

UNIVERSITY OF IOWA CAMPUS MASTER PLAN



UNIVERSITY OF IOWA | IOWA CITY, IA | AUGUST 25, 2006



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1.0 INTRODUCTION

1.1 Purpose

The purpose of the University of Iowa Campus Master Plan is to guide the future use and development of the multiple land areas that constitute the University of Iowa Campus in Iowa City and Coralville. The Master Plan Project Area Map on page 2 shows the land area included in the master plan. The areas include the East Campus, West Campus, Finkbine Area, Hawkeye Campus and the Oakdale Campus. Together, these areas total approximately 1,700 acres (2.7 square miles).

The plan defines a broad framework that will guide campus development and stewardship in terms of land use, open space, pedestrian circulation, vehicular circulation and parking. The master plan is principally concerned with the wise use of land; the location of facilities and their relationship to one another; the pedestrian, bicycle and vehicular systems that connect use areas to one another; and the overall structure of open space and buildings that ties the campus together and defines its visual character.

The framework is intended to provide a long range perspective in which to make near-term project decisions, and encourage their development in a way that contributes to the order and unity of the campus as a whole. The campus, by necessity, is built piece by piece. The master plan framework is a tool that can help planners and designers think about each new piece as a contribution to a larger whole. As such, the master plan is intended to control the general order of the campus, not the details of design. Thus, the plan offers a significant degree of flexibility even as it provides discipline and an overall structure for the efficient and planned development of the campus physical environment.

It is intended that the master plan will be augmented in the future with specific district or area studies, and improved design guidelines for the development of the campus landscape, graphic design and lighting. Among the future area or district studies contemplated are the Seashore Hall Block, the International Center Site, the Health Sciences Campus area, campus areas south of Burlington Street, and the UIHC Campus.

1.2 Background

In December 2003, the University of Iowa retained Sasaki Associates, Inc. to assist the University in addressing a wide range of campus planning issues. During 2004 and 2005, Sasaki Associates provided guidance related to a number of projects, including site selection for the East Side Campus Recreation Center; capacity studies for the Health Sciences Campus; site selection for the proposed College of Public Health Building; and a capacity study for the Seashore Hall Block. During this same period, Sasaki and representatives of Facilities Management, in preparation for this master plan, conducted numerous interviews with campus constituents to identify the key physical planning issues for the future. The interviews included representatives of all major campus units, all of the deans, student representatives, local government officials, and representatives of the University administration. A complete list of the interview meetings is attached in Appendix 3. Employing the information gathered in the interviews, alternative planning directions were prepared and presented to

the University. Following several rounds of discussion, questioning and critical commentary with Facilities Management, the Campus Planning Committee and senior administrators, a set of recommendations emerged as the basis for the Campus Master Plan presented in this report.

This report builds upon the July 1998 Sesquicentennial Campus Planning Framework, and is part of a continuing sequence of master plan updates that began in 1972. Prior to 1972, campus master plans were prepared for the University in 1905 and 1965. Initial planning of the Pentacrest predates the 1905 plan, but there is no record of these early Pentacrest plans. In 1972, a contemporary sequence of plans was started, with updates in 1978, 1990, 1995 and 1998. These plans have made a lasting contribution to the campus organization by carrying forward several key ideas over a period of nearly thirty-five years. These ideas include the concept of a “pedestrian oriented campus”; recognition of the visual and environmental value of natural areas and the Iowa River Corridor; protection of historic resources such as the Pentacrest; and adherence to a plan of “Functional Areas” that has consistently organized buildings and land uses in accordance with their functional interdependencies and compatibility. This master plan reaffirms and further develops these planning concepts. It does so, however, in a changing context of increasing urbanization and a growing awareness of the constraints imposed by the University’s limited land resources. The need to use land wisely, care for and renew existing facilities, and manage physical growth will be critical planning endeavors if the University is to sustain the unique identity and integrity of its physical setting through the 21st century.

1.3 Relationship to Other Planning Reports

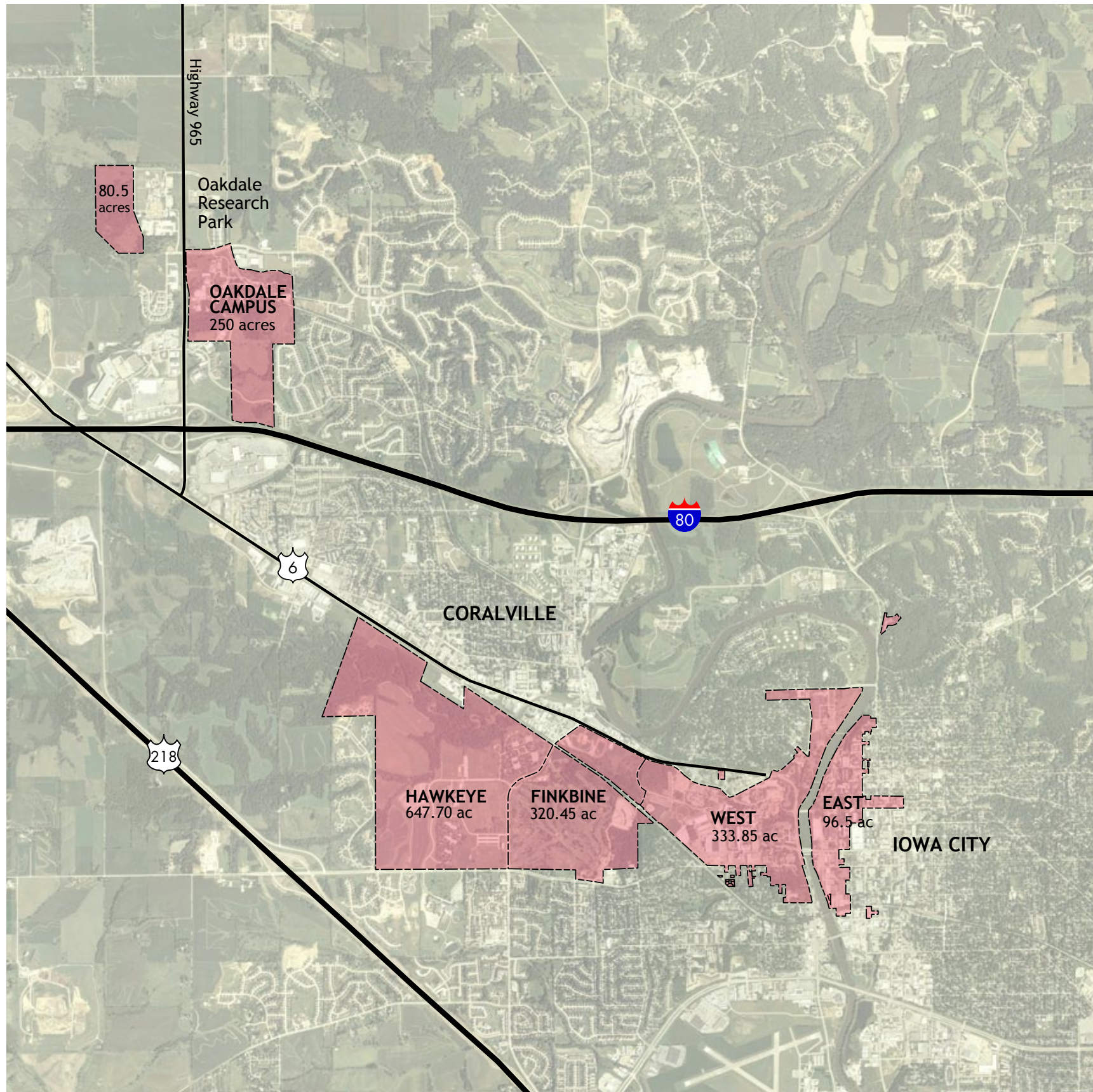
As noted above, the intent of this master plan is to provide a broad framework to guide campus development. It is expected that future area plans will be developed at a finer grain of detail to further define specific plans for various districts of the campus. Several such studies already exist or are in progress, including the UIHC Master Plan, the Sports and Recreation Master Plan Hawkeye Campus, a block study for the Seashore Hall area, and the Health Sciences Campus plan. Future area plans may include the Boyd Law District, River Park, the Arts District, and other studies, including the update of guidelines for campus lighting, landscape and architecture.

This master plan report has, to the extent practical, incorporated the findings and recommendations of prior relevant planning studies. The intent is that this report serve as a campus-wide master plan and supersede prior master plans dealing with the overall framework of campus building organization; open space and pedestrian path structure; and parking and transportation strategies. This master plan does not supersede prior technical utility and drainage studies that have been prepared in recent years. Facilities Management will develop a separate, but parallel, Utilities Master Plan in the coming years.

During the development of this master plan, the UIHC has been conducting a strategic planning and master planning process for its facilities. The findings of that study are reflected in this report to the extent that they exist in preliminary form.

Existing documents consulted during the preparation of this report include the following:

Spring 2004	Reinforcing Community – Campus Gathering Places Design Guidelines; Dunbar/Jones PLC
April 2004	Sports and Recreation Facilities West Campus Master Plan Update; RDG Planning and Design
Aug. 1999	Campus Lighting Strategy – Amendment to the December 1996 Campus Lighting Strategy; Dunbar/Jones Partnership
July 1998	Sesquicentennial Campus Planning Framework, Facilities Services Group
1998	Landscape Maintenance Quality Guidelines; Facilities Services Group
Jan. 31, 1997	South of Burlington Street Master Planning Report; Herbert/Lewis/Kruse/Blunck
April 1996	Master Plan for the Health Sciences Campus, including Medical Education and Biomedical Research Facilities; Payette Associates
May 1996	Campus Urban Forest Study; Jeffrey L. Bruce & Co.
Oct. 2, 1995	Iowa Center for the Arts Campus Landscape Master Plan; Michael Van Valkenburgh Associates, Inc.
Dec. 5, 1995	Iowa River Corridor Landscape Master Plan; Michael Van Valkenburgh Associates, Inc.
April 2, 1994	Master Plan Study, University of Iowa Oakdale Campus; Coralville, Iowa; Crose-Gardener Associates



LEGEND

MAIN CAMPUS

East	96.50 ac
West	333.85 AC
Finkbine	320.45 ac
Hawkeye	647.70 ac
Main Campus Total	1398.50 ac

OAKDALE CAMPUS

Research	250 ac
West of Hwy. 965	80.5 ac
Oakdale Total	330.50 ac



**MASTER PLAN
PROJECT AREA MAP**

1.4 Today's Planning Issues

The preparation of this report was prefaced by over a year of planned interviews and meetings with University leaders to discuss campus planning issues. Representatives of the central administration, all of the colleges and major units of the University were consulted. In addition, multiple meetings were held with planners and representatives from Coralville and Iowa City. From these interviews, a number of interrelated issues have emerged that define the current planning need at the University of Iowa.

1.4.1 Facilities Renewal and Stewardship:

While the accommodation of new building space will continue to be a planning issue in the future, the conservation and renewal of the existing physical plant of the University will take on increasing importance to maintain modern and safe facilities, and to help meet future academic space needs.

1.4.2 The Accommodation of Future Growth:

Since 1998, the campus has undergone significant growth in building space. In the period from 1998 to 2005, approximately 2.4 million gross square feet of new building space has been added to the campus, and nearly 1.8 million gross square feet of building renovation has taken place.

Based on the information gathered during the campus interviews, it is anticipated that growth in University facilities will continue, albeit at perhaps a slower pace than the last seven years. Currently, there is about 520,000 gross square feet of new projects in the planning phase, including the University Hygienic Laboratory, Campus Recreation & Wellness Center, College of Public Health Building, Library Storage Facility, and Seashore Hall, which may include some renovation as well as new space. In addition to these projects, there is a "long list" of facility needs that have been identified, but for which pre-planning and programming have not commenced. The estimated order of magnitude for the long list facilities is in the range of 1.5 to 1.8 million gross square feet of additional space. There is no timetable attached to this identified general need, however, for master planning purposes it provides a general sense of the amount of new buildings that will likely need to be accommodated on the campus in the future.

As campus building growth continues, it is also apparent that unencumbered sites for new facilities are becoming increasingly scarce, particularly in the core areas of the campus.

Therefore, it is evident that there is a need to determine appropriate locations for additional new building space as the University continues to expand in the coming decades.

1.4.3 Planning for Perimeter Land:

The anticipated continued growth in campus building space prompts a fresh look at the use of the existing Oakdale Campus, Hawkeye Campus and other perimeter areas to best determine how these properties can serve the University in the future. The increasing scarcity of suitable building sites within and contiguous to the principal academic areas of the East and West campuses raises the question of how perimeter and adjacent lands can be efficiently used to take pressure off of the campus core and optimize the use of the core for undergraduate education and research. The long-term location of University service functions, storage facilities, administrative support, and possibly medical clinics and some types of research should be considered for sites outside of the academic core.

1.4.4 Quality of the Campus Environment:

With the continuing pressure to build on open land, there is a fundamental need to protect and enhance the quality of the campus landscape. Historically, the Pentacrest and Iowa River corridor have provided a framework of quality open space and a unique identity for the University. Today's challenge is to plan for continued growth, while simultaneously securing and enhancing important landscape resources that define the character of the campus.

1.4.5 Parking Strategy:

While the population of students, faculty and staff is expected to remain stable in the future, recent experience suggests that automobile use and the demand for parking will continue to increase. In addition, the use of the campus by visitors and the public at large is increasing. The increase is related to both the existing centers of public activity, such as the University Hospital, Clinics and the IMU, as well as the colleges and many University units.

As the demand for parking increases, it is important that a parking strategy be integrated with the competing demands for building sites and quality open space.

1.4.6 Utilities Planning:

In addition to the need to plan for the logical extension of utilities to serve new buildings, it will be important to the next decade for the University to plan for the expansion of its steam and chilled water output. The limited capacities of existing power plant and chilled water plants for expansion will require planning for additional plants and possibly the relocation of existing plants in the future. The land requirement of steam and chilled water generation plans needs to be factored into the overall demand for land in the future.



Today's challenge is to plan for continued growth while securing and enhancing existing character defining features of the campus.



As building sites in the core campus become increasingly scarce, perimeter properties such as the Oakdale Campus will play a more important role in accommodating facilities growth.

1.5 Summary of Recommendations

The following narrative summarizes the recommendations of the Master Plan. More detailed descriptions and maps related to the recommendations can be found in Section 5.0 of this report.

1.5.1 Facilities Renewal Recommendations

It is recommended that renewal priorities be established on the basis of those facilities having the most critical needs being addressed first, and those with moderate and minor renewal needs addressed thereafter. Seashore Hall has been identified as a priority project on this basis. Renewal of existing facilities will be, in most cases, a cost-effective strategy that will help to meet the University's space needs in a sustainable way. Only in cases where renewal will not result in useful space configurations, or where renewal will prolong the inefficient use of an existing valuable land area should building removal be considered. Oakdale Hall and the International Center building are existing examples of buildings that are candidates for removal rather than renewal.

1.5.2 Land Use Recommendations

The plan confirms the existing functional land use districts of the campus and identifies building sites and general capacities for future facilities within the existing campus framework. It is recommended that an infill strategy be adopted to optimize the use of campus land. Future significant infill opportunities are identified for the East and West Campuses that amount to approximately 4.25 million gross square feet of additional capacity. Locations for new facilities include the Seashore Hall block, the river site south of the English Philosophy Building, the Health Sciences Campus, the International Center site, and the area south of Burlington Street that will host a new Recreation Center. The plan also recommends that University service and operations-related facilities begin a phased relocation to areas south of their existing locations along Burlington and Court Streets. Plans for the future growth of the University of Iowa Hospitals and Clinics are proposed in the area to the west of General Hospital and Boyd Tower. The long-term use of the Hawkeye Campus for athletics and recreation is affirmed with a proposal to make the Hawkeye Campus a unified sports park that celebrates the native landscape and protects the natural recreation area along the Clear Creek. For the Oakdale Campus in Coralville, a new pattern of roads, building areas and open space is proposed to optimize the efficient use of this campus. The Oakdale Campus will host both University support functions such as storage facilities and waste management, as well as freestanding academic and research functions such as the University Hygienic Laboratory and facilities for engineering research. Facilities development at the Oakdale Campus is expected to be gradual and plans will account for this.

1.5.3 Circulation and Parking Recommendations

The Master Plan affirms the "pedestrian oriented" campus concept of prior plans by promoting compact growth, supporting CAMBUS and bicycle systems, and improving the visual quality of pedestrian corridors.

The plan also encompasses a strategy for campus parking and transportation that recognizes the University's critical land use priorities, maintains the aesthetic character of the campus, and maintains necessary levels of vehicular access to the core areas of campus. It is recommended that the peripheral parking concepts for a large portion of employee and student parking be continued and that ramps be provided to meet the core area public demand for convenient parking in the future. At the Oakdale Campus, a new system of roads will bring clarity and structure to future development.

1.5.4 Open Space Recommendations

Open space proposals include measures that will help to unify the campus through a connecting fabric of landscape. Specific proposals include the establishment of "River Park" along the Iowa River to protect and strengthen this important open space corridor; the identification of major existing landscape areas, such as Hubbard Park, Gibson Square and the Pentacrest, as permanent and protected open space; protection of campus natural areas; the enhancement of campus streets as important public spaces; the eventual development of South Capitol Street as a southern complement to the Cleary Walkway; and the development of positive community gathering spaces in association with new buildings. Specific open space proposals are also recommended for the Hawkeye Campus and the Oakdale Campus to improve the aesthetic quality of these areas.

1.6 Organization of this Report

Sections 2.0 and 3.0 of this report define the existing conditions and program assumptions that form the basis of the Master Plan. Sections 4.0 and 5.0 then describe the guiding planning principles and planning recommendations of the Master Plan.



Renewal of existing facilities is recommended as a cost effective strategy to help meet the University's future space needs. Calvin Hall



To optimize the use of campus land and protect campus open space, it is recommended that future growth be accommodated through a strategy of selective infill. A good example is at the Seamans Center.

2.0 EXISTING CONDITIONS

This master plan was based on a comprehensive understanding of all of the conditions that defined the campus at the time the master plan was begun. These conditions included campus history, existing campus structure and character, existing land use, adjacent land use, building use organization, building condition, existing circulation patterns, parking, and conditions at the Oakdale Campus.

A summary of the existing conditions that informed this master plan is contained in Appendix 1 of this report.

3.0 FACILITIES PROGRAM

This section identifies the future anticipated facilities that will likely need to be accommodated at the University in the future. The purpose of the facilities program is not to prescribe a detailed building program, but rather to identify the anticipated types and order of magnitude of future facilities for planning purposes.

3.1 Changes since the 1998 Master Plan

During the period from 1998 to 2005, nearly 2.1 million gross square feet (GSF) of new buildings were constructed on campus. At the same time, approximately 280,000 GSF of space was added at the University Hospital and Clinics. Thus, about 2.4 million square feet, or a 18% growth in the overall physical plant, has been added in the last eight years. During this same period, approximately 1.4 million GSF of campus building renovations and 440,000 GSF of UIHC renovations and space fit-out has occurred. The Kinnick Stadium renovation accounts for about 350,000 GSF of the renovations. Therefore, the total new and renewed space since 1998 is about 4.2 million GSF, or about 30% of the total existing physical plant.

In the context of the past 45 years of campus growth since 1960, the growth since 1998 is generally consistent with an average rate of about 250,000 GSF of new space per year. See Figure 1.

3.2 Planned Facilities

There are a number of future facilities now in various stages of planning that will need to be accommodated over the next ten years. These facilities amount to about one-half million GSF of new space.

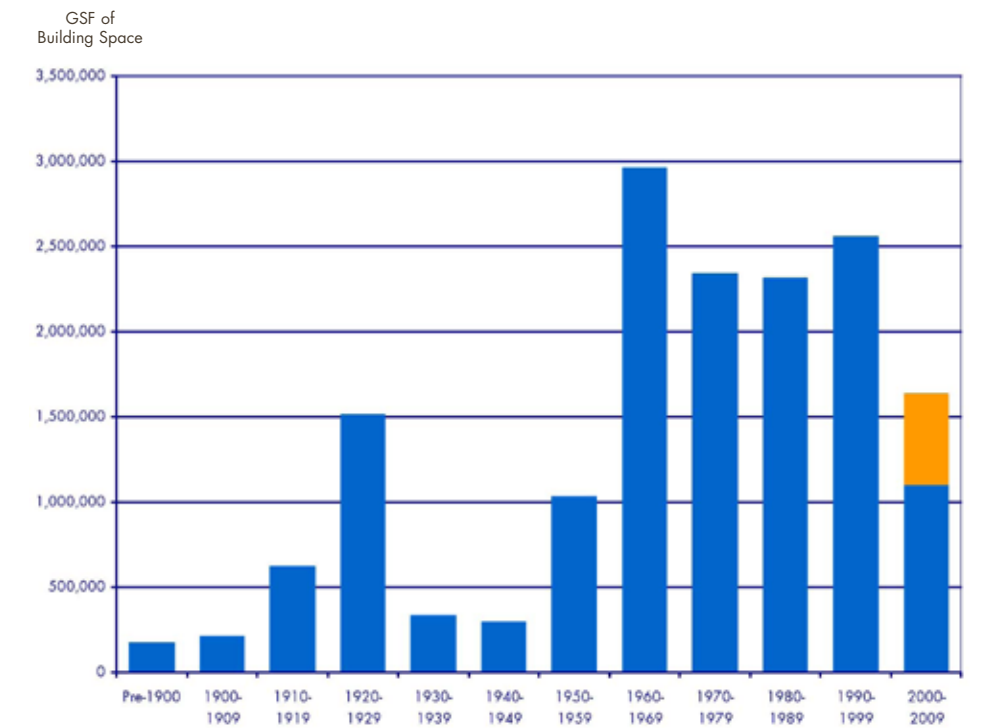
• Campus Recreation Center	170,000 GSF
• College of Public Health	130,000 GSF
• Liberal Arts & Sciences Building in the Seashore Hall Block	85,000 GSF
• Library Storage Facility, Phase 1	25,000 GSF
• Hygienic Laboratory	110,000 GSF
• Environmental Management Facility	15,000 GSF
	<hr/>
	535,000 GSF

3.3 Potential Future Projects

In addition to the planned facilities, potential future projects were identified through a series of interviews and meetings with the College Deans, unit heads and administrators. These projects do not comprise a formally approved program for the future, but provide an order of magnitude estimate of the types and amount of space that may require accommodation in the decades ahead. Examples of potential projects include:

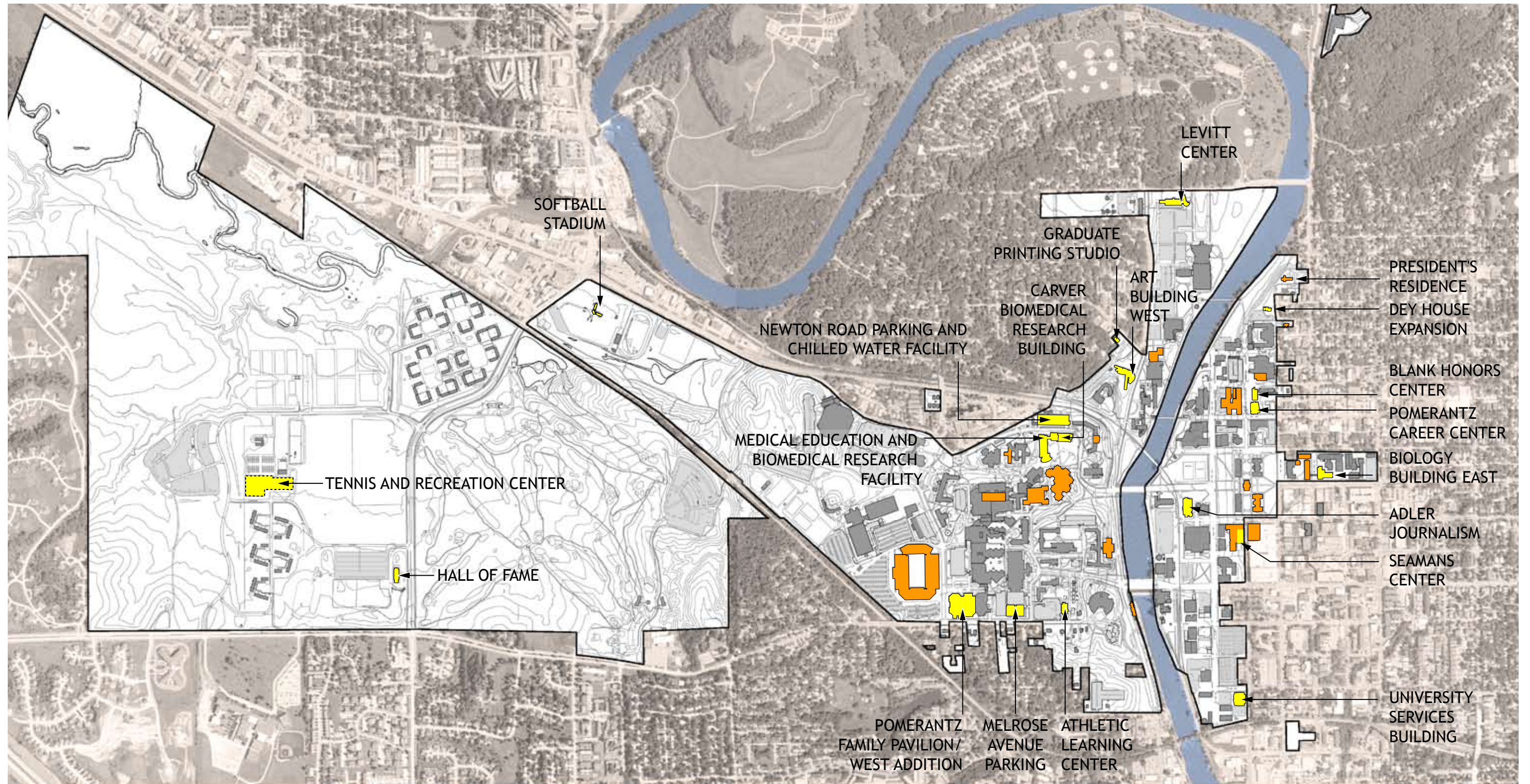
- Lindquist Center Expansion - College of Education
- Seamans Center Expansion - College of Engineering
- IHHR Laboratories - College of Engineering
- Graduate College Consolidation
- Boyd Law Building Expansion – College of Law
- Interdisciplinary Humanities - College of Liberal Arts and Sciences
- Performing Arts Facility – College of Arts and Sciences
- Entrepreneurial Center - College of Business
- Center for Aging - College of Medicine
- Vascular Medicine Expansion - College of Medicine
- Neuroscience Expansion - College of Medicine
- Interdisciplinary Biomedical Research Laboratories - Health Science Colleges
- Dental Science Building Expansion and Renovation - College of Dentistry
- Nursing Building Expansion - College of Nursing
- Pharmacy Building Expansion - College of Pharmacy
- UIHC Facilities
- Student Residences
- Burge Hall Expansion
- Health Protection Office Consolidation
- Faculty Center
- Power Plant Expansion and Renewal
- Parking Ramps
- Intercollegiate Athletics Improvements

It is estimated that these and other future potential projects could amount to 1.5 to 1.8 million GSF. Combined with the 535,000 GSF of projects already in planning, the total foreseeable facilities program could be in the range of 2.1 to 2.4 million GSF. This figure provides a general, but useful, benchmark when assessing the future land capacity of the campus for growth.



This chart shows the gross development of new building space, but does not account for building removals. The amount shown in orange in the far right column is the 535,000 GSF of current projects in planning, projected to be constructed after 2006.

Figure 1. History of Building University Growth



LEGEND
 ■ New Building
 ■ Renovation

**BUILDING PROJECTS
 SINCE 1998**

4.0 MASTER PLAN PRINCIPLES

To define the intent of the master plan and to provide guidance to the ongoing process of planning the University of Iowa campus, the following principles have been identified. Section 4.1 describes several broad guiding principles, and Sections 4.2, 4.3, 4.4, 4.5 and 4.6 define more detailed planning principles related to the specific areas of Campus Land Use, Circulation, Parking, Campus Form and Character, and Campus Environment.

4.1 General Principles

Campus planning at the University over the past three decades has been based on a number of guiding principles. These principles are summarized below and are adopted as a guide to this master plan update.

4.1.1 Establish a Unifying Framework for the Campus as a Whole

The fundamental mandate is for the campus to be organized in a coherent, unified way by setting a physical “framework” of land use districts, and a system of interconnecting circulation links and open space. The framework should be well defined and definite in its structure. Within the guiding structure, however, flexibility should be allowed to accommodate the specific demands of development projects as they arise.

4.1.2 Support the University’s Mission

A safe, convenient and attractive campus is important to sustain students, faculty and staff. The campus should be ordered to support the University’s mission of learning, discovery and engagement; optimize its function as a rich and diverse learning environment; reinforce synergies among its many functions; and demonstrate responsibility towards the environment.

4.1.3 Demonstrate Stewardship of Buildings and Land

As the University enters the 21st century, it has reached a level of maturity as a planned setting for higher education that requires an attitude that differs from past generations whose focus was on expansion and growth. Today, and in the future, there is a pronounced need to wisely plan for the renewal, reuse and upkeep of existing facilities and to optimize the use of existing limited land resources, while at the same time adding necessary new facilities that expand and enhance the instructional and research capacity of the University.

4.1.4 Preserve and Enhance the Unique Identity of the Campus

To develop and maintain the unique identity of the University, its physical assets, both natural and cultural, should be protected and enhanced through careful planning. The Pentacrest, the Iowa River corridor, the relationship of the campus to downtown Iowa City, and the natural landscapes in the Finkbine and Hawkeye areas are character-defining features of the campus that possess enduring cultural, ecological and aesthetic value.

4.1.5 Promote a Pedestrian Oriented Campus

To foster collegiality and community, it is important to emphasize pedestrian paths as the primary means of moving about the campus, and to minimize conflicts with vehicular transportation. A pedestrian campus supports social interaction and face-to-face collegiality that contribute positively to the quality of the campus life and the educational experience. The campus plan should be ordered to give the highest priority to pedestrian movement and descending priority to (in order) bicycles, mass transit and automobiles.

4.1.6 Enhance the Quality of the Campus Environment

The campus plan should be developed to emphasize clarity, unity and beauty, recognizing that the sensory quality of the campus environment has a profound influence on the quality of people’s experiences at the University. The visual quality of the campus contributes significantly to the University’s ongoing efforts to attract and sustain the best students, faculty and staff, and to reflect its social purpose in a positive way.

In addition to the above noted general principles, a number of more specific principles have been identified to define the intent of the campus master plan.

4.2 Principles Related to Campus Land Use

- 4.2.1 The campus should be organized into logical land use districts of compatible land uses.
- 4.2.2 New building and land uses should be organized to optimize functional relationships with related uses and compatibility with existing surrounding uses.
- 4.2.3 Undergraduate classroom venues should be concentrated within the core academic area to facilitate the 10-minute class change.
- 4.2.4 New buildings and facilities should be planned at densities that will optimize the use of available land and maintain flexibility, to the extent possible, for the future. Low-density development within highly desired building areas of the campus should be avoided.
- 4.2.5 The University should work closely with Iowa City, Coralville and others qualifying as neighbors, in all matters that will potentially impact others.

4.3 Principles Related to Campus Circulation

- 4.3.1 Provide for safe, efficient and attractive pedestrian pathways throughout the campus to enhance face-to-face interaction and the sense of a walking community.
- 4.3.2 Provide for adequate vehicle access for service functions, emergency vehicles and persons with disabilities.
- 4.3.3 Plan for the special access and transportation needs of persons with disabilities.

- 4.3.4 Work with local transportation authorities to manage the flow of through vehicular traffic and improve safety in the academic core and other highly pedestrian-oriented areas of the campus.
- 4.3.5 Encourage CAMBUS use by providing frequent service, through design of bus routes for convenience and safety, and through coordination with municipal transit systems for improved service.
- 4.3.6 Facilitate bicycle use to, from and within the campus, while minimizing pedestrian conflicts. Continue to link campus bikeways to municipal systems and provide adequate bicycle parking conveniently located at campus buildings.

4.4 Principles Related to Campus Parking

- 4.4.1 Encourage a system of perimeter parking for employees and students that capitalizes on the CAMBUS system and limits non-essential use of private vehicles in core pedestrian areas.
- 4.4.2 Provide for adequate and convenient visitor access and parking for University venues that host a public audience.

4.5 Principles Related to Campus Form and Character

- 4.5.1 Protect and enhance distinctive natural and cultural characteristics of the existing campus, and foster a local sense of identity unique to the University of Iowa.
- 4.5.2 Foster a sense of visual continuity so that unifying tendencies outweigh divergent visual tendencies in both landscape and architecture. Visual distinctiveness and variety among landscapes and buildings should be encouraged, however, architectural and landscape individuality and idiosyncrasies should not be promoted at the expense of harmony of the larger campus.
- 4.5.3 Protect the campus’ historic landscape and architectural resources that positively contribute to its unique identity. Recognize and protect the Pentacrest as the most significant character-defining feature of the campus plan.
- 4.5.4 Protect and enhance the naturalistic scenic quality of the Iowa River corridor. Protect the existing topography, vegetation, views and river as a unique and valuable open space resource.
- 4.5.5 The landscape spaces between buildings should be understood to be as important as the buildings in defining the overall character and atmosphere of the campus. Outdoor spaces should be consciously designed rather than being the mere leftover spaces after buildings are constructed.

4.6 Principles Related to a Sustainable Campus Environment

- 4.6.1 Promote long-term sustainability of the campus for future generations through efficient land use, energy efficient buildings, management of energy and water resources, selection and management of building materials, recycling of waste, protection of indoor environmental quality, and life cycle costing.
- 4.6.2 Plan site development to orient buildings and landscape features to take advantage of site location and orientation to conserve energy, protect the landscape, and minimize environmental impacts.
- 4.6.3 Minimize impacts on the Iowa River as a regional water source and drainage way.
- 4.6.4 Protect campus natural areas and enhance their environmental benefits related to erosion control, stormwater management, microclimate amelioration, habitat enrichment, native plant protection, and their educational value.
- 4.6.5 Encourage sustainable alternatives to private automobile use as a means of improving air quality, conserving non-renewable petroleum resources, and reducing the negative environmental impacts of parking lots.
- 4.6.6 Promote reuse of existing buildings and reviewing new buildings for LEED or "LEED-like" construction.



The unique identity of the campus landscape and buildings should be protected and enhanced.



A pedestrian oriented campus should be emphasized to foster collegiality and reinforce community.



The quality of the campus environment contributes significantly to the University's ongoing efforts to attract and sustain the best students, faculty and staff, and to reflect its social purpose in a positive way.



Today, there is a need to wisely plan for the renewal of existing facilities to meet the space needs of the future. Old Capitol and Schaeffer Hall (above) are the first two Pentacrest buildings to have received major renovations. Jessup, MacLean and MacBride will follow.

5.0 MASTER PLAN RECOMMENDATIONS

This section describes the recommendations of the Master Plan. The narrative and maps in this section provide a framework for decision making related to campus facilities renewal, land use, circulation and parking, and campus open space.

5.1 Facilities Renewal Recommendations

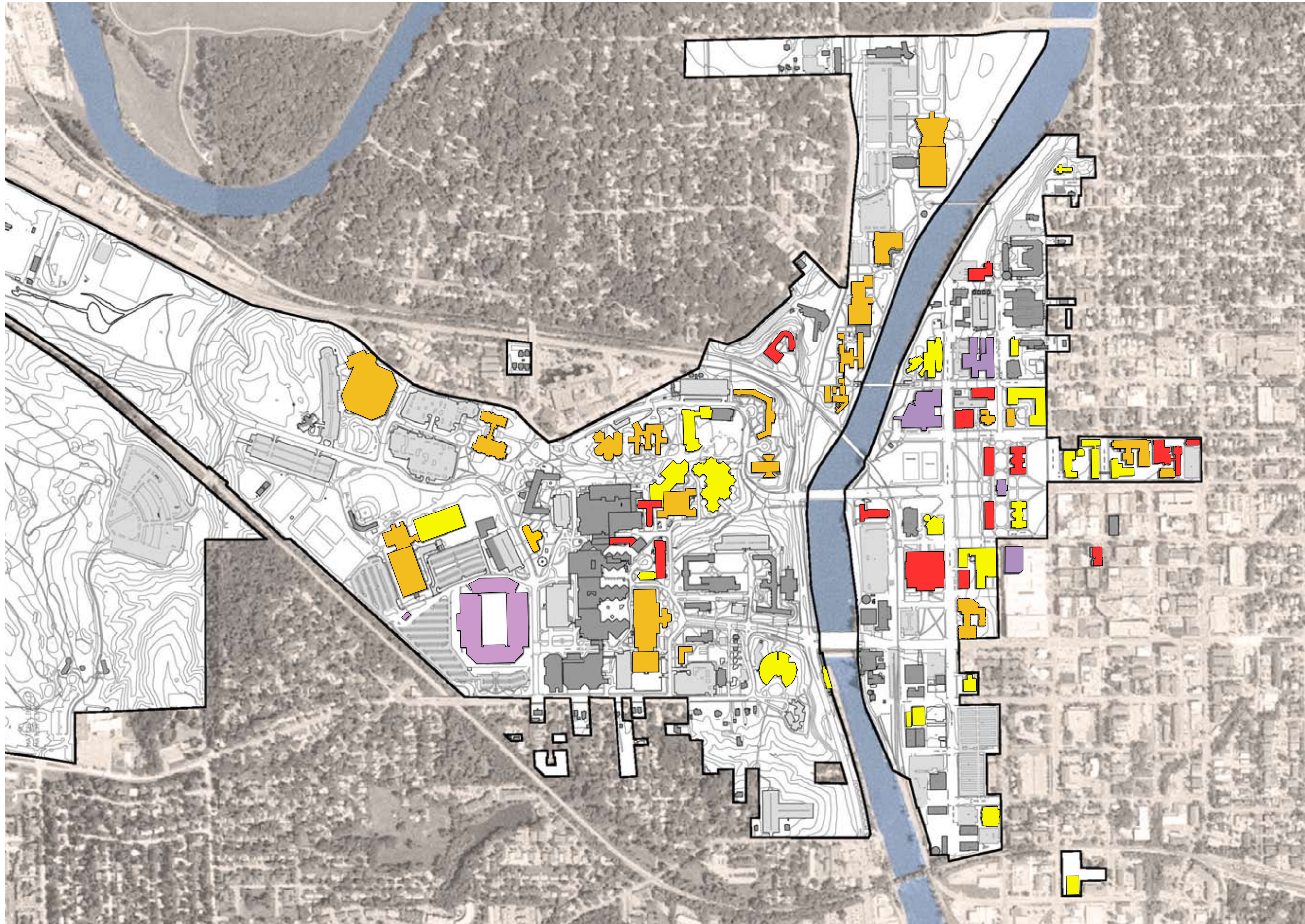
The Facilities Renewal Plan illustrates those existing campus facilities requiring renewal. It is recommended that renewal priorities be established on the basis of those facilities having the most critical needs being addressed first, and those with moderate and minor renewal needs addressed thereafter. Seashore Hall has been identified as a priority project on this basis. Renewal of existing facilities will, in most cases, be a cost-effective strategy that will help to meet the University's space needs in a sustainable way. Only in cases where renewal will not result in useful space configurations, or where renewal will prolong the inefficient use of an existing valuable land area should building removal be considered. Oakdale Hall and the International Center building are existing examples of buildings that are candidates for removal rather than renewal.

It is recommended that decisions related to building renovation and/or removal be cognizant of the need to protect historic landscape and architectural resources that positively contribute to the unique identity of the campus. A good example in which facilities expansion and building renewal has been successfully accomplished is the Seamans Center. In the future it is recommended that similar approaches be applied to the renewal of the Seashore Hall block, the Halsey Hall Block and the Medical Education Building area.



The planned renewal of Seashore Hall and Old Music will revitalize the east edge of the Iowa City Campus. This area contains buildings dating from 1899.



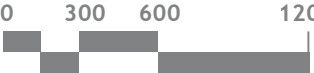


LEGEND

- First Priority: Critical Need
- Second Priority: Moderate Need
- Third Priority: Lowest Need
- Major Renovation in Progress
- Buildings Not Included in Condition Assessment

NOTE

Based on the Facility Condition Need Index rating established in ISES evaluations for General Fund Buildings only.



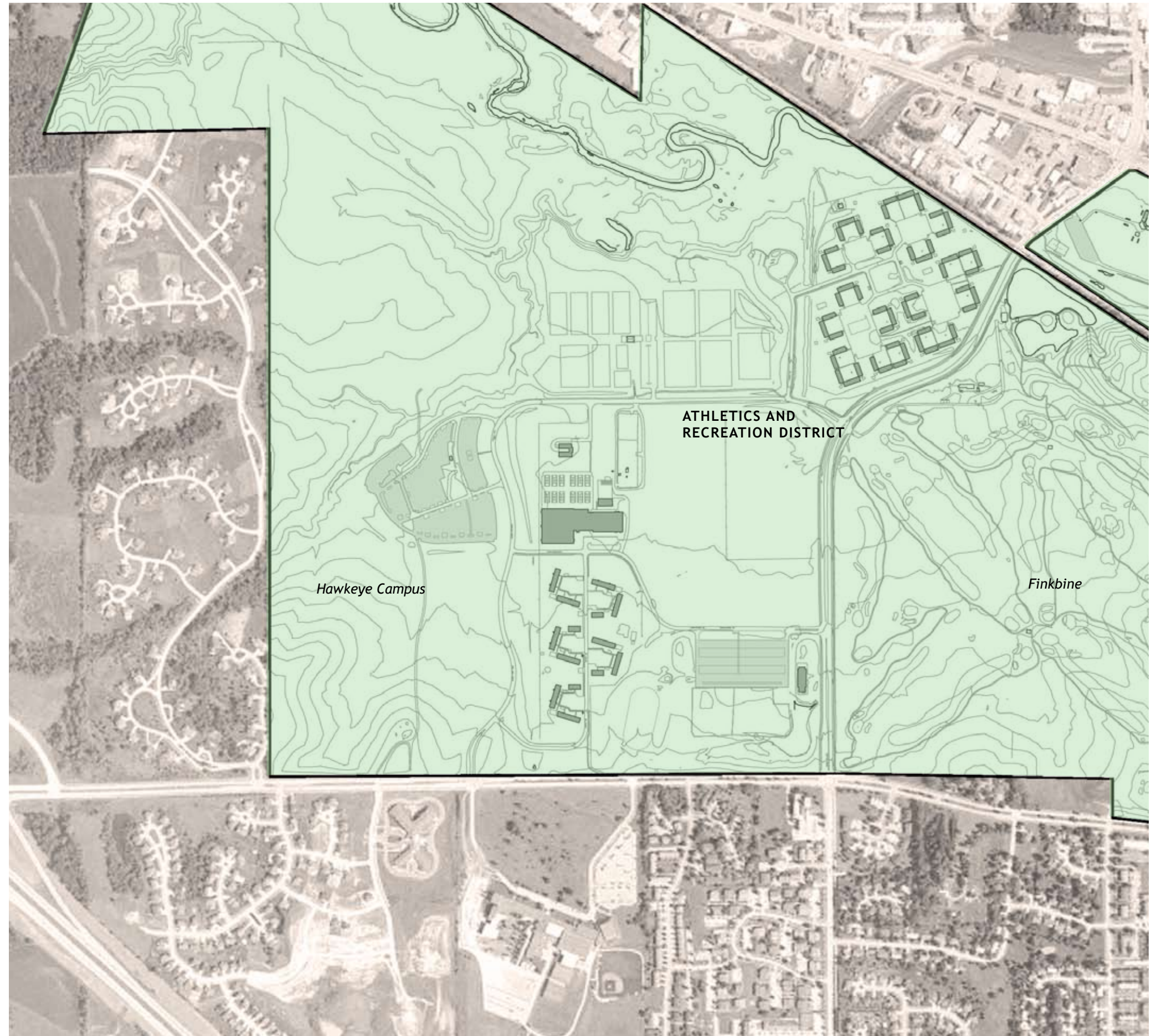
FACILITIES RENEWAL PLAN

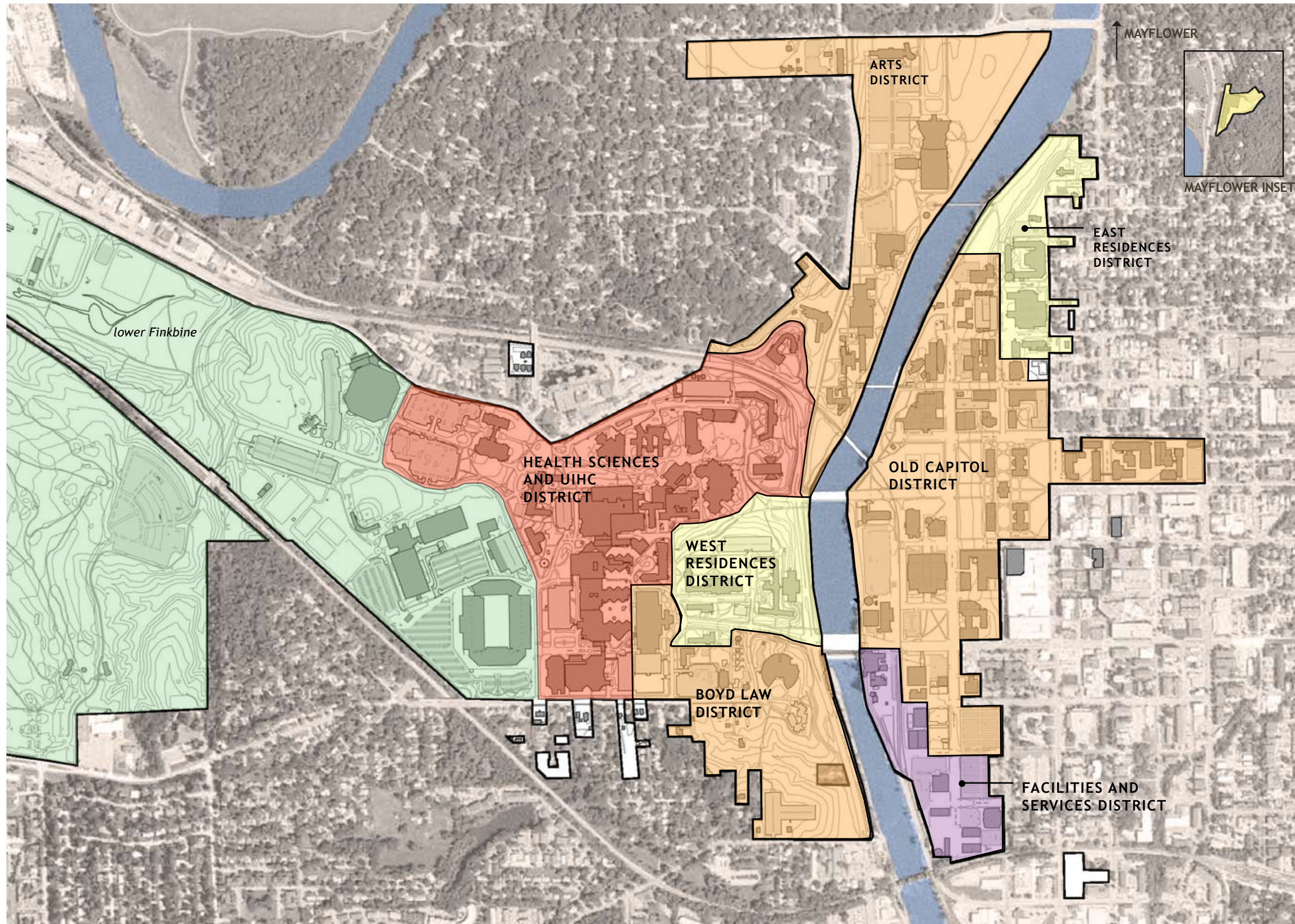
5.2 Land Use Recommendations

5.2.1 Land Use Districts

It is recommended that the existing pattern of campus land use be maintained and reinforced as follows. The Proposed Land Use Districts map defines the recommended land use districts of the campus. It is intended that, within each district, future land uses be compatible with existing dominant uses, be located to optimize functional relationships among uses, and be developed at densities that make efficient use of limited land resources. The land use districts shown on the Proposed Land Use Districts map reflect the following general recommendations:

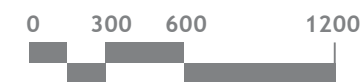
- Maintain the pattern of concentrated undergraduate instructional and library functions in the Old Capitol District and the Arts District. To the extent possible, maintain undergraduate classroom venues within the 5-minute walking radius that surrounds the Old Capitol Building.
- Maintain the concentration of Health Sciences in the Health Sciences and UIHC District, and College of Law functions in the Boyd Law District.
- Include the International Center site, on the north side of Highway 6, in the Health Sciences and UIHC District. This site is connected to the Health Sciences to the south by a pedestrian bridge over Highway 6, and is the proposed site for the new College of Public Health Building. Care should be taken to strengthen and clarify the relationship between the Health Sciences and the Arts campus.
- Shift the service functions in the Services District further south, allowing for future growth of academic and recreation facilities immediately south of Burlington Street.
- Confirm the long-term principal use of the Hawkeye Campus for Athletics and Recreation by including the Hawkeye Campus in the Athletics and Recreation District that spans from the Kinnick Stadium to the far west edge of the Hawkeye Campus. It is important that campus sprawl be resisted in this district where its future sense of place is contingent upon maintaining Recreation and Athletics functions in a park-like setting.
- Maintain the East and West Residence Districts as the two centers of on-campus concentrated undergraduate housing. The Hawkeye Drive Apartments and Hawkeye Court Apartments will continue as centers of family housing within the Athletics and Recreation District for the foreseeable future. The Hawkeye Drive Apartments are planned to be eventually replaced by Recreation and Athletics facilities.





LEGEND

- Academic
- Residential
- Hospital/Medical
- Athletic/Recreation
- Service



PROPOSED LAND USE DISTRICTS

5.2.2 Strategy to Accommodate Future Space Needs

Within the campus land use districts there is potential to accommodate new facilities growth that, along with planned facilities renewal, will help to meet the future space needs of the University. It is recommended that a strategy of building infill and building renewal in developed areas be adopted in favor of continued horizontal expansion. The following narratives and the Opportunity Sites for Future Development map define the preferred building sites for each of the campus land use districts. The intent is to define appropriate general uses, density and campus design parameters for the building sites within the districts, without prescribing, in detail, specific uses and designs. On the Proposed Opportunity Sites for Future Development map, the building sites are sometimes simply identified as an area. In other cases where building placement and density parameters are better-known, general design configurations of buildings and open space are shown.

The total estimated additional building capacity of all of the land use districts is summarized as follows:

Old Capitol District	1,813,000 GSF
Arts District	977,000 GSF
Boyd Law District	535,000 GSF
Health Colleges and UIHC District	838,000 GSF
Athletics and Recreation District	815,000 GSF
East and West Residential Districts	30,000 GSF
Total	5,008,000 GSF

These figures do not always necessarily reflect the maximum future capacity of the campus. The figures define an acceptable intensity of building based on current understandings of possible building removals, preferred densities and the general sense of future need associated with the Districts.

5.2.3 Expansion Capacity, Old Capitol District

Twelve opportunity sites are available in the Old Capitol District:

Seashore Hall Block:

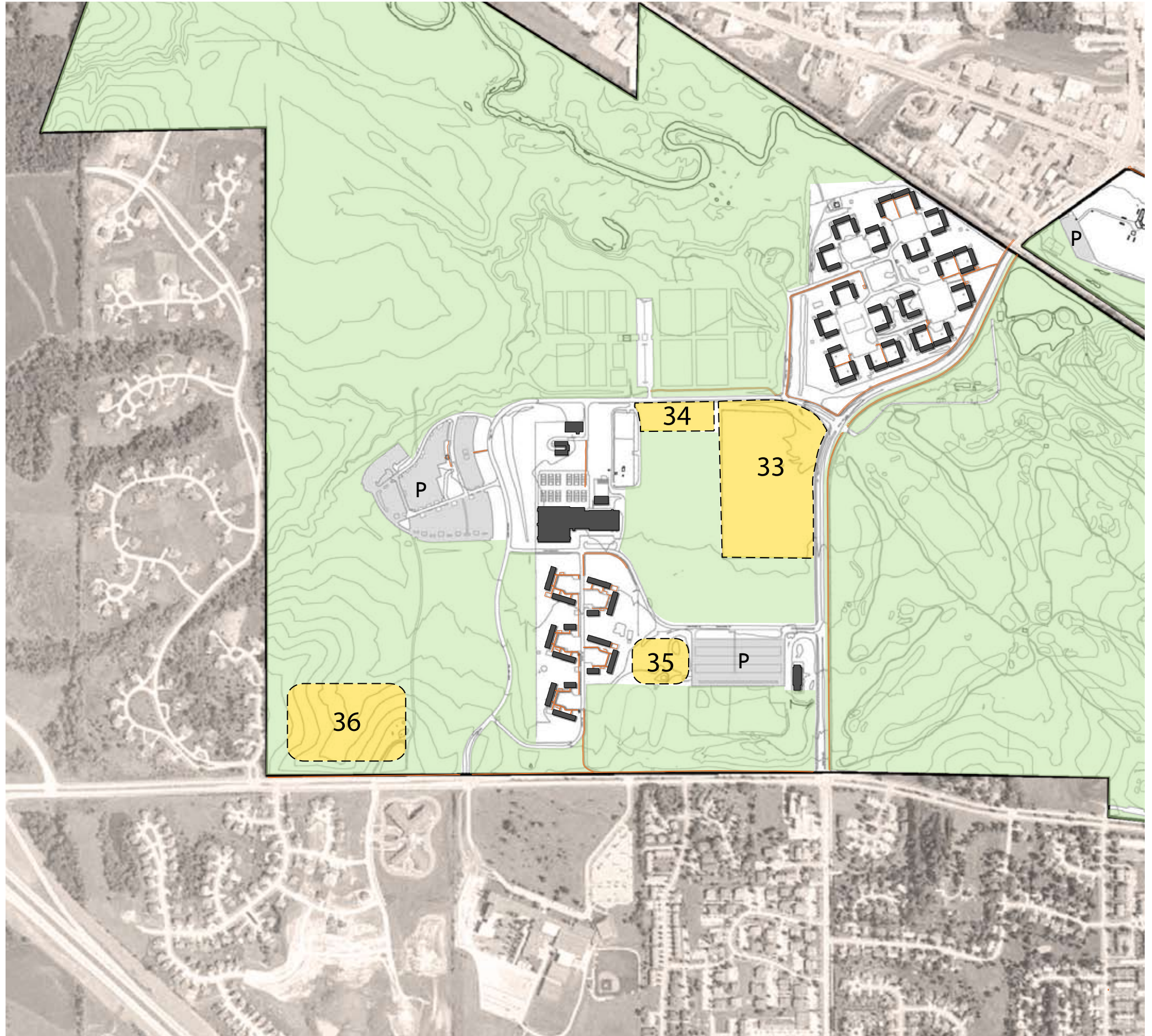
Use: College of Liberal Arts and Science and Parking

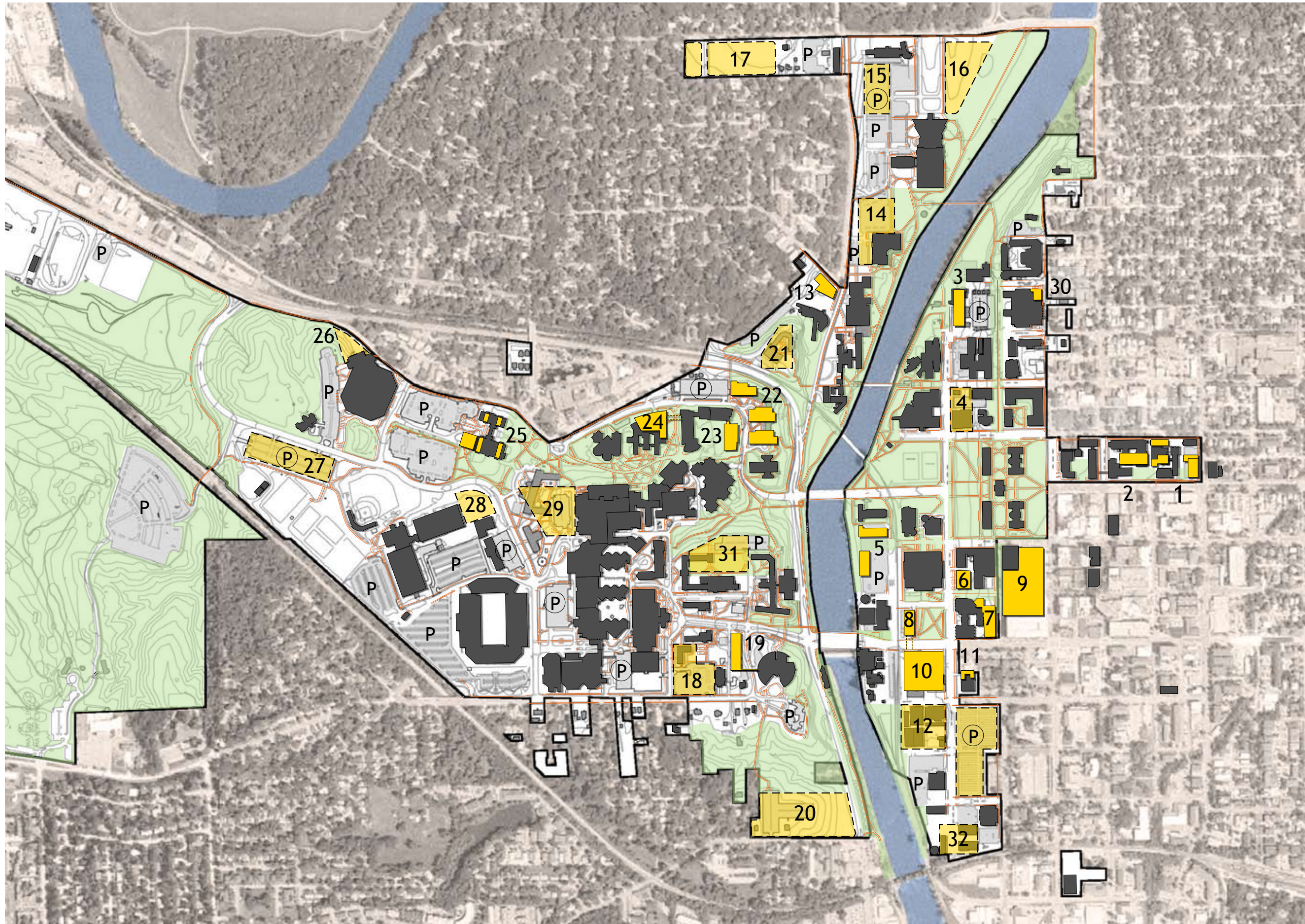
Approximate Net New Building Capacity: 142,000 GSF. Buildings should be developed in a 3-6 story configuration, responding to adjacent structures.

Design: Maintain the Linn Street pedestrian corridor, develop a usable courtyard space facing south to Iowa Avenue, respect the historic design of Old Music and Old Seashore Hall, enhance the streetscape from Spence Laboratory to Gilbert Street, accommodate on site parking to the maximum extent possible.

Van Allen Hall Lecture Halls Site:

Use: College of Liberal Arts and Science

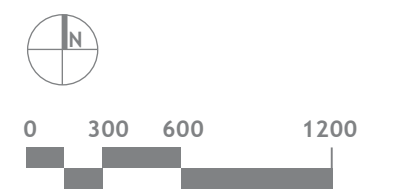




- 1 Seashore Hall Block
- 2 Van Allen Hall Lecture Hall Site
- 3 North Madison Street Water Plant Site
- 4 Halsey Hall Block
- 5 River Site South of EPB
- 6 Communication Center Site
- 7 Lindquist Center Southeast Expansion
- 8 Parking Lot West of Gibson Square
- 9 Old Capitol Mall
- 10 Campus Recreation & Wellness Center
- 11 Engineering Research Facility Expansion
- 12 Court Street to Harrison Street Blocks
- 13 River Street
- 14 Theater Building Expansion
- 15 Hancher Parking
- 16 Park Road River Site
- 17 Park Road - Grove Street Sites
- 18 South Quadrangle
- 19 Byington Road Site
- 20 Myrtle Avenue Site
- 21 International Center Site
- 22 Westlawn Site
- 23 Site for Building "C"
- 24 Medical Education Building Site
- 25 Dental Science Building Addition
- 26 Carver-Hawkeye Arena Expansion
- 27 Arena Parking Lot Site
- 28 West Chiller Plant Site
- 29 UIHC Expansion
- 30 Burge Hall Expansion
- 31 Quad Dorm Site
- 32 Services Area Site
- 33 Mormon Trek Boulevard Site
- 34 Hawkeye Park Road Site
- 35 Prairie Meadow Drive Site
- 36 Melrose Avenue Site

LEGEND

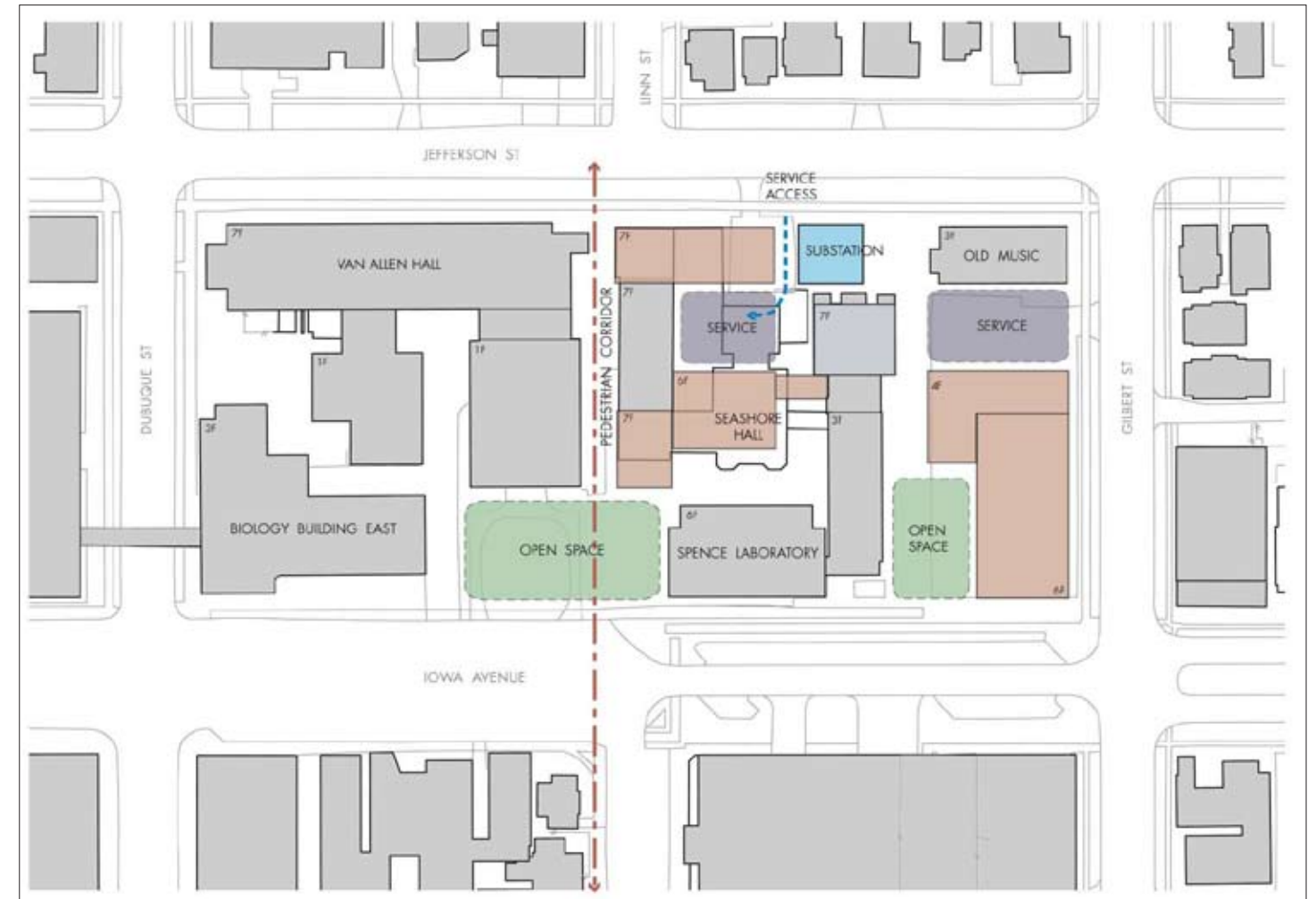
- Possible Building Sites
- Possible Future Buildings
- Existing Buildings
- Open Space Framework
- Pedestrian Paths
- P Parking
- P Parking Structures



OPPORTUNITY SITES FOR FUTURE DEVELOPMENT



Existing Conditions at the Seashore Hall Block



Capacity Study showing how a combination of demolition , building renewal, and new construction can be used to revitalize and expand the Seashore Hall Area



Model photo of the Capacity Study looking north along the Linn Street Corridor



Seashore Hall

Approximate Net New Building Capacity: 52,000 GSF to 85,000 GSF at 6 floors. Replace one story structures with new structures up to 6 stories to make more efficient use of the land.

Design: Maintain open space on Iowa Avenue.

North Madison Street Water Plant Site:

Use: Academic use with strong ties to undergraduate core

Approximate Net New Building Capacity: 80,000 GSF at 3 floors. A 3-5 story structure will respect the River Park corridor, perhaps stepped to lessen impact on open space.

Design: Maintain River Park continuity, build to street lines to reinforce civic structure.

Halsey Hall Block:

At some future time, renewal of this block will be prompted by the need to rehabilitate existing Halsey Hall, Trowbridge Hall and possibly the IMU parking ramp. At such time, the block should be planned as a whole to determine the best balance of uses, historic building protection, and expansion of much needed additional parking.

River Site South of EPB:

Use: Academic use with strong ties to the undergraduate core and parking

Approximate Net New Building Capacity: 180,000 GSF at 5 floors.

Design: Retain the openness of the Washington Street to the river, maintain River Park continuity balanced with continued provision of convenient parking, new buildings and the railroad corridor.

Communications Center Site:

Use: Academic, related to the College of Engineering

Approximate Net New Building Capacity: 43,000 GSF at 5 floors. Replace inefficient 2-story structure with 5-floor facility.

Design: Should be visually compatible with Seamans Center and maintain the line of the street wall on Madison Street.

Lindquist Center Southeast Expansion:

Use: Academic, related to the College of Education

Approximate Net New Building Capacity: 75,000 GSF at 5 floors.

Design: Maintain generous open space at College Street Mall, develop attractive Capitol Street edge compatible with Seamans Center.

Parking Lot West of Gibson Square:

Use: Academic use with strong ties to the undergraduate core

Approximate Net New Building Capacity: 70,000 GSF at 5 floors.

Design: Consider open space continuity between Gibson Square and River Park along Burlington Street, consider possible overhead bridge to the Recreation Center.

Old Capitol Mall:

Future acquisition potential for 98,000 GSF in the next 5 years, and possibly for another 150,000 GSF in the next 25 years. This site would be most appropriate for academic and support functions closely tied to the undergraduate core.

Campus Recreation & Wellness Center:

At the time of this writing, it has been decided to develop the East Campus Recreation Center, at 170,000 GSF, on the block defined by Front Street (W), Burlington Street (N), Madison Street (E), and Court Street (S). This large volume building and Student Life function is appropriately located in close proximity to residential and instructional areas.

Engineering Research Facility Expansion:

To the north of the Engineering Research facility, there is space for a planned 3-story building expansion of about 20,000 GSF.

Court Street to Harrison Street Blocks:

Use: Parking and facilities related to undergraduate core

Approximate Net New Building Capacity: East block ramp – 500,000 GSF; West block academic facilities – 180,000-200,000 GSF. Parking structures up to 6 stories and academic related facilities from 3 to 5 stories to replace existing one-story facilities. Total two block land area is about 5.2 acres.

Design: New facilities should recognize the Madison Street corridor as a principal link to the campus. Buildings should establish consistent street walls.

5.2.4 Expansion Capacity, Arts District

Five opportunity sites are available in the Iowa Center for the Arts District:

River Street:

Use: Academic use related to the arts

Approximate Net New Building Capacity: 42,000 GSF at 3 floors. Three to four floors will retain a well proportioned space between this site and the new Art Building.

Design: The new Art Building must be considered as a significant contextual feature.

Theater Building Expansion:

Use: Performing arts related facility

Approximate Net New Building Capacity: 150,000-175,000 GSF at 3 floors.

Design: New buildings should be designed to minimize impacts of the breadth of open space at River Park. Parking displacements should ideally be replaced in the immediate area with an associated new parking structure.

Hancher Parking

The Hancher commuter parking lot could be the site of a future parking ramp. A ramp in the northwest corner near the Levitt Center could be built into the existing hillside to diminish its visual impact. The ramp would serve both commuter and event related demand. The site can accommodate a 360,000 GSF, five-level structure for 1,000 cars.

Park Road River Site:

Use: Academic or University special use of substantial size warranting use of this site

Approximate Net New Building Capacity: 150,000-200,000 GSF at 3-4 floors.

Design: Locate building mass along Park Road and the Hancher Drive to maximize the spaciousness of River Park. The site is one that would feature any new structure as a visual landmark as seen from Park Road.

Park Road-Grove Street Sites:

Use: Currently used for band practice, this is a peripheral site beyond the undergraduate core. Future demand as a building site is limited to uses not requiring close proximity to the core.

Approximate Net New Building Capacity: 200,000 GSF at a floor area ratio of 1.0.

Design: Layout and design of all facilities should respect the scale and character of surrounding residential areas.

5.2.5 Expansion Capacity, Boyd Law District

Three possible development sites are available in the Boyd Law District:

South Quadrangle:

Use: The site of South Quadrangle, and the parking area to its south, offers development potential for a parking ramp or facilities related to the College of Law, Athletics Learning Center or other academic related use. Recreation open space related to Slater Hall should be maintained for residents.

Approximate Net New Building Capacity: This site could accommodate buildings in the range of 125,000 to 175,000 GSF, assuming that South Quadrangle is removed and new buildings were built a 4 to 5 stories.

Design: New buildings should efficiently use this spacious site (1.7 acres), establish a clear street wall with buildings, and an attractive tree-lined landscape. Building setbacks from streets should align with neighboring existing structures.

Byington Road Site:

Use: This site could be redeveloped for uses related to the College of Law, with a possible bridge link to Boyd Law Building.

Approximate Building Capacity: 110,000 GSF at 5 floors.

Design: Consideration should be given to historic structures on the existing site, and should be coordinated with future objectives to modify Byington Road for two-way arterial traffic.

Myrtle Avenue Site:

Use: This is a remote peripheral site with existing valuable parking. Uses ancillary to the academic and Hospital-Clinic functions would be appropriate.

Approximate Net New Building Capacity: 175,000-250,000 GSF at a floor area ratio of 0.75 to 1.0.

Design: Consideration should be given to scale relationship to adjacent areas and protection of natural areas.

South of Boyd Law Building:

Use: A possible expansion site for the College of Law, however, building on this site is not recommended because of impacts that would be felt on mature oak trees and adjacent woodlands; and the loss of valuable parking in an already underserved area of campus.

5.2.6 Expansion Capacity, Health Sciences and UIHC District

Six opportunity sites are available in the Health Sciences and UIHC District, excluding expansion opportunities immediately adjacent to the UIHC.

International Center Site:

Use: This site is being considered for the main building for the College of Public Health, and has capacity for additional Health Sciences related space.

Approximate Net New Building Capacity: 136,000 GSF College of Public Health, plus additional space amounting to possibly another 120,000 GSF. After removal of the International Center, net new space is about 183,000 GSF.

Design: Building layout should optimize land use and should emphasize a clear pedestrian connection between the Newton Road ramp bridge and the bluffs path that leads to the IMU pedestrian bridge.

Westlawn Site:

Use: Eventual removal and replacement of Westlawn would allow the development of modern laboratory and office space related to the Medical Colleges.

Approximate Net New Building Capacity: The total new space available at Westlawn would be in the range of 320,000 GSF in 3-6 story buildings. After



The South Side of MEB and the large Oak trees in the Health Sciences Greenway should be respected in future planning of this area



Capacity study for Westlawn shows how new laboratory buildings could be developed on the east side of Newton Road

removal of Westlawn, the net gain building space would be about 175,000 GSF.

Design: Open views to the Iowa River corridor should be retained so that the size of taller buildings does not become too confining. Phased removal of Westlawn may be a design constraint.

Site for Building "C":

Use: Medical and Interdisciplinary Wet Laboratories connected to the Carver Biomedical Research Building.

Approximate Net New Building Capacity: 180,000 GSF at 6-7 floors, including sub-basement.

Design: This extremely valuable site for biomedical research should be developed to the maximum extent, while preserving the landscape quality of the Steindler Quadrangle and Newton Road corridor.

Medical Education Building Site:

Use: Long-term expansion for Medical Research Laboratories with tunnel connections to the Medical Education and Biomedical Research Building.

Approximate Net New Building Capacity: Depending on the extent to which the MEB is removed, the capacity of the site could range from 100,000 GSF net

new to 225,000 GSF net new, at 5-6 floors.

Design: The south side of MEB and the stand of large oak trees is a character defining feature of the Health Sciences Greenway.

Dental Science Building Addition:

Use: College of Dentistry related.

Approximate Net New Building Capacity: 75,000 GSF at three floors.

Design: This site requires compatibility between the new building and the design of the Dental Science Building.

Hospital Expansion Site:

Use: Long-term expansion of University Hospital.

Approximate Net New Building Capacity: Current Hospital planning envisions a two level surgical platform, with seven-story bed towers above. The new facility would displace the Center for Disabilities Development.

Design: Building layout and design should respect adjacent campus constraints, including the Health Sciences Campus greenway to the north and the Wendell Johnson Speech and Hearing Center to the south. Impacts on parking, visitor wayfinding and arrival will require careful consideration.

5.3.6 Expansion Capacity, Athletics and Recreation District:

Within the Athletics and Recreation District there are several opportunity sites for future facilities related to Recreational, Athletics and parking uses.

Carver-Hawkeye Arena Expansion:

This site is exclusively suitable for the expansion of the Carver-Hawkeye Arena. Current plans include study of the expansion of practice gymnasium space. Existing architecture and the surrounding natural setting must be respected in the new design.

Commuter Parking Lot Site (south of Hawkins Drive, opposite Ronald McDonald House):

This site is contemplated as a possible location for a parking ramp to expand the employee commuter and event parking supply. The value of this site for employee parking is based on its existing CAMBUS connection to the East Campus and West Campus employee population centers. Half of the existing Arena parking lot could accommodate a five story ramp with a capacity of about 1,000 spaces. The size of a 1,000-space ramp would be in the range of 350,000 GSF.

Hawkins Drive-Highway 6 Site:

At the intersection of Hawkins Drive and Highway 6, there are two upland natural areas; one to the east and one to the west of Hawkins Drive. These areas

have some relatively flat areas that may suggest to some that these are potential building sites. For this reason, these sites are specifically called out here as protected natural areas that should not be considered for future development. These are both sensitive upland sites with valuable native plant communities, and are visually important in framing a beautiful natural landscape at this major entrance to the University. These Sites are identified on the Proposed Open Space Framework Map on page 23 as part of the protected Finkbine Natural Area.

Hawkeye Campus Southwest Site:

Use: This 36-acre upland site should ideally be reserved for an Athletics or Recreation use that reinforces the concept of the Hawkeye Campus as a Sports Park, however, given the potential demand for building sites for University related building facilities in reasonable proximity to the core campus, consideration may be given to building development on this 36-acre site.

Approximate Net New Building Capacity: Depending on the amount of on site parking required for future building uses on this site, the building capacity could be in the range of 350,000 GSF. The 350,000 GSF figure assumes surface parking, 2-3 story buildings and a ratio of 0.25 square feet of building area to each square foot of land area.

Design: New uses should be designed with a landscape vocabulary supportive of the desired naturalistic character of the Hawkeye Sports Park.

Hawkeye Drive Apartments:

After the Hawkeye Drive Apartments are deemed no longer serviceable, the buildings should be removed and the site reused for Athletics and Recreation use.

Hawkeye Campus, Mormon Trek Boulevard Site:

Use: This 17-acre site, located at southwest corner of the intersection of Mormon Trek Boulevard and Hawkeye Park Road, should be used for Athletics or Recreation uses that support the open space character of the Hawkeye Sports Park. Specific uses have not been identified. A good interim use of the site would be for intramural recreation fields. Long term, there may be other athletics or recreational uses for this site. Any future consideration of this site for uses other than sports fields or for buildings should be preceded by an area study that would carefully define the development parameters, visual criteria and design controls needed to protect and extend the parklike landscape character of the Hawkeye Campus.

Design: The proposed park-like landscape character of the Hawkeye Sports Park should be developed at this gateway site to the Hawkeye Campus.

Hawkeye Park Road Site and Prairie Meadow Drive Site:

These development sites have been identified as possible locations for a Sports Medicine Clinic. The Prairie Meadow Drive site is about 1.5 acres in area and

the Hawkeye Park Road site is about 2.3 acres. These sites could accommodate buildings of about 60,000 GSF and 30,000 GSF, respectively, assuming 3-story buildings and surface parking. The Prairie Meadow Drive site has a larger building capacity because it is assumed that parking would be provided by the Hall of Fame lot, whereas the Hawkeye Park Road site assumes parking onsite.

5.2.8 Expansion Capacity, East Campus Residences District

Burge Hall Expansion:

The Residence Life Master Plan has identified the northeast corner of Burge Hall as a location for expansion of student residences. An addition matching the height of existing Burge Hall would yield about 90 new beds and related support space for Residence Life.

5.2.9 Expansion Capacity, West Campus Residences District

There are no current plans for building expansion in the West Campus Residential District. Renovation of Rienow Hall and Slater Hall is the immediate priority to enhance facilities in this district. In the future, there is potential to renovate and possibly remove parts of the Quadrangle Residences and develop all or part of the Parking lot (Lot 13) that lies between the Quad Ravine and the Quadrangle Residences. At such time that this area is redeveloped, the area should be carefully planned as a whole to determine the best balance of uses, open space, and parking facilities.

5.2.10 Possible Land Acquisition

Although the total estimated future building capacity of the campus districts amounts to about 5 million gross square feet, many of the available building sites are in locations that may not be optimally suited for the types of new uses that need to be accommodated. For example, the Myrtle Avenue site in the Boyd Law District has a significant potential capacity, but it is both an important existing parking venue and geographically isolated from nearly all other campus functions. This situation dictates that the University considers, as it has in the past, the acquisition of available properties that are immediately adjacent to the existing concentrations of University facilities on the East and West Campuses. Recent University acquisition of part of the Old Capitol Mall is an excellent example of a strategic acquisition that provides valuable building space in a part of campus that has a high demand for space and limited available land for new buildings.

It is also recommended that the University continually review opportunities to acquire appropriately located land in reasonable proximity to the campus (for example the Mossman Business Service Building) that would be useful in accommodating University Operations and Support functions. With the future development of the Campus Recreation & Wellness Center and anticipated academic related facilities south of Court Street, Support and Operations functions in this area will require new sites separated from the academic core.

5.3 Circulation and Parking Recommendations

5.3.1 Campus Circulation Recommendations

Given that the road and path system serving the campus is well established and that over the past 20 years many structural changes have been made (New Road relocation, North Capitol Street closing, Washington Street closing at Library, etc.), there are a limited number of specific master plan recommendations related to campus circulation systems. In broad terms, it is recommended that the idea of a Pedestrian Oriented Campus be maintained. Necessary vehicular traffic should be accommodated, however, the highest design priority for campus movement should be assigned to pedestrians, followed by bicycles, transit, and private automobiles, in that order.

Vehicle Streets

- Byington Street should ideally be made two-way traffic so that westbound through-traffic will be directed onto Byington Street rather than through heavily populated pedestrian areas on Grand Avenue. This change would be consistent with the general goal of accommodating through-traffic movements at the perimeter of campus rather than on its interior streets.
- Quad Residences – Traffic on the campus road that serves Lot 13 on the north side of the Quadrangle Residences could be significantly reduced to improve pedestrian safety and the quality of open space at such time it is determined that the demand for parking in Lot 13 can be adequately satisfied elsewhere.
- Emergency Room Access – As a general goal associated with the long-term planning of the Hospital and Clinics area, the wayfinding and parking associated with Hospital emergency room access should be improved. Solutions to this circulation issue will likely be dictated by building design decisions, however, it should be integrated with the early thinking about building locations and configurations.
- Crossings – In general, the detail design of streets and pedestrian crossings should be guided by the objective of improving the pedestrian environment and pedestrian safety so as to encourage pedestrian movement as the preferred principal means of moving about the campus. In all road design decision-making, pedestrian convenience, safety and the design quality of the pedestrian environment should be heavily weighted. Road design decisions should not be made solely on the basis of standard vehicle accommodation factors.

Pedestrian Paths

- South Capitol Street – Consideration should be given to the conversion of South Capitol Street, a City owned street, to a pedestrian mall, similar in character to the Cleary Walkway on North Capitol Street. Access to the Old Capitol Mall ramp and service functions would be maintained; however, the majority of the block could be converted to dominant pedestrian use. In the long term, a collaborative effort to restore pedestrian continuity south to Court Street should also be considered.

- Burlington Street – It is recommended that a safer, pedestrian-friendly path be developed along the north side of Burlington Street from Riverside Drive eastward. A walkway link should be made to the River Park northward to EPB and the sidewalk immediately south of the water treatment plant, and the Library parking lot should be made more attractive and better connected to Gibson Square. Safety rail improvements should also be considered on the Burlington Street Bridge to better separate pedestrians and vehicles.
- Art Building West – Pedestrian linkages to this new building, the IMU bridge and other destinations should be planned. Renewal of pedestrian linkages between the IMU Bridge and the International Center site should be integrated.
- Regional Connections – It is recommended that the University continue to collaborate with Johnson County and the cities of Coralville and Iowa City to establish strong connections between campus walkways and the regional network of bicycle-pedestrian trails. These connections will enhance recreational opportunities and encourage sustainable commuting alternatives to the automobile.

Transit

- It is recommended that the existing CAMBUS system be maintained as a principal means of moving about the campus, second only to pedestrian and bicycle modes. CAMBUS should continue to facilitate the perimeter parking system, intra-campus movement and commuters in coordination with municipal transit systems.

5.3.2 East Campus Parking

For the historic campus core on the east side of the Iowa River, new parking resources will be required for several reasons. New parking will be needed to compensate for the displacement of existing spaces by buildings, to accommodate new demand and, perhaps most importantly, to ensure the availability of parking for visitors, who are currently under-served. Potential locations for new parking include:

- Seashore Hall site: There is currently a parking lot at the corner of Gilbert Street and Iowa Avenue. When the Seashore Hall site is redeveloped, plans should carefully consider ways to maintain parking in this area of campus, including consideration of structured parking below new buildings and possible retention of some surface parking.
- Lot 3, between the Library and the Iowa River: This site is the largest surface lot north of Burlington Street, providing parking in close proximity to the Library and other central destinations. For the foreseeable future, some portion of Lot 3 should remain as parking. Any alternations to Lot 3 should carefully consider the objectives related to River Park.
- IMU Ramp: The existing IMU ramp, while operationally difficult, is in good condition; however, other buildings surrounding it have been identified as candidates for replacement. In the context of potential redevelopment of the entire block, there may be an opportunity to expand the capacity of the ramp.

- Lot 11, south of Capitol Street between Madison Street and Old Capitol Street: Given its proximity to the proposed new recreation center on the south side of Burlington Street, the north end of Lot 11 is the best location for a future ramp.

5.3.3 West Campus Parking

On the West Campus, the most significant anticipated impact on parking will be the expansion of the University Hospital. Current planning for Hospital expansion is considering scenarios that could result in the displacement of Parking Ramp 1 and Parking Ramp 2. To recoup the loss of spaces that could result from the displacement of these ramps, alternative ramp sites should be considered. These include:

- Reconstruction of Ramp 1 or Ramp 2 in a larger ramp on the site of Ramp 2. This site would have excellent adjacency to the Hospital and clinics, however, it would pose significant phasing problems and would be very expensive.
- On the site of Lot 14. This site, located immediately east of Ramp 4 on Melrose Avenue, may be deemed too far from the Hospital building, although pedestrian access could be improved with integration of the two ramps by a weather-protected walkway system. Whether Melrose Avenue would have adequate capacity to serve the ramp should be studied.

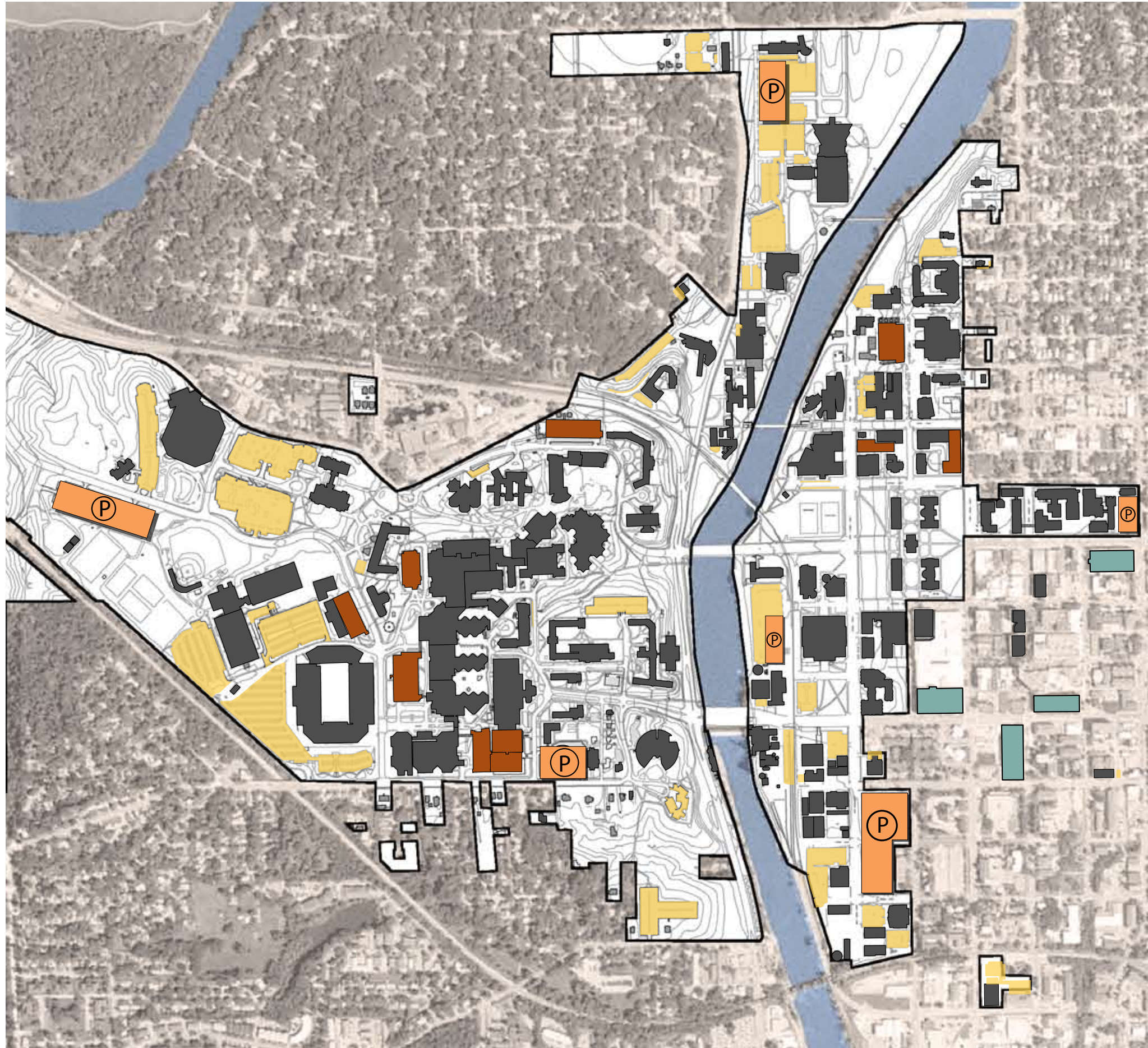
In any case, given the potential for increased parking demand as discussed above, the parking capacity of new ramps should be maximized.

There are no recommended parking changes to the Finkbine and Hawkeye Campus areas; therefore, they are not shown on the Proposed Parking Strategies Map on page 21.

5.3.4 Recommended Strategies

In light of these issues and opportunities for addressing them, the following general strategies are recommended for maintaining the availability of parking.

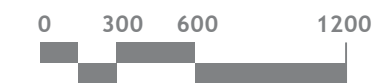
- The current policy of providing a large proportion of all staff parking at remote facilities served by CAMBUS should be retained and strengthened. The collection of commuter vehicles at large lots, and the delivery of their drivers to their campus destinations by transit is the best way to preserve the character of the campus while providing affordable and convenient parking opportunities.
- To provide the new and replacement parking that will be needed, the Hancher and Arena commuter lots are potential sites for redevelopment as multi-level ramps. Both sites are currently well-served by CAMBUS, which gives efficient transit to the Pentacrest and the Hospital, but are also within walking distance. Furthermore, both sites have the potential to serve events audiences – athletics at the Arena lot and performances at Hancher. The Hancher ramp would need to respect the Levitt Center architecture.
- One of the strengths of the University of Iowa's remote parking system is the location of the Hancher, Arena and Finkbine lots on the west and north sides of the campus, where they can intercept commuter traffic coming from Routes 218 and I-80. Opportunities should also be sought to increase accessibility from the East and South.



- Long-term agreements with the City of Iowa City should be pursued, to ensure the continuing availability of parking for the University within Iowa City downtown ramps. Cooperative relationships with the City regarding University use of City-owned parking are a flexible method of managing parking supply.
- Public parking should have the highest priority in the East Campus core. It should be provided in easy to find facilities convenient to the University's major landmarks, public attractions and the admissions office.
- Parking demand management should be a recognized criterion in personnel management and siting decisions. Telecommuting should be facilitated where possible. Consideration should be given to locating functions that are separable from the campus core at remote parking facilities.
- The potential for renewed passenger rail service should continue to be pursued as an alternative means of transportation to the campus and between the Oakdale Campus and the Iowa City Campus. Future planning should consider the potential for future rail stops along the CRANDIC Railroad, including the site at the Highway 6-International Center pedestrian bridge, and at grade locations south of Washington Street on the east side of the river.

LEGEND

- Existing Surface Lots
- Existing University Parking Structures
- Existing Public Parking Structures
- Possible Parking Structures



**PROPOSED
PARKING STRATEGIES**

5.4 Open Space Recommendations

To develop a campus that is compelling in its clarity and physical form, it is essential that an open space framework be established as a necessary balance to the construction of roads, paths, parking lots and buildings. As the campus continues to urbanize, it will become increasingly important to provide the relief and contrast afforded by a well thought out campus landscape.

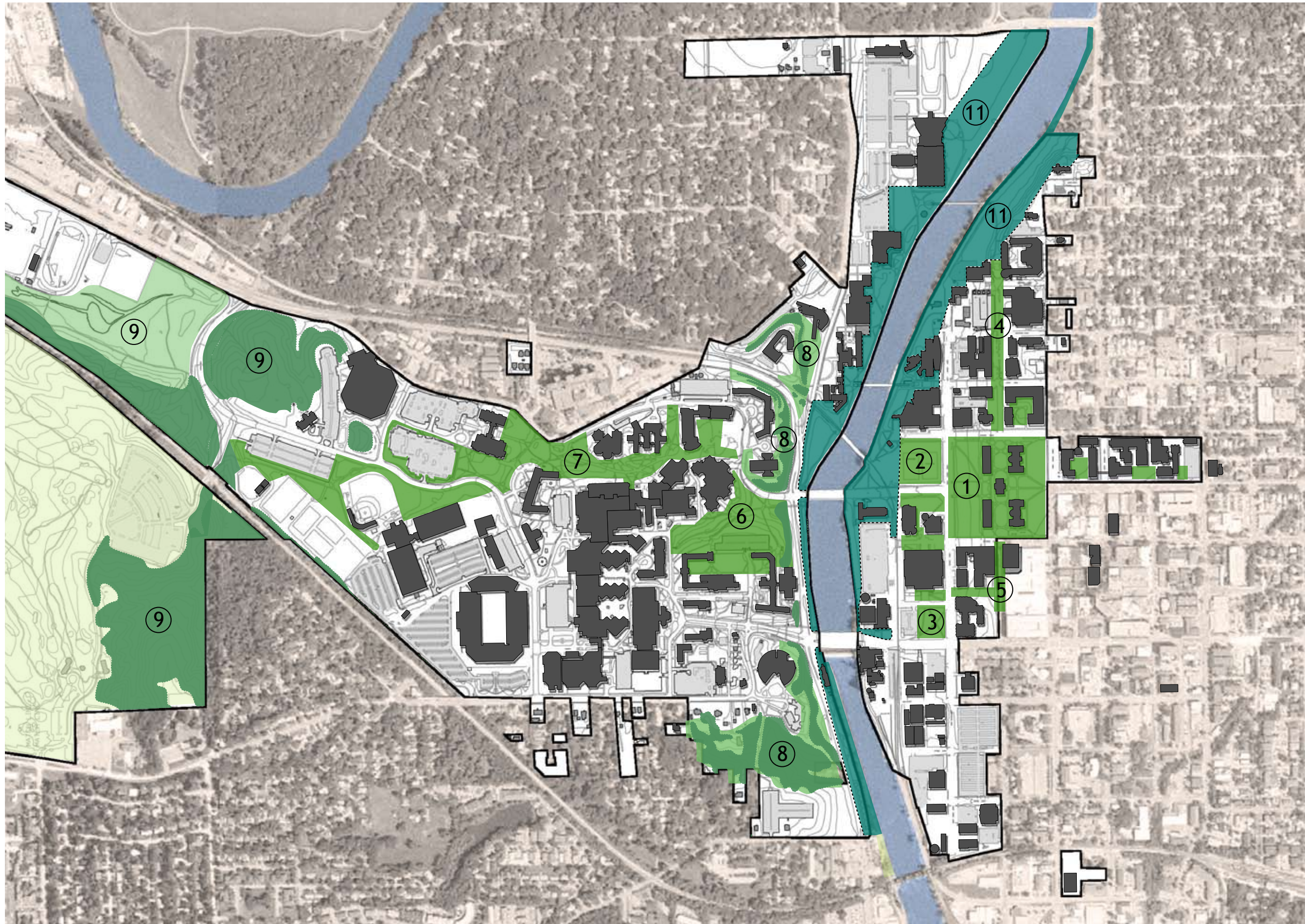
The proposed open space framework is deliberate and definite in its overall form. The intent of the framework is to establish an attractive, continuous network of purposeful outdoor spaces that will endure over time and provide benefits as follows. An orderly, attractive landscape structure will:

- Serve to attract students, faculty and staff to the University, and project a public image that reflects the quality of the institution as a whole.
- Provide a practical organizing framework by which people will orient themselves to and understand the environment, and which can guide the planning of new facilities.
- Provide environmental benefits, including stormwater management, habitat enhancement, erosion control, summer atmospheric cooling, and microclimate control.
- Protect campus heritage through the protection and maintenance of culturally valuable landscapes.



Permanent protection of important campus landscape spaces is a key component of the Open Space Framework.



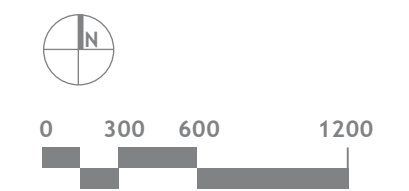


PROTECTED LANDSCAPE SPACES

- 1 Pentacrest
- 2 Hubbard Park
- 3 Gibson Square
- 4 Cleary Walkway
- 5 South Capitol Mall
- 6 Quad Ravine
- 7 Health Sciences Greenway
- 8 River Bluffs Natural Areas
- 9 Finkbine Natural Areas
- 10 Hawkeye Natural Areas
- 11 River Park

LEGEND

- Proposed River Park
- Protected Campus Landscape Spaces
- Protected Natural Areas
- Protected Wooded Areas
- Recreational Open Spaces
- Proposed Hawkeye Campus Tree Framework



PROPOSED OPEN SPACE FRAMEWORK

- Enrich and expand the aesthetic experience of the campus.
- Provide settings that encourage collegiality and strengthen campus community.
- Provide an educational resource to serve instructional and research programs in the plant sciences, ecology, outdoor recreation and the arts.

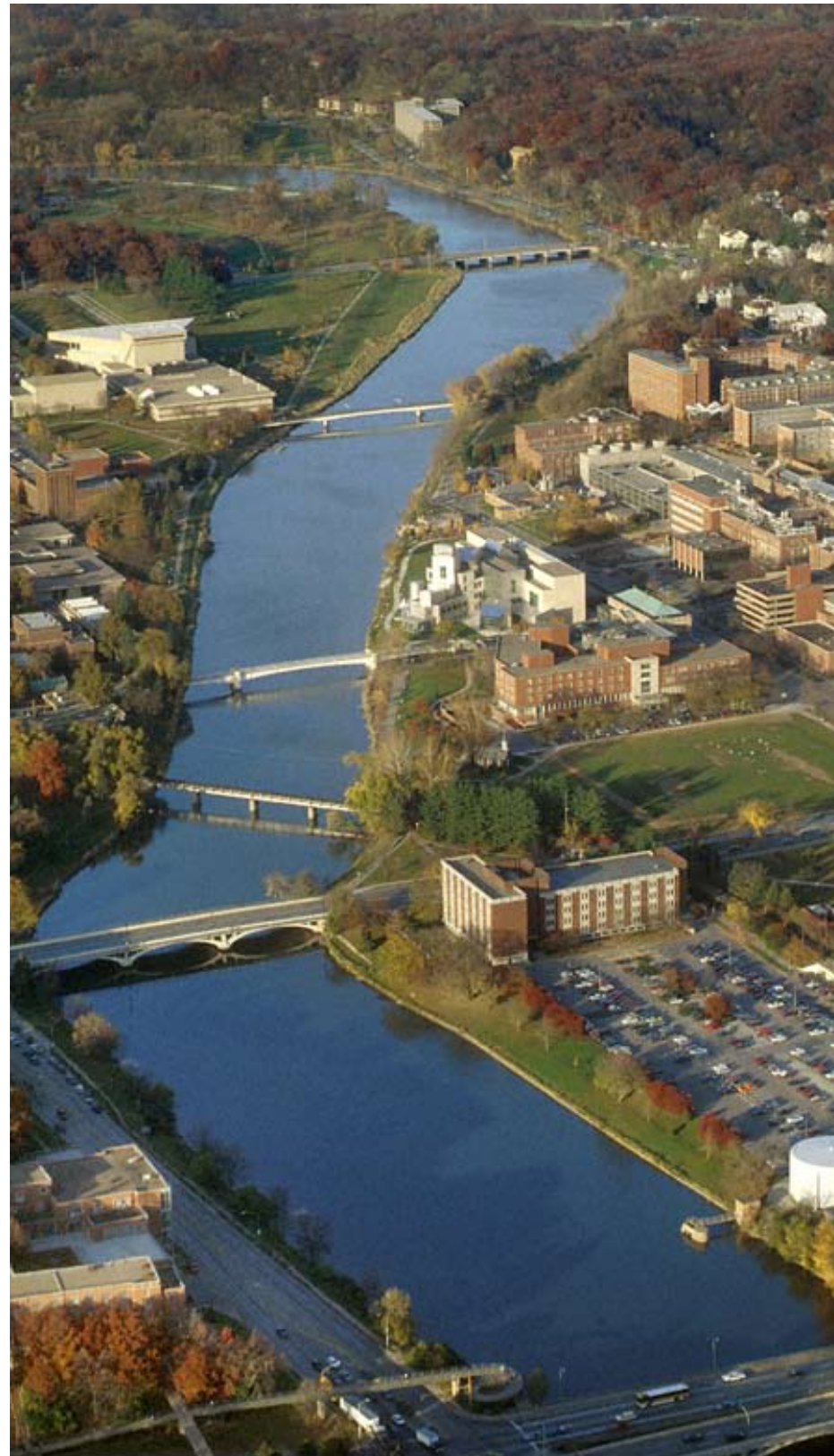
It is proposed that critical open space areas of lasting value to the University be protected and that these areas, to the extent possible, be tied together in a continuous fabric of linked open space. The principal elements of the proposed Landscape Structure include River Park, Campus Landscape Spaces, Natural Areas, the Finkbine Golf Course, Hawkeye Sports Park, Campus Streets, and Campus Plazas and Courts.

5.4.1 River Park

It is recommended that the banks of the Iowa River be protected and developed into a naturalistic campus park along both sides of the river where it passes through the campus. The Proposed Open Space Framework map shows the proposed extent of River Park in those areas where it is currently practical to develop this concept, an area of approximately 150 acres, including the surface area of the river.

The purpose of River Park is to maximize the enjoyment of the river landscape as both a passive recreation resource and a circulation corridor for pedestrians and bicyclists, and to enhance the presence of naturalistic scenery as a contrast to urbanization within the built fabric of the University and Iowa City. To serve this purpose, the design for River Park should:

- Build upon the existing park landscape between Park Road and the Iowa Avenue Bridge, and develop a unified design that emphasizes naturalistic scenery and minimizes the visual presence of parking lots and buildings to the extent possible. There should be a general enhancement of woody vegetation to improve the variety of spatial experiences and the visual richness of the corridor, particularly in areas north of Voxman Music Building where buildings with large, repetitive façades and a straight line walkway now dominate the scenery.
- Arrange paths, lighting and plantings to emphasize the sequential linear continuity of the river corridor and establish clear pedestrian connections to adjacent city parks and campus open spaces.
- Enhance linear continuity by developing paths on the west side of the water treatment plant, extending the east bank pathway north to Park Road, improving the visual quality of the east shore south of Burlington Street, restore to the extent possible the west bank south of Burlington, and landscape improvement of the area at the north end of Madison Street at the old City Water Plant.
- Continue to employ a native riparian planting palette, implement the vegetated riverbank stabilization proposals presented in the 1995 Iowa River Corridor Landscape Master Plan, and continue to accept seasonal flooding as an occurrence requiring adaptive design strategies.



The Iowa River corridor offers naturalistic scenery as a contrast to urbanized areas of the campus.



5.4.2 Campus Landscape Spaces

It is recommended that the Campus Landscape Spaces shown on the Proposed Open Space Framework map be protected as permanent open spaces to ensure that the quality of the landscape will be retained as the campus is further developed in the future. The Campus Landscape Spaces are primarily designed landscapes, as distinct from natural areas, and, together with the River Park, are the major outdoor circulation, gathering and activity spaces of the campus. They also are fundamental character defining elements of the campus. The protected Campus Landscape Spaces should be kept in an open landscape condition, free of parking, buildings and above ground utility appurtenances. The principal Campus Landscape Spaces include the Pentacrest, Hubbard Park, Gibson Square, the Cleary Walkway, Quad Ravine, and the Health Sciences Greenway, including the Steindler Quadrangle. Secondary Campus Landscape Spaces include the Pappajohn Business Building courtyard; the landscape courts facing Iowa Avenue at Van Allen Hall and the Biological Sciences Library, and the College Avenue corridor between Capitol Street and Madison Street; the north Library Plaza and the linked open spaces between Adler Journalism, Iowa Avenue and Becker Communication Studies Building; and the courtyard surrounded by the Quad Residence Halls.

It is proposed that the structure of Campus Landscape Spaces be added to in the future by developing a southern counterpart to the Cleary Walkway on South Capitol Street between Washington Street and the Old Capitol Mall parking ramp entrance. South Capitol Street is currently a city street open to through-traffic. As the University develops facilities south of Burlington Street in the future, pedestrian open space linkages to the south will become increasingly important. It is also proposed that, in the redevelopment of the Seashore Hall block, an open space facing Iowa Avenue be developed to continue the pattern of south facing green spaces interspersed with buildings on the north side of Iowa Avenue. The Linn Street pedestrian corridor between Seashore Hall and Van Allen Hall should also be maintained and enhanced when the Seashore Hall block is redeveloped.

It is also recommended that, at such time that Parking Lot 13 near the Quadrangle Residence Halls can be phased out, all or part of its site should be converted to open space. Part of the site may be used for new buildings. Open space at this location will provide a convenient recreational resource for residents and allow for the development of an open space river overlook related to the Quad Ravine and the Iowa River corridor.

Opportunities should also be sought to expand the fabric of Campus Landscape Spaces at other campus redevelopment sites as they are planned. These include the North Madison Street water plant site, pedestrian connections through the Halsey Hall block, River Park continuity at the site south of the English-Philosophy Building, the International Center site, the Westlawn site, and the Medical Education Building site. It is further recommended that, as planning proceeds for the University of Iowa Hospital and Clinics, opportunities to develop a stronger open space framework for the UIHC should be integrated with facilities planning.



Part of the Quad Ravine is a designed naturalistic landscape, and other parts are campus natural areas. This makes it a unique campus landscape worthy of sensitive care and protection.



The Pentacrest



Framework Open Spaces such as the Quad Ravine (top left), Hubbard Park (bottom left), and the Pentacrest (top and bottom right), should be protected as permanent open spaces.



East Lawn of the Pentacrest

5.4.3 Natural Areas

It is recommended that natural areas, including limestone bluffs, wooded escarpments and ravines, wetlands, and prairie remnants be protected and maintained. Natural areas should not be considered as developable land. Important areas to be protected and maintained include the woodland bluffs from North Hall to the President's Residence; the wooded slopes surrounding the International Center site, including the Hutchinson Quarry pond at the new Art Building; wooded bluffs below Westlawn and the Nursing Building; wooded slopes that make up part of the Quad Ravine; wooded slopes below Boyd Law Building; and the wooded hilltop and ravine just to the west of the Carver-Hawkeye Arena. This latter area includes a prairie remnant, a savanna restoration area, and is the best quality sizable woodland-savanna plant community remaining on the East and West Campuses. As part of their protection, control of exotic invasive vegetation should continue in natural woodland areas.

Natural areas in the Lower Finkbine area include wooded ravines, prairie remnants and wetlands on the south side of Lower Finkbine and west of Hawkins Drive. The Lower Finkbine natural areas west of Hawkins Drive and the wooded hilltop west of the Carver-Hawkeye Arena create an attractive entrance experience that should be maintained and protected. Hawkeye Campus natural areas are noted below under the section on the Hawkeye Sports Park.

5.4.4 Finkbine Golf Course

In addition to its recreational value as a recognized top quality golf course facility, the Finkbine Golf Course is a significant visual asset as viewed from adjacent public streets. The naturalistic character of the golf course and adjacent wooded natural areas should be protected and serve as a model for landscape improvements at the Hawkeye Campus.

5.4.5 Hawkeye Sports Park

It is proposed that the natural areas along Clear Creek and wooded ravines of the Hawkeye Campus be protected as passive recreation and campus scenic areas, and that the interstitial landscape areas throughout the Hawkeye Campus be enhanced with new tree and shrub plantings to create a singular, unified character for the Hawkeye Campus, and an overall harmonious effect with the natural areas and the Finkbine Golf Course. The goal of new plantings should be to visually subordinate all buildings, parking lots and other structures that are inconsistent with the existing naturalistic character of the Hawkeye Campus natural areas. The intended result is to create a park environment at the Hawkeye Campus. Where possible, new plantings should replicate native plant communities. This will minimize maintenance and create a sustainable landscape for the long term. Areas of turf grass should be limited to sports fields, related assembly areas and along roadway edges at the Hawkeye Sports Park. In the context of increasing automobile presence and urbanization of the campus, the Hawkeye Sports Park will provide a large-scale recreational and scenic resource of enduring meaning to the campus community.



The Cleary Walkway is one of the most successful pedestrian corridors on the campus.



The parking lot at the Quadrangle Residences occupies a site that should be considered for future buildings and open space development.



South Capital Street should be developed as a pedestrian mall similar to the Cleary Walkway (above photo).



The savanna and mature woodlands immediately west of the Carver-Hawkeye Arena should be protected.



Streets are important campus open spaces that contribute to the overall landscape quality and image of the campus.



Mature street trees below the Pentacrest.



Natural areas occupying the bluffs above the Iowa River should be protected. Control of invasive, exotic vegetation should be part of the management of these valuable scenic areas.



The Finkbine Golf course is a significant visual asset with a positive image as viewed from adjacent public streets.



Sycamore street trees on Riverside Drive should be extended north to Park Road.

5.4.6 Campus Streets

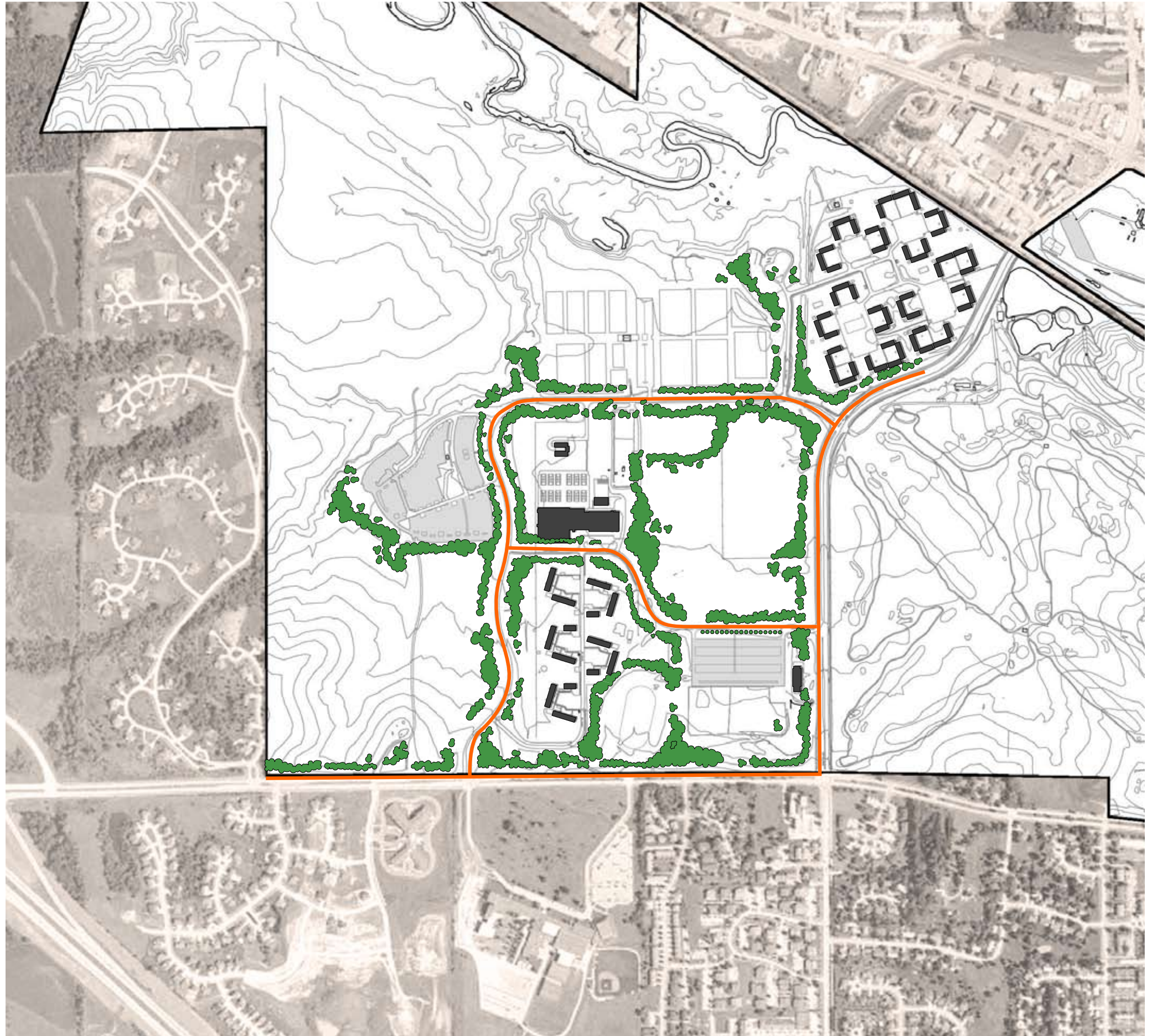
It is recommended that, in the East and West Campus areas, rows of trees be added along all major vehicular streets to enhance their quality as public open spaces. While campus streets principally serve a vehicular circulation function, they are also important visual open spaces that define the image of the campus and serve as pedestrian links between Framework Open Spaces. Adding street trees will improve the visual unity of the campus and enhance its community identity. The Proposed Street Trees map shows the areas where street trees are proposed. Major proposed plantings include extension of the Sycamore plantings along the east side of Riverside Drive, strengthening the Park Road edge, unification of Hawkins Drive, and the completion, to the extent possible, of plantings on East Campus streets. To be successful, the street tree planting must be undertaken with a full understanding of the urban soil requirements and tree care necessary to sustain tree health. It is recommended that a detailed campus street tree plan be developed to systematically implement the tree planting proposal.

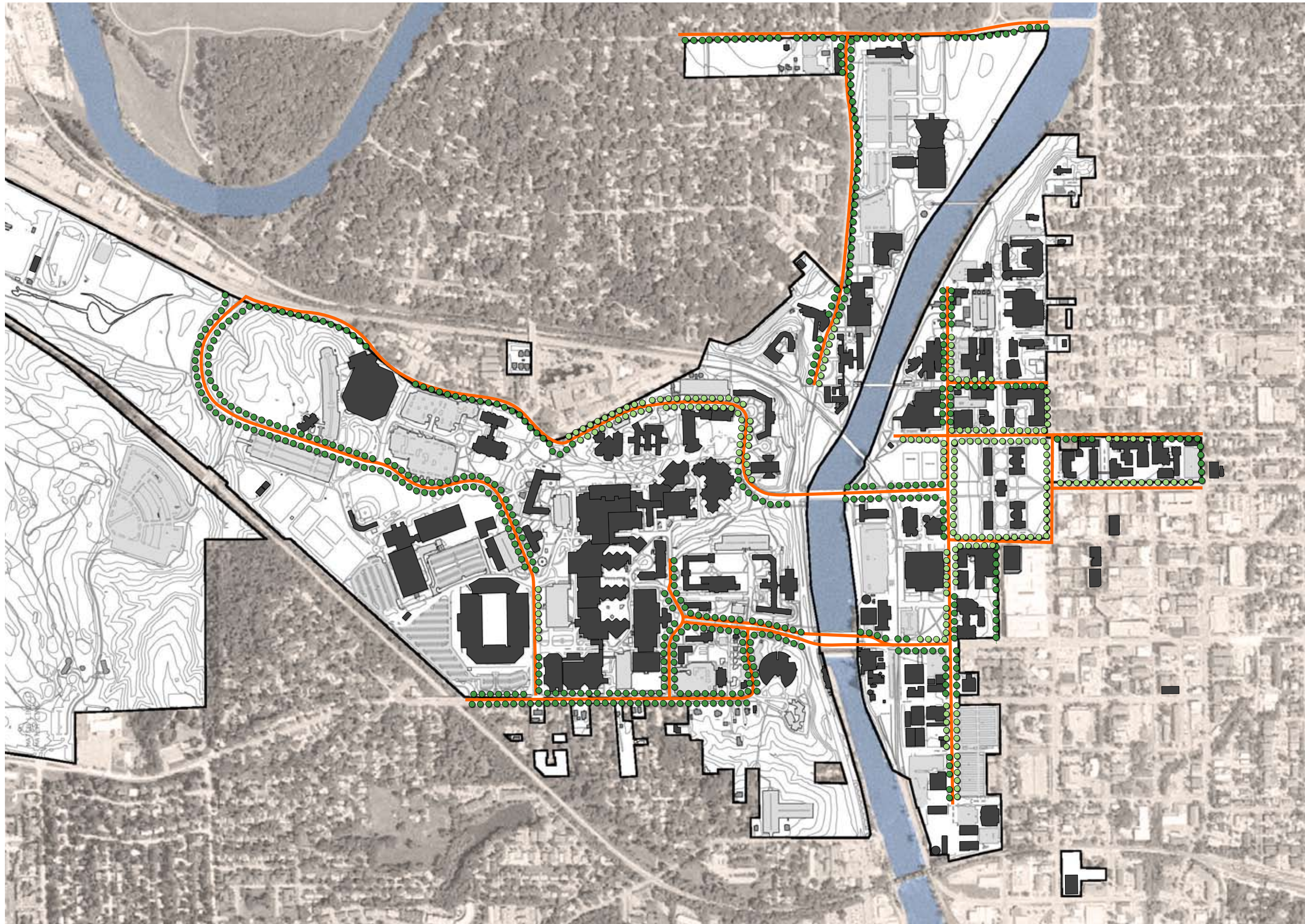
For the Hawkins Drive corridor, landscape improvement is currently the only available means of improving the structure of this part of campus, where land uses and infrastructure are well established. As a primary entrance to the campus and the principal link between the Finkbine area and the West Campus, it is recommended that the Hawkins Drive corridor landscape be planned as a whole, from Highway 6 to Melrose Avenue with the goal of enhancing its visual unity. At such time that a major catalyst to change occurs, consideration should be given to the restructuring of Framework Open Spaces along Hawkins Drive to better establish continuity between the West Campus and the Finkbine area. Realignment of Hawkins Drive itself could be part of such a plan.

5.4.7 Campus Plazas and Courts

The design of smaller outdoor gathering spaces is important to the pedestrian experience of the campus and is the subject of a 2004 University study called Reinforcing Community, Campus Gathering Places Design Guidelines. It is recommended that the guidelines report serve as a reference resource for campus projects involving the development or rehabilitation of campus gathering areas.

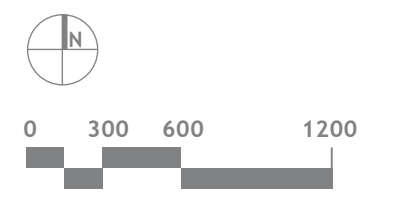
From a master plan point of view, it is recommended that smaller campus gathering spaces be integrated into all new building projects, and be organized and designed to establish clear, hierarchical connections to the larger framework spaces, natural areas and streets of the campus, thus enhancing the continuity and harmony of the campus open space system.





LEGEND

- Existing Street Trees
- Proposed Street Trees
- Proposed Street Tree Masses



PROPOSED STREET TREES

5.5 Oakdale Campus Recommendations

5.5.1 Land Use

It is proposed that the future use of the Oakdale Campus should include academic, research and support facilities that do not necessarily require immediate proximity to the Iowa City Campus. Future projected uses to be located at the Oakdale Campus include those functions already established there, as well as new facilities, including the new University Hygienic Laboratory and the University Regulated Waste Management Facility. Future facilities at Oakdale may also include Library Storage, clinical research related to the Health Sciences, and other standalone programs, services, foundations, centers or institutes that would not be unduly inconvenienced by the travel time between Oakdale and the Iowa City Campus. At such time that the population of the Oakdale Campus warrants it, food service, fitness and other support uses would be appropriate to add.

While planning for the Oakdale Campus and the adjacent Oakdale Research Park have, in the past, proceeded relatively independent of each other, it is recommended that future opportunities to improve the functional relationships between the two areas be explored and developed where possible. Coordinated planning of the Oakdale Campus and Oakdale Research Park will offer greater opportunity for encouraging research-related development and enhance the potential for Oakdale to become a viable and desirable campus environment.

The southernmost land at the Oakdale Campus along Holiday Road consists of steep slopes and is non-contiguous with the rest of the Oakdale land, and is, therefore, of limited use to the University. This land, particularly on the south side of Holiday Road, should be considered for future sale or trade for land more useful to the University.

5.5.2 Campus Structure

It is critical to the development of the Oakdale Campus that a system of roads, open space and building envelopes be established so that random, less than optimum density development can be avoided. The Proposed Open Space Structure map illustrates the proposed landscape and road structure for the Oakdale Campus, and the Proposed Land Use and Site Capacity map illustrates the recommended land use and density pattern.

It is recommended that the system of drainage ravines be retained and be employed for stormwater management purposes and as a visual amenity. A 200-foot wide Oakdale Greenway is proposed on the east side of existing Crosspark Road. The greenway will serve as an organizing open space at the center of the campus and provide an outdoor park and recreation lawn for Oakdale employees. The greenway is situated to capitalize on one of the most attractive parts of the Oakdale Campus where many large trees can be preserved. The east edge of the greenway will be established by continuation of the north-south bicycle-pedestrian path that links the Oakdale Campus to destinations to both the north and south.

On both the east and west sides of the greenway, a network of tree-lined local access roads is proposed. The proposed street grid establishes a pattern of regular development blocks, about 350 feet square, that will discipline the layout and development of future buildings. It is intended that the development blocks defined by the proposed streets would be developed with setbacks and building layouts similar to the pattern of development that now typifies the development blocks of the East Campus in Iowa City. It is anticipated that buildings at Oakdale may be of a lower height than those on the East Campus, but the idea of building to the street setback line and organizing buildings efficiently on a regular grid should be the same as the East Campus. It is recommended that the future buildings at Oakdale adopt a collegiate, institutional character as opposed to a corporate or commercial look. The use of brick as an exterior material, punched windows, traditional façade ordering, pitched roofs and simple massing are encouraged for those buildings with higher uses.

The Proposed Land Use and Site Capacity map shows the recommended development blocks and identifies blocks considered most appropriate for support functions and those appropriate for higher academic, research and special uses. The recommended development densities for the support function areas is 0.5 to 0.6 floor area ratio (FAR). For the higher use areas, the recommended FAR is 0.3 to 0.4. These recommendations assume a parking ratio of 2.0 to 2.5 spaces per 1,000 GSF of new building floor area. It is proposed that the arrangements of parking for future development be in large shared lots rather than providing separate parking for each individual building. Based on the above noted densities, the estimated capacity of the Oakdale Campus is approximately 560,000 GSF for support uses and 590,000 GSF for higher uses. Total land area devoted to support uses, not including the power plant, is 23.4 acres, and the total area devoted to higher uses is approximately 30.7 acres.

5.5.3 Infrastructure

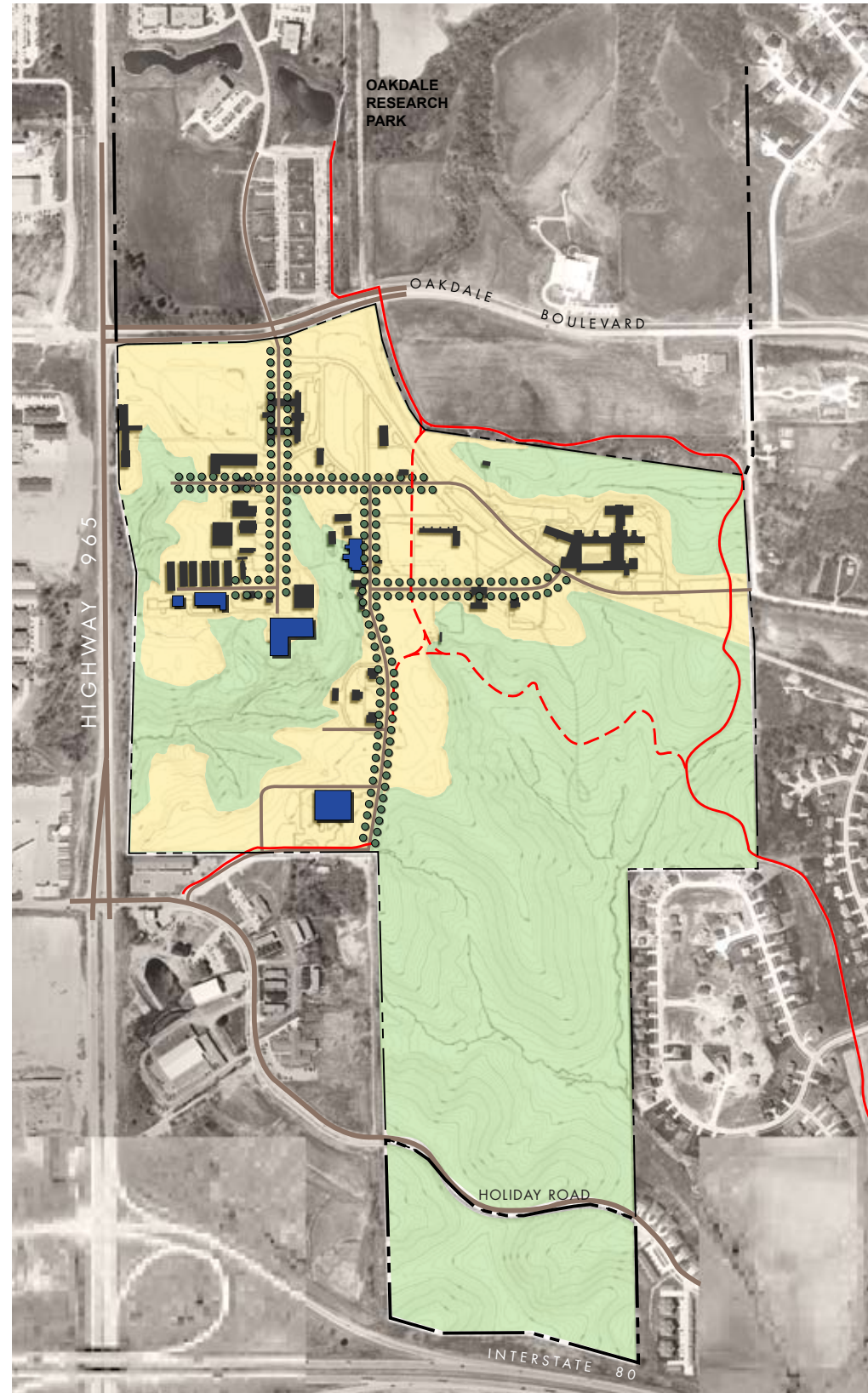
The Oakdale plan assumes that the existing power plant and steam distribution tunnel would be retained and upgraded as required. The existing water tank should eventually be removed and the campus should be served by the City of Coralville water system. The new infrastructure systems for the Oakdale Campus should follow the grid pattern of the new streets.



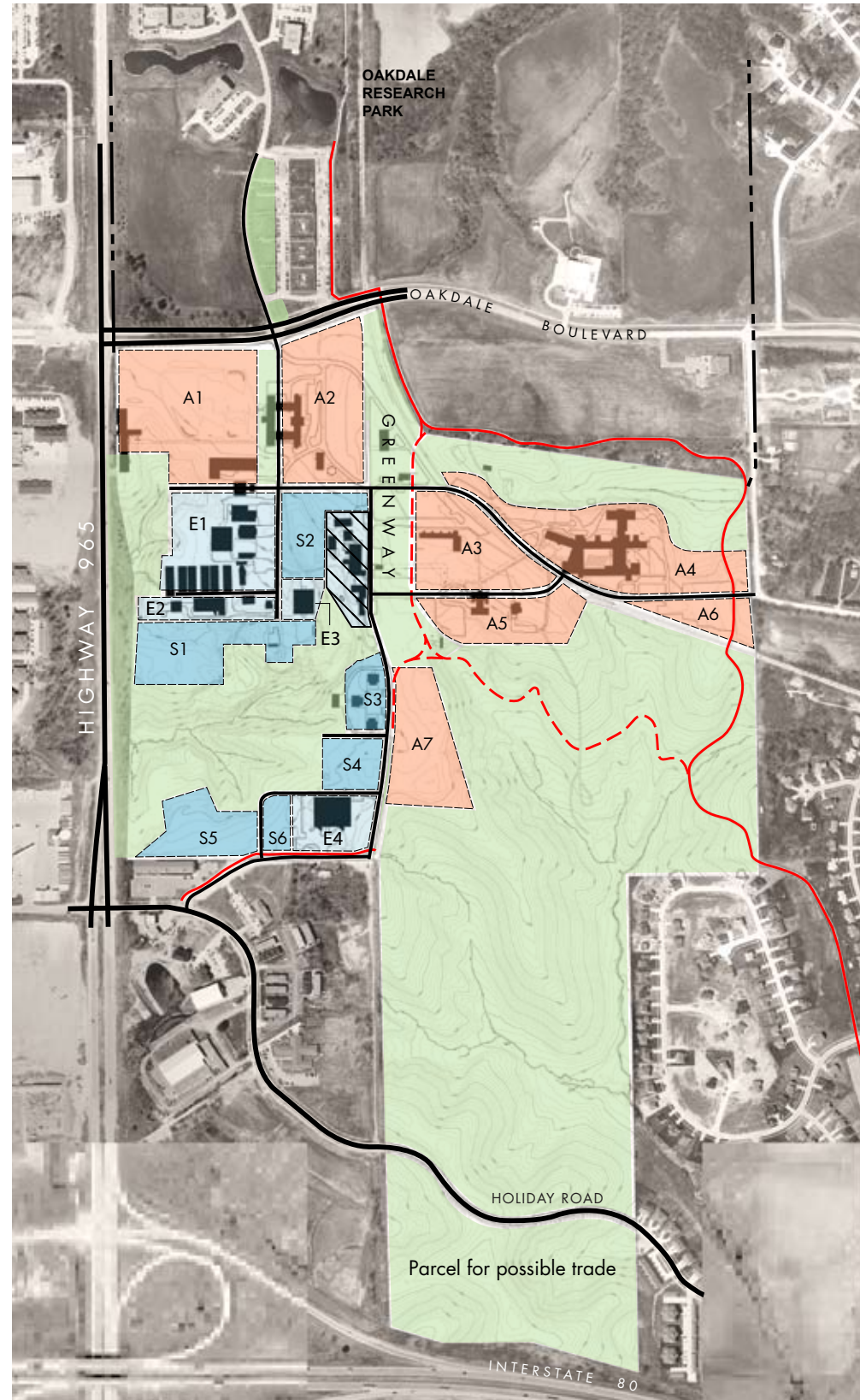
The proposed Oakdale Greenway is located to capitalize on one of the most attractive parts of the Oakdale Campus where many large trees can be preserved.



The hilly terrain in the south of the Oakdale Campus should be reserved for open space and to accommodate stormwater management facilities.



PROPOSED OAKDALE CAMPUS
OPEN SPACE STRUCTURE



PROPOSED OAKDALE CAMPUS
LAND USE AND SITE CAPACITY

SITE CAPACITY

Existing Use (FAR varies)

E1	60,000 gsf @ .27 FAR
E2	16,000 gsf @ .25 FAR
E3	12,000 gsf @ .40 FAR
E4	27,000 gsf @ .25 FAR

Proposed Academic Use (FAR .40)

A1	180,000 gsf
A2	120,000 gsf
A3	60,000 gsf
A4	156,000 gsf
A5	63,000 gsf
A6	30,000 gsf
A7	84,000 gsf
Total	693,000 gsf

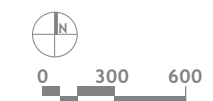
Proposed Support Use (FAR .50)

S1	75,000 gsf
S2	60,000 gsf
S3	30,000 gsf
S4	54,000 gsf
S5	67,500 gsf
S6	28,000 gsf
Total	314,500 gsf

Total Proposed Space = 1,007,500 gsf

LEGEND

- Academic Use
- Existing Operations and Support
- Existing Power Plant
- Operations and Support
- Open Space Framework
- Proposed Road Network
- Proposed Bike Network



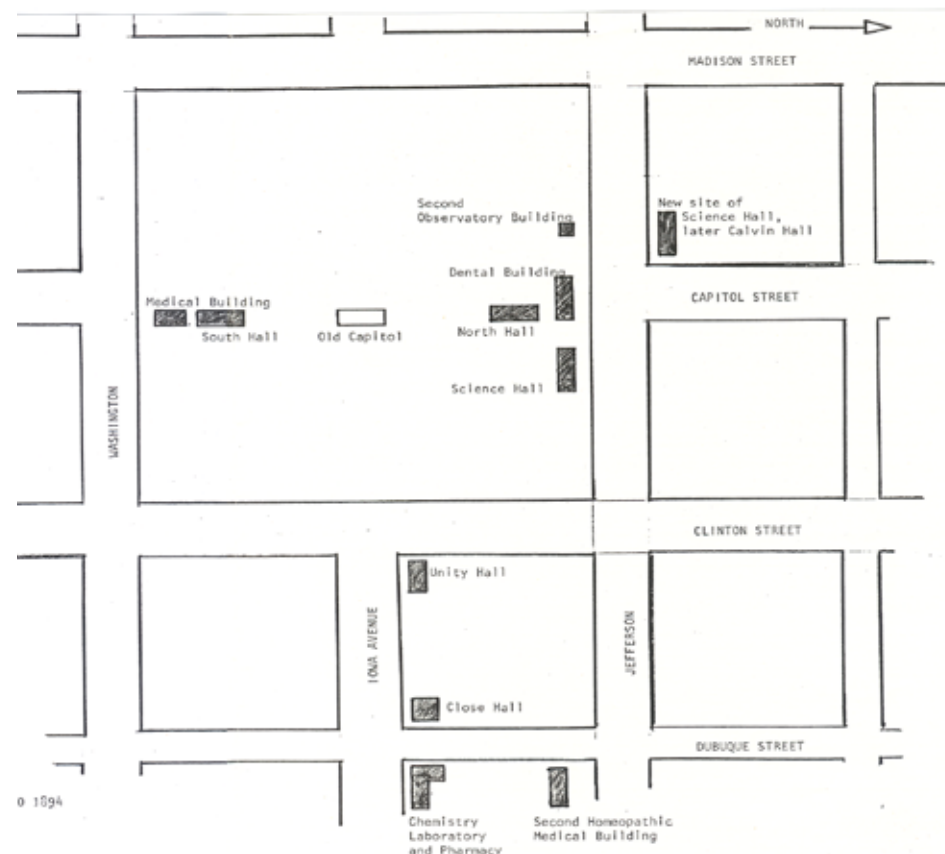
APPENDIX 1: EXISTING CONDITIONS SUMMARY

The following narrative summarizes the physical development of the campus throughout its history. It provides an historical context for the current master plan update.

**Founding of the State University
1847-1894**

The State University of Iowa was founded on February 25, 1847, in Iowa City. However, the institution didn't open until the Spring of 1855. The state capital moved to Des Moines in 1857, and the former state building, now Old Capitol, and the lot on which it stood was transferred to University use. Classes took place in old Mechanics Academy, near the current site of Seashore Hall, formerly East Hall, both located near the Old Capitol. During the Civil War, two additional classroom buildings were added – North Hall and South Hall.

It was not until 1878, when the Iowa General Assembly enacted a permanent endowment of \$20,000 for building purposes, that the University's facilities began to improve. Even after initial building renovations, and the construction of the Medical Building (1882) and Science Hall (1884) on what was known as the "Red Brick Campus," the University was still in need of additional classrooms, laboratories, and offices.



Red Brick Campus – 1865-1894 — Before the Pentacrest was planned.

In 1887, President Charles A. Schaeffer secured the passage of a millage tax, which provided the financial support necessary for a sufficient building program throughout his presidency. In response to the dire need for better medical facilities, the City of Iowa City donated "City Park" (where Seashore Hall now stands) to be used as a new hospital site. When President Schaeffer left office in 1899, the Chemistry Lab, Homeopathic Medical Hospital, the Dental Building and Medical Hospital were completed. In addition, the planning for what would become know as The Pentacrest had begun.

1899-1915

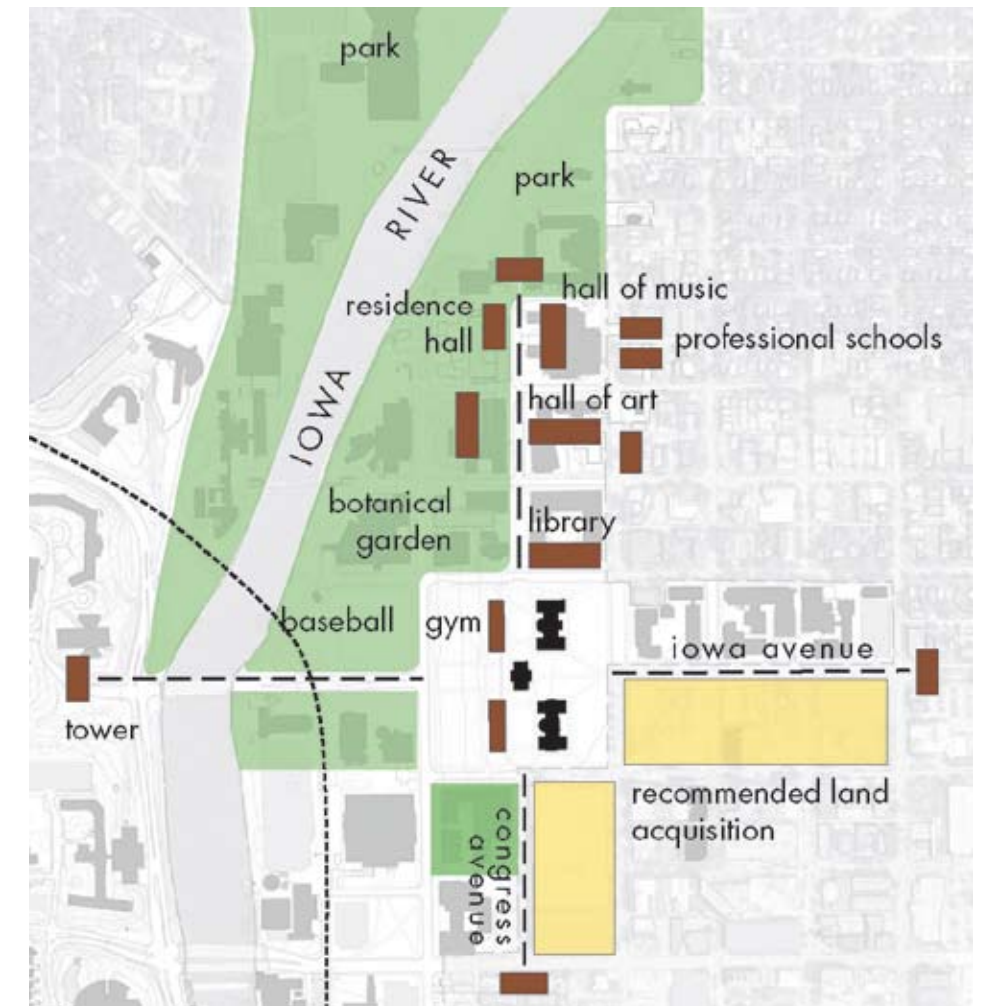
At the turn of the century, the University of Iowa saw its first physical planning effort where the ideas of creating compositional unity and a clear identity directed the placement of new buildings. Architect Henry Van Brunt, credited as the mastermind behind the Pentacrest plan, was a major player at the 1893 Columbian Exposition and brought the ideas of monumentality, symmetry, and a classical architectural style to the University. The organization of four light-colored buildings around a central landmark was reminiscent of the Court of Honor erected for the Exposition. At the University of Iowa, the Old Capitol Building was to be the landmark around which other classically styled buildings were to be placed.

The site on which the Pentacrest was planned was not a pristine site, but one already occupied by buildings of varying scales and architectural styles. The most controversial decision surrounding the implementation of the Pentacrest plan was the relocation of Science Hall. Science Hall was a relatively new building (1884) and the most attractive of the original buildings on the "Red Brick Campus". Ultimately, the building was moved 150 feet to the corner of Jefferson and Capitol Streets where it remains today. The building is now known as Calvin Hall.

The Hall of Liberal Arts (known today at Schaeffer Hall) was designed by Proudfoot and Bird and completed in 1902 as the first building erected in accordance with the Pentacrest plan. The Olmsted Brothers, also involved in the Columbian Exposition, sanctioned the Pentacrest plan in a 1905 report where they affirmed the decision to add the buildings that would complete the five-structure Pentacrest. They recommended that all other important campus buildings be built in the same material and style as the Pentacrest, and that campus expansion should be directed along the axial avenues, running north, south, east and west from the Old Capitol Building, allowing for dramatic vistas to the campus core. Although no drawings seem to have been submitted by the Olmsted Brothers, the sketch plan to the right illustrates their recommendations. The Pentacrest plan was not fully realized until 1976 when the last piece of the old Dental Building was razed.



Engraving from 1890 of Old Capitol and red brick structures.



A sketch plan outlining the Olmsted Brothers recommendations from their 1905 report.

Other significant facilities added to the University physical plant during this time frame included the Medical Laboratory (1902), the Men's Gymnasium (1905), the Seamans Center (1905), the Physics Building (1909), MacLean Hall (1912), and Currier Hall (1914), which was the first dormitory constructed on campus. The placement of these buildings respected the town grid structure established in Iowa City. Growth within this context produced a logical, efficient organization for the University.

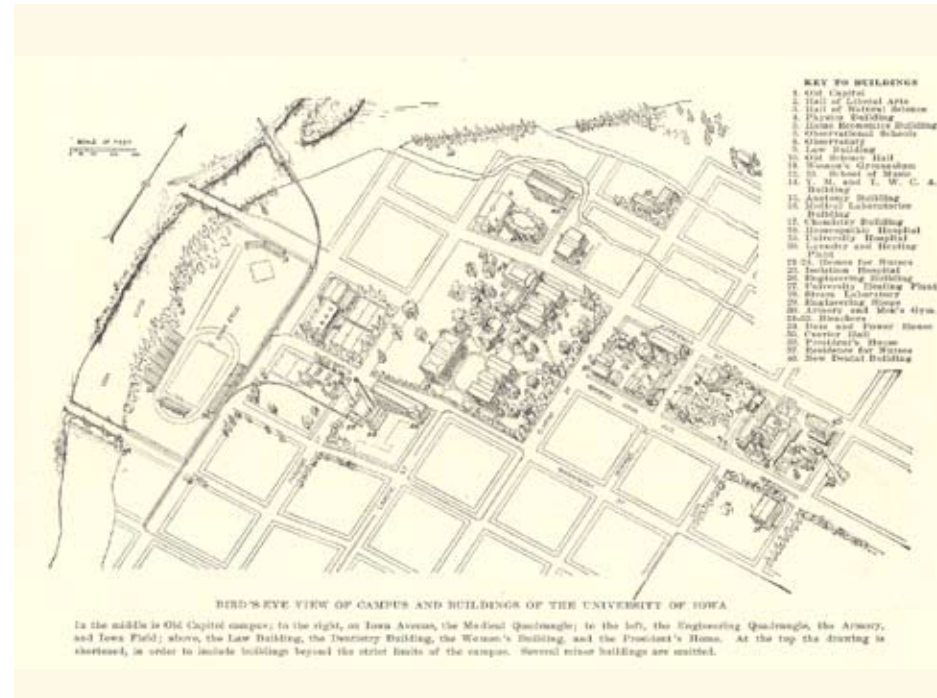
In 1910, Governor Warren Grant recognized that given the growing popularity and strength of the University of Iowa, continued expansion would be necessary. The existing Iowa City commercial district restricted development on the east side of the Iowa River. Therefore, he recommended an appropriation of \$110,000 for the purchase of farmland west of the Iowa River.

1916 -1934

President Walter Albert Jessup oversaw one of the most dramatic growth spurts in the University's history. During the Jessup Administration, the campus land area grew from 42 acres to 390 acres, 84 percent of which was on the west side of the Iowa River. The two major forces that triggered this significant land acquisition were the creation of the dormitory system and the expansion of the hospital and medical colleges.

The dormitory system began as a joint effort: in 1918, the federal government asked the University to construct barracks for the Student Army Training Corps. Using foresight, the University contributed funds to the project and constructed a permanent structure (the Quadrangle Dormitory) to use for men's housing at the close of World War I. Westlawn, built in 1919, housed 700 women nursing students. The State Legislature passed a law in 1925 that allowed the University to borrow money for the construction of dormitories, which further encouraged the construction of student residences. During President Jessup's tenure, the residential student population grew from 200 students to 1,082 students.

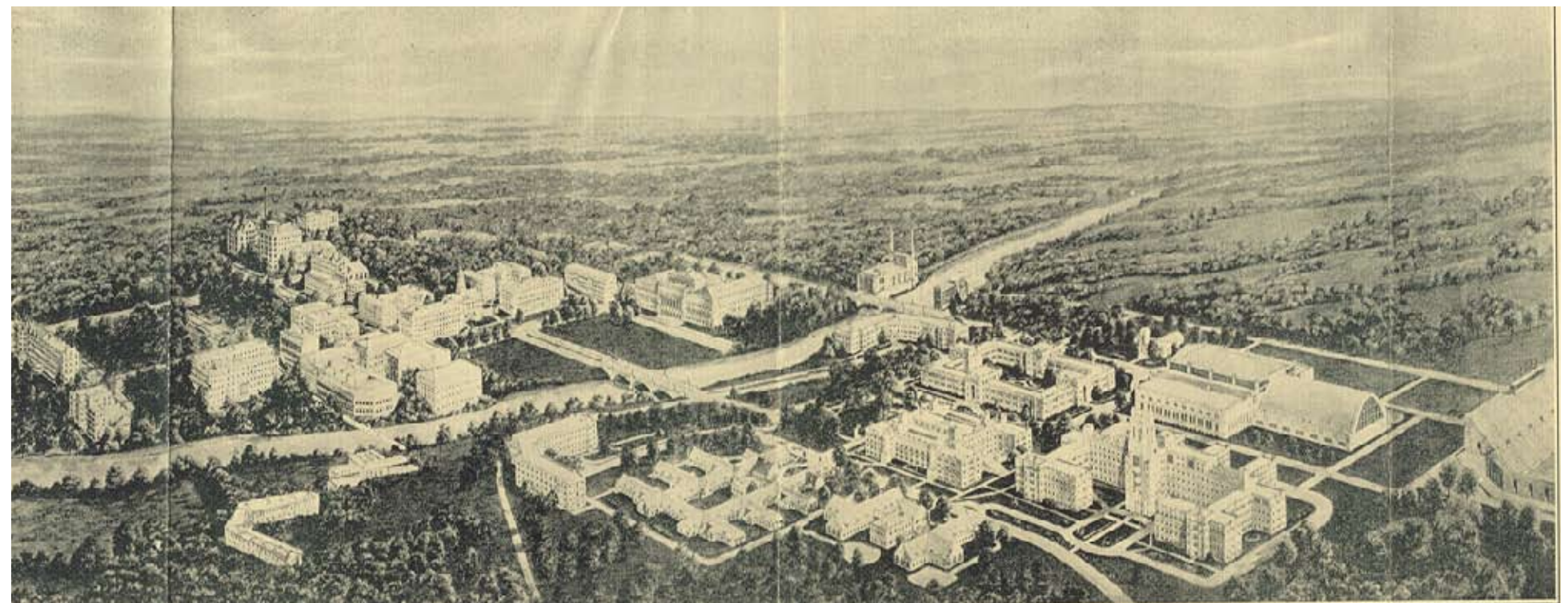
Unlike on the east side of the Iowa River, development on the west side was not disciplined by an existing town grid. Irregular topography, railroads, and land ownership were the only major constraints on the west side. Built to echo the development on top of the escarpment on the east side, the main hospital buildings were imagined on the western hills with an axial relationship to the Pentacrest. This relationship of the east and the west sides of the River was first articulated in the Olmsted Brothers report in 1905. When a \$2.25 million grant from the Rockefeller Foundation to build a General Hospital and Medical Laboratory was received in 1925, this idea became a reality. The medical facilities previously located between Jefferson Street and Iowa Avenue were moved to the west side of the river. The General Hospital tower was built as a landmark in the gothic style, and surrounding medical facilities subscribed to a consistent architectural style with brick facades, pitched roofs, and attractive stone detailing. In both plan and architectural expression, the hospital and medical area was conceived as a harmonious whole.



1912 – Pentacrest plan began to take shape. Development also moved east between Jefferson Street and Iowa Avenue.



1920 – Leap across the river for development of medical campus and dormitories.



1934 – Columbian Exposition-like depiction of the University as white buildings formally laid out with classical architectural style – "White City"

Given the growing enrollment and lack of available land on the east side of the river, the art department migrated to the western edge of the Iowa River, as planning for a University Theater and a new Fine Arts Buildings were completed during Jessup's administration.

In addition to the new medical facilities and the beginning of the Arts Campus, a 40,000-seat stadium (today, Kinnick Stadium) was built on the western edge of campus to replace Old Iowa Field.

1935 - 1965

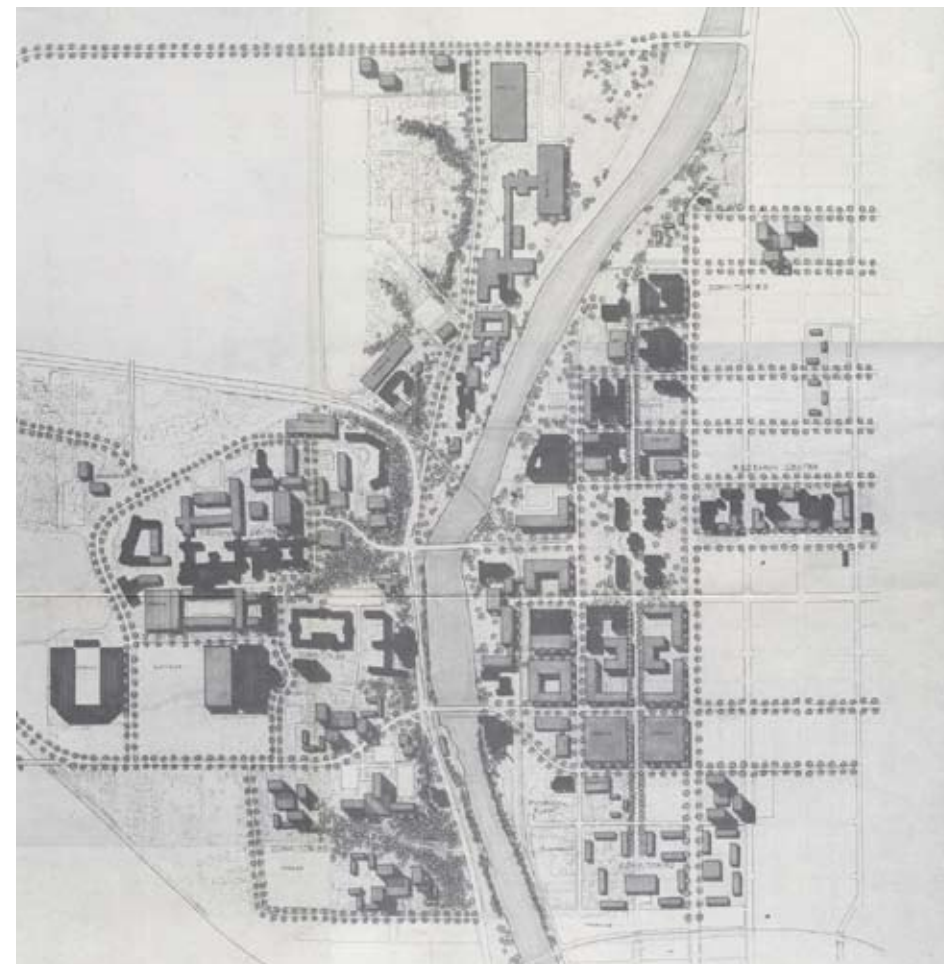
Growth continued on the west side under the leadership of President Virgil Hancher. Hillcrest dormitory was completed and the Fine Arts campus continued to develop with a new Dramatic Arts building. Then, World War II halted all development activities in 1941. The campus was home to military training, particularly navy personnel. Finkbine Field was used as an obstacle course for pre-flight trainees and many of the dormitories were used as wartime barracks.

With the dramatic influx of new students in the post-WWII period, the University was forced to construct temporary housing. Trailers and Quonset Huts could be found on both the east and west sides of the River in just about any open space available. As dormitories and other more permanent structures were built, such as the Hawkeye Apartments, the trailers were typically replaced with parking lots and identified as future building sites.

President Bowen succeeded Virgil Hancher as President in 1964 and continued to respond to the growing student population with additional facilities. Bowen brought in nationally recognized consultants who planned and designed over 20 buildings while he was in office. The Iowa River, and the campus' relationship to it, was incredibly important to Bowen who is reported to have redesigned the English - Philosophy Building because it had turned its back on the river.

In 1965, Sasaki, Dawson, Demay Associates, Inc. completed the first contemporary comprehensive master plan for the University of Iowa. The plan confirmed the Pentacrest as the most prominent and distinctive architectural feature at the University. In addition, echoing the Olmsted Brothers Report of 1905, Sasaki promoted the axial design campus structure north - south along Capitol Street and east - west on Iowa Avenue. Vehicular circulation was to be directed around core activity areas to maintain a pedestrian-friendly campus. Residential development was proposed on the east side south of Harrison Street and on the west side south of Melrose Avenue; however, these plans never materialized.

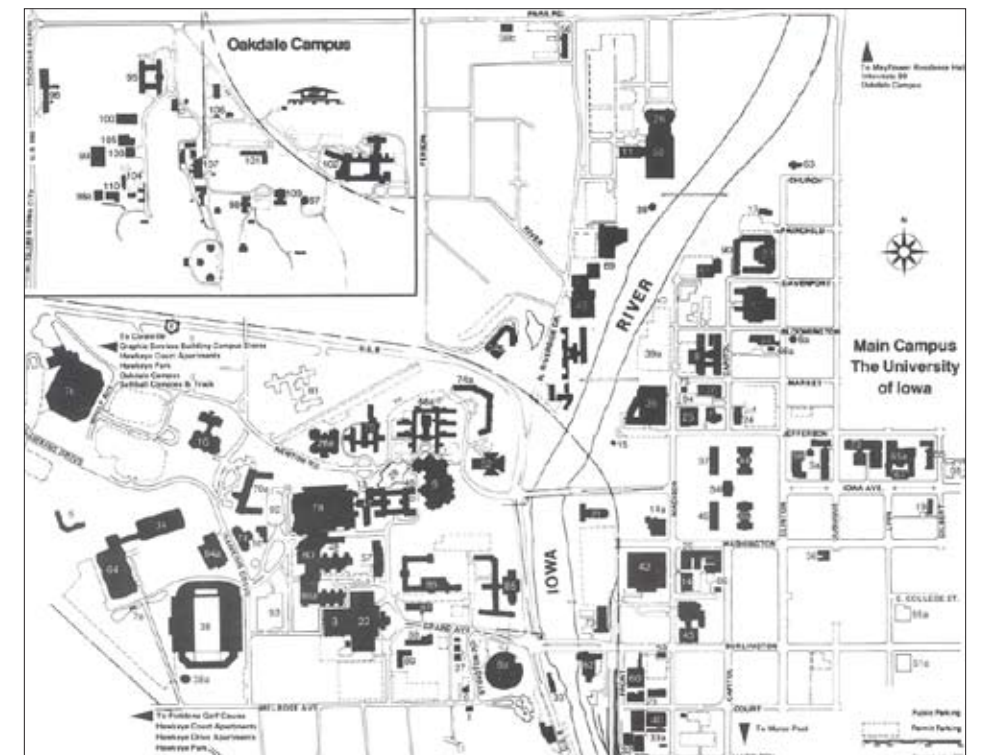
Infill continued on the east side of campus through the 1960s with expansions to Memorial Union and the Library. Plans for the Arts Campus on the western river edge continued to develop, but the hospital facilities did not grow significantly until the 1970s. The first major campus structural change came in late 1960s when the chosen building site for Bowen Science Building, designed by Skidmore, Owings, and Merrill of Chicago, required a realignment of Newton Road, and disruption of the West Campus street system. This decision and the subsequent design of the Bowen Science Building, began a process of directionless growth on the West Campus that has lasted for decades and resulted in an area of campus that lacks a clear organization theme.



Sasaki, Dawson, Demay Associates, Inc. Comprehensive Master Plan, 1965

1970s - 1990s

The University Hospitals and Clinics (UIHC) expanded dramatically beginning in the early 1970s and continued through the mid-1980s with the addition of Boyd Tower (1976), Carver Pavilion (1978-1984), and Colloton Pavilion (1986). With this expansion came the required support facilities including parking structures, service bays, and utility infrastructure. As buildings were added, little provision was made for the orderly development of open space and a logical road network to serve the Health Sciences and Hospital area. Building placement was not controlled by an overall framework plan and as a consequence, the simple order of the 1920s-1940s became fragmented, particularly with the advent



University of Iowa Campus Plan, 1988



University Hospitals and Clinics and the health sciences complex, 1987

of the Bowen Science Building, which severed the River to River Road (Newton Road). The interruption of roads, the subsequent encapsulation of the General Hospital with Boyd Tower, and the addition of other massive buildings without a clear architectural relationship to each other (College of Nursing, Bowen Science, Parking Ramp No. 1) hastened the loss of order on the west campus.

In addition to the major hospital development, the Arts Campus flourished in the 1970s and 1980s. The Museum of Art (1969) and the Hancher Auditorium (1972) were built, while the University Theatre and Music Building were expanded. As noted in the 1990 Master Plan Report, the Iowa Center for the Arts campus is one example on campus of an extensive development that was carefully planned in advance and carried out according to the plan.

Expansion continued on the east side of the Iowa River with the construction of the John Pappajohn Business Administration Building (1994), the modernization of the Seaman's Center for Engineering Arts and Sciences (1997), and the beginning of a major renovation and expansion of the Department of Biological Sciences in Biology East (1998) and Old Biology connected with a skywalk

designed by Siah Armajani. These building projects fit neatly within the established street grid without altering the overall structure of the campus or Iowa City. The vehicular traffic pattern along Capitol Street, however, was changed with the creation of the T. Anne Cleary Walkway creating a pedestrian only connection between the east residence halls and the Pentacrest.

1998 – Present

The most substantial structural change to the campus in the recent past is the closing of Newton Road between Bowen Science and the Medical Education Building, and the creation of the Health Sciences greenway on the west side of campus. The greenway provides direct pedestrian connections from a major CAMBUS stop to the medical campus and provides valuable green space in an area dominated by large scale buildings. In addition to providing outdoor gathering space and open space amenity, the greenway has become a landmark on the west campus serving as an orientation device for visitors and the University population. The Health Science Colleges have redefined their image and significantly improved their facilities on the west campus with the construction of the Medical Education and Biomedical Research Facility and the Carver Biomedical Research Building.

The University has built several new athletic facilities, including the Tennis and Recreation Center, the Hall of Fame, and the Athletic Learning Center. The Hospital and Clinics continue to grow with the completion of the Pomerantz Family Pavilion and the addition to the Melrose Avenue Parking Ramp. Academic facilities were expanded with the construction of the Art Building West, the Adler Journalism Building, the Seamans Center, and the Biology Building East. Service buildings, including the Newton Road Parking Ramp and Chilled Water Facility and the University Services Building, were also added to the University's total physical plan since 1998.

The approach of providing future facilities, however, has begun to shift away from continued expansion alone towards a parallel commitment to facility renewal and maintenance. Resources have been dedicated to performing building assessments campus wide that analyze the costs and benefits of renovating existing structures and their potential for conversion to other uses that best match a building's design. As the University continues to grow and change to meet the needs of the 21st Century, the desire to maintain and preserve the character and quality of the campus experience remains strong.



The most significant recent structural change to the campus is the creation of the Health Sciences Greenway on the west campus

Campus Structure and Character

A number of factors are responsible for the overall physical structure of the campus. Principal among these are the Iowa River, which divides the campus into distinct east and west areas; the natural topography, which further defines upland and bottomland areas; the built form of streets, railroads and buildings; and existing vegetation, which defines the apparent size and character of outdoor open spaces.

River and Topography

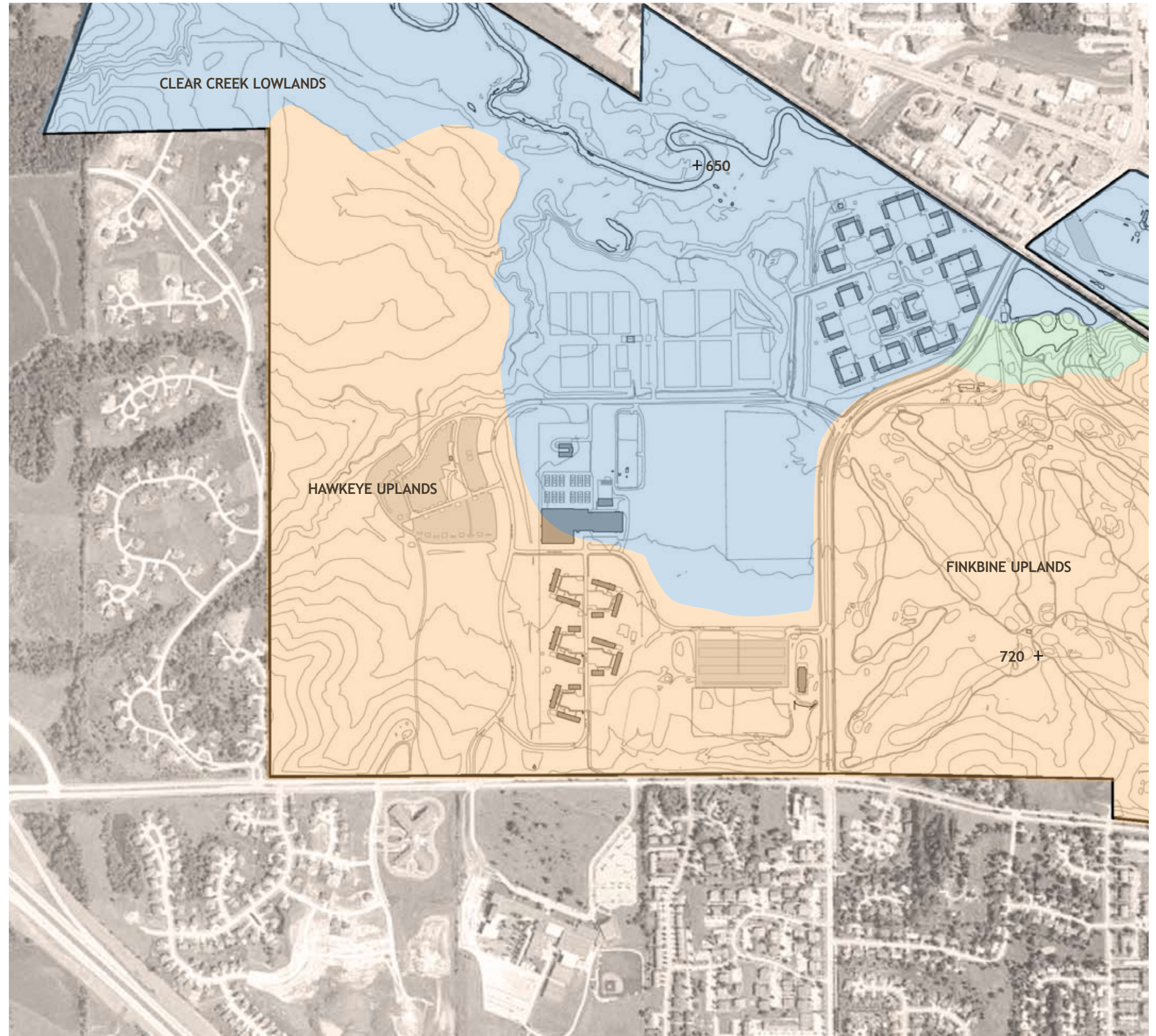
The Main Campus spans over three miles from the Hawkeye Campus to downtown Iowa City, over varied terrain adjacent to and crossing the path of the Iowa River. Ravines and escarpments cut by the river and its tributaries define major divisions between uplands and bottomlands along the Iowa River and Clear Creek. The vertical separation between lowlands and uplands along the Iowa River, between the East Campus and West Campus, is typically forty to seventy feet, creating ample and varied opportunities for distant views from one side of the river to the other. The topographic change along the river and the quarter-mile-wide concave open space of the river valley add an element of drama, spaciousness and grand scale to the campus as a whole. The concave valley form at the center of campus also creates an inward focus, centered on the river corridor, which has a strong unifying effect on the campus.

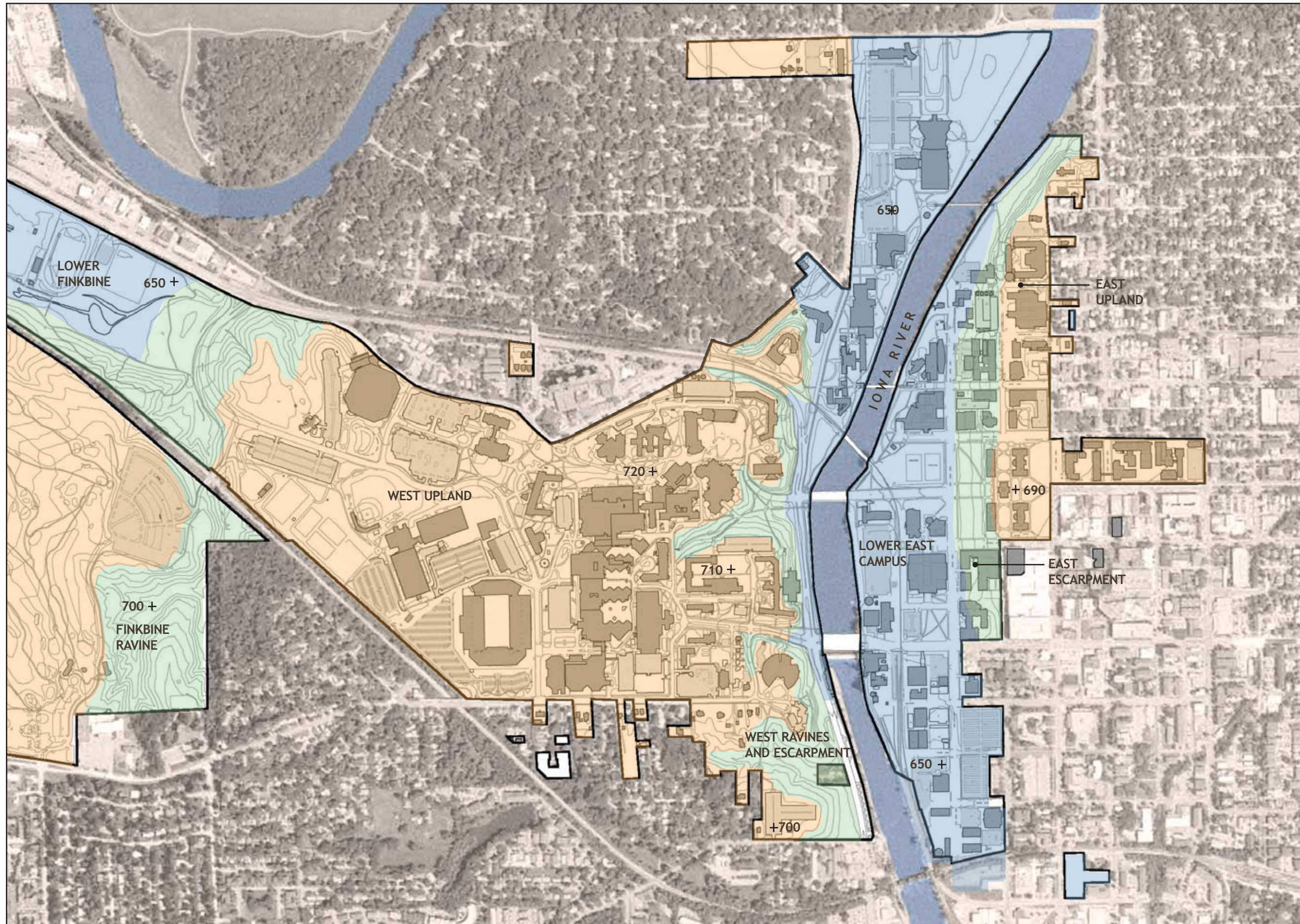
Built Form

Nearly all campus buildings share a common alignment that generally conforms to the north-south, east-west grid of Iowa City streets and alleys. This as a powerful, unifying effect that helps with orientation and wayfinding across the campus. The areas that most consistently conform to a grid layout (the Iowa Center for the Arts and the East Campus) are the most coherent, easily understood and well ordered parts of campus. At the heart of the East Campus grid is the Pentacrest, the most distinctive and vivid built environment on the campus. The CRANDIC Railroad, which sweeps across the Iowa River directly in front of the Pentacrest, is an unfortunate intrusion on the relationship of the Pentacrest to the Iowa River. The CRANDIC line further acts as a dividing line between campus use areas as it traverses south past the Library and south of Burlington Street.

The Massive size of the UIHC complex, including the Field House and related parking ramps, has created a significant wall to east-west pedestrian and vehicular movement in this area of campus. Pedestrian passages through the Field House alleviate some of this problem. The high building density, coupled with the lack of movement corridors or open space in the UIHC area, makes it one of the least attractive parts of campus and one of the most difficult to understand and navigate.



Campus buildings have, over time, been developed in many styles ranging from classical-traditional to more contemporary types that include modernist examples from the 1960s and 1970s, as well as recent personal expressions associated with individual architects. The Potential Heritage Value Buildings map shows





LEGEND

- Lowlands
- Escarpment / Ravine
- Uplands
- ⊕ Elevations above sea level

**CAMPUS AREAS
DEFINED BY RIVER
AND LANDFORM**

buildings that have been identified as having heritage value and buildings that have been nominated to the National Historic Register. Since there has not been a systematic inventory and analysis of the heritage value of buildings to inform the proper course of action regarding the future disposition of these buildings, the list simply identifies those buildings that, because of their age, merit careful evaluation before renewal or removal actions are taken.

There is presently a study of University of Iowa campus architecture underway by Professor John Scott and Rodney Lehnertz. The results of this study will, in the future, help to establish a basis for considered action related to the heritage buildings.

Open Space

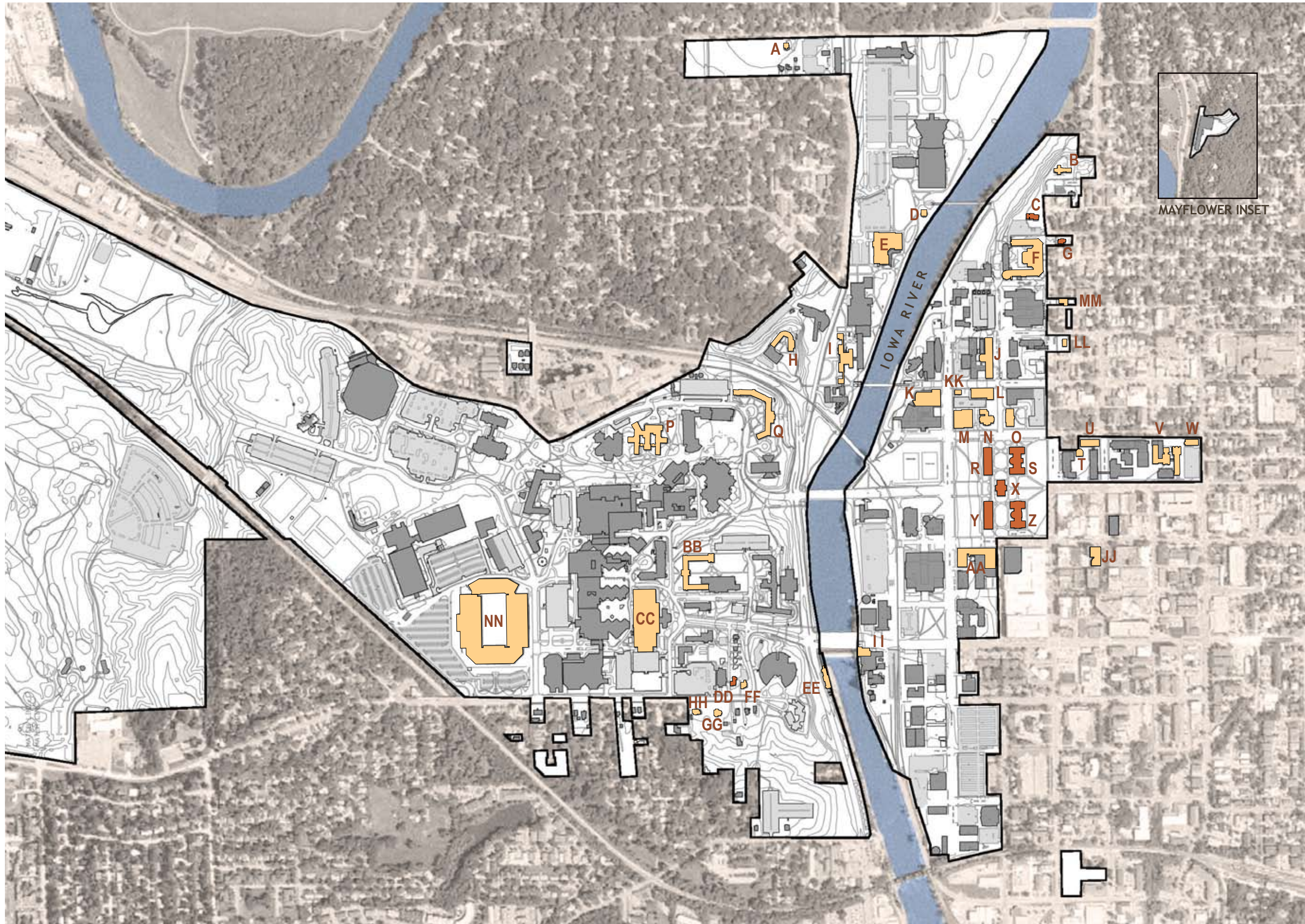
The existing pattern of open spaces shown on the Existing Open Space Structure map is one of the most significant character-defining features of the campus. Its extent and quality varies considerably in different areas of the campus.

The East Campus is organized by the grid of city streets, the dominant formal order of the Pentacrest, and the incidence of a number of parkland (trees in lawn) open spaces along the river and interspersed among buildings. Hubbard Park, Gibson Square, the Biology Courtyard and the Pappajohn Courtyard are among the most prominent of these spaces. South of Burlington Street, parkland open spaces are absent.

In contrast, the West Campus lacks the pervasive order of the city grid and the formal structure imposed by the Pentacrest found in the east. The principal West Campus open spaces lie along the river to the north of the Iowa Avenue Bridge, and follow two major ravines extending westward from the river; Quad Ravine and a less used wooded ravine south of Boyd Law Building. Natural woodlands are found intermittently along the bluffs extending from Boyd Law Building to the International Center. To the west of the ravines and wooded bluffs, the only significant open spaces on the West Campus are the greenway extending from the Steindler Quadrangle to the Dental Science Building, and the enclosed quadrangle at the Quadrangle and Hillcrest Residence Halls. Within the Hospital and Clinics area, there are no significant open spaces or an orderly network of interior movement corridors. This results in an environment that can be confusing and without sensory appeal.

West of the Hospital and Dental Science, there is not a discernible campus open space structure. Hawkins Drive, along which a variety of parking, recreation and athletic uses are lined, serves as the only organizing element. The Finkbine Golf Course and the natural areas west of the Carver-Hawkeye Arena are attractive landscapes and contribute significantly to the naturalistic character that typifies this part of the campus. The Hawkeye Softball Complex and Cretzmeier Track open spaces are consistent with the undeveloped character of the Lower Finkbine area, however, the large commuter parking lot at Finkbine is a divergent visual element in an otherwise naturalistic setting.

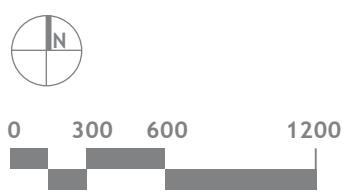




- A: Kuhl House, 1978
- B: President's Residence, 1908
- C: Dey House, 1857
- D: Lagoon Shelter House, 1939
- E: Theatre Building, 1936
- F: Currier Hall, 1857
- G: Shambaugh House, 1900
- H: International Center, 1935
- I: Art Building, 1936
- J: Chemistry Building, 1927
- K: Original Iowa Memorial Union, 1925
- L: Trowbridge Hall, 1916
- M: Halsey Hall, 1915
- N: Calvin Hall, 1915
- O: Gilmore Hall, 1910
- P: Medical Education Building, 1919
- Q: Westlawn, 1919
- R: Jessup Hall, 1924
- S: MacBride Hall, 1904
- T: Biological Sciences Library, 1902
- U: Biology Building, 1902
- V: Seashore Hall, 1899 - 1915
- W: Old Music Building, 1915
- X: Old Capitol, 1840
- Y: McLean Hall, 1912
- Z: Schaeffer Hall, 1899
- AA: Seamans Center, 1905
- BB: Quadrangle, 1920
- CC: Fieldhouse, 1927
- DD: Canon Gay House
- EE: G. Maxwell Stanley
Hydraulics Laboratory, 1919
- FF: 308 Melrose, 1917
- GG: 407 Melrose, 1910
- HH: 421 Melrose, 1941
- II: Power Plant, 1928
- JJ: Jefferson Building, 1913
- KK: 130 N Madison, 1892
- LL: Bowman House, 1920
- MM: Entrepreneurship Learning Lab,
- NN: Kinnick Stadium, 1930

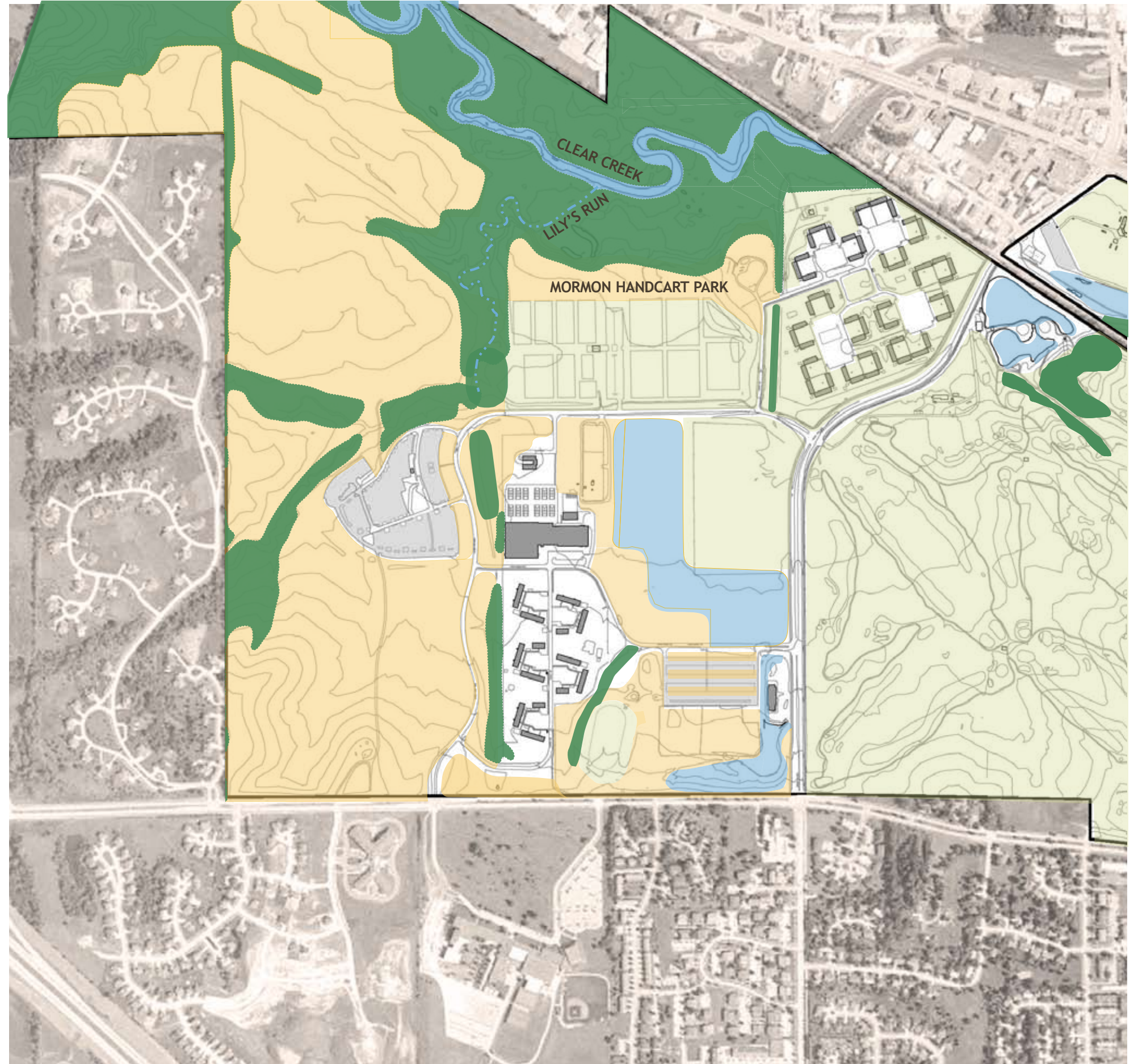
LEGEND

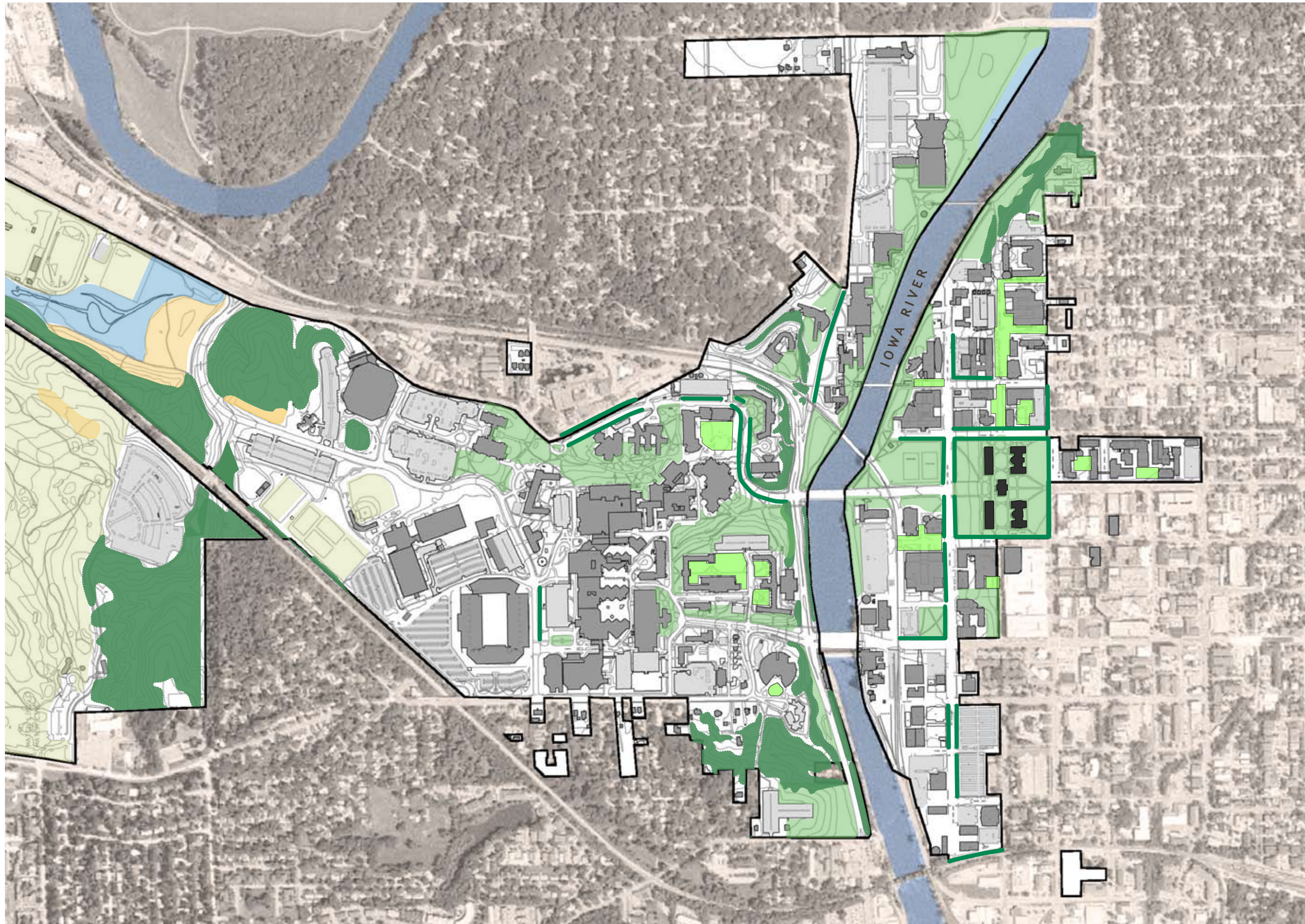
- National Historic Register
- Potential Heritage Value Buildings



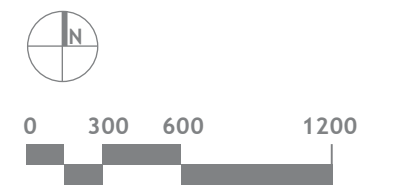
POTENTIAL HERITAGE VALUE BUILDINGS

The Hawkeye Campus open space structure is defined by extensive natural woodlands, wetlands and remnant prairie along Clear Creek, and extensive former agricultural fields and wooded areas along its west boundary. These natural areas comprise over half of the 632-acre Hawkeye Campus, and includes the Mormon Handcart Historic Park and extensive walking and bicycle trails. As such, these areas constitute a valuable natural and recreational resource for the University and surrounding communities. The south and east portions of the Hawkeye Campus are organized by existing roads, which frame several extensive sites occupied by recreation fields, athletic facilities, a large wetland area, and University apartments. Areas developed with buildings and parking only constitute about 15% of the Hawkeye Campus, thus the general impression is of open space with a backdrop of natural vegetation to the north. On the hilly west side of the Hawkeye Campus, vegetated drainageways frame former agricultural fields and create an attractive and varied patchwork of sunny open fields frames by woodlands. The landscape unity of this area is interrupted, however, by the existing commuter and storage parking lot located at the center of the Hawkeye Campus.





- LEGEND**
- Parkland Open Spaces
 - Athletic and Recreation Areas
 - Courts and Plazas
 - Street Trees
 - Natural Areas
 - Wooded Areas
 - Grasslands/Savannah/Prairie
 - Wetlands, Ponds, River



**EXISTING
OPEN SPACE
STRUCTURE**

Vegetation

Existing vegetation is one of the most significant character-defining features of the campus. The dominant impression of the campus landscape is naturalistic, with the only exceptions being rows of street trees that occasionally occur on the East Campus and along Riverside Drive on the Arts Campus. The theme of naturalistic groups of trees in lawns typifies the landscapes along the Iowa River corridor, around the Pentacrest, at Hubbard Park, Gibson Square, Quad Ravine, and the Health Sciences Greenway that extends from the Dental Science Building to the Medical Education and Biomedical Research Facility. On the steeper parts of the Iowa River escarpment, and in western areas on the Finkbine and Hawkeye campuses, the landscape is principally defined by natural woodlands. In the Finkbine and Hawkeye areas, there are also extensive protected wetlands and some scattered remnant prairie communities that are visually consistent with the naturalistic landscape theme.

The naturalistic landscape plays an important role in complementing the built environment of buildings, streets and parking lots. It adds an element of nature to the campus that most people enjoy and find to be a valuable campus asset. Individual large trees or groups of trees are instrumental in defining the quality of outdoor campus spaces and establishing a memorable identity for the campus. Large trees in particular bring an instant sense of grace to the parts of the campus they inhabit. Trees also help to establish spatial continuity in areas of campus where building styles and scales diverge from one another.

Street trees, where they exist, contribute to the quality of campus street spaces by defining a human scale, enhancing the visual unity of the street, and the addition of the rich pattern of branching and foliage. This is particularly important in dense campus areas where the streetscapes are the primary outdoor campus spaces.



The dominant character of the campus landscape is naturalistic.



Mature trees have been important character defining features of the campus throughout its history.

The quad ravine shown in the above 2 photos is a special campus landscape because of its attractive vegetation.

Land Use

The Existing Campus Land Use map shows the existing land use pattern of the Main Campus. The overall pattern is sound for many reasons, including:

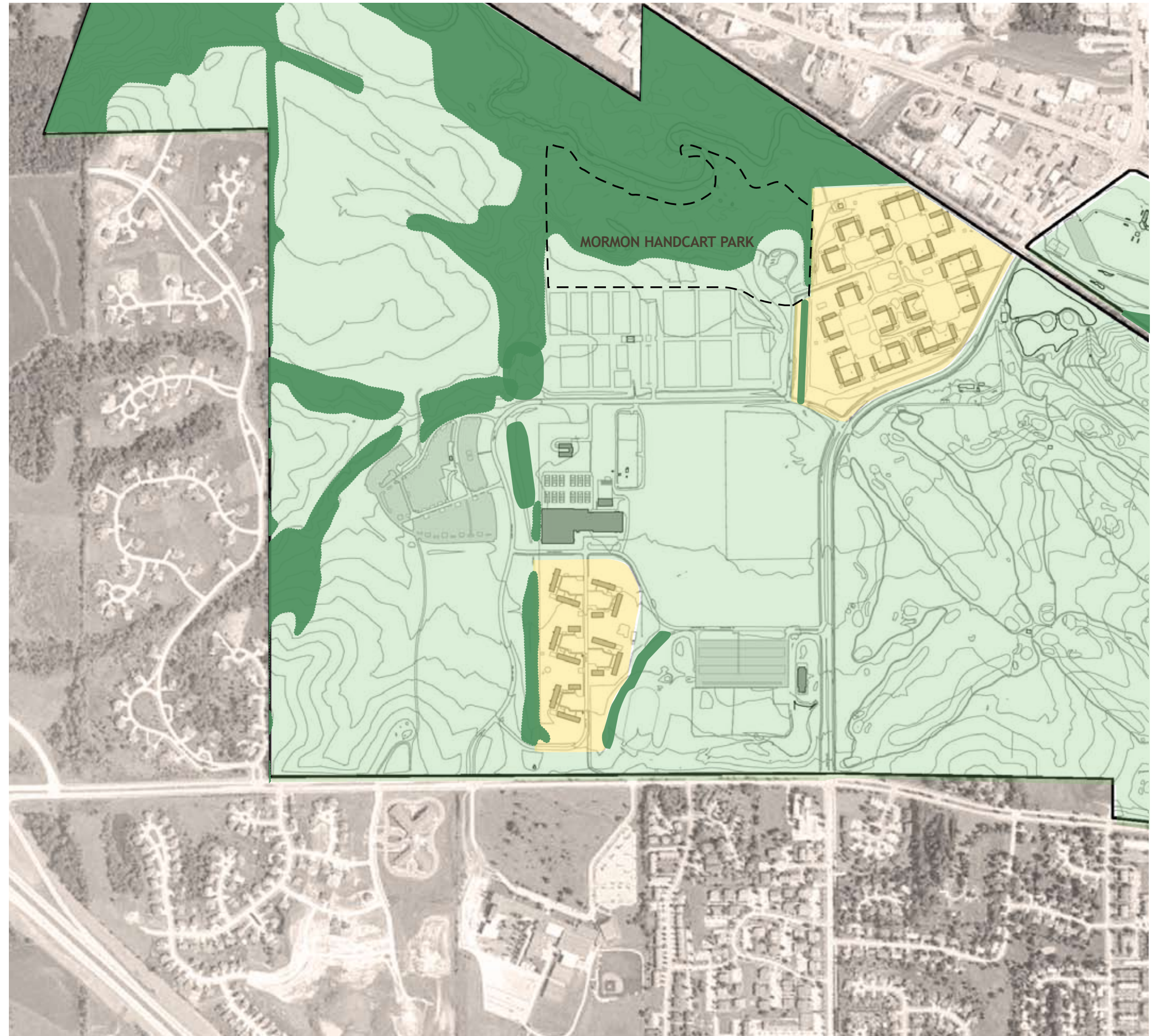
- The general cohesiveness of academic areas in spite of geographic barriers (the Iowa River, vehicular streets, topography and the CRANDIC and Iowa Interstate Railroads)
- The concentration of undergraduate academic space on the East Campus
- The cohesiveness of the Health colleges and their adjacency to UIHC
- The consolidated organization of operations and support functions in a perimeter location south of Burlington Street
- The close proximity of student residences to academic areas
- The consolidated organization of athletic venues
- The consolidated organization of the Arts facilities on the west side of the river

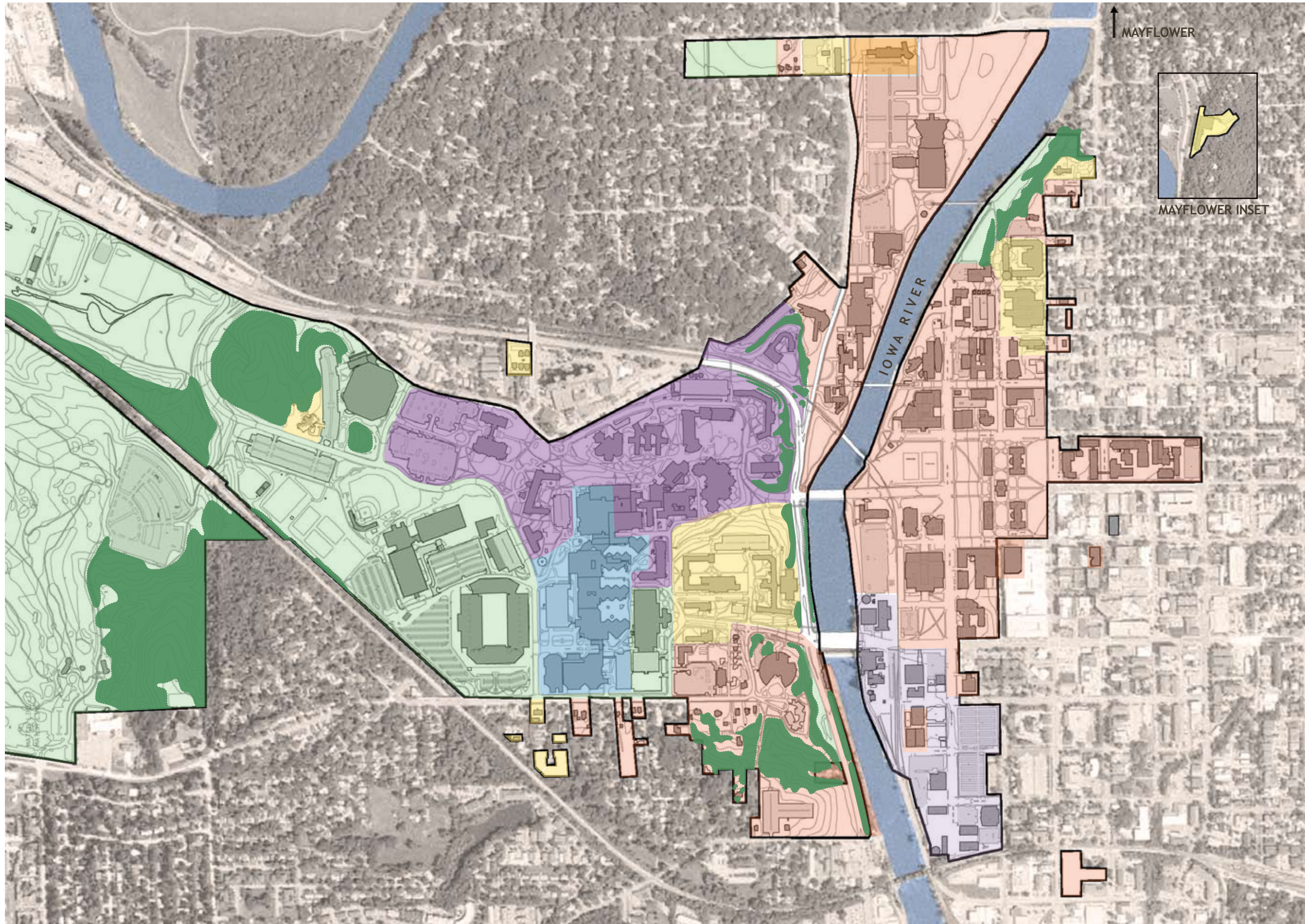
In other respects, however, there are some limitations within the current pattern of land uses, namely the separation of recreation fields from student residences, and the congestion and conflict that derives from the close proximity of UIHC facilities and major athletic venues (Kinnick Stadium). Furthermore, there are a number of significant, though usually not insurmountable, divisions that affect the continuity of land uses and set boundaries to their growth.

These natural and manmade divisions include the Iowa River, the vertical topographic escarpment on both sides of the river, railroads, vehicular through-streets, and the University Hospital and Clinics monolithic building complex, which spans nearly 2,000 feet north to south. See the Existing Natural and Manmade Campus Divisions map on page 46.

A number of natural areas, including woodlands, wetlands, savanna and remnant prairie, are distributed in various parts of the campus, often on steep slopes or in floodplain areas. These areas, coupled with the Finkbine Golf Course and athletic field open spaces, constitute a significant land area defined by vegetation and open space. These areas are somewhat fragmented, except in the Hawkeye Campus and along the Iowa River north of Iowa Avenue.

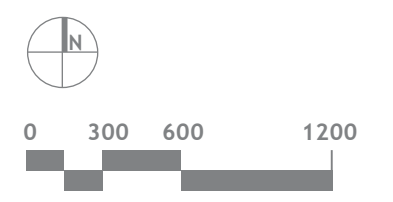
There are two large, undeveloped sites that do not have well defined long-term uses. These include approximately 49.5 acres of agricultural land north of Melrose Avenue, west of Hawkeye Park Road, and significant acreage scattered among existing buildings at the Oakdale Research Campus.



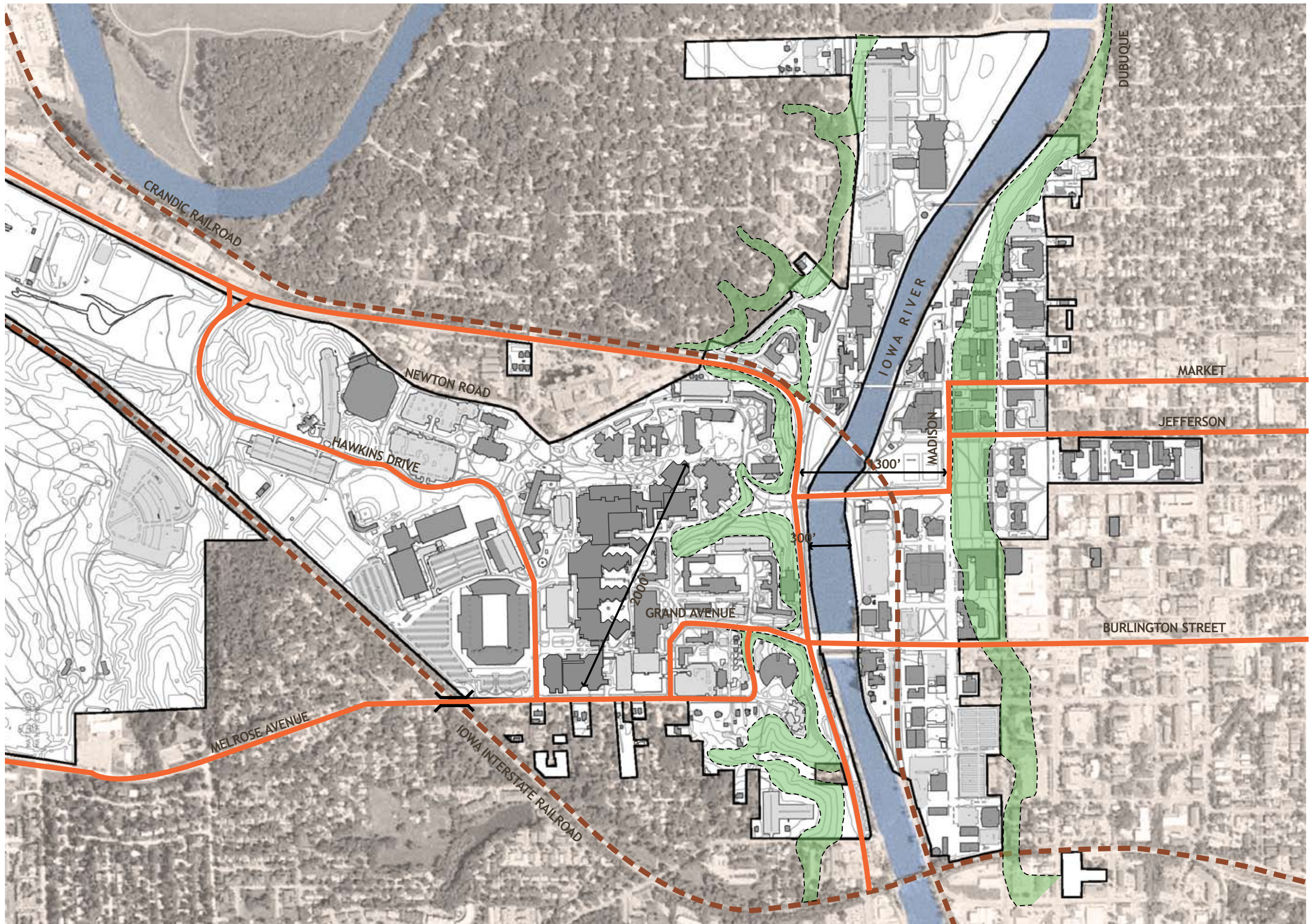


LEGEND

- Residential
- Ancillary Use
- Academic
- Health Sciences Academic
- Hospital and Clinics (UIHC)
- Operations and Support
- Recreation and Athletics
- Natural Areas



**EXISTING CAMPUS
LAND USE**



EXISTING NATURAL AND MANMADE CAMPUS DIVISIONS

Adjacent Land Use

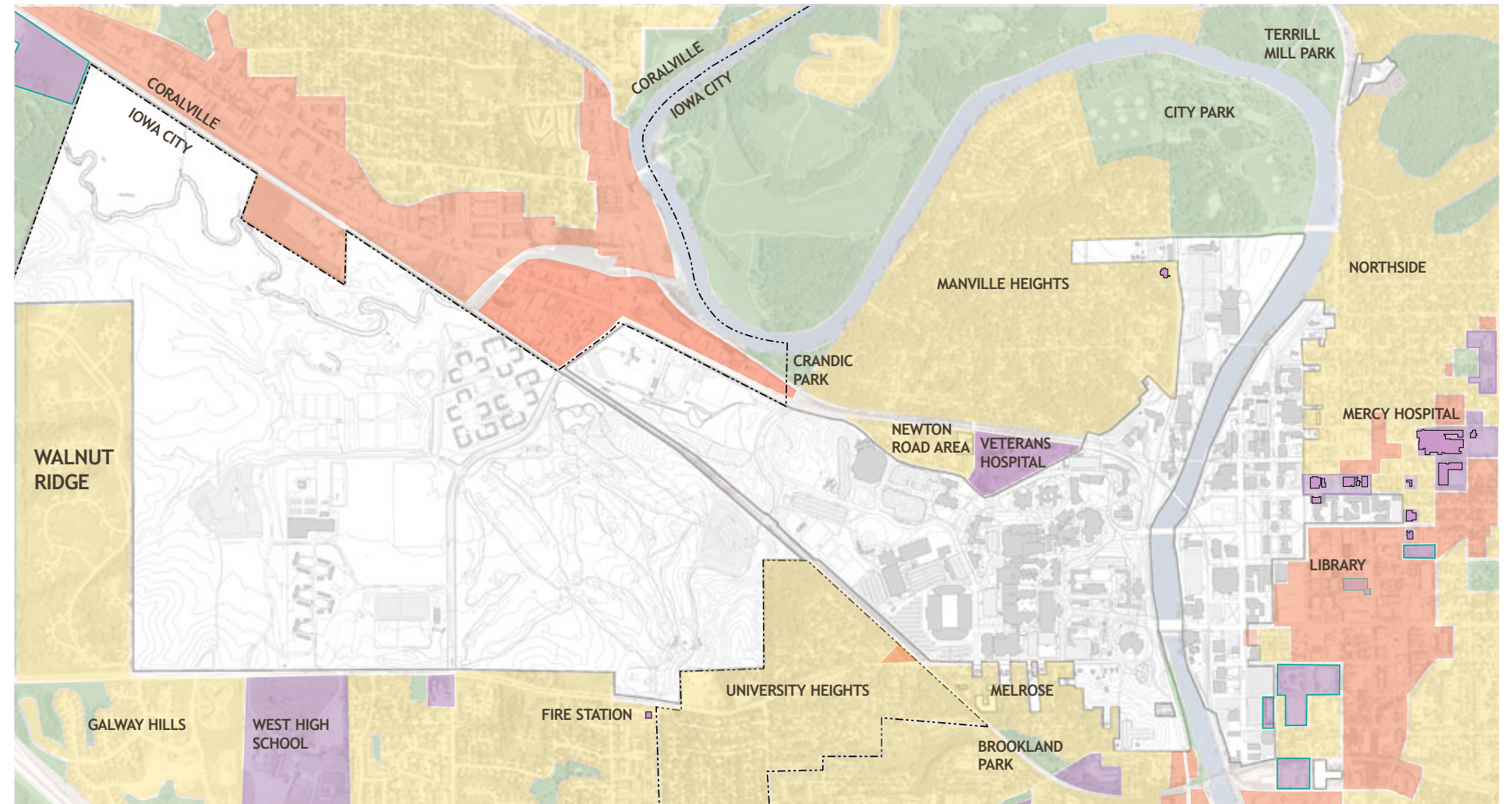
The Main Campus shares borders with the municipalities of Iowa City, Coralville and University Heights. See the Existing Adjacent Land Use Map. For the East Campus, the principal adjacent uses consist of commercial, institutional and residential. These are typically separated from the University by intervening streets; however, along Clinton Street, a number of residential buildings owned by the University share borders with adjacent properties on the east side of Clinton Street. Most adjacent residential uses that abut the East Campus are rental properties catering to students. Most adjacent commercial uses support the University population and include a wide variety of eating places and bars, clothing stores, art supply stores, and bookstores. In recent years, there has been an increase in development activity in downtown Iowa City, including a new residential and hotel tower on South Linn Street, and redevelopment of the Old Capitol Mall between Clinton Street and South Capitol Street. Development plans also exist for the northeast and southeast corners of Clinton and Burlington Streets.

South of Burlington Street, the Johnson County Courthouse, County Jail and U.S. Post Office define a fixed edge to the University. Further south along Clinton Street, south of the Iowa Interstate Railroad, Johnson County announced plans in 2003 to acquire additional land and develop a "County Campus" for a variety of administrative functions.

On the West Campus, the principal southern boundary is shared with the Melrose residential neighborhood as far south as Myrtle Street. West of the Melrose neighborhood, the campus edge is defined by the Iowa Interstate Railroad. The north edge of the West Campus is defined by the Newton Road residential area, the Veterans Hospital, Highway 6, the Manville Heights residential neighborhood, and City Park. Manville Heights consists principally of owner-occupied homes and Greek Houses, whereas the Newton Road area is nearly all rental.

The Finkbine and Hawkeye Campus edges are defined by residential uses and West High School along Melrose Avenue, by the Walnut Ridge residential area on the west, and by the Coralville commercial strip along Highway 6 to the north.

Adjacent land uses on the west side of campus are relatively stable, with the exception of the Melrose neighborhood where a number of properties along Melrose Avenue have fallen into disrepair, particularly in the area opposite Kinnick Stadium. Melrose includes both rental properties and a strong population of owner-occupied properties.



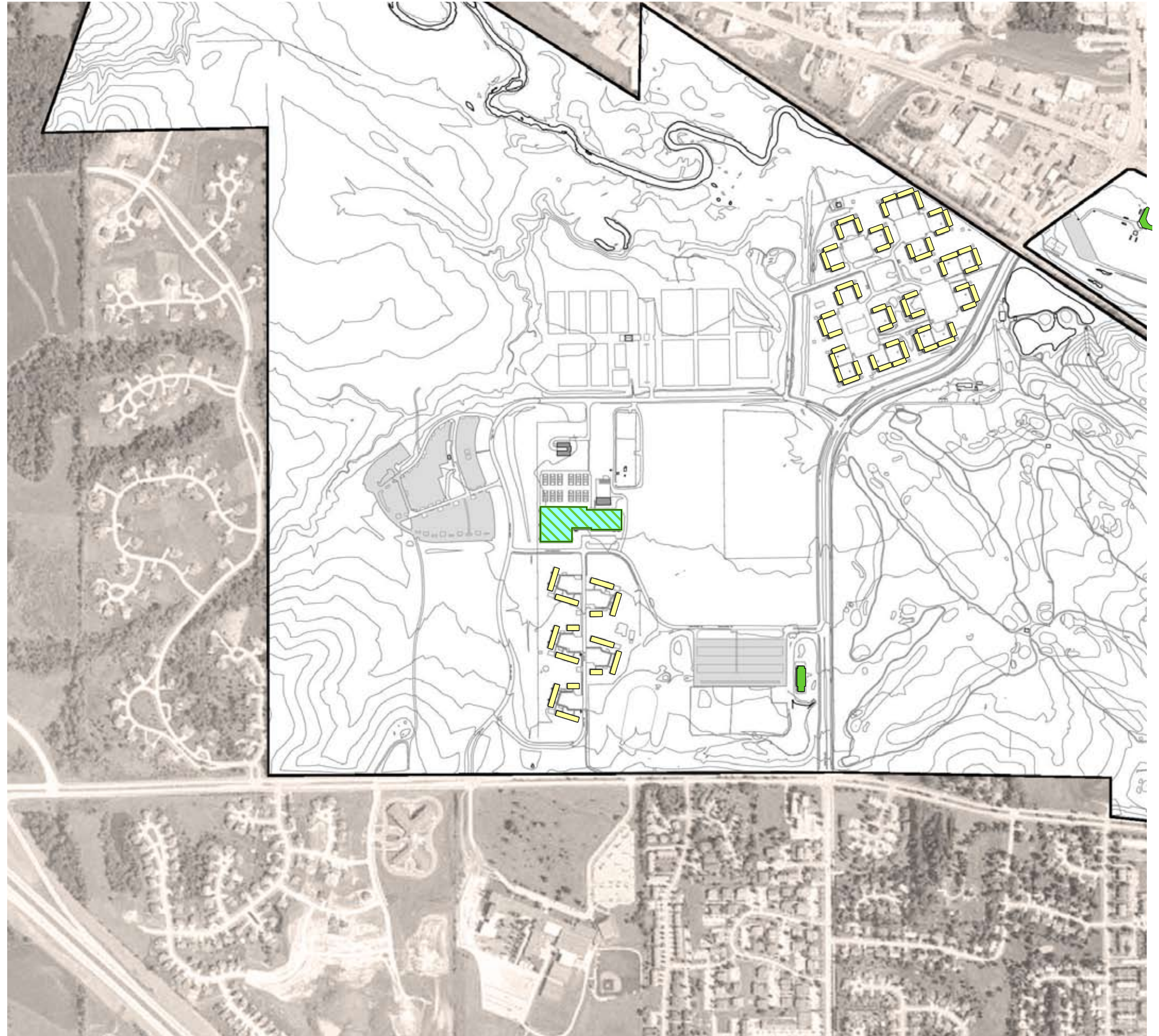
LEGEND

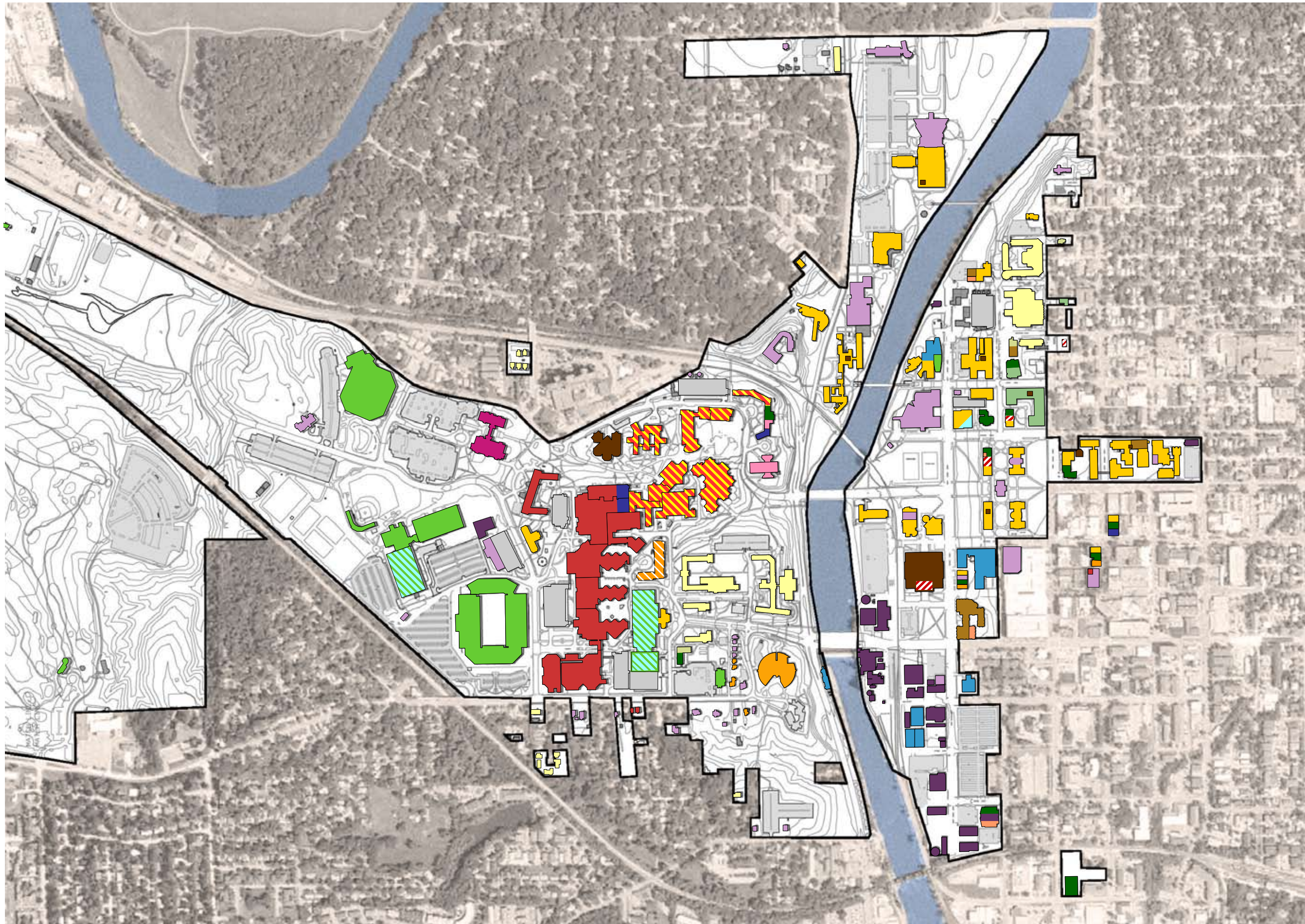
- Residential
- Institutional
- Open Space
- Commercial
- Municipal
- University Buildings
- Campus Boundary
- Municipal Boundary

EXISTING ADJACENT LAND USE

Campus Building Use Organization

The Existing Buildings Use map illustrates the existing pattern of campus building use by colleges and functional units of the University. Similar to the Existing Campus Land Use Map, this map shows the general pattern of logical adjacencies within and among the colleges and units. It reveals dispersal issues within the College of Arts and Sciences, and, to a somewhat lesser extent, dispersal issues within the College of Public Health, the College of Law, the College of Engineering and University Administration. Parking ramps are logically concentrated on the west side where hospital, clinic and employee and visitor demand is highest and most concentrated.



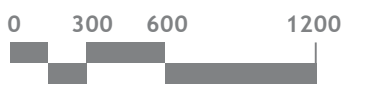


LEGEND

- Administration
- Athletics
- College of Business
- College of Dental Science
- College of Education
- College of Engineering
- College of Law
- College of Liberal Arts & Sciences
- College of Medicine
- College of Nursing
- College of Pharmacy
- College of Public Health
- Graduate College
- Information Technology Services
- Library & Branch Libraries
- Operations & Support
- Parking Ramp
- Recreation
- Recreation & Athletics
- Residence Halls
- Special Uses
- University of Iowa Hospitals and Clinics
- University College

NOTE

Multiple colors on a given building do not indicate actual building areas devoted to the uses, but merely indicate a unit or college's presence in the building



EXISTING BUILDING USE

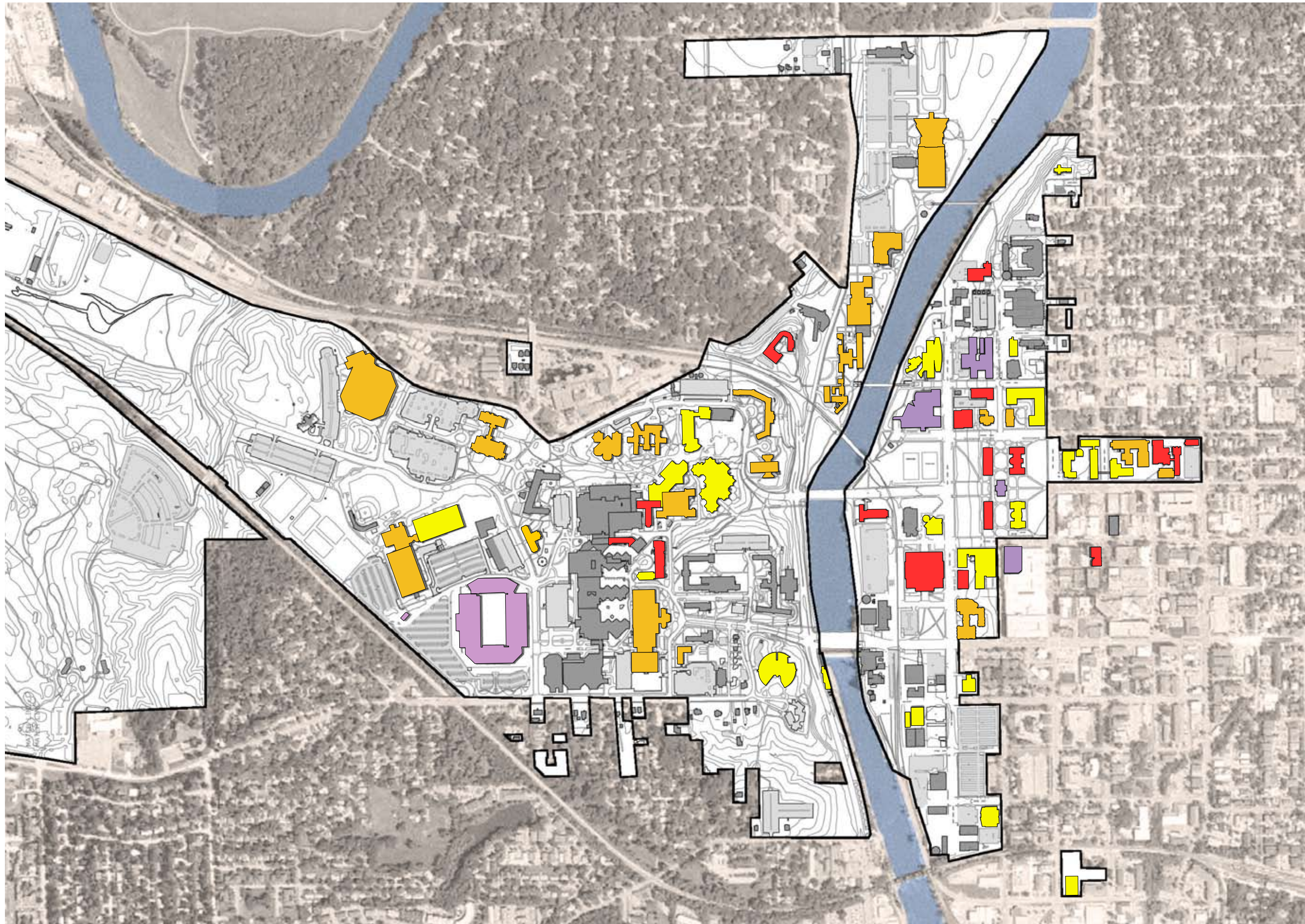
Building Condition

In 2004, the University retained ISES Corporation to evaluate the condition of general fund buildings. Each Facility Condition Analysis included a building description, summary of building components and estimated costs for renovation of building systems. The results of the ISES evaluations are summarized on the Existing Condition for General Fund Buildings map and in Appendix 2. The map illustrates relative degrees of criticality for renovation of the campus' buildings based on a Facility Condition Needs Index rating. The Existing Building Condition Spread Sheet in Appendix 2 shows a summary of capital renewal costs compared to facility replacement costs indicating facility condition needs index for all general fund buildings. The spread sheet indicates a total deferred maintenance of about \$167 million. Of this amount, three buildings (the Library, Chemistry Building and Oakdale Hall) account for nearly half the total.



The planned renewal of Seashore Hall and Old Music will revitalize the east edge of the Iowa City Campus. This area contains buildings dating from 1899.



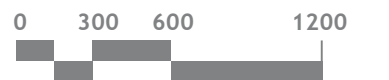


LEGEND

- Major Need: Building-Wide Renewal
- Partial Renewal: Isolated Projects
- Minor Need
- Major Renovation in Progress
- Buildings Not Included in Condition Assessment

NOTE

Based on the Facility Condition Need Index rating established in ISES evaluations for General Fund Buildings and selected auxiliary facilities.



EXISTING CONDITION FOR GENERAL FUND BUILDINGS

Existing Campus Circulation

Existing Campus Approaches and Gateways:

The Existing Campus Approaches and Gateways map shows the locations of areas considered in the 1998 Framework Plan to be the principal areas where campus gateway elements could be developed. The map also shows where the University controls property frontage along its entrance corridors and where it does not.

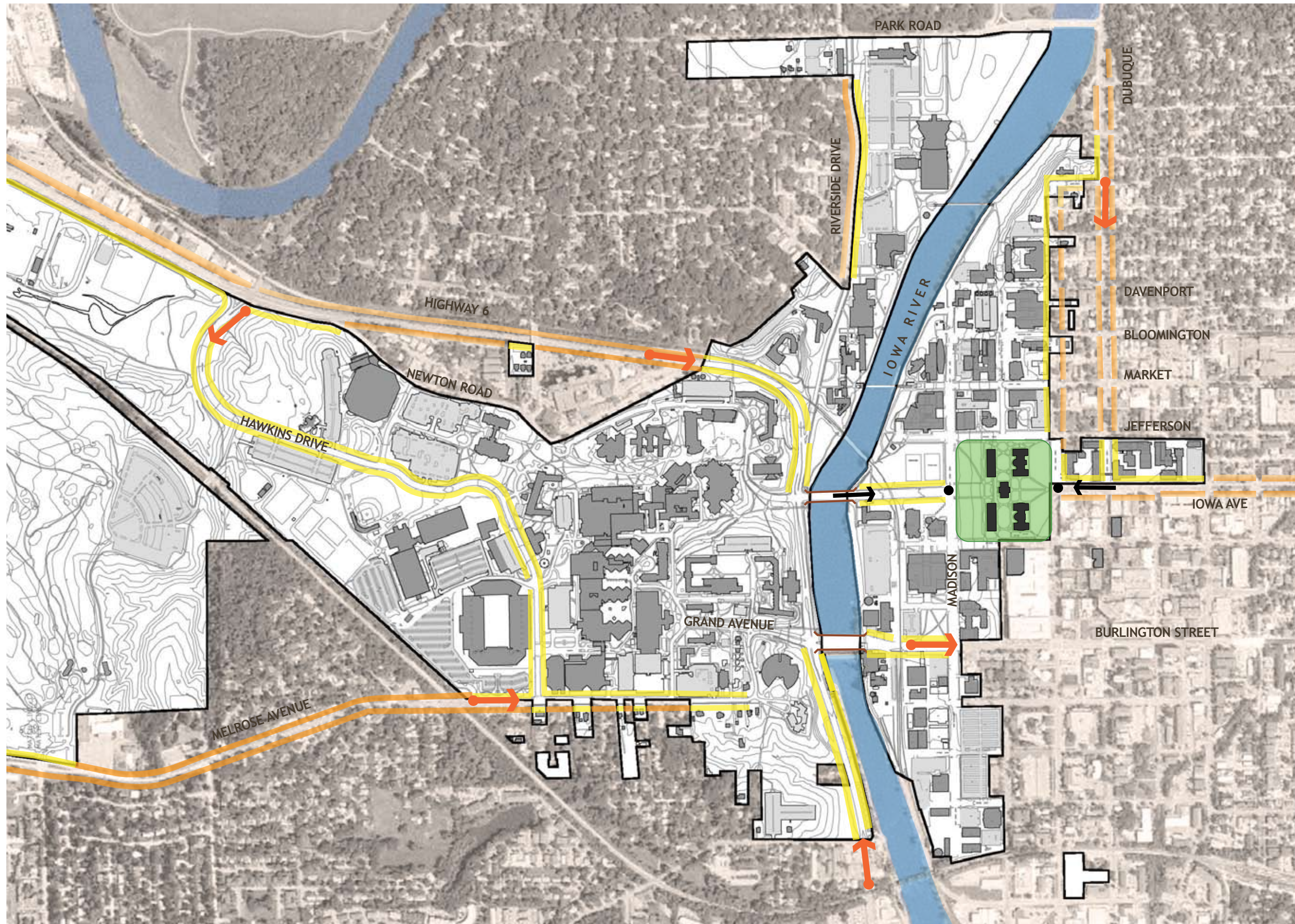
Because of the size, irregular shape and sprawling nature of the campus properties, it is impossible to say that any one location is the main entrance, although it is clear that the Pentacrest is the defining landmark and point of arrival for the University. Likewise, because entering and leaving the campus is typically not a single point experience, it may not always be possible to create memorable campus entrance experiences that convey a clear sense of arrival at the University. For example, the opportunity to create a campus entry experience on Highway 6 at the Newton Road Ramp pedestrian bridge is limited because the speed of the cars would remain the same on both sides of the "gateway," the character of the landscape along the edges of the road does not signal a significant change of setting, and there is not a sense of departure from a highway into a campus environment. At best, a sign on the bridge might identify the University, but such a welcoming or identifying sign would not be supported by other cues that would suggest that one has arrived at the University. Similarly, the "gateway" locations at Dubuque Street, South Riverside Drive, Burlington and Madison, Park and Riverside, Melrose and Mormon Trek, and Highway 6 and Mormon Trek do not easily lend themselves to development as gateways.

The strongest candidate sites for future gateway development are the Melrose Avenue Bridge and the Hawkins Drive-Highway 6 intersection. On the East Campus, the eastbound and westbound Iowa Avenue approaches to the Pentacrest are already clear arrival experiences that employ the landmark status of the Old Capitol to mark a memorable and unmistakable arrival at the University. Throughout the history of the campus, the eastbound approach to the Pentacrest on Iowa Avenue has been the signature view of the campus and the most powerful statement of arrival at the University.

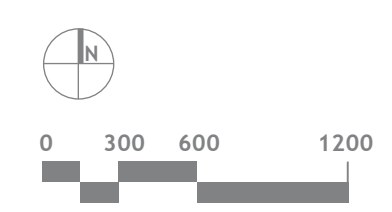
Presently, other than at the Pentacrest approaches, there is not a gateway or an entry corridor experience that signals arrival at the University. Visitors take their cues from signs and the institutional scale and character of campus buildings. They quickly learn that the University, like many others, is embedded in its host city, and is not a simple environment with single, clear points of entry.

There is an absence of major signs at key roadway decision points. A systematic system of signs to major venues and to parking destinations is missing; however, in 2004, additional directional signs to parking ramps were developed and installed.





- LEGEND**
- Campus Gateway Locations Identified in 1998 Framework Plan
 - Traditional Gateway
 - Entrance Corridor Property Owned by Others
 - Entrance Corridor Property Owned by University
 - Pentacrest
 - Arrival Experience Opportunities



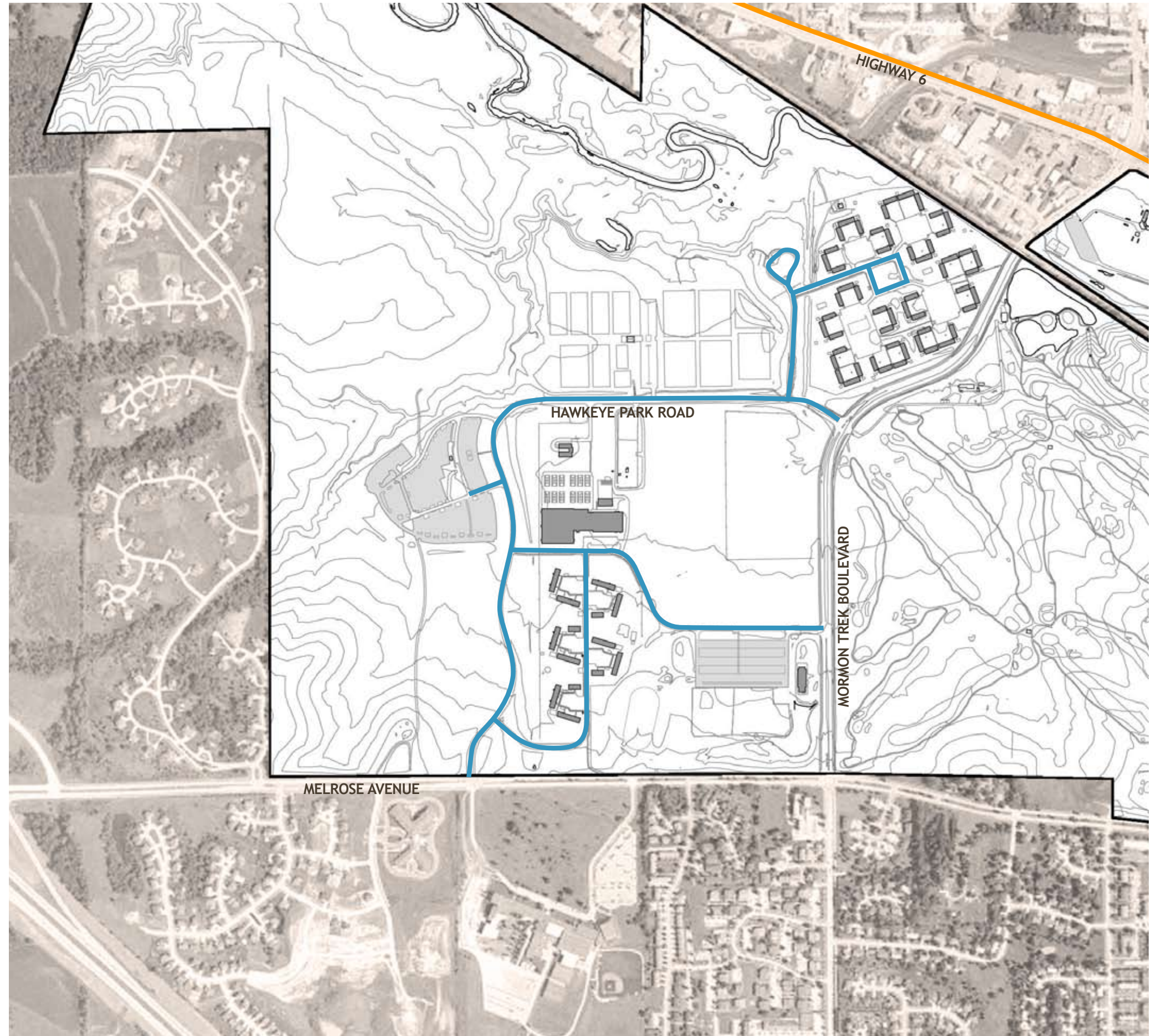
EXISTING CAMPUS APPROACHES AND GATEWAYS

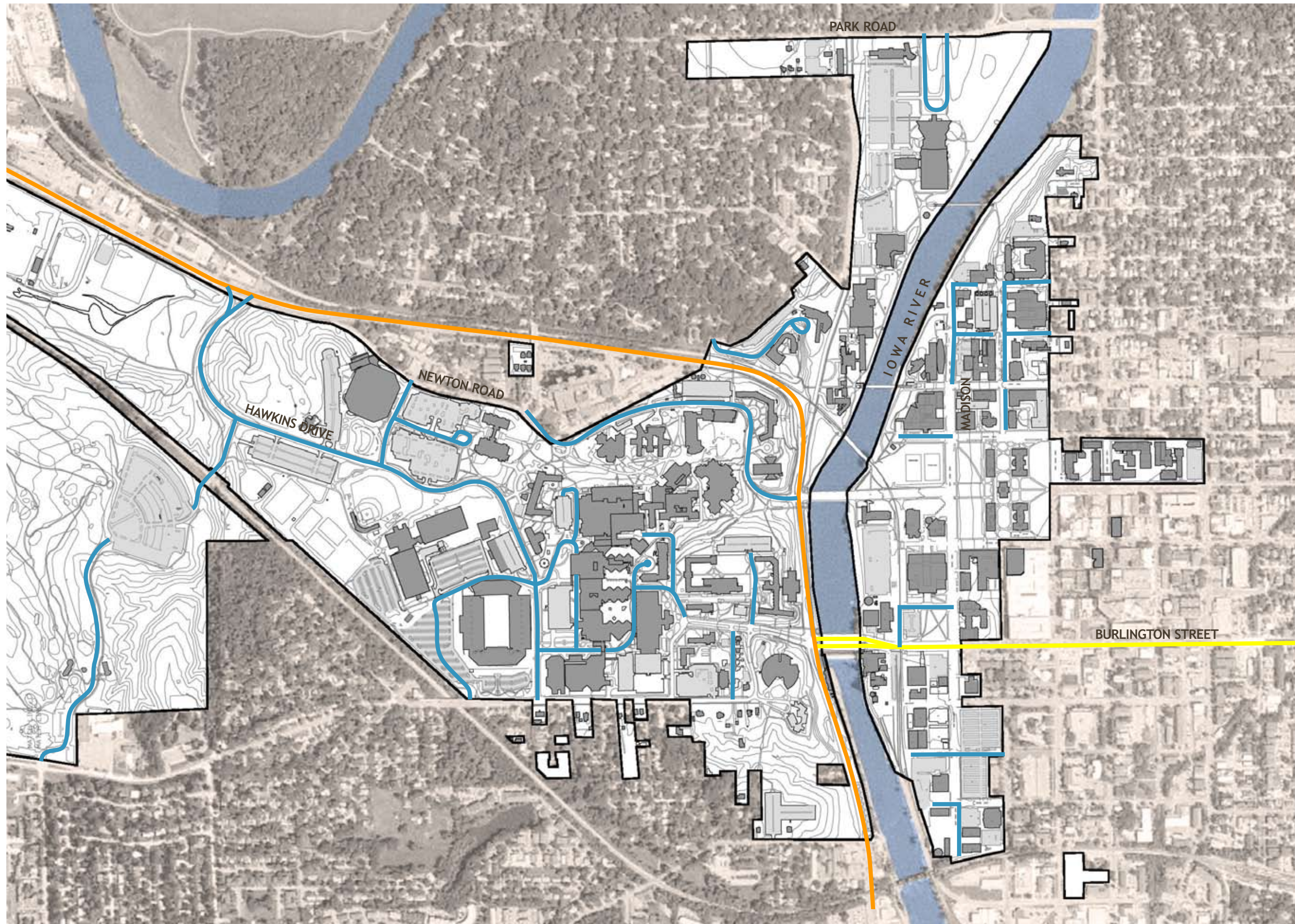
Existing Vehicular Circulation

Campus streets owned by the University and by Iowa City are shown on the Existing Campus Road Ownership map. The structure of existing campus streets establishes a relatively fixed and necessary framework of infrastructure, and sometimes property ownership, which defines the major paths of movement and land areas available for buildings and campus uses.

The Existing Campus Streets map illustrates the major through streets and local streets that serve the campus. It is significant that several major vehicular volume streets bisect the campus academic areas, generating friction between through-traffic and crossing pedestrians. During periods of peak pedestrian flow, associated with class changes, vehicular congestion and pedestrian safety problems are evident at several location, particularly on the east side of campus. Intersections not regulated by traffic lights are most prone to congestion and safety problems. The mid-block crosswalks on Jefferson Street and Market Street at the Cleary Walkway are troublesome because of high pedestrian volumes and driver reluctance to yield for pedestrians in the crosswalk as prescribed by state law. Other areas of anticipated future increased pedestrian-vehicle conflict are on Burlington Street in the vicinity of the East Side Recreation Center, and on Riverside Drive near the new Art Building. Street geometry changes presently proposed by the City of Iowa City are intended to remedy safety and traffic flow issues on Grand Avenue west of Byington Road. The 1998 Framework Plan had proposed a more aggressive partial closing of Grand Avenue to improve the pedestrian quality of this area. The mid-block crosswalk at the Newton Road Ramps is also a hazardous point of vehicle-pedestrian conflict in spite of the installation of a speed table and signs. "Yield to pedestrian" behaviors have not yet been adopted by drivers, yet careless "right of way" behaviors have been adopted by pedestrians, creating a potentially dangerous situation.

Vehicle congestion, not influenced by pedestrians, occurs during morning and afternoon peaks. The most significant delays are experienced at the Melrose Avenue-Hawkins Drive intersection, and at the Highway 6-Hawkins Drive intersection.





LEGEND

- █ Federal Highway
- █ State Highway
- █ University Owned Roads
(includes closed roads such as Cleary Walkway)

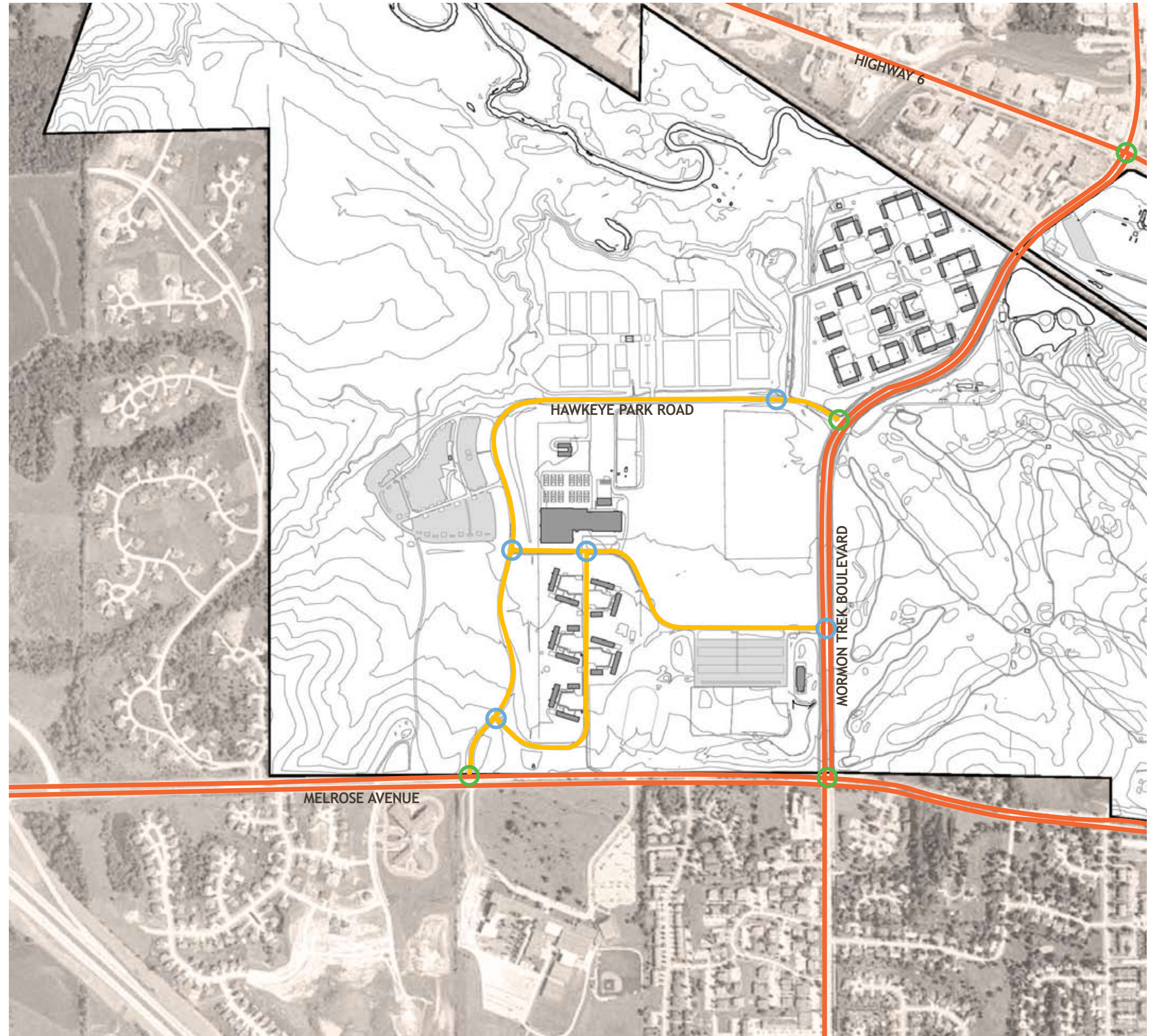
NOTE
Uncolored Roads are municipal owned

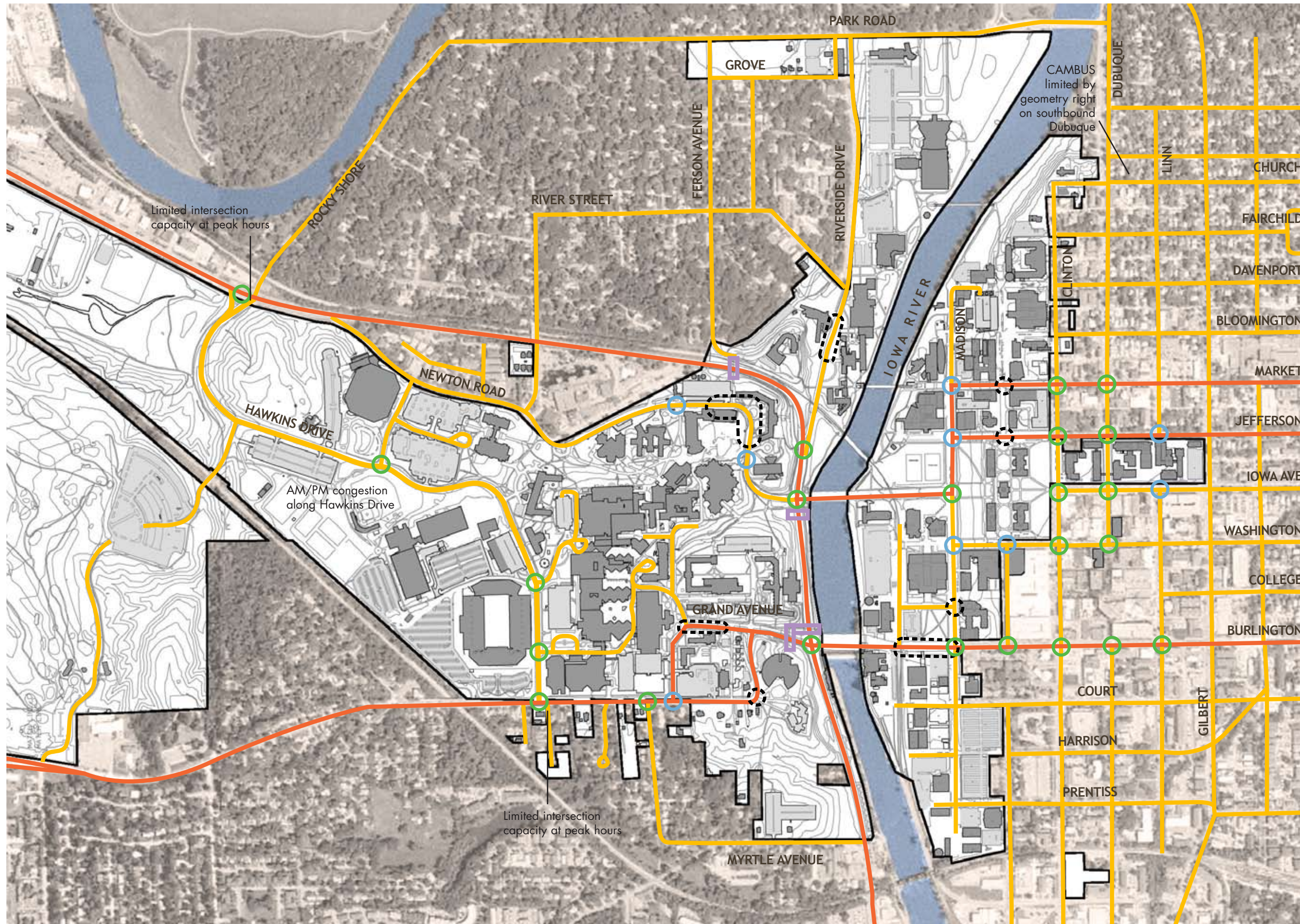


EXISTING CAMPUS ROAD OWNERSHIP

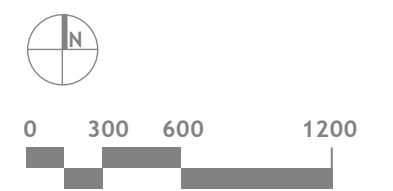


Historically, the eastbound approach to the Pentacrest has been the signature view of the campus and the most powerful statement of arrival at the University.





- LEGEND**
- Major Through Streets
 - Local Streets
 - Signaled Crossing
 - Signed Crossing: includes intersections with full and partial control of vehicles with signs
 - ▭ Grade Separated Crossing
 - Vehicle-Pedestrian Conflicts



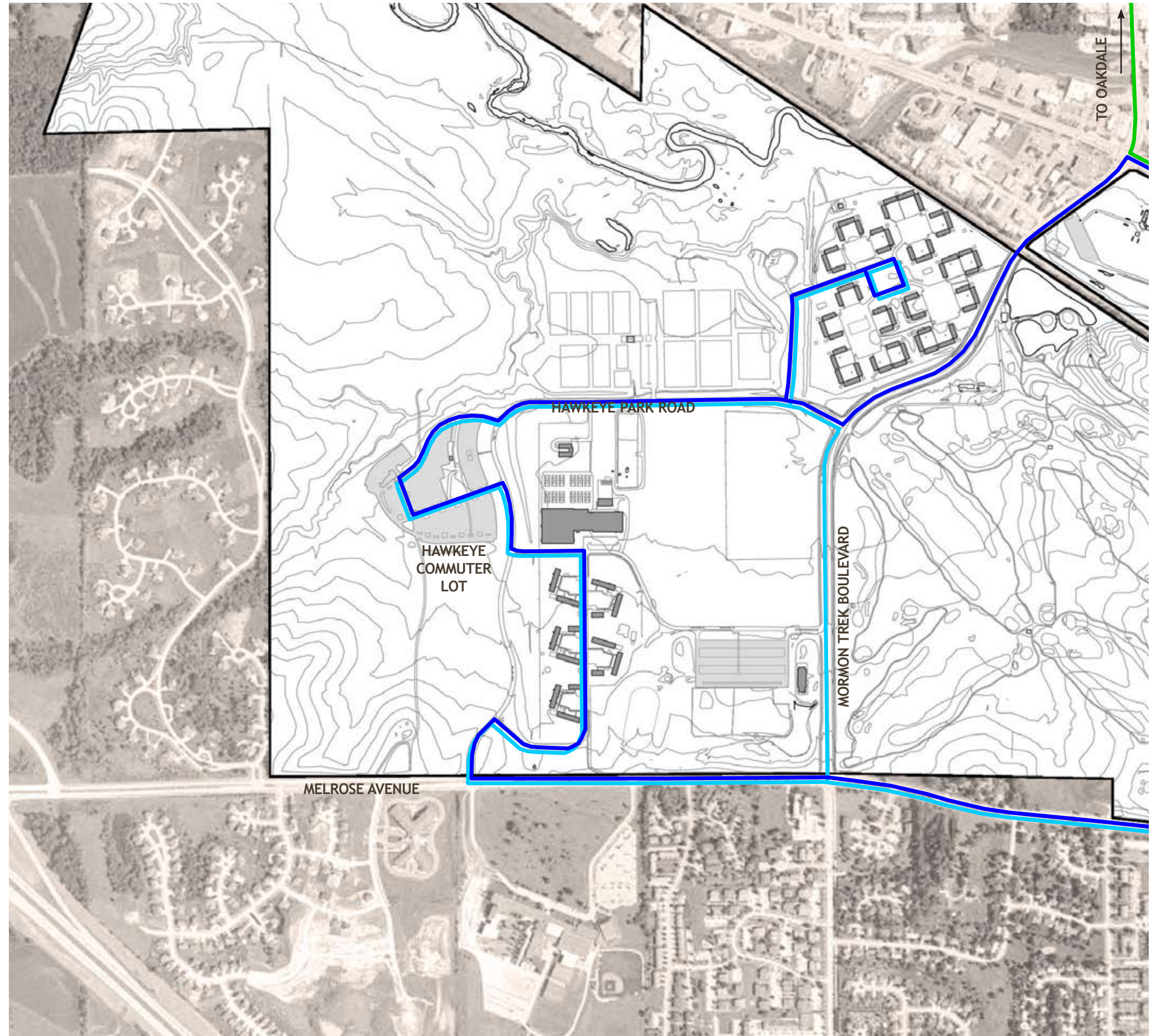
EXISTING CAMPUS STREETS

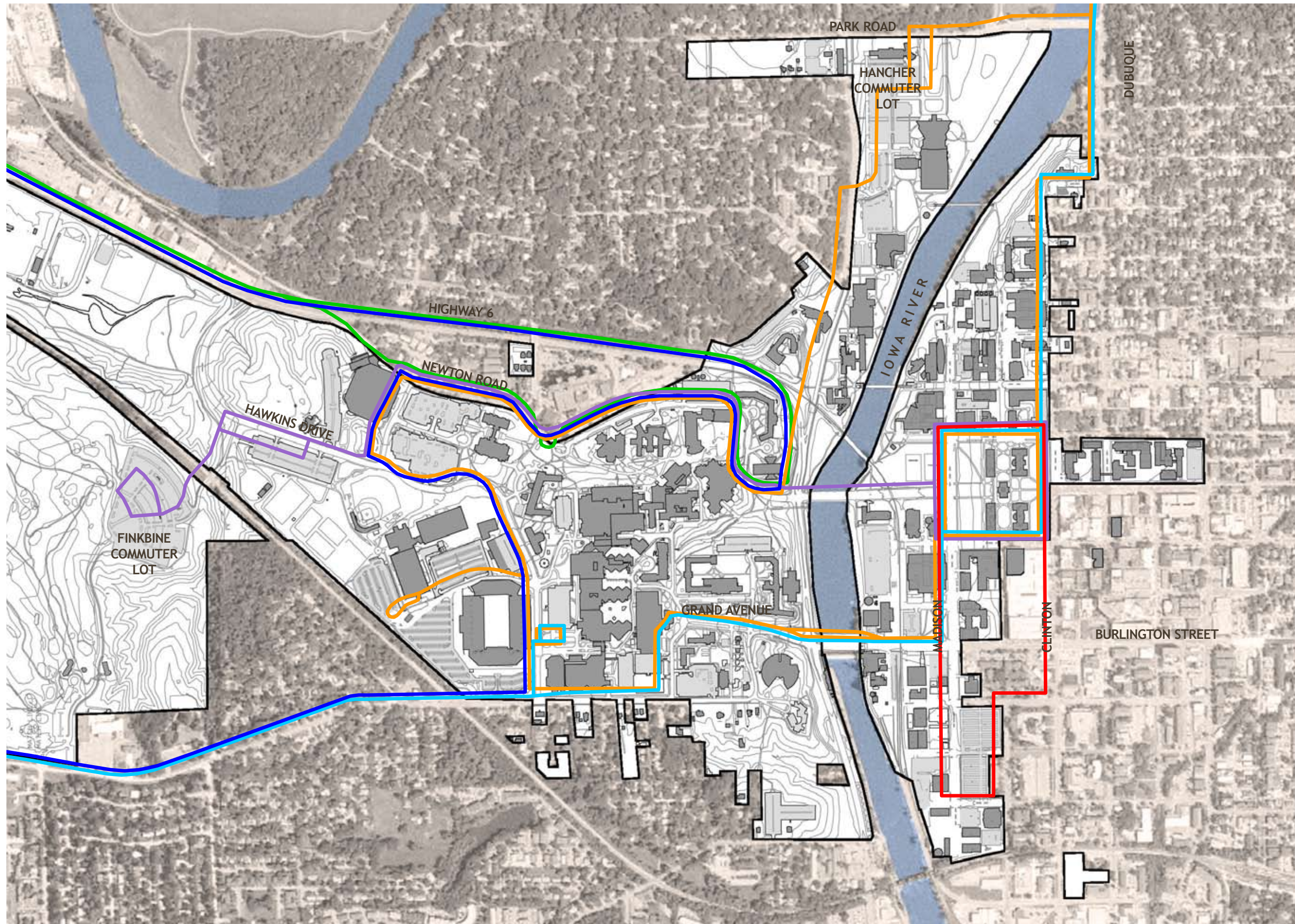
Existing CAMBUS System

The University operates a bus system (CAMBUS) that serves students, faculty, staff and the general public. CAMBUS connects all major campus destinations, including the Oakdale Campus, and provides nearly 4 million rides per year. CAMBUS is a prepaid system, open to the public on a no fare basis.

Major routes includes the Red and Blue Routes, which circle the campus in both directions; the Hawkeye Routes, which link the Hawkeye Commuter and Storage Parking Lot with east and west campus destinations; the Hospital Routes, which link the hospital to the Finkbine Commuter Parking Lot and to Hancher Auditorium; the Pentacrest Route, which links the Pentacrest to the Finkbine Commuter Parking Lot; the Oakdale Route, which links Oakdale and the West Campus; the East Campus Shuttle, which is a compact loop that links the Pentacrest to the University Services Building; and the Interdorm and Mayflower Routes, which link all student residence halls to the Pentacrest. The Existing CAMBUS Routes map shows the major routes. Most buses run on 10- to 15-minute headways, while the Finkbine-Hospital Routes run on a 5- to 10-minute headway. Oakdale buses run every 45 minutes. The CAMBUS system not only provides convenient intra-campus connections, but also is an essential component of the campus parking system. CAMBUS connections to the Finkbine and Hawkeye Commuter Parking Lots allow the perimeter surface parking system to work, which in turn allows for the necessary concentration of academic, research, general use and support facilities that require close adjacency in the core areas of campus.

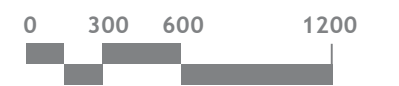
Other local transit systems that serve the campus to a lesser extent than CAMBUS include Iowa City Transit, Iowa City Downtown Shuttle, and Coralville Transit. CAMBUS also operates a special service for disabled riders. The BIONIC BUS serves disabled students, faculty and staff with demand-response service. All major CAMBUS routes are served by accessible vehicles equipped with wheelchair lifts.





LEGEND

- █ East Campus Shuttle
- █ Hawkeye/Hospital
- █ Hawkeye/Interdorm
- █ Oakdale
- █ Pentacrest
- █ Red (clockwise) & Blue Routes (counterclockwise)

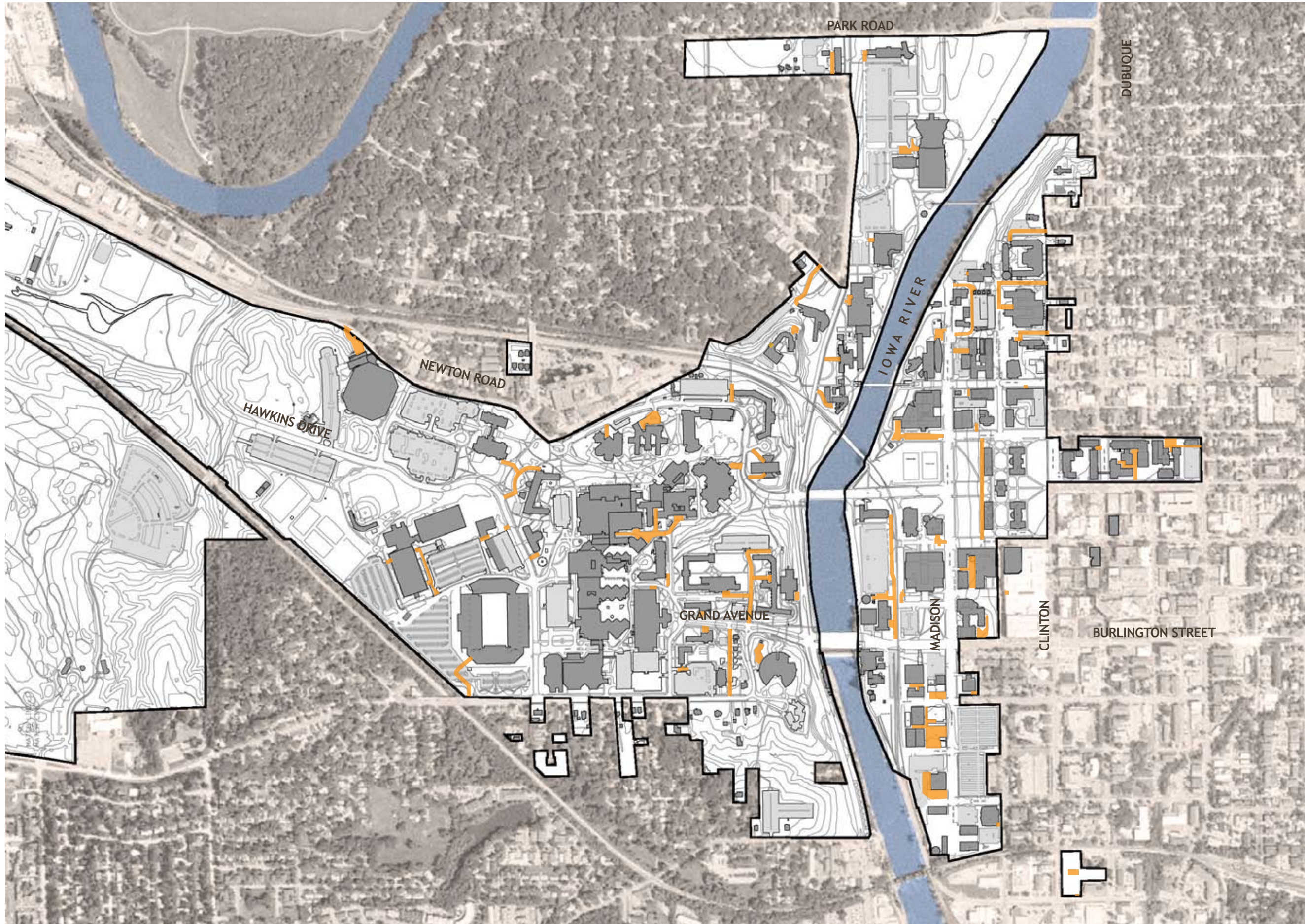


**EXISTING
CAMBUS ROUTES**

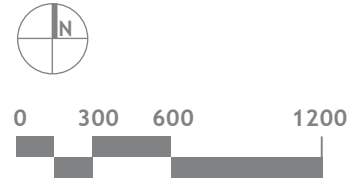
Service Access

The Existing Service Access map shows the location of major service areas at buildings. In general, service access is adequate and reasonably separated from non-service functions; however, a number of areas present conflicts and congestion. The hospital receiving area is seriously congested, cramped and conflicts with pedestrian activity. A number of pedestrian walks conflict with service access drives, including the following examples: service access to the English Philosophy Building crosses a pedestrian desire line between EPB and the Library, however this is a minor service function; Pentacrest service brings vehicles into conflict with pedestrians, but on a very controlled and limited basis; service access at Rienow and Slater Halls, Burge Hall and Blank Honors cross major walkways; and Bowen Science service conflicts with traffic and walks on Newton Road. Service functions at the Iowa Memorial Union are significant and pass through a major pick-up and drop-off area on the south side of the Union, causing congestion and safety issues. Study has revealed that it is cost prohibitive to relocate the IMU service area.





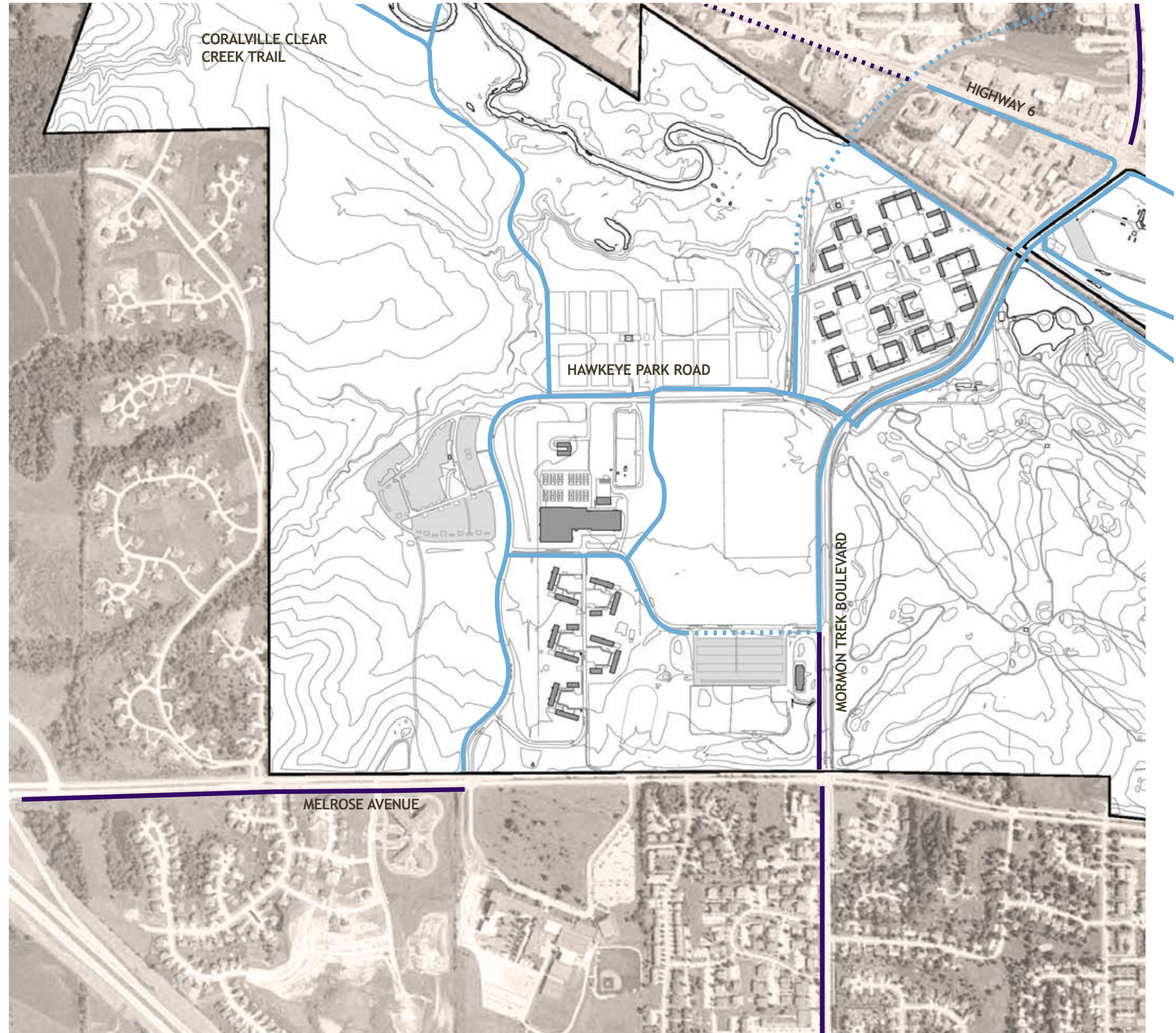
LEGEND
 Service Access



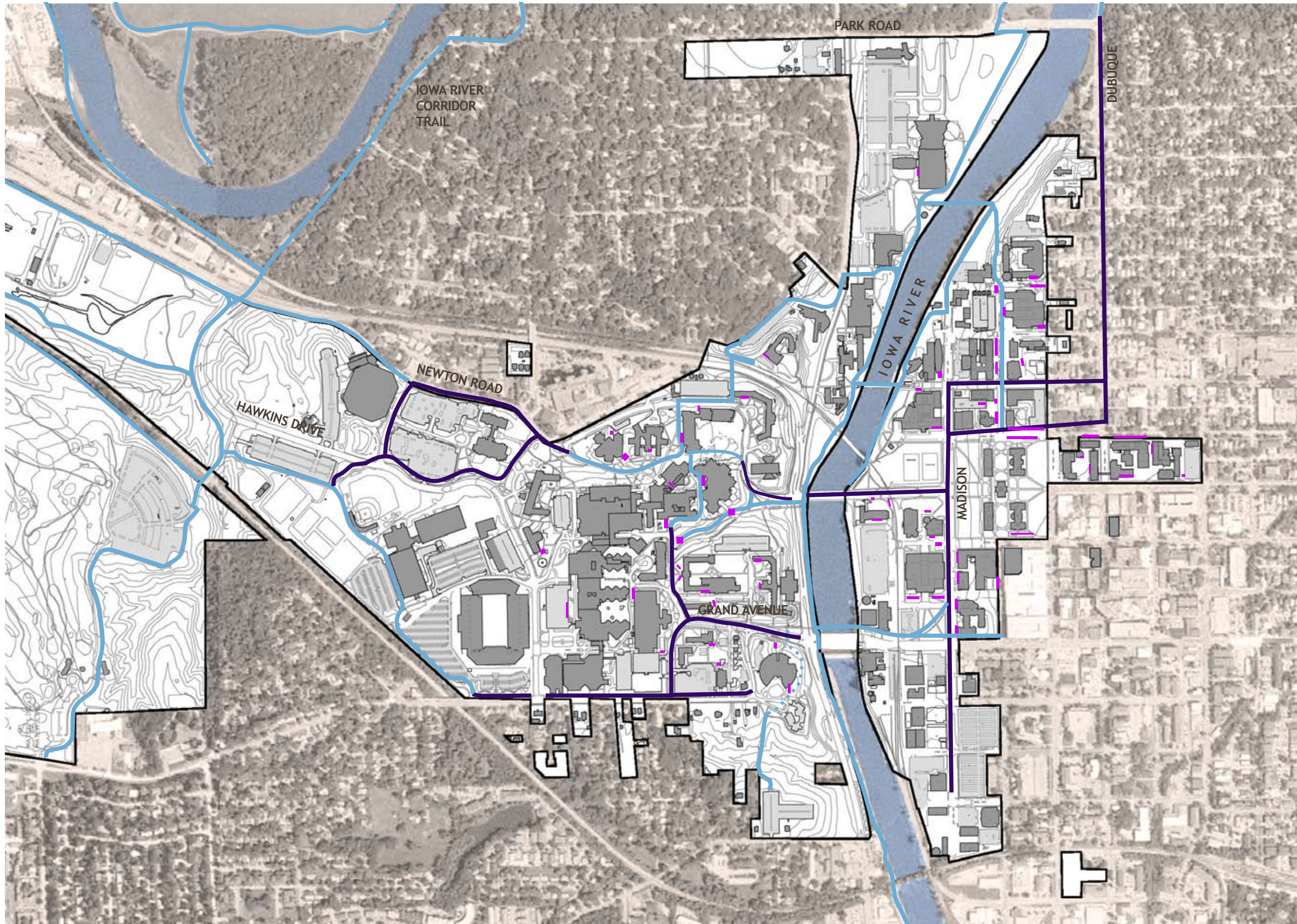
EXISTING SERVICE ACCESS

Bicycle Routes

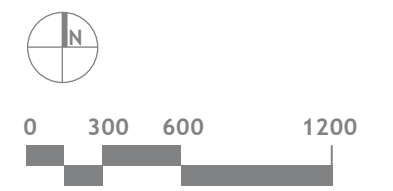
The Existing Bicycle Routes map illustrates the existing, shared use bicycle-pedestrian paths serving the campus and providing connections to the surrounding community. Also shown are major bicycle parking areas on campus. The existing system consists of vehicular roadways shared with automobiles, and general use trails shared with walkers. There are no bikeways dedicated exclusively to bicycles. This approach seems to satisfy the existing bicycle demand and has provided reasonable service to users.



Existing well-located bicycle parking on the south side of the Pappajohn Business Building.



- LEGEND
- Shared Roadway
 - Shared Walk
 - - - Future Shared Walk
 - Bike Rack Location



**EXISTING
BICYCLE ROUTES**

Pedestrian Circulation

The Existing Pedestrian Circulation map shows the existing campus system of pedestrian walkways. The East Campus walk system follows the existing pattern of streets except in a few locations, including along the Iowa River, the Pentacrest, Gibson Square and a number of small courtyard areas. The College Avenue Mall, North Library Plaza, Linn Street walk and Cleary Walkway are examples of places where vehicular streets have been converted to pedestrian corridors.

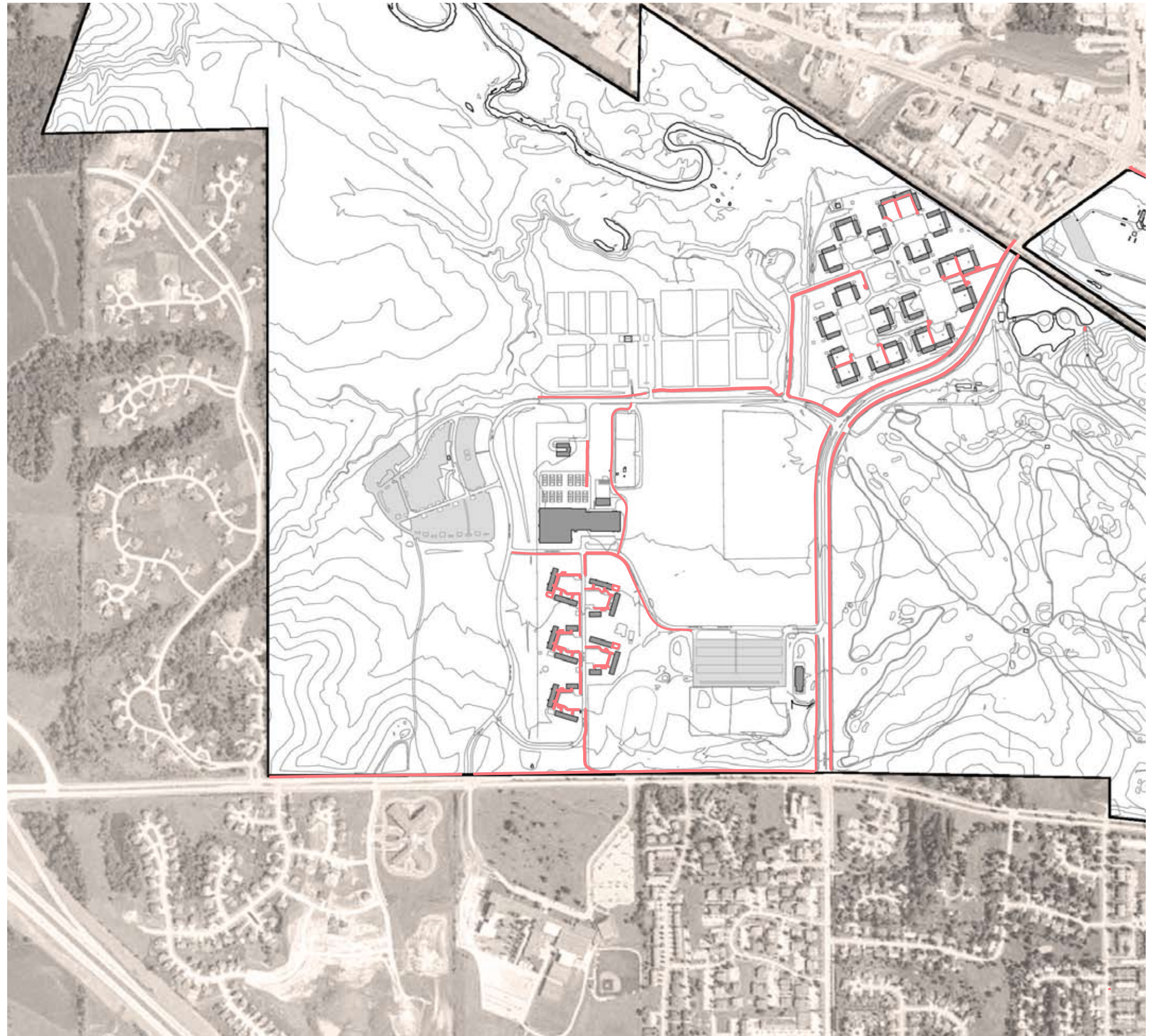
The East and West Campuses are linked by five major river crossings: Park Road, Iowa Avenue, Burlington Street, and two pedestrian bridges. One pedestrian bridge is at Market Street extended and the other is at the south end of Hancher Auditorium.

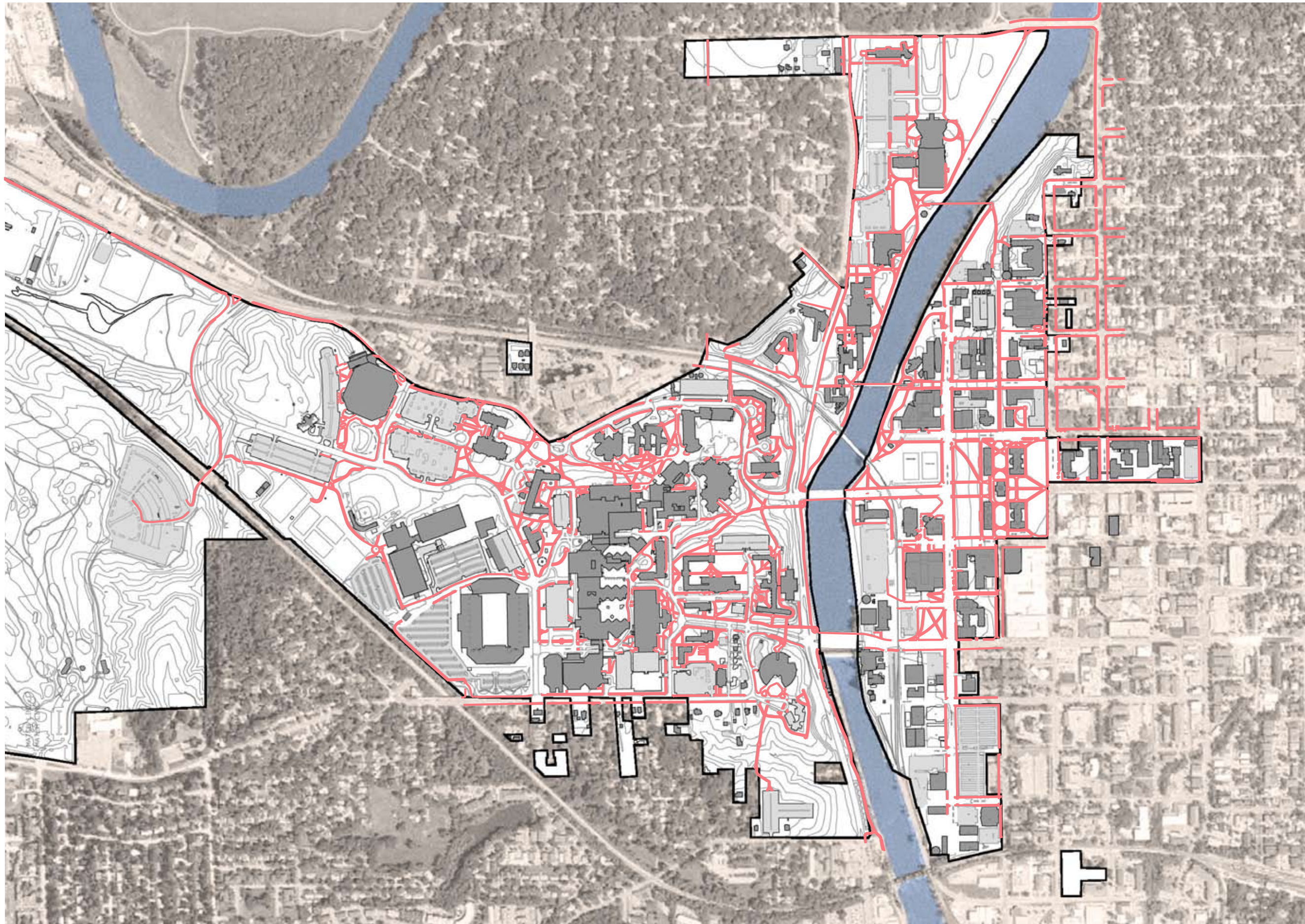
The pedestrian walk system on the West Campus is considerably less structured than that on the East Campus. This is caused by the lack of a commanding system of streets and the varied terrain. In the UIHC area, pedestrian paths are intermingled with service drives and parking. Beyond the Dentistry Building and to the west of Hawkins Drive, the pedestrian walk system tends to be strongly defined by parking and vehicular roads. The most user-friendly pedestrian area on the West Campus Health Sciences area is the greenway that extends from Bowen Science Building to the College of Dentistry. On the Arts Campus, paths generally parallel the Iowa River and provide practical links between buildings and parking lots.

In general, campus walkways are properly sized for their use and context. An exception to this is the sidewalk adjacent to the Lindquist Center on Burlington Street, where the narrow sidewalk is unsafe and unattractive for pedestrians.

Walkways on the Hawkeye Campus are generally confined to the areas around buildings and to residential areas. Multi-use pedestrian and bicycle trails parallel the major roads and lead to Coralville along the Clear Creek corridor.

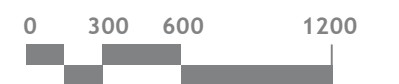
There is a limited pedestrian walk system at the Oakdale Campus, linking parking areas to building destinations. Oakdale is also served by a shared use pedestrian and bicycle path that connects Oakdale to the Main Campus.





LEGEND

— Sidewalk



**EXISTING PEDESTRIAN
CIRCULATION**

Campus Parking

Total Parking Supply

Table 1 and the Existing Total Parking Supply map show the existing University parking supply, organized as assigned for midday use.

Table 1. Existing Parking Supply

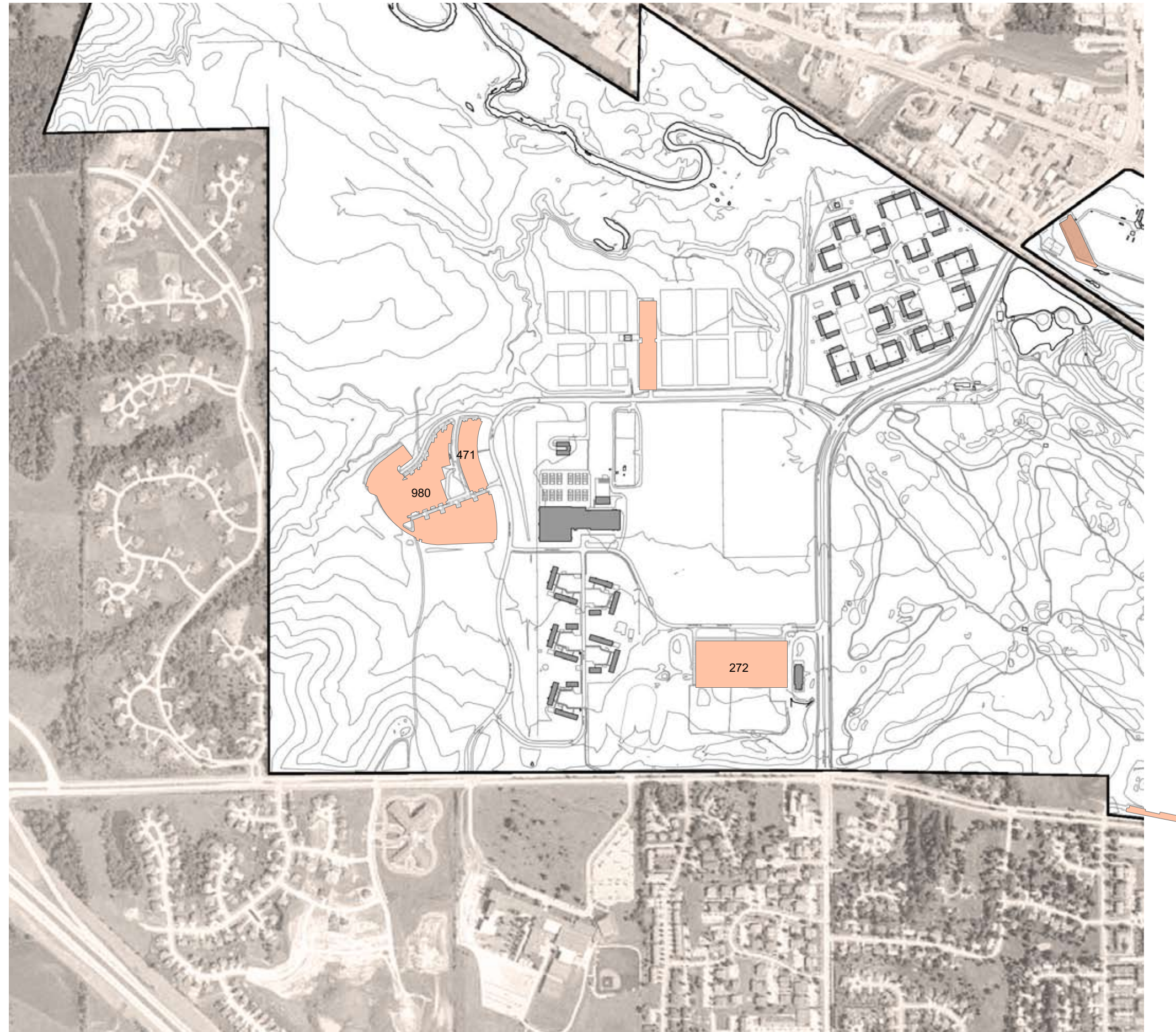
Cashier/Public	3,061
Cashier/Student	197
Commuter	2,740
Meter/Public	744
Meter/Student	189
Reserved	7
Reserved Ramp	1,386
Reserved Surface	4,566
Service Vehicle	38
Storage/Student	1,177
Loading Zone	23
Total Spaces	14,128

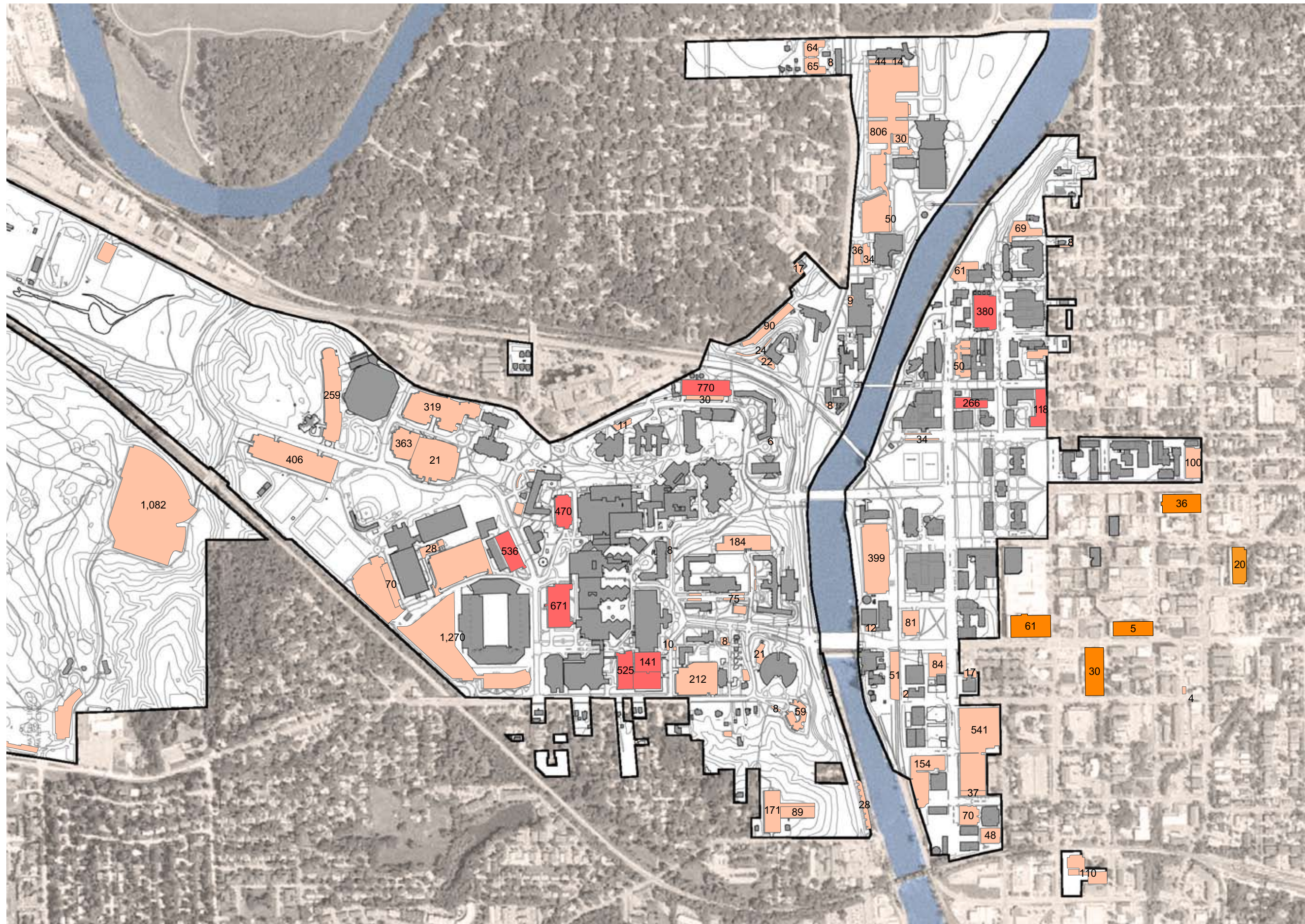
The 2,740 'Commuter' spaces are located in the Hancher, Finkbine, Arena and Hawkeye lots. These lots are shared between employees and students. Accordingly, a portion of those Commuter spaces should be counted as student spaces. The 2,740 Commuter spaces can be considered to be allocated between employees and students in proportion to the number of permits held by the two groups for Commuter lots. 81 percent of the permits issued for Commuter lots are issued to employees. Accordingly, 2,215 Commuter spaces should be considered to be allocated to employees, and the balance of 525 to students.

Space classifications can be simplified from the categories used by the University, as follows:

Table 2. Classification of Parking Supply by User

Employee	8,174
Student	2,088
Public	3,805
Service/Loading	61
Total Spaces	14,128





Faculty-Staff-Employees – Permit Space Supply/Distribution

The Existing Employee Travel Times Between Parking and Workplaces map shows faculty/staff on-campus travel distances, between the buildings in which they work and the parking facilities to which they are assigned. As the figure shows, employees enjoy proximate parking only in the northwest campus, the campus south of Burlington Street, and the Recreation Building, all areas that are more or less surrounded by perimeter surface parking. Most employees on both the East and West Campuses park at least 600 feet from their buildings, with a significant distinction between those who park within a quarter-mile (1,320 feet) and those who park more remotely, the majority of whom make use of CAMBUS. The former category, in yellow, includes buildings near the Hospital Ramps; the IMU, North Campus and City of Iowa City Ramps; and Lot 3. The latter category, shown in red, comprises the largest part of both campuses.

Current Demand Characteristics

Table 3 summarizes the parking, bus pass and ride-sharing characteristics of the employee population.

Table 3. Employee Parking Permit Issuance and Commuter Program Participation

Employees	17,590
Parking Permits	9,782
Van Pool	756
Bus Pass	1,110

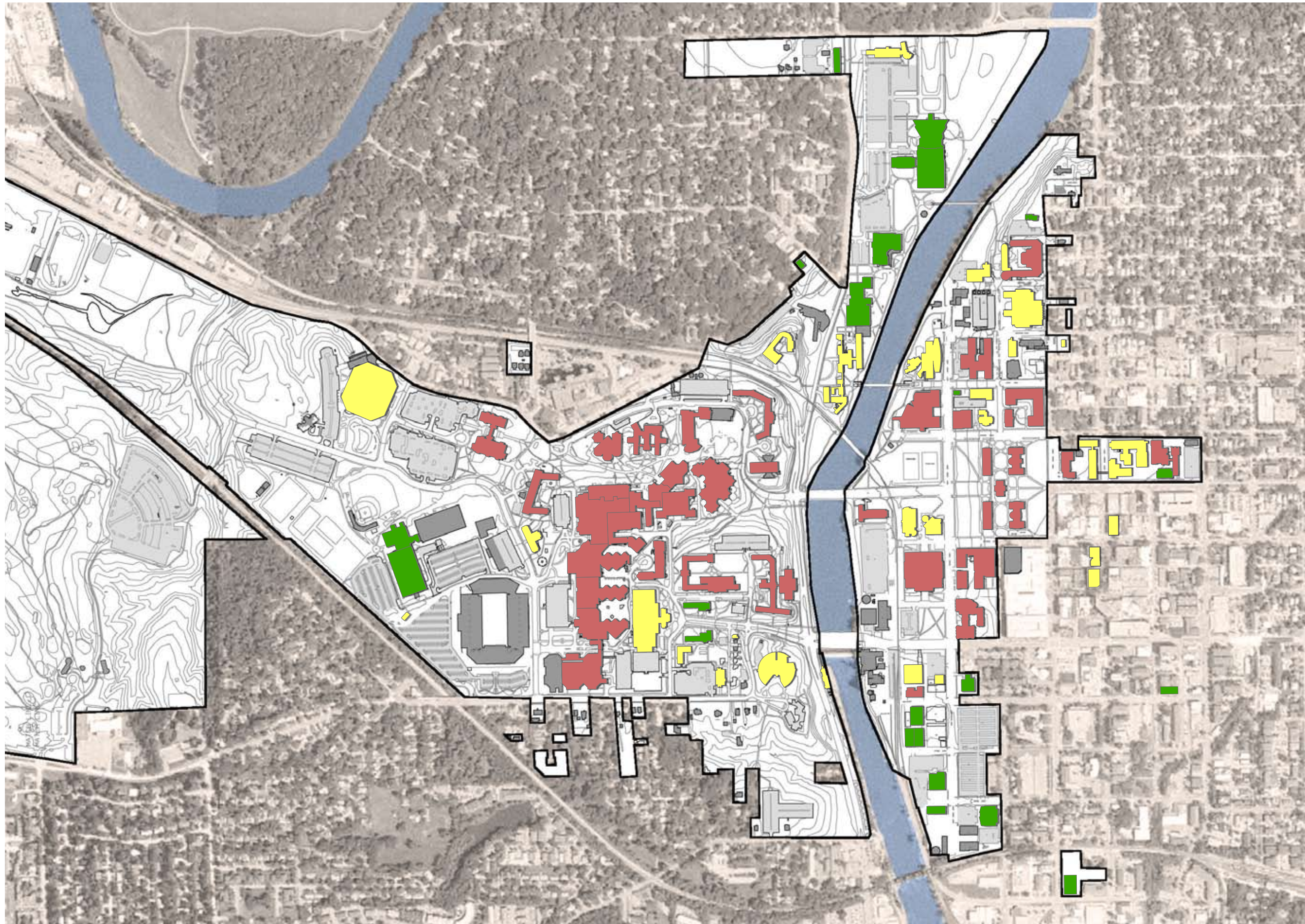
The ratio of employee parking permits to employee parking spaces is 1.2:1.

Parking Issues

In structuring a strategy to ensure adequate and appropriately located parking in the short and long term, a number of issues have been identified as critical:

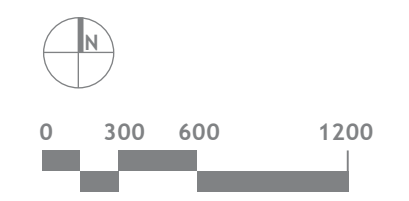
- Convenience – As the Employee Travel Times map shows, most employees currently park at a significant distance from their work locations. The CAMBUS service is designed to support a parking system that relies on remote parking to satisfy user need while preserving the quality of the campus. New parking facilities and future CAMBUS routes should be supportive of this concept.
- Supply of Close-in Spaces – The success of the remote-parking system notwithstanding, there remains a need for convenient parking in both the East Campus and West Campus, primarily for visitors. Visitor parking demand is expected to experience gradual increases in the future, particularly related to the UIHC area.





LEGEND

- Most Travel < 600 ft.
- Most Travel between 600 to 1,320 ft.
- Most Travel > 1,320 ft.



EXISTING EMPLOYEE TRAVEL TIMES BETWEEN PARKING & WORKPLACES

- Ramps – Historically, ramps have been located to serve high public demand venues such as the Hospital, Clinics, Field House and IMU. The Newton Road ramp was the first University ramp built principally to replace proximate faculty-staff parking that had been displaced by the relocation of Newton Road and the construction of the Medical Education and Biomedical Research Building. It is anticipated that future ramps will be built for both public demand and for replacement of displaced employee spaces. At some time in the future, it will be desirable to reconfigure and expand the IMU ramp to better serve this high demand area of the East Campus.
- Potential Impacts on Supply – The Anticipated Parking Changes map shows the parking lots that could be displaced, both within a five-year time frame and over the longer term. Within the next five years, the lots that are most likely to be displaced are:

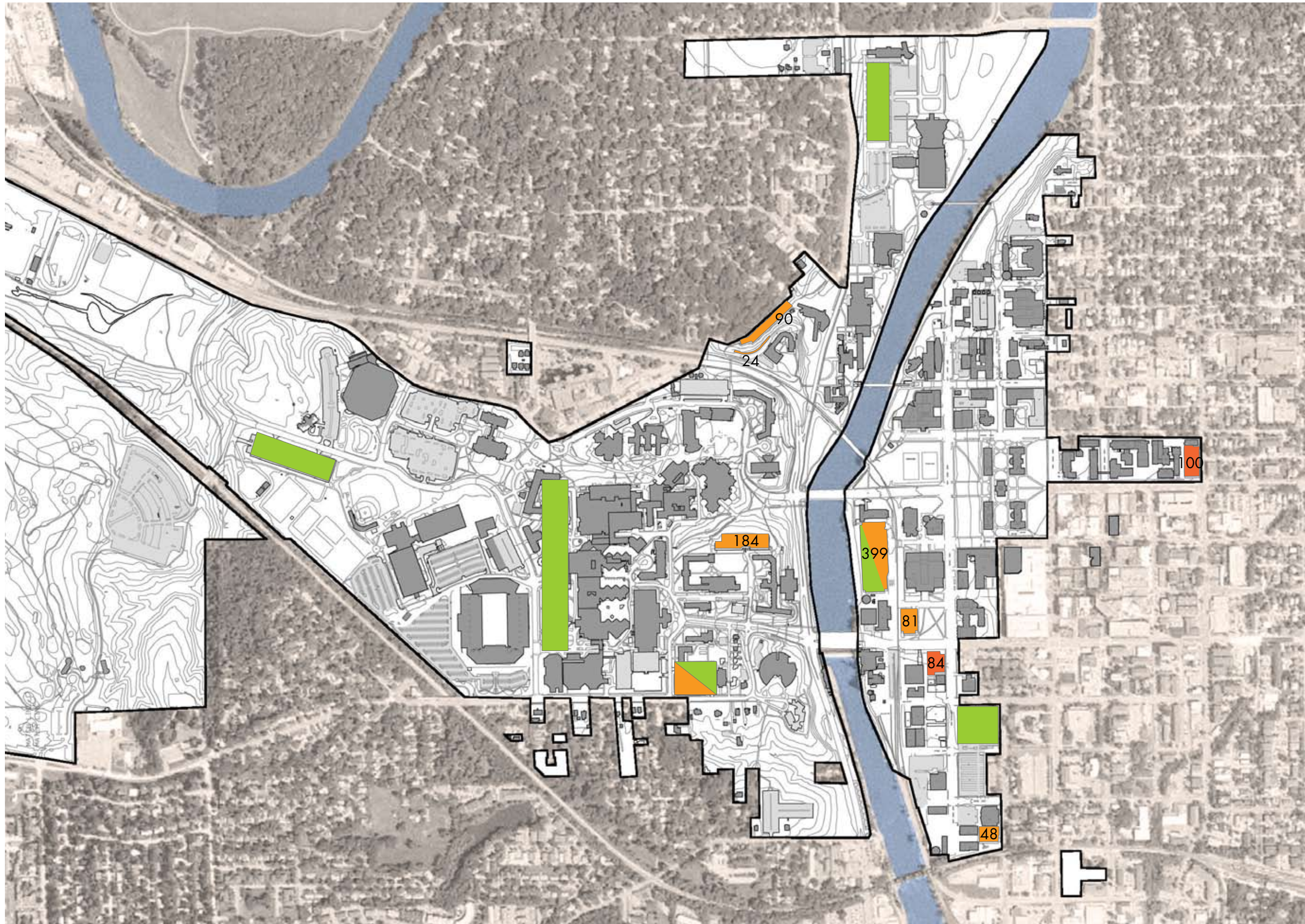
Table 4. Potential Parking Displacements

	Lot #	Spaces
Seashore Hall	2	100
Burlington Street	27	84
USB	4	48
<i>Total Possible Displacement</i>		232

These potential displacements should be considered against existing surpluses in certain remote parking lots: Lot 11 and the Hawkeye and Hall of Fame lots. The total existing surplus is approximately 550 spaces. In assessing parking needs, however, such surpluses may be considered to represent an appropriate and necessary ‘cushion’ of available spaces. Their remote locations also do not provide comparable replacements for the lost core area spaces. It is likely that many of the displaced spaces will need to be replaced with ramps that are reasonably convenient to employee destinations.

- Future Growth in Parking Need – Currently the University provides parking permits to 58 percent of the full time work force, and provides vanpool and bus pass options to another 12 percent, for a total of 70 percent participation in the commuter options program. The University Department of Parking and Transportation estimates that, by 2011, the percentage is expected to grow to 82. Therefore, although the size of the workforce is not projected to increase, it is expected that the number of parking permits issued will. Assuming that the proportion of parking permit holders to vanpool/bus pass participants stays the same, 68 percent of the workforce would hold parking permits by 2011. To keep pace with the growth in parking permit issuance, the number of employee parking spaces will need to grow from 8,174 to 9,564 by 2011, or 1,390 spaces (assuming the cushion of surplus parking is to be preserved).





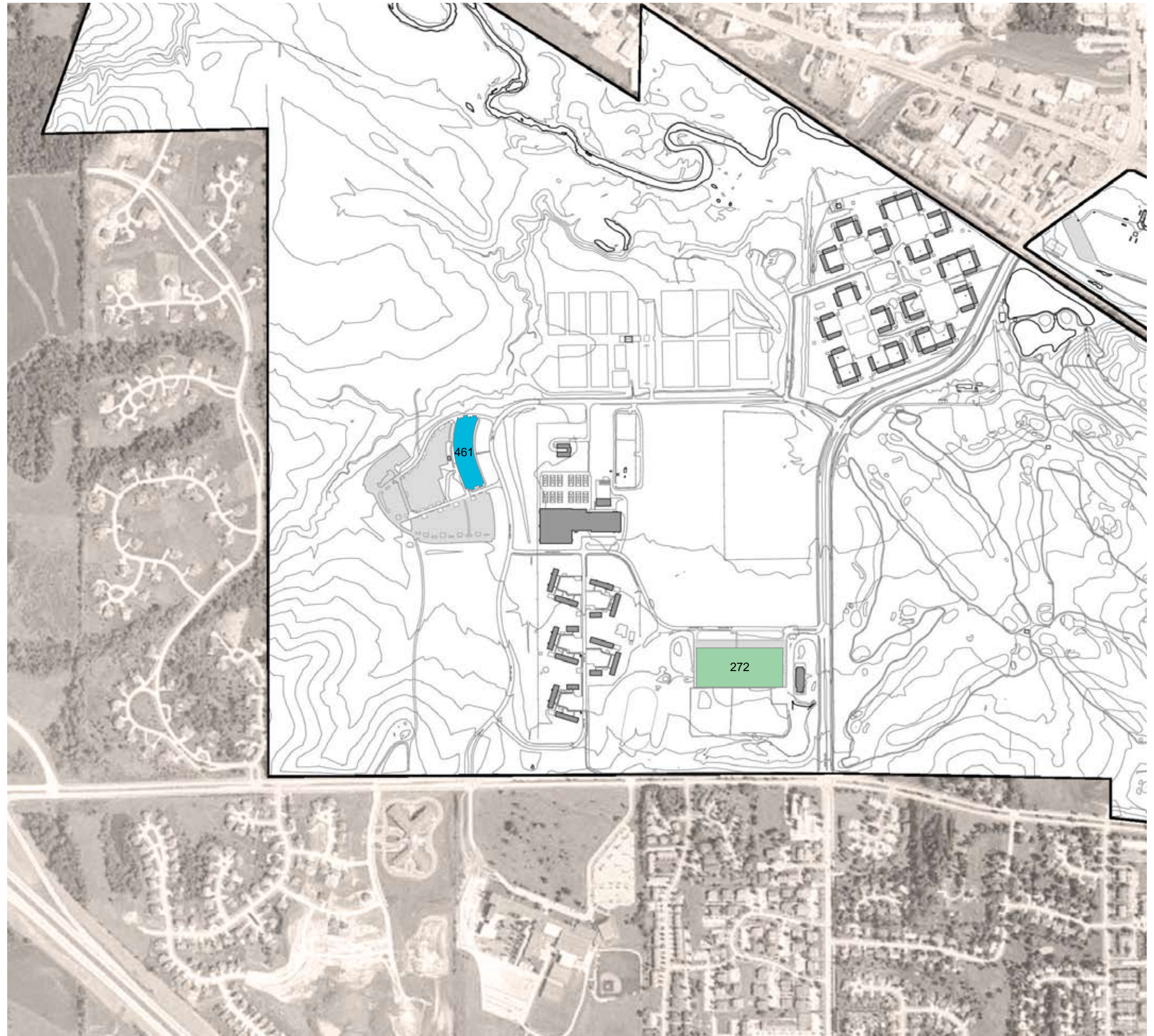
Total New Parking Need

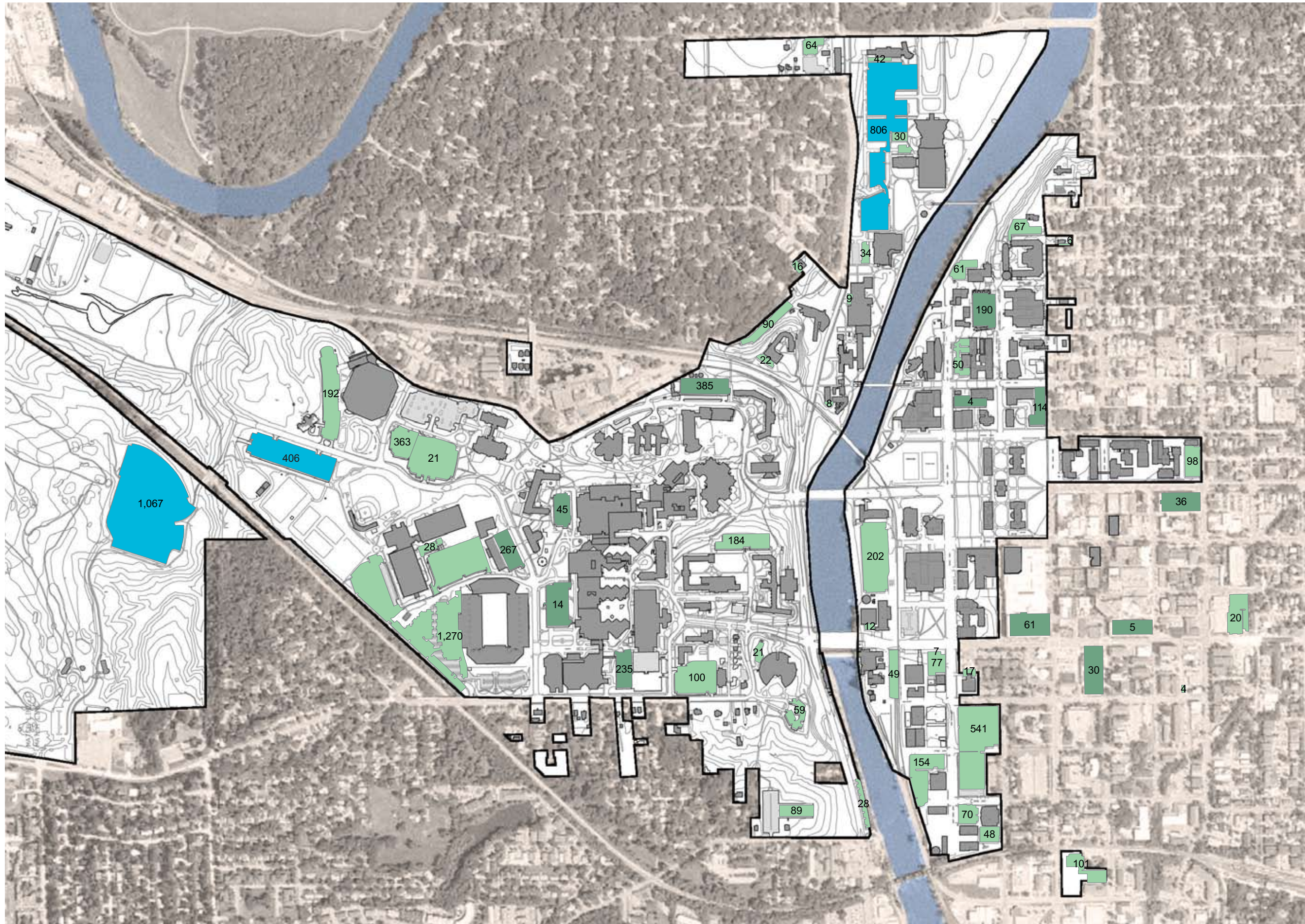
Taking parking displacement and new parking need together (but leaving out existing surpluses), Table 5 shows the projected need for new parking spaces by 2011.

Table 5. New Parking Spaces Needed by 2011

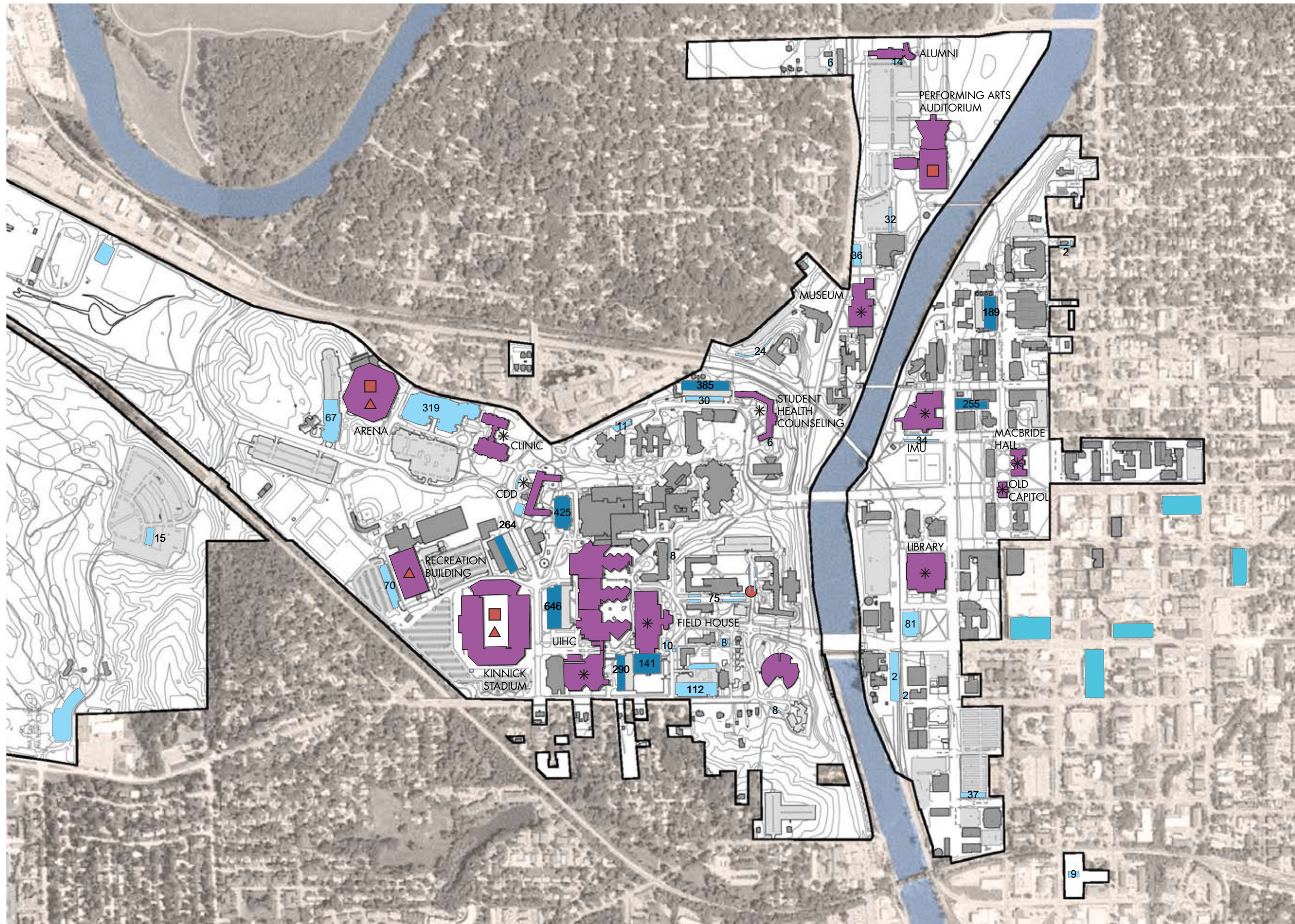
New Parking Demand	1,390
Displaced Spaces	232
New Spaces Needed	1,622

Maps on the following three pages illustrate existing employee parking supply locations, existing public venues and related parking supply, and existing student parking supply locations.









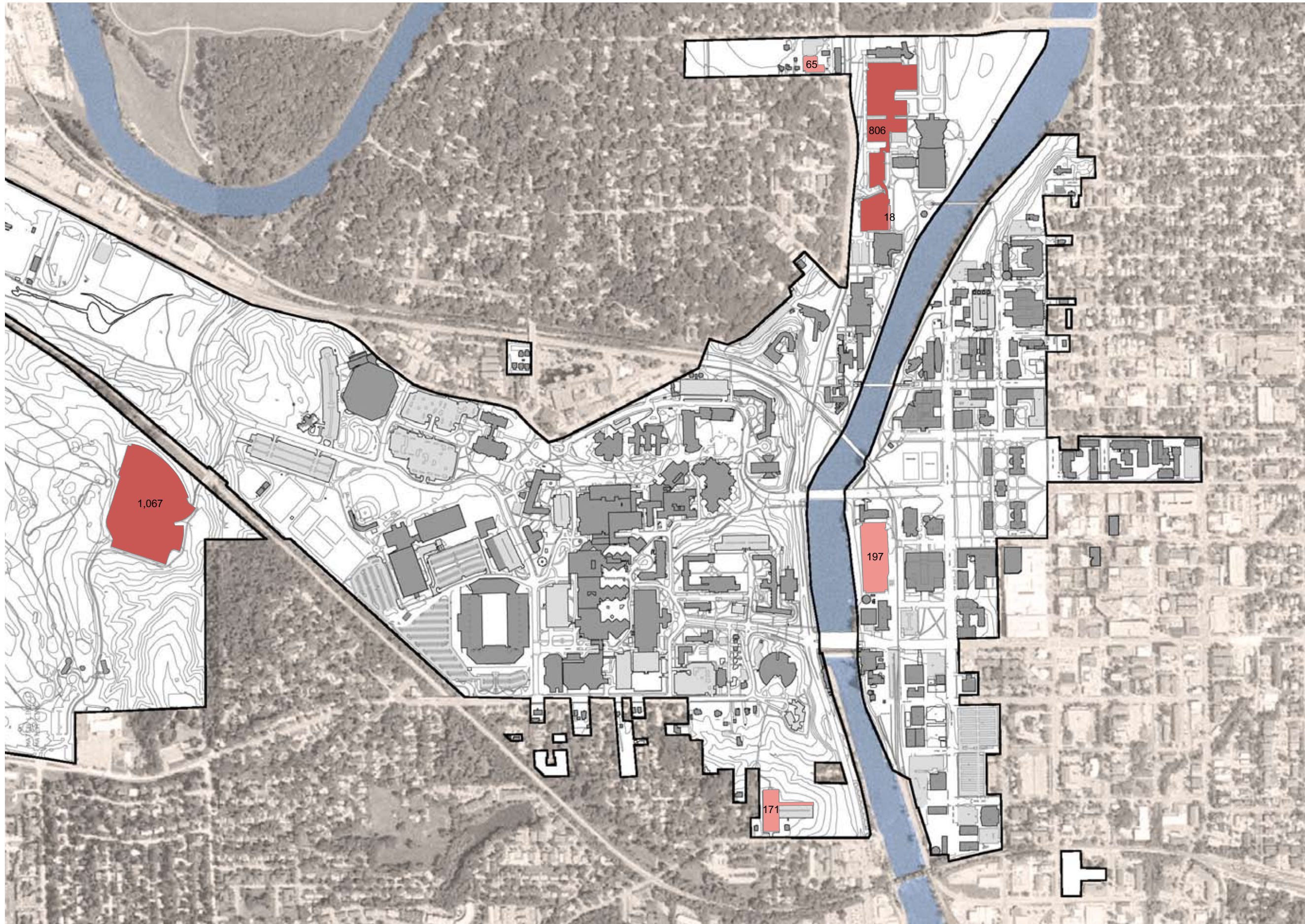
LEGEND

- Surface Lots
- Structured Parking
- Iowa City Structured Parking
- Public Venues
 - * Weekday Usage
 - ▲ Athletic Events Usage
 - Special Events Usage
- Resident Meters

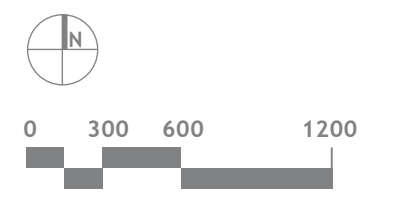
0 300 600 1200

EXISTING PUBLIC PARKING SUPPLY





LEGEND
 ■ Commuter Lots
 ■ Other Student Lots



**EXISTING STUDENT
 PARKING SUPPLY**

Oakdale Campus

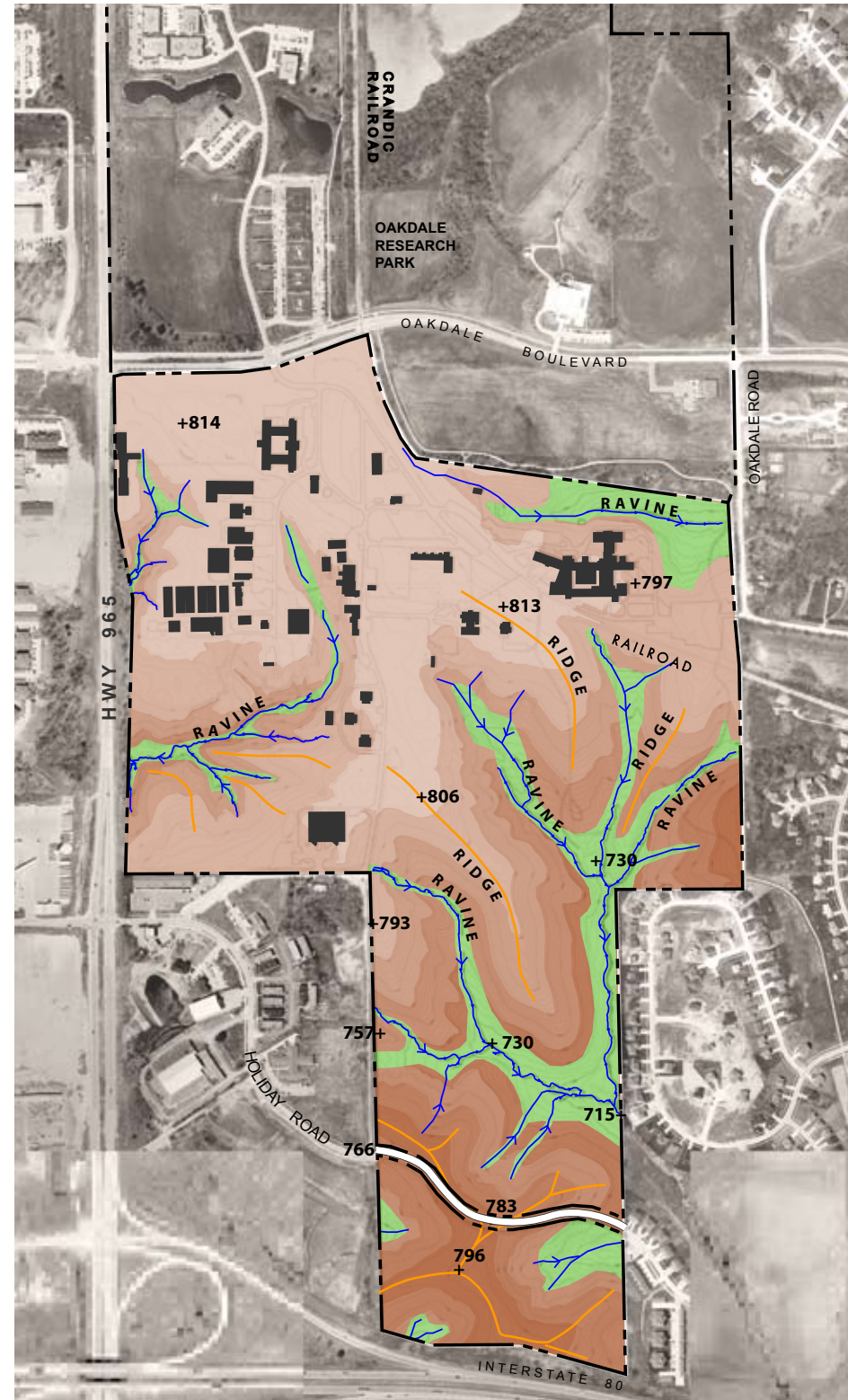
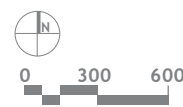
Landform

The topographic form of the Oakdale Campus defines several relatively flat upland areas suitable for buildings and surface parking in the north end of the property, and an incised terrain area of ravines and narrow ridges in the south (see Existing Landform map). The vertical difference between the uplands at approximate elevation 810 and the ravine bottoms at elevation 730 is about 80 feet. All stormwater runoff at Oakdale is directed towards the ravines; therefore, the ravine areas will be important stormwater management areas for future development. The net usable land area at Oakdale consists of 3 upland areas (see Existing Usable Land Areas map): one in the northwest corner at 34 acres; one in the center uplands at 54 acres; and one to the north of the CRANDIC Railroad on the site of the existing Oakdale Hall at 15 acres. Therefore, of the total 250 acres of the Oakdale Campus, about 103 acres, or about 40 percent, of the land is readily contiguous and usable. The rolling land along Holiday Road is capable of being developed, however, extensive cut and fill would be required to prepare level building sites. The land south of Holiday Road offers the largest upland area and is the most suitable southern part of Oakdale for development. This area suffers from lack of an easy connection with the rest of the Oakdale Campus.

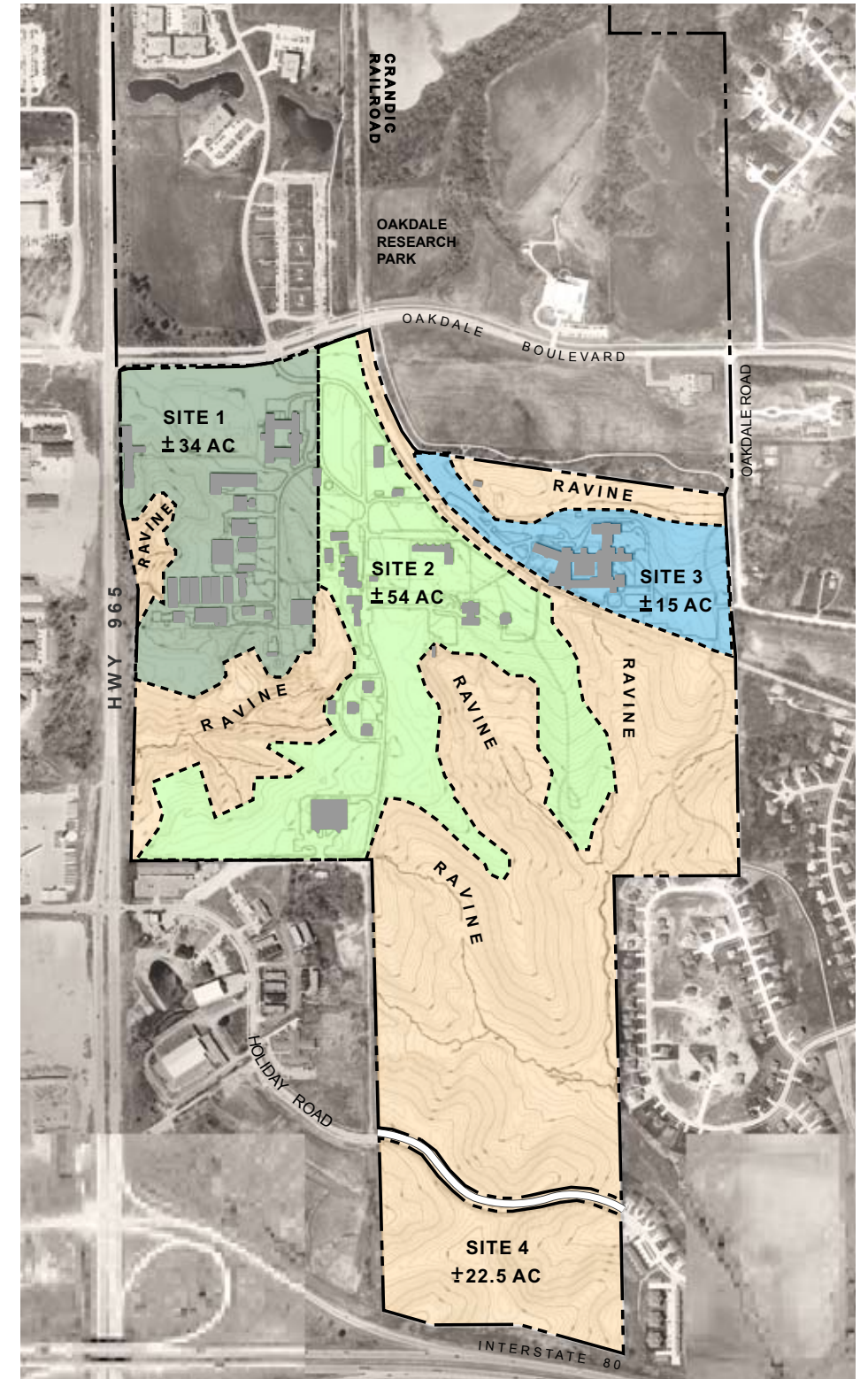
Vegetation

The Oakdale Campus consists of two basic landscape types – parklands in the north-central upland areas, and natural savanna type areas in the south. The parkland consists of turf grass with informally arranged, mature trees surrounding existing buildings. The natural areas are mostly grasslands with scattered groupings of wood vegetation.

Existing vegetation along Highway 965 generally screens views into the Oakdale Campus. This is considered a positive circumstance because of the utilitarian character of most of the Oakdale buildings along Highway 965.



OAKDALE CAMPUS
EXISTING LANDFORM



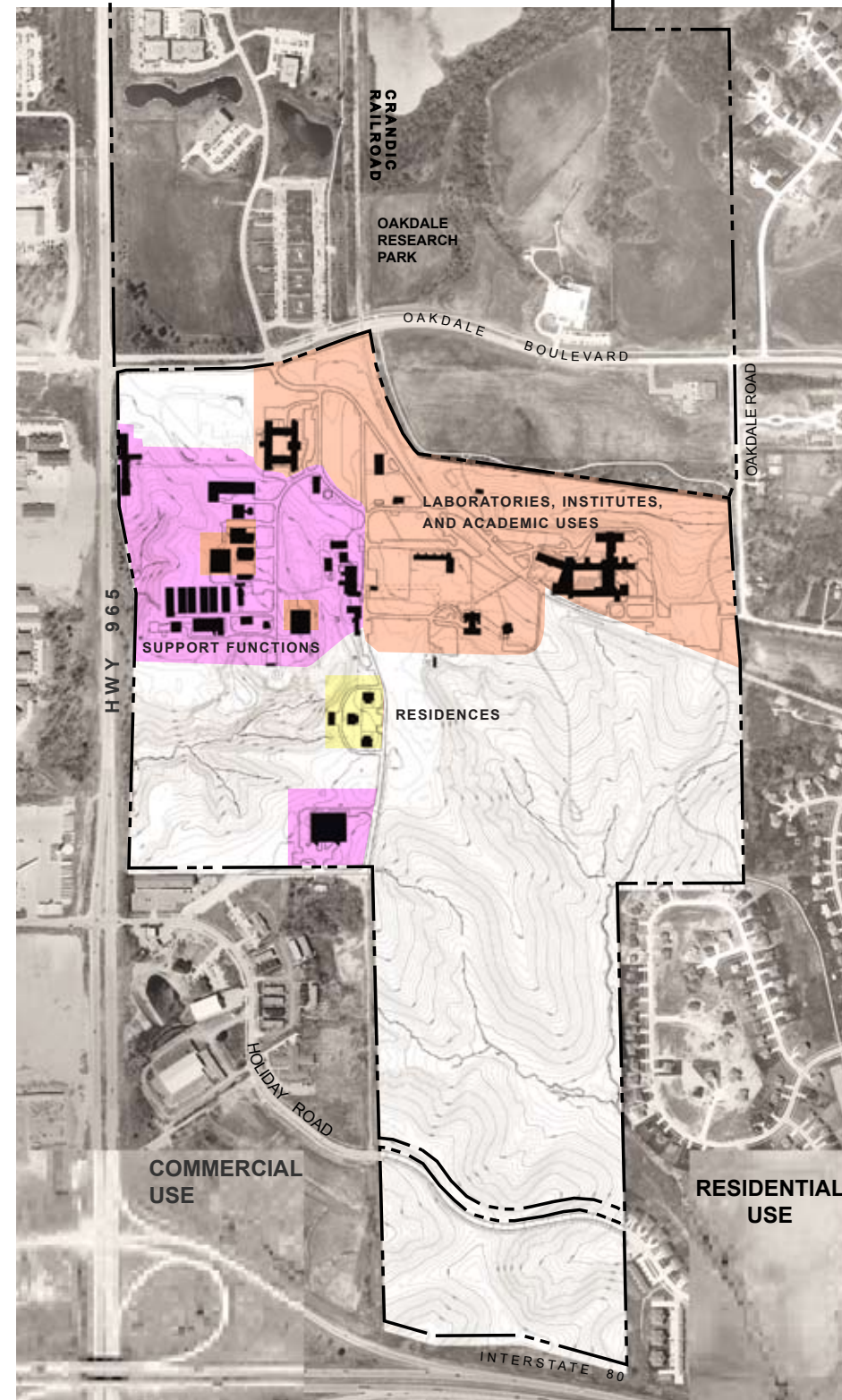
OAKDALE CAMPUS
EXISTING USABLE LAND AREAS

Land Use

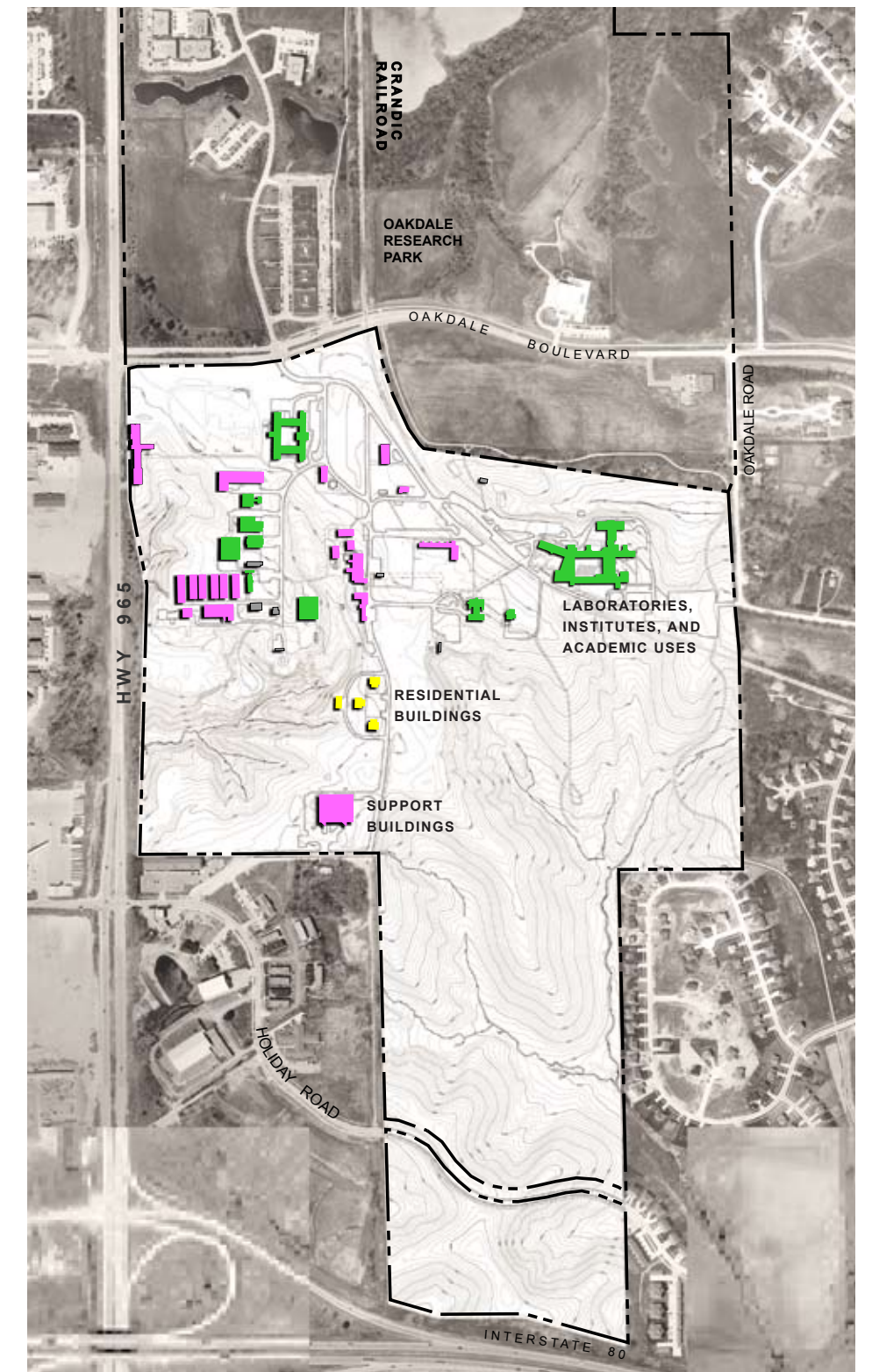
The Existing Land Use map shows existing uses at the Oakdale campus. Existing uses principally include standalone, self-contained programs such as the University Hygienic Laboratory, the Institute for Rural and Environmental Health. Oakdale also hosts a number of operations and support functions, and a small residential apartments area. Several buildings are devoted to academic-research use such as the Physiology Laboratory and Hydraulics laboratories. A large part of the Oakdale Campus is undeveloped, however, much of the undeveloped area consists of steep terrain not easily available for development of large floorplate buildings and parking lots.

Building Use

Building use at the Oakdale Campus is shown on the Existing Building Use map. The existing building use pattern is not driven by planned affinities or a structured plan for growth.



**OAKDALE CAMPUS
EXISTING LAND USE**



**OAKDALE CAMPUS
EXISTING BUILDING USE**

Building Condition

As part of the 2004 campus-wide evaluation of General Fund buildings, several buildings at the Oakdale Campus were included. All of the included Oakdale buildings were rated in the category requiring major building-wide renovations as shown on the Existing Building Condition map. The five buildings requiring major renovation include Oakdale Hall, Oakdale Studio A, the Technology Innovation Center, the Physiology Laboratory and the Institute for Rural and Environmental Health. These buildings total approximately 310,000 gross square feet, about 3/5 of all the space at the Oakdale Campus.

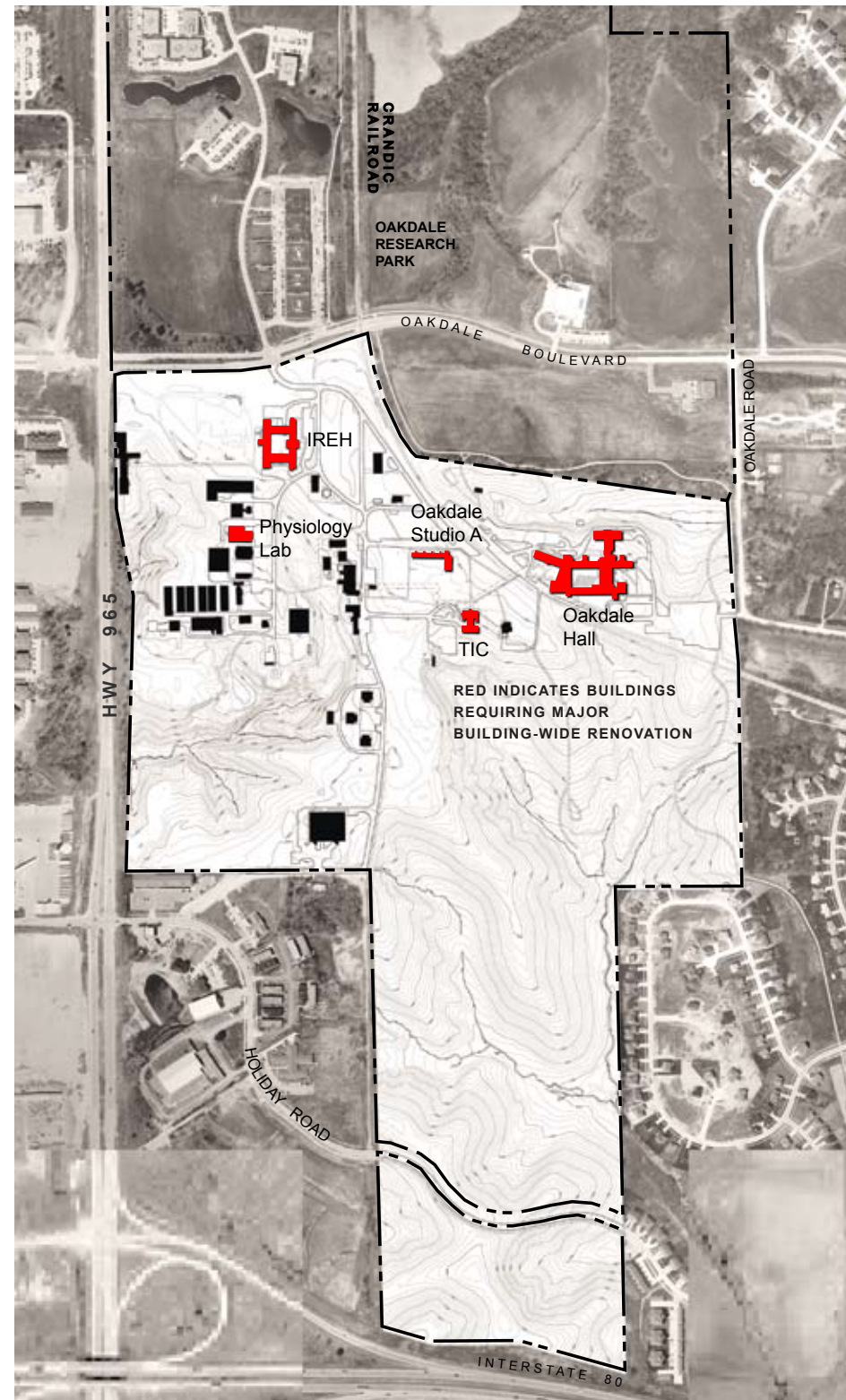
Circulation

The Existing Circulation map shows the existing road system at the Oakdale Campus. The Oakdale Campus is framed by public roads to the west (Highway 965) and north (Oakdale Boulevard), and bisected by Holiday Road in the south. Crosspark Road is the principal north-south campus road along which most secondary drives are arranged.

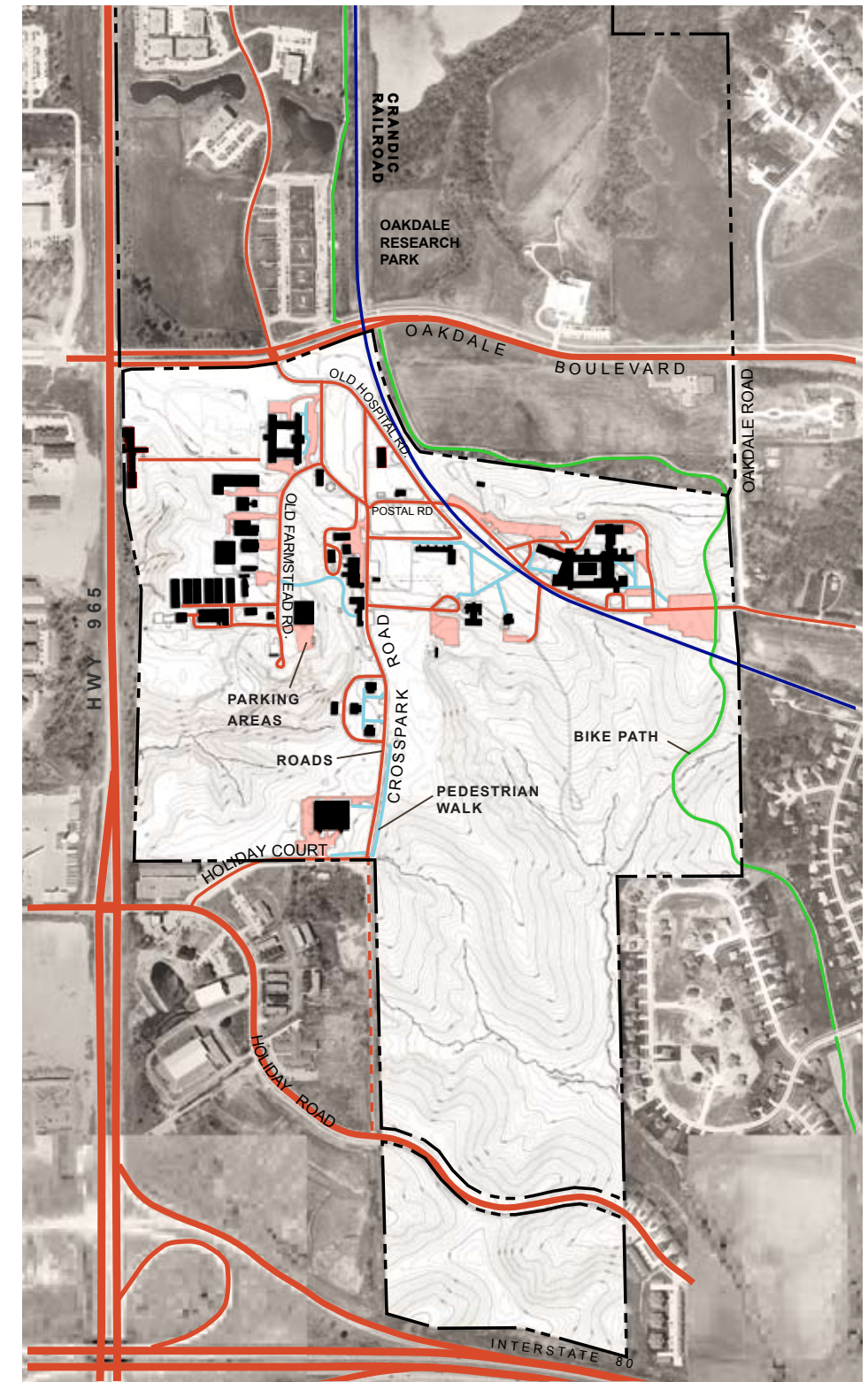
Pedestrian paths at Oakdale are principally arranged to connect parking lots and buildings, however, along the east side of the property a shared use bicycle and pedestrian path roughly parallels the CRANDIC Railroad line.

The Oakdale Campus is currently served by the CAMBUS system, which circulates through the campus on existing roads.

All parking at Oakdale is surface parking located in close proximity to user destinations.



OAKDALE CAMPUS
EXISTING BUILDING CONDITION



OAKDALE CAMPUS
EXISTING CIRCULATION

APPENDIX 2: EXISTING BUILDING CONDITIONS

CATEGORY 1			1: Capital Renewal Total	2: Deferred Maintenance Total	3: Plant Adaption Total	Def Maint & Plant Adapt Total	Facility Condition Index	Facility Replacement Cost	1+2+3 = Grand Total	Facility Condition Needs Index	
Renewal	NUM	NAME									
x-major renovation	m1	0003	CHEMISTRY	435,419	36,742,078	3,103,765	39,845,843	0.50	79,909,668	40,281,262	0.50
x-major renovation	m1	0011	SEASHORE HALL	2,365,149	11,159,555	2,816,022	13,975,578	0.37	37,513,523	16,340,727	0.44
x-major renovation	m2	0004	JESSUP HALL	864,040	5,031,767	1,060,883	6,092,650	0.31	19,747,520	6,956,690	0.35
x-major renovation	m2	0008	MACBRIDE HALL	893,777	4,513,638	1,483,367	5,997,004	0.25	23,968,093	6,890,781	0.29
x-major renovation	m2	0023	MACLEAN HALL	3,020,472	0	313,951	313,951	0.02	20,313,999	3,334,423	0.16
x-major renovation	m3	0136	LIBRARY	1,504,457	20,973,973	3,548,416	24,522,389	0.22	111,068,880	26,026,845	0.23
x-major renovation	s01	0074	INTERNATIONAL CENTER	6,394,541	914,573	1,463,417	2,377,989	0.12	20,234,701	8,772,530	0.43
x-major renovation	s02	0020	OLD MUSIC BUILDING	68,651	1,836,442	515,483	2,351,925	0.49	4,780,854	2,420,576	0.51
x-major renovation	s03	0196	ENGLISH-PHILOSOPHY BUILDING	551,821	6,239,504	893,993	7,133,497	0.29	24,389,560	7,685,318	0.32
x-major renovation	s04	0064	MEDICAL RESEARCH CENTER	4,342,310	10,841,735	1,096,204	11,937,938	0.37	32,570,370	16,280,248	0.50
x-major renovation	s05	0182	MEDICAL RESEARCH FACILITY	4,529,088	617,779	1,015,123	1,632,902	0.13	12,470,470	6,161,990	0.49
x-major renovation	s06	0029	TROWBRIDGE HALL	4,352,909	954,296	1,604,070	2,558,366	0.17	15,207,140	6,911,275	0.45
x-major renovation	s07	0035	NORTH HALL	6,065,899	686,319	1,472,550	2,158,870	0.12	18,585,840	8,224,769	0.44
x-major renovation	s08	0213	INSTITUTE FOR RURAL & ENVIR. HEALTH	3,904,149	1,472,942	993,477	2,466,419	0.19	13,278,492	6,370,568	0.48
x-major renovation	s09	0227	TECHNOLOGY INNOVATION CENTER	481,352	1,110,134	584,494	1,694,628	0.44	3,873,360	2,175,980	0.56
x-major renovation	s10	0006	PHARMACY BUILDING	3,937,971	8,438,793	783,698	9,222,491	0.19	48,896,424	13,160,462	0.27
x-major renovation	w	0016	COMMUNICATIONS CENTER	379,879	2,133,934	953,619	3,087,553	0.34	9,059,390	3,467,432	0.38
x-major renovation	w	0015	HALSEY HALL	949,484	3,395,750	1,183,448	4,579,197	0.29	15,656,653	5,528,681	0.35
x-major renovation	w	0330	PHYSIOLOGY RESEARCH LABORATORY	311,682	893,726	170,702	1,064,428	0.37	2,911,446	1,376,110	0.47
x-major renovation	x	0225	OAKDALE HALL	4,009,395	30,489,430	3,323,641	33,813,071	0.47	72,668,844	37,822,465	0.52
x-major renovation	x	0230	OAKDALE STUDIO A	318,571	2,514,510	530,495	3,045,005	0.49	6,265,740	3,363,576	0.54
subtotal			\$ 49,681,015	\$ 150,960,877	\$ 28,910,816	\$ 179,871,694		\$ 593,370,967	\$ 229,552,709		

m=major; s=secondary; w=wait and see; x=remove

5-yr plan
2007-2011

CATEGORY 2			1: Capital Renewal Total	2: Deferred Maintenance Total	3: Plant Adaption Total	Def Maint & Plant Adapt Total	Facility Condition Index	Facility Replacement Cost	1+2+3 = Grand Total	Facility Condition Needs Index
Renewal	NUM	NAME								
p-phased renov	0021	ART BUILDING	6,181,203	375,695	1,263,558	1,639,252	0.07	22,607,306	7,820,455	0.35
p-phased renov	0007	CALVIN HALL	278,501	1,899,812	391,797	2,291,609	0.27	8,508,760	2,570,110	0.30
p-phased renov	0278	DENTAL SCIENCE BUILDING	23,310,256	904,318	2,538,056	3,442,374	0.05	68,688,648	26,752,630	0.39
p-phased renov	0040	FIELD HOUSE	18,171,118	166,394	2,241,651	2,408,044	0.03	77,721,020	20,579,162	0.26
p-phased renov	0038	GILMORE HALL	1,921,315	162,998	569,722	732,720	0.07	10,042,749	2,654,035	0.26
p-phased renov	0221	HANCHER AUDITORIUM	3,210,434	455,812	993,157	1,448,969	0.06	25,467,000	4,659,403	0.18
p-phased renov	0293	HARDIN LIBRARY FOR THE HEALTH SCIENCES	3,272,670	6,660	986,004	992,664	0.04	22,726,340	4,265,334	0.19
p-phased renov	0300	JEFFERSON HALL	3,000,794	15,010	508,531	523,541	0.05	10,842,000	3,524,335	0.33
p-phased renov	0316	LINDQUIST CENTER	7,716,136	1,523	1,364,643	1,366,166	0.03	43,937,140	9,082,303	0.21
p-phased renov	0034	MEDICAL EDUCATION BUILDING	6,679,493	1,323,493	1,275,996	2,599,489	0.09	29,290,248	9,278,982	0.32
p-phased renov	0028	MEDICAL LABORATORIES	13,574,980	50,835	2,375,824	2,426,659	0.04	66,191,022	16,001,638	0.24
p-phased renov	0435	MULTI-TENANT FACILITY	6,085,354	22,217	369,208	391,425	0.01	29,329,578	6,476,779	0.22
p-phased renov	0222	MUSEUM OF ART	3,657,468	506,762	224,671	731,432	0.04	19,014,580	4,388,900	0.23
p-phased renov	0322	NURSING BUILDING	1,422,796	957,716	1,627,332	2,585,048	0.12	21,397,656	4,007,844	0.19
p-phased renov	0304B	RECREATION BUILDING	4,249,258	64,545	945,406	1,009,951	0.04	25,603,240	5,259,209	0.21
p-phased renov	0115	SOUTH QUAD	290,993	1,364,988	392,332	1,757,320	0.24	7,277,400	2,048,313	0.28
p-phased renov	0188	SPENCE LABORATORIES OF PSYCHOLOGY	2,438,221	3,670,157	868,846	4,539,003	0.27	16,608,888	6,977,224	0.42
p-phased renov	0050	THEATRE BUILDING	2,958,921	547,024	573,371	1,120,395	0.05	21,068,060	4,079,316	0.19
p-phased renov	0203	VAN ALLEN HALL	14,425,503	0	2,911,143	2,911,143	0.04	71,399,183	17,336,646	0.24
p-phased renov	0205	VOXMAN MUSIC BUILDING	5,230,235	1,133,930	1,714,991	2,848,921	0.10	28,457,520	8,079,156	0.28
p-phased renov	0198	WENDELL JOHNSON SPEECH & HEARING CTR	2,788,503	213,750	1,096,140	1,309,890	0.08	17,023,760	4,098,394	0.24
p-phased renov	0033	WESTLAWN	10,914,054	8,943	1,473,627	1,482,571	0.04	36,825,880	12,396,625	0.34
subtotal			\$ 141,778,206	\$ 13,852,582	\$ 26,706,004	\$ 40,558,586		\$ 680,027,978	\$ 182,336,792	

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CATEGORY 3			1: Capital Renewal Total	2: Deferred Maintenance Total	3: Plant Adaption Total	Def Maint & Plant Adapt Total	Facility Condition Index	Facility Replacement Cost	1+2+3 = Grand Total	Facility Condition Needs Index
Renewal	NUM	NAME								
o-okay for now	0376	BECKER COMMUNICATIONS	624,661	0	208,120	208,120	0.01	15,777,121	832,781	0.05
o-okay for now	0019	BIOLOGICAL SCIENCES LIBRARY	73,831	0	0	0	0.00	3,165,316	73,831	0.02
o-okay for now	0018	BIOLOGY BUILDING	1,633,204	0	186,714	186,714	0.01	35,740,710	1,819,918	0.05
o-okay for now	0448	BIOLOGY BUILDING EAST	1,805,840	728,626	42,487	771,113	0.03	22,734,475	2,576,953	0.11
o-okay for now	0454	BLANK HONORS CENTER	390,514	0	47,909	47,909	0.00	16,218,927	438,423	0.03
o-okay for now	0204	BOWEN SCIENCE	5,623,218	152,130	954,935	1,107,065	0.01	118,480,731	6,730,284	0.06
o-okay for now	0377	BOYD LAW BUILDING	8,446,943	0	292,648	292,648	0.01	52,435,488	8,739,591	0.17
o-okay for now	0379	CLINTON STREET BUILDING	850,514	0	174,886	174,886	0.03	5,397,600	1,025,401	0.19
o-okay for now	0425	COLLEGE OF MEDICAL ADMINISTRATION	238,258	0	35,067	35,067	0.00	8,994,960	273,325	0.03
o-okay for now	0407	ENGINEERING RESEARCH FACILITY	1,212,202	0	68,042	68,042	0.01	6,249,360	1,280,244	0.20
o-okay for now	0418	IOWA ADVANCED TECHNOLOGY LAB	780,470	0	295,540	295,540	0.01	43,753,770	1,076,011	0.02
o-okay for now	0430	JOHN PAPPAS JOHN BUSINESS BUILDING	2,368,941	61,444	903,366	964,810	0.02	49,044,710	3,333,751	0.07
o-okay for now	0401	JOHN W. ECKSTEIN MED. RESEARCH BLDG.	5,782,571	146,546	730,585	877,130	0.02	49,985,098	6,659,701	0.13
o-okay for now	0447	MEDICAL EDUCATION RESEARCH FACILITY	183,532	8,943	216,999	225,943	0.00	73,369,260	409,475	0.01
o-okay for now	0001	OLD CAPITOL	166,754	1,075,099	152,769	1,227,868	0.16	7,675,164	1,394,622	0.18
o-okay for now	0184	PHILLIPS HALL	2,107,938	270,786	987,873	1,258,659	0.05	22,927,060	3,366,596	0.15
o-okay for now	0039	PRESIDENT'S RESIDENCE	330,923	48,535	231,216	279,752	0.09	3,071,640	610,675	0.20
o-okay for now	0002	SCHAEFFER HALL	922,284	54,660	447,425	502,085	0.02	22,719,840	1,424,369	0.06
o-okay for now	0022	SEAMANS CENTER	3,134,846	92,603	413,453	506,055	0.01	64,250,160	3,640,901	0.06
o-okay for now	0024	STANLEY HYDRAULICS LABORATORY	185,585	0	20,464	20,464	0.00	12,351,987	206,049	0.02
o-okay for now	0450	UNIVERSITY SERVICES BUILDING	681,375	8,943	9,885	18,829	0.00	18,087,420	700,203	0.04

APPENDIX 3: LIST OF INTERVIEWS

The following list is a summary of meetings and interviews held between January 2004 and January 2006 related to campus master plan issues.

Unit or Topic	Dates Met	Unit or Topic	Dates Met	Unit or Topic	Dates Met
Administration	February 24-25, 2004 March 30-31, 2004 May 4-5, 2004 September 8-9, 2004 November 16-17, 2004 February 28-March 1, 2005 April 18-19, 2005 February 23, 2006	College of Engineering	May 4-5, 2004 November 16-17, 2004 November 29-30, 2005	Facilities Management Group	December 9-10, 2003 January 12-13, 2004 February 24-25, 2004 June 1-2, 2004 (shop relocation)
Alumni Association	October 12-13, 2004	College of Law	September 8-9, 2004 April 18-19, 2005	Hawkeye Recreation Area	July 20-21, 2004
Building "C" at Health Sciences	January 12-13, 2004 March 30-31, 2004 November 29-30, 2005	College of Liberal Arts & Sciences	March 30-31, 2004 June 1-2, 2004 (2 meetings) March 1, 2005 June 21, 2005 (writers corridor) October 12-13, 2005	Health Protection Office	September 8-9, 2004
Campus Master Plan	July 20-21, 2004 September 8-9, 2004 November 16-17, 2004 February 28-March 1, 2005 (landscape review) May 24-25, 2005 June 21-22, 2005 August 23-23, 2005 October 10-12, 2005 January 10-11, 2006	College of Medicine	February 24-25, 2004	Hope Lodge	February 24-25, 2004 October 12-13, 2004 November 16-17, 2004
Campus Parking and Transportation	January 12-13, 2004 March 30-31, 2004 July 20-21, 2004 November 16-17, 2004 April 18-19, 2005 December 1, 2005 January 10-11, 2006	College of Nursing	June 1-2, 2004	Hydraulics Research Facilities	June 1-2, 2004
Campus Planning Committee	December 9-10, 2003 March 30-31, 2004 February 28-March 1, 2005 November 29-30, 2005	College of Pharmacy	June 1-2, 2004	Hygienic Laboratory	September 8-9, 2004 June 21-22, 2005
Capital Projects Review Committee	June 21-22, 2005 November 29-30, 2005	College of Public Health	February 24-25, 2004 March 30-31, 2004 July 20-21, 2004 February 28-March 1, 2005	Graduate College	October 12-13, 2004
Chilled Water Plant	May 4-5, 2004 November 16-17, 2004 April 18-19, 2005	Continuing Education	November 16-17, 2004	Intercollegiate Athletics	November 16-17, 2004 August 23-24, 2005
City of Coralville	April 18-19, 2005	Communications Center	November 16-17, 2004	International Center	April 18-19, 2005
City of Iowa City	May 4-5, 2004 September 8-9, 2004 April 18-19, 2005 (transportation issues) June 21, 2005	Council of Deans	June 21-22, 2005 October 12-13, 2005	Iowa Memorial Union Renovation	December 9-10, 2003 February 28-March 1, 2005
College of Business	September 8-9, 2004	DCS Managers Group	December 9-10, 2003 March 30-31, 2004 May 4-5, 2004 June 1-2, 2004 September 8-9, 2004 November 16-17, 2004 February 28-March 1, 2005 April 18-19, 2005 May 24-25, 2005 November 29-30, 2005	ITS	October 12-13, 2004
College of Dentistry	July 20-21, 2004	Design Review Subcommittee	April 18-19, 2005	Land Use Subcommittee	January 12-13, 2004 February 24-25, 2004 March 30-31, 2004 May 4-5, 2004 June 1-2, 2004
College of Education	July 20-21, 2004	Diane Machatka – Space Planning	March 30-31, 2004 October 12-13, 2005	Library	July 20-21, 2004 June 21-22, 2005 February 23, 2006
		East Campus Recreation Center	December 9-10, 2003 January 12-13, 2004 February 24-25, 2004 March 30-31, 2004 (regular mtg./master plan issues) May 4-5, 2004 (student group/2 focus groups) June 1-2, 2004 (2 meetings) July 20-21, 2004 (students/traffic) November 16-17, 2004 February 28-March 1, 2005 April 18-19, 2005 May 24-25, 2005 August 23-24, 2005 November 29-30, 2005	Oakdale Campus	January 12-13, 2004 February 24-25, 2004 May 4-5, 2004 July 20-21, 2004 October 12-13, 2004
				Power Plant	December 9-10, 2003 October 12-13, 2004
				Provost	June 1-2, 2004 July 20-21, 2004 September 8-9, 2004 October 12-13, 2004 May 24-25, 2005 August 23-24, 2005 October 12-13, 2005 December 1, 2005 January 10-11, 2006
				Public Safety	May 4-5, 2004 June 1-2, 2004 (relocation)

Unit or Topic	Dates Met
Quad Ravine Renovation Project	April 18-19, 2005 October 12-13, 2005
Residence Services	January 12-13, 2004 May 4-5, 2004 February 28-March 1, 2005
Seashore Hall Planning Area	July 20-21, 2004 November 16-17, 2004 February 28-March 1, 2005
South of Burlington Facilities	January 12-13, 2004 May 4-5, 2004 October 12-13, 2004 November 16-17, 2004 January 10-11, 2006
Sports Medicine Clinic	January 12-13, 2004
Storage and Administrative Services	October 12-13, 2004 November 16-17, 2004 February 23, 2006
Student Services	October 12-13, 2004
University Archives	February 28-March 1, 2005
University of Iowa Hospitals and Clinics	February 24-25, 2004 September 8-9, 2004 October 12-13, 2004 February 28-March 1, 2005 May 24-25, 2005 June 21, 2005 August 23-24, 2005 October 12-13, 2005 November 29-30, 2005 January 10-11, 2006
University Research	June 1-2, 2004 August 23-24, 2005
Utilities	February 24-25, 2004 March 30-31, 2004 May 24-25, 2005 June 21, 2005 August 23-24, 2005 October 12-13, 2005 November 29-30, 2005 January 10-11, 2006

