ROLL CALL ORDER FOR MEETING OF
May 13, 2019
Buol, Del Toro, Jones, Larson, Resnick, Rios, Shaw

CITY OF DUBUQUE, IOWA
CITY COUNCIL MEETING
Historic Federal Building
Second-Floor Council Chambers, 350 W. 6th Street
May 13, 2019

Council meetings are video streamed live and archived at www.cityofdubuque.org/media and on Dubuque's CityChannel on the Mediacom cable system at cable channel 8 and digital 117.2

SPECIAL SESSION

6:00 PM

WORK SESSION

1. Central Avenue Corridor Streetscape Master Plan
   Consultant RDG will conduct a work session with the City Council on the Central Avenue Corridor Streetscape Master Plan

2. Bee Branch Watershed Flood Mitigation Project - Blum Site Update
   City Staff will provide an update on the Bee Branch Watershed Flood Mitigation Project – Blum Site Update

ADJOURNMENT

The agenda with supporting documents may be accessed at www.cityofdubuque.org or at the City Clerk's Office, 50 W. 13th Street, during regular business hours.

This notice is given pursuant to Chapter 21, Code of Iowa, and applicable local regulations of the City of Dubuque, Iowa and/or governmental body holding the meeting.

Any visual or hearing impaired persons needing special assistance or persons with special accessibility needs should contact the City Clerk's Office at (563) 589-4100 or TTY/TTD (563) 690-6678.
ITEM TITLE: Central Avenue Corridor Streetscape Master Plan
SUMMARY: Consultant RDG will conduct a work session with the City Council on the Central Avenue Corridor Streetscape Master Plan

SUGGESTED DISPOSITION:

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TO: The Honorable Mayor and City Council Members
FROM: Michael C. Van Milligen, City Manager
SUBJECT: Central Avenue Corridor Streetscape Master Plan
DATE: May 9, 2019

Economic Development Director Jill Connors and Planning Services Manager Laura Carstens are transmitting information of the Central Avenue Corridor Streetscape Master Plan.

Michael C. Van Milligen

MCVM:jh
Attachment
cc: Crenna Brumwell, City Attorney
    Teri Goodmann, Assistant City Manager
    Cori Burbach, Assistant City Manager
    Jill M. Connors, Economic Development Director
    Laura Carstens, Planning Services Manager
TO: Michael C. Van Milligen, City Manager

FROM: Jill M. Connors, Economic Development Director
Laura Carstens, Planning Services Manager

SUBJECT: Central Avenue Corridor Streetscape Master Plan

DATE: May 9, 2019

INTRODUCTION
This memorandum presents information regarding a work session presentation from consultant RDG Planning & Design on the Central Avenue Corridor Streetscape Master Plan developed with community input and direction from technical and steering committees. This project will help to implement a Top Priority of the City Council’s 2017-2019 Policy Agenda -- Central Avenue Revitalization: Streetscape and Business Development. The project timeline and the draft Master Plan are enclosed.

BACKGROUND
In 2016, the City of Dubuque asked Iowa State University Extension and Outreach Community and Economic Development for assistance in assessing opportunities for economic redevelopment and improvement in the quality of life for residents along the Central Avenue Corridor, which abuts Dubuque’s historic and diverse Washington Neighborhood, a focus of redevelopment since 2005.

This corridor connects Dubuque’s central downtown and Historic Millwork District to the city’s North End. It features a wide variety of historic buildings offering commercial and retail opportunities on the ground floor and residential spaces on upper floors. The goal of this initiative is the economic revitalization of the Central Avenue Corridor through community engagement, educational outreach, and community-informed storefront and streetscape design. Central Avenue Corridor stakeholders include business owners, employees, patrons, residents, landlords, social service agencies, community leaders, the City of Dubuque, and partner agencies.

DISCUSSION
In May 2018, the Economic Development Department released a Request for Proposals for a consultant to develop a Central Avenue Corridor Streetscape Master Plan for the area between 11th and 22nd Streets.
In July 2018, a Master Plan consultant contract signed with RDG Planning & Design (with WHKS Engineers sub consulting to provide information on the feasibility of two-way traffic along the corridor). RDG has worked with a variety of stakeholders, as more fully described in the draft Central Avenue Corridor Streetscape Master Plan.

The Steering Committee membership is as follows:
• Jill Connors, Economic Development Director*
• Laura Carstens, Planning Services Manager*
• Marie Ware, Leisure Services Department
• Jon Dienst, Engineering Department*
• Dan LoBianco, Dubuque Main Street
• Ed Raber, GDDC / True North Corporation
• Laura Klavitter, Washington Neighbors
• Paul Davis, Public Works Department
• Jason Neises, Community Foundation
• Renee Tyler, Economic Development Department
• Wally Wernimont, Planning Services Department

*Indicates Technical Committee members

Project Objectives
The creation of the Central Avenue Corridor Streetscape Master Plan between 11th and 22nd Streets in the Washington Neighborhood is being directed by the Economic Development Department in partnership with other organizations working in the corridor, with assistance from the Planning Services Department. Once the consultant was selected, we engaged representatives from key City Departments, key community partners, and Central Avenue Corridor stakeholders. Project objectives include:

1. Address the Corridor’s current state of aesthetics as well as provide guidelines for future improvements, and redevelopment of public infrastructure elements within the Corridor.

2. Provide design guidelines for linking complimentary uses, preserving the history and identity of the neighborhood, and improving walkability as well as recommending options for streetscape furnishings and landscaping.

3. Address conditions and opportunities for the Corridor’s future transition from its current status as a one-way State highway to a pedestrian-friendly two-way city street such as traffic calming and Complete Street strategies.

4. Outline simple, cost-effective strategies that can be reasonably be achieved in a short period of time as well as more complex, long term strategies that will require greater coordination and expense.
Two-Way Traffic
Unique to Central Avenue Corridor is that it is also U.S. Highway 52 and the Great River Road. The one-way highway pair of Central Avenue and White Street serves as a north-south corridor for truck traffic. The City is currently working with the State of Iowa to transfer jurisdiction of the corridor with completion of the Southwest Arterial in 2020.

A planning-level capacity analysis was done by WHKS to analyze Central Avenue with two-way traffic for developing the proposed streetscape concepts. It should be noted that a complete traffic study will be needed to determine the full impact and modifications needed to convert the Central Avenue Corridor to two-way traffic.

In support of the City Council’s having identified the revitalization of the Central Avenue Corridor as a High Priority, and as part of the FY2020 five-year recommended budget, the City Council has approved $240,000 over three years for implementation of the Central Avenue Corridor Streetscape Master Plan (CIP 360-2561). Also included in the FY2020 budget is $200,000 for a 2-Way Conversion of Central Avenue and White Street (CIP 360-2796). This includes funding for a complete traffic study.

During the work session presentation, RDG staff will describe steps to date, details of the plan as informed by the public input sessions, and solicit input from City Council.

RECOMMENDATION
We recommend the City Council review and comment on the presentation and the draft Master Plan, and then provide direction for City staff to move forward with submittal of a final version of the Central Avenue Corridor Streetscape Master Plan for approval at a subsequent meeting.

Enclosures

cc:  Steering Committee members
     Ryan Peterson, RDG Planning & Design
Timeline for Central Avenue Corridor Streetscape Master Plan

- **2009:** *Community Assessment and Revitalization Strategies* Plan for the Washington Neighborhood
- **2013:** Market Analysis update for the Washington Neighborhood
- **2015:** City Managers’ Design Academy Case Study: Central Avenue Corridor
- **2016:** Central Avenue Corridor Building Inventory Report by Iowa State University (ISU) Extension and Outreach
- **2017:** Top Priority of the City Council’s 2017-2019 Policy Agenda -- Central Avenue Revitalization: Streetscape and Business Development
- **2017:** *Seeing, Making, Doing: Art and Design of Social Capital* Report by ISU College of Design students & faculty
- **May 2018:** Request for Proposals posted for Central Avenue Corridor Streetscape Master Plan
- **July 2018:** Master Plan consultant contract signed with RDG Planning & Design (subconsultant WHKS Engineers)
- **August 2018:** Project Kick Off to develop an overall vision and master plan for Central Avenue
  - Meeting with Steering and Technical Committees
  - Historical research and site analysis of the Corridor
  - Interviews with key stakeholders, business owners, and community
  - Begin development of base map and 3D model of the Corridor
  - Promotional Campaign Begins for Public Engagement
- **September 11-14, 2018:** The *Central Event* Design Workshop at 18th Street and Central Avenue hosted by the Washington neighborhood and City of Dubuque
  - Sept. 11: Neighborhood Visioning - Share Your Ideas & Central Avenue Celebration
  - Sept. 12: Design Team Work Session & Public Collaboration: “Guide the Pencil”
  - Sept. 13: Design Team Work Session & Technical Feedback
  - Sept. 14: Open House on Draft Vision – public feedback on proposed enhancements and amenities
Timeline for Central Avenue Corridor Streetscape Master Plan

- September 16-22, 2018: *Build a Better Block* event hosted by Dubuque Main Street at 18th Street and Central Avenue and throughout the Corridor
- October – December 2018:
  - Recap of Design Workshop public and technical input
  - “Fine tune” preferred vision with input from Steering and technical Committees
  - Analyze impact on vehicle and truck traffic, public transit, parking, accessibility, and streetscape design of one-way to two-way conversion on Central Avenue and White Street
  - Evaluate opportunities to create a more pedestrian-friendly street, improve safety, and create a future vision to serve as a creative corridor for the Washington Neighborhood and the community
  - Develop a preliminary report and corridor design map
  - Develop “planning level” cost estimates and phasing plan for short-term and long-term strategies for buildout
- January – February 2019:
  - Review preliminary report, corridor design map, cost estimates, and phasing plan with Steering Committee
  - Interviews with key stakeholders, business owners, and community
- March 2019: Plan and promote public engagement for *The Spring Fling on Central*
- April 2, 2019: *The Spring Fling on Central*
  - Business Roundtable discussion at 1732 Central Avenue from 1:00-2:30 PM
  - Open House at 1101 Central Avenue (former Colts Building) from 5:00-7:00 PM
- April – May 2019:
  - Prepare final report, corridor design map, cost estimates and phasing plan, and review with Steering and Technical Committees
  - Final Plan Presentation to City Council and Plan Adoption
ACKNOWLEDGEMENTS

Mayor, City Council, Administration

Mayor Roy D. Buol
Ric W. Jones
David T. Resnick
Brett M. Shaw
Luis D. Toro
Kate M. Larson
Jake A. Rios

Michael C. Van Milligen, City Manager

Steering Committee

Laura Klavitter, Washington Neighborhood
Jason Neiles, Community Foundation of Greater Dubuque
Maurice Jones*, Economic Development Department
Laura Carstens*, Planning Services Department
Jon Dienst*, Engineering Department
Dan LoBianco, Dubuque Main Street
Ed Raber, Dubuque’s True North Corporation
Renee Tyler, Transportation Services Department
Paul Davis, Public Works Department
Jill Connors, Economic Development Department
Wally Wernimont, Planning Services Department
Gina Bell, Sustainable Community Coordinator

*Also members of the Technical Committee

Consultant Team

RDG Planning & Design
Dubuque | Des Moines | Omaha | St. Louis
www.RDGUSA.com

WHKS
Engineers + Planners + Land Surveyors
www.whks.com

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I. Introduction

Within the city of Dubuque there are many sites full of character and potential, and the Central Avenue Corridor is a prime example. Currently, this road is a southbound, one-way segment of Highway 52, but an alternative route is being planned to divert excess traffic around the city. Once the arterial is constructed, Central Avenue will transfer to city jurisdiction and be an enormous opportunity for community revitalization.

Particularly in the heart of Dubuque, Central Avenue has historically been the main street for the Washington Neighborhood, and so it became desirable to envision a new street which better serves its neighborhood.

The Washington Neighborhood

One of Dubuque’s oldest districts, the Washington Neighborhood is filled with historic buildings. Among its first inhabitants were Irish and German immigrants, employed in the nearby industrial districts. To this day, the neighborhood maintains its connection to the industrial relics. Recent efforts by the city have been driven towards revitalizing the Washington Neighborhood, including a neighborhood master plan.

Central Avenue

The segment of Central Avenue addressed by this plan runs between 11th and 22nd Street. Prior to 1921, Central Avenue was two separate streets, Couler Avenue to the north of 18th and Clay to the south. The introduction of a state highway gave them reason to converge, and shifted the corridor’s focus from pedestrians to vehicles. With the anticipated removal of Highway 52, there is an opportunity to rediscover pedestrian-friendly streets, architectural gems, and economic vitality.

Streetscape Master Plan

The Central Avenue Corridor from 11th Street to 22nd Street in the Washington Neighborhood connects Dubuque’s central downtown and Historic Millwork District to the city’s North End. It features a wide variety of historic buildings offering commercial and retail opportunities on the ground floor and residential spaces on upper floors. The subsequent removal of most of the truck traffic from the corridor, combined with the improved resilience of the neighborhood due to the Bee Branch Creek Watershed Flood Mitigation Project, will create a prime environment for a renaissance.

The purpose of the Central Avenue Corridor Streetscape Master Plan is to engage stakeholders in the process to prepare for and guide this renaissance. Project objectives include:

- Be highly illustrative with conceptual renderings of streetscape improvements.
- Provide guidelines for the Corridor’s future transition from a one-way State highway to a pedestrian-friendly two-way city street.
- Provide design guidelines for linking complementary uses, preserving the history and identity of the neighborhood, and improving walkability.
- Recommend streetscape furnishings such as pedestrian scale lighting, way-finding systems, greenspace creation, and public art.
- Promote creative, innovative, and sustainable opportunities to beautify and bring a cohesive sense of identity and place to the corridor.
- Recommend landscaping such as street trees, decorative planters, planting beds.
- Outline simple, cost-effective strategies that can be reasonably be achieved in a short period of time as well as more complex, long term strategies that will require greater coordination and expense.

The Washington Neighborhood

Regional view of the Washington Neighborhood and Central Avenue.
Central Avenue Corridor

Project Timeline

The following items summarize the efforts leading up and contributing to the Central Avenue Corridor Master Plan.

Historic Timeline

• 2009: Community Assessment and Revitalization Strategies Plan for the Washington Neighborhood
• 2013: Market Analysis update for the Washington Neighborhood
• 2015: City Managers’ Design Academy Case Study: Central Avenue Corridor
• 2016: Central Avenue Corridor Building Inventory Report by Iowa State University (ISU) Extension and Outreach
• 2017: Top Priority of the City Council’s 2017-2019 Policy Agenda - Central Avenue Revitalization: Streetscape and Business Development
• 2018: Master Plan consultant contract signed with RDG Planning & Design (subconsultant WHKS Engineers)
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• “Fine tune” preferred vision with input from Steering and Technical Committees

Project Timeline

• August 2018: Project Kick-Off to develop an overall vision and master plan for Central Avenue
• Meeting with Steering and Technical Committees
• Historical research and site analysis of the Corridor
• Interviews with key stakeholders, business owners, and community
• Begin development of base map and 3D model of the Corridor
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Analyze impact on vehicle and truck traffic, public transit, parking, accessibility, and streetscape design of one-way to two-way conversion on Central Avenue and White Street

Evaluate opportunities to create a more pedestrian-friendly street, improve safety, and create a future vision to serve as a creative corridor for the Washington Neighborhood and the community

Develop a preliminary report and corridor design map

Develop “planning level” cost estimates and phasing plan for short-term and long-term strategies for buildout

• January – February 2019: Review preliminary report, corridor design map, cost estimates, and phasing plan with Steering Committee
• Interviews with key stakeholders, business owners, and community
• March 2019: Plan and promote public engagement for The Spring Fling on Central Avenue

• April 2, 2019: The Spring Fling on Central Avenue from 1:00-2:30 PM
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Final Plan Presentation to City Council and Plan Adoption
II. Public Input

From the outset, this plan sought to consider the perspectives of locals from the Washington Neighborhood and Central Avenue Corridor. The values of people who use the area regularly should be instrumental in guiding design decisions. With this in mind, various activities were planned to engage with the public, and encourage them to contribute their personal feedback.

Initial Engagement

In preparation for The Central Event and Workshop, the need for public input was advertised, and a first effort at collecting feedback was initiated. Meetings were held with groups, such as the Fountain of Youth, to gain specific perspective feedback, and Laura Klavitter of the steering committee canvased the Washington Neighborhood. A-frames were placed around the community with prompts to encourage the public to think about future developments. “Tweet Boxes” attached to the frames gave people the opportunity to write down their suggestions and submit them for review. In general, a tremendous effort was made to advertise the public input sessions with banners, a press release, a front page article in the daily herald, and more.

The Central Event

On the evening of Tuesday, September 11th, the section of 18th Street between Central Avenue and White Street was closed. Local food vendors and musicians set up in the street and informational signage, feedback boards, and furnishing demonstrations were displayed. The event was heavily advertised and well attended by workers and residents of the neighborhood. Over the course of the evening, hundreds of people expressed their opinions, brainstormed new opportunities, and had fun. Feedback was collected through various activities including the tweet boxes, surveys, visual prompts, interactive maps, and conversation.

Workshop and Drop-in Hours

The rest of the week was committed to interpreting the feedback, meeting with key stakeholders, and developing a draft vision for the Central Avenue Corridor. Organized within this workshop were more drop-in hours to meet with the design team privately. This opportunity gave a voice to those who were less comfortable expressing themselves publicly.
The suggestion maps put everybody’s thoughts on display.

A table dressed in paper asked people what their big idea for the Central Avenue Corridor would be.
Open House
Finally, on Friday, September 14th, an open house was held where the public was again invited to come view the workshop product and share their perspective. The draft vision was put on display and presented.

Continued Feedback
Beyond the week of the workshop, the team continued to encourage feedback. Boards were displayed at the City Expo on September 18th at the economic development stand.

Survey Respondents
Prioritize...

- Daycare
- Restaurants
- Lighting
- Small Business

Preferences
Which two pictures are your favorites? Which theme do you prefer: Blue, Red, or Green?

Survey respondents preferred the look of traditional infrastructure with artistic flare.

What are your top three priorities for implementation?

Survey respondents prioritized green space, specialty shops, and retail, among others.

What is your opinion on transit stops and lighting?

Survey respondents had mixed opinions on transit stops and lighting.

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What is your opinion on transit stops and lighting?

Survey respondents had mixed opinions on transit stops and lighting.
After a number of months spent interpreting community input and developing the plan for Central Avenue, the project team put together another public input session. On April 2, 2019, the public was invited to the Spring Fling on Central. Similar efforts were made to advertise the event, and community members came back to offer their feedback on the proposed master plan exhibit. Food was again provided to participants, and the result was a friendly environment promoting discussion about Central Avenue’s future. The event made front page news and generated many helpful responses.

Specifically, participants were asked to review an exhibit of the master plan and fill out a survey. While everybody shared excitement for the proposed improvements, certain elements were prioritized over others. The survey results provided almost unanimous approval for the plan, and a more thorough understanding of the community’s priorities.

As a part of The Spring Fling on Central, local business owners who would be affected by the corridor’s development were notified and encouraged to attend the business roundtable discussion. The purpose of this gathering was to present the Central Avenue Corridor Master Plan, receive feedback, and address the concerns of local businesses. Discussion points included:

• Two-way traffic conversion: Participants expressed interest in understanding the timeline for the one way to two way conversion. Attendees were informed that the City of Dubuque is planning to complete an in-depth transportation study focused on the conversion from one way to two way that will encompass both Central Avenue and White Street in 2020. This project is anticipated to include additional public input opportunities, careful review of ingress and egress from existing properties and an assessment of traffic signals.

• Parking: attendees expressed concern over the removal of on street parking. In conjunction with the one-way to two-way traffic transportation study, on and off street parking analysis will be completed during the transportation study.

• Semi-truck traffic and business deliveries: attendees noted that several business will continue to rely on truck traffic for deliveries. The group discussed including provisions within the preliminary and final design to accommodate deliveries.

• Project costs: participants asked about the funding for the project. As of this writing, the total project costs have not been finalized. The City will seek outside funding through grants to help pay for the project.
The intersection at 18th Street and Central Avenue is an important node along the corridor.

III. Strategic Direction

The result of the public engagement, committee meetings, and other learning opportunities was a set of guiding principles for the development of the project area. The following themes represent the community’s desires and City’s objectives in no particular order.

Design Streets for Two-Way Traffic

When discussing vehicular circulation and the street’s future traffic patterns, the committee confirmed that the City anticipates transitioning from one-way to two-way traffic after completion of the Southwest Arterial project. The design team was advised that the street will be overlaid with asphalt in 2019 as part of the transition of jurisdiction from the Iowa DOT to the City of Dubuque.

Embrace the Washington Neighborhood

Committee members and the public agree that the citizens and businesses currently residing in the neighborhood are the target audience for the project’s proposed improvements. When speaking to “where the project could go wrong,” several members identified gentrification of the neighborhood as a concern.

Pedestrians are Number One

When speaking to the objectives of the master plan, most respondents agreed that pedestrian-friendly streets and safety are a primary project element. Respondents also spoke to creating streets that welcomed bus, bike, and car traffic in a safe and friendly manner.

Integrate Arts and Culture

The planned improvements should embrace multiple cultures, families, and individuals who live, work, and play within the corridor and adjacent neighborhoods. When discussing the physical extent of the project, respondents confirmed that the corridor should be its own district. The benches, trash cans, signs, landscaping, artwork, and other enhancements will be specific to this area (exclusive of typical street lights, drinking fountains, etc. that are “City standards”).

Reduce Maintenance

The design should take into consideration opportunities to reduce long-term maintenance. The design team worked with multiple City departments (leisure services, public works, etc.) that will regularly have to maintain the corridor.
Central Avenue Corridor

Section 3: Strategic Direction

Public input was the base to establishing our strategic direction.

Preserve the Corridor’s Architecture

Historically speaking, the Central Avenue Corridor is rich. Several properties are listed on the National Register. The plan must be sensitive to this and embrace the past.

Create a “Greener” Experience

Currently, there is a limited amount of green/open space within the corridor. Respondents identified several areas where landscaping, trees, and plantings could be integrated.

Encourage Economic Vitality

The development along the corridor should invite economic opportunity to the neighborhood. Committee members were careful to state that development should not gentrify the neighborhood, but rather support their needs.

Prioritize Safety

There is a perception in the community that this area is unsafe, yet those people who live here do not believe it to be a problem. The plan must consider provisions for improving general safety, whether perceived or real.

These themes helped to organize community values and gave us a framework for the coming designs.
The stretch of Central Avenue adjacent to the Washington Neighborhood has an overwhelmingly unique character. As part of the inventory process, the design team was led on an architectural tour of the Central Avenue Corridor by local expert Jason Neises. An abundance of detail was discovered beneath the face of the street. These details are easy to miss if you aren’t paying attention, and are inaccessible to the vehicles which currently dominate the street. A transition to a pedestrian-friendly environment will encourage people to slow down and pay more attention to the collection of cultural relics, thus making the character of the corridor more obvious.

Additionally, the architectural character of the area can be expressed through design. Infrastructure introduced in future developments can contain the same elements, or abstractions of them, in a way that calls attention to the history of the Central Avenue Corridor. These details will blend together with modern elements to tell the site’s story and increase the cultural capital of the neighborhood.

With these concepts in mind, a library of details, textures, and architectural elements was assembled to inform design decisions throughout the workshop.
Steeples are a common site from the corridor.

Decorative turrets are commonly seen projected from the face of buildings.

Decorative molding wraps around a local building facade.

Intricate brick work decorates the tops of buildings.

Decorative cast iron moldings decorate the facades of buildings.

Cast iron details reference natural forms.
Section 4: Neighborhood Fabric

Cast Iron details and intricately carved terracotta capstone flourish here. More recently, murals have been a popular way of beautifying the neighborhood. These brands on cast iron details can be found across the district. The landmark Rafoth sign adorns the corner of 18th and Central. An impressive archway into a residential building. Cast iron columns and prism glass windows decorate this building. More recently, murals have been a popular way of beautifying the neighborhood. Cast iron details and intricately carved terracotta capstone flourish here.
Integrated Art

After a cache of architectural and historical knowledge had been accumulated, the design team's understanding of the corridor could be integrated within the physical details of the vision. Several concepts were developed through this method.

The letter “C” made itself apparent through alliteration (Central Avenue Corridor, Couler, Clay), and was used as a branding symbol across concepts. The redundancy of significant architectural features was another element to include within the corridor’s details. Arches, steel girders, and prism glass tiles were a few of these elements. Small organic decorations are found all over local buildings, and so nature-inspired detailing became a theme as well.

- Interlocking “C’s” inspire a railing pattern and a unique paver.
- The “C”, amongst steel beams, in another bus shelter concept.
- Leaves and flowers climb up the side of a bus shelter concept.
- A luminescent bollard faceted with skinny arches.
- Cut-out ladders and red lighting pay homage to the Engine House.
Section 4: Neighborhood Fabric

- An upside-down turret as a landmark place-making sculpture.
- An illuminated bollard is an homage to prism glass.
- Sculptural greenery details climb up a bus shelter concept.
- The interlocking “C” motif used as a railing for a planter.

This place-making marker includes details from local architecture.

A stronger branding element on another illuminated bollard.
V. Opportunities

In applying key values and themes to the design strategy, a series of opportunities was revealed. The regional context of adjacent corridors was observed to determine each street’s role in pedestrian and vehicular transportation. Corridors and crossroads could then be optimized for their respective audiences.

For example, 15th Street was admired for its connection to several community parks, stretching from Grant Park down to the Bee Branch Creek Greenway. Being a less desirable path for cars as well, 15th street proved to be an ideal pedestrian corridor. Likewise, 18th Street proved to be important as a pedestrian route, and showed potential for the introduction of a common space at its Central Avenue terminus.

Beyond its regional context, the Central Avenue Corridor was carefully considered to reveal distinct zones around which designs could be determined.
The Corridor

Shown below is the overall, proposed framework diagram for the Central Avenue Corridor between 11th and 22nd Streets. Key to this diagram is prioritizing the intensity of improvements between 14th and 19th Streets, identified as the “Corridor Core.” Transitional areas north and south of this core continue strategic improvements with slightly less quantity and intensity.

Pedestrian-focused areas, on-street parking, bus stops, and signalized intersections are also conceptually shown and will guide future efforts to advance more detailed roadway geometrics and streetscape design.
The North Transition

The North Transition starts at 22nd Street and ends through 20th Street. It is the connection to Couler Valley and the North End. Currently, the intersection at 21st Street is the transition to two-way traffic, and the area is an abundance of commercial activity.
The Corridor Core

This section of the corridor holds the truest character to the district, and the most opportunity for design. The two main pedestrian corridors were identified at 18th and 15th Streets, making their respective intersections with Central Avenue critical moments along the corridor.

This area also features the largest concentration of significant architectural structures. Included in this area are Engine House Number One, the Rafoth Building, and Dubuque Bank and Trust, among many other historically significant buildings.

The opportunity diagram of the Corridor Core.
The South Transition

Spanning between 11th and 14th Streets, the South Transition acts as the portal to downtown Dubuque. Important buildings on this segment of Central Avenue are City Hall, the Multicultural Center, and Prescott Elementary School.
Existing bus routes are already well used, and developing more supporting infrastructure is bound to increase ridership.

VI. Transportation

Within the district, Central Avenue is the road with the most traffic. With this in mind, it was necessary to envision the future of motorized and non-motorized transportation throughout the corridor.

The Washington Neighborhood has the highest rate of bus ridership and the highest number of car-free households within the City of Dubuque. Public transportation and alternative modes of movement are currently a key part of this district and must be carefully considered within proposed improvements for the Central Avenue Corridor.

Two-way Traffic Analysis

“A planning level capacity analysis was done to analyze Central Avenue with two-way traffic. Additional traffic study will be needed for the full corridor.

The intersections analyzed were the Central Avenue intersections with 11th Street, 14th Street and 20th Street. The capacity of the intersections was analyzed using the procedures outlined in the Highway Capacity Manual 2010 (HCM). The intersections were modeled using Synchro Studio 9 with SimTraffic 9. The analysis was done using directional intersection traffic counts provided by Dubuque Metropolitan Area Transportation Study (DMATS). DMATS provided traffic counts for the years 2020, 2025, 2030, 2035, 2040 and 2045. The 2045 volumes were modeled using Synchro and the capacity at the three intersections provided acceptable levels of service operating with two-way traffic. A southbound left turn lane was needed at the intersection of Central Ave / 20th Street.

It should be noted that a complete traffic study will be needed to determine the full impact and modifications needed to convert Central Avenue to two-way traffic from 4th Street to 22nd Street.”

- Eric Tott, WHKS
The Importance of Public Transportation

The following maps depict the importance of reliable public transit systems along Central Avenue. As is shown, the highest concentrations of car-free households falls along the Central Avenue Corridor and within the Washington Neighborhood. Similarly, populations of seniors, youth, and disable people who cannot drive or have trouble driving are highest in this area as well. The people who will depend on this corridor’s development the most need access to public transportation that is safe, covered, reliable, and prioritized along Central Avenue.
VII. Streetscape

The product at the end of the Central Avenue Corridor Workshop was a draft vision for the streetscape. A concept was developed by addressing the items from our strategic direction.

Design Streets for Two-Way Traffic

To accommodate two-way traffic, the design respects the traffic analysis done by WHKS. Designated turning lanes were added at key intersections and oversized vehicles were given extra room to turn in tight areas.

Embrace the Washington Neighborhood

While evaluating the regional context, the intersections at 15th and 18th Streets were selected as optimal pedestrian nodes, as they provide a connection to several key locations within and beyond the Washington Neighborhood. This physical connection should be developed with similar content to Central Avenue to establish the corridor as an extension of the neighborhood. Furnishings and the material palette are also defined by the visual preferences of the community, as collected in the community input sessions.

Pedestrians are Number One

To meet this objective, the vision needed to consider the interactions between vehicular and pedestrian traffic. Streetside bollards, crosswalk bumpouts, and a raised crosswalk at 18th Street address this need. The “Central Commons” is designed as a pedestrian hub, to be used as a park, event space, and general core of the corridor.

Integrate Arts and Culture

The existing character of the corridor is blended into new streetscape features to develop a stronger sense of place. Bus stops, bollards, and other place-making elements exhibit this strategy.

Reduce Maintenance

Streetscape features maintain a defined setback from the curb, and atypical curbs (bumpouts) will be mountable for ease of maintenance. Additionally, the use of custom streetscape features should be limited, as standard models are easier to replace.

Preserve the Corridor’s Architecture

The vision shows concern for Central Avenue’s architectural character. Key buildings are highlighted and details are captured in integrated art.

Create a “Greener” Experience

The corridor is vegetated with street trees, planters, and planted buffers on streetscape edges.

Encourage Economic Vitality

The nature of the project will encourage pedestrian activity along Central Avenue storefronts. Both northbound and southbound bus traffic has been located so that economic undertakings can be concentrated along the corridor.

Prioritize Safety

Various types of lighting and cameras will ease safety concerns. Trees throughout the corridor will be pruned high enough to maintain visibility.
Central Avenue Corridor

Section 7: Streetscape

The cross-section varies throughout the corridor when necessary, always considering the values outlined in the strategic direction, as well as the design elements derived from them. The following pages depict the proposed improvements along the Central Avenue Corridor from 22nd Street to 11th Street.

Streetscape Vision

The vision resulting from the strategic themes reflects community values. The image below is a typical cross-section for the corridor. Where there are no dedicated turn lanes, there will be room for two-way traffic and parallel parking on both sides of the road. Ample room will be left for pedestrians and a paver boulevard to separate sidewalks from the road.

[Diagram of proposed typical streetscape section for Central Avenue]

[Perspective view of Central Avenue looking south from 19th Street showing urban edge treatment on the right]
The overall streetscape plan is shown above. Each enlargement is shown on the following pages.
Central Avenue Corridor

Section 7: Streetscape

LEGEND

- Street Tree
- Ornamental Tree
- Landscape Planter
- Pedestrian Light
- Street Light
- Illuminated Bollard
- Bench
- Bike Rack
- Trash Receptacle
- Vertical Marker
- Bus Shelter
- Bus Stop
- Sharrow
- Traffic Signal
- Urban Edge
- On-Street Parking
- Brick Pavers
Urban Edge Treatment

Description:
Methods for the separation of the Central Avenue Streetscape and adjacent land, particularly at parking lots. Various methods should use screen walls and planting material to create clear distinctions between the streetscape and adjacent land. The urban edge at City Hall should be used as precedent.
Paver

Description:
Reclaimed Purington brick pavers.

Limestone

Description:
Locally sourced limestone blocks quarried within 30 miles of Dubuque.

Bike Racks

Description:
A traditional inverted-U bike rack with capacity for two bikes. Surface and in-ground mount options available.

Model: BWS-101
Manufacturer: Victor Stanley
Finish: Black
Material Type: Tubular Steel
Bench

Description:
Ductile iron end frames. 4 or 6 ft (1.2 or 1.8m) lengths. Horizontal steel rods. Surface mount. Matches existing Main Street models.

Model: CS-10
Manufacturer: Victor Stanley
Finish: Black Powdercoat
Material Type: Ductile Iron Casting and Solid Steel Rods
Special Consideration: 10-Year Warranty against breakage. Options can include skate stops.

Litter and Recycling Receptacles

Description:
Traditional-looking receptacles to match the Main Street Dubuque models. There are several options for lids including recycling, dome, and ashtray lids.

Model: ES-142
Manufacturer: Victor Stanley
Finish: Black Powdercoat
Material Type: Recycled Solid Steel Bar
Central Avenue Corridor

Section 7: Streetscape

Illuminated Bollards
Description:
Customized illuminated bollard inspired by prism glass and cast iron themes as shown on page 24.
Model: Custom

Bus Shelter
Description:
Customized bus shelter featuring illuminated corridor brand symbol, cut-out steel girder motif, and film-imposed glass paneling. The bus stop should be outfitted with digital display boards which tell users when buses will be coming.
Model: Custom
Pedestrian Light

Description:
Current model used throughout downtown Dubuque. Matches existing lights to establish a cohesive sense of place.

Model: As specified by Veenstra & Kimm Inc. and the City of Dubuque
Manufacturer: Sternberg Lighting
Finish: 
Material Type: 
Special Consideration: 

Street Light

Description:
Current model used throughout downtown Dubuque. Matches existing lights to establish a cohesive sense of place.

Model: As specified by Veenstra & Kimm Inc. and the City of Dubuque
Manufacturer: Sternberg Lighting
Finish: 
Material Type: 
Special Consideration: 

Central Avenue Corridor

Section 7: Streetscape
Central Avenue Corridor

Section 7: Streetscape

Landscape Planter
Description:
Planted bed typically located within the brick paver boulevard. A custom metal edging acts as another opportunity to integrate art while attractively protecting landscaped areas.

Model: Custom

Vertical Marker
Description:
A custom-made monument piece placed throughout the corridor for place-making purposes. Integrated art elements will pay homage to the corridor’s architectural character and enhance the general sense of place.

Model: Custom
Outdoor Public Chair

Description:
Traditional-looking chair to match existing Main Street standards, for public spaces like Central Commons.

Model: PRSCC-8
Manufacturer: Victor Stanley
Finish: Black Powdercoat
Material Type: Recycled Solid Steel Bar

Outdoor Public Table

Description:
Traditional-looking table to match existing Main Street standards, for public spaces like Central Commons.

Model: PRSCT-36R
Manufacturer: Victor Stanley
Finish: Black Powdercoat
Material Type: Spun Steel Tabletop
VIII. Implementation and Next Steps

Upon completion, the vision was shared with Dubuque City Council. Pending approval, the City Council will adopt the plan and incorporate it into future planning efforts.

Summer 2019

As part of the transition of Highway 52 to the Southwestern Arterial, The Iowa Department of Transportation and the City of Dubuque will complete a mill and overlay of Central Avenue. This process entails the removal and replacement of the top two inches of street pavement. Once the street has been repaired, jurisdiction of Central Avenue will be transferred to the City of Dubuque and the streetscape can be re-visualized.

Spring 2020

The City of Dubuque will complete a parking, traffic and access control study to evaluate the opportunities and impacts of transitioning Central Avenue traffic from one-way to two-way. This study will be critical to the future of the streetscape and will inform the more detailed design of the corridor.

Implementation

With the completion of the traffic study, credible information will be available to inform specific recommendations for the Central Avenue streetscape. This master plan should be used as an integrated tool to promote uniformity and best practices throughout the design process.

Next Steps

The proposed vision has been developed to be unifying, unique, and sensitive to community interests. Based on the public feedback received from the input sessions, most people valued trees and landscaping, covered transit stops, lighting and security improvements, and integrated art. These values are reflected in the strategic direction and should be emphasized accordingly when implementing future improvements.
ITEM TITLE: Bee Branch Watershed Flood Mitigation Project - Blum Site Update

SUMMARY: City Staff will provide an update on the Bee Branch Watershed Flood Mitigation Project – Blum Site Update

SUGGESTED DISPOSITION:

ATTACHMENTS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
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</thead>
<tbody>
<tr>
<td>Bee Branch Watershed Flood Mitigation Project - Blum Site Update Work Session-MVM Memo</td>
<td>City Manager Memo</td>
</tr>
<tr>
<td>Staff Memo</td>
<td>Staff Memo</td>
</tr>
<tr>
<td>Blum Site Presentation Part I</td>
<td>Supporting Documentation</td>
</tr>
<tr>
<td>Blum Site Presentation Part II</td>
<td>Supporting Documentation</td>
</tr>
</tbody>
</table>
TO: The Honorable Mayor and City Council Members

FROM: Michael C. Van Milligen, City Manager

SUBJECT: Bee Branch Watershed Flood Mitigation Project – Blum Site Update Work Session

DATE: May 9, 2019

Project Manager Steve Sampson Brown is transmitting information for the Bee Branch Watershed Flood Mitigation Project – Blum Site Update Work Session.

Michael C. Van Milligen

MCVM:jh
Attachment
cc: Crenna Brumwell, City Attorney
Teri Goodmann, Assistant City Manager
Cori Burbach, Assistant City Manager
Steve Sampson Brown, Project Manager
Gus Psihoyos, City Engineer
TO: Michael C. Van Milligen, City Manager
     Gus Psihoyos, City Engineer

FROM: Steve Sampson Brown, Project Manager

SUBJECT: Bee Brach Watershed Flood Mitigation Project - Blum Site Update Work Session

DATE: May 9, 2019

The Engineering and Leisure Services Department will present a PowerPoint presentation on the Bee Branch Watershed Flood Mitigation – Blum Site Project.
Connected Community

- Connected communities are more resilient.
- They are better able to spring back when hard times hit, protect and prepare themselves against global issues.
- Research shows they are happier and healthier.

Nowhere else in the City do we have a connected community space like the Bee Branch Creek Greenway.
Connected Community

• Comfortable shared spaces give people a chance to meet others, gather, relax, and try new things.

• It might be yoga, learning about healthy eating and how to grow vegetables, or help with personal development.

Nowhere else in the City do we have a connected community space like the Bee Branch Creek Greenway.
Creating a Direct Connection between the Upper & Lower Existing Culverts Become Bike Trail
How We Got Here

- Location for a maintenance facility, storm shelter, and public restrooms
- Needed more green space - so we looked at the West Blum Site
- EPA Brownfields Cleanup Grants for existing site – capping contaminated soil
- Condition assessment of structures on site – Look at saving the building on the West side along Elm St. and redeveloping for future use
- Community engagement (required for grant): What type of activities and equipment does the public want to see in the future recreational space?
Inclusive Community:

Areas of Opportunity

2018 GDDC Community Perceptions Survey

- 37% disagreed with the statement that they feel safe in the Downtown
- 25% disagreed with the statement that they feel safe in the Northend
- 36% said race relations is the biggest challenge facing the community as a whole
- 33% disagree with the statement, “Race relations in Dubuque are good.”
- 19% disagreed with statement, “Dubuque is a welcoming community to people of different backgrounds.”
- 81% of those saying a lack of services is a big or moderate problem in their part of the community come from the Northend or “another part” of the community
- 43% of those saying crime is a big or moderate problem in their part of the community come from the Northend and Downtown
Areas of Opportunity

Concentrated Areas of Poverty by Block Group

LEGEND
- Racial/Ethnic Concentrated Areas of Poverty at 20% R/E threshold
- >40% of population below poverty and close to 20% R/E threshold
- Racial/Ethnic concentration exceeds 20% threshold and close to 40% poverty threshold
- 2010 Block Groups
- Dubuque City Limits

BLUM SITE
You can’t simply arrest your way out of crime. It takes partnerships and long term problem solving to eliminate the underlying causes of crime.” Mark Dalsing, Chief of Police
Location Challenge of Leisure Services Office

LEISURE SERVICES OFFICES

.46 miles

BUS STOP: 4032

BLUM SITE

100 feet

BUS STOP: 1046

46 miles
Some men see things as they are, and ask why. I dream of things that never were, and ask why not.

- Robert Kennedy
Port of Dubuque

$400 million
Millwork District

$132 million
Bee Branch Creek Greenway

$232 million
OUR BHAG
Big Hairy Audacious Goal

Creating an Equitable Community of Choice
Our BHAG - Big Hairy Audacious Goal

Transform the Blum site into a...

COMMUNITY CENTER & PARK

Imagine an...

ACCESSIBLE AND WELCOMING PLACE

with all kinds of services and programs -- for and with -- all kinds of people.
Community Outreach

- 2017 City Expo: Dot Exercise
- Online Forms: Almost 600 responses from Sept. – Dec. 2017
Community Outreach

Caring for our vibrant historic neighborhoods and businesses.

PRIORITY 2
Identification and pursuit of the redevelopment, reuse and repurposing of commercial and/or industrial assets with the greatest opportunity for a “transformative” effect.

Identify key commercial or industrial properties whose redevelopment, reuse or repurposing would have the greatest positive economic, environmental and cultural impact for the community or neighborhood.
SOCIAL + CULTURAL VIBRANCY is closely linked to our individual, community, and economic well-being. To enhance this vibrancy, residents suggested:

- Enhance event access and participant diversity
- Improve perceptions of community safety
- Promote healthy lifestyles
- Increase eco-education programming, particularly for children
Public recreation investments are a prime means for building inclusion through programming, community activity, and space.

Construction of a community center with indoor aquatics, and renovation and re-programming of park spaces, both were cited throughout the public engagement process as badly needed, and a means to enhance equity and connections among Dubuque residents.

Use recreation investments as equity enhancers.

Playground and park enhancements, as well as lighting, can be targeted for updates that create safe, accessible spaces attracting people from well beyond the immediate neighborhood.

Keeping an “equity eye” in the siting, planning and design of these investments will benefit Dubuque.
Initiate a feasibility evaluation for a Community Center, potentially including indoor recreation and indoor/outdoor aquatic facilities, with an eye towards creating a multi-generational and central community gathering place that supports health, wellness, and social interaction among residents.

“Dubuque needs a better Community Center/Leisure Services. Our Leisure Services Department does well with what they have but their facilities are limited. In my vision of Dubuque we would have a Community Center with classes for children, youth, and adults…..like gymnastics, tumbling, pottery, exercise classes, conversational language classes…. Other communities where I have lived have these kinds of activities for people of all ages. Our Leisure Services have some of this but the lack of facilities I am sure make this very hard to make work.”
Why turn this junk yard into a community treasure?
Bring People Together

- Families
- Kids
- Retirees
- Millennials
- Young Professionals

“We know each day is an opportunity for us to bring people from varied backgrounds together into one space to share, learn and celebrate each other”

Jacqueline Hunter, MFC Director
Quality of Life

- Fishing
- Exercise
- A Place to Gather
- Healthy Foods
- Art & Science
- Youth & Adult Programs
Remove Barriers

To bring people together and break down barriers you have to:

- Serve people where they are
- Become a member of the neighborhood
- Create comfortable spaces to gather, relax, and learn
- Offer opportunities and programming for people to get to know their neighbors and fellow community members
Location Potential

Multi-modal Accessibility
- Walking
- Biking
- Public Transit
- Vehicles
Location

CONNECTIVITY

5,100 Residential address within ½ mile of the Bee Branch Creek Greenway
2018 NRPA Study - Recreation Centers

- Nationally: 1/27,000 residents
- Mid-West: 1/21,000 residents
- National average for square footage is 11,000
## Existing Indoor Programming Space

<table>
<thead>
<tr>
<th>Space</th>
<th>Square Feet</th>
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<tbody>
<tr>
<td>Comiskey Building (BB)</td>
<td>1,624</td>
</tr>
<tr>
<td>• Free Pre-school &amp; Community Meetings</td>
<td></td>
</tr>
<tr>
<td>Allison Henderson – Upper</td>
<td>1,080</td>
</tr>
<tr>
<td>• Youth Enrichment (18 mo. to 5 years)</td>
<td></td>
</tr>
<tr>
<td>Allison Henderson – Lower</td>
<td>900</td>
</tr>
<tr>
<td>• Arts (dance, music, art, etc.)</td>
<td></td>
</tr>
<tr>
<td>Resource Room (Prescott) (BB)</td>
<td>500</td>
</tr>
<tr>
<td>MFC (Multi-Purpose Room) (BB)</td>
<td>800</td>
</tr>
<tr>
<td><strong>Total Indoor Space</strong></td>
<td><strong>4,904 square feet</strong></td>
</tr>
</tbody>
</table>
Location Potential

- 100% ADA Accessible
- Space for large community meetings
- One-stop shop for City services:
  - Sign up for recreation programs
  - Pay utility bills and parking tickets
  - Connect residents to resources
- Easy parking
- A social gathering place for people of all ages and backgrounds
Opportunities for Partnerships
A Gateway to Dubuque

- Highly visible location that is welcoming for both residents and visitors
The Vision:
A Community Center and Park with Equitable Access & Opportunities
OUTDOOR SPACE

RECREATIONAL & EDUCATIONAL OPPORTUNITIES
Outdoor Programs

Outdoor sports and activities

Connecting kids with nature
Nature treasure hunt, nature exploration, planting flowers, growing food
Natural Playscape with Climbing Opportunities
ADA Kayak and Canoe Launch

ADA Complaint Dock
Basketball Courts
Outdoor Seating
VISION FOR
THE INTERIOR
Floor Plan

1st Floor

Public Restrooms (Exterior Access)

Maintenance Facility

Elm St.

Railroad Tracks/Lower Bee Branch

16th St.

15th St.

Stair A

Table/Char Storage 902 SF

Reception 175 SF

Meeting Cafe 1113 SF

Office 195 SF

Office 135 SF

Office 135 SF

Workshop 362 SF

Break Room 130 SF

Work Room 362 SF

Locker Room 408 SF

Workshop 130 SF

Office 104 SF

Office 104 SF

Office 104 SF

Storage 20 SF

Storage 130 SF

Storage 408 SF

Garage Space 120 SF

Wash Bay 339 SF

Office 104 SF

Office 104 SF

Office 104 SF

Shop Area 500 SF

16th St. 15th St.
Leisure Services

- Equipment to service the Bee Branch Creek Greenway and other City parks/properties
- Trucks, boat, gators, etc.
- Garage space, storage, shop area, wash bay, workroom
- Office space for parks staff
Reception/Meeting Cafe

- Multiple seating areas to bring people together
Flexible Conference Room

A flexible conference room available for:
City meetings, community partner meetings, visiting with residents about community resources
Program / Studio Space

Youth Programs
Program / Studio Space

Connecting the Young and Old

Dances, teens teach tech to seniors, a place for daily coffee and conversation
Program / Studio Space

Workshops and Learning Opportunities

Space for smaller classes and group meetings
Program / Studio Space

Health and Fitness Programming
Assembly Hall

Programmable or Event Space
Leisure Services programs, City events, weddings, family reunions, birthday parties, corporate events, fundraisers, etc.
Views from building and balconies
<table>
<thead>
<tr>
<th>SITE FEATURES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grading</td>
<td>$10,750</td>
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<tr>
<td>Parking/Drives/Walks/Stairs/Walls/Canoe Ramp</td>
<td>$512,000</td>
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<tr>
<td>Plantings</td>
<td>$137,750</td>
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<tr>
<td>Site Amenities &amp; Lighting</td>
<td>$426,000</td>
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<tr>
<td>Playground/Climbing Feature</td>
<td>$200,000</td>
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<tr>
<td>Bike/Scooter Playground</td>
<td>$50,000</td>
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<tr>
<td>Large “DBQ” Play Element</td>
<td>$70,000</td>
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<tr>
<td>Sub Total</td>
<td>$1,406,500</td>
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## Budget – East Blum

<table>
<thead>
<tr>
<th>Building Features</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Picnic Shelter</td>
<td>$142,000</td>
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<tr>
<td>Overlook Deck</td>
<td>$165,000</td>
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<tr>
<td>FEMA Storm Shelter and Restrooms</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td><strong>$832,000</strong></td>
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### Budget – Sycamore Triangle

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<thead>
<tr>
<th>SITE FEATURES</th>
<th>Cost</th>
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<tbody>
<tr>
<td>ADA Kayak Launch/Boat Ramp</td>
<td>$235,000</td>
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<tr>
<td>Storage Building</td>
<td>$85,000</td>
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<tr>
<td>Parking/Drives/Walks/Stairs/Walls</td>
<td>$95,000</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td><strong>$415,000</strong></td>
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## Budget – West Blum

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Grading</td>
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<tr>
<td>Parking/Drives/Walks/Sidewalk/Walls/B-Ball Courts</td>
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<tr>
<td>Plantings</td>
<td>$131,000</td>
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<tr>
<td>North Site – Hardscape Amenities &amp; Lighting</td>
<td>$294,500</td>
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<tr>
<td>South Site – Hardscape Amenities &amp; Lighting</td>
<td>$151,000</td>
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<tr>
<td><strong>Sub Total</strong></td>
<td><strong>$1,657,750</strong></td>
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## Building Features

<table>
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<th>Feature</th>
<th>Cost</th>
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<tr>
<td>North Addition – Stairwell/Elevator/Storage/Mechanicals</td>
<td>$1,560,000</td>
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<tr>
<td>East Addition – Porch Structure/Stairs/Restrooms</td>
<td>$443,500</td>
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<tr>
<td>Flood Control Maintenance Building</td>
<td>$883,250</td>
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<td>Elm St. – Existing Building Core &amp; Shell</td>
<td>$2,592,000</td>
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**Sub Total**  $5,478,750
# Budget – Total Project Cost

<table>
<thead>
<tr>
<th>Location</th>
<th>Cost</th>
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<tbody>
<tr>
<td>East Blum – Site Features</td>
<td>$1,406,500</td>
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<tr>
<td>East Blum – Building Features</td>
<td>$832,000</td>
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<tr>
<td>Sycamore Triangle</td>
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<tr>
<td>West Blum – Site Features</td>
<td>$1,657,750</td>
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<tr>
<td>West Blum – Building Features</td>
<td>$5,478,750</td>
</tr>
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**Today's Construction Cost Total**: $9,790,000

**Contingency 20%**: $1,958,000

**Total Construction Cost w/ Contingency**: $11,748,000
## Budget – Funding Shortfall

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<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Total Construction Cost w/ Contingency</td>
<td>$11,748,000</td>
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<tr>
<td>Grant Eligible Project Features</td>
<td>- $1,296,000</td>
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<tr>
<td>Sponsorship/Donations</td>
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<tr>
<td>Programmed Bee Branch Funding</td>
<td>- $3,920,000</td>
</tr>
<tr>
<td><strong>Needed Funding</strong></td>
<td><strong>$5,282,000</strong></td>
</tr>
</tbody>
</table>
EPA GRANT TO A BHAG

EAT THE ELEPHANT
ONE BITE AT A TIME
What’s the Plan?

• Be a Resilient and Connected Community
• Create An Equitable Community of Choice
• Be Part Of The Neighborhood
• Help People Feel Welcome
• Provide Comfortable Shared Spaces That Bring People Together
• Serve People Where They Are
What’s the Plan?

REACTIVE SYSTEMS AND REACTIVE PROGRAMMING

PROACTIVE EQUITABLE COMMUNITY OF CHOICE PROGRAMMING
Moving Forward

Right Direction?
Moving Forward

Budget?

- Time to Plan
  FY24 = $220,000 for Preliminary Design
  FY28 = $3,700,000 in stormwater funds

- Strategically phased construction

- Separate project into grant eligible parts

- Seek private donations to support the community aspects of the project.
Moving Forward

• Timeline?
• Next Steps?
Questions?

CREATING AN EQUITABLE COMMUNITY OF CHOICE