important design considerations. There are many aspects of the public street to be considered when designing

16. Replant Overgrown Street Trees

There is concern that the existing street trees along many downtown streets have outgrown their setting and no longer offer a canopy that is aesthetically pleasing. New trees should be smaller, easier to maintain and should not obscure signage.

General Streetscaping Improvements



Signage and Lighting

Lighting and signage can be integrated in several ways. There are thousands of lighting and signage options to choose from in determining the character of the streetscape.



Cohesive Character

Streetscape design can incorporate many different features and amenities, and, if used consistently, create a sense of continuity throughout a district or corridor. Above, light poles with banners and decorative pavers carry the character throughout the street or district, while the intersections are anchored with wayfinding signage and other elements that create a unique, memorable place identity.



Branding

Custom branding can help define the elements of a streetscape even with multiple scales and materials. In these images, the Main Street corridor is adorned with emblems signifying the common thread through branding, whether it's a light pole base or banner to seating and signage.



Unique, Contextual Materials

The materials used can often influence the visual character. For instance, to the left, large powder-coated I-beams serve as seats and hint to the district's industrial history. This sort of contextual, historical nod may be especially well-suited to the development of the Warehouse District.

Outdoor Seating

Outdoor seating for restaurants and cafes enlivens the street with activity. Where sidewalks are too narrow to allow this, space can be created by the strategic reclaiming of on-street parking spaces. This illustration shows how these seating areas can also incorporate additional trees and landscaping, stormwater mitigation techniques, public art and signage.



5.7 DOWNTOWN/WATERFRONT

Streetscaping Improvements (cont.)



Unique Paving

Pavers, whether clay or concrete or natural stone, can provide a heightened sense of character, used either for larger areas or as accents. In some cases permeable pavers may be viable, reducing stormwater runoff. Accents may also be achieved through colored concrete.



Landscaping

Trees provide many benefits to a community, including highlighting and protecting pedestrian routes, beautifying (breaking up) the harsh urban hardscape and reducing heat gain. Below illustrates the potential transformation of the downtown waterfront.



Unique Features

Unique features are often the highlight that a user or visitor will remember and talk about. There is a large variety of special elements that can be incorporated. Sculptures are often used to highlight a local artist or provide a level of sophistication through fine art. To the left, large wall boards provide historical information and wayfinding tips, while on the right, large print images built into the sign gives visitors a sense of the historical character of the building facades.



Design Guidelines for Buildings and Sites

This plan recommends the adoption of more detailed design guidelines for the downtown area. These pages present the basic categories that should be addressed by any such guidelines. and some specific sample guidelines to inform the development of adopted standards.

- Street Relationship:** Design the building such that the primary building façade is orientated towards the street and built to the front property line. Minor setbacks may be allowed if space created provides an outdoor seating area, a hardscape plaza, or similar pedestrian space. Provide a public entrance on the primary façade.
- Lighting:** Pick fixtures that complement the character of the building. Illuminate parking lots and pedestrian walkways uniformly and to the minimum level necessary to ensure safety. Lighting should be energy efficient and should render colors as accurately as possible. Preferred light types include: LED, fluorescent, and high-pressure sodium.
- Parking:** Fit the parking below the building or place it on the side/back of the building, wherever feasible. Provide shared parking and access between properties to minimize the number of curb cuts. Provide vegetative buffers between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should have adequate throat depths to allow for proper vehicle stacking.
- Landscaping:** Provide generous landscaping, with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots.
- Stormwater:** Use rain gardens and bio-retention basins on-site (i.e. in parking islands) in order to filter pollutants and infiltrate runoff, wherever feasible. Consider using permeable surfaces, pervious asphalt, pervious concrete, and/or special paving blocks.



Portion of the building is set back from the street, allowing extra room for a larger pedestrian zone.



Examples of full cutoff fixtures that minimize glare and light pollution.



An example of parking being shared between two developments with parking limited to the side or rear yards (no front yard parking).

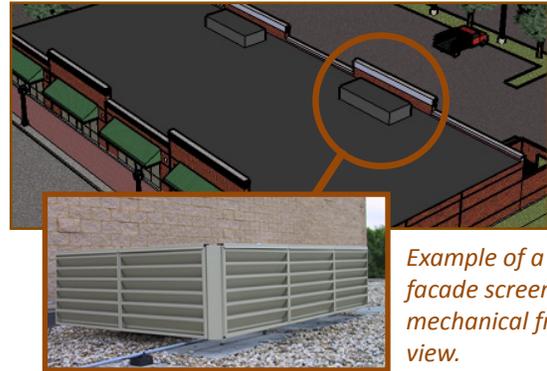


Trees and shrubs within and around parking areas greatly improve the aesthetic appearance and overall pedestrian experience.



Examples of permeable surfaces.

- **Service Areas:** Trash and recycling containers/dumpsters, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.



Example of a building facade screening rooftop mechanical from ground view.

- **Scale & Articulation:** Design the building using architectural elements that provides visual interest and human scale that relates to the surrounding neighborhood context and the downtown's overall character.



Desired vertically-proportioned buildings.

- **Windows, Doors & Garages:** Buildings should activate the street by providing significant visibility through the street-level facade to activities/displays within the building. Clearly define door entryways and design garage doors to be screened from street view (i.e. not on street facade, landscaping, walls), to the greatest extent possible.



An example of large windows providing significant visibility into the building.

- **Building Projections:** Canopies and awnings should be provided along facades that give access to the building.



A good example of mounted awnings placed below the horizontal expression line.

- **Signage:** Use pedestrian-scaled sign types: building-mounted, window, projecting, monument, and awning. Signs should not be excessive in height or square footage.



Free-standing and roof signs are not conducive for a downtown, pedestrian-friendly district.

- **Colors & Materials:** Use high-quality, long-lasting finish materials such as kiln-fired brick, stucco, and wood. All exposed sides of the building should have similar or complementary materials and paint colors



Examples of secondary facades continuing the design quality, material palette, and color palette of the primary facade.

5.8 ROOSEVELT AVE CORRIDOR

Overview

This section identifies specific public and private projects that would enhance the Roosevelt Ave corridor, consistent with the more general goals, objectives, and strategies in this plan. Due to its length, the corridor is divided into three segments for mapping and illustration purposes. The improvement categories describe improvements in all three segments.

LEGEND

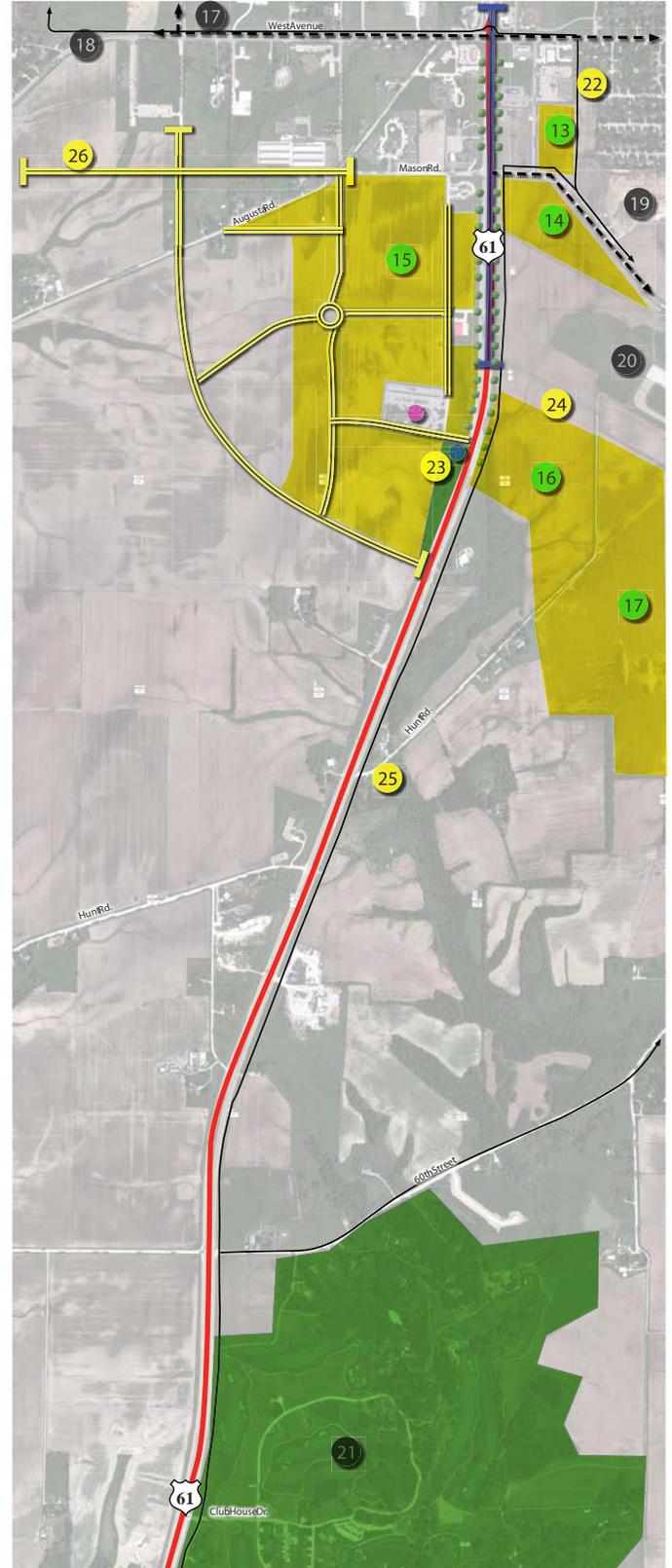
- Sign Opportunities
- Major Vehicle Corridors
- Arterial Routes
- Railroad
- Multi-use Trail Opportunities
- Streetscape Improvements
- Existing Green Space
- Developer Site
- Hotels
- Canopy Trees
- Ornamental Trees

- EXISTING AMENITIES
 - 17. Flint Ridge Business Park
 - 18. Off-Street Trail - Roosevelt Rec Plex
 - 19. Edward Stone Middle School
 - 20. Southeastowa Regional Airport
 - 21. Spirit Hollow Golf Course
- IMPROVEMENT OPPORTUNITIES
 - 22. Trail Connection West Ave./Mason Rd Trail
 - 23. Gateway Signage
 - 24. Relocate Airport Terminal
 - 25. Trail Connection Mason Rd./Spirit Hollow GC
 - 26. Continuation of Mason Rd.
- CORRIDOR DEVELOPMENT OPPORTUNITIES
 - 12. Corridor Developer Site
 - 13. Corridor Developer Site
 - 14. Corridor Developer Site
 - 15. Corridor Developer Site
 - 16. Corridor Developer Site



CONFLUENCE

South Segment Improvements



North Segment Improvements

LEGEND

- Sign Opportunities
- Major vehicular corridors
- Corridors to Downtown
- Railroad
- Multi-use Trail Opportunities
- Streetscape Improvements
- Existing park space
- Redevelopment Site
- Hotels
- Canopy Trees
- Ornamental Trees

EXISTING AMENITIES

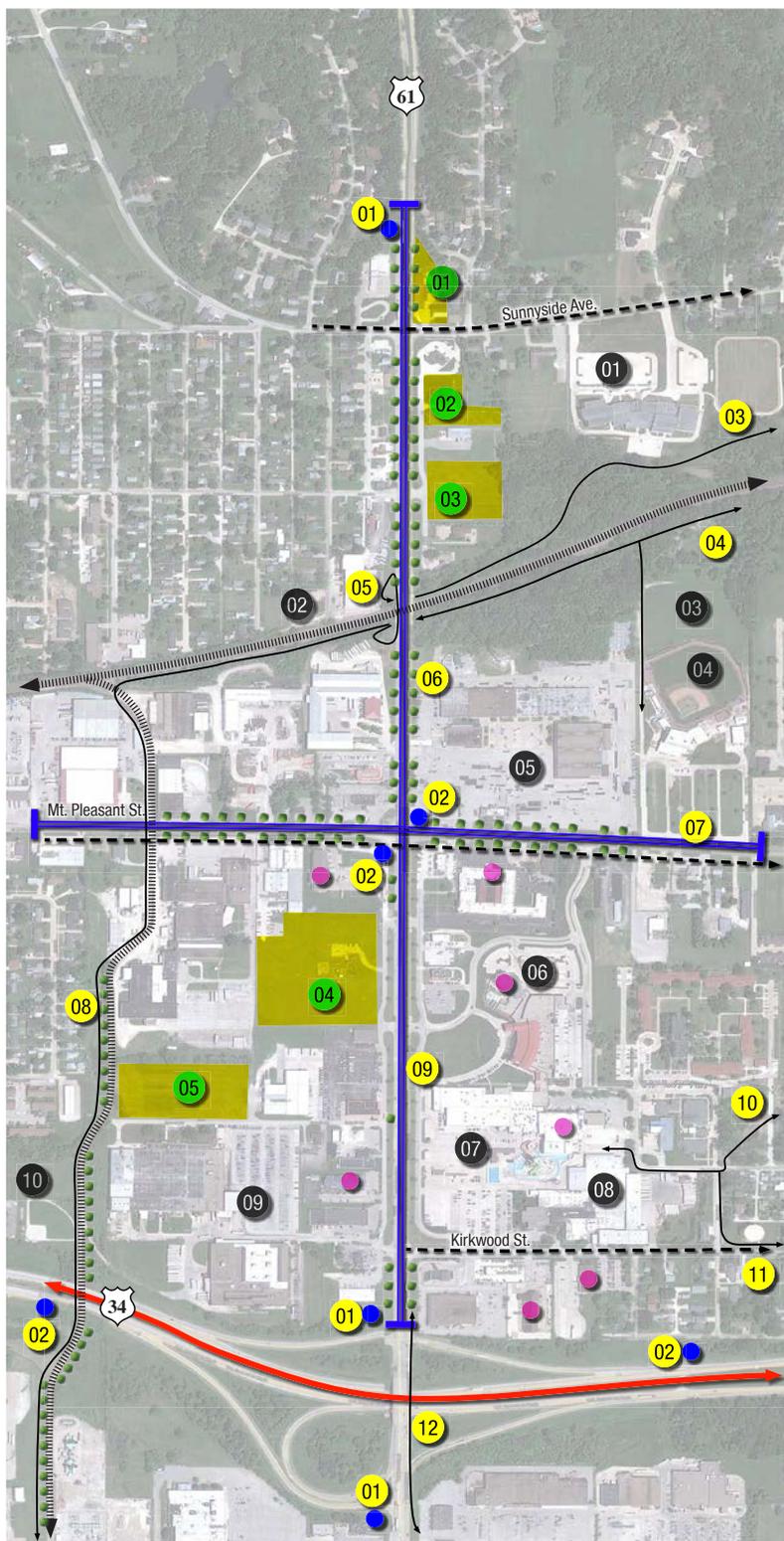
1. Aldo Leopold Middle School
2. Sterzings Potato Chips Co,
3. 40 & 8 Park
4. Community Field - Burlington Bee's
5. Winegard Redevelopment Site (Under Construction)
6. Catfish Bend Casino
7. Fun City
8. Winegard's Existing Facility
9. Federal Mogul (Champion)
10. West Burlington Swimming Pool

IMPROVEMENT OPPORTUNITIES

1. Gateway Signage
2. Wayfinding Signage indicating Roosevelt Corridor and Historic Downtown
3. Trail Connection - Aldo Leopold MS/Aspen Grove/Downtown
4. Trail Connection - Hwy 61/Comm. Field/YMCA/Downtown
5. Trail Connection - Roosevelt Ave. Crossing
6. Street Trees to continue pattern or fill in gaps
7. Mt. Pleasant St. Streetscape Improvements
8. Trail Connection - North/South Route via Old Rail Line
9. Roosevelt Ave. Streetscape Improvements
10. Trail Connection - Fun City/YMCA/Downtown
11. Trail Connection - Fun City/Downtown via Bike Lanes on Kirkwood & Lucas Streets
12. Trail Connection - Hwy 34 Crossing

CORRIDOR REDEVELOPMENT OPPORTUNITIES

1. Corridor Redevelopment Site - Sunnyside & Roosevelt
2. Corridor Redevelopment Site - Roosevelt Open Lot
3. Corridor Redevelopment Site - Roosevelt Open Lot
4. Corridor Redevelopment Site
5. Corridor Redevelopment Site



Infill and Development

1. Corridor Redevelopment Site – Sunnyside & Roosevelt

This underutilized area at the far North end of the Roosevelt Study area was noted by citizens as a location for redevelopment. Access to the site off of Sunnyside offers some obstacles but the location is visible and has potential for redevelopment.

2. Corridor Redevelopment Site – Roosevelt Open Lot

Redevelopment opportunity site #2 is accessed by an existing frontage road and offers another opportunity for development along the Roosevelt corridor. Situated just south of a bank the site offers existing traffic exposure.

3. Corridor Redevelopment Site - Roosevelt Open Lot

Redevelopment opportunity site #3 is accessed by an existing frontage road and offers yet another opportunity for infill development along the Roosevelt corridor. The site is directly across from the main access to the frontage road and Lenox Avenue, which assures excellent exposure and accessibility.

4. Corridor Redevelopment Site

This site is currently being used by a radio station and transmission tower but as open/developable land along the corridor continues to become scarce and values increase the opportunity for redevelopment of this parcel will continue to increase.

5. Corridor Redevelopment Site

Located west of the Pepsi property along Roosevelt and accessed by Sylvania Drive offers a development opportunity for a business that may require both rail and street access.

6. Corridor Redevelopment Site

This site just south of HWY 34 and just off Roosevelt has an existing box store that offers the opportunity for commercial or perhaps industrial reuse. The site is accessed off of E Agency Street and has visibility from both HWY 34 and Roosevelt Ave.

7. Corridor Redevelopment Site

This large redevelopment and infill opportunity has been a contentious site for a number of years but is primed for some large scale mixed use or commercial redevelopment. The site of a former multi-family housing complex is accessed easily from Roosevelt, Market Street and Agency Street and was one of the sites mentioned at nearly every community meeting and development workshop as an area that is a priority for redevelopment.

8. Corridor Redevelopment Site

This large site is located behind several existing commercial and industrial business but is a great opportunity for large scale redevelopment. The site has access from a frontage road off South Roosevelt Ave.

9. Corridor Redevelopment Site

This underutilized site has several existing storage buildings and manufactured (mobile) homes that offer the opportunity for corridor commercial redevelopment as development land becomes scarce in the heart of the Roosevelt Corridor.

10. / 11. Corridor Redevelopment Sites

These adjacent sites separated by an access road offer opportunities for small scale commercial development along West Ave., just northwest of McDonalds.

12. Corridor Redevelopment Sites

This site is located on Agency just south of HWY 34 and offers opportunity for redevelopment.

Infill and Development

13. Corridor Redevelopment Site

This site is a decent sized development area located North of Mason Road and east of Lawrence Street just South of Fareway Foods. To the east is single family housing so a compatible development charter may be a challenge but there is an opportunity to find a use that serves both corridor traffic and surround rooftops.

14. Corridor Redevelopment Site

The area on the SE Corner of Roosevelt and Mason Road is a prime development opportunity with great visibility and access.

15. Corridor Redevelopment Site

Site #14 is a part of an existing Planned Unit Development and offers great potential for a mix of uses that will anchor the south end of the Roosevelt corridor and offer connection and expansion opportunities to the south and west as development.

16. / 17. Corridor Redevelopment Site

These two areas offer access to Roosevelt Ave and Hunt Road at the southern edge of the developed corridor and are in close proximity to the SE Iowa Regional Airport. They offer large scale redevelopment opportunities with excellent visibility and could be oriented towards more business commercial uses to compliment both existing retail commercial development, housing development and airport access.

Signage

1. / 13. / 23. Gateway Signage

Gateway signage should be one of the first things a visitor sees with arriving in Burlington. The sign sign could be made of quality material such as stone (granite, limestone), metal and should incorporate a slogan or symbol that is unique to the City of Burlington to reinforce the city's brand identity.

2. / 14. Wayfinding Signage indicating Roosevelt Corridor and Historic Downtown

Wayfinding signage is vital not only to navigation but also to marketing landmarks and points of interest to drive patrons to the area. The signage could consist of specific color and/or images that represent each district or landmark.



Gateway Signage

Gateway signage creates a sense of arrival and begins to hint at the character of the destination. Here are some examples of gateway monuments and signs.



5.8 ROOSEVELT AVE CORRIDOR

Streetscaping

The Roosevelt Ave. corridor would benefit from investment in the installation and maintenance of streetscape improvements.

6. / 19. Street Trees to Continue Pattern or Fill in Gaps

There have been a number of new developments that have utilized street level trees to improve boulevard aesthetics. The importance of a continuous pattern/design is of the utmost importance to attain the desired aesthetics and feel.

7. Mt. Pleasant St. Streetscape Improvements

The use of street trees and unique paving can be used to identify intersections and pedestrian areas while improving the overall aesthetics of the corridor.

9. Roosevelt Ave. Streetscape Improvements

The central segment of the Roosevelt Ave Corridor can benefit from the continuation of the street trees is to form a continuous alley to line the avenue and create uniformity and connectivity. The median can be improved with the use of stone, brick or pavers.

9. / 21. Division St. Streetscape Improvements

The use of an alley of trees leading to the downtown will create connectivity and draw to the downtown corridor. The consistency of this pattern is vital to the impression and feel entering into the downtown area.

12. / 20. Roosevelt Ave. Streetscape Improvements

The use of a consistent design with stone, brick and other types of low maintenance landscaping in narrower portions of the medians and along the corridor has been a very successful way to improve aesthetics while keeping maintenance costs down.



Median/Boulevard Treatment

The images at right show options for improvements to boulevards and medians. If consistently applied throughout the corridor, these treatments could improve both the continuity and aesthetic quality of the Roosevelt Ave corridor.



Lighting

Lighting is an essential ingredient of a strong identity for a corridor. It can create a rhythm, or define a space or district, or be used as a sculptural installation to hide or screen undesirable views.



Streetscaping Treatments

Above are plans, sections, and intersections plans for a similar corridor in Iowa. Through pavers, plant materials, street trees, and site furniture streetscapes create aesthetically pleasing spaces that are fully function for everyday use.

Bike Route and Trail Connections

In response to strong resident interest in improved bike and pedestrian connectivity in Burlington, this section describes specific projects in the Roosevelt Avenue corridor to establish that connectivity.

3. Trail Connection – Aldo Leopold MS/Aspen Grove/Downtown

This improvement opportunity pertains to the expressed need to find additional trail connections between Roosevelt Avenue and the rest of the City of Burlington. This particular connection would link the Roosevelt Avenue to Aldo Leopold School, Aspen Grove and the Roosevelt corridor via an on/off street trail.

4. Trail Connection – HWY 61/Roosevelt Ave./Comm. Field/YMCA/Downtown

This connection opportunity would connect the Roosevelt Ave. corridor businesses with Community Field, the YMCA and then downtown Burlington; a crucial connection to make in several areas of the City and provide trail service to top recreation and entertainment destination in-between.

5. Trail Connection – Roosevelt Ave. Crossing

In several public meetings and workshops citizens noted that there needed to some strategic improvements to pedestrian crossings along Roosevelt Ave. At location #5, Roosevelt Ave. cross a busy set of railroad tracks and the intersection can be uninviting for pedestrians and bicyclist making movements across either system. Improvements to this area would include trail/sidewalk crossings that allow automobiles, trail users and trains to all safely navigate the crossing and connect the corridor to the regional trail system.

8. / 16. Trail Connection – North/South Route via Old Rail Line

This trail option would utilize the already graded and pedestrian wide path created by the Old Rail Line. It will provide an off street pedestrian route with little grading or excavation needed.

10. Trail Connection – Fun City/YMCA/Downtown
This connection opportunity would connect the Roosevelt Ave. corridor businesses with Community Field, the YMCA and then downtown Burlington; a crucial connection to make in several areas of the City and provide trail service to top recreation and entertainment destination in-between.

11. Trail Connection – Fun City/Downtown via Bike Lanes on Kirkwood & Lucas Streets

An additional designated trail connection between Roosevelt Ave./Fun City to the south into downtown also has potential as an improvement. This trail would run on designated routes utilizing Kirkwood and Lucas Street corridors.

12. Trail Connections - HWY 34 Crossing

In several public meetings and workshops citizens noted that there needed to some strategic improvements to pedestrian crossings along Roosevelt Ave. At location #12, Roosevelt Ave. crosses HWY 34 and this major crossing has several improvements suggested. Improvements to this area would include trail/sidewalk crossings that allow automobiles, trail users and highway traffic to all safely navigate the crossing.

15. Trail Connection – Rec Plex/Roosevelt Ave/BHS/Downtown

The proposed trail connection would speak to provide a safe on/off street trail link between the Downtown and the Rec Plex. This trail would provide easy access for Burlington High School to and from the Rec Plex and Downtown.

17. Trail Connection – Roosevelt Crossing

This crossing proposed is at the busy intersection of Roosevelt and West Ave. This is currently a pedestrian barrier that could be reduced with the help of a pedestrian scale designed crossing. The crossing could incorporate colored brick or concrete along with pavement lights or other devices to get the attention of passing drivers of the crossing.

18. Bike Lane - Division Street

This route would be a good middle connection from Roosevelt Avenue to downtown. This street should be striped for bike lanes with wayfinding signs directing them to downtown.

22. Trail Connection - West Ave./Mason Rd

This connection would provide a continuous route from the residential neighborhood on West Avenue to the middle and high schools to the residential development east of Mason Road.

25. Trail Connection - Mason Rd/Spirit Hollow Golf Course

This long term regional recreational trail would connect the residents around the Spirit Hollow Golf Course to the trail along Mason Road.

Other Improvements

22. Agency St. Realignment Improvements

Street enhancements to improve the transition of Agency Street between the City of Burlington and the City of West Burlington at this location.

24. Relocate Airport Terminal

The airport's long term plans are to relocate from Mason Road to southwest side of airport to have better visibility and access from HWY 61 corridor (Roosevelt Avenue).

26. Continuation of Mason Rd

Continuation of Mason Road to Avenue Road would increase development opportunities to the west.