

KINGSTON VILLAGE

CEDAR RAPIDS, IOWA
MARCH 2013





ACKNOWLEDGMENTS

Kingston Village Plan
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Special Thanks to the Cedar Rapids Metro Economic Alliance for its participation in the planning effort.

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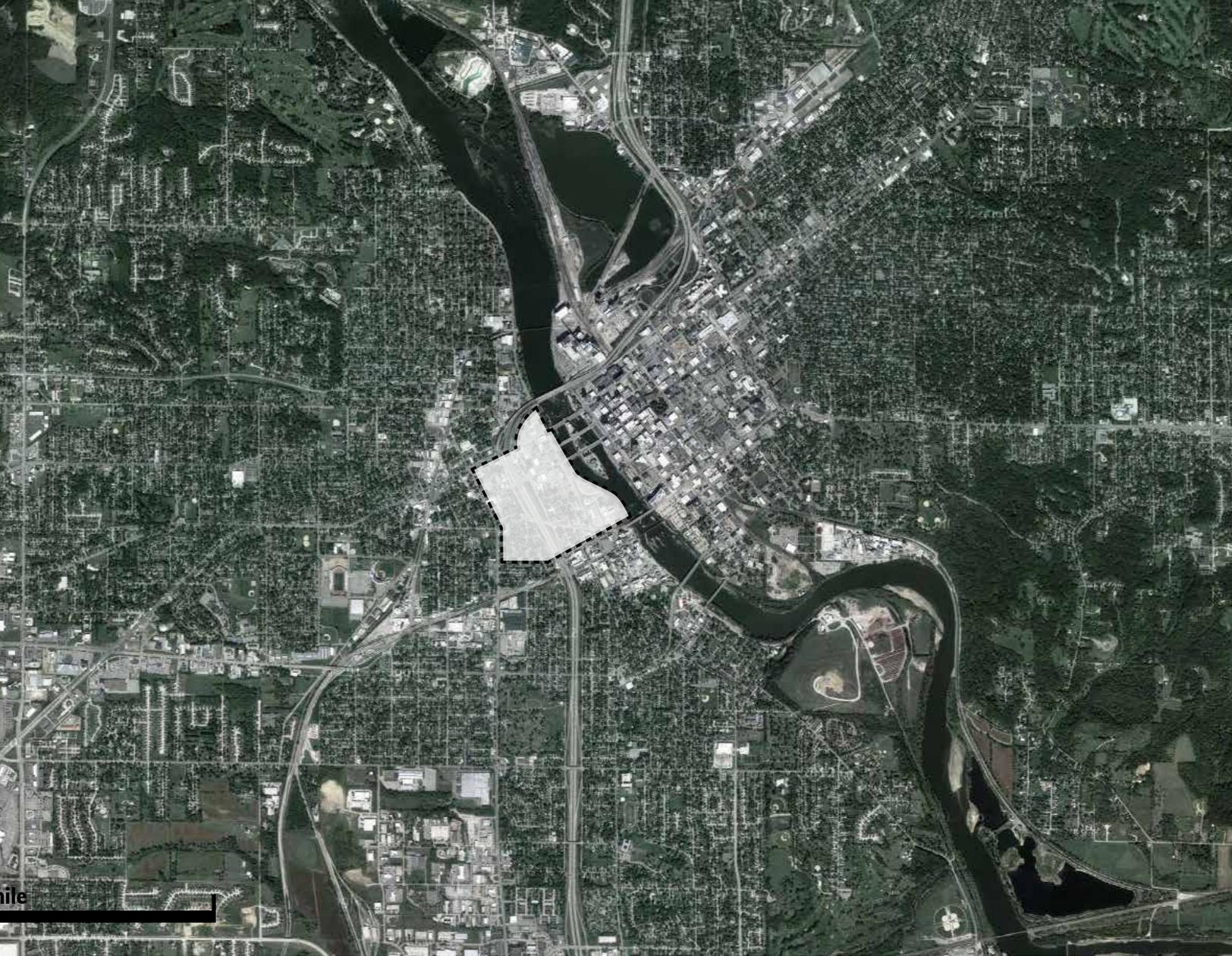
STUDY PURPOSE

The neighborhood on the west side of the Cedar River in downtown Cedar Rapids has been identified by several recent planning initiatives, including the 2007 Downtown Vision Plan, the 2008 River Corridor Redevelopment Plan, the 2009 Neighborhood Planning Process Framework Plan, and the 2012 Downtown Vision Plan Update. These plan documents establish goals and strategies for core area revitalization and for flood recovery and protection. The need for a small area plan for the west side to further refine the goals of the Neighborhood Planning Process was identified by the City Council’s Development Committee in the summer of 2012.

The Kingston Village Plan is the result of several months of collaboration between area stakeholders, City Staff, and JLG Architects. This plan document is based on previously adopted city plans with feedback from residents, business owners, developers and others with an interest in the redevelopment and growth of Kingston Village.

The Goals for the Kingston Village Plan are to:

- Provide framework for future development consistent with stakeholder goals
- Establish a Viable Business District to allow for redevelopment within the 100 year flood plain
- Plan for future flood protection
- Use feedback to establish an overlay district establishing land-use and design guidelines



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“Cedar Rapids is a vibrant urban hometown — a beacon for people and businesses invested in building a greater community now and for the next generation.”



STUDY PROCESS

RELEVANT PLANNING HISTORY

2007:

“**Vision Cedar Rapids: Downtown Framework Plan**” completed (JLG Architects)

2008:

Historic flooding in June displaced thousands and caused billions of dollars of damage to the downtown. Ensuing planning efforts resulted in the “River Corridor Redevelopment Plan”, adopted by Council in November, 2008.

- Rebuild high quality and affordable workforce housing and neighborhoods
- Improve flood protection to better protect homes and businesses
- Restore full business vitality
- Preserve our arts and cultural assets
- Maintain our historic heritage
- Assure that we can retain and attract the next generation workforce
- Help our community become more sustainable

2009:

“**Neighborhood Planning Process**” provided a framework for post-flood recovery and future development.

- Contract a flood management system
- Promote linkages across the river to bind the two sides of town
- Promote green space as central amenity via the Greenway
- Provide affordable housing
- Encourage economic vitality
- Support art, culture and entertainment opportunities
- Create exciting downtown destination

2012:

“**Vision Cedar Rapids: Downtown Framework Plan**” **UPDATE**

JLG Architects was retained to assist the City of Cedar Rapids and the Metro Economic Alliance in creating a framework plan for the Kingston Village area of downtown Cedar Rapids.



The expected outcome of the study was to efficiently and effectively develop a framework plan that both thoughtfully considered the broader planning goals established in the community planning studies that had been completed to date (see Relevant Planning History) and specifically addressed the goals for this area set by the City: Provide framework for future development consistent with stakeholder goals:

- Establish a Viable Business Corridor to allow for redevelopment within the 100 year flood plain
- Plan for future flood protection
- Use feedback to establish an overlay district establishing land-use and design guidelines

Gather **background information** and vet with City, including:

- Existing site backgrounds
- Most current flood protection plan/information
- Information regarding projects queued for implementation or anticipated to be implemented
- Most current housing needs assessment/market study
- Downtown parking information
- Information regarding historic designations, if any
- Building parameters in regards to flood plain/protection status

Complete **site visit/work session**:

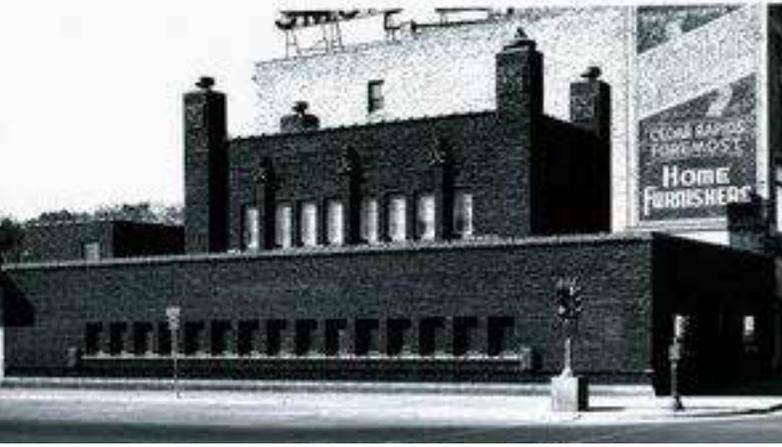
- Field verification of existing conditions
- Initial planning diagrams based on previous studies and existing conditions
- Desired outcome: Three preliminary concepts that uniquely addressed four essential plan elements:
 - Place-making
 - Connections
 - Land Use
 - Flood Protection

Community forum/charette to discuss preliminary concepts and key plan components

- Develop preferred framework concept plan based on outcome from community forum/charette

Final document outlining the preferred framework concept plan and addressing the essential plan elements in more detail, including:

- Key components
- Recommendations



HISTORICAL PERSPECTIVE

Kingston Village occupies the west bank of the Cedar River in downtown Cedar Rapids. The location near what is now called Mays Island provided an ideal crossing point over the Cedar River for travelers and a natural location for settlement. The first settlers in Cedar Rapids arrived in the 1830's and soon homes and businesses began to be developed on both sides of the Cedar River.

In 1849 the City of Cedar Rapids was incorporated on the east side of the river. The town of Kingston was incorporated on August 11, 1852, just three years after Cedar Rapids. The town was named for David King, an early settler to the west side who operated a ferry across the river to Cedar Rapids.

Both communities continued to grow separately for nearly twenty years. In the 1860's interest grew in merging the two communities, and on April 22, 1870 the town of Kingston was officially annexed into Cedar Rapids and was referred to as "West Cedar Rapids".

As Cedar Rapids continued to grow, the former location of Kingston became the west side of downtown Cedar Rapids. The expanding business district included the People's Savings Bank, designed by renowned architect Louis Sullivan and constructed in 1911. The bank anchors the Third Avenue SW Historic District, which consists of several commercial structures erected in the early 20th century.

The 2007 Downtown Vision Plan identified the need for redevelopment of the west downtown area and made the creation of a riverfront park that linked both sides of the river as a top priority.

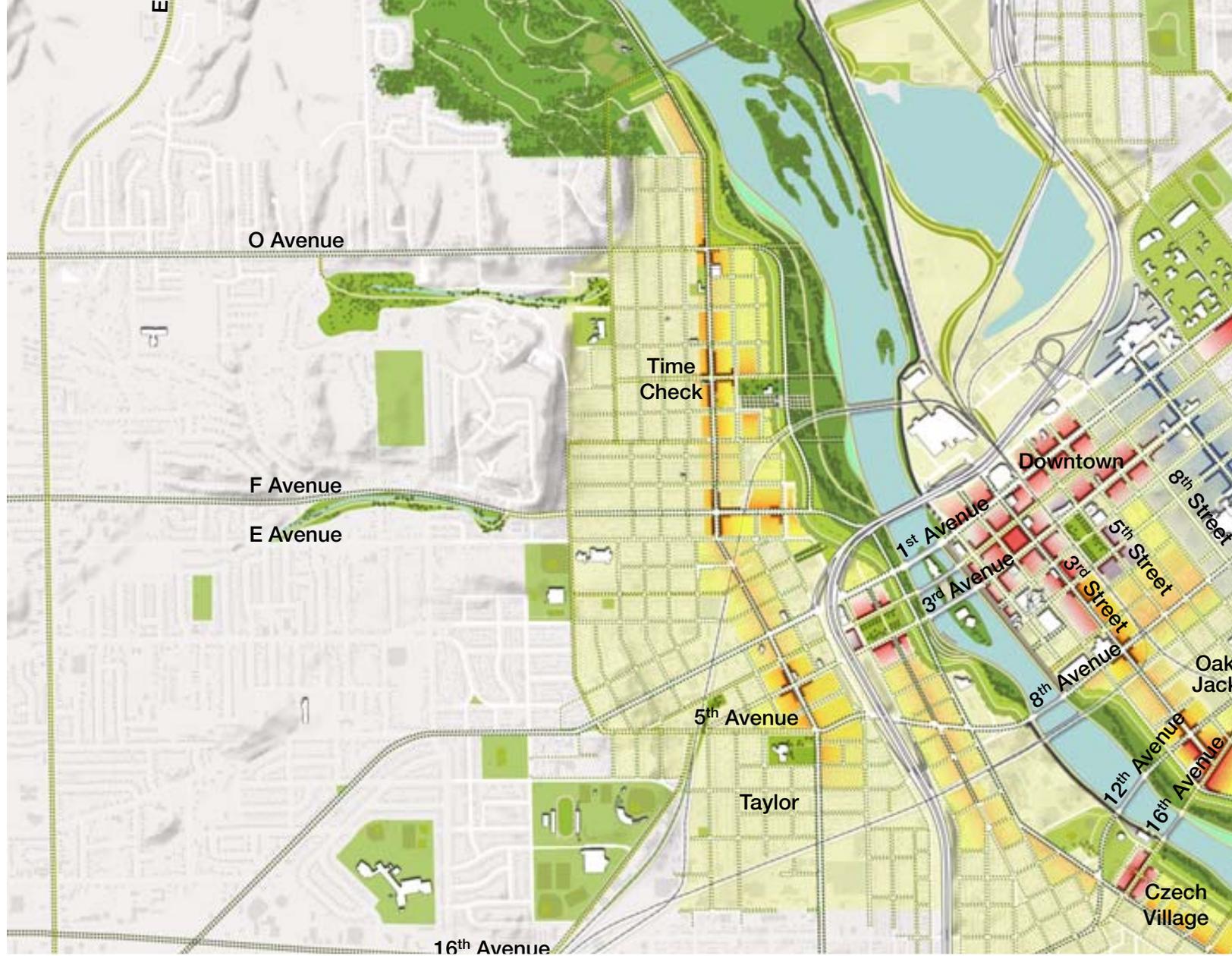


TODAY

Massive flooding in 2008 affected the entire Kingston Village study area, causing significant damage to public and private property. As of 2013, the City is the largest landowner in Kingston Village, with over 100 properties participating in the Voluntary Acquisition Program.

In 2011 construction began on the Cedar Rapids Amphitheater, which doubles as the first segment of the future flood protection system, on 1st Avenue SW between 3rd Avenue SW and the Cedar Rapids Police Department. The amphitheater project will create a flexible 5,000 seat outdoor performance venue along with nearly 1/3 of a mile of new riverfront parkland. This project was completed in the summer of 2013.

In the winter of 2012/13 the City sought proposals for the restoration of four properties located along 3rd Avenue SW. Proposals were received for all four properties. In early 2013 work began on a project on the corner of 1st Street and 3rd Avenue SW to redevelop the People's Savings Bank to create commercial and retail space, along with 17 new downtown residences in an adjacent tower. The City anticipates that further residential and commercial development will occur in Kingston Village, necessitating the development of a plan for the district.



INTRODUCTION

The planning for Kingston Village is an area-specific continuation of the Neighborhood Planning Process (NPP) completed in 2009. The NPP addressed broad planning ideas in its “Five Key Elements of a Great Neighborhood” and the purpose of this study will be to translate those to specific master plan components for the study area.

NEIGHBORHOOD PLANNING PROCESS FIVE KEY ELEMENTS OF A GREAT NEIGHBORHOOD

- Sustainability
- Connectivity
- Identity
- Diversity
- Vibrant Centers

At its essence, these key elements really speak to the concept of **livable communities**. Broadly speaking, a livable community recognizes its own unique identity and places a high value on the planning processes that help manage growth and change to maintain and enhance its community character. In 2005, the American Institute of Architects published a comprehensive document that attempted to answer the question, “what makes a community livable?” and offered ten principles for livable communities:

1. Design on a human scale
2. Provide choices
3. Encourage mixed-use development
4. Preserve urban centers
5. Vary transportation options
6. Build vibrant public spaces
7. Create a neighborhood identity
8. Protect environmental resources
9. Conserve landscapes
10. Design matters



FRAMEWORK PLAN

The following page identifies the composite framework plan and is intended to guide future development in a broad sense. It identifies several themes to create focus.

Place-Making

- Kingston neighborhood: an urban village
- Historic District
- Village green
- Cedar River & greenway
- Amphitheater
- Landmarks & signage

Connections

- Improve connections: trails, two-way streets, traffic calming
- Bridge barriers
- Brand gateways

Land-Use

- Density
- Design
- Mixed-use neighborhood

Flood Protection

- General alignment
- Pump stations

In this framework document, we focus on the unique identity of Kingston Village — her history, amenities and opportunities. The elements of a great neighborhood and livable communities design principles noted above are addressed in more specific detail in the key components of this master plan study:

PLACE-MAKING:

what is unique and special about Kingston Village?

CONNECTIONS:

what is Kingston Village's relationship to the larger community?

LAND-USE:

what makes Kingston Village a great place to live, work and play?

FLOOD PROTECTION:

what is the best way to balance protection strategies and livability?

All of these components are equally important and must work in concert with each other. For the purposes of clarity in this study, they each have their own section, but there is much necessary overlap — both stated and inferred. It is exactly the proper attention to each of these together that will make Kingston Village a successful livable community, an “urban village”.

I. PLACE MAKING

10 PRINCIPLES FOR LIVABLE COMMUNITIES

1. **DESIGN ON A HUMAN SCALE**
Provide choices
2. Encourage mixed-use development
3. **PRESERVE URBAN CENTERS**
4. Vary transportation options
5. **BUILD VIBRANT PUBLIC SPACES**
6. **CREATE A NEIGHBORHOOD IDENTITY**
7. Protect environmental resources
8. **CONSERVE LANDSCAPES**
9. Design matters
- 10.

Broadly speaking, a livable community recognizes its own unique identity and places a high value on the planning processes that help manage growth and change to maintain and enhance its community character. In its recent past, Kingston Village perhaps suffered from an identity crisis of sorts and for many reasons wasn't able to see or celebrate its intrinsic worth. Through this planning process, we assessed the natural, man-made, and cultural assets that both distinguish it from and connect it to other areas of the city in order to preserve, strengthen and enhance those qualities that give Kingston Village a rich sense of place.

By being aware of the specific attributes that create a sense of a place in their community, civic leaders can better determine what efforts will enhance livability in both the near and long term. The goal of this plan was to create a unique identity and strong sense of place for Kingston Village; those "place-making" elements include:

Kingston Village Neighborhood – an "urban village"

- Mixed-use including residential, commercial, and public amenity space
 - Relationship to other near-downtown mixed-use areas:
 - Downtown Cedar Rapids
 - New Bohemia
 - Czech Village
 - Ellis Boulevard
- Clearly identified neighborhood center
- City block grid (approx.. 300'x300') that includes active alleys
- Traditional neighborhood scale: narrow lots, two-/three-story structures, pedestrian-focused frontage
- Relationship to other near downtown neighborhoods:
 - Time Check
 - Taylor
 - Oakhill/Jackson





I. PLACE MAKING (continued)

FROM “LIVABILITY 101” BY THE AIA, 5 ELEMENTS THAT HELP ESTABLISH A COMMUNITY’S UNIQUE SENSE OF PLACE:

Natural features and systems: Every city is an extension of the natural landscape upon which it is sited.

The Public Domain: The network of public spaces, including well-scaled streets to public destinations, sets the man-made framework for community character.

Historic Preservation: While people often associate historic preservation with the rescue and restoration of a single landmark building, the broader application of historic designations over entire districts has been key to the successful urban revitalization of many cities. It can help preserve a neighborhood’s sense of place and then leverage this authenticity for new investment, tourism, and smart growth.

Pedestrian scale: Paths along which people move — whether sidewalks, bike paths, or trails — should feel safe, engaging, and appropriate for the climate so that pedestrians feel comfortable along that route. Also, the public places we create should be as comfortable for one person as for many. Parks, for example, should have spaces and paths that invite and functionally support multiple activities and audiences — from an individual sitting alone to hundreds attending a large event.

Signage: The various signage components — from private commercial property to information in the public domain to traffic management — play as important a role as any other architectural or urban-design element. Signage scale, style, and sometimes even content should be guided by the local context and should always be seen as an integral design component and not as an after-the-fact add-on to a community’s design.



Historic District

- Existing structures located along 3rd Ave
- Infill with structures of similar scale
- Relationship to other cultural centers: Czech Village and New Bohemia
 - Create a whole that’s greater than the sum of its parts
 - Synergy vs. competition
 - Consider opportunity to brand this (marketing, signage/banners, events, etc.)
- Landmark/gateway at Diagonal Drive/1st St.

Village Green

- Visually and practically connect the two blocks of Village Green to each other by slowing traffic on 2nd Ave between 1st St NW/2nd St NW: add green medians or bump-outs at intersections; change paving material/color; streetscape improvements like trees, light standards, banners/signage, etc.
- Specifically design the Village Green to:
 - Comfortably and seamlessly accommodate both in large group functions and individuals
 - Address the new and existing structures that share the blocks of the Village Green, including: “back door” access, services, and aesthetics
- Connect to greenway visually and via street-crossing design



Cedar River and Greenway

- An important north-south community connector and amenity. Trails/bike path system should provide continuous connections and activity

Amphitheater

- Completed in the Summer of 2013, this element of the public domain will be a centerpiece of the revitalized Kingston Village's community activity programming
- Regular programming and attendance will help to encourage commercial redevelopment in Kingston Village
- Connection to Village Green for enhanced programming opportunities
- Festival Grounds area provides opportunity for complementary programming and/or additional parking for special events

Landmarks and Signage

- Terminate view axis at 2nd St. SW and 1st or 2nd Ave
- Historic District (Kingston/New Bohemia/Czech Village) landmark at Diagonal Drive/1st St SW
- Signage program that connects the three downtown cultural/historic districts (Kingston/New Bohemia/Czech Village)
- Signage or other landmark features that educate/celebrate Kingston's rich history
- Consider signage kiosks, similar to those used in malls, at public spaces that identify where you are and what dining, retail, service, etc. options are available and where

2. CONNECTIONS

10 PRINCIPLES FOR LIVABLE COMMUNITIES

1. DESIGN ON A HUMAN SCALE
2. PROVIDE CHOICES
3. Encourage mixed-use development
4. Preserve urban centers
5. VARY TRANSPORTATION OPTIONS
6. Build vibrant public spaces
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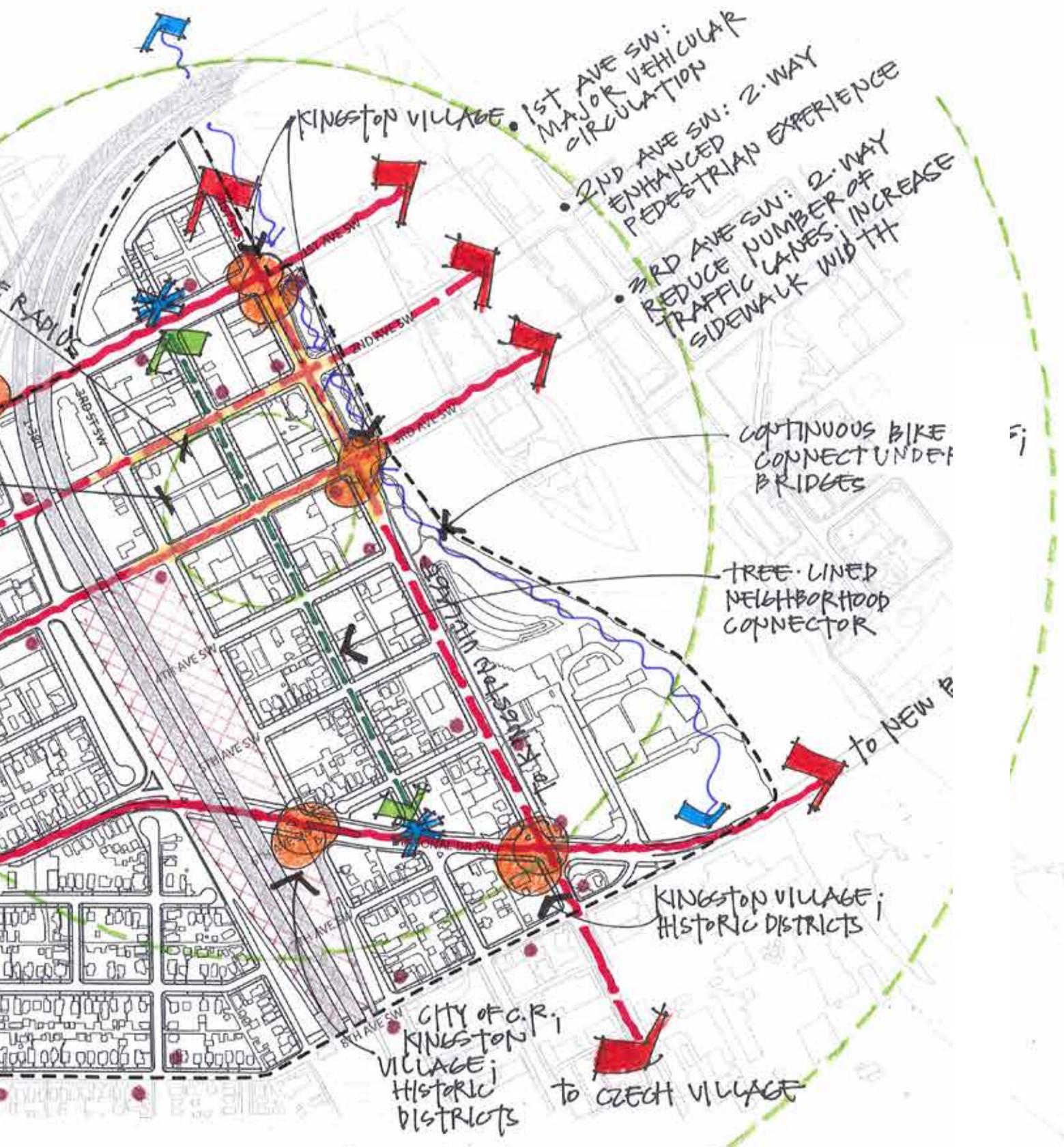
Connections are part of a broader coordinated community and regional network of viable public transit options, vehicular circulation, walkable paths, and bike trails, plus transit-oriented development. The key lies in making these options available, attractive and safe. **Walkability** is a mainstay of livable communities, but it's important to allow cars and people to mix; this mix increases "eyes on the street", maintains on-street parking and is convenient, so it will be used — this mix creates sustainable places.

This section of the framework plan focuses on identifying and enhancing the available transportation options and recommends strategies for making them safe and attractive. One of the key strategies to making our connections safe and attractive is called **traffic calming** - a set of street design techniques that involves a variety of small modifications to street geometry and dimensions to accommodate the automobile, and yet give the pedestrian psychological precedence. Designing on a human scale, in this case, means slowing down driving within cities to a **more human pace**. The City has a consultant on board dealing with broader transportation issues and those findings should be considered within these recommendations.

Paradoxically, connectors can also become barriers and there are several examples of that in Kingston Village. We address concepts for mitigating **these barriers**, but the greatest strategy is simply in making Kingston Village a great place to come to, not just through.

And lastly, there are several key **gateways** within Kingston Village that deserve special attention. There are gateways to the City, to the neighborhood, and to cultural amenities like the Historic District. More than just signage, they need to be part of a larger community branding package.





2. CONNECTIONS (continued)



Improve Connections: North/South

- 1st St SW
 - Transition north of 1st Ave (outside scope of this study)
 - Traffic-calming between 1st Ave and 3rd Ave: especially consider green medians or curb extensions at intersections; change paving material/color; streetscape improvements like trees, light standards, banners/signage, etc.
 - Node/landmark at Diagonal Drive to connect CR Historic Districts: New Bohemia and Czech Village
 - Though outside the scope of this study, consider streetscape improvements (trees, light standards, banners/signage, etc.) south through the Penford area to reinforce the connection and relationship to Czech Village
- 2nd St SW
 - Neighborhood connector
 - Tree-lined from 1st Ave SW to 6th Ave SW
 - Terminate view to the north with landmark at 1st Ave SW
 - Terminate view to the south with landscaped area at Diagonal Drive SW

Ellis Boulevard/6th Street

- Making this connection will clarify movement to and through Kingston Village

Improve Connections: East/West

- 1st Ave
 - Major east/west vehicular corridor
 - Capacity can help to accommodate reduced speeds and fewer lanes at 2nd and 3rd Ave
- 2nd Ave
 - Convert from one-way to two-way traffic
 - Traffic—calming from at least Greenway to 3rd St SW
 - Visually and practically connect the two blocks of Village Green to each other by slowing traffic on 2nd Ave between 1st St NW/2nd St NW: add green medians or bump-outs at intersections; change paving material/color; streetscape improvements like trees, light standards, banners/signage, etc.; consider eliminating on-street parking this block only in order to add median/narrow streetw
 - 2nd Avenue bridge to focus on an enhanced pedestrian experience
- 3rd Ave
 - Convert from one-way to two-way traffic
 - Narrow the street from at least 1st St SW to 3rd St SW and return that space to the sidewalks on each side of the street in order to both calm traffic and to create viable pedestrian and commercial experience at the neighborhood center/Historic District
 - Brand the Historic District with signage, light standards, banners, etc.
- Diagonal Drive
 - Maintain current configuration; focus on gateways

Bridge Barriers

- I-380:
 - Strengthen 2nd Ave and 3rd Ave through thoughtful street design and land-use redevelopment
 - Proposed public parking under I-380 to include sustainable/xeriscaped landscape buffers and plantings in lot to increase “walk appeal”
- Diagonal Drive
 - Create gateway points that make strong connections
- 1st St NW
 - Visually terminate 2nd St SW with a landmark feature
 - Create gateway points that make strong connections
- Cedar River
 - Create a strong and compatible identity/destination for Kingston Village
 - Calm traffic
 - Enhance pedestrian experiences at bridges, especially 2nd Ave SW
 - Connect green spaces (Village Green, Greenway, Mays Island, Green Square Park)
 - New construction to embrace views of Cedar River and downtown

Identify and Brand Gateways

- In addition to Kingston Village, these also serve as City gateways — tie to overall branding/design strategy
- I-380 from north at 1st Ave/4th St SW
- I-380 from south at Diagonal Drive/3rd St SW
- 1st Ave and 3rd Ave are gateways to Kingston Village that frame Village Green
- 2nd Ave is a gateway that leads you through Village Green — slow traffic on 2nd Ave through 1st St NW/2nd St NW to help “connect” the two sides of the green
- Diagonal Drive/1st St NW — gateway to Historic Districts: Kingston, New Bohemia, and Czech Village
- Commercial center at 3rd Ave/2nd St SW connects to Kingston neighborhood

Walking radius feels shorter if there’s a high level of “walk appeal”

- ¼ mile walking radius = 5 minutes
- ½ mile walking radius = 10 minutes

Sidewalks in shopping districts are made up of three zones

- Through zone — should be wide enough for two people to walk and a third to pass (6'-0" min)
- Curb zone — buffer between the street and walkers; landscaped or paved, street trees and furnishings can be located here
- Building zone — area where storefront activities can spill out without impeding passersby

EXAMPLES OF TRAFFIC-CALMING TECHNIQUES

- Curbs define the realms of the walkers and the drivers
- Curb “bulbs”/extensions and medians empower the walker and help strengthen connections
- City grids create continuous connections and a hierarchy of traffic (arterials, collectors, feeders, etc.)
- View streets as a system that wants balance and very so often, interrupt the grid for traffic calming and diversity; where street connections are closed or don’t exist, create pedestrian or other connections where possible
- Short blocks translate to more intersections and thus more empowerment of the pedestrian (and more valuable real estate)
- Traffic circles and medians
- Narrow the street
- Change paving material
- Boulevard tree canopy
- Two-way streets
- Allow on-street parking

3. LAND USE

10 PRINCIPLES FOR LIVABLE COMMUNITIES

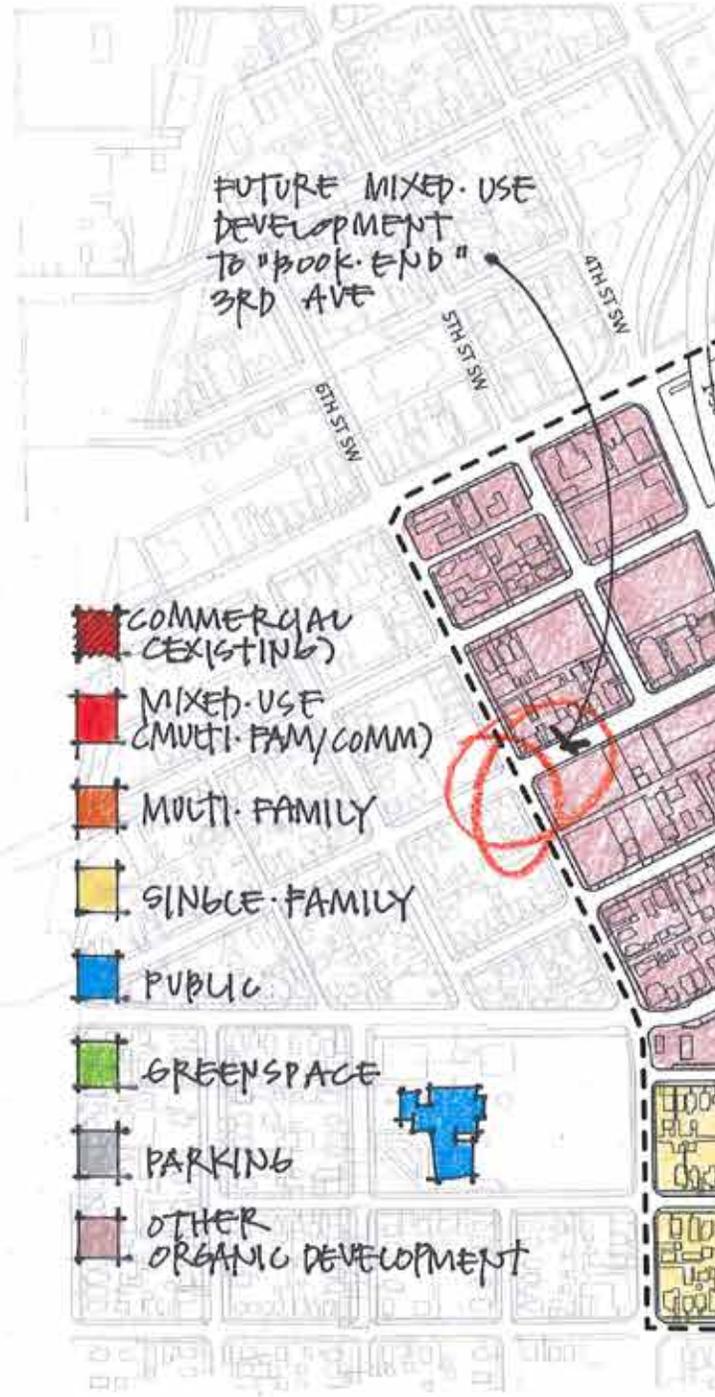
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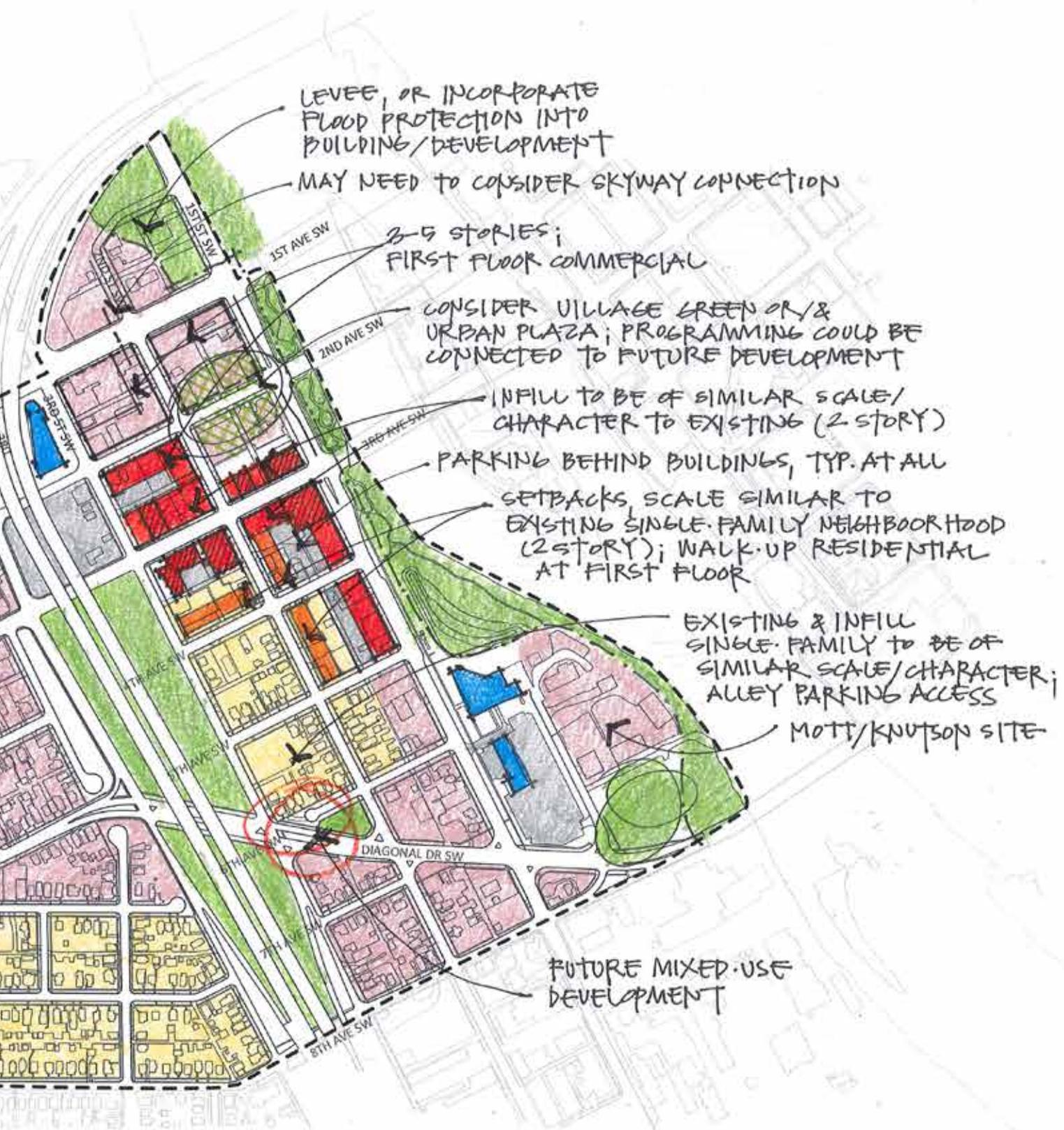
Identified as a key “place-making” component, Kingston Village is characterized as an “urban village”. According to David Sucher in his book “City Comforts”, at its heart, the term “urban village” is a fragment of poetry. “The village is small, intimate, quiet; one knows the other villagers and may even be related to them. The city is big, busy, diverse, and filled with strangers. It is the contradiction that makes the phrase interesting.” And it’s this contradiction that makes the thoughtful approach to density, design and land-use designations so important.

Density

Density is a by-product of creating interesting spaces. People are willing, even extremely willing – to live in high density if the amenity value of the surrounding environment is also great. People will clamor to live in an interesting, walkable, human-scaled neighborhood.

- The amount of retail/commercial that should be encouraged and can be supported in Kingston Village will have to be carefully negotiated as it is a product of both intentional planning and market demand.
- For the purposes of this master concept, first floor retail/commercial should be mandated and development prioritized along 3rd Avenue; however, the dynamics of development may make the initial projects difficult to move forward. With the massing requirements and limits of the infill opportunity on those blocks, it may be difficult for a developer to achieve the necessary lease rates without gap funding and/or existing residential density.
- Other larger-scale mixed-use projects, with their economies of scale, may need to catalyze development in Kingston Village, but without the “character” of the Historic District firmly established as a place-maker, public investments such as the Village Green, Greenway, and amphitheater will need to be completed with or prior to these initial projects to establish that necessary “sense of place”.
- Generally speaking, for Kingston Village:
 - Single-family development as proposed and similar to the existing housing stock equates to a density of approximately 8 - 12 units per acre
 - Multi-family development as proposed equates to a density of approximately 15 – 25 units per acre
 - Mixed-use development as proposed equates to a density of approximately 30 – 50+ units per acre





3. LAND USE (continued)

MIXED-USE DEVELOPMENT CHARACTERISTICS:

- It includes three or more revenue-producing uses
- The entire project is built to an overriding master plan, even if it may take years or decades to complete
- The project is designed to be walkable, or completely accessible to pedestrians

MIXED-USE DEVELOPMENT CHALLENGES:

- Zoning codes rarely anticipate the exact type of mixed-use that best meets market conditions, so developers can spend months or years seeking to get re-zoning and other approvals
- Financing is still complicated
 - Mixed-use projects are almost always one-of-a-kind developments
 - It's not unusual for a developer to need three or four financing sources
 - Market-timing is critical and the deals can take time to pull together
- These are still more expensive to build than single-use projects because of the greater complexity of their multiple variables.

BOTTOM LINE IS THAT DEMAND WILL DRIVE CHANGE.

Design

Higher densities represent one of the most effective ways to create walkable, mixed-use districts, but the kind of design that builds a community is not merely a function of density; there are good and bad examples of architecture and planning at all levels.

Some general guidelines informing design in Kingston Village:

- Focus on what David Sucher refers to as the three rules of Urban Design:
 - Build to the sidewalk (i.e. property line) and locate the inside floor level as close as possible to the level of the sidewalk outside
 - Make the building front permeable (i.e. no blank walls) and prohibit mirrored glass or window coverings that block visibility
 - Prohibit parking lots in front of the building, but allow on-street parking; stop-and-go parking is essential to real shopping districts.

- Emphasize “contextualism”; echo the character of the existing neighborhood fabric
 - Similar materials
 - Continuity along the street
 - Massing that establishes a sense of respect for nearby buildings
 - ****NOTE:** This does NOT mean that new buildings must be carbon copies of the old.

Land Use

As urban planners, we must consciously identify what is desirable in a particular built environment, deduce the specific rules that make these places desirable, and write the land-use codes to favor such patterns. The broad land-use designation identified for Kingston Village as a part of this study is that of a mixed-use neighborhood, where the key venues of daily life — places to live, shop, work, play and learn — are within easy reach of one another. A successful mixed-use neighborhood will provide choices for its residents and an aesthetic and energy that will draw visitors. It will accommodate mixed-incomes and purposefully include a variety of appropriate uses within walkable distances and consider the necessary density required to foster lively streets.

Mixed-use (Multi-family/commercial) [red]

- Zero-lot line development (where first floor walk-ups to residential units are provided, the building face can be recessed at those locations to accommodate stairs and landings)
- Commercial should be required at the first floor of all buildings in the multi-family/mixed-use core that line 3rd Ave
- Commercial should be encouraged and accommodated at the first floor of all other multi-family/mixed-use development areas
- First floor functions shall address the street via access points and transparency
- Provide canopies/awnings at first floor to protect pedestrians from the elements and promote a “human scale”
- Be prepared for the inevitable cry “There’s no demand for retail space” and get creative
 - Allow the retail/commercial space to be shallow — require that space on the street, but consider options for other uses
 - Allow for interim uses that provide activity, even if it’s not active retail — office space, light manufacturing, etc. but maintain glazing/transparency requirements
 - Allow options for live/work units; require street-side unit access
- Encourage/incentivize mixed-income development
 - Higher densities can help expensive units to subsidize lower-cost units in the same development or neighborhood
 - “The fog of density” makes easier for people of different incomes to share a neighborhood
 - Consider incentives for development proposals that include a minimum percentage of housing produced for households with incomes less than 80% of the area’s median.

- Building massing (see FIG: XX)
 - Infill structures within the historic district along 3rd Ave should be of similar scale/massing to the existing buildings; 2 stories, typical
 - New mixed-use north of 3rd Ave should be of higher density; 3-5 stories, typical
 - New mixed-use along 1st St NW may accommodate increased scale and density; 5+ stories acceptable

Multi-family [orange]

- Non-mixed-use multifamily sites adjacent to and across from single-family sites:
 - Setback requirements similar to single-family
 - First floor residential units required and street-side units must be walk-up units (individual access to each unit from the street)
 - Scale and massing should complement single-family neighborhood
 - Two- to three-story max
- Non-mixed-use multifamily sites all other locations:
 - Zero-lot line development (where first floor walk-ups to residential units are provided, the building face can be recessed at those locations to accommodate stairs and landings)
 - 3-5 stories, typical; 5+ stories acceptable along 1st St NW

Single-family [yellow]

- Setbacks to match adjacent single-family lots
- Respect the scale and character of the existing single-family traditional housing stock without committing to “period” architectural design constraints

Public [blue]

- Allow for public spaces, especially service providers, to be first-floor tenants in mixed-use buildings
- The design of public buildings and stages should set the standard for the rest of the neighborhood

Green Space [green]

- Comfortably and seamlessly accommodate both large group functions and individuals
- Appeal to a wide variety of users, including children
- Provide amenities (drinking fountains, restrooms, shelters, ashtrays, trash and recycling receptacles, pet clean-up products, etc.)
- Connect to green spaces to each other via pedestrian-friendly paths and streetscape design

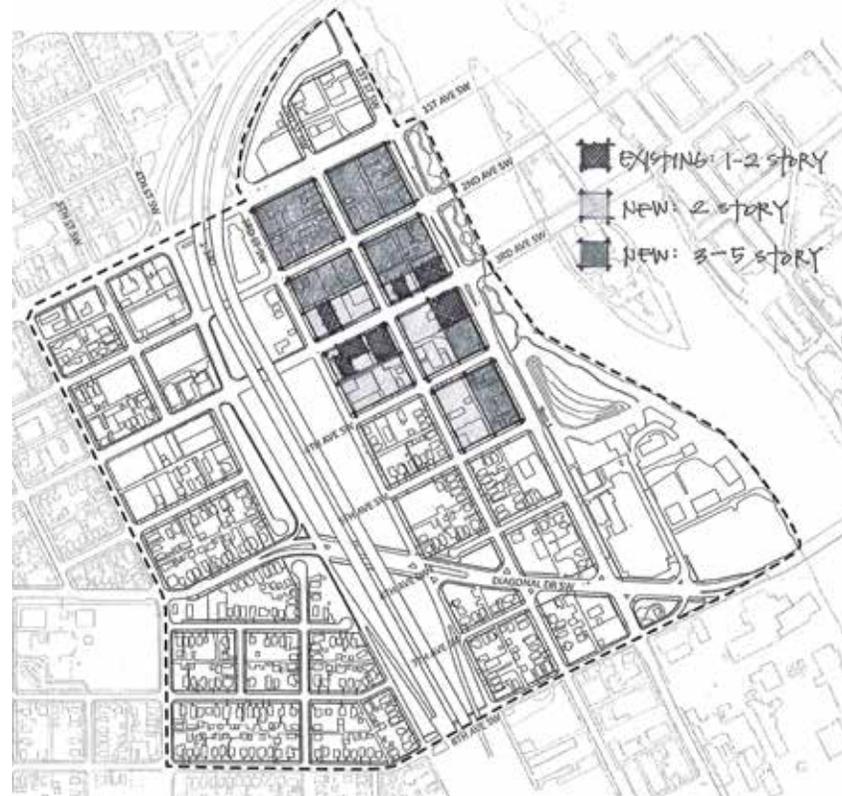
Parking [grey]

- Generally, maintain on-street parking
- Consider eliminating on-street parking on 2nd Ave between 1st St NW and 2nd St NW and narrowing drive lanes to help connect the two blocks of the village Green (add center green median)
- New public parking under I-380 at the block bordered by 3rd St/4th St and 2nd Ave/3rd Ave
- Mixed-use and multi-family developments to provide below-grade and/or parking behind the buildings; NO parking lots in front of buildings

- No parking lots fronting:
 - 3rd Ave (exception: parking lot under I-380)
 - 1st St SW north of 5th Ave SW
 - 2nd St SW north of 6th Ave SW
- Require a minimum 5' landscape buffer where parking lots abut sidewalks
- Allow for flexibility and reduction in parking requirements to maximize utilization and minimize over-parking (shared parking based on time-of-day users)
- Single-family structures to have alley-side access to parking/garages

Other organic development over time [purple]

- Market demand and new neighborhood dynamics will drive redevelopment proposals
- Design objectives should follow those noted above; i.e. if mixed-use moves forward, follow mixed-used recommendations; if single-family moves forward, follow single-family recommendations
- Historic district: in addition to the existing buildings along 3rd Ave, there may be other structures worthy of discussion such as:
 - F&M Bank at 2nd Ave and 1st St SW
- Mott & Knutson site
 - This site should receive special attention for redevelopment given its prime location, including visibility, access to views of the Cedar River and downtown Cedar Rapids, proximity and access to the amphitheater, connection to the trails system, flood protection, and existing building infrastructure



4. FLOOD PROTECTION

10 PRINCIPLES FOR LIVABLE COMMUNITIES

1. Design on a human scale
2. Provide choices
3. Encourage mixed-use development
4. Preserve urban centers
5. Vary transportation options
6. Build vibrant public spaces
7. Create a neighborhood identity
8. **PROTECT ENVIRONMENTAL RESOURCES**
9. **CONSERVE LANDSCAPES**
10. **DESIGN MATTERS**

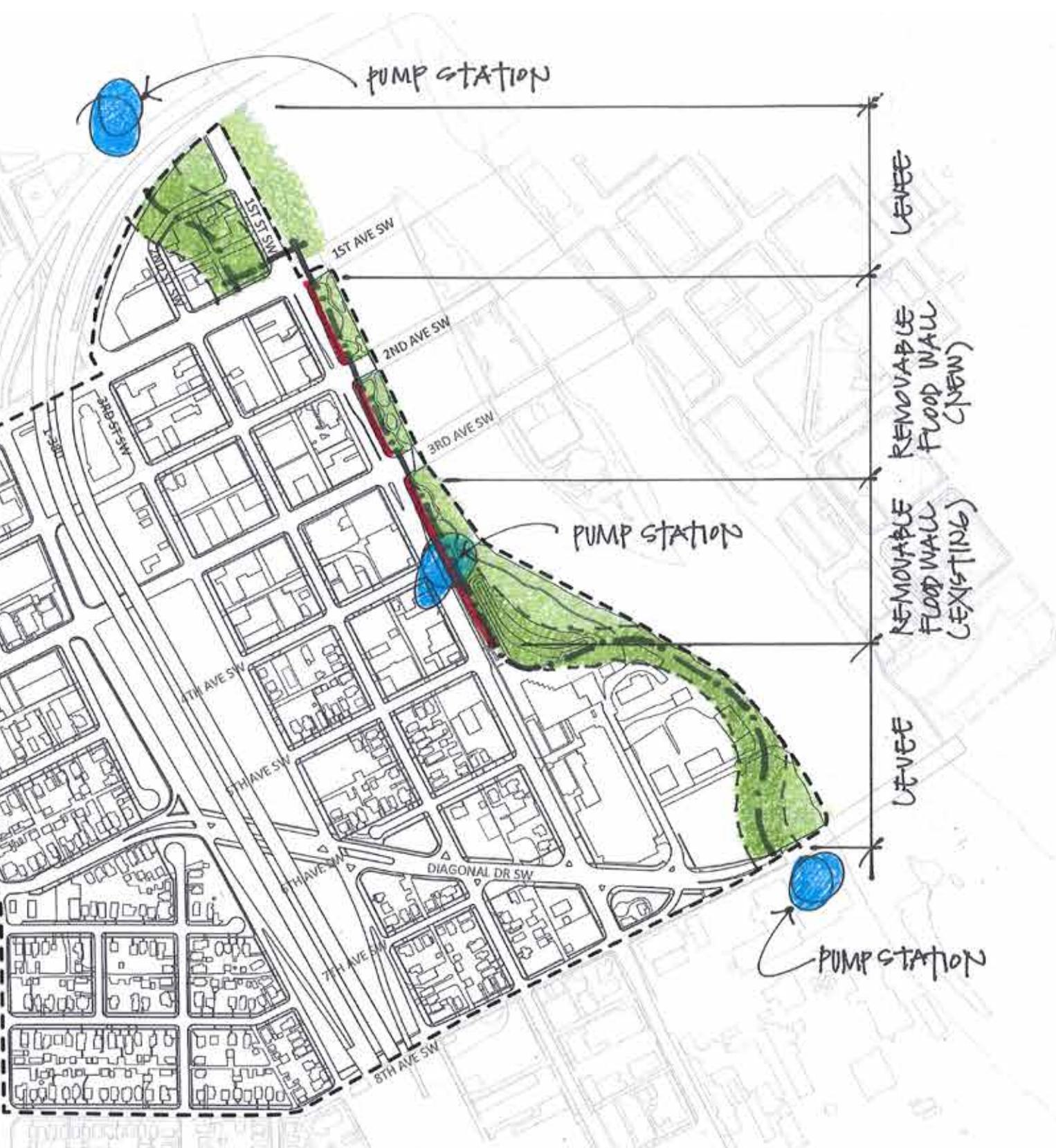
General alignment from 1st Ave to 8th Ave:

- New levee from north to 1st Ave (flood protection strategy north of 1st Ave not addressed in this study)
- New removable flood wall from 1st Ave to 3rd Ave, on the east side of 1st St NW
- Existing removable flood wall as part of new amphitheater project
- New levee from amphitheater project to 8th Ave
- Flood protection strategy south of 8th Ave not addressed in this study

Pump Stations:

- E Avenue storm sewer (north, outside the scope of this study): 54,000 gpm pump station
- Amphitheater: 24,000 gpm pump station (storm sewer 82" x 96" box culvert)
 - 35-40' x 45-50' foundation footprint
 - Could consider separating the gate function from the pump function; the gates need to be located on the alignment of the flood protection, but the pump station could be located on the west side of 1st St SW
- South side of 8th Ave, along river: 1,500 gpm pump station





5. APPENDICES

Community Forum

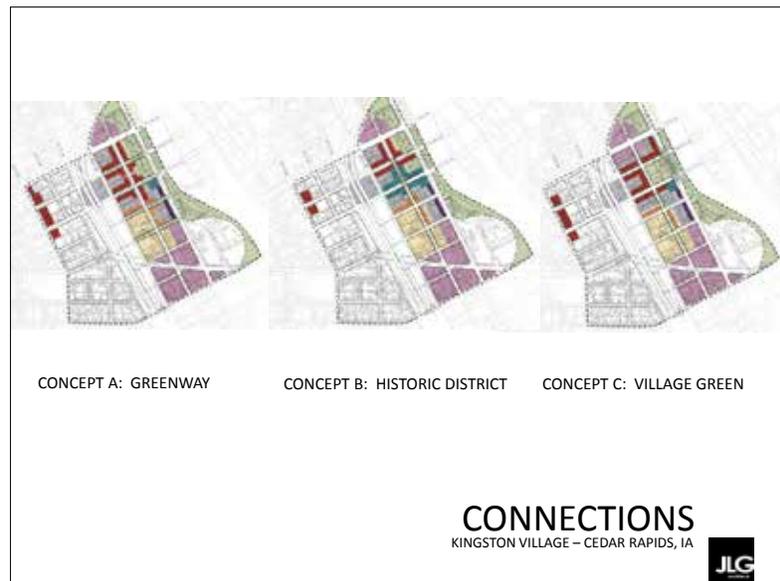
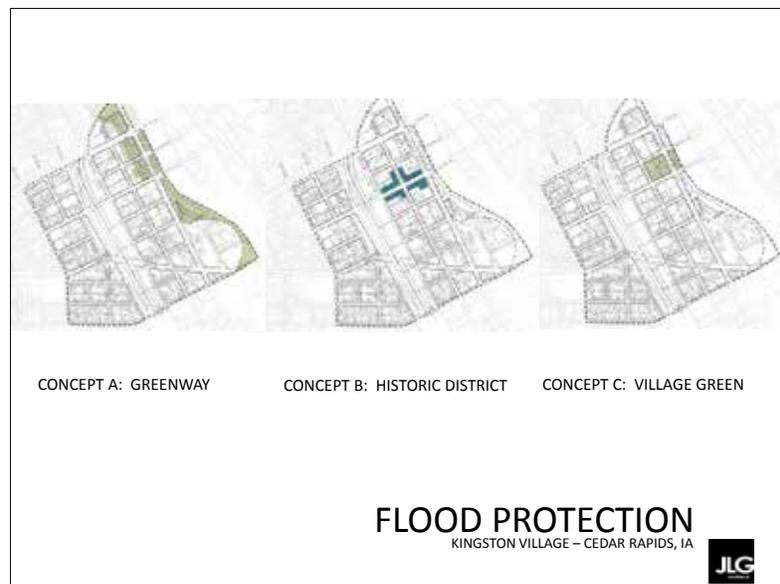
- Presentation
- Summary notes

Recommended Additional Studies

- Landscape plan for Village Green, including detailed study of adjacent commercial properties located on the Village Green Blocks (program, services, connection to park)
- Detailed flood protection plans
- Streetscape improvements from Kingston to Czech Village
- Gateway branding
- Housing study

Additional Resources

- LEED for Neighborhood Development – Kingston Village could be a pilot for the City in terms of sustainable neighborhood design
- “Livability 101” by the American Institute of Architects
 - Design on a Human Scale
 - Provide Choices
 - Encourage Mixed-Use Development
 - Preserve Urban Centers
 - Vary Transportation Options
 - Build Vibrant Public Spaces
 - Create a Neighborhood Identity
 - Protect Environmental Resources
 - Conserve Landscapes
 - Design Matters
 - AIA’s Committee on the Environment (COTE)’s 10 sustainable measures as applied to neighborhood and regional planning and design (included in “Livability 101” document)
- “City Comforts: How to Build an Urban Village” by David Sucher
- “A Pattern Language” by Christopher Alexander



KINGSTON VILLAGE PLANNING SESSION

April 26, 2013
1:30 pm – 3:00 pm
City Hall Training Room

Attendance

Local Stakeholders:

- Tim Blumer
- Scott Loggins
- Jeremy Tipton
- Linda Seger
- Aggie Doyle
- Linda Seger
- Beth DeBoom
- Tom & Clare Slattery
- Kathy Potts
- Doug Schumacher
- Allen Witt
- Dan Miller
- Mona Knoll
- Scott Pinter
- Gail Kennedy
- Scott Overland
- Pat Ball
- Patrick Sauter
- Paul Brundell
- Tom Kertz
- Bob Vancura
- Doug Neumann
- Mike Chismar
- Matt Miller
- Jim Bell

City Staff and Officials:

City Council Members

Chuck Swore
Scott Olson
Don Karr

Community Development

Christine Butterfield
Jennifer Pratt
Adam Lindenlaub
Seth Gunnerson
Thomas Smith
Alex Sharpe

Parks and Recreation

Sven Leff

Other

Joe O'Hern Development Services
Kevin Ciabatti Building Services
Dave Elgin Public Works

1

- POP Infill
- Increase tax base
- Plan that maintains connection to river – amphitheater
- 2 way street conversion

Missing – Group 1

- Casino
- Parking under I-380 should be extended south
- Ample parking for amphitheater
- Stronger connectivity east and west sides of I-380 – lighting, sidewalks, trails, etc.
- More gathering spaces
- Bicycles, trails, identification and way finding for trail connections
- Engagement with river – docks, kayak access, walking paths along riverside, etc.

Missing – Group 2

- More green space along Diagonal Drive (Trees)
- How Casino fits in
- How make Kingston inviting to other neighborhoods (alliant sub)
- Pedestrian bridge (new)
- How 1st Avenue West develops west of Kingston (Building placement)
- How make area under I-380 more aesthetically pleasing
- Screening of JRS Pharma & Penford
- Identifying parking opportunities
- Minimize overhead utilities
- More trees along 1st Street W from Police Department south

Missing – Group 3

- Casino
- Parking plan
- Beautification of I-380 corridor, especially under
- Map of City-owned lots with status – available
- Timeline with major milestones
- 2nd street – improvements for pedestrians
- Right size streets and 2nd and 3rd Avenue
- 100-year floodplain map

Missing – Group 4

- Passenger traais
- Potential quieter
- Implementation of \$ how \$
- If Casino – how does it fit?
- Parking
- 2 plans or plan BIF No
- Casino
- Public Opinion



Exciting – Group 1 – Thomas

- Finally doing something
- Theme / brand to pull area together
- New neighborhood in compact location (like New Bo)
- View form Interstate improved
- Historic redevelopment
- Walkable corridors
- Validates value of greenway

Exciting – Group 2 - Adam

- Whole plan/concept
- Potential for development
- Specificity of flood control plans
- Sets stage for area development
- Pedestrian friendly downtown connection
- Overall pedestrian friendly
- Plan needs to be able to acknowledge possible casino
- Identify Diagonal Drive as gateway into neighborhood (downtown, New Bo, Kinston)

Exciting - Group 3 - Jennifer

- Defining it as village
- Signage
- Identity
- Allowing portion to evolve
- Branding
- Flood protection along the river\
- Flexibility
- Incorporates comments from December, 2012
- Core of historic buildings
- Retaining historic buildings

Exciting – Group 4 – Alex

- Things are happening
- Inertia
- Planning
- Additional area

- How will public opinion be gathered
 - people currently in district and future
 - internet good but (ae) Be only comm

Priority – Group 1

- Flood protection before investment
- Identify flood protection by Casino
- Property tax relief – incentives to invest

Priority – Group 2

- Mixed use development
- Aesthetics of development
- Focus on organic areas to support new development
- Stakeholder engagement and buy-in are a priority
- One-way conversions
- Parking
- Fiber optic connections (where)
- Diagonal Drive
- Flood protection
- Pedestrian connectivity
- Workforce housing
- Higher density

Priority – Group 3

- Flood protection
- Cranes
- Get core started, flexibility moving forward with controls through PUD or overlay\
- Timeframe
- Identify available property
- Making sure it is financially feasible and attractive
- Diversification of housing
 - Type
 - Price points

Priority – Group 4

- Small shops subsidy
 - Neighborhood grocery
 - Larger company t ensure continuity
 - Greasy spoon restaurant
- Decea sidewalks
 - Subsidy for residents
- Subsidize housing basedonase
 - Older retirement age
- A new catalyst
 - Like New Bo but different
 - Historical reference
- Access to the river

4



Kingston Village Charette
 Thursday, December 13, 2012
 1:00 pm – Police Department Briefing Room

Attendance

Local Stakeholders:

- Tim Blumer
- Scott Loggins
- Scott Olson
- Thomas M. Slattery
- Linda Seger
- Aggie Doyle
- Mark Werner
- Kurt Luedtka
- Richard Luther
- Tom & Clare Slattery
- Kathy Potts
- Doug Schumacher
- Allen Witt
- Fred Timko
- Emily Meyer
- Scott Pinter
- Gail Kennedy
- Scott Overland

City Staff and Officials:

City Council Members

- Chuck Swore
- Scott Olson
- Chris Gulick

Community Development

- Christine Butterfield
- Jennifer Pratt
- Adam Lindenlaub
- LaSheila Yates
- Seth Gunnerson
- Caleb Mason

Parks and Recreation

- Gail Loskil
- Sven Leff
- Julie Sina

Other

- Joe O'Hern Development Services
- Melissa Kopf Flood Department
- Ken Russell Water/Utilities
- Ray Nees Building Services
- Dave Elgin Public Works

Question 1 – Think about a place you enjoy visiting – what images and feelings come to mind?

- Parks
- Vancouver – Farmer's Market, water, bustling
- Music venues
- Bike paths
- Trails
- Milwaukee & Dubuque – on the water activities
- Sporting events
- Cultural events
- Sense of community
- Inviting
- Chicago, IL – amenities within walking distance. Local businesses as opposed to national chains or franchises;
- Oceans and lakes - sail boating
- Chicago – lot of activities and riverfront
- New Orleans, French Quarter – historic neighborhoods; buildings that come up to sidewalk; pedestrian friendly;
- Close knit
- Beautiful
- Close to services
- Parks – greenways
- Street activities
- Park, Rink, Stadium
- Walkable
- Affordability
- All age groups
- Riverfront
- Watching fireworks
- Heritage
- Ireland and Norway - Historic buildings

Question 2 – What do you feel are the greatest strengths of Kingston Village or the characteristics that make the area unique?

- Historical buildings
- Amphitheater
- Interstate access
- Trail connections
- Central location
- River-water feature
- View of skyline
- Clean slate – fresh start
- Proximity to other assets/amenities
- Walkability
- Defined Area
- Blank canvas / Open Pallet / make what we want
- Close to downtown but different
- Riverfront property
- Visibility from 380 – access to 380 interchanges
- Flood protection – flexibility
- Connectivity – East to West
- Pedestrian Bridge – View
- Unique – lack of population
- Strength
 - o lack of population (no problems)

- o Close to downtown
- o Developer's dream (blank canvass)
- o Views (riverfront, downtown)
- o Historic buildings (Knutson, Louis Sullivan Bank, Gatto)
- o City location of Police Department & Linn County Sheriff)
- Amphitheater
- Historic
- Small – compact
- River
- Close to amenities
- Property = opportunity
- Location between River & I-380
- Opportunity to breakdown the area into smaller sections: Interstate divides the area; area maybe too large
- Proximity to other districts downtown
- Interest to see area North of 1st Avenue included
- Opportunity to emphasize housing in addition to commercial
- Historic resources
- Lots of available underutilized land = opportunities
- Downtown skyline view is an asset
- Proximity to amphitheater and greenway
- Development reinvestment interests

Options for Future Development

For each scenario, JLG was asked to provide options of 4 different elements:

- Connectivity
- Land Use/Building Form
- Historic Preservation
- Flood Protection

Feedback

Attendees were asked the following questions at their groups.

Getting Around Kingston

Where are people walking to and from? What are the destinations?

- Amphitheater
- Trails
- Downtown – work
- Restaurants – both sides of river
- Shopping
- Convention center
- Greenway
- From East to West for work and entertainment, to the North for recreation (North Greenway) & from East to West to amphitheater and new specialty shops
- Historic concept creates destinations to visit

- 2nd Street to draw people to higher density area of B
- Trees, benches, lighting – more brick on 2nd Street
- Commercial located on 1st Street and 2nd/3rd Avenue
- Mixed use where there is commercial
- People east of downtown come across the river to restaurants and events
- People on west side go to work on the east side
- Walking to casino, restaurants, work.
- Pedestrian bridge at 5th Avenue
- Kingston residents walk to Czech Village, historic center
- 2nd street an event area or ped mall, closeable for people to walk to other areas
- Wide sidewalks and narrow street along 2nd
- Ped connections grow with individual development projects
- Different texture to sidewalk to guide pedestrians
- 3rd Avenue bridge connects to downtown (any bridge, all bridges). Reconfigure traffic lanes

What do the streetscape and pedestrian connections look like?

- Pretty
- Inviting
- Wide sidewalks
- Awnings – buildings up to sidewalk
- Benches
- Lighting
- Signage
- 2 lanes, large sidewalks, bike path, trail, tree canopy, possible pedestrian mall, and turn 2nd Ave into pedestrian bridge. Questioning single-family in this location.
- Should be useable by all ages
- 1st Avenue should be considered more, since it is a major connector across town and should be part of the district
- Pedestrian bridge to Mays Island – yes!
- Lights, sidewalks uniform for connection, identity
- Road Diet – reduced lanes, safer for pedestrians
- Sidewalks patterned to guide traffic flow

Which option or elements from the options best captures this:

- Concept B – strong streetscape on 2nd street & 3rd Avenue (Amphitheater)
- Concept C – doesn't flow with greenway along river; not unique – Green Square Park
- Village Green
- None really address 1st Avenue
- Greenway provides too much of a barrier.
- Shouldn't copy other cities, should salvage what we have
- Concept B - Historic District

How Kingston Feels

What about the Kingston Village makes it unique, why do people come here?

- Police station/safety
- Amphitheater – both entertainment events and passive park use
- Small retail
- Connectivity, green space, historic buildings, view
 - Lack of population – lack of housing – if you build it will they come?
 - New/young couples and empty nesters but lacking families – lack amenities for families
- Knutson/Mott buildings should be included, future residential?
- High density housing/multi-family served by historic center
- Greenway provides the (enough) green
- Historic Properties create identity
- 2nd street a Ped Mall that leads people to historic center
- View of downtown not hidden by levee, use removable flood walls
- District center is dense, parking still found nearby

What do buildings look like?

- First floor commercial with upper story residential
- Multi-story
- Design standards compatible with existing buildings
- High density, 2-3 story buildings visible from 380, framing buildings around green space & views
- Historic, old, neglected
- “area created the cultural”- some buildings maintained, some not
- Original buildings built by users not investors
- Masonry and stone exterior
- Sidewalks
- 6 stories or lower
- New doesn't look/mimic old- mix of historic and modern
- Everything doesn't look historic
- New construction scale is greater than old construction

What does parking look like?

- Parking under I-380 with nice buffer/border
- Middle of block – hidden
- On-street
- Interior parking
- “Don't have any”
- Streetside
- Not enough public parking
- A lot of opportunities
- Parking under interstate and behind buildings and on the street
- Like Czech Village
- Evolves with development projects (organic)
- Many small lots with projects
- Not a large lot/structure
- Encourages pedestrian traffic

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Which option or elements from the options reflects this?

- Bookends are good approach
- Concepts B&C – Retail; 2nd Street focus
- Concept B – Building on existing historic asset
- New Idea: Emphasize connection between amphitheater and historic buildings
- Village Green / Historic District
- B – focus on historic buildings
- C – green space
- B – encourage development – tie different areas together (Knutson/Mott/Sullivan)
- B – strong commercial component
- B – 2nd Street focus
- A,B,C – foot bridge in all three
- A – higher density north
- Village Green idea is good, but not in the location presented
- How do we link across the interstate?
- We should salvage what we have
- Should appeal to all incomes, embrace entire community

Flood Protection

How do you envision the flood protection system being integrated in Kingston Village?

- Maintain connection with river
- No big walls
- Berm/levee
- Natural look – still have access to river
- Mix of levee and removable walls
- Visibility is important
- Removable wall
- Flood protection is important – how developers feel about options?
- Flood protection on river to preserve developable land
- Removal flood walls
- Mixture of permanent and removable
- Foldable flood walls should be provided where possible.
- Village Green Concept, with flood wall, produces best outcome
- Removable wall 1st – 3rd/Amphitheater
- Opens up and connects Kingston with downtown
- On east side of 1st Street up to I-380

Which option best reflects this?

- Concept B
- Concept C (3)

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