



**CITY OF DUBUQUE, IOWA
CITY COUNCIL MEETING**
Historic Federal Building: 350 W. 6th
Street - Second-Floor Council
Chambers.
August 27, 2025 at 6:30 PM

**Council meetings are streamed live and archived at
www.cityofdubuque.org/media and broadcast on CityChannel Dubuque
Mediacom cable channel 8 or digital 117.2 and ImOn channel 5.**

VIRTUAL VIEWING OPTIONS

Use the following link to join the meeting from your computer, tablet or smartphone.

www.CityOfDubuque.org/VirtualMeeting

You can also dial in using your phone:

United States (Toll Free): 1-877-568-4106

United States: +1 (571) 317-3129

Access Code: 337-661-181

ROLL CALL ORDER FOR MEETING

Farber, Resnick, Cavanagh, Roussell, Wethal, Jones, Sprank

ACTION ITEM

1) Irrevocable License - UD Medical School at 500 Main Street

City Manager recommending City Council approval of an irrevocable license for the University of Dubuque at 500 Main Street to encroach in the public right of way as described in the irrevocable license.

Suggested Disposition: Receive and File; Approve

WORK SESSION

Unified Development Code Update

Planning staff and representatives from Camiros will present the findings of the Unified Development Code (UDC) Technical Review conducted by Camiros and set the stage for the next phase of the UDC 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.

Written comments regarding the above items may be submitted to the City Clerk's

Office at ctyclerk@cityofdubuque.org or by mail to 50 W. 13th St., Dubuque, IA 52001, before said time of meeting.

Individuals requiring special assistance should contact the City Clerk's Office as soon as feasible at (563) 589-4100, ctyclerk@cityofdubuque.org. Deaf or hard-of-hearing individuals can use Relay Iowa by dialing 711 or (800) 735-2942.

TO: The Honorable Mayor and City Council Members

FROM: Michael C. Van Milligen, City Manager

SUBJECT: Irrevocable License – UD Medical School at 500 Main Street

DATE: August 25, 2025

City Engineer Gus Psihoyos is recommending City Council approval of an irrevocable license for the University of Dubuque at 500 Main Street to encroach in the public right of way as described in the irrevocable license.

This is in response to a request from the University of Dubuque to encroach on City property. The encroachments will include portions of the existing and proposed building and building foundation.

An irrevocable or revocable license is required when property owners request to encroach upon the public right of way. Examples of encroachments upon the public right of way can include planters, benches, fences, steps, awnings, windows, buildings, earthen embankments, ADA ramps, loading docks, private utilities, bollards, and sprinkler systems.

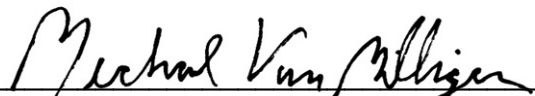
The property at the northeast quadrant of 5th Street and Main Street is being redeveloped by the University of Dubuque for new College of Osteopathic Medicine. This building at 500 Main Street is the former Prudential building. The existing building is being remodeled, and part of the work is to demolish and reconstruct the parts of the south and west façade to create a new building entrance. Portions of the existing building and foundation, as well as portions of the proposed building reconstruction will encroach in the adjacent city street rights of way.

Through this Irrevocable License process the encroachments will be recognized by the new owners who assume all terms and conditions as defined in the license.

All documents have been received from the University of Dubuque including an exhibit, irrevocable license, insurance, and license fee. The Engineering Department, Planning Services and Building Services have reviewed and approved the request for the continued operation of this encroachment. All public and private utilities owners affected by the encroachments have reviewed and approved the plans and have submitted signed consent forms.

As part of the property redevelopment the University of Dubuque will also be requesting approval for several minor right of way encroachments including but not limited to dumpster enclosure, HVAC systems, and steps and railings. These encroachments will be reviewed and approved administratively via the revocable license process.

I concur with the recommendation and respectfully request Mayor and City Council approval.


Michael C. Van Milligen

MCVM:sv

Attachment

cc: Crenna Brumwell, City Attorney
Cori Burbach, Assistant City Manager
Gus Psihoyos, City Engineer
Nate Kieffer, PLS/PE

TO: Michael C. Van Milligen, City Manager

FROM: Gus Psihoyos, City Engineer

SUBJECT: Irrevocable License – UD Medical School at 500 Main Street

DATE: August 22, 2025

INTRODUCTION

This is in response to a request from the University of Dubuque to encroach on City property. The encroachments will include portions of the existing and proposed building and building foundation.

BACKGROUND

An irrevocable or revocable license is required when property owners request to encroach upon the public right of way. Examples of encroachments upon the public right of way can include planters, benches, fences, steps, awnings, windows, buildings, earthen embankments, ADA ramps, loading docks, private utilities, bollards, and sprinkler systems.

DISCUSSION

The property at the northeast quadrant of 5th Street and Main Street is being redeveloped by the University of Dubuque for new College of Osteopathic Medicine. This building at 500 Main Street is the former Prudential building. The existing building is being remodeled, and part of the work is to demolish and reconstruct the parts of the south and west façade to create a new building entrance. Portions of the existing building and foundation, as well as portions of the proposed building reconstruction will encroach in the adjacent city street rights of way.

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All documents have been received from the University of Dubuque including an exhibit, irrevocable license, insurance, and license fee. The Engineering Department, Planning Services and Building Services have reviewed and approved the request for the continued operation of this encroachment. All public and private utilities owners affected by the encroachments have reviewed and approved the plans and have submitted signed consent forms.

As part of the property redevelopment the University of Dubuque will also be requesting approval for several minor right of way encroachments including but not limited to dumpster enclosure, HVAC systems, and steps and railings. These encroachments will be reviewed and approved administratively via the revocable license process.

RECOMMENDATION

It is recommended that the request for an irrevocable license for the University of Dubuque at 500 Main Street to encroach in the public right of way as described in the irrevocable license be approved.

BUDGET IMPACT

The application fee of \$650 has been received and will be receipted as part of the public license revenue.

ACTION TO BE TAKEN

It is recommended that the attached irrevocable license for the University of Dubuque at 500 Main Street be approved and the City Clerk record the irrevocable license in the office of the County Recorder.

Attach.

cc: Nate Kieffer, PLS/PE

Page 1 of 1

Benjamin H. Beard, AIA
Straka Johnson Architects
3555 Digital Drive
Dubuque, Iowa 52003

August 21, 2025

Mike Van Milligen
City Manager
Second Floor of City Hall
50 W 13TH Street
Dubuque, Iowa 52001

Letter of Application: Irrevocable Encroachment of Public Right-of-Way

Dear Mr. Van Milligen:

University of Dubuque is applying for an Irrevocable License to allow portions of the renovation of University of Dubuque John & Alice Butler College of Osteopathic Medicine at 500 Main Street to encroach on city property. Including the following:

1. Proposed building proper and footing foundation at southwest corner of building.
2. Existing building foundation encroachments.

Refer to attached;

- Irrevocable Exhibit Site Plan
- WHKS Civil Plans

Conlon Construction is in the process of obtaining written consent from all utilities in vicinity of project, including Alliant Energy, Black Hills, ImOn, CenturyLink/Lumen, Comelec, & Mediacom.

If we can provide further clarification or information for your consideration, please don't hesitate to reach out. Thank you for your consideration of this important matter.

Sincerely,



Benjamin H. Beard, AIA

RESIDENTIAL • COMMERCIAL • INSTITUTIONAL

10502 St. Joseph Drive
Phone (563) 556-8877

Dubuque, Iowa 52003
Fax (563) 556-0367



Prepared by: Gus Psihoyos, City Engineer, City of Dubuque, 50 W. 13th Street, Dubuque, IA 52001 (563 589-4270)
Return to: Gus Psihoyos, City Engineer, City of Dubuque, 50 W. 13th Street, Dubuque, IA 52001 (563 589-4270)

IRREVOCABLE LICENSE

AUTHORIZING University of Dubuque
TO CONSTRUCT See Attached Irrevocable Letter of Application
ON PUBLIC RIGHT-OF-WAY

Section 1. University of Dubuque as the owner of the premises, (Licensee), known as 500 Main Street in Dubuque, Iowa, and legally described as Lot 1, Block 13, Dub. Downtown Plaza Per Inst. No. 14722-99 be and is hereby granted an Irrevocable License and authority to construct and maintain See Attached Irrevocable Letter of Application, (Encroachment) (see attachment for location) under the terms and conditions set forth in this License.

Section 2. The permission herein granted is expressly conditioned on Licensee's agreement to:

- a) Assume any and all liability for damages to persons or property which may result from the existence, location, installation, construction or maintenance of said Encroachment;
- b) Procure and maintain in force during the term of this License a policy of liability insurance as set forth in the attached Insurance Schedule;
- c) Pay on behalf of the City of Dubuque, all sums which the City of Dubuque shall become obligated to pay by reason of the liability imposed upon the City of Dubuque for damages of any kind resulting from the location, installation, existence, construction or maintenance of said Encroachment sustained by any person or persons, caused by accident or otherwise to defend at its own expense and on behalf of said City any claim against the City of Dubuque arising out of the location, installation, existence, construction or maintenance of Encroachment and to pay reasonable attorney fees therefor; and

d) Indemnify, defend and hold the City of Dubuque free and harmless from any and all claims, including but not limited to damages, loss, liability and expense for death and/or injuries to third persons or damages to property of third persons, or for damage to any property of the City of Dubuque which may occur as a result of or in connection with the location, installation, existence, construction, maintenance and repair of Encroachment.

e) Any special conditions as set forth for this License as identified:

Section 3. The Encroachment shall be maintained in accordance with all applicable state and federal laws and regulations, and the Ordinances of the City of Dubuque.

Section 4. Licensee covenants and agrees that the Irrevocable License herein granted does not constitute an approval of the design, erection, location, construction, repair or maintenance of said Encroachment and Licensee hereby covenants and agrees not to assert such claim or defense against the City of Dubuque in the event of claim asserted for death, personal injuries and/or property damage against Licensee arising out of or in any way connected with the location, installation, construction, design, repair and maintenance of the Encroachment.

Section 5. This Irrevocable License shall become effective and the rights hereunder accrue to Licensee when this License has been approved by the City Council and the terms and conditions thereof accepted by Licensee by acceptance endorsed on this License. This Irrevocable License is not assignable or transferable to another location. This license is for this property only.

Section 6. The City Clerk is authorized and directed to file at Licensee's expense a copy of this License in the Office of the Recorder in and for Dubuque County, Iowa.

Section 7. Iowa One-Call registration may be required by the Code of Iowa. When applicable Licensee shall submit documentation to the City Engineer of Iowa One-Call registration membership.

Signed this _____ day of _____, 20____.

Brad M. Cavanagh, Mayor

Attest:

Adrienne N. Breitsfelder, City Clerk

State of Iowa)
) ss:
County of Dubuque)

On this _____ day of _____, _____, before me, the undersigned, a Notary Public in and for the State of Iowa, personally appeared Brad M. Cavanagh and Adrienne N. Breitfelder, to me personally known, who, being by me duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Dubuque, Iowa, a municipal corporation, that the seal affixed to the foregoing instrument is the corporate seal of the corporation, and that the instrument was signed and sealed on behalf of the corporation, by authority of its City Council on the _____ day of _____, _____, and Brad M. Cavanagh and Adrienne N. Breitfelder acknowledged the execution of the instrument to be their voluntary act and deed.

Notary Public in and for said State

ACCEPTANCE OF TERMS AND CONDITIONS OF LICENSE

The undersigned, being duly authorized to execute this Acceptance on behalf of The University of Dubuque, and having read and being familiar with the terms and conditions of the Irrevocable License, for itself and, its successors, accepts the same and agrees to be bound by the terms and conditions herein contained.

LICENSEE:

James Steiner
Signature

By: James Steiner

Title: VP, Finance

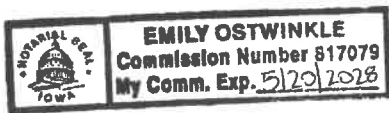
Dated: 8/18/25

Signature requires notary

ALL PURPOSE ACKNOWLEDGMENT
STATE OF IOWA)
COUNTY OF DUBUQUE)

On this 18th day of August, 2025, before me, the undersigned, a Notary Public in and for said State, personally appeared James Steiner (NAME/S) to me personally known, OR X proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) acted, executed the instrument.

(Notary Seal)



Emily Ostwinkle (sign in ink)

Emily Ostwinkle (print/type name)
Notary Public in and for State of Iowa

CAPACITY CLAIMED BY SIGNER

INDIVIDUAL
X CORPORATE OFFICER(S) VP, Finance (Title)

(CORP SEAL)

 AFFIXED
 NO SEAL PROCURED

 PARTNER(S) LIMITED GENERAL

 ATTORNEY-IN-FACT
 TRUSTEE(S)
 GUARDIAN/CONSERVATOR
 OTHER

SIGNER IS REPRESENTING:

Name of Person(s) or Entity(ies):

The University of Dubuque

Checklist of Required Items for Irrevocable Encroachment of Public Right-of-Way

Project Description:

Submitted:

Letter of Application _____

Application License _____

Insurance Certificate _____

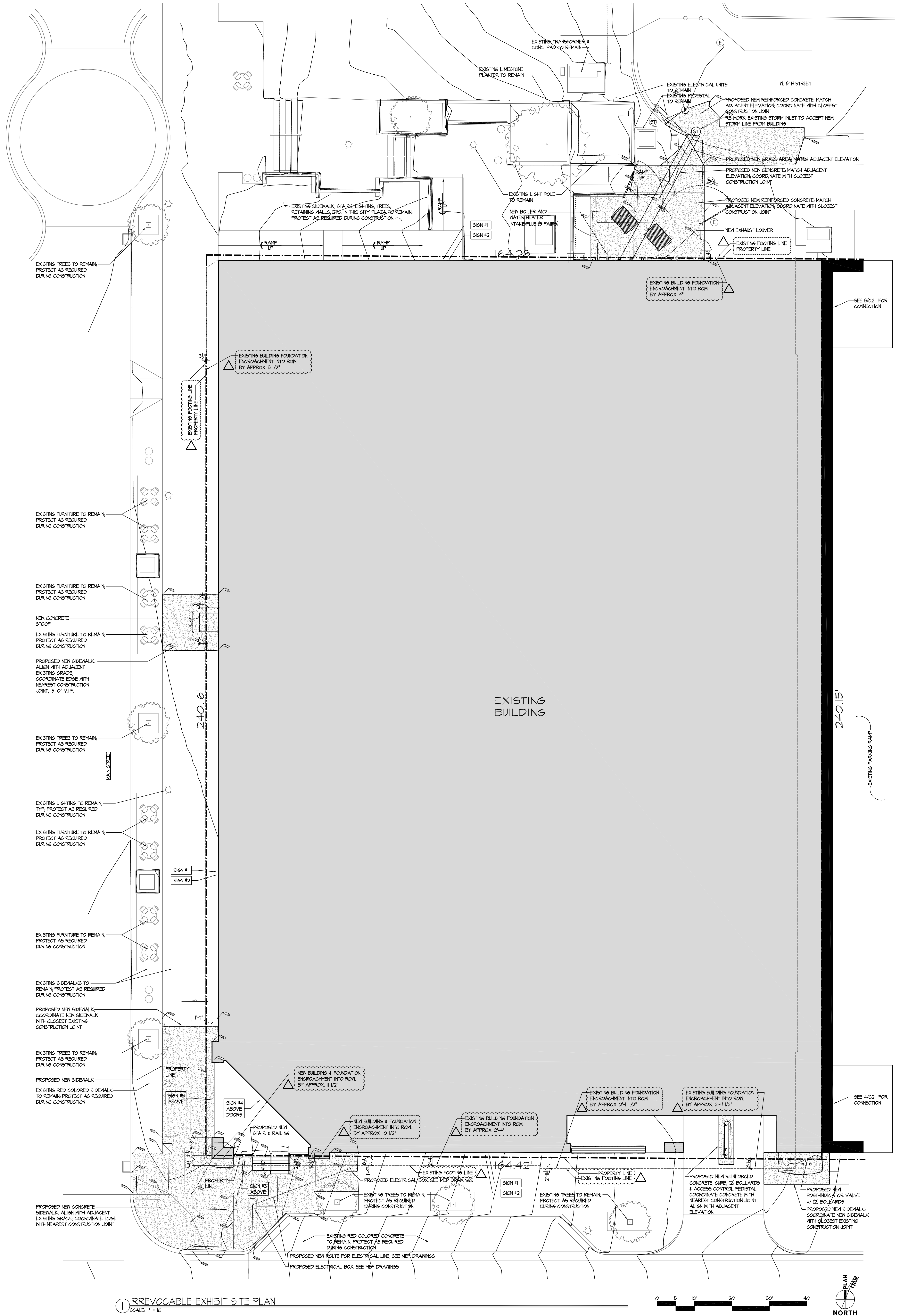
Drawing w/Dimensions & Right-Of-Way _____ Use Attached Detail Drawing sheet or scale
Plan of your choice

License Fee _____ (\$650.00 UNLESS OTHERWISE INDICATED)*
(Does not include Permit to Work In Right of Way Fee or Recording Fee)

* Amount of staff investigation, review, involvement, reason for encroachment, may necessitate the adjustment of this fee and will be determined by the City Manager.

Recording fee for this document is not included.
Any permits through Building Services or other departments are not included.

STANDARD FORM FOR "IRREVOCABLE" ENCROACHMENT LICENSE
1 22 2014
Rev 11 18 2015 – 2b
02 01 2024



SITE AREA			
SQUARE FOOTAGE		ACREAGE	
34,464 SF		.79 ACRE	
BUILDING AREA			
LEVEL	EX. GROSS SF	GROSS SF	NET SF
LOWER LEVEL	22,461 SF	22,461 SF	21,441 SF
FIRST FLOOR	35,365 SF	35,565 SF	34,811 SF
SECOND FLOOR	37,612 SF	37,244 SF	36,445 SF
THIRD FLOOR	37,612 SF	37,244 SF	36,200 SF
TOTAL SF.	133,056 SF	132,550 SF	124,458 SF

Straka Johnson Architects, P.C.
1500 S. 1st St.
Dubuque, IA 52002
(563) 282-1888
(563) 282-1887

CONLON

The use of these drawings shall be restricted to the original site by which they were prepared. Any other use, including but not limited to, reproduction, distribution, or alteration, without the written consent of the architect, is prohibited. The architect assumes no responsibility for the accuracy or completeness of these drawings or any related information. The user of these drawings assumes all liability for the use of these drawings in any manner, including but not limited to, reproduction, distribution, or alteration, without the written consent of the architect. The architect assumes no responsibility for the accuracy or completeness of these drawings or any related information.

UNIVERSITY OF DUBUQUE
JOHN & ALICE BUTLER
COLLEGE OF OSTEOPATHIC MEDICINE
500 MAIN STREET, DUBUQUE, IOWA

UNIVERSITY of DUBUQUE
IRREVOCABLE EXHIBIT
08/21/2025

Date
07/31/2025

Drawn By
BB

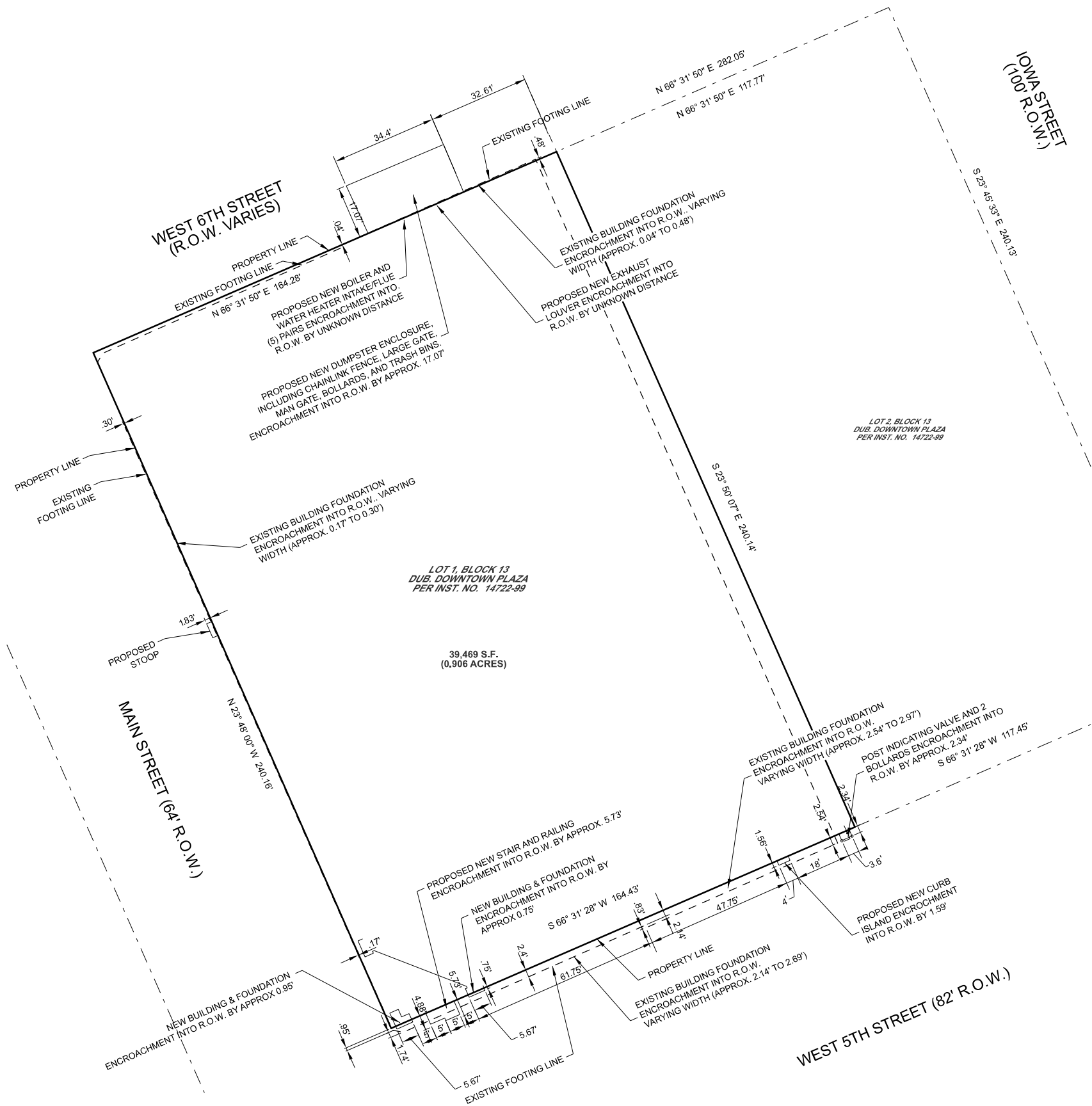
Checked By
BB

Project Number
24015

Sheet Name
IRREVOCABLE EXHIBIT
SITE PLAN

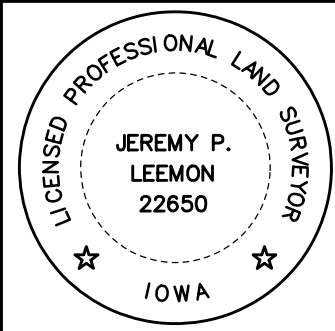
Sheet Number
C2.1

Exhibit for Irrevocable License:
Right of Way Encroachments
Lot 1 of Block 13, Dubuque Downtown Plaza,
In The City of Dubuque, Iowa



LEGEND	
M	MEASURED DIMENSION
- - -	BUILDING FOUNDATION
—	SURVEYED BOUNDARY LINE
- - -	EXISTING R.O.W.

BASIS OF BEARING IS NAD83(2011) IOWA NORTH ZONE



I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Professional Land Surveyor under the laws of the State of Iowa.

JEREMY P. LEEMON, P.L.S. _____ DATE _____
License Number: 22650
My license renewal date is DECEMBER 31, 2026.
Pages or sheets covered by this seal: _____



SHEET
1 OF 1

WHKS PROJECT NO. 10341

**City of Dubuque
City Council**

WORK SESSION #

ITEM TITLE:

Unified Development Code Update

SUMMARY:

Planning staff and representatives from Camiros will present the findings of the Unified Development Code (UDC) Technical Review conducted by Camiros and set the stage for the next phase of the UDC update.

**SUGGESTED
DISPOSITION:**

ATTACHMENTS:

1. MVM Memo
2. Staff Memo Unified Development Code Update
3. DBQ Tech Report PPT
4. DBQ Technical Review Report
5. Community Survey
6. Technical Group Survey

TO: The Honorable Mayor and City Council Members

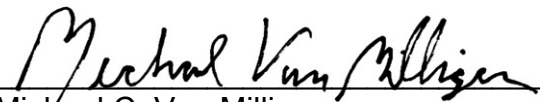
FROM: Michael C. Van Milligen, City Manager

SUBJECT: Work Session on Unified Development Code Update: Technical Review Report Presentation

DATE: August 25, 2025

Planning Services Director Wally Wernimont is sharing information for the 6:30 p.m., August 27, 2025, Work Session on the Unified Development Code (UDC) Technical Review. The purpose of the work session is to present the findings of the technical review conducted by Camiros (UDC consultant) and to set the stage for the next phase of the UDC update. Planning staff and representatives from Camiros will provide the presentation.

A public presentation on the report will be held on August 26, 2025, at 6:30 p.m. at the Jule Operations Training Center. This presentation is open to the public, who are encouraged to attend, ask questions, and provide comments on the report.


Michael C. Van Milligen

MCVM:sv

Attachment

cc: Crenna Brumwell, City Attorney
Cori Burbach, Assistant City Manager
Wally Wernimont, Planning Services Director
Shena Moon, Associate Planner
Chris Happ Olson, Assistant Planner
Travis Schrobilgen, Assistant Planner
Jason Duba, Assistant Planner

TO: Michael C. Van Milligen, City Manager

FROM: Wally Wernimont, Planning Services Director 

SUBJECT: Work Session on Unified Development Code Update: Technical Review Report Presentation

DATE: August 25, 2025

INTRODUCTION

This memo transmits information for the upcoming August 27, 2025, City Council Work Session on the Unified Development Code (UDC) Technical Review. The purpose of the work session is to present the findings of the technical review conducted by Camiros (UDC consultant) and to set the stage for the next phase of the UDC update. Planning staff and representatives from Camiros will provide the presentation.

DISCUSSION

The Unified Development Code (UDC) serves as the City's primary tool for regulating land use, zoning, and development. As a central component of the City's land use strategy, the UDC must remain current, effective, and aligned with the City's broader planning goals, including those established in the Imagine Dubuque Comprehensive Plan.

To support a comprehensive update of the UDC, the City engaged Camiros to conduct a technical review. The purpose of this review is three-fold. First, the review provides a more in-depth understanding of the current zoning regulations as we move toward drafting an updated code. Second, it allows for discussion of additional issues during meetings and interviews with City staff and stakeholders as well as online surveys. Third, it introduces concepts and regulatory approaches that set direction for substantive updates to be included in the new Unified Development Code.

This report is not a draft of the revised code, but instead a roadmap that outlines the most significant areas where changes may be needed. While some revisions will be minor and intended to improve readability and usability, others will involve more comprehensive restructuring and policy direction.

To continue fostering dialogue and ongoing collaboration with the community, the Technical Review Report and the results of the Community and Technical Surveys have been posted on the city's project website at www.cityofdubuque.org/udcupdate. A media

release was issued on August 5th announcing the publication of the Unified Development Code Technical Report for public review. A public presentation on the report will be held on August 26, 2025, at 6:30 p.m. at the Jule Operations Training Center. This presentation is open to the public, who are encouraged to attend, ask questions, and provide comments on the report.

REQUESTED ACTION

This information is being provided for review and discussion during the August 27, 2025 Work Session. No formal action is required at this time.

Enclosures: Dubuque UDC Technical Review Report

cc: Shena Moon, Associate Planner
Chris Happ Olson, Assistant Planner
Travis Schrobilgen, Assistant Planner
Jason Duba, Assistant Planner

F:\Users\Planning Sec\City Council\00 Work Sessions\UDC Code Update\Staff Memo Unified Development Code Update.doc



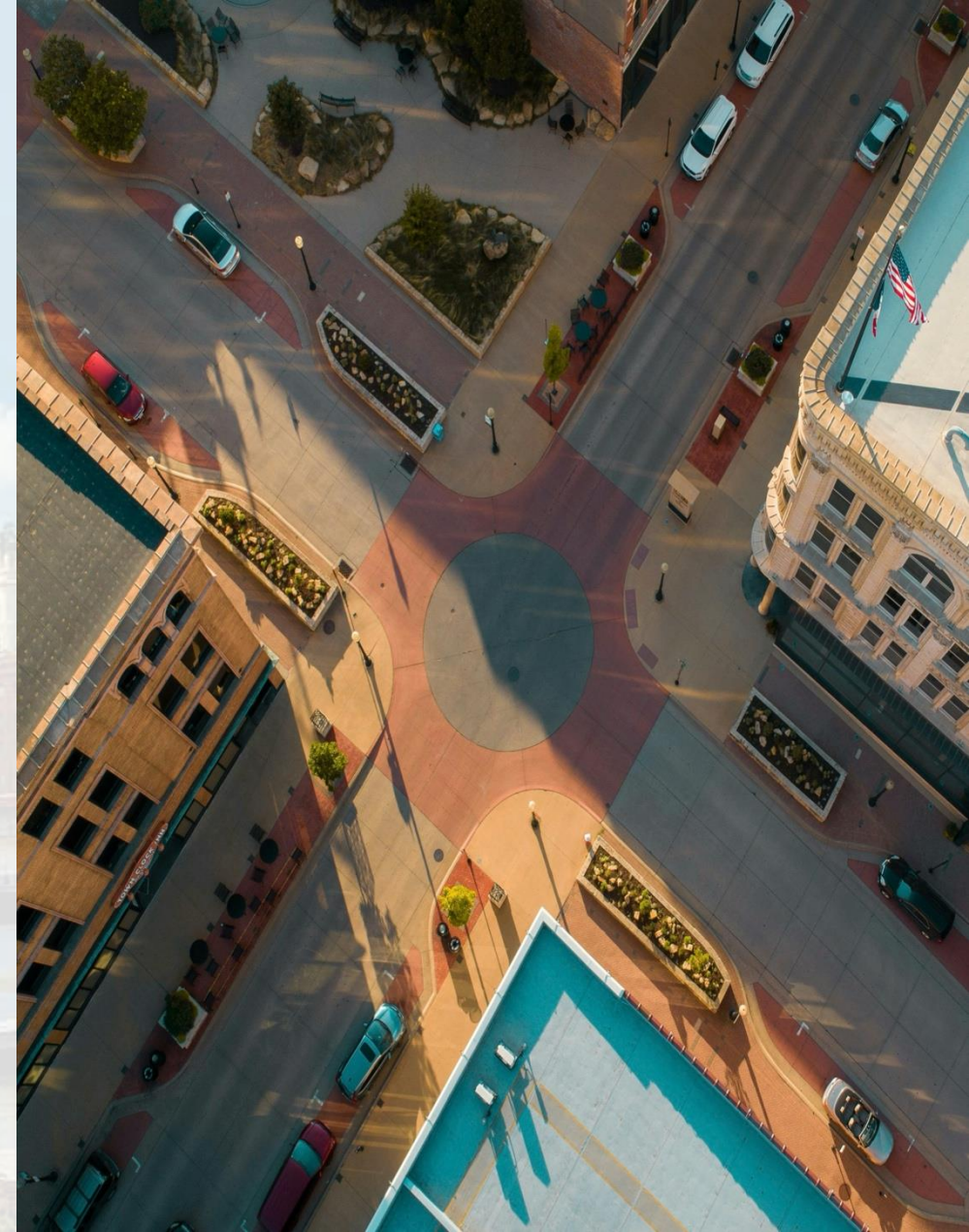
Technical Review Report Dubuque UDC

August 2025

Dubuque Code Update - Objectives

What are the objectives of the Code update?

- **Implement** adopted policies such as *Imagine Dubuque*
- **Organize** code as user-friendly, predictable, consistent
- **Create** new opportunities for diverse housing
- **Promote** sustainable + resilient development
- **Integrate** objective design standards into the districts
- **Reduce** dependence on special approvals
- **Increase** transparency of development approvals



Step 1: Technical Review Report

- What goes into the Report?
 - An in-depth review of current regulations
 - Evaluation of stakeholder comments
 - Survey results
 - Discussions with staff who work with the Code
- What is in the Report?
 - Identify current issues, best practices, common special approvals
 - Present concepts + regulatory approaches that set direction for Code drafting
- What is the purpose of these meetings?
 - Gather additional feedback to inform Code drafting

Please note: The Report will not be revised; it is intended to spur discussion, get additional feedback

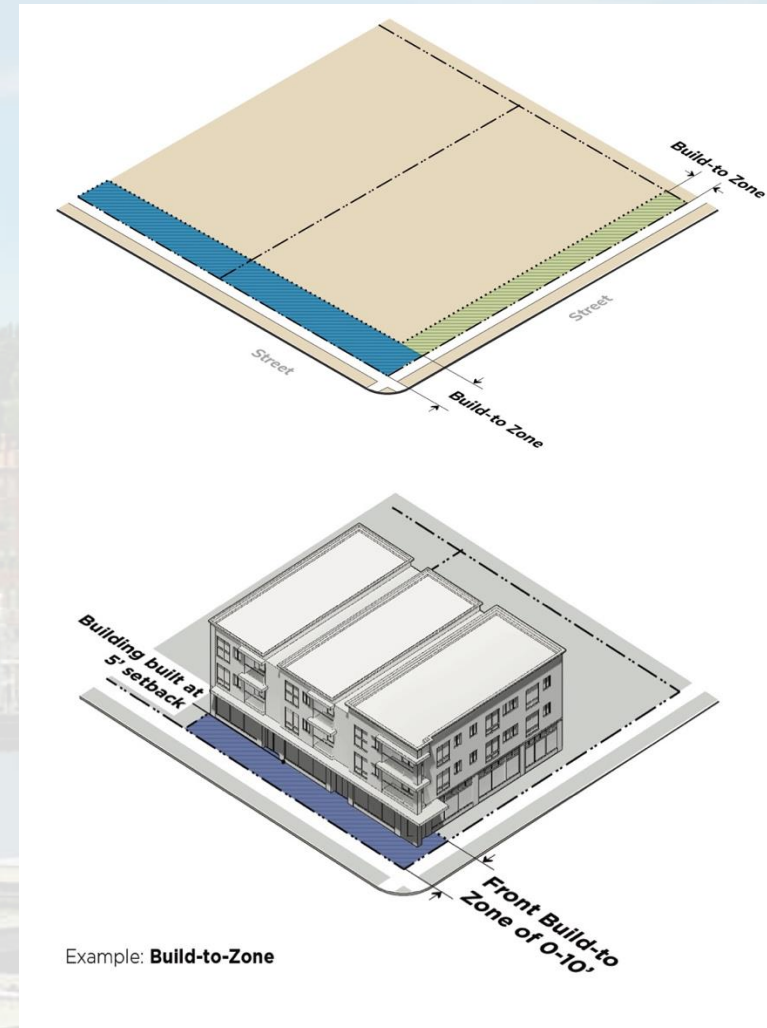
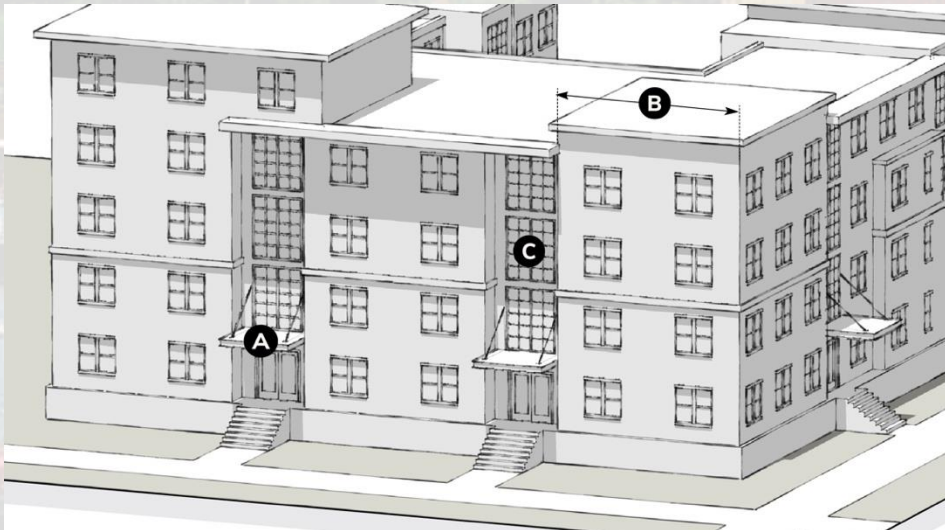




Organization

Code Organization

Graphic orientation
Define all terms
Measurement methodologies
Consistent voice
Compartmentalize



Compartmentalization

Chapter 1:	Title, Purpose, and Intent
Chapter 2:	General Definitions and Measurement Methodologies
Chapter 3:	Zoning Districts and Zoning Map
Chapter 4:	Residential Districts
Chapter 5:	Commercial Districts
Chapter 6:	Downtown Districts
Chapter 7:	Industrial Districts
Chapter 8:	Special Purpose Districts
Chapter 9:	Overlay Districts
Chapter 10:	Flood Hazard Overlay District
Chapter 11:	Uses
Chapter 12:	General Development Standards
Chapter 13:	Accessory Structures
Chapter 14:	Off-Street Parking and Loading
Chapter 15:	Landscape
Chapter 16:	Signs
Chapter 17:	Code Administrators
Chapter 18:	Application Procedures
Chapter 19:	Zoning Approvals
Chapter 20:	Historic Preservation
Chapter 21:	Land Subdivision Approval
Chapter 22:	Nonconformities
Chapter 23:	Enforcement



Uses

Use Structure

Create a global use matrix

- Access the matrix two ways
- Inconsistencies in terminology eliminated
- Adding or modifying uses becomes simpler

List all principal, accessory + temporary uses

Use definitions + standards

Identify uses:
1. By district
2. By use type

TABLE 8-1: USE MATRIX
P = Permitted Use || C = Conditional Use || Blank is Prohibited

	R-R	R-E	RN-1	RN-2	RN-3	RN-4	RN-5	RN-6	C-TR	C-NC	C-MU	C-G	C-R	CBD	I-L	I-H	I-MU	AFC	INST	Use Standards
PRINCIPAL USES																				
Agriculture	P																	P		Sec. 8.3.A
Animal Care Facility - Indoor											P	P	P			C			C	
Animal Care Facility - Outdoor												P	P		C		P			
Animal Care Facility - With Outdoor Area										C	P	P	P		P		P	P		Sec. 8.3.B
Animal Care Facility - Fully Indoors									P	P	P	P	P	P	P		P	P		Sec. 8.3.B
Animal Shelter													C		P		C	P	P	Sec. 8.3.B
Art Gallery									P	P	P	P	P	P			P			
Arts and Fitness Studio									P	P	P	P	P	P			P			
Banquet Hall											P	P	P	P				P		Sec. 8.3.C
Bathhouse											P	P	P	P			P			
Bed and Breakfast - No Reception Facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P				P		Sec. 8.3.D
Bed and Breakfast - With Reception Facilities	C	C	C	C	C	C	C	C	C	P	P	P	P	P				P		Sec. 8.3.D
Body Modification Establishment											P	P	P	P			P			
Broadcasting Facility - With Antennae											P	P	P	P	P	P	P		P	
Broadcasting Facility - No Antennae											P	P	P	P	P	P	P		P	
Campground/RV Park												P	P					P		Sec. 8.3.E
Car Wash										P	P	P	P		P	P	P			Sec. 8.3.F
Care Home - 8 or fewer residents	P	P	P	P	P	P	P	P	P	P	P	P	P					P		Sec. 8.3.G
Care Home - 9 or more residents	C	C	C	C	C	C	C	C	C	C	C	C	C					C		Sec. 8.3.G
Cemetery																			P	
Children's Home																			P	
Commercial Kitchen											P	P	P	C	P		P		P	
Community Center	C	C	C	C	C	C	C	C	P	P	P	P	P						P	
Community Garden	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	Sec. 8.3.H
Community Service Center									C	P	P	P	P				P			
Convention Center														C					C	
Cottage Court Development			P	P	P	P	P													Sec. 8.3.I
Cultural Facility									P	P	P	P	P	P				P	P	
Data Center															C	C				Sec. 8.3.J

Use Structure

Address emerging principal uses

- “Corner Stores”
- Maker/creator spaces
 - Artisan industrial
 - Specialty food service
 - Food truck parks
 - Commercial kitchens

Address temporary uses

- Food trucks
- Fireworks stands
- Temporary outdoor events
- Real estate/construction uses

Address accessory uses

- Drive throughs
- Home occupations
- Accessory dwelling units (State Law)
- Outdoor sales/storage



Districts

Residential Districts

Key recommendations - Residential district structure

- **R-1 District** Largest residential district – generally in line with current standards
- **R-2 District** Reducing lot size to 5,000sf for both single-family + two-family creates significant conformance
- **R-2A District** Generally in line with current standards
- **R-3 + R-4 Districts** Very similar in intent + controls, should be combined
 - Allow moderate height increase (50')
 - Unit count determined by lot area instead of fixed limit
- **R-5 District** New district for higher density townhouse + multi-family

Residential Districts

Proposed District	Current District	Dwelling Types
RN-1 Residential Neighborhood 1	R-1 District	Single-family detached
RN-2 Residential Neighborhood 2	R-2 District	Single-family detached Two-family Townhouse (limited to 2 units)
RN-3 Residential Neighborhood 3	R-2A District	Single-family detached Two-family Townhouse (limited to 2 units)
RN-4 Residential Neighborhood 4	R-3 and R-4 Districts	Single-family detached Two-family Townhouse Multi-family
RN-5 Residential Neighborhood 5	New district	Townhouse Multi-family

Residential Districts

Key recommendations - Residential district regulations

- Clarify impervious surface control within landscape requirements
 - Reverse from 20% green space to 80% impervious maximum
- Front setback averaging for single-family and two-family areas
- Create specific controls that allow for the split of large single-family dwellings into multiple units
 - Need to determine where appropriate
 - Set specific thresholds for when + where this could happen with standards for how it can happen
- Allow for cottage court development



Commercial Districts

Establish a set of commercial districts with a logical increase in scale + function

Proposed District	Current District	Intent
C-N Neighborhood Commercial	OC Office Commercial C-1 Neighborhood Commercial	Small-scale commercial compatible with residential
C-MU Mixed-Use	C-2 Neighborhood Shopping Center C-2A Mixed-Use Neighborhood	Combine existing districts to create a true mixed-use district
C-G General Commercial	C-3 General Commercial	Auto-oriented commercial areas
C-S Commercial Service + Wholesale	CS Commercial Service + Wholesale	Heavy commercial (current district)
CBD Central Business District	C-4 Downtown Commercial C-5 Central Business	Create a subdistrict structure for Code, Outer Core, Edge

Commercial + Mixed-Use Districts

Additional changes to the commercial districts...

- **OR District** Revise as *Residential Professional District* to create true adaptive reuse tool
- **OS District** Eliminate as strictly office districts may not be viable; absorb into other commercial areas
- **CR District** Eliminate as these areas can fit into other commercial areas
- Create build-to zones in certain commercial districts to establish a streetwall (C-N, C-MU, CBD)
- Include design standards for commercial districts



Industrial District

Industrial district structure

- Maintain current LI Light + HI Heavy Industrial Districts
- Consolidate the current MHI Modified Heavy Industrial District into the HI District
- Create a new IMU Industrial Mixed-Use District
 - Address reuse of industrial areas in creative ways
 - Allow for mixing of uses, such as craft/artisan industrial + warehousing with commercial uses
 - Allow select residential



Special Purpose + Overlay Districts

Special Purpose Districts

- Maintain current special purpose:
 - AG Agricultural District
 - ID Institutional District (rename INST)
- POS Public Open Space District - very little zoned, eliminate as parks are allowed in all districts
- PUD District - alternate approach recommended

Overlay Districts

- Maintain current overlays:
 - RROD Rural Residential Overlay
 - RHOD Restricted Height Overlay
- Flood Hazard Overlay – maintained but moved to its own article
- SOD Sign Overlay – Build controls into sign article
- OTN Old Town Neighborhood Overlay – Incorporate controls into the commercial districts (design standards)



General Development Standards

General Development Standards

General standards – examples:

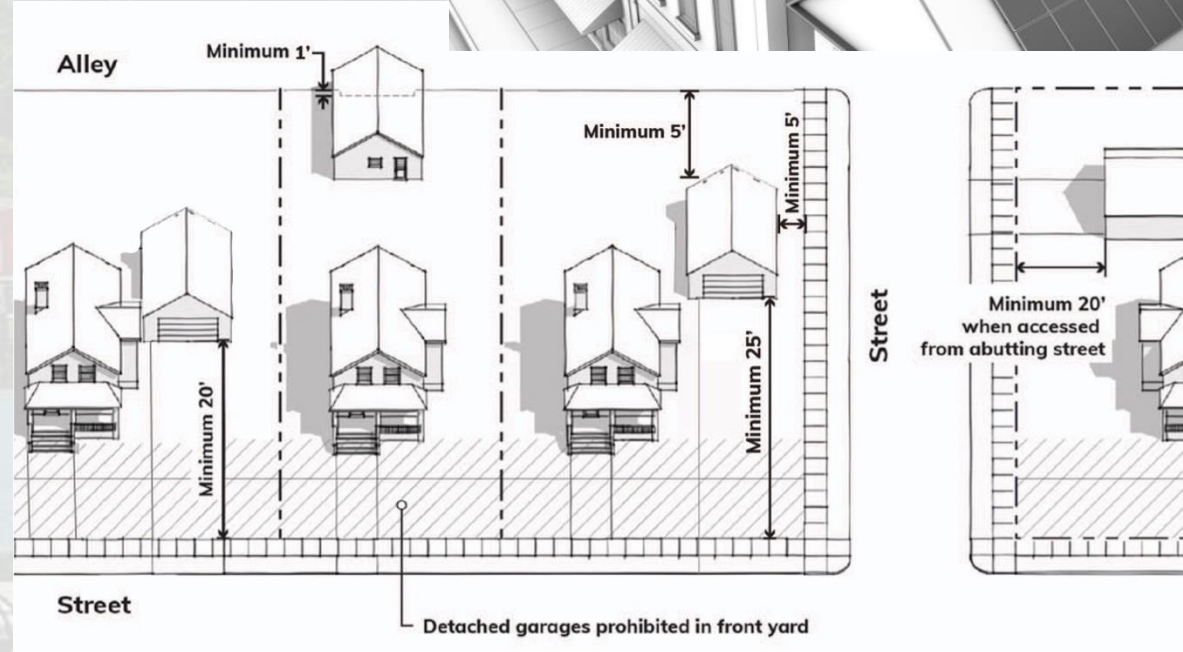
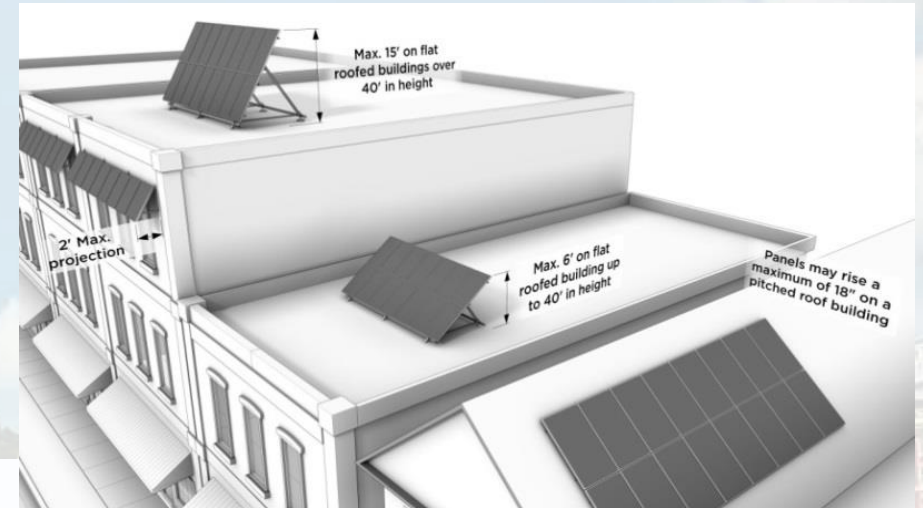
- Sight triangle
- Fences
- Mechanical equipment
- Refuse containers

Exterior lighting controls

Accessory structures – examples:

Standards for location, size, height

- Detached garages, sheds
- Decks
- Solar + wind



General Development Standards

Permitted Encroachments

Table XX: Permitted Encroachments Into Required Setbacks Y= Permitted // N= Prohibited Max. = Maximum // Min. = Minimum				
	Front	Corner Side	Interior Side	Rear
Accessibility Ramp and Other Accessibility-Related Structures	Y	Y	Y	Y
Balcony <i>Max. of 6' into front, interior side, or corner side setback</i> <i>Max. of 8' into rear setback</i> <i>Min. of 4' from any lot line</i> <i>Min. vertical clearance of 8'</i>	Y	Y	Y	Y
Bay Window <i>Max. of 5' into any setback</i> <i>Min. of 24" above ground</i>	Y	Y	Y	Y
Chimney <i>Max. of 18" into setback</i>	Y	Y	Y	Y
Deck <i>Max. of 5' into front, corner side, or interior side setback</i> <i>Max. of 10' into rear setback</i> <i>Prohibited in front yard</i>	N	Y	Y	Y
Eaves <i>Max. of 2' into setback</i>	Y	Y	Y	Y

Parking

Update parking standards

- Design of parking lots + parking structures
- Driveway controls
- Permissions for electric vehicle spaces
- Design of loading areas

Update parking ratios

- Incorporate flexibilities:
 - Exempt additional districts
 - Exempt existing structures
 - Exempt initial square footage for commercial
 - Count on-street spaces
- Include parking maximums

Require bike parking more specifically

Storage of commercial + recreational vehicles



Parking

Consider a Different Approach to Parking

No parking minimums required

Why take this approach?

- Many areas have developed without off-street parking, historically not provided any – no minimums allows for easier reuse + redevelopment
- Can negatively impact neighborhood character – required parking drives site design, sacrificing designs that acknowledge context
- Reduce variances, which add significant cost and time
- Environmentally unfriendly - excessive paving (stormwater run-off, heat island)

There would still be standards for how parking is designed, including landscape, if parking is provided

Landscape

Current Landscape Standards

- Based on calculation: trees & shrubs per square footage of permeable area
- Approach can be confusing
- Prioritize numerical compliance over thoughtful design

Recommended Approach

- Organize around key site elements: parking areas
- Ensures aesthetic enhancement + effective screening
- Include clear, specific planting requirements

Perimeter of Parking Lots

Interior of Parking Lots

Buffer Yards (by district + use intensity)



Signs

Must be content neutral

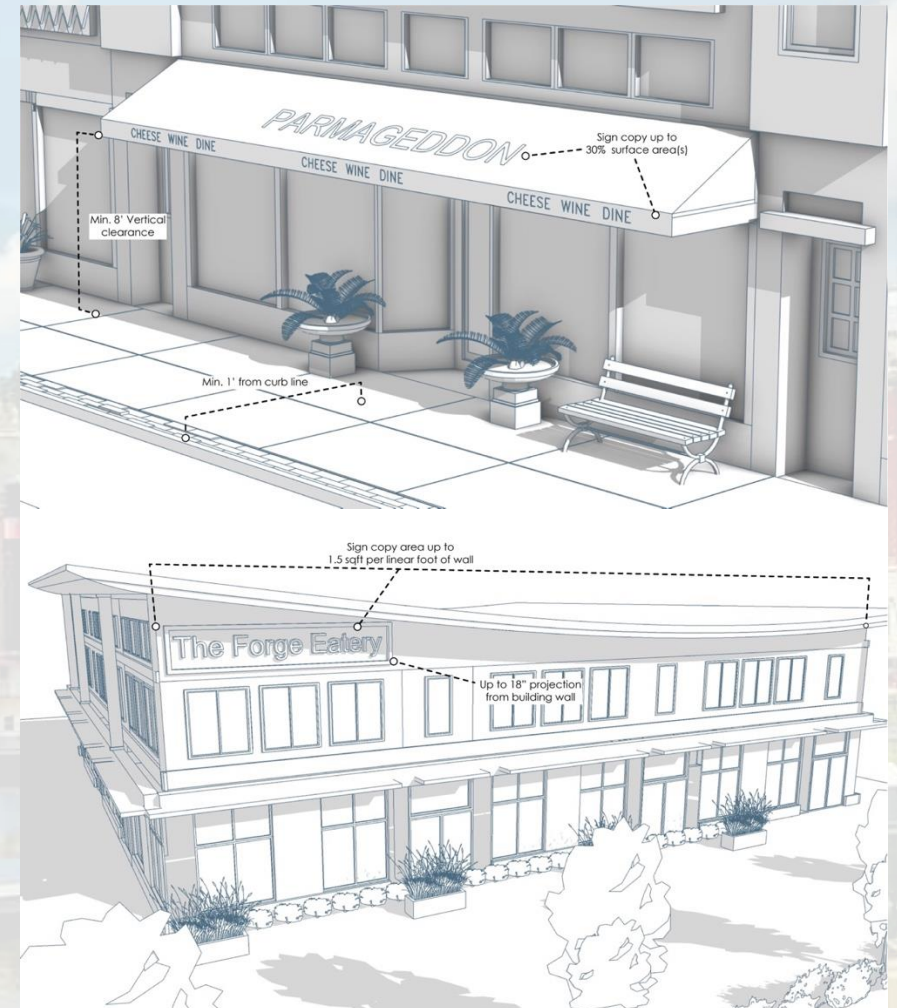
Can still distinguish

- On-premise vs. off-premise
- Commercial vs. Noncommercial

Reorganize sign regulations

- Purpose
- General Sign Standards
- Prohibited Signs
- Exempt Signs: No Permit Required
- Signs: Permit Required
- Billboards

Classic sign control



Signs

Approach to sign control

- Signs should be regulated by specific type + then by district
- This allows signs to match district form + maintain a consistent visual character

Signs Requiring a Permit

- | | |
|----------------------|---------------------|
| ✓ Awning | ✓ Freestanding sign |
| ✓ Banners | ✓ Marquee |
| ✓ Canopy | ✓ Projecting sign |
| ✓ Drive-through sign | ✓ Wall sign |
| ✓ Electronic sign | |

Signs Exempt from Permit

- ✓ A-frame signs
- ✓ Attention-getting devices
- ✓ Commercial flags
- ✓ Construction activity temporary sign
- ✓ Cultural or historical site sign
- ✓ Directional signs
- ✓ Noncommercial message
- ✓ Parking circulation point sign
- ✓ Pedestrian sign for commercial use
- ✓ Real estate activity temporary sign
- ✓ Residential nameplate
- ✓ Window sign



Administration

Administration

Clarify administrative processes

Four articles:

- I. Code administrators
- II. Application procedures
- III. Zoning approvals
- IV. Subdivision

Amendments (Text + Map)

Conditional use

Variance

Special exception

Site plan review

Temporary use permit

Sign permit

Zoning interpretation

Zoning appeals

Planned unit development

Subdivision



Administration

Special Exception

- Create more flexibility
 - Maintain current limited setback waiver for single-family + two-family that is 33.3% or less of the required setback
 - For all other developments, a 10% or less modification to any numeric standard

Zoning Interpretation

- New process for formal interpretation of the text

Temporary Use Permit

- Update permit

Site Plan Review

- Clarify the process – standards integrated into the Code
- Clarify criteria for denial

Administration

Requirement for Traffic Study

- Not explicitly stated but may be required as part of site plan review + subdivision
- Establish criteria for when it may be required

Subdivision

- Codify City policy governing the payment responsibilities, timing, + procedures for off-site improvements required as a condition of development approval
- Review sustainable subdivision points system for clarity + enhance with any appropriate additional criteria
- Currently three types of specific subdivisions:
 - Conservation: Simplify + and clarify this process
 - Solar: Incorporate standards in the sustainable subdivision points
 - Cottage: Replace this type of subdivision with cottage court development

Planned Development

Currently, City relies on PD – can create an unpredictable development environment

Planned Development (PD) as a zoning tool

- Intent to allow unique + innovative developments

PDs have changed over time

- Used beyond original intent
- Commonly used to fill in gaps in outdated zoning
- Can become a default zoning mechanism - serving as a workaround

Issues with PD Overuse

- Time-consuming + costly for developers and the City
- Uncertain outcomes lead to frustration + inefficiency
- PDs function as mini-zoning codes making enforcement complex

Planned Development

Code reform can...

- Establish a responsive district and use structure
- Turn common conditions into standards

Revise the process - Consider an alternate approach to PD

- Currently the Code treats planned development as a district
- Alternate approach is to treat PD as an approval procedure
- Underlying district standards, including uses, apply unless modified as part of the PD approval
- District remains in place - if the PD expires, that site maintains rights of the underlying district

More flexible PD process

- Eliminate minimum acreage for most areas
- Eliminate required types of planned developments
- Negotiation – required benefits and amenities



Nonconformities

Nonconformities

Nonconforming **use**

*Discontinued or abandoned, changed
Exception for existing residential uses*

Nonconforming **structure**

*Rules for structural improvements
Allow for residential replacement in kind
Flexibilities for existing detached garages*

Nonconforming **site characteristic**

Landscape, lighting, parking, etc.

Nonconforming **lot**

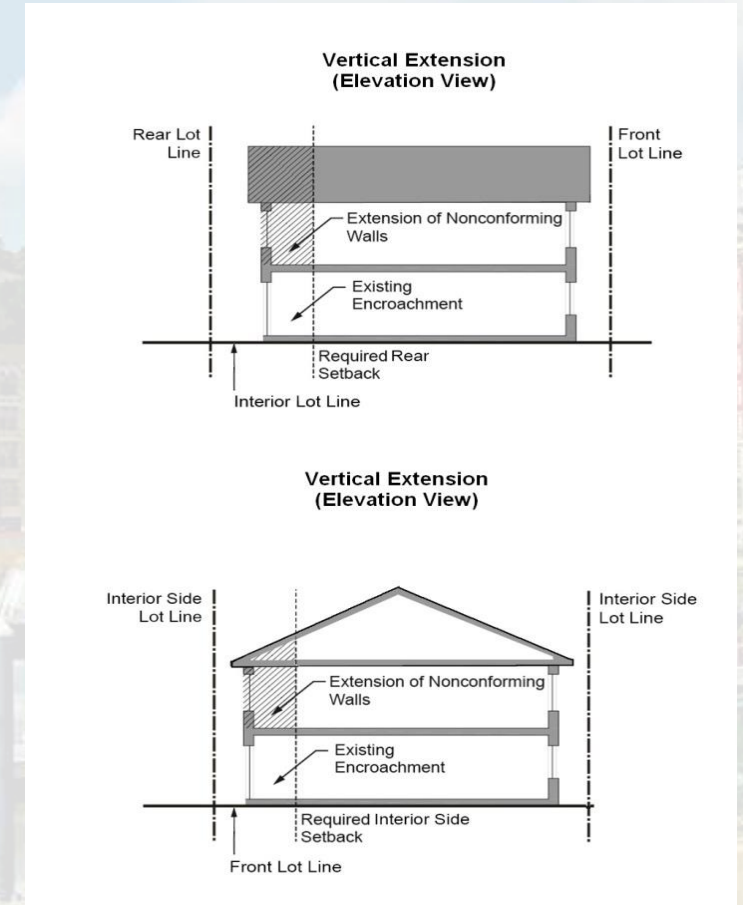
Building upon the existing legal lot of record

Nonconforming **sign**

When it can be replaced following damage

Potential new permission

Allow SF, 2F nonconforming side + rear wall additions (vertical or horizontal) without variance





Technical Review Report Dubuque UDC

August 2025



Technical Review Report: Dubuque Unified Development Code

Prepared by Camiros
for the City of Dubuque



I. Introduction

This report presents the findings of a technical review of the City of Dubuque's Unified Development Code (UDC) performed by Camiros. The purpose of this review is three-fold. First, the review provides a more in-depth understanding of the current zoning regulations as we move toward drafting an updated code. Second, it allows for discussion of additional issues during meetings and interviews with City staff and stakeholders as well as the online surveys. Third, it introduces concepts and regulatory approaches that set direction for substantive updates to be included in the new Unified Development Code.

This Report is not intended to discuss every needed change, as some will be minor changes that "clean up" the Code and create a more user-friendly document, while others are more detailed revisions to be worked out during the drafting process. Rather, the intent is to highlight key issues and revisions that represent substantive changes to current regulations and offer conceptual approaches to resolving specific issues.



II. Format + Organization

The Code should follow a logical system of compartmentalization.

The Code should follow a consistent, structured pattern from beginning to end. To improve the organizational structure of the Unified Development Code and – in turn – its ease of use, it should employ a system of compartmentalization. This is a technique where items of information are grouped together by regulatory category and purpose. The current UDC employs such an approach to a certain degree, but this can be further refined for ease of use, such as eliminating a general provisions chapter where a variety of controls are currently located (current Chapter 3). A proposed outline is provided below:

Chapter 1:	Title, Purpose, and Intent
Chapter 2:	General Definitions and Measurement Methodologies
Chapter 3:	Zoning Districts and Zoning Map
Chapter 4:	Residential Districts
Chapter 5:	Commercial Districts
Chapter 6:	Downtown Districts
Chapter 7:	Industrial Districts
Chapter 8:	Special Purpose Districts
Chapter 9:	Overlay Districts
Chapter 10:	Flood Hazard Overlay District
Chapter 11:	Uses
Chapter 12:	General Development Standards
Chapter 13:	Accessory Structures
Chapter 14:	Off-Street Parking and Loading
Chapter 15:	Landscape
Chapter 16:	Signs
Chapter 17:	Code Administrators
Chapter 18:	Application Procedures
Chapter 19:	Zoning Approvals
Chapter 20:	Historic Preservation
Chapter 21:	Land Subdivision Approval
Chapter 22:	Nonconformities
Chapter 23:	Enforcement

All general terms within the Code should be defined.

All definitions of general terms used in the Code should be located in one chapter. The majority of terms are found in the current Chapter 2, but certain current chapters, such as signs, have their own set of self-contained definitions. All existing definitions will be evaluated, updated for clarity, and checked for internal conflicts. Any key terms that are currently undefined will be defined and definitions no longer needed will be deleted.

It is important to note that even with the consolidation of general terms into one chapter, three sections will still contain their own sets of definitions. The use chapter, as described below, will contain all use definitions. The flood hazard overlay and historic preservation chapters will also retain their own sets of definitions because of the specificity of terms used within those regulations. This will be explained within Chapter 2 of the Code.

The Code should clearly explain all rules of measurement.

The rules of measurement for building height, setbacks, lot width, etc. should be brought together in one section so that their application is clear and consistent. The majority of the measurement standards will be illustrated to make them understandable to the user.

The Code would benefit from greater use of illustrations and matrices.

The Code should illustrate a variety of definitions and regulations, which will more effectively communicate information to users. Numerous regulations would benefit from illustration including, but not limited to:

- Measurement rules, such as building height, yards and setbacks, sign area, sign height, etc.
- Design standards
- Parking, landscape, and sign regulations

Graphics are not limited to the examples cited above. It is anticipated that additional regulations, design concepts, and terms will require illustration as they are developed during the drafting process.

The Code would also benefit from a greater use of matrices. In addition to a global use matrix (see discussion below), other regulations, such as permitted encroachments and parking requirements, would benefit from the table format to more clearly summarize and present information.

Internal consistency in terminology and “voice” should be maintained.

The integrity of land use regulation hinges on the internal consistency of various details and terms. Consistent terminology should be used throughout the Code. As a simple example, a decision should be made whether to use the term setback or yard when referring to the minimum *required* dimension. In addition, because different authors have written different sections of the Code over time, it has become an amalgam of different “voices” that reflect the background of its individual authors. An overall rewrite eliminates this type of inconsistency.



III. Uses

The modern generic use approach should be adopted to address uses within the districts.

A revision of how uses within the zoning districts are controlled is proposed, based upon the concept of “generic uses.” A generic use approach to the listing of uses is established by combining specific uses into a broader use category. For example, barber or beauty shop, shoe repair, and laundromats would be addressed in the use “personal services establishment,” which then can allow similar uses such as household appliance repair shops and dry cleaners.

Dubuque currently employs an approach that incorporates some generic uses, but still relies on listing certain specific uses, particularly within the nonresidential districts, which can make it difficult to respond to new and emerging uses. Incorporating a full generic use approach has two main benefits. First, it eliminates the need for extensive and detailed lists; the use sections of the Code become shorter and easier to use. Second, the generic use approach provides the City with greater flexibility to review and permit those uses that may be desirable, but are not specifically listed within the broader context of the use definition.

With any use permission restructuring, detailed use definitions are critical. Each use must be defined, and many may include specific examples of what is and is not included in a particular use definition. Another important element of the generic use approach is continuing to recognize that certain specific uses are unique in their impacts and community concerns and need to be regulated separately, rather than as part of a generic use. Once singled out, any use listed separately cannot be considered part of any generic use definition.

Finally, in terms of use definitions, we can better define ancillary uses as part of a principal use definition. For example, a light industrial use could include an ancillary showroom; in another example, a hospital may contain the ancillary uses of a cafeteria and retail (gift shop). The use of the term ancillary will be specifically defined in the Code so that it is distinct from accessory structure or accessory use definitions and controls.

Uses within the UDC should continue to be organized as a global use matrix and the chapter should contain all use regulations.

Rather than listing allowed uses within each individual district, a more efficient approach is to adopt a global use matrix. All uses and districts would be organized into a single matrix, each cell indicating whether a use is permitted or conditional within a particular district. This organization provides several benefits:

- Users can access the matrix two ways - either they can identify their district and see what uses are allowed, or they can see districts in which a particular use is allowed to locate.
- Inconsistencies in terminology are eliminated as each use is listed just once in the table, rather than repeated across different districts.
- Adding or modifying use permissions becomes much simpler, as there is a single place to edit, rather than multiple locations.

The organization of use permissions for the districts as a matrix is a key technique for ease of use. This use matrix should include all categories of uses allowed within a district – principal (permitted and conditional), accessory, and temporary uses. This would create more clarity as to how each use is classified.

Further, the use chapter should function as a self-contained chapter, comprised of the use matrix, use standards, and use definitions. These would be updated as follows:

- The uses allowed in each district will be evaluated and updated. Uses must correspond to the purpose, form, and function of each district. The revision process will include a full evaluation and resorting of uses allowed in each district.
- Use standards are used to mitigate the potential impacts of certain uses, similar to the use standards within Chapter 7 of the current Code. Additional use standards may be needed for certain uses. Standards will be reviewed and updated as needed to ensure that they are objective and can be easily interpreted and applied. Most importantly, additional standards, particularly those that are commonly applied to uses as part of approvals, should be brought into the UDC.
- Use definitions can elucidate any ancillary uses that may be part of or integral to a principal use. For example, a light industrial use can be defined as potentially including an ancillary showroom. This would help to clarify what is considered a true accessory use versus a principal use with ancillary components within the current use structure.

The Code should address emerging uses.

Codes need to continually address uses that are either particular issues for a city or have emerged as new uses in today's planning environment. While a comprehensive update to the use structure would create flexibilities that allow for desired new uses, certain uses would still need to be addressed.

The following are uses that have been identified as either new uses that may be appropriate in Dubuque or are refinements needed for current uses. Upon revision of the use structure, there are likely more uses that may be needed as the districts and the use matrix are created.

Corner Stores (Neighborhood Commercial Establishment)

The Code could accommodate historic corner stores by creating a new permitted or conditional use called "neighborhood commercial establishment." Dubuque has some older residential neighborhoods that traditionally developed with limited commercial services integrated into residential areas, typically called "corner stores." Although these structures are part of the residential fabric, pursuant to the current Code, most are considered nonconforming, prohibiting property owners to reopen previously closed corner stores. To allow them to continue, the Code could incorporate a "neighborhood commercial establishment" as a use that would be allowed within certain districts. A series of design standards and impact controls would be included as required standards, as well as a tailored list of allowable uses within that use category to prohibit more intensive commercial uses or problematic uses, such as the retail sales of alcohol.

To expand opportunities for small-scale retail and service uses that primarily serve the local neighborhood, this use can also allow for the establishment of new "corner stores" in specific circumstances. Like the standards above for reuse of existing structures, standards would be created to ensure that new neighborhood commercial establishments are small-scale developments with a tailored list of uses, compatible with surrounding residential neighborhoods.

Maker/Creator Spaces

To encourage new innovative and creative uses, the Code should address certain new uses. Some uses to consider for inclusion are the following:

- Industrial Design, defined as an establishment where the design, marketing, and/or brand development of various products are researched and developed typically integrating the fields of art, business, science, and/or engineering. An industrial design establishment may create prototypes and products, but does not mass manufacture products from the premises.
- Artisan Industrial where artisan-related crafts and industrial processes that are more intensive uses, such as small-scale metalworking, glassblowing, and furniture making, are allowed.
- Specialty Food Service includes businesses that specializes in the sale of certain food products, such as a candy maker, bakery, catering, or coffee roaster, and may offer areas for ancillary retail sales or restaurants that serve the products processed on-site. Specialty food service includes preparation, processing, canning, or packaging of food products where all processing is completely enclosed and there are no outside impacts.
- Food Truck Parks where the principal use of land is to accommodate food truck vendors offering food and/or beverages for sale to the public, which may include seating areas for customers.
- Commercial Kitchen (Standalone), which is a shared commercial kitchen in which individuals or businesses prepare value-added food products and meals, usually paying a set rate by timeframe (daily, weekly, monthly, etc.) to lease a kitchen space shared by others. During the pandemic, these types of uses have become more frequent, also called “ghost kitchens” or “ghost restaurants.” These typically require specific standards because of high traffic from delivery persons.

A full range of temporary uses should be addressed.

The approach to temporary uses in the current Code does not appear to adequately address the full range of temporary uses, referring to them generally in Section 3-19. Specific temporary uses to include are:

- Mobile Food Sales (Food Trucks)
- Mobile Retail Sales
- Firework Stands
- Real Estate Sales Office/Model Unit
- Temporary Contractor’s Office/Contractor’s Yard
- Temporary Construction Staging Area
- Temporary Outdoor Event (Sales and/or Entertainment)

With a specific listing of temporary uses, they can be better regulated for their specific impacts and standards can be developed for each type of temporary use. Standards can control the duration of the event and general operation on site, rather than the more general standards and timeframes currently in the Code. When defined and integrated into the use matrix, permissions can be tailored by type and by district.

A full range of accessory uses should be addressed.

Similar to temporary uses, the use matrix should also address a comprehensive set of accessory uses. The matrix should be limited to uses, rather than including structures as well, which would be regulated separately. Common accessory uses include the following:

- Drive-Through Facility
- Accessory Dwelling Unit (ADU)
- Home Occupation
- Outdoor Sales and Display
- Outdoor Storage
- Outdoor Seating/Dining/Activity Area



IV. Districts

Simplify the purpose statements of the districts.

In numerous instances, the purpose statements (or preambles) for zoning districts are overly detailed, which can inadvertently restrict their applicability throughout the City. This issue is particularly pronounced in nonresidential districts, where highly specific language may hinder flexibility in land use and development. To ensure broader and more effective application, purpose statements should be clear, succinct, and focused on conveying the district's overarching intent and defining characteristics. By maintaining a more general yet purposeful approach, these statements can guide zoning regulations without imposing unnecessary constraints.

Regulation of bulk within the districts should be simplified.

The current Code controls the size of lots, as well as the bulk and placement of structures within certain districts at a granular level, with varying standards based upon groups or categories of uses outside of dwelling types (dwelling types are typically regulated by type). A simpler, more modern approach is to provide bulk regulations for just two categories: residential dwelling types and nonresidential uses. These regulations can then be coupled with a series of use standards that address impacts or concerns related to any specific uses that would be allowed within the districts, including creating specific bulk standards for uses where it is critical.

RESIDENTIAL DISTRICTS

Allow for diverse housing options.

Stakeholder interviews have highlighted the need for new development with a mix of housing types and densities. This variety is important to maintaining multi-generational neighborhoods, attracting new demographics, addressing the issue of “gentle density,” and offering choices that align with changing residential tastes and a range of income levels that ultimately strengthen the position of the City. The Code can implement these goals and address housing diversity and affordability by several means, including permissions for diverse and unique dwelling types, zoning districts that allow or require a mix of dwelling types, and allowances for innovative housing types such as cottage courts.

Revisions to existing district standards could better address existing residential development patterns and open up opportunities for housing diversity.

An analysis of the development patterns of the current residential districts was undertaken to see if the current districts fit meet the existing standards. The following outlines approaches to refining each of these districts. Residential district analysis maps are included in this Report.

R-1 Single-Family Residential District

The current R-1 District is the largest residential district in terms of geography. An analysis of the 5,000 square foot minimum lot size shows the majority of lots are in conformance. Therefore, it is recommended to maintain this general development pattern. Small pockets of nonconformance could be addressed by rezoning to another residential district if desired.

R-2 Two Family Residential District

An analysis of the R-2 District was conducted at both the 5,000 and 6,000 square foot lot sizes because the current requirement for two-family dwellings within a district designed to allow for two-family is out of sync with

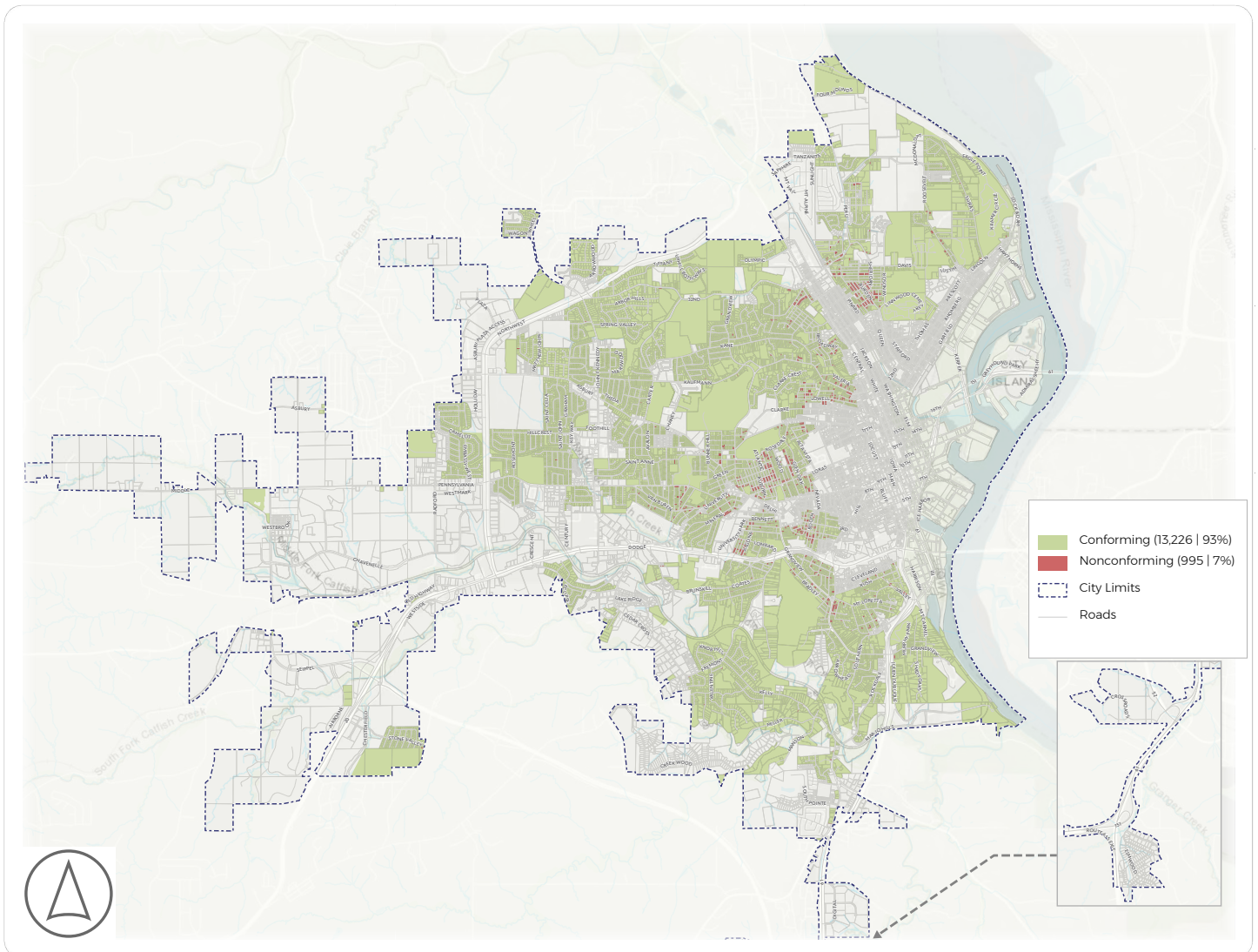
development patterns. At the 5,000 square foot lot size, 74% of lots conform to the minimum lot size; at 6,000 square feet, that conformance decreases to 57%, creating a significant limitation for the desired two-family dwelling type.

It is recommended to decrease the lot size for two-family dwellings to match the single-family – 5,000 square feet. This would allow for the district to function as intended. Further, the townhouse standard requires 3,000 square feet per (limited to two units). It is recommended to decrease the requirement to 2,500 square feet per unit.

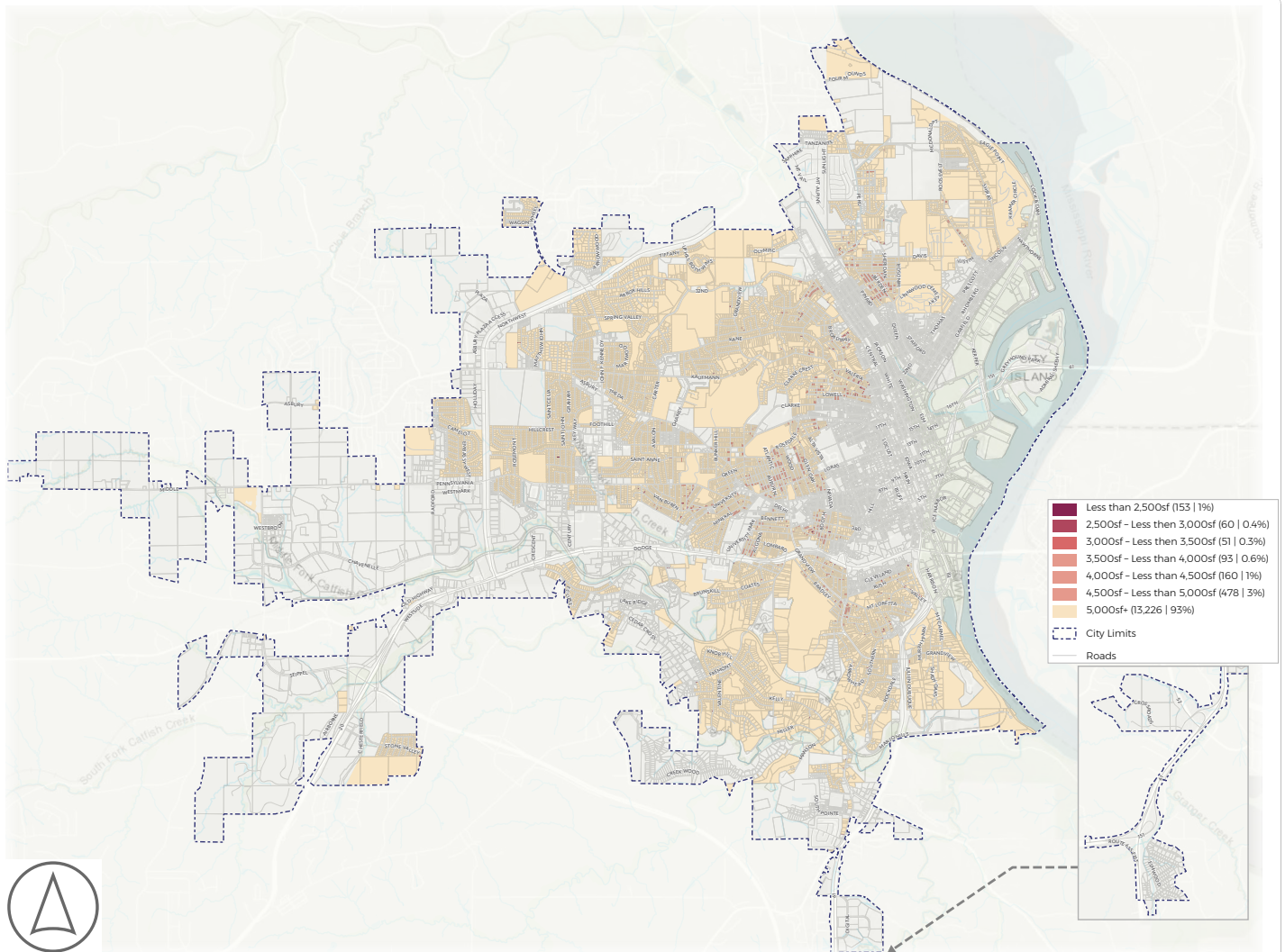
R-2A Alternate Two-Family Residential

There is a significant level of conformance (89%) for this smaller lot district. It is recommended to maintain the district as it has current utility and could cover more areas into the future where a denser development pattern is desired.

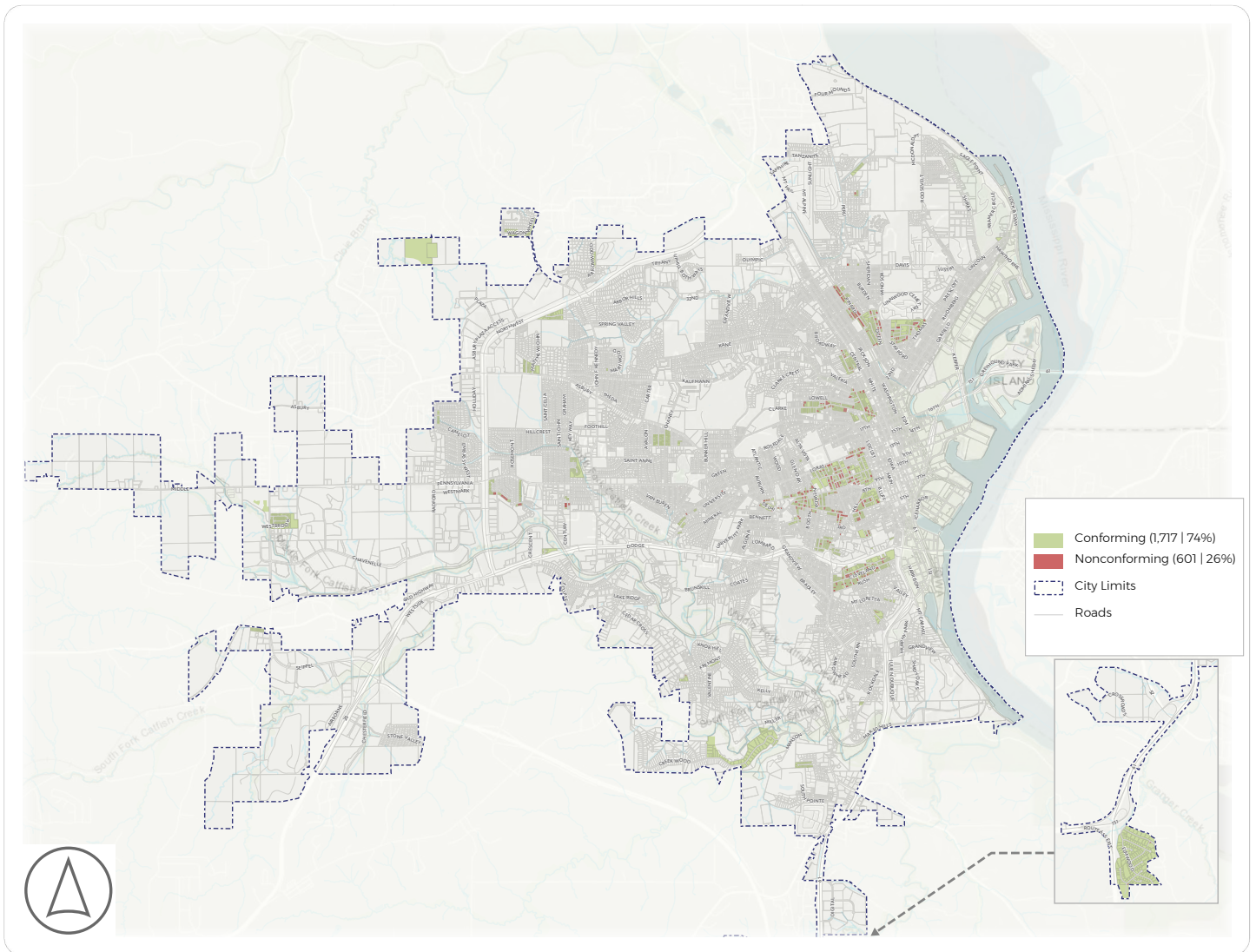
R-1 Residential District: 5,000 SF Minimum Lot Size Conformance



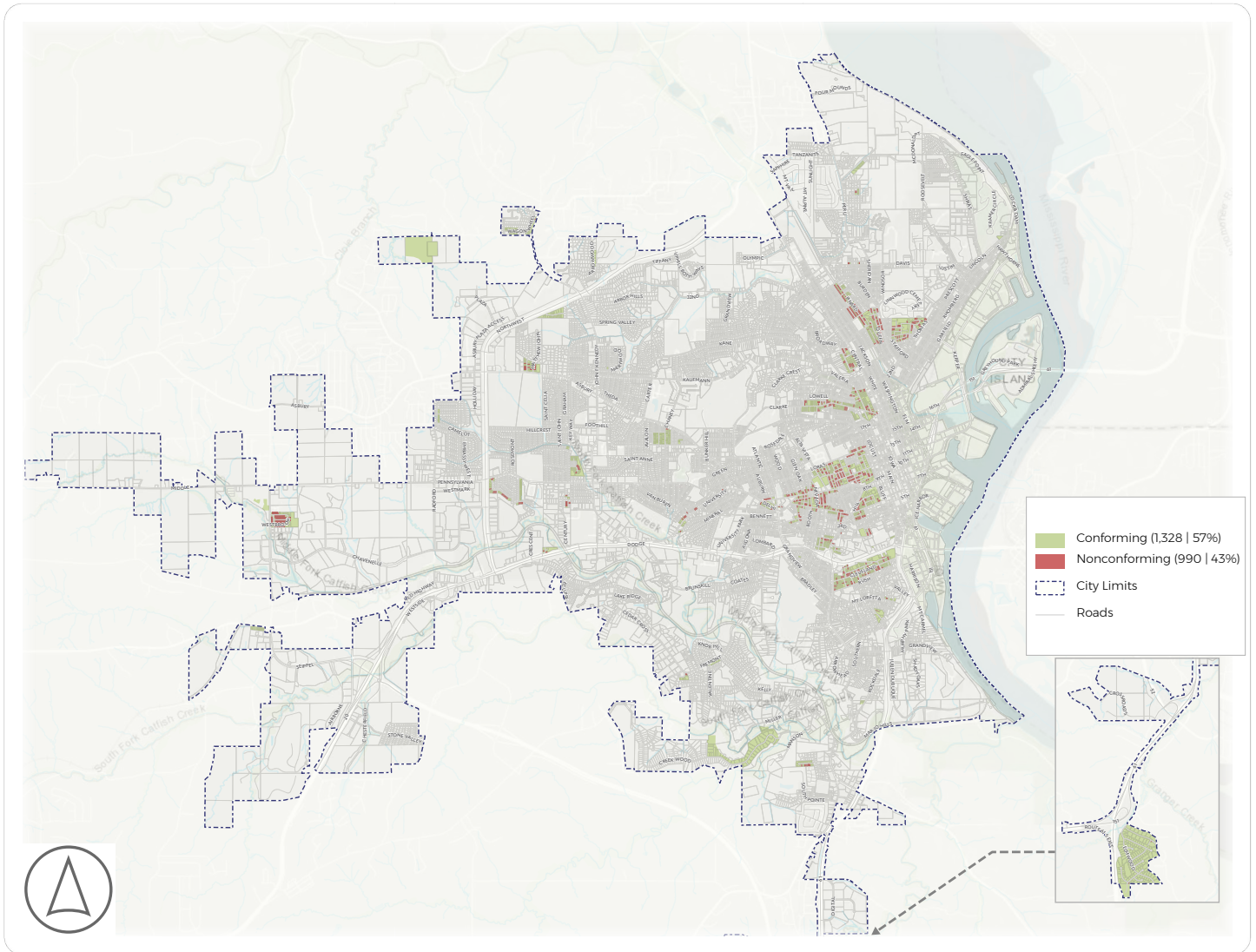
R-1 Residential District: Lot Size Increments



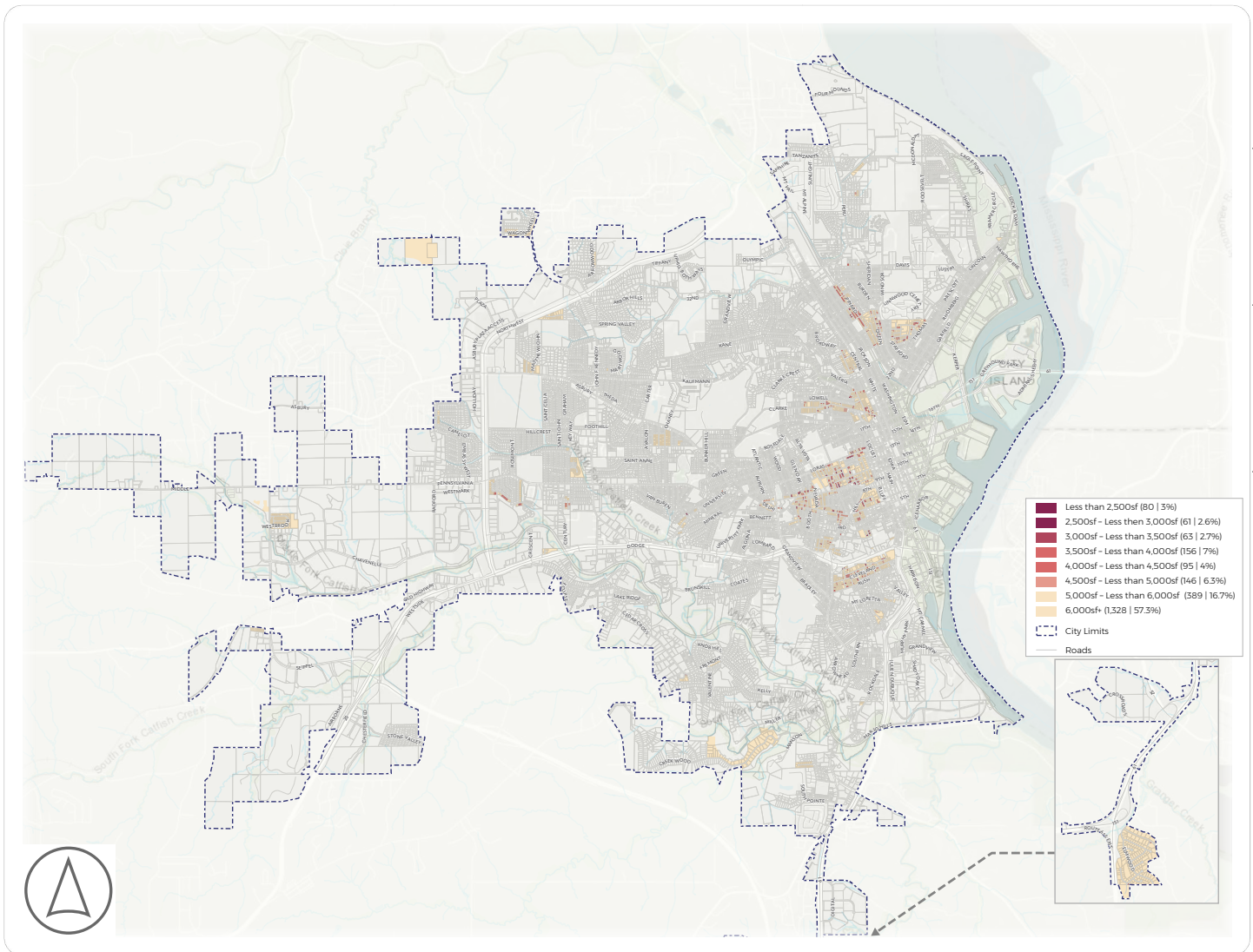
R-2 Residential District: 5,000 SF Minimum Lot Size Conformance



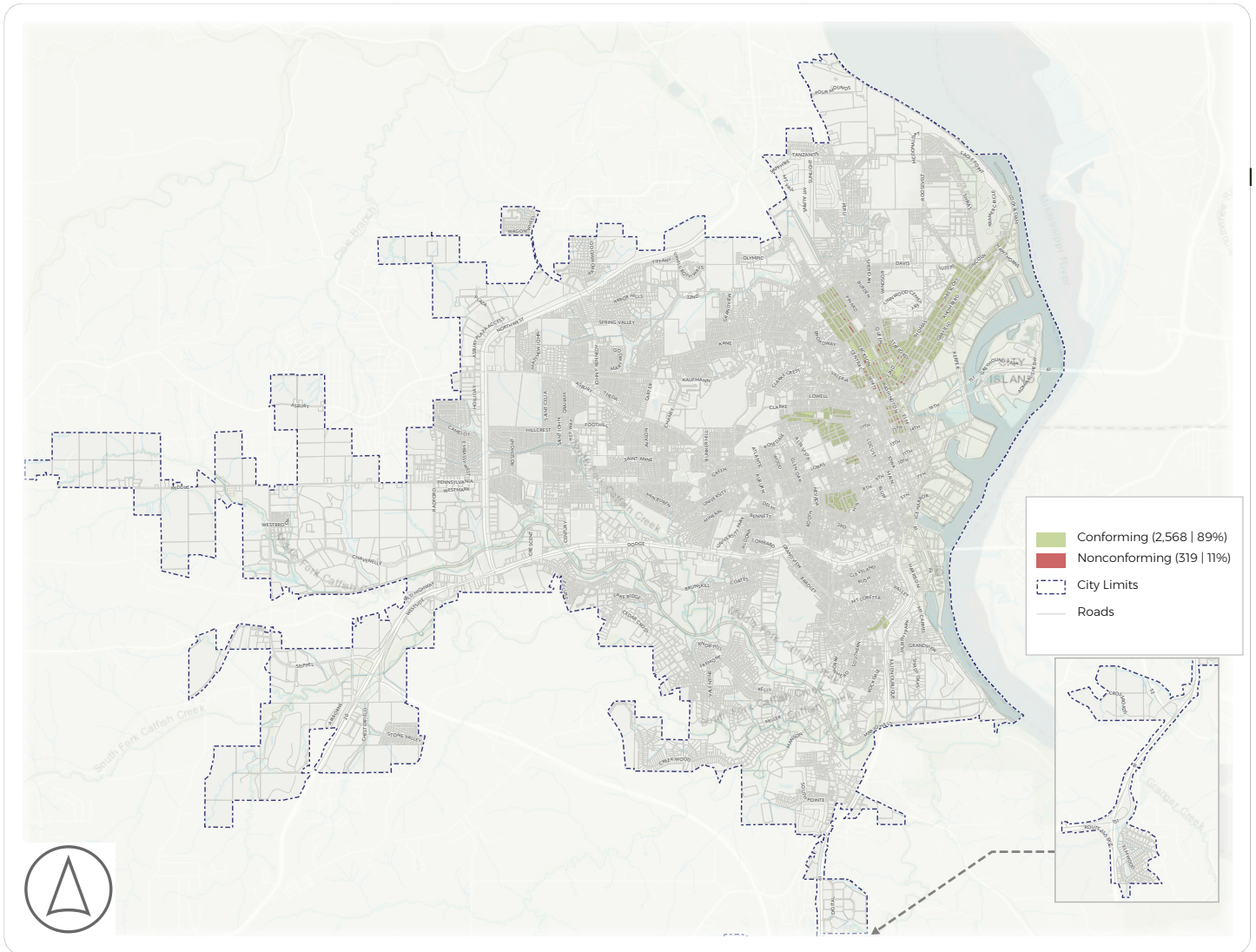
R-2 Residential District: 6,000 SF Minimum Lot Size Conformance



R-2 Residential District: Lot Size Increments



R-2A Residential District: 2,500 SF Minimum Lot Size Conformance



R-3 Moderate Density Multi-Family and R-4 Multi-Family Residential Districts

The R-3 and R-4 Districts share an identical purpose in their standards - to allow for a diverse range of housing options while maintaining a form consistent with “gentle density.” Given the minimal distinctions between the two, consolidating them into a single district is a practical step that enhances housing flexibility and simplifies regulations. (See table below.)

- Both R-3 and R-4 permit a variety of housing forms - including single-family, two-family, townhouse, and multi-family developments - making them functionally similar in their intent. Maintaining two separate districts with almost the same purpose creates unnecessary complexity.
- The primary distinction between these districts lies in the number of townhouse and multi-family units permitted and a modest ten foot height increase in R-4 for multi-family. These are not substantial differences and do not justify maintaining separate zoning districts. Given the desire for housing options, it would be more efficient to regulate development through setbacks, maximum building coverage, and site development standards rather than arbitrary unit count limitations and a small height difference.
- Both districts already align with the principle of “gentle density” - offering a transition between lower-density neighborhoods and more intensive development. Combining them into a single district with updated regulations will provide consistency, promote housing diversity, and encourage responsible growth.
- By allowing for a moderate height increase for the newly combined district, such as 50 feet, there is more flexibility for building design without fundamentally altering neighborhood character. This slight adjustment can lead to more efficient land use and a greater ability to meet evolving housing needs.
- Instead of imposing a fixed limit on the number of townhouse or multi-family units within a development, unit count should be determined by lot area. This encourages better site design by allowing developers to distribute units efficiently while adhering to height, setback, and coverage limits. It also reflects real-world land constraints, ensuring that density is based on the actual lot size rather than an arbitrary cap that may not account for a site’s capacity. Additionally, a lot area based approach enables a mix of unit sizes, including smaller, more naturally affordable options, without penalizing developments that aim to provide more housing. Finally, eliminating rigid unit caps removes unnecessary regulatory hurdles while still allowing for context-sensitive development. It also reflects real-world land constraints, ensuring that density is based on the actual lot size rather than an arbitrary cap that may not account for a site’s capacity. Additionally, a lot area based approach enables a mix of unit sizes, including smaller, more naturally affordable options, without penalizing developments that aim to provide more housing. Finally, eliminating rigid unit caps removes unnecessary regulatory hurdles while still allowing for context-sensitive development.

	R-3 1,358 Lots			R-4 653 lots		
	Min. Lot Area	Max. Height	Max. Units	Min. Lot Area	Max. Height	Max. Units
Single-Family Detached	5,000sf	30'		5,000sf	30'	
Two-Family	5,000sf	30'		5,000sf	30'	
Townhouse	1,600sf/du	30'	6 units	1,600sf/du	30'	12 units
Multiple-Family	2,000sf/du	30'	6 units	2,000sf/du	40'	12 units

Include a new district for higher density townhouse and multi-family dwellings.

A new residential district specifically targeted for denser townhouse and multi-family development would provide a valuable tool for accommodating future growth while maintaining predictability. While it may not be immediately necessary to apply this district to any mapped areas, having it as a “back pocket” option ensures that the City is prepared to respond to evolving housing demands efficiently and proactively. By allowing for taller multi-family development - potentially up to 70 feet (typically, six stories) - this district could support the creation of denser housing in appropriate locations without requiring variances or planned unit developments. Importantly, with clear standards in place, the form and impact of development would be predictable, ensuring that new projects can integrate into their adjacent areas without negative impacts. This approach gives the City flexibility to enable denser development when needed while maintaining control over where and how it occurs.

Summary of Proposed Residential District Structure

The following district structure is proposed. In addition, we recommend renaming the residential districts to the Residential Neighborhood Districts structure in order to clearly communicate that the districts have been modified in the new Code. The table below summarizes the structure outlined above – it shows the proposed district, the current districts it would be based on, and the types of dwellings that would be allowed.

Proposed District	Current District	Dwelling Types
RN-1 Residential Neighborhood 1	R-1 District	Single-family detached
RN-2 Residential Neighborhood 2	R-2 District	Single-family detached Two-family Townhouse (limited to 2 units)
RN-3 Residential Neighborhood 3	R-2A District	Single-family detached Two-family Townhouse (limited to 2 units)
RN-4 Residential Neighborhood 4	R-3 and R-4 Districts	Single-family detached Two-family Townhouse Multi-family
RN-5 Residential Neighborhood 5	New district	Townhouse Multi-family

Clarify the impervious surface currently applied to residential districts within the landscape chapter.

Impervious surface is a measure of intensity of land use that controls how much of a site may be occupied by structures, pavement, and other impervious surfaces that do not allow for the absorption of water into the ground. The current landscape section requires 20% of the lot area for residential to be pervious. This control would be moved to the residential district dimensional requirements and restated as an 80% maximum impervious surface control. The measurement methodology section in Chapter 2 would clarify that maximum impervious surface of a lot is calculated as the percentage of all impervious surface area against the total area of the lot; it includes the principal building, accessory structures, and all paved areas.

To maintain clarity the current “lot coverage” control would be renamed “building coverage” in order to be clear that this control measures the footprint of principal buildings and accessory structures and does not include paved areas. Together, building coverage maximums coupled with impervious surface coverage maximums help to regulate the volume of new development on a lot, helping to create compatibility with neighboring development.

Revise the required front setback control for single-family and two-family dwellings to that of an averaging requirement.

A front setback averaging provision for single-family and two-family dwellings would better allow for contextual development. In the control, the average front setbacks of the adjacent lots on either side of a lot are used to establish the required front setback. Averaging is based on the two adjacent lots on either side or, in the case of a corner lot, the next two adjacent lots. In the case of a lot configuration where only one lot is available for averaging, the required front setback is that of the adjacent lot. Once this number is determined, the setback is typically allowed to vary by plus or minus 10%.

This type of provision would typically read: “(Set number) feet or average of front setback of abutting structures. In no case is a setback greater than X feet required.” The current maximum permitted front setback (50 feet) would also be maintained.

Of note, the current way corner lot setbacks are controlled – where each street setback is considered a front setback, and each setback along shared lot lines – will be maintained.

Create specific controls that allow for the split of large single-family dwellings into multiple units.

A potential opportunity for housing diversity is the conversion of older large single-family dwellings into multi-unit residences. The benefit is that it allows for owners of large homes to continue to maintain the structure because of additional income and encourages the preservation of these buildings. However, conversions do increase the density of neighborhoods initially designed as single-family. One approach is to create standards that allow for conversion in specific instances. First, it would need to be determined in which zoning districts this should be allowed. Then standards would be set based on structure gross floor area, lot size, and unit size to determine when this could happen. The intent is to limit this to only larger structures with very specific standards for conversions. A key issue with such conversions is the provision of adequate parking; standards needed to be balanced to allow for this to happen without the need for variances. It is understood that a key sensitivity with such a flexibility is that certain areas in close proximity to educational facilities can create conflicts with the neighborhoods when used for student housing. This will need to be taken into consideration when drafting such standards.

Allow for cottage court development.

The City may wish to consider the use and an associated set of standards for cottage courts (also called “pocket neighborhoods”) as an option for new residential development. The cottage court form allows for small lot residential development in a manner that organizes various dwelling types around a common courtyard or shared open space, designed as a cohesive whole and maintained in shared stewardship by residents. Such a development form can also incentivize the creation of smaller, potentially more affordable units through provisions that encourage smaller square footage in exchange for additional development potential. This would be allowed as a use within the proposed RN-1 through RN-4 Districts. The inclusion of such a development type would eliminate the need for a cottage subdivision type.

COMMERCIAL DISTRICTS

Revise the OR Office Residential District to more specifically address its role as an adaptive reuse tool, as was its original intent.

The OR District’s purpose statement describes its role as a way to permit the “adaptive reuse of existing building stock, which will normally be residential in character.” A district targeted at this type of development promotes the adaptive reuse of existing residential buildings, preserves the architectural character and historical value of older neighborhoods, and supports economic development. By allowing larger homes to be converted into office spaces, low-intensity commercial uses, or multi-unit dwellings, this district encourages sustainable development practices, reduces the need for new construction, and revitalizes underutilized properties. It also provides a flexible zoning approach that accommodates changing community needs, fosters small business growth, and creates a dynamic mix of residential and professional uses within the same area. It also functions as a district that can help facilitate a smooth transition between commercial areas and low density residential neighborhoods. The OR District could be restructured as the Residential Professional District with standards that address both conversions and new construction that blends in with the existing development form.

Eliminate the OS Office Service and rezone these areas to the appropriate commercial districts.

Relying solely on office use within a zoning district can make it susceptible to economic downturns or shifts in market demand. Post-pandemic, remote work opportunities have dramatically increased, leading many existing offices to downsize due to hybrid work models, or move to a solely digital business model. As a result, this has led to a significantly decreased demand for office space across markets. Therefore, with office space trending less desirable or oversupplied, the risk of vacancies and blight within areas reserved solely for office has increased.

Zoning areas exclusively for office use can also lead to a lack of diversity in the types of activities and amenities available within an area, which do not meet the needs of nearby residents and employees seeking a mix of uses, such as retail, dining, or residential options. These office-only zoning areas also often result in areas that are active during typical business hours but become deserted during evenings and weekends, diminishing the economic vibrancy of the area.

Therefore, it is recommended to eliminate OS District and absorb it within the commercial and mixed-use districts. Concerns regarding the creation of nonconforming uses by eliminating the current office districts and rezoning those areas as either commercial or mixed-use would be minimal as the uses allowed within the office districts are also allowed within those districts.

Refine the commercial districts to ensure they present a rational palette of options for commercial and mixed-use development at varying scales.

The following table presents a potential new commercial district structure to better control the scale and form of existing and desired commercial development within the City.

Proposed District	Current District	Comments
C-N Neighborhood Commercial	OC Office Commercial C-1 Neighborhood Commercial	There are few differences between the OC and C-1 Districts in terms of use and dimensional controls: • Townhouse is allowed only in C-1 • OC allows for 40', while C-1 allows for 30' • C-1 limits MF to six units maximum Both are intended for limited retail. In addition, because the limitation on multi-family units is only in the C-1, it appears that areas deemed appropriate for C-1 are being zoned OC. Therefore, it is proposed to combine the districts in a new C-N District and refine standards so that true neighborhood commercial is allowed. These would include: • Eliminating the limit on multi-family units. As stated earlier, unit count is better determined by lot area. • Allow for residential units above the ground floor to facilitate mixed-use development. • Allow for townhouse development. • A height limit of 40 feet. By structuring use permissions, dimensional standards, and design elements, this district can function as a small-scale commercial district that remains compatible with nearby residential.
C-MU Mixed-Use Commercial	C-2 Neighborhood Shopping Center C-2A Mixed Use Neighborhood	The distinctions between the C-2 and C-2A Districts are minimal, primarily focused on uses with the C-2A limiting the size of commercial uses. It is recommended to combine the districts into a true mixed-use district. This would include the following: • Eliminate any limits on the size of commercial uses. Limiting the size of commercial can be arbitrary and can make mixed-use projects less attractive or feasible. Design and siting standards can break up larger buildings so that they blend into the character of the district and surrounding areas. • Increase the height of the districts to 50 feet. This would allow for mixed-use development with at least two stories of residential above. • Allow for multi-family development. This would allow for areas to develop as horizontal mixed-use (i.e., along the block) as well as vertical (i.e., within one structure).
C-G General Commercial	C-3 General Commercial	The current C-3 District accommodates more auto-oriented commercial areas that serve a regional consumer base, typically located, as noted in the purpose statement, along highways and arterials. The proposed C-G District would serve the same purpose. However, the current standards limit height to 40 feet. Larger retailers, even single story, often require additional height flexibilities. It is proposed that there would be no height limit unless adjacent to residential districts.

Proposed District	Current District	Comments
C-S Commercial Service and Wholesale	CS Commercial Service and Wholesale	This district is oriented toward heavy commercial uses. While there is not a significant amount of area zoned CS, there is utility to specialized district such as this. It is recommended, as mentioned above, to allow for a moderate height increase to 50 feet for flexibility for larger uses.
CBD Central Business District - Subdistricts	C-4 Downtown Commercial C-5 Central Business	Currently, the Downtown area is divided into two districts – the C-4 Downtown Commercial and C-5 Central Business Districts. The C-5 covers the core of the Downtown with Main Street as the spine. With no height limit and residential restricted to the upper floors, this sets parameters in line with other traditional downtowns. The traditional Downtown should continue to be characterized by a vertically mixed-use environment focused on creating a vibrant, pedestrian-oriented, active downtown with a continuous, consistent streetwall. The C-4 encompasses a broad area surrounding the Downtown core, generally extending from 1st to 21st Street. Given the extensive size of this district, a more nuanced approach to zoning regulations may be necessary to reflect the varying contexts within this area. Properties directly adjacent to the core should align more closely with the core's established character, maintaining similar use permissions and dimensional standards to support a cohesive urban environment. In contrast, properties located farther from the core can benefit from greater flexibility in both permitted uses and development standards, allowing for a more gradual transition from the dense urban center to surrounding neighborhoods. This gradation would ensure that zoning appropriately responds to the differing needs and characteristics of each area within the current C-4 District. This would also allow for some areas of the C-4 to accommodate multi-family dwellings to support the core. Therefore, a proposed structure for Downtown is proposed as follows, using a subdistrict structure under the umbrella of the CBD Central Business District. • CBD Core: Current C-5 District (see above) • CBD Outer Core: Retail and service uses that are surround the core. Mixed-use development is allowed, with residential dwellings permitted above the ground floor. This could also allow multi-family. • CBD Edge: Areas of transition between the higher intensity environment of the larger Downtown and adjacent smaller-scale neighborhoods, again with residential dwellings permitted above the ground floor as well as multi-family dwellings. One of the complications to design within the entire Downtown area is the OTN Old Town Neighborhood Overlay District. The OTN Overlay contains a design and siting standards that lives outside of the Code (the overlay standards in the Code reference that document). Many of the standards within that document are key to ensuring development meets the goals of an active, walkable, mixed-use Downtown. In addition, overlays add another layer of regulation, which can discourage those looking to development because of the complexity. It is proposed, for the Downtown area, to remove the OTN Overlay and integrate its standards into the CBD Subdistricts. In the CBD, design standards that more specifically address siting and form are particularly appropriate.

Proposed District	Current District	Comments
C-R Recreation Commercial	<i>District Eliminated</i>	With the new proposed district structure, those areas currently zoned the CR District would be able to fit within the other districts. Therefore, it is proposed to eliminate this district.

Select commercial districts should have build-to zones, rather than minimum setbacks, in order to create a streetwall and pedestrian-friendly, mixed-use environment.

The current commercial districts either include a minimum front setback or do not require any setbacks. This does not necessarily bring buildings close to the street and can result in the placement of structures can be located further back from the street than desired, creating an environment that is primarily oriented to vehicles. Therefore, it is proposed to create build-to zones within some of the commercial districts. This would be especially important for the C-N, C-MU, and CBD Districts.

Creation of design standards for commercial districts.

Design standards can enhance the quality of future commercial development within Dubuque by addressing the design of building entries, elements of building articulation such as recesses and projections, ground floor and upper story transparency, etc. These standards should not address architectural style or aesthetics, but rather should control the basic features on a façade via measurable, objective requirements. As an example, a standard may require elements of articulation at maximum intervals along a building façade, such as recesses, projections, a change in material, texture, or color, or the incorporation of architectural features such as columns, pilasters, etc. Such a standard does not dictate how articulation is achieved, but rather presents the basic, measurable requirement.

Standards would be tailored to the desired character of individual commercial districts, requiring greater articulation in areas of the City where walkability and a pedestrian orientation are desired like the CBD, and allowing for more flexibility in other commercial areas, such as general commercial areas. Standards such as these – working in combination with a set of clear dimensional requirements that address the location and size of buildings – can provide a clear framework for new development in alignment with the intent and purpose of each district.

As mentioned in the CBD District discussion above, the OTN Old Town Neighborhood Overlay District covers other commercial areas outside of the Downtown. And again, layers of regulation create complexity. With the addition of design standards keyed to the form and function of the district, there may not be a need for the overlay. It is important to note that the OTN Overlay provides a solid foundation for design standards. Therefore, this approach involves incorporating and consolidating the OTN Overlay into the UDC's base districts, rather than discarding the valuable work reflected in the existing design guidelines.

To note, the design standards within Sections 13.5 (Design Standards for Big Box Retail Uses) and 13.6 (Design Standards for Retail Commercial Uses and Regional Shopping Centers) would be incorporated into the district design standards.

INDUSTRIAL DISTRICTS

The current industrial districts – LI Light and HI Heavy – are typical to a city such as Dubuque. The use structure should be refined to reflect their roles as industrial districts, with limited allowances for retail and service which would support workers in the area. The current MHI Modified Heavy Industrial District would be consolidated with the HI Heavy Industrial District.

It is also proposed to add a new district – the I-MU Industrial Mixed-Use District. An I-MU District would allow for the mixing of light industrial uses with commercial uses, and even certain residential uses such as multi-family and live/work. The I-MU District is generally applicable to older industrial areas within the City that have seen a turnover of certain buildings into uses that are not industrial in nature. Some industrial buildings may no longer suit modern industrial needs but can accommodate a unique variety of creative uses and should be preserved, as they are character-giving structures in the City. A district like the I-MU District can also help preserve existing industrial development by providing a designated district where uses are permitted to mix, discouraging encroachment of non-industrial uses in the “real” industrial districts.

SPECIAL PURPOSE DISTRICTS

The current palette of special purpose districts reflects specific use categories of land uses within Dubuque. Specifically, these are:

- AG Agriculture District
- ID Institutional District – This district would be renamed the INST Institutional District to be more intuitive.

Very little area is zoned the current POS Public Open Space District and therefore the district may not be needed. Parks and natural areas would be allowed broadly through the districts. A fourth special purpose district is the PUD Planned Unit Development District. Within the administrative section of this Report, an alternative approach to PUD has been presented.

OVERLAY DISTRICTS

Proposed revisions to the overlay districts are outlined in the table below.

Current Overlay District	Comments
RROD Rural Residential Overlay District	Maintain this district
RHOD Restricted Height Overlay District	Maintain this district
SOD Sign Overlay District	This district controls the location of off-premise signs (where they are prohibited allowed and where they are allowed). This can be built into the off-premise sign controls in the sign chapter. The specific geographies can still be cited but do not need to be controlled through a specific overlay. Bifurcating billboard controls in two places can be confusing.
OTN Old Town Neighborhood Overlay District	This overlay can potentially be eliminated. See discussion above in the commercial districts.
Flood Hazard Overlay District <i>To be moved to its own chapter</i>	As specific environmental control, no changes are proposed. To note, the definitions contained within this overlay should be kept with the regulations because they are specific to floodplain. As this is a lengthy and specific set of overlay regulations that tie back to federal regulations, it is better to make it its own chapter within the Code.



V. Development Standards: General Site Standards + Accessory Structures

All development standards of general applicability should be summarized in one section.

There are a number of standards that apply to development throughout the City. To make it easier for those improving their lots to understand what is required, these can be brought together in one section of the Code. Examples of current and new general development standards that could be consolidated in this chapter include:

- Applicability of dimensional standards (Current Sections 3.1 through 3.4)
- Visibility triangle provisions (Current Section 3.5)
- Exterior lighting (on private property)
- Fences and walls
- Mechanical equipment
- Refuse and recycling containers

This chapter will also include language that allows multiple principal buildings on a site if they meet all district requirements, rather than requiring a planned unit development. An important exception to this would be single-family and two-family dwellings, which would be limited to one principal building per lot (this does not include ADUs, which are considered an accessory use).

The Code should include exterior lighting controls on private property.

The current Code addresses lighting within Section 13.3.2 and within the OTN Overlay (by reference back to the design guidelines). Additional regulations can build on these requirements to better minimize light trespass and light pollution. Tailored lighting standards are typically required for certain districts, such as higher intensity for commercial districts versus lower intensity for residential districts, and for certain uses, such as that for recreational fields where taller pole heights and sensitivities to surrounding uses are needed, would also be specifically addressed. The standards should be crafted to minimize light spillage on adjacent properties. The standards would be drafted so that they can be easily administered and would not require technical expertise beyond the capacity of the City.

The accessory structure controls of the existing Code should be consolidated and refined.

Accessory structures are controlled a number of ways within the current UDC. General standards for them are located within Section 3.7. The “Accessory Use” sections of the districts then list a combination of accessory uses and accessory structures, particularly within the residential districts. Controls within many of the nonresidential districts contain a statement that accessory uses/structures are allowed that are “customarily incidental and subordinate to the principal use it serves.”

Accessory structures should be consolidated within their own chapter. A set of general standards for accessory structures (height, setback, etc.) would be maintained, similar to the current Section 3.7, and then further enhanced with standards for specific accessory structures. These can include regulations for each in terms of size/dimension, height, placement, design, and other dimensional and location requirements. Currently, Section 3.9 also requires site plan review for certain accessory structures (greenhouses over 100 square feet in area, wind energy conversion systems, satellite receiving dishes, swimming pools); these should be evaluated to see if all still should require site plan review or if standards can address the issues of concern. Generally, site plan review should not be required.

Accessory structures that typically require specific standards include the following:

- Amateur (ham) radio equipment
- Coldframe structures
- Decks
- Garages, detached
- Raised garden boxes
- Gazebo
- Patios
- Pergolas
- Personal recreational game courts
- Satellite dish antennas
- Sheds
- Solar panels (private)
- Wind turbine (private)

As noted above, accessory *uses* are regulated within the use chapter.

A permitted encroachments table would help to clarify what types of encroachments are allowed in setbacks.

The current Code allows some architectural features to encroach into required setbacks per Section 3.6. A full set of architectural features that may or may not encroach into a required setback should be regulated through a comprehensive permitted encroachments table. An example of such table organization is provided below. These are not recommended standards or a comprehensive set of encroachments but merely an example of table organization.

Table XX: Permitted Encroachments Into Required Setbacks Y= Permitted // N= Prohibited Max. = Maximum // Min. = Minimum				
	Front	Corner Side	Interior Side	Rear
Accessibility Ramp and Other Accessibility-Related Structures	Y	Y	Y	Y
Balcony <i>Max. of 6' into front, interior side, or corner side setback</i> <i>Max. of 8' into rear setback</i> <i>Min. of 4' from any lot line</i> <i>Min. vertical clearance of 8'</i>	Y	Y	Y	Y
Bay Window <i>Max. of 5' into any setback</i> <i>Min. of 24" above ground</i>	Y	Y	Y	Y
Chimney <i>Max. of 18" into setback</i>	Y	Y	Y	Y
Deck <i>Max. of 5' into front, corner side, or interior side setback</i> <i>Max. of 10' into rear setback</i> <i>Prohibited in front yard</i>	N	Y	Y	Y
Eaves <i>Max. of 2' into setback</i>	Y	Y	Y	Y

In the current section on encroachments, some accessory structures are also included. These should be controlled through the accessory structure section described above. The encroachments table should target architectural features.



VI. Development Standards: Off-Street Parking + Loading

Off-street vehicle parking and loading standards should be updated.

It is important that parking requirements address the demand for all types of parking and loading, and the realities of existing conditions. Updated parking requirements should address the full range of off-street parking and loading facility elements. In order to be comprehensive, this section should update and/or address the following:

- Parking lot design (dimensions, surfacing, curbing, marking, location, etc.)
- Parking structure design (design standards, ingress/egress, etc.)
- Parking space/facility location for residential and nonresidential uses
- Driveway design and curb cuts
- Parking flexibilities
- Bike parking
- Electric vehicles spaces
- Location and design of off-street loading
- Storage of commercial and recreational vehicles

The standards for parking lots and parking structures found in Chapter 13 should be moved to the parking chapter. Further, the regulations that address design standards for parking structure facades facing a street (Section 13.3.5) should be more specific in how façade design and articulation are achieved. Also, rather than a recommendation, certain districts or development along selected streets should *require* active uses to line the ground floor of parking structures; such active space requirements would be appropriate particularly for select mixed-use districts and the Central Business District where parking structures are allowed.

Parking ratios (parking spaces per use) should be revised.

The parking schedule should be updated to match the use structure of the districts to minimize interpretation. With the incorporation of a global use matrix, this is easily aligned so that each use has a corresponding parking requirement. Flexibilities can continue to be provided for the district or development type. Current standards appear to be high and may require more parking than is needed. It is also recommended that the parking ratios be determined by objective standards such as physical space, whether gross square footage or rated capacity, rather than by number of employees, seats, etc.

Special development types, such as retail centers, may be better served by specialized parking requirements that calculate the required parking based on the gross floor area of the development as a whole, rather than as a collection of individual uses. Because uses turnover frequently, parking calculations for these developments can move between conformance and nonconformance. A single calculation based on gross floor area of the retail center as a whole would better allow these developments to manage parking and maintain and attract new tenants.

The City should consider elimination of parking minimums.

A comment heard throughout the stakeholder interviews was that there may be significant support for the elimination of minimum parking requirements. This allows the market to decide how much parking – if any – should be provided. Elimination of minimum parking requirements does not mean parking will not be constructed, only that it is not required. And any parking constructed will need to comply with the standards of the UDC.

There are numerous reasons why this approach is being considered by cities. First, minimum parking standards can be somewhat arbitrary, often based on calculations of parking demand at peak times rather than during normal conditions, resulting in large, underutilized, paved parking areas. This has the secondary effects of being environmentally unfriendly (excessive paving increases stormwater run-off and intensifies the heat island effect) and negatively impacting neighborhood character. Minimum parking requirements tend to be the primary driver of site-design considerations, with contextually-appropriate designs often being sacrificed to accommodate required parking. Additionally, minimum parking standards can have a dampening effect on the economic development climate. When required parking amounts cannot be accommodated on-site, variances are required, adding both significant cost and significant time to the development process.

Incorporating additional parking flexibilities may reduce the need for variances.

Currently the Code has few parking flexibilities. The C-5 and C-4 Districts, Jackson Park Historic District, Cathedral Historic District, Millwork District Historic Districts, are exempt from parking minimums and there are permissions for shared parking reductions. Additional options for by-right flexibilities can include:

- Based upon how the zoning districts are structured, it may be appropriate to exempt additional districts from minimum parking requirements.
- Structures existing at the time the Code comes into effect that do not have parking on-site (and no lot area available for such) could be exempted from parking requirements. This encourages reuse of structures as it eliminates the need for variances.
- Certain districts may be able to exempt an initial square footage from providing parking, based on the size of a business – for example, exempting the first 2,500 square feet from parking calculations – in order to provide relief for new developments on small lots. This would require only larger structures to provide parking.
- Allow for on-street spaces adjacent to a nonresidential use to count toward required parking. This can also be expanded to include adjustments when located within a certain distance of a public parking structure as well.

Parking maximums should be considered.

It is also recommended to incorporate parking maximums into the parking regulations. By setting an upper limit on the number of parking spaces allowed, this helps prevent the development of excessive parking areas, which can lead to a range of environmental and planning issues. Excessive parking often results in over-paved surfaces, contributing to the urban heat island effect. This not only affects local microclimates but also raises energy consumption for cooling in buildings nearby. Additionally, over-paving leads to increased stormwater runoff, which can overwhelm local drainage systems, contribute to flooding, and carry pollutants into waterways, negatively impacting water quality. The implementation of parking maximums is particularly important for larger developments, such as big-box retailers, shopping centers, and office complexes, which traditionally use vast amounts of land for surface parking lots. Ultimately, parking maximums can contribute to more efficient land use, reduce environmental impacts, and promote healthier, more vibrant communities.

Electric vehicle (EV) charging stations should be allowed withing parking lots and structures.

Permissions for electric vehicle (EV) charging stations in parking facilities should clearly stated.

Bicycle parking requirements could be updated to facilitate creation of a more cohesive bicycle network.

The current Code requires bicycle parking only within parking facilities of 50 or more spaces. In order to create a more cohesive network, bicycle parking could be required for smaller lots, remaining sensitive to the development realities of the districts. Updated requirements could specify how many short-term and long-term bicycle spaces are needed, the design and siting standards for those, and the flexibilities in location.

Siting standards for on-site loading standards should be included.

The Code should contain siting standards for on-site loading areas such as permitted locations on the site, permitted yards where loading berths may locate, surfacing requirements, and required screening from adjacent non-industrial uses.

The Code should be comprehensive on storage of vehicles in residential areas.

Vehicles stored on-site in residential areas should be clearly described including typical passenger vehicles and storage of recreational vehicles. Recreation vehicles including, but not limited to, motorhomes, campers, boats, all-terrain vehicles (ATV), utility task vehicles (UTV), and trailers, can be limited to select areas of a site, such as within the interior side yard behind the front building line or in the rear yard. Where vehicles are stored as part of nonresidential uses within residential areas, standards should also be included to control their location on-site as well.

Create standards for storage of commercial vehicles.

Commercial vehicles parked within a residential district should allow for standard size vehicles owned and used for commercial purposes by the occupant of a dwelling or guest including, but not limited to, vans, sports utility vehicles (SUVs), standard passenger size livery vehicles, and pick-up trucks, provided that the vehicle is stored or parked in a permitted parking area. Commercial vehicles for nonresidential should be limited to commercial vehicles that are being operated and stored in the normal course of business. They should be required to be stored on the lot in areas related to their use as vehicles, provided that the primary purpose of such vehicles is not the display of signs.



VII. Development Standards: Landscape

Revise the landscape standards for clarity and consistency.

The contribution of landscape to the visual quality of the built environment cannot be overemphasized. In addition to its aesthetic benefits, green space provides environmental benefits. Landscape requirements should address all aspects of site development to properly beautify, screen, and buffer.

Section 13.4 of the Unified Development Code outlines the current landscape standards. These requirements are partially based on a calculation of the number of trees and shrubs per square footage of required permeable area. However, this approach can be confusing and may result in site designs that prioritize numerical compliance over thoughtful landscaping. To promote intentional landscape design, the requirements should be structured around key site elements - such as parking, transitions, and screening - to ensure both aesthetic enhancement and effective screening are achieved.

The landscape requirements should be moved to their own chapter and organized around specific landscape requirements. These are as follows:

- **Perimeter of Parking Lots.** Where a parking lot abuts the street, requirements should effectively screen cars from the right-of-way. This could mean an ornamental fence and shrubs that can be substituted with a pedestrian-scale wall or natural plantings that meet a three foot screening requirement. Currently a landscape yard is required but there is no clear direction on the number of plantings required (“...shall consist of shade trees, low shrubs, perennial flowers, and/or other plant materials approved by the City Planner”); the required plantings should be specified in the Code.

The Code also specifies that a landscape yard is required along all non-street-facing edges of the lot. While this requirement’s intent aims to enhance overall site aesthetics, it is less common in codes and may result in an overabundance of plantings that do not provide significant functional or visual benefits.

- **Interior of Parking Lots.** There should be specific interior parking lot requirements, including a minimum number of landscape parking lot islands. Current standards are not clear as to how many islands would be required and what plantings are required. Typically, a code will state that one island is required between every 10 or 15 spaces with the required plantings delineated. Flexibilities are built in so that they can be spaced differently, but that the total number remains the same. In addition, standards should require that rows terminate in islands.
- **Buffer Yards.** Buffer yard requirements ensure proper screening between incompatible uses and are part of the current landscape requirements (13.4.8 - Screening Requirements). These current standards should be refined and tailored to the form of the districts and the intensity of uses that would need to mitigate their impacts. The current standard of six feet may be appropriate in urban commercial areas but larger buffer yards would be more appropriate for users with more impacts, such as industrial. The buffer yard standards should be a menu of options based upon the relationship between users.

These more detailed requirements would be tailored to districts and/or uses to avoid onerous requirements or the creation of nonconformities. Certain areas may need exemptions built into the Code because of site constraints, while others may need more landscape.



VIII. Development Standards: Signs

Sign regulations must be content neutral.

A major issue that all sign regulations must contend with is that signs cannot be regulated based on content distinctions. In *Reed v. Town of Gilbert, Arizona* (2015), the U.S. Supreme Court found that categorization of signs based upon their content or message is subject to review under the standards of strict scrutiny – the most stringent standard of judicial review, which demands that a regulation must further a “compelling governmental interest” and must be narrowly tailored to achieve that interest. As such, in the wake of *Reed*, nearly any regulation based upon a content distinction may be deemed unconstitutional. This clearly has impacts that must be remedied within Dubuque’s sign regulations; the current code has a number of content-based distinctions and controls.

Off-Premise and On-Premise Distinctions. Distinguishing between signs that are considered off-premise (directing attention to a business, commodity, or service sold or offered elsewhere than the lot upon which a sign is displayed) and on-premise (directing attention to a business, commodity, or service sold or offered on the same lot where such sign is displayed) has traditionally allowed municipalities a means by which to regulate a few key sign types, most notably billboards, as off-premise signs. As a supplement to the *Reed* decision, the 2022 *City of Austin v. Reagan National Advertising of Austin, LLC* U.S. Supreme Court decision upheld off-premise/on-premise distinctions.

*** Off-premise signs, also known as billboards, are currently under a moratorium. Therefore, this Report does not offer specific recommendations on billboards, though standards will be part of the final Code. It is understood that separation requirements from other billboards and from land uses such as parks, places of worship, and educational facilities are being evaluated.*

Commercial and Noncommercial Messages. The ability to distinguish between commercial speech and noncommercial speech is also an important tool for municipalities in the regulation of signs following *Reed*. The *Reed* decision did not overrule prior decisions related to this distinction, and lower courts have upheld it in the intervening years, indicating that this is still a valid tool, allowing communities to distinguish between commercial messages and noncommercial messages (political, ideological, opinion, etc.). This is useful, as many communities may wish to place some reasonable regulations around commercial messages, while remaining neutral regarding noncommercial messages in the community.

The organization of sign controls should be simplified for clarity.

The current organization of sign controls is not necessarily intuitive. The following structure is recommended:

- Purpose
- General sign standards
 - Location restrictions
 - Limitations on audio components
 - Construction standards
 - Maintenance
 - Illumination (Note: in the historic districts, consider a permission for illumination if the Commission reviews the plan and approves.)
- Prohibited signs
- Exempt signs
- On-premise signs: permit required
- Off-premise signs (billboards)

In this organization, there are no longer separate sections for temporary and permanent signs; rather these would be addressed as either exempt or requiring a permit.

Definitions and measurement of sign dimensions would be found in the proposed Chapter 2 (definitions and rules of measurement). Other provisions currently found in Chapter 15 would also be moved to the appropriate sections (sign permit to administration and nonconforming signs to nonconformities) and a cross-reference included.

Additional prohibited sign types should be considered.

The current Code does include a prohibited sign section. Additional signs that should be prohibited include:

- Inflatable signs
- Feather flags/sails
- Spotlights/strobe lights
- Flashing signs and moving signs, whether mechanical or wind-actuated
- Off-premise temporary signs

Signs considered exempt should be updated.

Signs exempt from a sign permit is an area of many sign regulations where content-neutrality poses an issue. Because of the *Reed* decision, signs can no longer be identified or defined as “Real Estate Signs” or “Construction Signs.” Instead, a temporary sign would be allowed on a lot where such activity is taking place; for example, there would be a temporary sign allowed on a lot where real estate activity is taking place. In each case, standards for the signs (size, location, illumination permissions, etc.) would be included. Permanent and temporary signs that would be allowed without a permit may include:

- A-frame signs
- Attention getting devices (pennants, temporary freestanding signs)
- Commercial flags (for example, “Open” flags)
- Construction activity temporary sign
- Cultural or historical site sign
- Directional signs (building ingress/egress)
- Parking lot/structure circulation point sign
- Pedestrian signs for businesses (for example, small cases mounted on the wall that contain a menu near a restaurant front entry)
- Real estate activity temporary sign
- Residential nameplate sign
- Window sign (to note, this is typically a 30% window coverage limit including both permanent and temporary window signs)

There would also be standards in this chapter that cite the types of signs that are entirely exempt from sign controls (government signs, signs not visible from the public right-of-way, etc.).

The regulations for signs requiring a permit should be tailored to the form and scale of each district.

Permanent sign regulations should address all aspects of the sign’s character and location - maximum height and sign area, minimum setback, vertical clearance, maximum projection, etc. In addition, how signs are allocated to corner buildings and multi-tenant centers must also be evaluated. An important element will be to determine where the different sign types will be allowed. Establishing permissions by specific districts, as is similar to the structure now, allows the Code to prohibit them in some districts while allowing them within others. Also, the maximum size of signs – whether height and/or area – can then be tailored to the different districts.

It is anticipated that the following types of signs would be allowed by permit and regulated as follows. This would build on signs currently requiring a permit within the code and their standards.

- Banners
 - o Limitations on number, display period, size, permitted mounting locations
- Awnings and Canopies
 - o Projection and vertical clearance maximums, percentage of printing allowed on sign face, permitted materials, design
 - o Standards tailored to both types - nonstructural (typically made of vinyl and printed upon) and structural (made of permanent building material with solid lettering)
 - o Standards for signs mounted above a structural awning or canopy
 - o Standards for under awning or canopy signs
 - o Insurance requirements to indemnify the City when located over the right-of-way
- Drive-Through Signs
 - o Height, sign area, setback
 - o Number of signs permitted and allowed locations
- Electronic Message Signs
 - o Requirements for integration into a larger sign structure (freestanding, marquee, etc.) to maintain a cohesive appearance of signs across the city
 - o Limitations on the overall size, typically a percentage of the overall sign area allowed in the larger sign structure
 - o Limits on the frequency of message turnover
 - o Limits on the length of animation (currently, two seconds of animation, followed by two seconds of static time)
 - o The current annual fee to verify that such signs are meeting the turnover, animation standards
- Freestanding Signs
 - o Height, sign area, setback
 - o Allow one per frontage with a minimum street frontage for an additional sign
 - o Type allowed (pole vs. monument)
- Marquees
 - o Construction requirements, projection and vertical clearance standards
 - o Sign area controls versus the changeable message area
- Projecting Signs
 - o Sign area, maximum projection, and vertical clearance maximums
 - o Number of signs permitted
 - o Potential allowance for vertically oriented signs on taller structures in select district
 - o Insurance requirements to indemnify the City when located over the right-of-way
- Wall Signs
 - o Sign area, projection maximum, number of signs permitted
 - o Wall signs should be controlled by a proportional control, such as one square foot per linear foot of façade
 - o Potential allowance for skyline signs located at the top of taller structures
 - o Potential allowance for mounting on wall signs on the lower slope of a mansard roof

Within the appropriate sign type as well as in the sign dimension measurement methodologies, permissions and controls on architectural signs will be included. (An example of architectural sign would be a three-dimensional ice cream cone sign for an ice cream shop.)

A classic sign provision can be created to address the unique signs within the City.

With Dubuque's history, the City may want to create a classic sign designation within the Code. This type of provision preserves specific historic and/or unique signs within the City and protects those signs from nonconformity status. This would allow them to continue and be repaired, maintained, and even moved.



IX. Zoning Administration

The administrative sections of the Code should be reorganized to make the processes easier for applicants to follow.

In order to make the various applications and approvals, as well as their respective processes and requirements simpler and easier for applicants to understand, we propose the following reorganization.

Code Administrators

This Chapter would list the powers and duties of all boards and officials involved in administration. By listing all boards and officials for all applications, the process is clarified (i.e., the user can easily reference who recommends and who approves). The following boards and officials will be included:

- City Council
- Zoning Advisory Commission
- Zoning Board of Adjustment
- Historic Preservation Commission
- Zoning Administrator (*This would be a new role to consolidate all code administration in one role; language would stipulate this includes their designee.*)

Application Procedures

This Chapter would contain the rules for processing the various zoning applications. These administrative procedures will be consistent with Iowa law and grouped into the following two sections:

- Application process
- Notice requirements

It is recommended that a specific completeness requirement be added to the Code for all applications in order to avoid the submittal and processing of incomplete applications. An example of such a requirement is as follows:

The Zoning Administrator will determine whether a submitted application is complete. The Zoning Administrator will notify the applicant as to whether or not the application is complete, and will not process the application until any deficiencies are remedied. Once the Zoning Administrator determines that the application is complete, the application will be scheduled for consideration.

This would eliminate postponements on the basis of incomplete submittals. It should be noted that payment of fees should be considered part of completeness review.

Zoning Approvals

All applications and approvals would be found in this Chapter. We anticipate that the following applications would be included:

- Amendments (Text and Map)
- Conditional use
- Variance
- Special exception
- Site plan review
- Temporary use permit

- Sign permit
- Zoning interpretation
- Zoning appeals
- Planned unit development

To the degree possible, the following structure would be used for each application:

- Purpose
- Applicability
- Authority
- Procedure
- Approval Standards
- Expiration

Revise the current special exception procedure to be more flexible.

Currently, minor modifications to residential district standards are handled in two ways:

- Section 16-3-18, Limited Setback Waiver, allows for single-family and two-family dwellings to obtain a setback waiver that is 33.3% or less of the required setback, which is approved by the City Planner. (There are also conditions regarding this waiver when requested for an accessory structure.) It requires notice to abutting property owners, including property owners directly across the street, who must state that they have no objection to the request.
- Section 16-8-7, Special Exceptions, allows for the Zoning Board of Adjustment to approve a modification to the residential district standards with review against a more tailored set of review criteria than the established hardship standard of a variance.

One way the Code can create more flexibility is to combine these current flexibilities into a revised special exception process that is applied more broadly. The special exception process would become tiered – allowing for an administrative approval unless there is an objection from the notified property owners, at which point it would be sent to the Zoning Board of Adjustment.

The proposed thresholds of approval would be as follows:

- The current limited setback waiver (Section 16-3-18) for single-family and two-family dwellings for a setback waiver that is 33.3% or less of the required setback.
- For all other types of developments, a 10% or less modification to any numeric standard (for example, commercial district dimensional standards, sign dimension standards, etc.) in this Code.

Notice to abutting property owners, including property owners directly across the street, would still be required. If there is no objection, the Zoning Administrator can approve the request. If there is an objection, residential requests would move to approval by the Zoning Board of Adjustment as a special exception and all others (nonresidential) would require a variance. Further, even if the request is within the thresholds of Zoning Administrator approval, they are able to move the application to the Zoning Board of Adjustment for approval if the nature of the request requires additional review.

A zoning text interpretation process should be added for formal zoning interpretations.

Every City has an informal process for zoning text interpretations, but the Code should include a formal process for documenting text interpretations. No code can adequately or clearly address every possible aspect of regulation, so this process allows the Zoning Administrator to render a written interpretation upon request (such request must be in pursuit of

a zoning action). This results in a record of interpretation requests, which leads to the predictable and consistent application of the regulations and shows where further clarification of code language may be needed.

A temporary use permit should be created to regulate temporary uses.

The current Code regulates temporary uses under Section 3.19, requiring site plan approval by the City Planner. It is recommended to introduce a temporary use permit for a designated set of temporary uses (see use discussion above on temporary uses). Since not all temporary uses necessitate a full site plan review to assess their impacts, only specific temporary uses should be subject to that requirement. By establishing a general temporary use permit process and incorporating detailed standards within each specific temporary use, the regulation becomes more efficient and better tailored to address varying impacts.

Revise and modernize the Planned Unit Development District into a process, rather than a district.

The current Code may rely too much on planned unit development, creating an unpredictable development environment.

PUD, as a zoning tool, was created to allow for unique and innovative development that requires more careful consideration in its use permissions, siting, and design to allow for modifications to the underlying zoning regulations. However, over time its role can expand beyond this original intent. Planned unit development is used for a range of purposes such as to manage more controversial uses and to avoid variances.

Additionally, if the current zoning districts do not adequately address modern development types/uses, planned unit development is then used to fill in the gaps. Thus, as planned unit development is used more and more, staff and Council find a good portion of their time is used managing and reviewing these approvals and applications. Simply put, PUD has deviated from its initial purpose of facilitating innovative development and has become a quick fix for the shortcomings of the current Code. This dilutes its effectiveness; it becomes a workaround rather than a tool to accommodate genuine innovation. This results in a number of issues:

- The PUD process demands substantial time and resources, making it cumbersome and costly for both developers and the City.
- There is a lack of certainty or predictability regarding outcomes, which can lead to frustration and inefficiency.
- An overabundance of PUDs can lead to inconsistencies in development standards and a lack of cohesive planning.
- Planned unit developments effectively function as miniature zoning codes, which can complicate enforcement efforts. Unlike established district standards that uniformly apply citywide, PUDs require code enforcement officials to discern and enforce specific standards tailored to each PUD. This necessitates the identification and verification of compliance with the individualized regulations governing the development, which can strain the resources of the enforcement department.

While it is understood that PUD will remain a part of the Code and is a key tool that the City can use to accommodate new innovative development, there are zoning tools that are more targeted toward the concerns PUDs have been used to address. These potential tools include the following:

- Establish a responsive district structure. By creating a district structure that reflects the places of Dubuque, the zoning districts will be able to better address the desired use, scale, design, and orientation of development and avoid workarounds that PUDs have been used for.

- Turn conditions into standards. Another strategy is to include conditions that are frequently added to PUDs into the district, use, and general development standards of the Code, as applicable. This lends itself to easier administration and enforcement in the long term as these standards would apply across the board rather than having to be identified as applicable on a site-by-site basis.
- Consider administrative flexibilities. Creating more administrative flexibilities would allow for minor issues in site development to be handled at a staff level. An administrative modification process can be included (discussed earlier in this report).

The City should consider an alternate approach to planned unit development (PUD).

Currently the Code treats planned unit development as a district. A different approach is to treat the PUD as an approval process, rather than a district. In this approach, the underlying district standards, including uses, apply unless modified as part of the PUD approval. This allows for flexibility in the application of zoning requirements based upon detailed review of individual proposals for significant developments in exchange for additional benefits to the City and the public.

This approach creates more predictability. First the new PUD is based upon the underlying district - the approval “lays” on top of that district. As the district remains in place, this means if the PUD is never acted upon and expires, that site has the rights to develop of that underlying district. Further, the PUD approval works off a “base” which makes the negotiations clearer for the applicant, the administrators, and the public.

The approval process would be similar to the current process – recommendation by the Zoning Advisory Commission and approval by the City Council, including a pre-application conference with staff. Even with this revised approach to PUD approvals, the City Council will retain its current level of authority over the zoning regulations and development standards for all new PUDs.

Remove minimum acreage requirements for a PUD and eliminate required planned unit developments.

Currently, PUD requires a minimum area of two acres. While this threshold ensures a certain scale of development, it may be seen as arbitrary if PUD is realigned with its original intent - to serve as a flexible tool for fostering innovative and creative development solutions. Removing the minimum size requirement could encourage a wider range of innovative projects. However, it is important to acknowledge the concerns of existing residential communities, particularly in established single-family neighborhoods, where introducing smaller-scale PUDs could lead to conflicts over density, design compatibility, and infrastructure impacts. Given these sensitivities, maintaining a reasonable minimum size requirement may be necessary to balance innovation with neighborhood stability in the residential districts.

Also, the current Code has required PUDs for certain types of development. These are:

- All retail commercial uses open to the public or members which have over 60,000 square feet of area
- Regional shopping centers
- Manufactured home parks
- Biofuels production facilities
- Commercial wind energy conversion systems
- All new industrial parks and all new office parks
- Any structure existing at the time of adoption of this Code which is expanded for retail commercial use to over 60,000 square feet of area and which expansion constitutes an increase of 25% or more to the area

These uses that required planned unit development would have standards built into the Code to address areas of concern.

It is not recommended to require any development or use to be a PUD. Requiring certain developments to be PUDs can be problematic because it adds unnecessary costs, limits flexibility, and extends approval timelines. Additionally, the more complex planning and negotiation process can slow down development, discourage smaller builders, and reducing housing diversity by requiring larger mixed-use development to be a PUD. Mandating them for specific developments can lead to overregulation, inefficiencies, and barriers to creating more accessible and varied housing options.

PUD should function as an effective mechanism for leveraging high quality development.

PUD is a negotiation between a developer and the City, therefore the City should receive a benefit in return. While it is recommended to leave use, dimensional, and design modifications open ended, the Code should more explicitly incorporate a benefits and amenities requirement. The PUD process should provide guidance on the types of amenities or elements desired in exchange for flexibility and bonuses offered through the PUD process. It is important to remember that, because of its inherent flexibility, the PUD process can become a surrogate for the variance process. When a property owner does not want to meet existing district requirements, they may request a PUD where they do not have to demonstrate a hardship or practical difficulty, as would be required under a variance. Therefore, it is key to require public benefits and amenities to qualify for such exceptions so that petitioners cannot circumvent basic zoning district requirements without providing measured benefits to the City.

Examples of some of the amenities and benefits that can be considered in determining whether an exception should be granted include:

- Use of sustainable design and architecture, such as energy efficient design concepts and new building technologies.
- Community amenities including plazas, outdoor seating, public art, and pedestrian and transit facilities.
- Additional open space and recreational amenities such as open space/playgrounds, recreational facilities, dog parks, and conservation areas.
- Additional public infrastructure improvements, such as new or repaved streets, provision of bicycle paths, and traffic control devices to improve traffic flow.
- Senior housing or affordable housing set-asides.
- Enhanced mobility options (pedestrian, bicycle, transit).

This is not a definitive list but rather a list of potential amenities and benefits. In some cases, the actual development may be a benefit. For example, in areas where there is a demand for affordable housing, an affordable housing PUD can be considered a benefit.

Clarify the site plan review process.

Within the administrative section, site plan review would be limited to the process. As is evident by this report, many of the specific standards, such as landscape, would be moved to their own section of the Code. This section would also clarify what types of development require site plan review and include criteria to deny a site plan. (Generally, the criteria for denial of a site plan are based upon noncompliance with zoning regulations and any conditions of special approval, such as those applied to a special use or variance, as well as other actions required by the results of certain submittal items, such as a traffic study.)

Continue to review Historic Preservation Commission regulations.

The regulations of the Historic Preservation Commission, including its applications and procedures (currently in Chapter 10), will continue to be evaluated as part of the overall UDC update. This review will assess opportunities to better align these provisions with the new Zoning Code and clarify, as needed, the preservation review process.

The requirement for a traffic study should be made clear.

While not explicitly required in all cases, the UDC suggests that the City may require a traffic study during site plan review (Chapter 12) when traffic impacts are deemed a concern. Similarly, a traffic study may be required during subdivision review (Chapter 11) to demonstrate that projected traffic volumes will not exceed the capacity of the existing or planned street network. Currently, these requirements are referenced indirectly through application submittal checklists rather than clearly established within the UDC itself. As part of the update, the criteria for requiring a traffic study - potentially including thresholds based on development type - should be clearly defined within the Code.



X. Nonconformities

Nonconformity regulations should be updated to specifically address the variety of potential nonconforming situations.

In any code update, the intent is to eliminate as many nonconformities as possible. Many are eliminated when new or revised districts are tailored to existing conditions or remapping of districts is undertaken, however, some properties and uses will remain nonconforming. Therefore, the nonconformities section should be rewritten for clarity and include provisions for nonconforming uses, structures, site characteristics, lots, and signs. The updated provisions should clearly spell out what types of changes and/or alterations are permissible. The following are the types of nonconformities that would be addressed.

- **Nonconforming use.** The current Code contains typical controls for nonconforming uses, such as the 12 month abandonment clause for no longer allowing the use to continue. However, the current Code does include a provision in which the destruction of the structure by 75% or more would also terminate the nonconforming uses. It is not recommended to tie a nonconforming use to a structure and therefore it is proposed to eliminate this provision.
 - o Because of Dubuque's history, the City has a number of residential uses located within districts that are not allowed by the district. To acknowledge this natural mixed-use environment, it is proposed to deem existing residential structures conforming in order to take them out of nonconforming status. With conforming status, this would minimize the issues created by nonconformities in terms of financing or selling these homes. If such structure is damaged or destroyed through no fault of the property owner or tenant, it would be able to be repaired or reconstructed to its original condition. However, once such structure is purposefully demolished by the owner or is converted to a dwelling type allowed in the district, this deemed conforming provision is no longer valid
- **Nonconforming structure.** Currently nonconforming structures require compliance when over 75% of the structure is destroyed with the exception of residential structures, which can be rebuilt. This should be maintained.
 - o One flexibility that should be included is for detached garages that are nonconforming due to their location on the lot. As of the effective date of the Code, existing detached garages should be allowed to be replaced in their existing location. Such replacement garages cannot exceed the previous garage footprint or total square footage of the previous garage.
- **Nonconforming site characteristic.** A nonconforming characteristic of use is a useful category of nonconformity and should be maintained. It is recommended to rename it "nonconforming site characteristic" to prevent any confusion with use controls.
- **Nonconforming lot.** For nonconforming lots, any use allowed within the district should be allowed on such lot, meeting all requirements except for the nonconforming lot width and/or area standard.
- **Nonconforming sign.** Current standards are generally in line with those seen in other cities. The current damage percentage (75%) is slightly higher than the typical 50%; a reduction should be considered in order to more quickly bring signs into conformance.

A permitted horizontal or vertical expansion for nonconforming single-family and two-family homes can be added to the Code.

The Code can also allow nonconforming walls of existing single-family and two-family dwellings that are nonconforming in terms of the encroachment of the side or rear wall into a required setback to be extended. This type of provision is very useful in allowing additions to existing homes, as it encourages continued investment in existing older neighborhoods, preserves the existing housing stock, and is a way to reward property owners who continue to invest in their homes, particularly older homes. Where a dwelling is deemed nonconforming because of encroachment into the required interior side or rear setback, the structure may be enlarged or extended vertically or horizontally along the same plane as defined by its existing perimeter walls, so long as the resulting structure does not create other nonconformities or otherwise violate district standards. This provision would also allow for replacement of current additions that extend into the setback, which the owner would like to replace/reconstruct.



XI. SUBDIVISION

Generally, the subdivision regulations are in line with typical subdivision procedures. The following more detailed observations would help to clarify existing standards.

- In the Fringe Area Development Standards there is an “Exception of Specific Subdivision Requirements.” As stated this seems to apply only to the Fringe Area but it is understood in practice that this applies to all subdivisions. This should be clearly stated.
- Codify City policy governing the payment responsibilities, timing, and procedures for off-site improvements required as a condition of development approval for site plans and subdivision plats.
- It appears that that the sustainable subdivision points system required for all major subdivisions is working. During drafting, this section will be reviewed for clarity and enhanced with any appropriate additional criteria.
- There are currently three types of specific subdivisions. The following revisions are proposed:
 - o Conservation: The standards for this type of subdivision seem to be in line with how these types of subdivisions are controlled. There is the ability to simplify and clarify this process. No substantive changes are proposed.
 - o Solar: This type of subdivision has not been used. It is proposed to eliminate it as a type of subdivision and incorporate the standards in the sustainable subdivision points system.
 - o Cottage: As discussed earlier in this Report, it is proposed to replace this type of subdivision with the “cottage court development” use that would function as a development form within neighborhoods.

Community Survey:

City of Dubuque

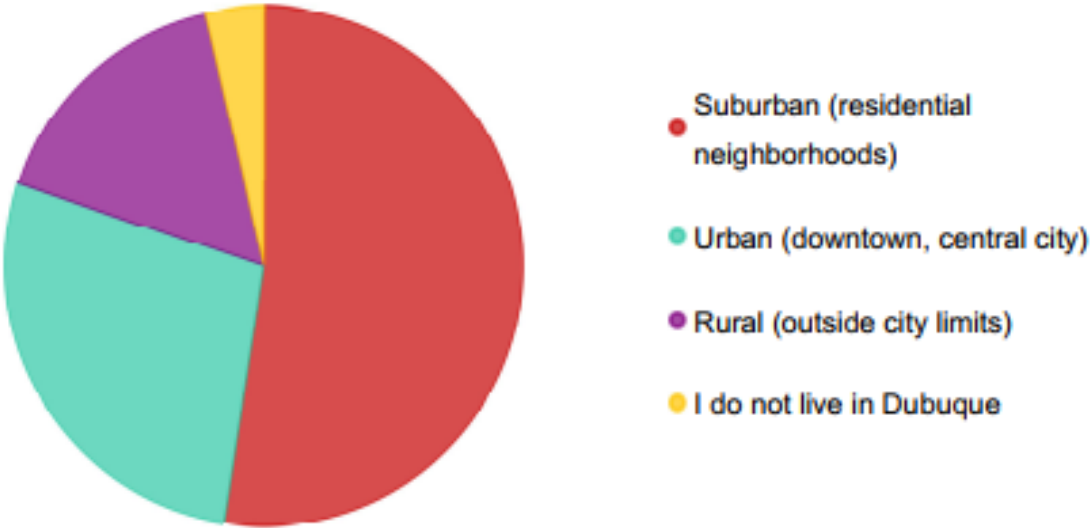
Unified Development

Code Update



Community Survey: City of Dubuque Unified Development Code Update

Question #1:
*What type of area
do you live in?*

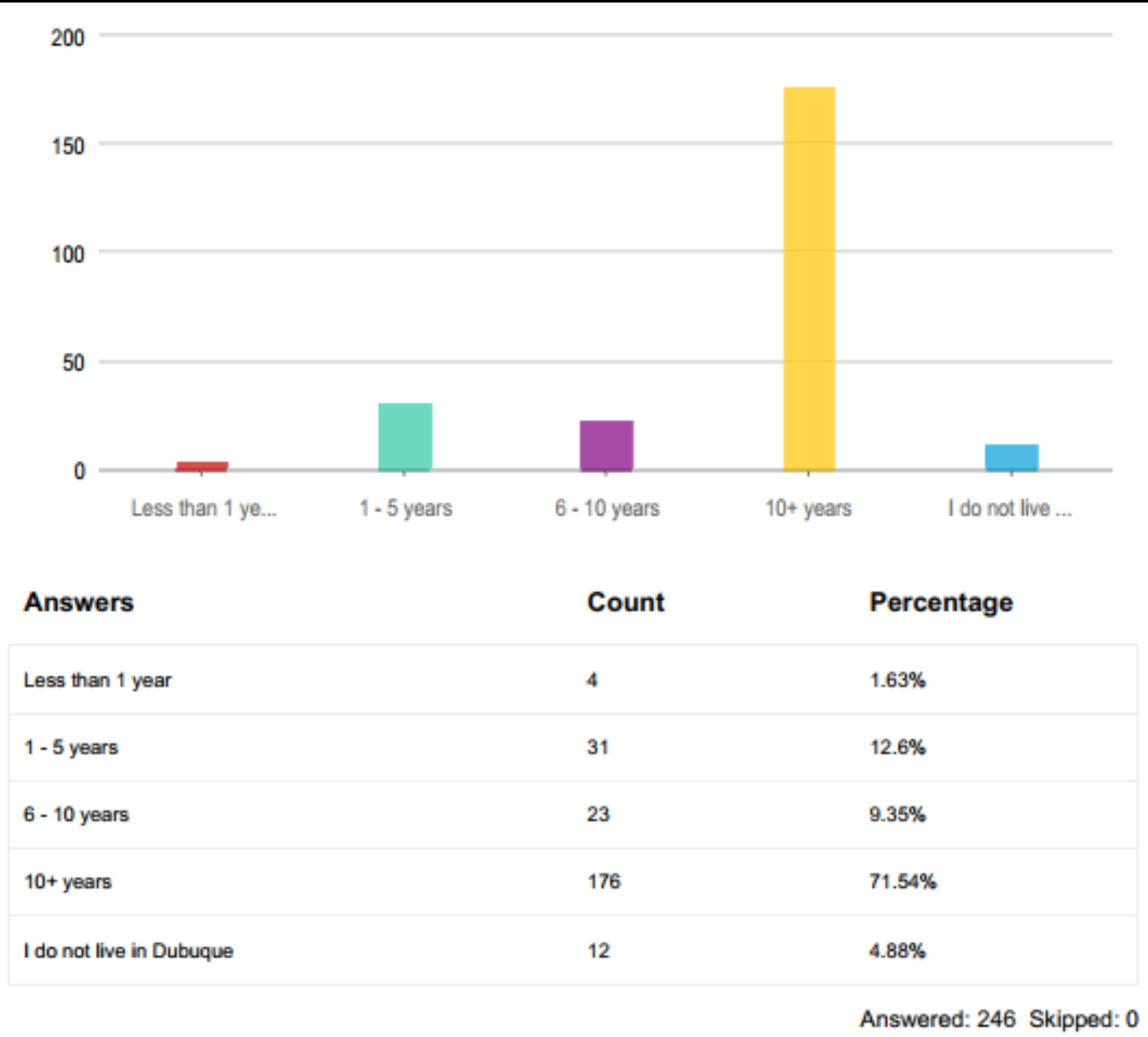


Answers	Count	Percentage
Suburban (residential neighborhoods)	129	52.44%
Urban (downtown, central city)	68	27.64%
Rural (outside city limits)	40	16.26%
I do not live in Dubuque	9	3.66%

Answered: 246 Skipped: 0

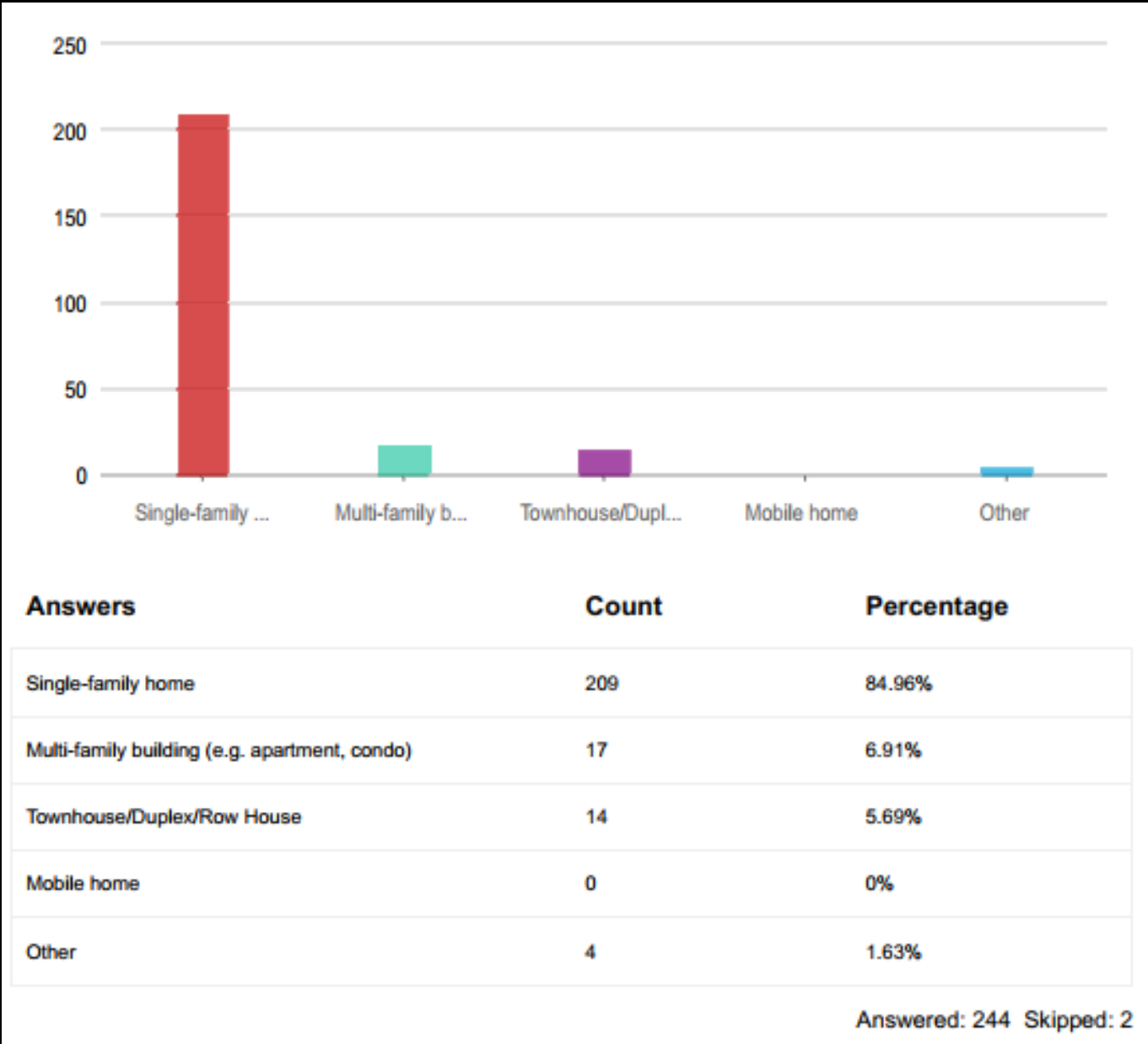
Community Survey: City of Dubuque Unified Development Code Update

Question #2:
*How long have
you lived in
Dubuque?*



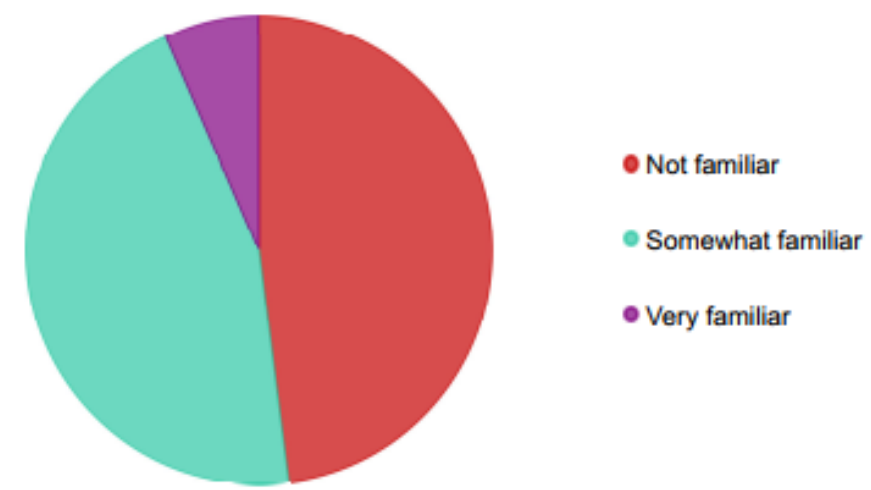
Community Survey:
City of Dubuque
Unified Development
Code Update

Question #3:
*What type of
housing do you
currently live in?*



Community Survey: City of Dubuque Unified Development Code Update

Question #4:
How familiar are you with the City of Dubuque's Unified Development Code?

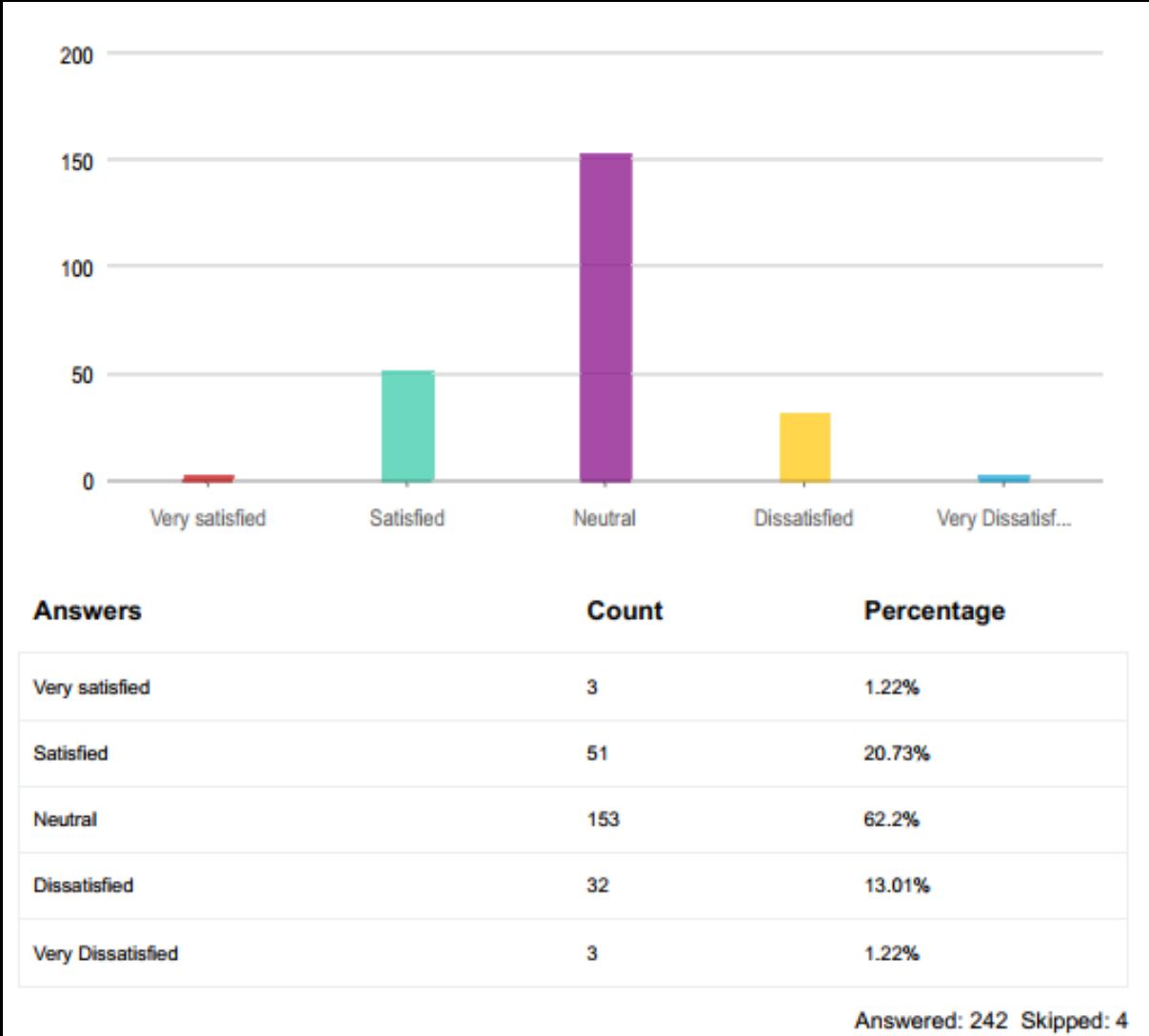


Answers	Count	Percentage
Not familiar	117	47.56%
Somewhat familiar	111	45.12%
Very familiar	16	6.5%

Answered: 244 Skipped: 2

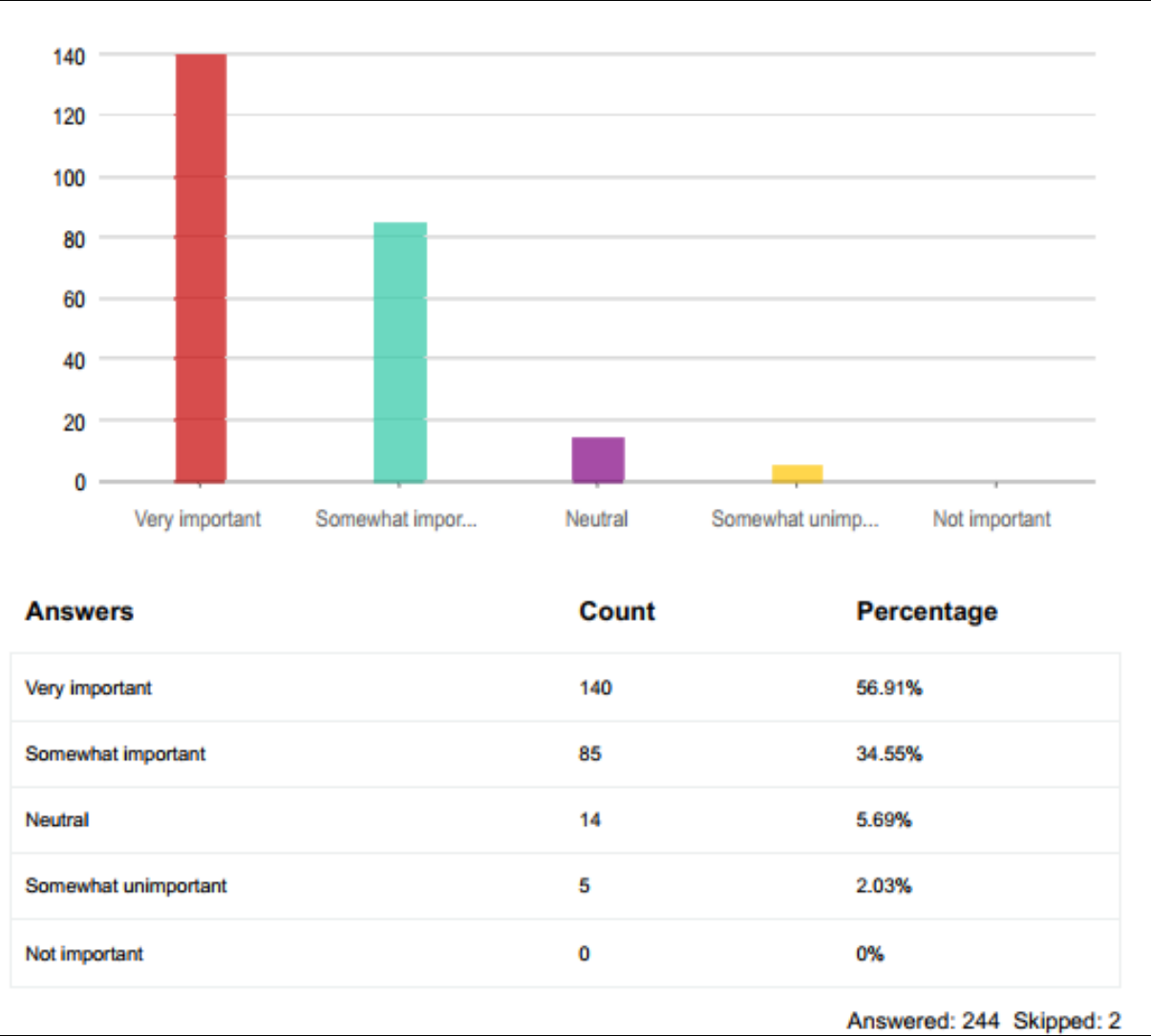
Community Survey: City of Dubuque Unified Development Code Update

Question #5:
How satisfied are you with the current development and zoning regulations in Dubuque?



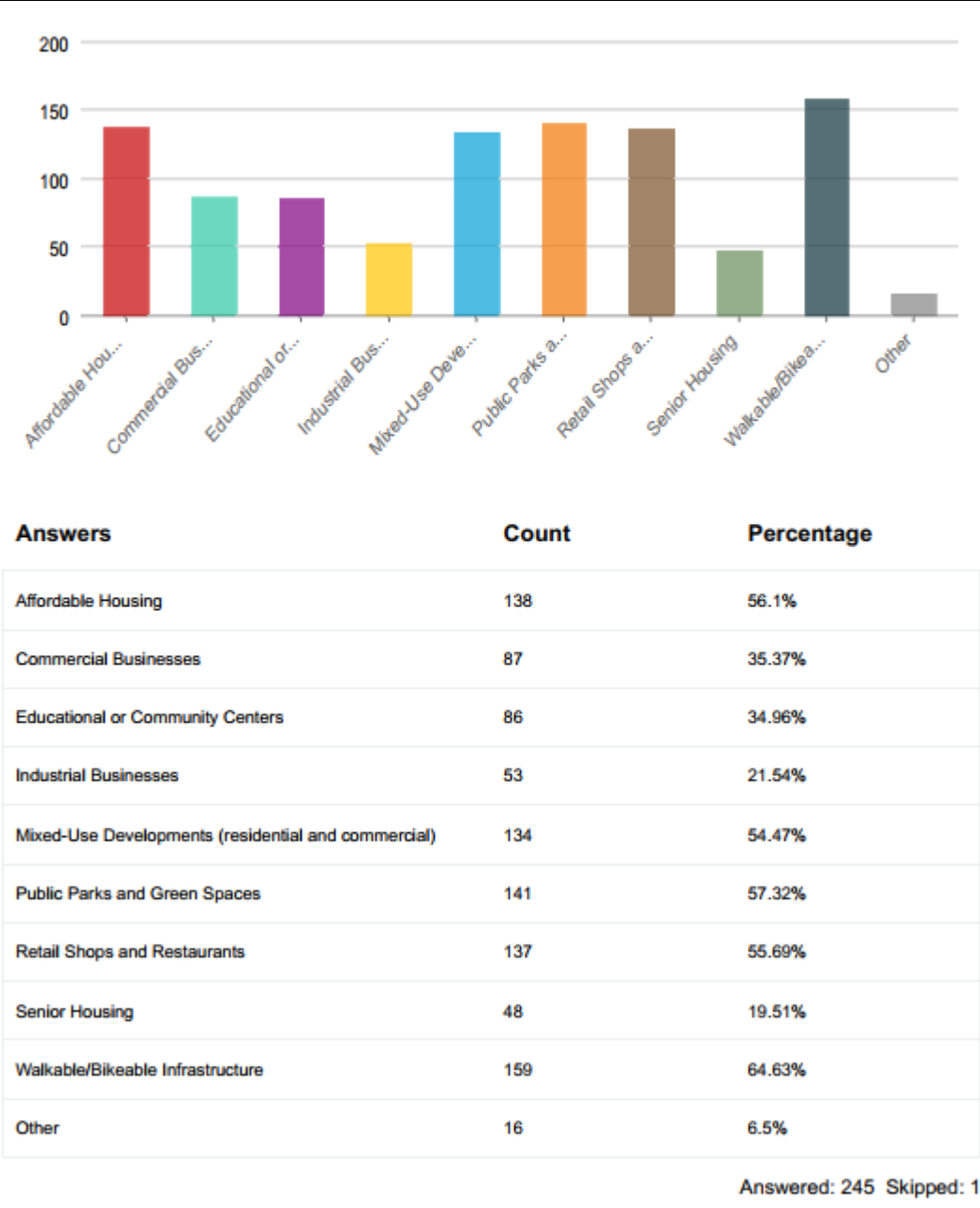
Community Survey:
City of Dubuque
Unified Development
Code Update

Question #6:
*In your opinion,
how important is it
to maintain a
balance between
development and
preserving the
natural
environment in
Dubuque?*



Community Survey: City of Dubuque Unified Development Code Update

Question #7:
*What types of
new development
would you like to
see more of in
Dubuque?*



What types of new development would you like to see more of in Dubuque?

Other Responses:

Tourism Attractions

Redevelop existing buildings/spaces vs expansion.
Grow from within.

Trees!

Nice dog parks

Downtown development - residential and retail

Need More Tourism - Like Wisconsin Dells, Branson MO. Pigeon Forge TN.

Major employers nonindustrial. Actual beautiful parks lining river instead of smelly industries.
Downtown multi family apt and condo. Downtown leisure and retail

Rezoning for Middle Road

Spaces for kids/teens to hang out

More affordable housing in areas NOT in the school boundaries for the DCSC Title 1 elementary schools.
Affordable spaces for business owners. Additional properties that can be purchased by small businesses.

Free civic amenities such as libraries, recreation centers, parks, arboretum, etc.

Family entertainment (Q just attempted and failed horribly)

Roof top bars/restaurants

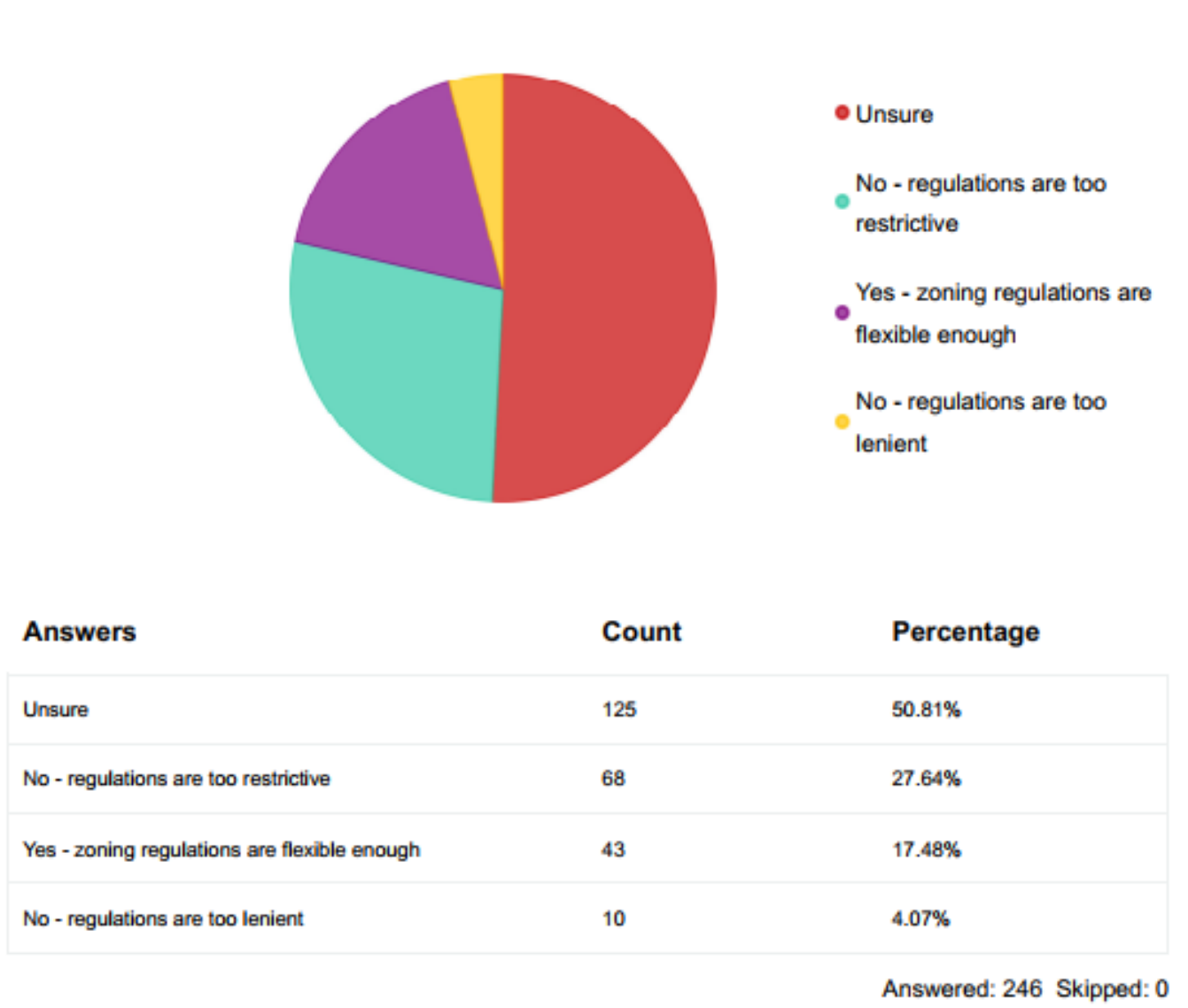
Self driving vehicle infrastructure

Recreation

Community Survey: City of Dubuque Unified Development Code Update

Question #8:

Do you feel that current zoning regulations in Dubuque allow for enough flexibility in terms of land use and development?



What specific aspects of the Unified Development Code would you like to see improved or updated?

Other Responses:

Would like zoning to look at property land areas before they put in a building. Example is starbucks by Plaza 20. way to small area and terrible to get in and out of

Trees in the downtown streets

green space required; good old design and good new design blend well (Dubuque is behind)

I am upset that the city pays no attention to absentee landlord properties engaged in unlicensed short-term occupancy (e.g. AirB&B). They are a blight and impact availability and affordability of city housing. They also use public amenities such as city streets for "guest parking." This makes city residents subsidize private businesses and creates parking/road obstructions. I live near a rental unit that has had as many as a dozen cars parked on a private street, blocking the road and driveways.

I would like to see an incentive for local contractors. We have too many out of town contractors and sub-contractors working on local projects.

Allow for non-paved parking in light industrial lots.

Eliminate parking meters or have 1st hr free

Housing communities for homeless folks. Other states are more progressive in this area and we need to look at different programs that house the homeless.

Improvement or update to the above is a matter of opinion. I can't in good faith check any of these boxes without knowing what improvement or update is defined as.

We don't need any more parking

None

What specific aspects of the Unified Development Code would you like to see improved or updated?

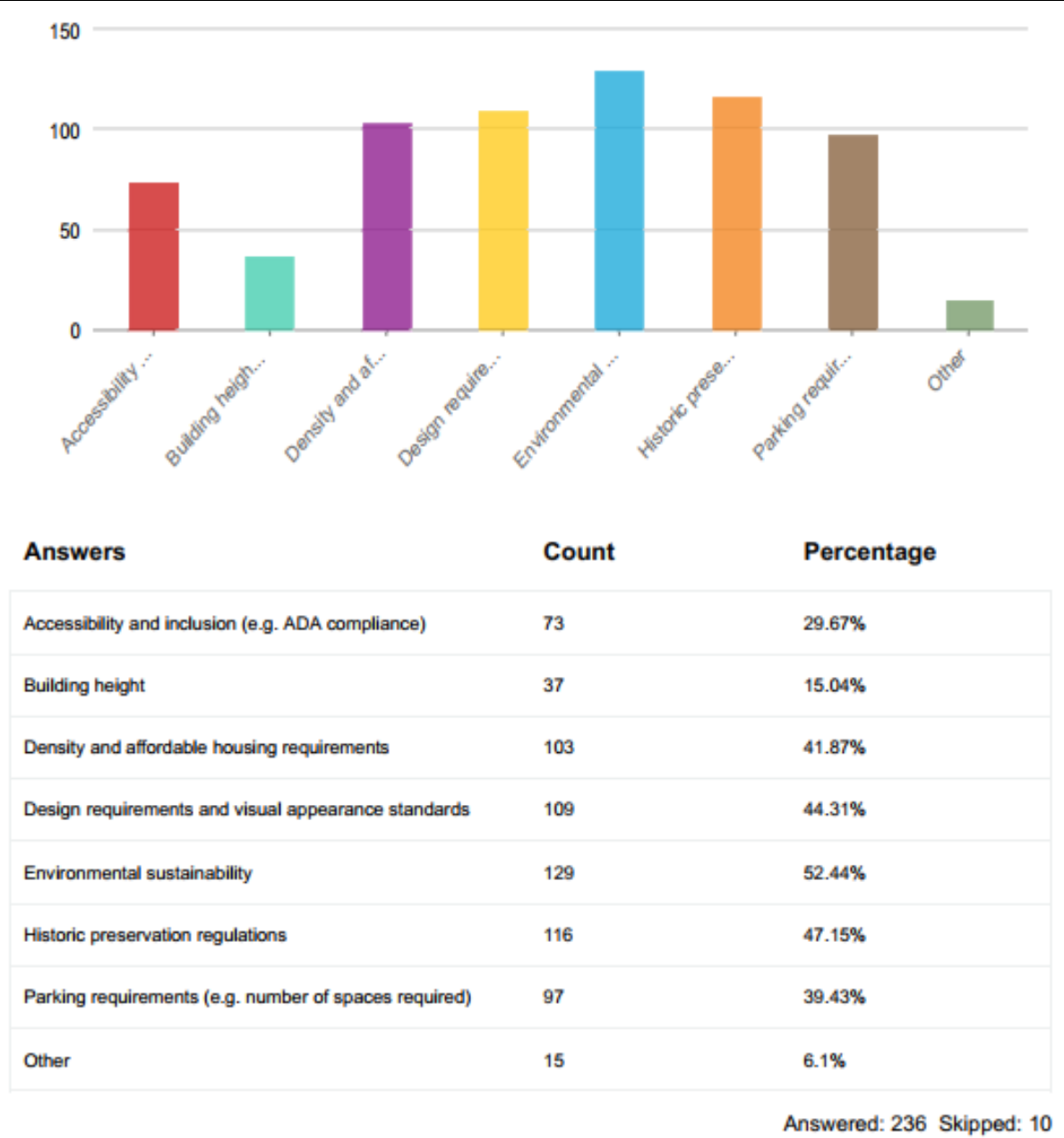
Other Responses:

Suggest a UDC appendix (that is regularly updated) discussing how to improve environmental sustainability, expected costs and benefits. Suggest such an appendix is reviewed and updated annually.

On commercial buildings, larger size and specific location of street number. Currently buildings along Dodge Street, Kennedy Road, NW Arterial street number not visible.

Community Survey: City of Dubuque Unified Development Code Update

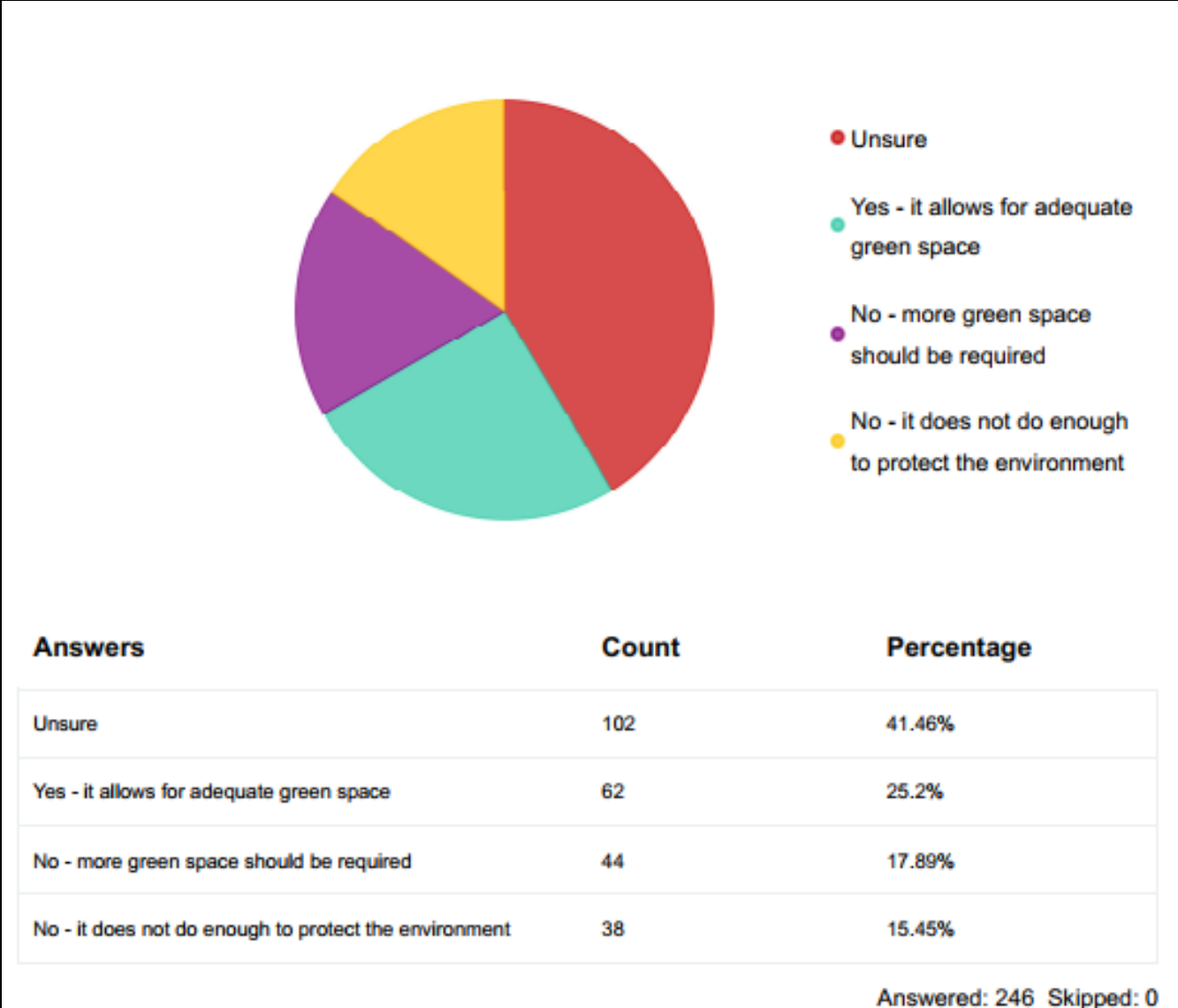
Question #9:
*What specific
aspects of the
Unified
Development Code
would you like to
see improved or
updated?*



Community Survey:
City of Dubuque
Unified Development
Code Update

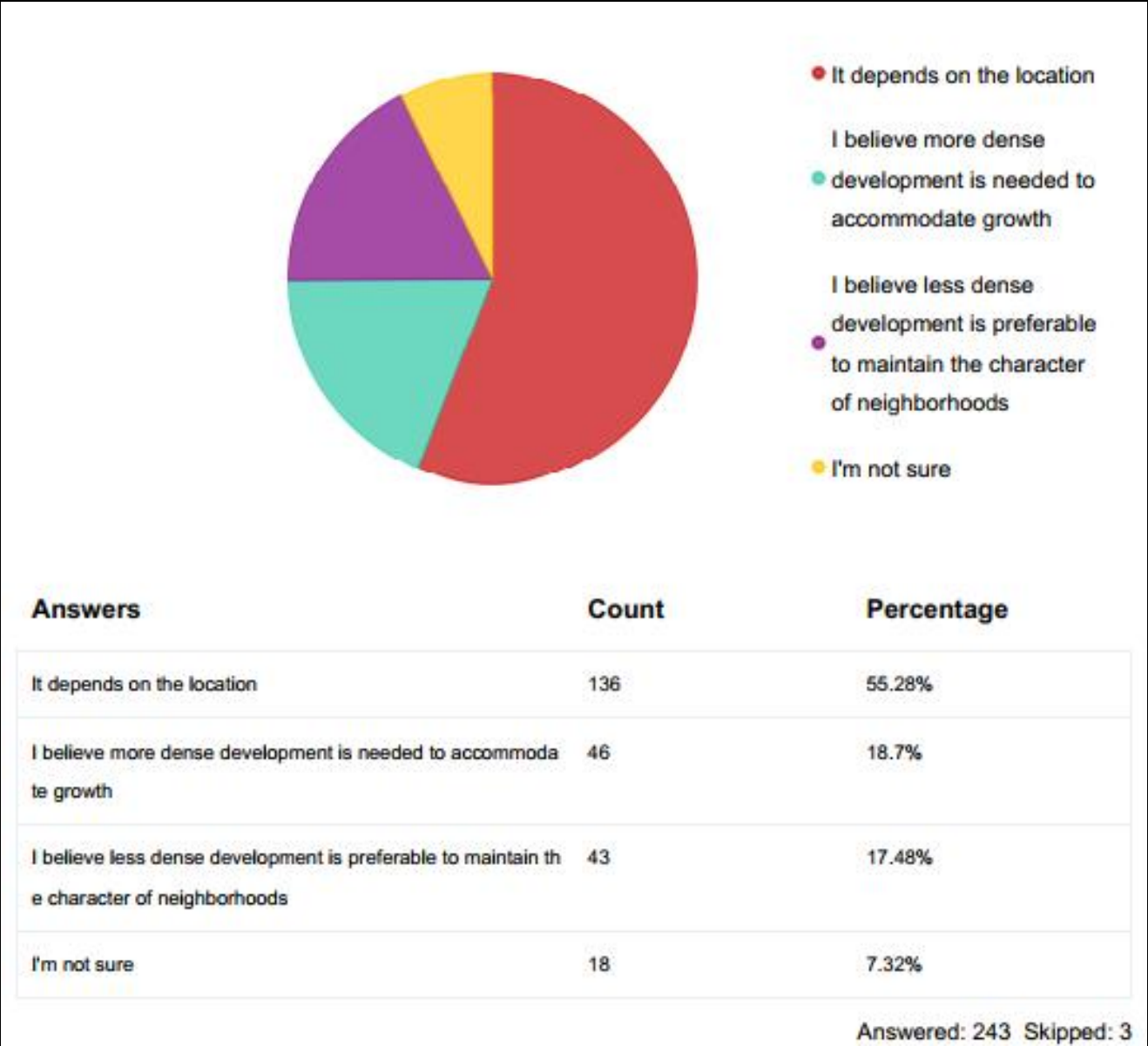
Question #10:

Do you feel that the current UDC allows for adequate green space and environmental protection in new developments?



Community Survey:
City of Dubuque
Unified Development
Code Update

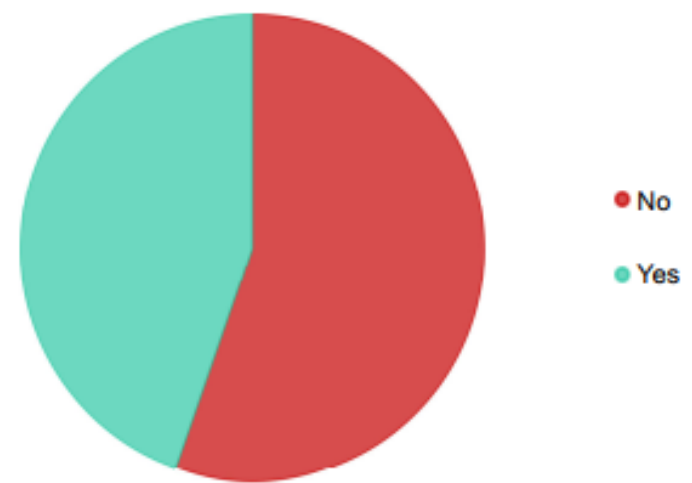
Question #11:
*How do you feel
about the density
of new housing
developments in
Dubuque?*



Community Survey:
City of Dubuque
Unified Development
Code Update

Question #12:

*Are there any
specific areas in
Dubuque where
you feel
development
regulations should
be relaxed or
tightened?*



Answers	Count	Percentage
No	124	50.41%
Yes	100	40.65%

Answered: 224 Skipped: 22

Are there any specific areas in Dubuque where you feel development regulations should be relaxed or tightened?

Downtown

- Height limits should be relaxed.
- Remove barriers to using infill lots and ADUs.
- Needs balanced historic preservation regulations.
- More mixed-use development (e.g., Three Over Ones).
- Reduce parking mandates and zoning rules.
- Rooftop access for patron businesses.
- Encourage pedestrian-friendly, vibrant redevelopment.
- Allow greater building height and density.
- Improve appearance—many buildings are rundown.
- Reduce regulations for vacant/eyesore properties.
- Create cohesive planning (not siloed districts).
- Too lenient on parking credits; causes congestion.
- Incentivize redevelopment in vacant areas like near Millwork District and former Dubuque Packing Co.
- Eliminate excessive sign regulations.
- Reduce setbacks, lot sizes, and parking mandates.

North End

- Should be improved for affordable housing.
- Fix rundown properties and provide affordable ranch-style housing.
- Preserve smaller lots and narrow rights-of-way.
- Improve economic development and infrastructure.

Historic Districts

- Stricter regulations needed.
- Conflicting opinions: some want less strict rules to enable development, others want stronger preservation.
- Clarify which structures and uses are allowed.

R-1 Residential Areas

- Should allow duplexes and ADUs.
- Allow multi-family and corner store commercial uses.
- Preserve single-family home neighborhoods from short-term rentals.
- Encourage neighborhood gathering places (e.g., Milkhouse, Charlotte's Coffee House).

Solon Street Area (1940s–1950s neighborhood)

- Needs sidewalks; currently discourages walking.

Floodplain Areas

- Floodplain building policies need revision.
- Avoid development in vulnerable areas due to storm risk.

Millwork District

- Needs sustainable updates and green space.
- Code enforcement for remodeling and construction.

Are there any specific areas in Dubuque where you feel development regulations should be relaxed or tightened?

Urban Areas / Infill Development

- Stronger enforcement for non-compliance.
- Allow mixed-use and reduce subdivision requirements.

Outlying Areas / West End

- Too resistant to development; zoning should be more inclusive.
- Room for green space.
- West End ranch-style affordable housing for seniors.
- Relax minimum parking requirements.
- Reduce pushback from high-income areas against low-income housing.
- Allow small businesses or multi-family on corner lots.

Along the Riverfront / Schmid Island

- Protect vacant land and natural resources.
- Environmental studies needed before development.
- Maintain for recreation, senior housing, and business.

Bryant School / Grandview Area

- Traffic concerns with new development.

Vacant Land Across from Diamond Jo

- Underused—consider for redevelopment.

Southwest Arterial

- Commercial development should be incentivized.

Main Street

- Needs increased development and revitalization.
- Vision planning needed.

Unused / Vacant Properties

- Allow redevelopment even if rezoning is required.

Environmental and Sustainability Focus

- Relax regulations for solar, green infrastructure.
- Tree planting regulations like in Pella, IA.
- Encourage sustainable housing, public transit use.

AirBnB and Short-Term Rentals

- Should be regulated like hotels/motels.
- Especially near schools and in residential zones.

Industrial / Manufacturing near Residential

- Need stricter zoning for environmental safety.

Are there any specific areas in Dubuque where you feel development regulations should be relaxed or tightened?

Food Deserts

- Development needed to improve access.

Green Space

- Increase green and shared spaces.
- Rethink what “greenspace” means (beyond lawns).

Community Gathering Areas

- Encourage more places like Charlotte's Coffee or The Milkhouse in residential zones.

Parking Requirements

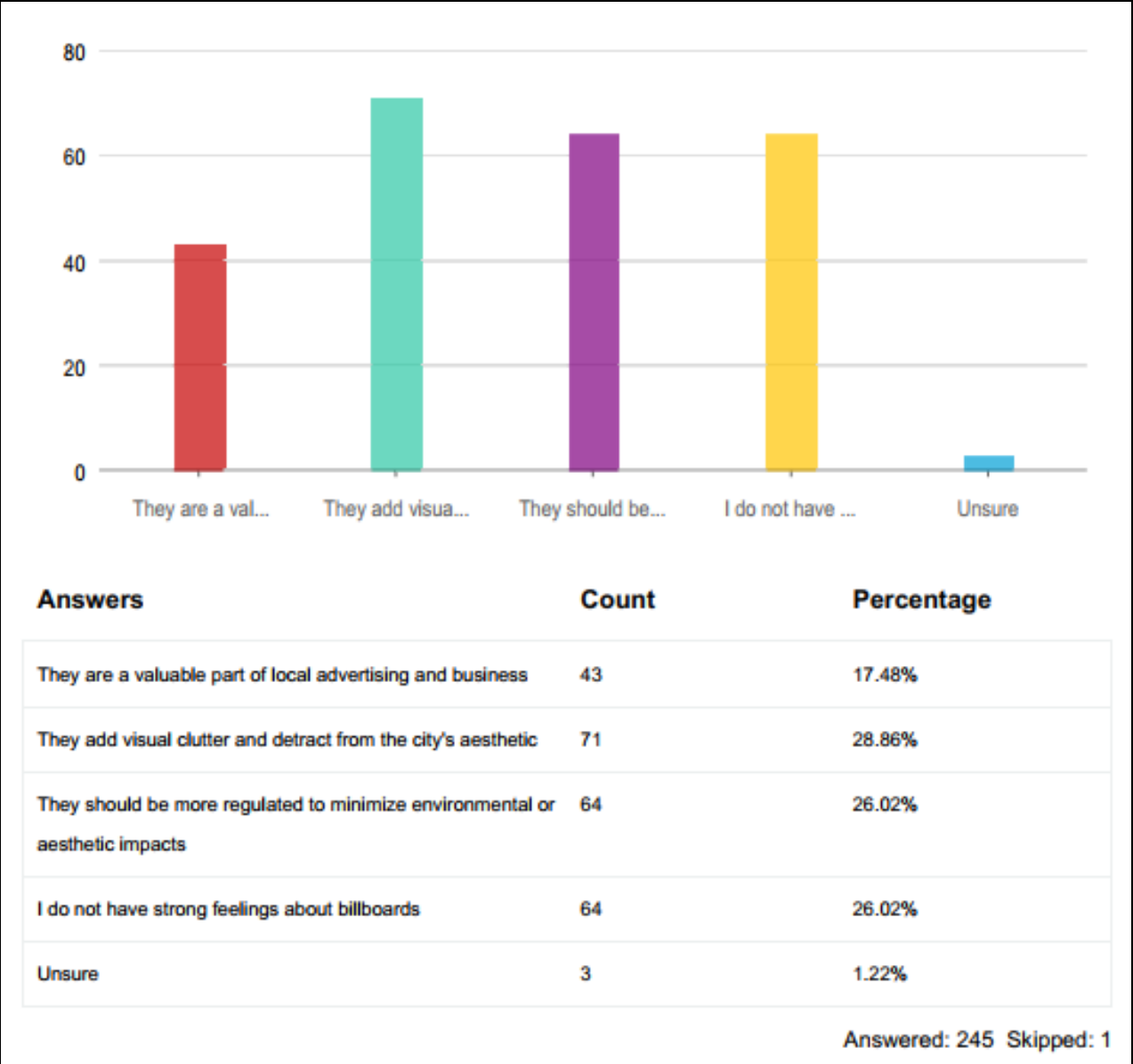
- Simplify for industrial and light industrial uses (e.g., allow gravel instead of paved lots).

Street Parking

- Limit in high-traffic areas like West 3rd, Hill, North Grandview.
- Improve downtown parking without losing housing opportunities

Community Survey:
City of Dubuque
Unified Development
Code Update

Question #13:
*How do you feel
about the presence
of billboards in the
City of Dubuque?*



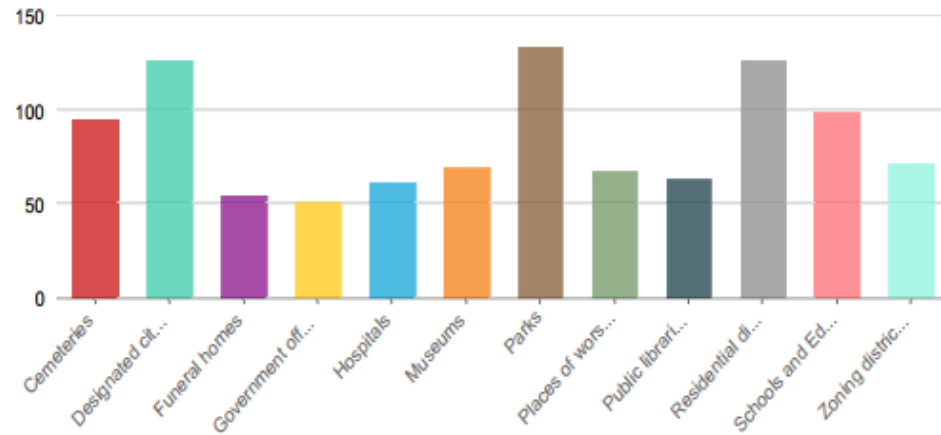
Community Survey: City of Dubuque Unified Development Code Update

Question #14:

Currently, the Dubuque City Code requires billboards to be a certain distance from other billboards and from historic districts.

Should billboards also be required to be a certain distance from other districts, structures, or uses?

Select as many as you like?



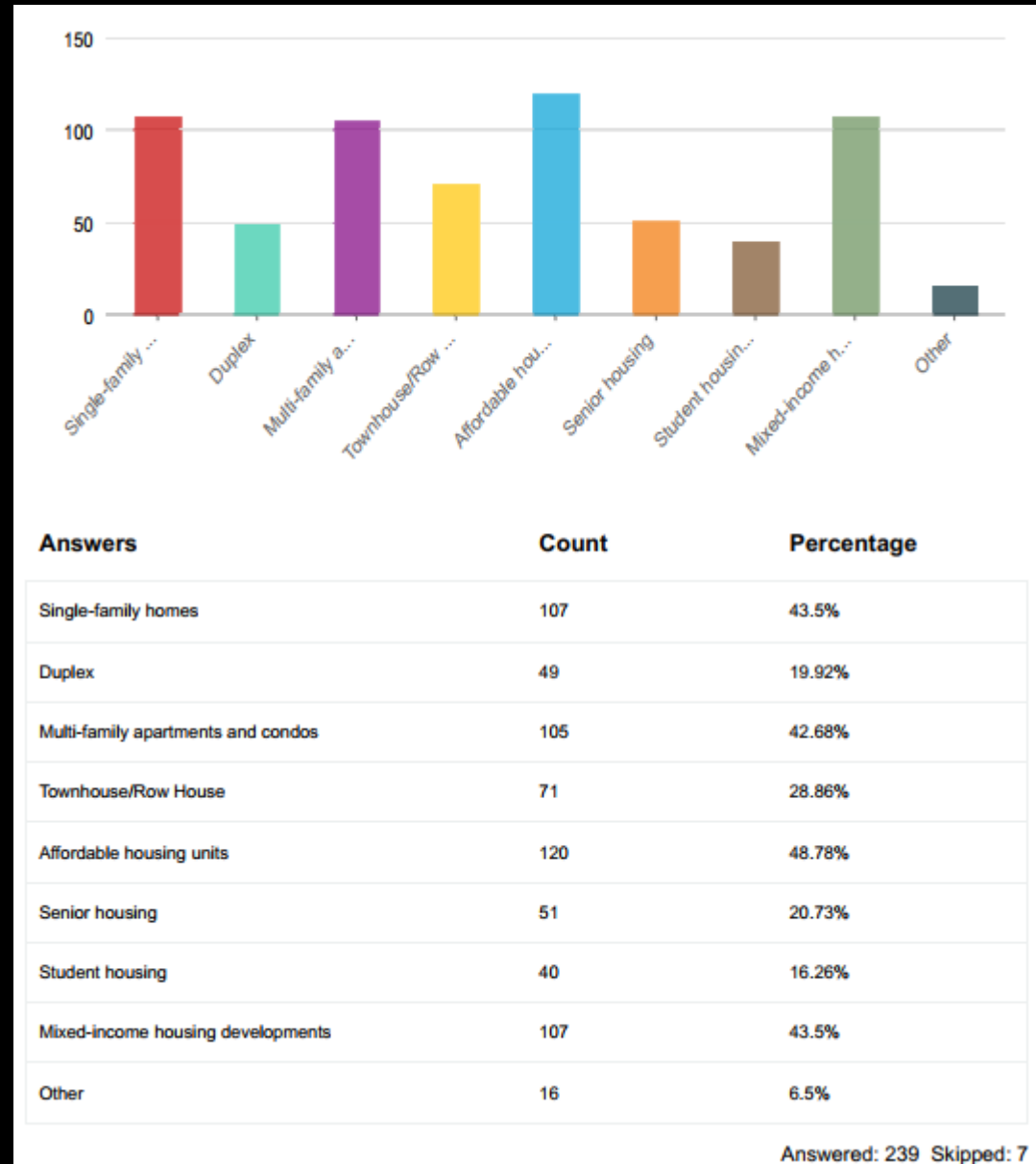
Answers	Count	Percentage
Cemeteries	95	38.62%
Designated city landmarks	126	51.22%
Funeral homes	54	21.95%
Government offices	51	20.73%
Hospitals	61	24.8%
Museums	69	28.05%
Parks	133	54.07%
Places of worship	67	27.24%
Public libraries	63	25.61%
Residential districts	126	51.22%
Schools and Education Facilities	99	40.24%
Zoning districts prohibiting billboards	71	28.86%

Answered: 194 Skipped: 52

Community Survey: City of Dubuque Unified Development Code Update

Question #15:

*What type of housing should the City of Dubuque prioritize in the UDC update?
(Select all that apply)*



Other - What type of housing should the City of Dubuque prioritize in the UDC update?

More dense single family development.

Refurbished housing buildings

I would love to see a shift from incentivizing apartment building construction to incentivizing affordable home ownership opportunities such as condo development, especially in adaptive reuse projects like those underway in the Millwork district.

Mixed use

It should not prioritize any type of housing, but the different types of housing should be in separate locations / districts to protect property values

Mixed Use Residential/Commercial
expensive lifestyle options.

Small cottage houses

Accessible housing

The City shouldn't prioritize the type of housing through the UDC, they should provide adequate availability for the development of all housing types. The Market will prioritize the types of housing.

As a city I believe we need to make housing available across a wide income spectrum. We should not penalize those who are poor and price them out of the housing market, nor should we penalize the wealthy who likely will wish to have more elaborate and Special needs population

ADA accessible housing for rent single family and duplex

Healthcare and Teacher Housing

Handicapped accessible single-family homes.

None

Commercial real estate

Other - What type of housing should the City of Dubuque prioritize in the UDC update?

Special needs population

ADA accessible housing for rent single family and duplex

Healthcare and Teacher Housing

Handicapped accessible single-family homes.

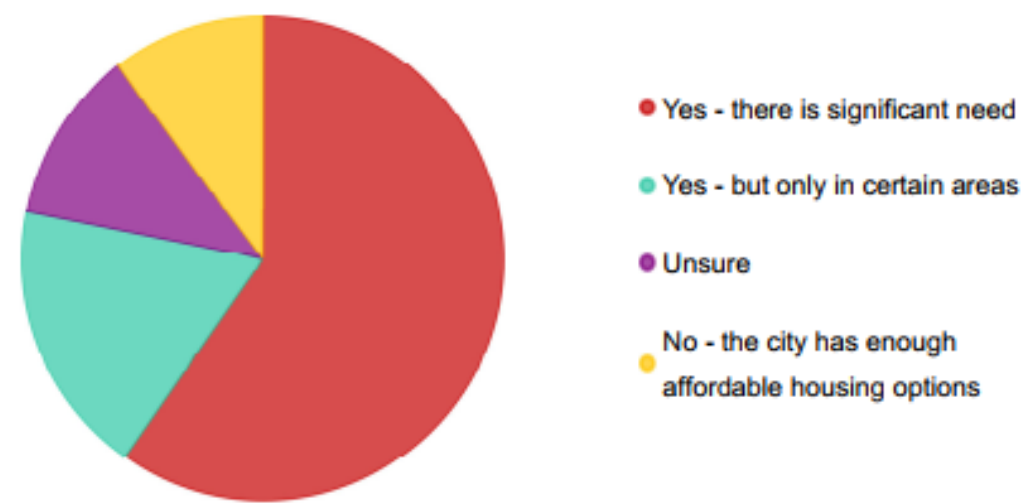
None

Commercial real estate

Community Survey:
City of Dubuque
Unified Development
Code Update

Question #16:

Do you think there is a need for more affordable housing in Dubuque?



Answers	Count	Percentage
Yes - there is significant need	145	58.94%
Yes - but only in certain areas	45	18.29%
Unsure	28	11.38%
No - the city has enough affordable housing options	25	10.16%

Answered: 243 Skipped: 3

Community Survey: City of Dubuque Unified Development Code Update

Question #17:

What do you think would help to encourage the development of affordable housing in Dubuque?

Better city incentives, a more robust financing environment with better banking products, advertisement of the development incentives, zoning requirements that match the development goals, diverse design standards that emphasize good aesthetic design not prioritizing historic looks when HTC are not involved, clear communication about the entire process

Reduced parking requirements, less lot area required per unit.

More strategic tax breaks in areas to be refurbished, more investments into attractions, city parks, quality of life, growth in college and young adults population

Incentives that would allow good projects to become financially feasible, especially ones that encourage density in the downtown urban core.

Easing restrictions and rules on single unit rentals when owner lives in building. Equitable treatment for small developers and homeowners – big guy gets much, little guy not even near similar percentages.

What do you think would help to encourage the development of affordable housing in Dubuque?

Provide more substantial incentives for affordable and market rate development in the downtown area. Why are cookie cutter subdivisions springing up Asbury, Peosta and further west while huge buildings suitable for mixed use/residential in the heart of downtown are languishing and falling into disrepair?

I think the cities current incentives are showing signs of success in terms of creating affordable rental units, but I'd like to see more opportunities for affordable home ownership in new construction such as condo developments where young professionals and others similarly situated could afford to purchase real estate to begin building equity.

Better programs for first time and low-income buyers to both purchase and have incentives to maintain their properties.

Smaller homes and units, denser development, better transportation options not requiring vehicle ownership

Perhaps minimize the ability of individuals or groups from purchasing large number of single-family units for the purpose of "controlling the market" in that area.

Incentivize development for more free market apartments.

If the housing development were within 1 mile to necessary amenities (grocery stores, doc offices, banks)

A better definition of Affordable.

This is a tricky question, because I want the city to look nicer, which eventually would raise housing value and therefore costs. Maybe just allot a certain proportion of units to be subsidized lower income housing, but make sure they are mixed into where normal units are.

Incentives for landlords/property managers to support high-need residents

What do you think would help to encourage the development of affordable housing in Dubuque?

How about building ranch house with gas and electric in homes. Electric Grid cannot tolerate more electric homes, and electric prices are way too high to afford these homes.

Less regulation for both the developer and the buyer

Grants and money, I'm sure citizens would be concerned where they are put

Life in downtown, trees in the streets, family retails, terraces

Robust communications campaigns that breakdown the stigma that affordable housing and crime are synonymous or that affordable housing will bring down property values of neighboring homes.

Revolving loan fund to facilitate capital investment

Leniency from the City's Housing Dept for small landlords – especially those living in their apartment building (or house) – with one to three other rental units and financial incentives for them. Unfortunately, Airbnb is winning.

More tourism and activities

Grant funding for affordable housing development; higher density developments; pocket neighborhoods

Unsure

Make it easier to and faster to get through the red tape if units are affordable.

Tax breaks for builders or grants to allow existing properties to be updated

It's more about economics than zoning.

Builder incentives. But I also feel there is a lot of affordable housing currently being developed.

Review of Zoning requirements to allow more mixed use and denser housing.

New housing allows people to move out of older smaller homes

What do you think would help to encourage the development of affordable housing in Dubuque?

I don't think this can be controlled. Costs of building negate any 'affordableness' unless it is highly subsidized.

Understanding the availability of tax incentives.

Legally capping what a business can charge on rent prices

When I say affordable housing, I mean for those who don't qualify for assistance but have a hard time finding a decent place to live at an affordable price.

Not sure but many people cannot afford most apartments in Dubuque

Affordable housing is great, but I think simply making it easier to build any type of new housing, especially closer to downtown would bring down the cost of housing.

In-fill, creating incentives for rehabbing existing buildings/housing units financial incentives for developers

In my experience, I believe the city tends to presume rehabbers and developers are larger operations

Programs to encourage/incentify significant rehabilitation/redevelopment of existing housing stock.

Unfortunately, less regulations for landlords but that is a fine line.

I am not an expert, however, I think a significant portion of develop is dependent on factors outside of the unified development code

How affordable housing is defined is important, in my opinion. I think we need more rental affordable housing, but we definitely need more single family home affordable housing.

There is nothing that will encourage this. ... A "unified" plan will unite sectors in our community

Landlord incentives to make their housing affordable

Tax incentives with cap on max rental for certain time period.

What do you think would help to encourage the development of affordable housing in Dubuque?

Keep prices fair. Keep prices as fair as possible and allow more landlords to accept section 8

Attractive affordable housing throughout city. Not just located downtown

Developer incentives so that projects make sense to complete and own financially.

More entertainment.

More mixed use

Less in the cost burden on developers, would be step one. ... Encourage building vertical with smaller footprint to gain more housing units.

Create a rent control program that assists more middle earners early in their professional progression. Incentivizing coop style housing projects.

Grants for laying utilities, water, and sewer. Less red tape.
Tax incentives.

Tax incentives. Available sites

More employers that STAY in Dubuque.

Tax incentives, local business/corporate support
Recognition that it needs to be provided even if it isn't profitable

If the affordable housing actually added to a neighborhood instead of took away from it. ...

Lowering the cost of housing isn't the issue.

Affordable housing is somewhat important; however you need to research how affordable housing affects neighborhoods, crime statistics, and schools. Dubuque has enough affordable housing. More affordable housing would negatively impact our community.

Tax Incentives to builders

There should be a residency requirement before accessing housing vouchers ... We need to do something about the density of homes in poor condition on the north end. ”

What do you think would help to encourage the development of affordable housing in Dubuque?

Empathy and support from other Dubuque residents.
More consistent, reliable public transportation and walkable/bike-friendly infrastructure. Grocery store in more affordable neighborhoods.

Getting rid of parking requirements for apartments

Affordable housing near bus stops

Higher density and lowering minimum parking requirements.

Getting away from terms like “low income” and focusing on housing being affordable for the ever growing number of people who work in the service industry

Relax the rules to allow more small developers to do creative infill projects. Get rid of parking mandates

New leadership at city hall

Don't need more affordable housing

It must start with jobs

Access to affordable shopping as well.

Single family homes with big green lawns are not a sustainable way to move forward. Multi-family units with smaller yards and more public green-space is what we need.

We need more carpenters and builders to meet the demand for all types of buildings.

We have enough.

I think there is significant need, but giving large incentives to a large development for affordable housing nowhere near any essential services

Recruitment of “community-style” builders

having access to bus, shopping, groceries and a community that is safe

What do you think would help to encourage the development of affordable housing in Dubuque?

1. Zoning Reforms: ... 2. Tax Incentives ... 3. Streamlined Development Processes ... 4. Land Use and Vacancy Programs ... 5. Public-Private Partnerships

Young people leaving

Smarter use of our tax dollars. Actually be affordable.

Affordable housing opportunities have been created in downtown Dubuque.

The same tax breaks/grants given to big corporations ...

I'm wondering if having a list/map of residential lots/areas that are available for development or rehabilitation were more accessible or published... People could take more pride in a home they built ”

I am a resident of Chicago seeking a more suitable living environment. I believe that housing should be more accessible and affordable for hardworking individuals. ...

Educate public about land trusts and encourage them - eliminate corporate buy-outs of housing units - can you limit the number of LLC contractors allowed to operate? - why do we have to wait for a housing 'crisis' before building...can't city officials see this coming

Being able to rezone buildings to convert to housing. Less restrictions in historic areas.

It's not a zoning or tax issue. ... It's up to those suburban upper class interests ... Again, it's a cultural issue, whether or not we choose to raise up the least amongst us

Affordable loans and costs to build Government and involvement private organizations better jobs

A way for developers to make \$\$ on Multiuse multi family density. Stop building single family put west

More commercial business in affordable areas (access to jobs). Better quality housing. Affordable shouldn't have to mean "cheap" looking. Looser regulations and permitting

What do you think would help to encourage the development of affordable housing in Dubuque?

There have been incentives for blighted properties to be rehabbed for affordable housing.

Grants and TIF

Given the cost of building I think only more dense development can make Affordable housing possible.

Reduce parking requirements. Financial incentives and government requirements.

More jobs. Quit giving our money to businesses who leave as soon as the free ride runs out. We have housing here. Obviously we're not growing

Capping rent. Preventing monopoly-like companies ...

Honestly, I think the lack of affordable housing has more to do with economics than the UDC.

Number of single family homes utilized as rental properties ... leads to supply and demand issues... Number of homes presently rented that are in disrepair ... But renters have no choice but to rent.

I think there is enough affordable housing in Dubuque. It is frustrating when appraisal values ... families that work hard are stuck in the homes they currently own

Increase supply by lowering construction costs

I think in general, building new homes is a good idea. I would like to see some of the vast parking areas be built over ... The downtown also could use some infill, and that infill should be sensitive to the existing historic buildings. The historic preservation commission should do design review for infill buildings in the downtown. Density is generally good

Tax credits to building owners, but I don't like that idea either.

More incentives for investors to rehab vacant properties, more incentives and help for first time homebuyers to encourage homeownership over renting

City incentives Finding a contractor and land developers that don't want to become millionaires..

What do you think would help to encourage the development of affordable housing in Dubuque?

I think a review/timeline of the rezoning process with developers would be beneficial so they would know what it would take to rezone for more residential housing.

Stop fighting with City of Asbury on west end land grabs

I think more affordable housing options are easy to access in Dubuque if we considered converting the senior apartments to apartments for all.

Staying away from downtown, less greedy landlords/land owners

Allowing more multifamily housing to be in areas zoned as residential

I am not certain what would encourage more affordable housing, but the prices are honestly ridiculous.

Funding to assist developers or individuals with their first projects

Subsidies and breaks on taxes for builders to be incentivized for affordable housing projects

I see a need for more affordable starter homes to encourage home ownership amongst young individuals. Affordable housing that is rented, not owned, may still encourage wealth inequality in the long term

Transportation and accessibility to jobs

Please define “affordable” This means different things to different people!

There are infill opportunities in a variety of neighborhoods.

Giving the rich people who invest in major development tax breaks to do so. Partnering with a consortium of non-profits

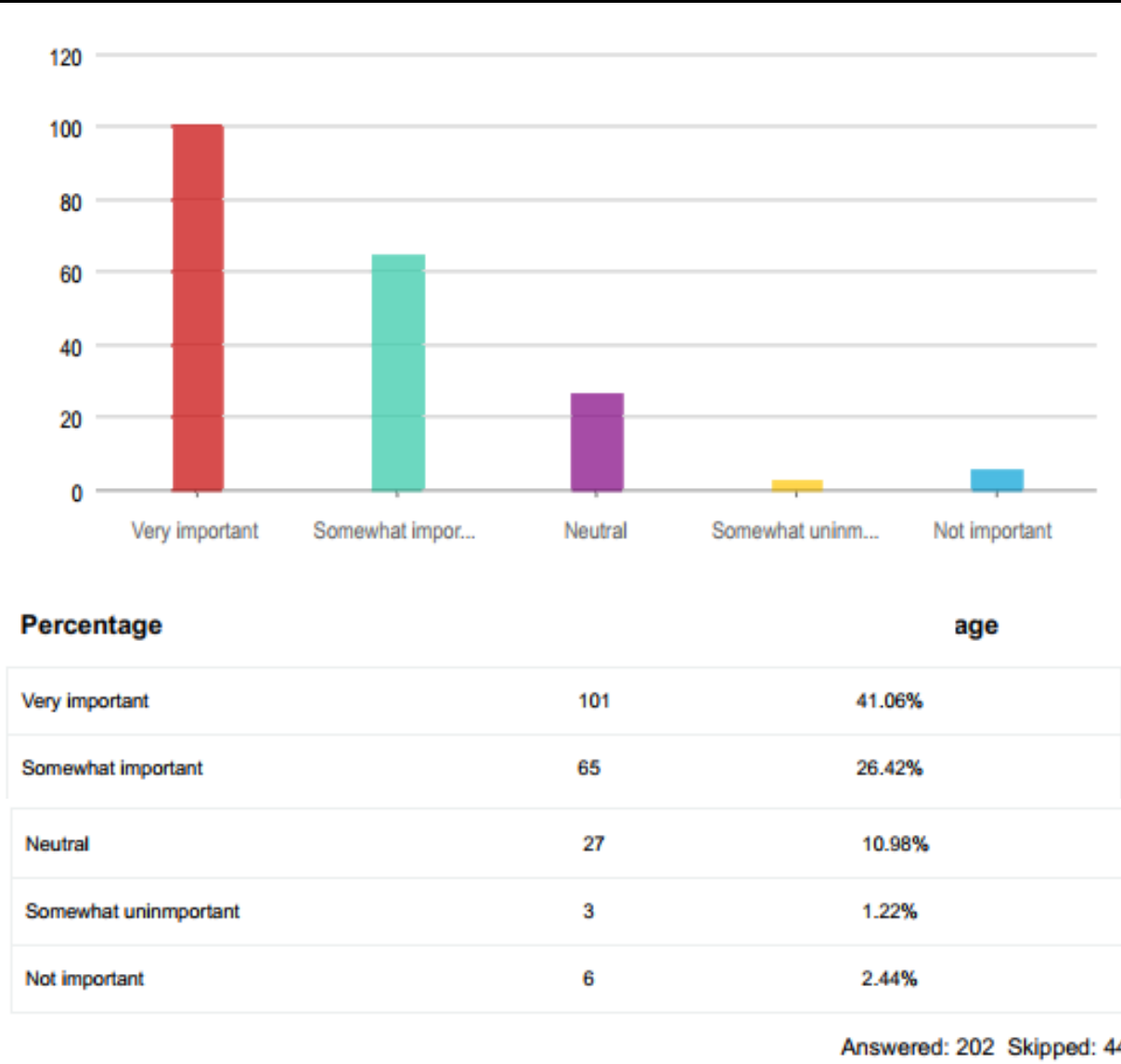
More grants for renovating our existing historic infrastructure. Feels like a win-win

Community education on benefits; modification of parking requirements

Community Survey:
City of Dubuque
Unified Development
Code Update

Question #18:

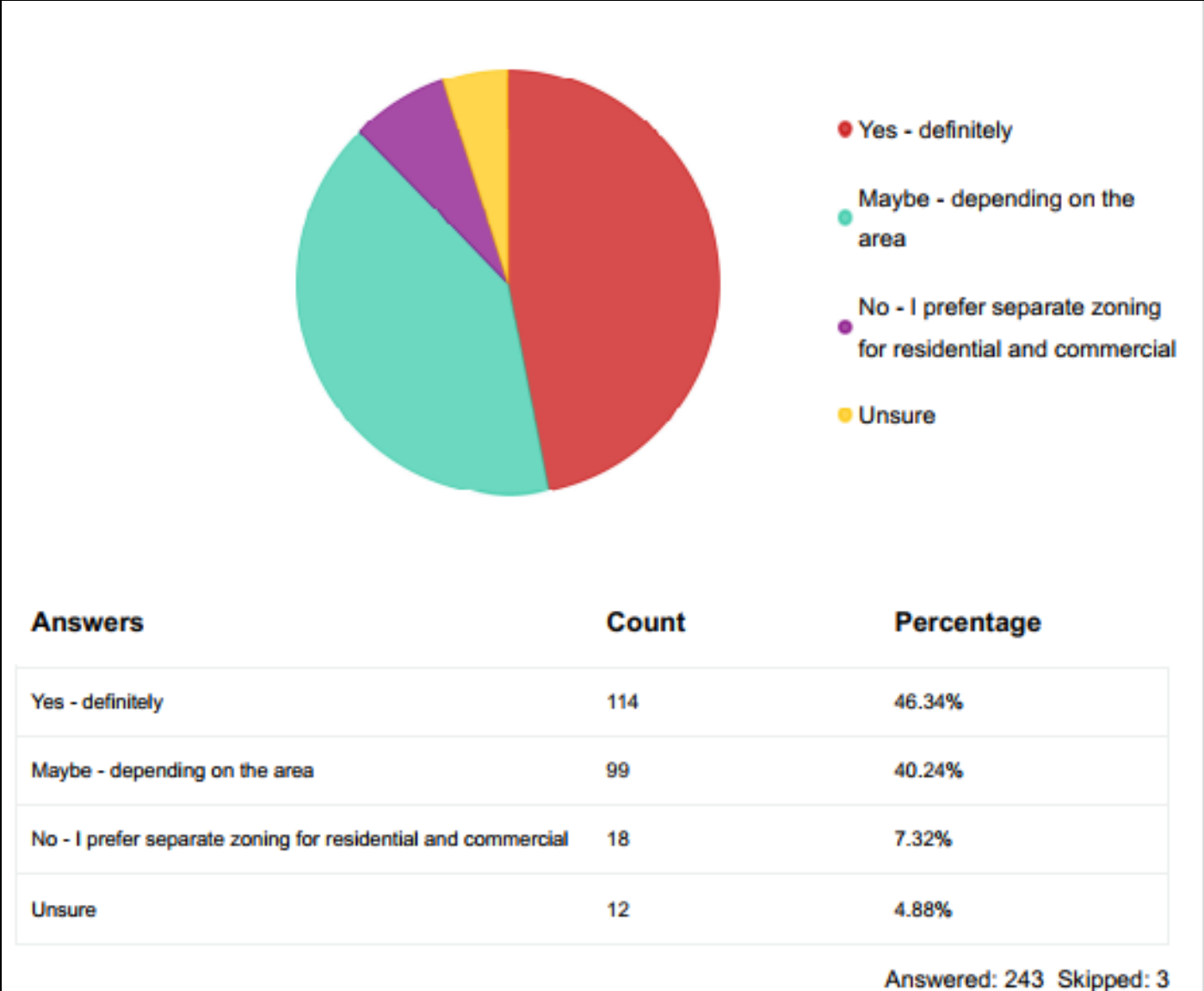
*How important is it
for the UDC to
include policies
promoting
sustainability?*



Community Survey:
City of Dubuque
Unified Development
Code Update

Question #19:

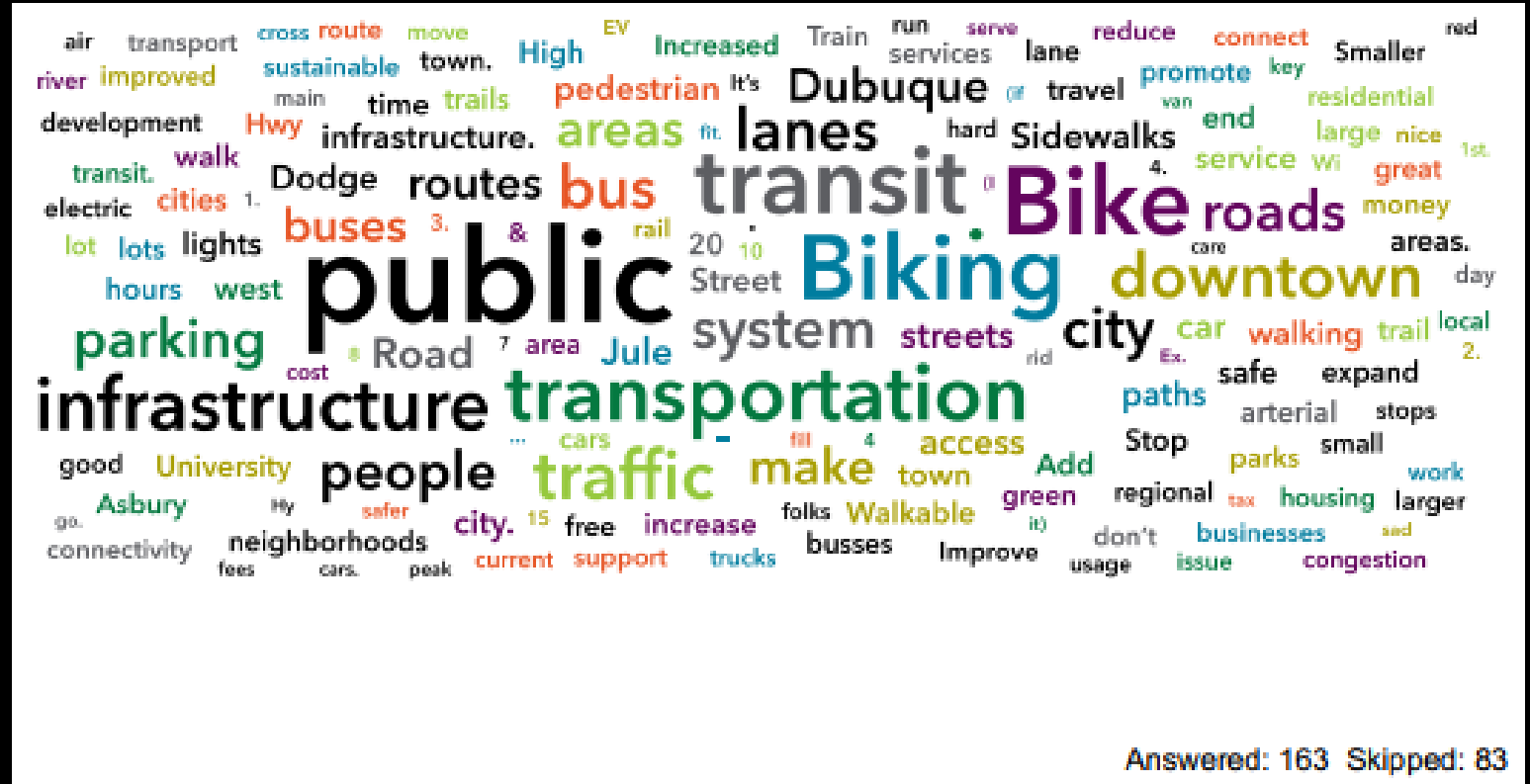
Do you think that the UDC should encourage more mixed-use developments (e.g., residential above retail/commercial)?



Community Survey: City of Dubuque Unified Development Code Update

Question #20:

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?



What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Biking

Actual usable public transit, more buses, better routes, more frequency which support the employers and residents of the city;
Road improvement. Expanded lanes for busy thoroughfares.

Bump outs in the downtown to promote walkability.

1. Biking/Walking - increased infrastructure for routes, bridges, safety, lighting. Ex. Schmidt Island, South of Highway 20 bridge, college campus to downtown) 2. Public bus transit - increased advertising and marketing on established routes, free transit to promote community buy-in, more public routes, increased infrastructure to increase usage 3. Roads - maintain, increased traffic flow efficiency for large events, and better connecting districts

Biking lanes and more walkable, pedestrian-friendly streetscapes that encourage less vehicular traffic in the downtown core.

Dedicated bike lanes, benches and trash cans and trees. Traffic calming measures more incentives for small businesses to open downtown to fill in the holes and make the downtown an exciting attractive inviting neighborhood rather than a desolate and frightening pass thru for commuters and commercial drivers.

I believe that the public transit system needs a comprehensive study and likely a complete overhaul. The current busing system feels woefully under utilized, inefficient, and clunky to use. Additionally, increasing mixed use neighborhoods with multimodal transportation planned into new developments could help to reduce motor vehicle dependence, especially for low/mod income residents.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

I think the busses are a failure but also know that poorer residents need them to access other areas. I'm not sure with our population and the spread of the city that there is a great answer. more bike lanes and trails, safer pedestrian travel, more frequent public transit

More bike infrastructure that is connected to current trails.

If the goal is to increase usage of public transportation (buses), we need creative ways to encourage usage by those that primarily use personal vehicle that show advantages to utilizing public transportation. Examples could include cost savings, time management (provided the stops are reasonably close to work), any safety concerns, stigma associated with public transit, etc

Evaluate the use of parking meters downtown. There is not a parking shortage requiring the use of meters and it hurts small businesses that operate downtown. Overall economic activity would increase and would promote a more vibrant downtown - especially for businesses that do not have a parking lot. More biking infrastructure downtown to keep and attract younger generations. Same with continuing to invest in public transit.

Wider roads for east/west traffic.

There needs to be a long-term focus on improved, non-vehicle transportation--walking, biking, wayfinding, and thoughtful connectivity to places people go to and move through. A 7th Street corridor has been long discussed. It should be a priority.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Biking infrastructure. DONE RIGHT. Doing it cheaply (bike lanes on car dominated roads with Dubuque drivers) will NOT work. Start small and do it right. Create a nice, safe path (actually isolated from car traffic). Go from one single high density housing area to one single specific grocery store. People will ACTUALLY use it. If you spread the same amount of money around across the entire city, it will likely not be used. Eventually, you can add to the good bike lanes, extending the network slowly and methodically (and it MUST be beautiful). Prioritize high quality over quantity. How about changing all our buses to the ones that look like trolleys? It's cuter. If our city looks beautiful people will respect the land and each other, it is a psychological phenomenon. Keep pushing for a train from Chicago. It is crazy that we do not have one. We should prefer this over an interstate connection nearby. Do NOT prioritize parking. We have enough. The worst thing that could happen is people will have to walk a little bit farther to their

destination. GASP! What a tragedy! That was sarcasm. Obesity is a problem. Parking lots are soulless deserts that encourages car use that encourages... more parking lots. They are ugly and inefficient. We have a perfectly-sized downtown that has a lot of potential to make things cute and walkable and bikeable. People who drive downtown would love to park slightly further away to be able to use a pedestrian-only thoroughfare that have shops and restaurants with outdoor seating etc. I think there are too many lights in the beltway around the city. As soon as I get up to 50mph I am slowing down again for the next light.

More walkable areas, or connections between neighborhoods.

Biking and busses, less one way roads.
Biking, trees for shade and natural life, walking zones

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Less parking downtown (lots of ugly empty parking lots currently); more frequent and convenient public transit (including air and train travel outside the city); more biking infrastructure

One complaint I have is instead of the pink or orange route, why not go back to the Point route, Hempstead route, People know street names and where they go, not purple orange and green,. Makes it too hard to figure out what bus to get on.

Biking, walking, bus routes

Trail connectivity and greenspace development. Every opportunity to expand our trail network and mobility beyond cars is much appreciated and necessary!

More complete streets

Safe pedestrian crossing (crosswalks, anyone?), garbage cans on street corners, more streetlights (including in alleys), more traffic lights on major streets, no semis downtown (these are businesses that can expense all of the costs of re-routing their drivers - the cost of doing business in Dubuque, no?), two way streets (another accident this week on one-way Central because someone turned from the wrong lane - two-way streets would make drivers more cautious)

More sidewalks and protected bike lanes. I think folks would be more likely to walk or bike around town if they could do so safely. It is hard to access parts of town on foot, like going from the mall to target. You have to cross HWY 20 to do so and there is no sidewalk or pedestrian infrastructure. More buses and a better schedule might also decrease the number of cars on the road, especially during winter storms.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Better connectivity between sections of town, more arterial roads with higher speeds to connect the small development areas so you can live on one side of town but be able to quickly get to different areas via the arterial corridors

Improved and connected bike trails. There are trails that just end without connections.

Dedicated biking infrastructure. Sidewalks/paths in all high traffic areas.

Improve roads such as Cedar Cross road so that it has curb/gutter and sidewalks More bike paths that connect to each other. Bus routes that go further through the city. Ask business to do up keep on their buildings and signage.“

Traffic flow on the west side

Replace as many lights as possible with roundabouts. Think ahead and don't let the DOT or any other entity make idiotic decisions such as extending the left turn lane from HWY 20 to the NW arterial, instead of adding a second left turn lane to push more cars through at each light rotation. Anyone involved in designing and approving that should be banned from design and decision making for transportation for a minimum of 10 years. More innercity bike/walking paths would be great. Sky bridges between building downtown, where feasible would also be nice in winter, but I acknowledge we may be too small for that.

Incorporate ebike rentals and continue to invest in walking paths (for example - on Cedar Cross road - there are no sidewalks for MOST of the road)

Building bike paths on the streets downtown has to be one of the dumbest ideas I've seen from this city.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Get rid of the green alley project. When temporary repairs are needed on roads, workers need to do it properly - sick of city workers who don't give a damn and make half assed repairs. If you repair streets in older neighborhoods, fix the curb structure as well and don't assess the resident. We pay enough taxes already. and listen to the citizens and NOT just the people who have a "name" in this town.

Biking Infrastructure. A dream would be bringing back the main street street car system and encouraging parking in the ramps and lots downtown as opposed to the street.

Stop with the biking lanes. They are unsafe. They took up parking from the downtown area and I don't think I've seen them used.

The ability to walk safely across the train tracks from the Millwork district to the river front.
High speed rail to larger cities, busses that run all hours of the day

Bus infrastructure and route planning that makes more sense. Downtown-only routes. Bike infrastructure that prioritizes rider safety (protected lanes). Idaho laws for stop signs and traffic lights. End-of-trip facility requirements.

Wider shoulders wherever possible to making biking safer. Bike lanes where practical along heavily used routes like Grandview and Asbury. Bike lane connections through parks or open space from busy routes to quieter residential streets. Aka find the flatest most connected residential streets for a Biking network.

Bike lanes and public transit are great, but I would love to see more ubiquitous sidewalk construction.

Connections- connection for walking/bike transportation- and connections to bus

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Dubuque's walking/biking trail system is an embarrassment compared to cities across the state. While it is gradually getting better, we don't have a safe, connected trail system that links people to destinations. With the increasing popularity of e-bikes, I think people are going to be more interested in commuter bike trails and Dubuque has essentially nothing to offer.

More biking infrastructure. Creation of additional arterials, although this will be very difficult without acquisition/demolition, which could impact affordable housing stock. This would have to be very strategic.

Begin doing street reconstruction again, stop diverting the money to thing it wasn't intended for.

Roads, public transit, inter state public transportations, pedestrian and biking infrastructure

More biking infrastructure downtown. Expansion of the Jule to encompass more, encourage more folks to ride. Travel culture in Dubuque is that everyone has a car, and everyone drives alone. That's a tough nut to crack, so I don't know how you get more buy in from residents to take public transit.

I personally think too much emphasis is placed on the transportation system in "fixing" so many concerns. I believe we need a solid transportation system to help people with living all across the city and to make it easier to get work, etc. But Dubuque is not going to have a transportation system like Madison, WI or other larger urban areas without massive resources that I don't feel are feasible.

Less parking options to force use of public transit, including park-and-ride lots throughout the city.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Public transit is subsidized (I think?) to the tune of maybe 1/2 million a year from rider fares. Get rid of this and make the bus system free to all riders. Add \$500K to our annual budget and perhaps even save the cost(s) associated with fare collection. If that increases ridership beyond current bus capacity ... Fantastic! That is the goal. Make this a city cost for greater sustainability. Fewer cars and greater resident access to job locations, services, shopping, and civic amenities, is a public good. Budget for free ridership for a 3-5 year period and evaluate the cost/benefit during and in conclusion. Let city residents decide if they wish to continue fare-free or return to fare collection.

Salary increases for public transit workers

Biking infrastructure. More robust public transit options/routes/timing.

More robust public transit options/routes/timing.

Keep improving all of the roads and more longer hours for the bus system

Keep improving all of the roads to make them as smooth as possible and also with the city bus sysdumb increase the hours especially at night and on weekends for people that do not have any transportation

Consolidated transportation policy to accommodate all riders.,-also safe bike paths and more accessible in town walking routes

It would be great to have a city-wide network of bike trails (ideally wherever possible the kind that run along the road (like on the arterial) but don't share the road. Can we get bike trails all the way down to key west along the SW arterial too? Can we ever finish that traffic circle where Asbury Rd & University come together by where Butt's Florist used to be?

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Public transit and biking infrastructure that allows for more sustainable transportation methods as well as improvement and additions of sidewalks to many areas to allow for safe walking access.

1. Amtrak/train/small light rail 2. better public transit on buses 3. more roundabouts. 4. more bike infrastructure.

More public transportation covering the entire city. Need transportation 7 days a week. Biking lanes. Bike charging stations for electric bikes.

Roads!! We have too many large Jule buses driving around with one or two riders. This to me is a waste. I don't know why all Jule buses aren't the smaller van style with capacity of 12-15. This would be way more sustainable. We will never have a good bike or trail system with our hilly geography. It would be nice, but not practical unfortunately. Spend more on our roads and

underground infrastructure!

Better road surface.

More flexible public transit that supports workforce and commerce. that would require service earlier and later in the day.

Separate bike trails. More right hand turning lanes at intersections. Four-lane highway to Chicago. More commercial air options.

Walkable infrastructure, grocery store on north end of town.

Biking infrastructure

Public transit should be viewed as an expense line on the city's budget. Not a revenue line. Public transport that runs all shifts. More biking friendly lanes in residential areas.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

More bike lanes, dedicated walking hours only in downtown

Don't know

Busing. Bike paths.

Something needs to be done with the traffic if you're adding development where there's only one or two ways in or out. That's just stupid. You're going to turn neighborhoods with a lot of walkers and bikers into dangerous areas to try to walk and bike.

I'm satisfied with transportation, but providing sidewalks with wheelchair accessibility is important.

Biking infrastructure, especially with the popularity of ebikes

Can we just focus on making the current roads usable. So many roads around Dubuque are terrible. Also, stop bottlenecking traffic everywhere with more stop signs and lights at every single intersection, and roundabouts are not the end all be all answer. Why are bigger cities able to move more traffic efficiently and make use of yield signs. If you want to make a more sustainable future, stop making us waste all of our fuel/brakes/tires by stopping/starting every block or at roundabouts, where a perfectly good straight road used to be. Again, this isn't rocket science.

Just continue to maintain our roads and bridges. Don't use public transportation so can't comment on that. Bike lanes are dangerous

I think Asbury road could be made into 4 lane street with no parking from University Ave. to the Western City limits.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Public Transportation, more airline opportunities??

We should take all the money that we wasting subsidizing Airlines and just make the Jule Free. Think about how much money we are spending on air services used by so few, that we could just apply to Jule and have free transport for those users who need it the most. That would be a real market differentiator. We all know the airline will leave after the subsidy is up. We have dumped millions of dollars into an air service and infrastructure that will not every spur the economic development that people getting transportation to work would get. Better yet, take all the money from Jule and Airport and just cover ubers for everyone. Use the Jule Buses to go to and from Ohare, would be the same amount of time as trying to connect to DBQ.

Roads

Mass transport increases. Dubuque used to be known for its trolley system, which provided access to what was then the city limits and even beyond. The city leadership should have invested in and maintained a better system than fuel vehicles, and we must expand its use to all citizens at a low or no cost. We put in roads, water, sewer, and electricity for people, but there is not enough money for a mass transport system to serve the city, county, state, and region (like Chicago or Amtrak).

Public transportation needs to offer more routes, shorter routes, and school friendly routes.

Installing a roundabout at University & Asbury is long overdue. A paved cycling trail along Catfish Creek would be a big benefit for outdoor activity.

Need more biking specific areas to promote safety.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Biking infrastructure that is not road-share. Stop wrapping the Jule windows, people should be able to see into a bus they are boarding/be seen from outside of the bus when they are riding for safety. We need a train to Chicago. It's so hard to get in and out of Dubuque. Flights are not sustainable or affordable. More pedestrian bridges over busy intersections. I don't have a car and getting groceries from my nearest store - Hy vee on locust - is taking my life into my hands every time to get there across the intersection of dodge and the highway. Also, we need a roundabout at 9th & Bluff - no one sees the red light when they are coming down the hill and the traffic is way too fast on bluff from 10th - 1st. We could put a beautiful public fountain in the center - it would improve the look of that main area of the downtown that looks kinda sad right now.

Clearly mark bus stops & schedules. Offer free parking by modal building.

The road system in Dubuque has ALWAYS been 10 to 15 years behind development. Right now the Seippel road intersection with Old Hwy 20 and Chavenelle Rd is a massive CHOKe point on the West end. TWO 4-lane Road systems connect to and one dumps directly into Seippel....and then you have a 2-lane, 4-way intersection at Seippel and Old Hwy 20....seriously? Who ever thought this could work??? Large trucks moving through all directions, commuters as well as local neighborhood traffic...what a mess!! NO PLANNING WAS DONE.

AN AIRPORT SUPPORTING AIRLINES TO CITIES IN THE US. People who travel all the time do not want to go to Chicago first, even though we might as well drive, to Cedar Rapids or Moline. We dont have a layover, the fare is much cheaper, and we have to pay for parking, one way or another

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Need more biking specific areas to promote safety.

Smart traffic signal technology is great and it works most of the time . . . We have it so much better than almost every city around of us of similar size and bigger, but when weather (fog) & glitches impact them, it is a mess. I preach patience again . . . There is no way the bridge over the railroad, with the Canadian railroads getting a significant financial pass on the problems they cause, is more important than a roundabout at University and Asbury Road!

Complete Streets

Public access

Public transit

Public Transit Expansion • Increase service frequency: Enhance the frequency of buses, particularly during peak hours, to make public transit more reliable. • Expand routes: Add new routes connecting underserved neighborhoods, suburban areas, and regional hubs. • Introduce microtransit: Implement on-demand transit services in low-density areas where fixed-route buses are less viable. Example: Madison, WI, expanded its bus rapid transit (BRT) system to increase connectivity and reduce travel times.

2. Sustainable Transportation Options • Bike lanes and trails: Expand the network of bike lanes and multi-use trails to encourage cycling as a primary mode of transportation. • Electric vehicle (EV) infrastructure: Increase EV charging stations across the city to support the transition to electric cars. • Green transit initiatives: Transition city buses to electric or hybrid models to reduce carbon emissions. Example: Minneapolis has a

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

robust system of protected bike lanes and bike-sharing programs, fostering eco-friendly transit.3. Pedestrian-Friendly Design • Improve walkability: Upgrade sidewalks, add crosswalks, and improve lighting to create safer pedestrian environments. • Mixed-use developments: Promote developments that combine residential, commercial, and recreational spaces to reduce the need for driving. Example: Portland, OR, prioritizes walkable neighborhoods through zoning and pedestrian infrastructure investments.4. Regional Connectivity • Intercity transportation: Develop or enhance rail and bus services connecting Dubuque to other regional economic centers like Madison, Chicago, and Des Moines. • Airport improvements: Expand Dubuque Regional Airport services to accommodate more flights and destinations. Example: Cities like Omaha, NE, have worked to improve regional transit connections to support business and tourism."

I believe Dubuque has become a very noisy place. The trains are blowing their horns day and night. The eighteen wheelers barrel through with their loud brakes. The transportation system should include bike paths along the river for sure but the peace and quiet could sure help.

Biking infrastructure, public transit, and more green spaces/trees in downtown areas - make it more inviting to walk to businesses

Smaller buses. Except for school buses most of the public transportation vehicles have few riders in them.

It would require a larger city size mass transit system. The buses we currently have are only sustainable in a smaller city size. Since we do not have other mass transit options the bus system would have to be significantly upgraded.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

I think we have a good start on our public transit system. Maybe having an additional transfer point closer to the North End, 32nd Street, Windsor area with smaller busses running shorter 30-minute routes instead of 60-minute routes would get more riders. Possibly even having a route similar to the Express going to the Kennedy Transfer that has a few stops on that North End Hill area of town. Similar to what the Green and Pink lines run now but use smaller busses covering more area west of Central Avenue if possible. Check into what addresses DuRide frequents in the unserved areas and expand service there. A thought for the future. The public transport is decent for Dubuques size. I'd like to see a train the would travel to Grant station in Chicago.

More public transit.

Traffic congestion on Hwy 20 entering Dbq from the west is ridiculous- utilize suggested bicycle-paths on city streets- support hybrid and all electric vehicles, tax gas-guzzling trucks and SUV's at higher rate“

Keep road maintenance up on existing roads and add turning lanes wherever possible. When adding a turning lane make sure it is enough to actually take care of the issue at problem times (morning/evening commute, school open/close, etc).

We need to have more reliable public transportation in key areas. Quality over quantity in my opinion. There are a lot of areas where public transportation is less important, but as we scale, having quality simple transportation downtown to and from key areas will drive a lot of value.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Rail service from and to larger cities. Restrict and even constrict car access. Just say no to fire departments claiming their vehicles can't fit. Biking lanes cannot be mere lines on the road, but need curbs and poles to protect bicyclists. A genuinely ruthless campaign that actively exploits the hundreds of car deaths in Dubuque every year to promote the use of public transit and actively ditching cars for every day use. Public transit service to parks and other middle/upper class amenities (Mines of Spain, Eagle Point, Bergfeld Pond). Public transportation to future grocery stores that will be necessary to resolve the food desert situation in, around, and because of Eagles' Country Market exploitative pricing schemes.

Regular bus hours on Saturdays, Sundays and holidays! And extend bus hours into at least 8 pm.

none atm

Walkable billable streets and paths to riverfront. Embarrassing that it's not pleasant to bike to or along river. Connect riverfront and downtown with pedestrian and bike friendly ways

Jule brand could use a makeover. Tired and outdated. Continue bike trail connectivity. Work with property owners to access empty parking ramps. “

Expeditious public transit on main corridors. more bike lanes.

Sadly too late for trains. Better scheduling to serve those who work odd hours.

Large corridors like the arterials to move more traffic more quickly

Biking

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Roundabouts on Asbury and Loras, Asbury and University and University and Pennsylvania. And some kind of traffic flow improvement in front of Washington Junior High

More housing density. Automobile transportation infrastructure should not be prioritized over pedestrian, bicycling and public transit. More car, bicycle and scooter sharing services. Explore point-to-point transit (taxi/Uber/DuRide) services to replace bus system

Not sure

Another easy way to get from downtown to west side besides Dodge

Biking and walking infrastructure and more public transit

Viking infrastructure and walking paths

Public transit and walking/biking infrastructure

No opinion

Transportation should be provided to all industrial parks and even out to other towns such as Peosta. There are many job opportunities in warehouses and factories that won't be filled because of a lack of accessibility despite living in Dubuque.

Self driving vehicle infrastructure

Transportation could be improved as demand increases - frequency of busses would be the next logical step, though doing so now would likely leave empty busses. It would be nice to see a general removal of surface parking lots in the downtown and more encouragement of public transportation, cycling, and walking. People could get used to these ideas if we weren't constantly bending over backward to demolish historic buildings for parking areas - this is a very dated concept (70 year old urban planning theory) that somehow still has a hold among the community here and does not play to Dubuque's strengths.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Local public transportation increased, careful, multi family housing with adequate parking and local road access that prevents traffic congestion in multi family housing areas.

I need to know more about what issues people are having.

Safe Biking/walking infrastructure to green spaces. Transportation to support youth programming through out the city. Keeping our roads safe and pothole free. Sidewalks that are maintained especially those around parks and public spaces.

More smart stoplights that respond to traffic being in the intersections. Increased public transportation, especially to the industrial parks and other areas where a lot of people work.

Complete Streets

Train service

Biking infrastructure! move EV buses

Add roundabouts wherever warranted, Public parking, Signal timing studies (can these be improved?)

Focus on walkability, especially in the historic downtown. expanded public transit

Walk/bike-friendly trails to the whole city so that people on the west end can safely access the core of Dubuque. More busing to all areas of the city.

Dubuque does have a really great transportation system. Obviously, things could always be better. Running on Sundays would be extremely beneficial. Make Dubuque walkable. None of the plazas are accessible by foot or bike really. They're barely safe to walk in if you park somewhere in there.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Improvements to east/west and north/south thoroughfares (non highways) for commuter traffic/peak times; more recreational trails/paths.

Biking infrastructure is not a need for me. I believe adding biking lanes to downtown would be catastrophic to parking, traffic control, and safety. In regards to roads I think we should find a way to divert oversized loads or non local truck traffic. I have noticed that semis are frequently driving over concrete barriers and causing damages.

Oh boy here we go. I'm going to just copy/paste what I wrote before.... my god does the city need to adjust the length of yellow lights, especially on Dodge. The time it takes to go from yellow to red is ridiculously short. In other nearby cities like Waterloo the yellow lights last at least 2-3 seconds longer. For as much semi traffic as Dodge gets (dont even get me started on the failed SW Arterial project that was supposed to reduce

trucker traffic but clearly isnt doing a dang thing), and for how hilly Dodge is (think slick roads in winter), it is a legitimate safety concern to have yellow lights be that short. This survey for sure is not the right place to go to about this issue I know, but hopefully someone who reads this survey will know who to bring this issue up to. Otherwise the biggest transportation issue in Dubuque I would say is the amount of semi traffic on Dodge that just go straight through town without any stops. I dont have a clue on how you would enforce this but because SW Arterial exists, semis should not be allowed on Dodge if they are just trying to go through town. They should only be allowed on Dodge if they need to make a delivery that requires them to take Dodge. There is already too much traffic for what Dodge can handle and semis make it exponentially worse.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Dubuque does have a really great transportation system. Obviously, things could always be better. Running on Sundays would be extremely beneficial. Make Dubuque walkable. None of the plazas are accessible by foot or bike really. They're barely safe to walk in if you park somewhere in there.

We don't want to walk or bike in this town. It's very old fashioned. I would look at other communities like Madison WI as they have a very bike friendly community. Not sure there is a magic trick for that.

More pickup locations in residential areas.

How many traffic signals are there on Highway 20 between Locust and NW Arterial?

Additional accessible public transportation with more flexibility

I think improvements have been made with roundabouts, the Jule is all around town, and I see the new bike lanes, I'm sure there needs to be a bit more to the bike lanes, but I think there are a few areas like University and Loras that would benefit from a roundabout. Obviously there are issues with creating those and taking land, etc, but I've found them helpful in relieving congestion on my commute.

Biking Infrastructure --Taxi Service - More Exit/entrance ramps on Hwy 20 to lessen congestion through town.

More biking infrastructure would always be nice. Love the bike racks and bike repair stations in the Millwork District.

Overpasses, bike lanes, added sidewalks, additional stops on the bus routes, Not sure.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

We need to cater to more large truck traffic. River trade is what founded our great city. Large trucks are part of river trade.

More compact development with separated paths for bikes and pedestrians, especially in high speed, high traffic areas.

Roadways need to be better cared for.

We need to recognize that our bus system is under used. Add biking lanes and create spaces within neighborhoods so folks can easily access them without motorized transportation.

Public transit and bike/walking infrastructure. There are too many areas that are inaccessible. For instance, it's difficult and dangerous to bike/walk from downtown to the locust Hy-Vee.

Shared transit (cars, bikes, buses)

Public transit, biking infrastructure

Biking infrastructure. Public transportation routes with improved travel time and frequency.

Improved biking infrastructure, more usable bus schedules. Dubuque has too many surface parking lots and not enough buses.

More biking infrastructure

Public transit to Chicago would be an absolute game changer. Free buses from downtown to school and grocery areas

Greater biking infrastructure, especially to get up the Bluff.

The Jule bus system is inefficient and hard to use for those who don't have smart phones. The buses often do not run on schedule and close down so early in the day and are less accessible on weekends.

What improvements do you believe are needed in Dubuque's transportation system (e.g. roads, public transit, biking infrastructure) to support future growth?

Better public transit (if you can get people to use it) and biking/hiking infrastructure including ensuring that we have well maintained public sidewalks throughout the city.

Need more sidewalks everywhere and bike lanes and bike paths. A more walkable city will allow for better transit service. The arterial roads and Dodge Street should be better streamlined for truck traffic, remove traffic lights, install access roads and interchanges.

New leadership at city hall-streets are horrible, parks are the same ,schools aren't much better, crime, illegal aliens, property taxes and fees are all serious issues with this regime. You parade yourself around like your doing good but you really aren't doing anything for the majority of citizens, shame on us for not voting

Question #21:

What do you value most about the City of Dubuque?

(Provide up to three factors)



What do you value most about the City of Dubuque? (Provide up to three factors)

Low cost of living

Long standing businesses that anchor our community.
Historic preservation.

The river, bluffs, and historic resources.

1. Family Friendly Attractions 2. Enviromental &
Refurbished Historic Beauty 3. Amenities (Retail,
Restaurants, Health & Wellness)“

It's recreation, landscape, and proximity to the river.
Historic town in Iowa

Downtown Small businesses and their owners
downtown. Urban lifestyle

The diversity of the people. The vibrant arts scene. The
feeling that anyone can get engaged and truly make a
difference working towards to future

The natural landscape including the river. The relatively
low cost of living. The creative placemaking, which gives
Dubuque its unique feel and attracts visitors.

Nice people, entertainment options are increasing.
family friendly city

Keeping river shoreline access and views open to the
public and not sold for private use/ownership.

Affordability, which is mostly no longer the case, natural
and historic beauty, cultural heritage.

Natural beauty - Driftless Area, Mississippi River. Many
city amenities without big city challenges like traffic
congestion. Relatively affordable"

Natural landscape; affordable cost of living; historic
architecture

Overall safe city. Good education by the schools.
Topography (hills, river, bluffs, scenery)

1. Community 2. Safety 3. Quality of Life
Its attention to its citizens

What do you value most about the City of Dubuque? (Provide up to three factors)

The people. The can-do attitude. The willingness to identify improvements and move behind the initiatives as a community

Perfect size for easy-access urbanism with a quick escape to ruralism.

Natural beauty, walkable downtown, great community (people)

The people Communication new affordable housing more higher wage jobs, not 15-17 an hour, way to low to afford prices in Dubuque. Dubuque is the most expensive place to live. Especially the outrageous rent prices. They are way to high.

The strength in numbers of people who care about what happens in Dubuque and are willing to do work to make it a better place to live and work.

Businesses, housing costs, community feel

Safety, low traffic, public access to infrastructure

Its proximity to the Mississippi

Dubuque's ability to partner and move big projects forward utilizing a plethora of private and public resources that originate outside of our community. The amount of outside investment that the Dubuque Community is able to leverage is inspiring. I value the people who live here and the feeling of community as well as the nature amenities at our fingertips! I love Dubuque!

Safety, cost of living, good schools

Downtown is great despite the fact that it is under-appreciated, under-supported and actively maligned

Community gathering spaces that are not drinking establishments, the library, and locally owned businesses

What do you value most about the City of Dubuque? (Provide up to three factors)

The unique topography which splits the town into different zones, the beautiful river and bluffs and the old industrial revitalization areas, I appreciate the rebuilding of the old buildings in the mill work district. You will never be able to build new buildings with the character and charm of the old industrial buildings. I think this could be good start towards a special niche for tourism.

Historical architecture; cost of living; natural environment

Bike paths. Historical buildings. Great sized town

Visionary council. Police protection. Fire protection

General affordability. low violent crime, lots of entertainment options

Size of city allowing for personal relationships between citizens in different socioeconomic groups.

This is a beautiful city. the leaders of this city do not do enough to include the "ordinary" citizen in the direction of our future. People are tired of a handful of individuals making decisions.

1. Incredible base to build on 2. Historic buildings 3. Variety in topography

Landscape. Historic Buildings. People

Walkable neighborhoods.

Historic districts and the river front.

it's progressive -it's inclusive

Downtown with character, natural beauty, small size

The history, culture

Small town feel and close connection to unspoiled nature... it's not very sprawling which is nice.

What do you value most about the City of Dubuque? (Provide up to three factors)

Progressive city government, Natural Beauty

The natural landscape, river and community events

I value living near downtown, where most of my needs can be met within 1-2 mile trips, often accomplished on foot or bike. I also value the forward thinking of the local government.

Historic character, natural resources, Mississippi River livability, charm/beauty, city and community services

The unique geography of the city, with its tree canopy and topography

Relatively safe, Driftless location, Small city atmosphere

Its history and landmarks

Size. Safety/crime rate. Dining and entertainment options.

Dubuque has a rich history. Dubuque has a small town feel, while still offering quite a lot of opportunity. To ensure that rich history, I think it's important to preserve historic buildings and site, but then also create ways to educate residents on historic buildings and sites. Perhaps an online directory of some historical/background information on buildings that are being preserved.

Access to city government. Access to services.

The commitment to growth and doing so with citizen input

State and county parks with hiking/kayaking available. Variety of restaurants and shopping.

Community the river front

The people, the landmarks and our leaders

The leaders The culture and the people

What do you value most about the City of Dubuque? (Provide up to three factors)

Conducive to comfortable living, Schools, Historic preservation

The historic mixed-use spaces in the Millwork, along bluff street and the Main Street shops/housing. I like the parks and the trail system. Keeping the current section of Heritage Trail unpaved is important for runners, walkers, outdoor people -and keep motorized vehicles off of it. I like support for independent (non-Chain) local businesses- especially good restaurants.

Its rich history, culture, and beautiful landscape and greenspaces.

Safety

The people. Preservation of historical buildings and landmarks. Willingness to explore innovative ideas.

It's unique geography and the river.

Small town feel

Cost of living and community character

The community and engagement of local leaders. The family friendly environment. The safety that Dubuque has.

The beauty. I love that the city invests in green space. The riverwalk is a great attraction.

Dubuque is very philanthropic. For the most part beautiful. A decent place to live and raise a family. Many different activity and entertainment options.“

It is a medium size community offers a variety of recreational opportunities great municipal services

Ease of access to areas. Quality education

Murals, nightlife, safety

Slow pace and general safety.

It's demographics and size

What do you value most about the City of Dubuque? (Provide up to three factors)

The city is pretty affordable for its size. There are great recreation areas around the area. It has a lot to offer without feeling like it's too big city.

It used to be, and for the most part still is pretty safe.

1. Safety 2. Wheelchair Accessibility 3. Swiss Valley Park

Size of the city, amenities and its affordability

Safe town, police and sheriff do a great job, keep the funding coming. City staff do a great job on the streets in the winter.

It still has a small-town feel.

Good mix of People and feel safe and secure for the most part.

Topography and Nature, Small Size, Affordability,

The people, the Economy here

An old joke goes like this, "What is the best thing about Dubuque?" The answer is "the people." Next question, "What is the worst thing about Dubuque?" The answer is "the people." I was born here, left at three because our family traveled the world, and then returned at 25 to raise my children in our great community. The problem is my return happened in the 80s when the city was on its way to shutting down. The forward-thinking, public and private coordination and its people made and saved our city, turning it into one of the best overall (culture, livability, medical, education, etc.) for a city of its size and location in America.

Sense of community. millwork district. public school system

Low crime rate, Being able to purchase most basic items without leaving town.

Naturally a beautiful place- Beautiful historic architecture - Decently walkable downtown

What do you value most about the City of Dubuque? (Provide up to three factors)

Commercial & Industrial development is usually ahead of the curve

I value the river and the hills. I value our quality of life. I value the mid-size of our town. Not too big, not too small.

Calm environment with neighborhood character
Diversity Access to the Arts Community events.

The Mississippi River, The older Architecture on our buildings, A bridge going into Both Wisconsin and Illinois.

Architecture/history/friendliness of shop owners.

Just the right size with growing arts opportunities

Short Commute via personal vehicle.

The City of Dubuque has several standout qualities that make it a vibrant and appealing community. Here are three key aspects: 1. Historical and Cultural Richness Dubuque is one of the oldest cities in Iowa, with a rich history reflected in its architecture, landmarks, and museums.

The preservation of historic districts, such as the Millwork District, and attractions like the National Mississippi River

River Museum & Aquarium highlight its deep cultural heritage. 2. Scenic Beauty and Natural Resources Nestled along the Mississippi River, Dubuque offers stunning natural landscapes, including riverfront parks, bluffs, and trails. The city's commitment to outdoor recreation, such as the Mines of Spain Recreation Area and the Bee Branch Creek Greenway, provides residents and visitors with ample opportunities to enjoy nature. 3. Commitment to Sustainability and Innovation Dubuque has a strong focus on sustainability and smart city initiatives. Programs like the Sustainable Dubuque initiative showcase the city's dedication to environmental stewardship, community engagement, and long-term planning for growth. This forward-thinking mindset positions Dubuque as a leader among small to mid-sized cities. These qualities make Dubuque a unique and thriving community with a balance of historical charm, natural beauty, and progressive development."

Traffic (relative to large cities) Healthcare Entertainment options

What do you value most about the City of Dubuque? (Provide up to three factors)

Melting pot, tourist attractions, the people are wonderful

The river. The people. The activities.

Sustainability, Environmentally friendly, Accessible

1. The beauty of the area.2. Safety and family friendly activities that are offered.3. Progressive planning."
It's small city vibe but big city options.

I live near Finley Hospital so I can get anywhere in Dubuque in a matter of minutes. Sometimes there are so many activities in Dubuque it's hard to choose what I want to do. Of those activities many are free! The Multicultural Family Center has become a magnet for cultural events including adult, teen and children's activities.

Old charm. The bike paths. The job market.

Low crime

The hills and trees. Eagle Point Park. Heritage Trail

It's a larger city yet a small town mentality in many aspects of life. Hometown and proud values are still present in most areas.

The revitalizing of downtown historical buildings and locations. Bringing a fresh perspective with new business and restaurants making Dubuque feel like a novel balance between new and exciting and affordability.

Its proximity to and pretenses (however feeble) to emulate Chicago. The Mines of Spain, Eagle Point Park, and the accessibility and relative "cleanliness" of the riverfront.

Green space and Parks. Historic areas in Dubuque

Safety, Level of noise

Investment opportunities, schools systems, clean parks

Beauty of buildings and new uses of history

What do you value most about the City of Dubuque? (Provide up to three factors)

Community aspect, nature, visible progress

Affordability, Diverse experiential opportunities, Small city feeling

The entire arts scene. Reasonable cost of living. Local officials actually listen to citizens.

Community is open and safe

Dubuque is a beautiful City with many opportunities. The local colleges provide programs for many ages . We must not take this for granted but support protecting or architectural treasures and the many life style programs for all ages.

Educational opportunities, Pro active to needs, Good city council

I appreciate that our city is constantly striving to improve and provide assets to the public that far outweigh the size of the community

Historic architecture, natural outdoor recreation, arts accessibility

Natural and historic beauty, support of sustainability, and programs that support historically underserved communities.

Our people. The parks. The river

Green areas. The River Walk/Access to enjoy the river. Downtown development that is happening to beautify, preserve and utilize old buildings.

The city of Dubuque is very walkable and I love the historic buildings that are being preserved in the city.

Variety of recreation, historical, natural and living spaces

The vibrancy of the downtown. Our parks. The Bee Branch improvements.

What do you value most about the City of Dubuque? (Provide up to three factors)

The people. We have a very large number of people in this city that are incredibly creative and hard working. Additionally, there are people that were native to Dubuque that have moved and started businesses elsewhere that would be valuable assets to our community given the opportunity. There should be focus on not just bringing business in, but paving a realistic way for them to set up shop and live local.

Small town feeling with bigger city accommodations and amenities.

Neighborhoods generally seem pretty integrated - you go down the street and you find nice houses; go around the corner and there are poor houses

Our most important resources are our historic buildings and neighborhoods. Secondly is the river and surrounding bits of nature.

Historical architecture, diverse culture, community gatherings

I appreciate the size of the city, the overall well maintained streets and roads, the riverfront area, the development of the warehouse district, the park development in Dubuque. Dubuque has done much to improve itself in the twenty-five plus years I have lived here!

It's a beautiful area of the United States.

I do appreciate the value the City places on sustainability efforts reflected in their city departments and goals and priorities.

Its people and its historic neighborhoods.

Being a welcoming place for Everyone. Being a beautiful and historic city and maintaining that character. Being a sustainable city that encourages renovation and restoration of historical buildings

Proximity to the tri-state area

What do you value most about the City of Dubuque? (Provide up to three factors)

It's history. The architecture. It's natural beauty with the hills, bluffs, and the Mississippi River.

I value the open-mindedness of the council we have. I value the quickness of our public works staff and emergency services. I value the districts and opportunities for multiple businesses in Dubuque, downtown or otherwise.

Connection to the River.

Parks

History, Landscape, Parks

1. beautiful river walk 2. Historical “

1. the resiliency of the people 2. the beauty of the community mainly the downtown/bluff area 3. access to jobs"

Strong development track record last 20 years; much better downtown environment and quality of life

I value the safety in the City of Dubuque the most. The Police Department does an amazing job of responding promptly and maintaining positive relations with all community members.

Parks, the disc golf community around the area, walking by the river/anything to do with the river museum.

I love Dubuque's public school system. I have been blessed to have really great teachers in our elementary schools. I work with adults with disabilities and can say that hearing from other communities across the state that we are blessed to have access to the public transportation system. We live on St. John Drive and I love that we are in a safe, quiet neighborhood with access to all of the amenities that Dubuque has to offer.

Natural spaces, river, mines of spain, swiss valley, etc. Historic value and buildings.

People, parks, ability to voice my opinion about city government

What do you value most about the City of Dubuque? (Provide up to three factors)

Accessibility of local government, strong community events, safety

Small-town, midwest values. Natural features.

The way the city welcomes and celebrates diversity, the amount of 'things to do' in the city (I see the constant effort to bring entertainment in), the community offerings through parks and rec/ library, etc to help the everyone grow, share interests, and make connections.

Mix of history and progress forward. Public and private partnerships. Overall beautiful location and access to nature related activities.

Safety, Convenience -everything within 10 minutes of my house Cost of living

I love the emphasis on preserving historical zones, promoting sustainability and environmental conservation, and helping small businesses thrive.

Safety, affordability, access to parks, community involvement

Amenities, Arts & Culture, Parks, Educational system, Outdoor choices, Public Safety

Our river is our biggest asset.

Natural beauty, unimpeded views (where available)

The people. The park system

Historic character and beautiful landscape.

Small town, relatively inexpensive housing

Potential for parks and recreation growth, between the preservation of natural landscape, enhanced with park infrastructure this city has the opportunity to create accessible recreation for residents and visitors -

Opportunity to be truly engaged in the community-
Historic neighborhoods and district and charm. This is a real asset that is unique to Dubuque

What do you value most about the City of Dubuque? (Provide up to three factors)

The architecture, the environment, the cultural centers

The history and community

Beautiful scenery with the historical downtown, river, and bluffs
More diverse than surrounding small towns
Several colleges in town/ education opportunities

My family is here

Historic buildings, Engagement with the river and nature,
Ease of movement

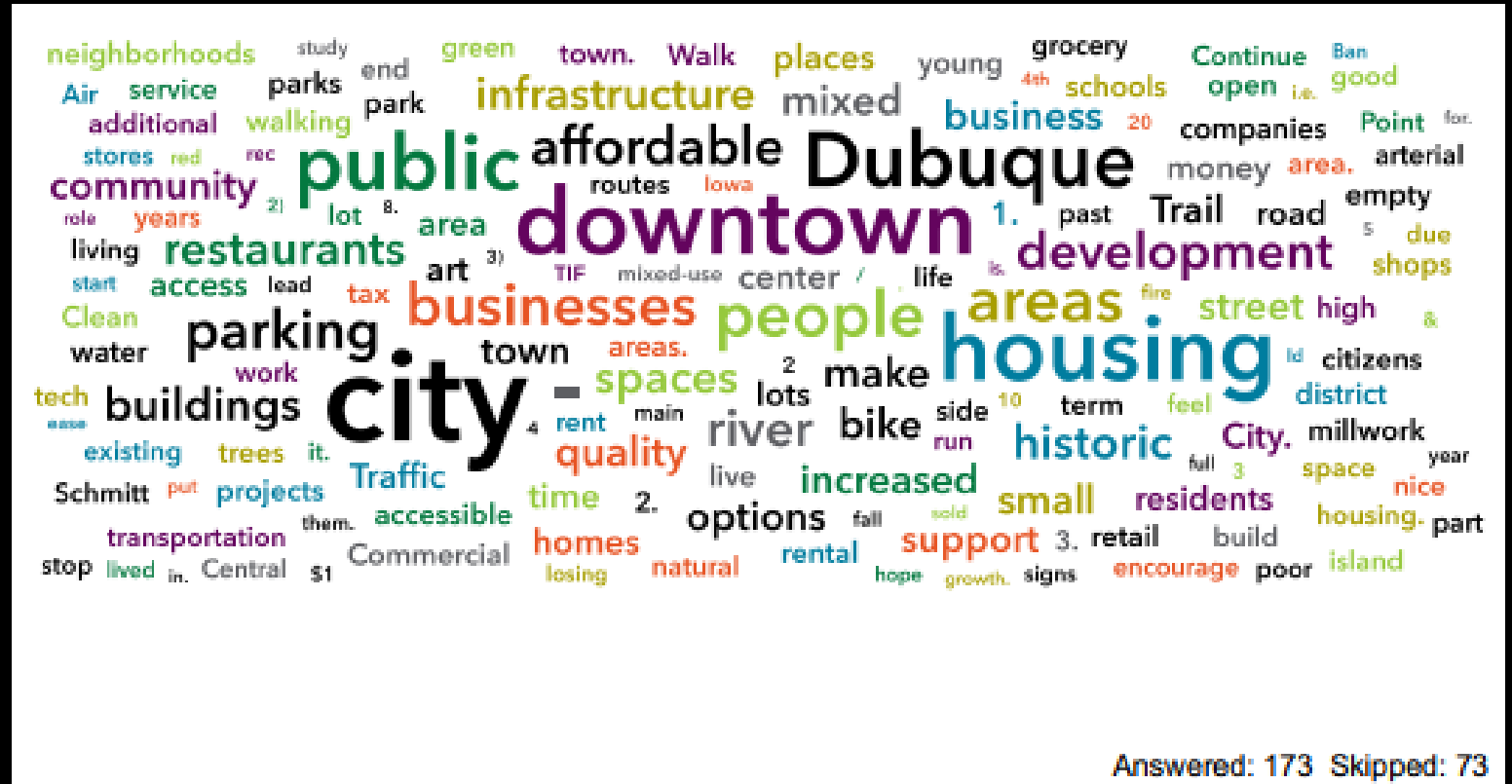
Historic character and friendly neighborhoods, beautiful river setting

The river but I can't stick my toes in it. Our parks but they're run down. Car rides but it's too bumpy.

Community Survey: City of Dubuque Unified Development Code Update

Question #22:

*What changes or improvements would you like to see in Dubuque?
(Provide up to three priorities)*



What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Cohesive development that successfully supports mixed use structures like the Millwork district in 10 other locations

Connectivity to the west end, more walkable downtown.

1. More all-season experiences, attractions in already existing and renovated spaces 2. More and improved exercise and wellness facilities 3. More and improved transportation and city district connections

Creating quality life amenities that help recruit population to the area. Connectivity and sense of place amongst key neighborhoods of the City. Developer-friendly environment.

Inclusion and welcoming behavior needs to start at the top. Zoning maps that are the same as TIF districts. Walk the talk for small businesses starting at the top - citizens will follow proper modeling.

More energy focused on the downtown area

Affordable home ownership opportunities beyond the older, high maintenance, single family homes that are typically only available in the greater downtown areas. Rethink public transit and consider making it free to all riders. Offer simple high frequency routes so residents and visitors don't have to study multiple route maps especially where the routes could cater to tourists and/or where the city is trying to incentivize commerce and redevelopment such as the central Avenue corridor. Lastly, the UDC should be future ready with the likely transition to semi or fully autonomous vehicles, hopefully parking demands will decrease but infrastructure needs including for electrification will change and new developments should be ready for this evolution.

Less taxes for business and for the people.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Paved trail to Dyersville. Enforce no pets in those parks where they are not allowed. East/West travel through Dubuque has greatly increased the past few years and future growth will only get worse if action is not taken to get ahead of this.

We need more high paying careers (not "jobs"), affordable rent, and more housing options.

More open and welcoming to people from other places and of different backgrounds. Increased downtown living, working, and vibrancy. A technology company or other employer that would be an exciting attraction to new, young residents and recent college grads

Increased biking infrastructure, more amenities for families and teenagers, more ethnic restaurants.

I would like to see the downtown area be open to shopping stores again. I would love to see Christmas holiday lights in the downtown area.

There are areas within the city that are presumed to be less desirable that are simply a continuation of the same neighborhood (example: Lincoln Ave seems to be safer/cleaner as you are north of Bethany Home vs south. Central Ave as you get closer to 32nd street seems safer/cleaner than getting closer to 20th) Would be interested to know the percentage of home ownership vs rental. And if rental is higher in the perceived areas, what are some things we could do to improve the look and feel for those that live there so they feel good about their living conditions.

Invest in infrastructure and projects centered around attracting young professionals and families. This likely means investing significant resources into attracting businesses with significant employment opportunities and high paying jobs. Also means that while we need to maintain the character of our downtown, we also need to be able to bring modern architecture and development projects to downtown - and encourage that development.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Improved, proactive communication between all constituents. Broad proactive community engagement for publicly owned land

Let's pick the 3 ugliest downtown blocks and turn them into the most beautiful Pedestrian routes. Sidewalks and bike routes that are too close to major car traffic will be underutilized

More appeal to "outsiders" (most people I know who move away are people of color); more frequent and convenient public transit

Better high paying jobs, real affordable housing, lower prices of rent

More support for small business operators. Better bike options for travel across all aspects of the city" more walking paths, elimination of parking meters downtown

More family-based activity centers, less bars and churches.

Better inclusion of the Mississippi in Dubuque's life. Streets bordered with trees. No trucks anymore

I would like to see 100% of Dubuque residents to live within a 10-minute walk of a park or public greens space and for these spaces to be of equal quality meeting the specific needs of the people who live within this radius. I would like for Dubuque to become a public trails mecca, connecting all neighborhoods to our cultural and natural resource treasures and for Dubuque to prioritize around every corner projects that complement our cultural and natural history while improving upon native habitats, improving water quality and managing water quantity. Dubuque can be the most connected, healthy, equitable, and outdoor recreation-oriented community of its size in the county. We have all of the resources and will to do so at the ready. Let's roll!

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

More apartments, more condos, more restaurants
if something is allowed on one side of a street, it should be allowed on both sides of a street, perhaps in accordance with existing tax districts (maybe that is a TIF district?)

Less parking, more greenspace, more trees

Would like to see all of the areas next to the river be better utilized, there is no where to go and sit and be right next to the river to enjoy it. There are no actual beaches to go to without owning a boat. The road on the floodwall by the dam and the river view park are the only place the river can be easily seen. The city is missing a huge benefit because we are not presenting the river as well as it could be utilized. There could be bars and restaurants shopping etc. overlooking the river, I have seen many cities small and large take advantage of rivers and streams all across the United States way better than Dubuque. We have the fourth longest river in the world in our backyard and we do not acknowledge it.

Infill development; maintenance/repair of existing utility infrastructure; Walkable/bikeable neighborhoods

Improvement on existing building's appearance and signage
Better street repairs
Disability requirements checked on all facilities

One Skyscraper, more bridges over the railroad

More restrictive billboard and signage code. Ban outdoor public art on buildings in historic preservation districts.

Rework of the east Dubuque bridge intersection (travelling east is a nightmare and almost always a bottleneck). Add a roundabout at the intersection of University and Asbury Redo Cedar Cross Road from Birch Heath and Home to Tristate blind society - incorporating sidewalks and improving curb appeal for all housing and businesses

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

The citizens should have a say over the term of service of a city manager citizens should have a say in the ""look"" of the city, i.e. paintings on buildings or having ""woke"" or ""inclusivity"" painting on the 5 Flags Center. too many decisions are made by a select group of people in this town. work harder to include the blue-collar class

Accessibility of information. I feel we have a lot of events that happen in Dubuque, but I don't usually know about them.- Property owners need to held accountable for allowing buildings to fall into disrepair. We are losing too many historic properties due to negligent property owners.- Current historic homeowners should get incentives for living in and retaining these properties. Without them, we would lose a lot of Dubuque's charm.

Better tree coverage in the downtown district to encourage more walking. More Bike Lanes.

More arts and museums.

I would like to see programs to assist with lead water pipes for residential homeowners. Dubuque also needs more functional green spaces downtown...ie..fruit trees, pollinator flower beds, trees

More retail shops in the town clock area and down Main St. getting better, but there are still many empty storefronts.

Fill the largely unused parking lots downtown in with useable retail and commercial(aka units for larger stores and businesses. 19th cent. Commercial is too small to be viable for most businesses today) done in a way that respects the 19th century architecture and character of downtown. I could see partnering with architecture schools like Notre Dame since classical architects are hard to find(they have helped with redevelopment projects of similar scope in the Netherlands, Italy, and England)

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Improve some of the major arterials through the city
More quality, affordable housing aka less than \$1,000

I think the mixed-use areas near the Millwork district are a great example of what can be done in other downtown areas. I know it's easier typed than done, but numerous downtown areas are currently taken up with surface parking lots or empty businesses. I believe there is unmet housing demand in the downtown area.

Higher quality restaurants and food options with more variety - community recreation facility - long overdue - Less reliance on personal vehicles and parking- more use of mass transportation, walking, biking, uber etc.

More affordable housing, more diverse events, better diversity of restaurants and businesses

Increased environmental regulations on zoning, esp. regarding flood plans. Increased environmental regulations building, esp. regarding insulation. A safe, functional mixed use trail infrastructure.

Redevelopment of dilapidated properties. Design guidelines by district for the entire community, including streetscape standards based on road classification. Trail connectivity throughout the City, so one does not need to drive to a trailhead to access the system.

More historic preservation, More comprehensive plan for park restoration like Eagle Point Park. Street reconstruction Take back the riverfront, it belongs to the citizens of Dubuque not individuals or commercial and industrial development.

As we develop more housing units, we must pause and ask ourselves, are we developing the right type of housing? Are there enough starter homes to buy (I would say the answer is probably not). Are there enough apartment in development (I don't know the answer). In long term projects, will all apartments be occupied as more starter homes are built, or will more starter homes result in apartment vacancies. To that end, how do we balance development to make sure we're developing housing that won't be wasteful or short sited, while still meeting immediate and urgent needs.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

More businesses e.g. restaurants, malls

Continued and expanded development in north end area. Realistic expectations of the potential of the Millwork District.

(1) Continue looking at ways to ease traffic on Dodge/Hwy20. New Arterial road and re-route of Hwy 52 were good starts, but there is still too much trucking on this road. (2) Stop being so sycophant to businesses. We give more tax abatements and TIF handouts to companies that exploit our community then leave (Duluth TC, Avelo, etc.). Use this money more wisely. City residents do not see the immediacy of these sort of payments. (Probably not a zoning code upgrade, but here's the gripe, anyway!) (3) Start regulating short term rentals such as AirB&B! I recall the intense debate over that restaurant redevelopment/expansion on Grandview when the (regulated) business did not offer adequate parking for the proposed service/space expansion. This is going on *all over the city* in residential communities

and is impacting the availability of single-family and apartment availability. Plus, we are losing out on tax collection for these *businesses* (not private residences!). Also, there is little oversight on how reservations are made, and if there may be violations of civil rights laws.“

More walking/biking paths

Better commuter options for biking. More complete street design.

Mixed-use housing more green space bike lanes

Be more open to people of all backgrounds all types of backgrounds

Open for everyone regardless of their background. Create more high Paying jobs at least \$15 an hour at least And have a job fair to recruit more police officers and firemen.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Better housing for all. Age in place housing options for seniors. Thoughtful practical development

If you drive up to Madison and go on the side roads to the SW of the city you will find an amazing amount of new, nice looking apartment complexes for young adult professionals. Dubuque doesn't seem to have any of this. I don't even know where to recommend that young professionals who are new to town consider renting other than the Millwork lofts. The other parts of town need some nice, safe rental options for young professionals. I'd like to see the bike trail system expanded and interconnected. Gaps between trails need to be completed. A trail along side (but not sharing the road with) SW Arterial for bikers and runners would be great. It would be great to completely connect the river wall trail and make it nice from where it starts to the south of Julien Dubuque Bridge along the floodwall, through that sketchy former industrial area, up past the River Museum and along the nice part by the Grand River Center- then up past the train bridge, around the harbor

and up to where the trail system picks up closer to the Q (keep it all safe trail- not shared with streets so that people are comfortable biking with their kids on it). Is there a way to solve the parking situation downtown? Can the ramps be free? Or can the city make available something that works like I-Pass does for the Chicago tollways- where you just put it in your car and if you drive up to a parking ramp you are admitted for a flat fee (maybe its \$1 or \$2 or something) that is paid automatically without you doing anything? This would make exits and entrance super fast without fumbling for money, phones, etc. I avoid the ramps because I hate the payment process.

I would like to see additional greenspaces in the urban centers of town.

Less urban sprawl, better public transportation, more mix use development on parking lots or old buildings instead of destroying nature.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Community center to include an indoor pool and recreation. Expand the library and the amenities the library has to offer. Seek a partnership that could bring a Waterpark or amusement park to the city. Work to become a destination city year-round.

Update underground infrastructure, it's long overdue. I realize the public cannot see it but with the poor conditions in small capacities it hinders development and and is in need of constant repair. Be more flexible and open to ideas with developers, they are the ones investing and helping to grow our City.

Indoor sports complex

Population growth and growth in the younger demographic. encouraging rental housing targeted to college students and recent graduates is a necessity to support our local colleges and universities as well as our businesses. Growth in housing opportunities for this population will help retain graduates and grow a demographic that Dubuque lags behind other metros in.

Population growth and growth in the younger demographic. encouraging rental housing targeted to college students and recent graduates is a necessity to support our local colleges and universities as well as our businesses. Growth in housing opportunities for this population will help retain graduates and grow a demographic that Dubuque lags behind other metros in.

1) More housing. 2) More flights. 3) More sports/rec facilities.

Promote commercial expansion in designated areas. Commercial air service, with flight schedules that make sense.

Expanded Dubuque Museum of Art continued commitment to historic preservation“

A community that supports and values our public education systems.

More efficient use of tax dollars Improve quality of housing stock Enforcement of ordinances in all neighborhoods

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Less street parking. People should not be allowed to run businesses out of their homes (ie: construction) that have multiple vehicles and trailers parked on streets and in driveways.

Attract more business downtown

Economic development, better flight options at airport.
Better streets.

If affordable housing is built, build it across the entire community not just downtown. I would like to see the Point area get some kind of focus. It's filled with long term residents who have lived here for years and remain entirely forgotten. Put some reinvestment into our end of town.

1. Stop wasting so much money on these bike paths and outdoor spaces that don't mean anything and are in the least utilized areas. 2. There isn't anything to do with families that want to go somewhere and spend time

together for a day that is entirely inclusive (needs, not politically). Backpocket is about the only place that is attempting to provide a one-stop, all day entertainment for families. There needs to be more of this that is affordable (competition).3. The parks that we have could easily be updated, rather than having to completely reconstruct brand new ones. Vets had a really nice make over, that is one spot, and it is busy all of the time. Why aren't the other parks getting makeovers. For what has been spent on stupid concrete overhangs and sculptures/statues/etc, parks could have been updated.

1. There is a lack of ADA single family homes. 2. More sidewalks and businesses with wheelchair accessibility. 3. Clean up or tear down dilapidated buildings, businesses and housing.“

Better hospitals so people don't have to travel to Iowa City for services.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

See so many people creating multiple offenses and still out on the street, why? Too many drivers driving while barred and no insurance, makes average citizens pay more in insurance.

More quality restaurants, not fast food.
Continue to be best in safety, fire and police. More restaurants and shops, Air service to Dallas or Phoenix??

Think and act more boldly for vision. Less conflicts of interest and grudge holding by City Gov and local entities that chase people out of town like AY McDonald
Less waste on things with no ROI

More shopping options

More cultural spending and support, even though it is good, this one area will play a more critical role in improving our city. It generates tourism, education, activities, and more. Four-lane roads to Chicago and a generous link to Amtrak rail. Two airlines serve our regional area, so the city does not need to buy seats.

More accessible access for riverboats might include a higher bridge across the Mississippi River, as in the days of the "High Bridge" over the railroad bridge. This might mean adding mail support with government road, rail, river, and airline subsidies, but that is what our federal taxes should be for, even if they need to be raised. Spending money generates more money, and the cycle improves quality and quantity of life.

Clean up the old, abandoned buildings more focus on public education expand on the millwork district

More entertainment options for adults, families and children. More retail. Additional air and rail transportation.

Lean into the natural and historic beauty to draw more tourists. - outlaw the lighted signs like on the side of the Five Flags - it's too bright. Absolutely terrible. - move the police station out of the center of downtown- remove laws requiring lawn mowing - outlaw pesticides and chemicals for aesthetic reasons (it drives me crazy to

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

see the city spraying roundup in sidewalk cracks, walking right past litter collecting in the city lots - make it make sense). - build a sheltered event center where we could have farmers market year round - think a big semi-permanent heated tent. "

Infrastructure such as road building has always been WAY behind the curve....

There needs to be better east-west routes for bicycles. Asbury Rd use to be the pathway out of town. Now, the SW arterial prevents a cyclist from leaving the city without taking the bike out west on a car first. For future expansion on the south-west direction, we need another fire station.

More mixed residential and commercial with neighborhood dining and corner grocery stores

More major employment. We are losing major Factories. WHY??

Remove meters. Use only historical lights downtown. Improve sidewalks & holiday decor

Wish list is of more for residents to do socially- & entertainment-wise, but the trend toward conservative (right-leaning) overall resident mindset (often impact by extreme influences on both sides, instead of common sense middle ground) seems to have opportunities lost in Dubuque and surrounding area.

Actually become sustainable.

1. Schmitt Island as a Regional Destination Leverage the new amphitheater and Pinseekers facility to position Schmitt Island as a premier entertainment and recreation hub. Complement these developments with additional features like a riverfront promenade, expanded trails, and eco-friendly public spaces. Incorporate public art installations along pathways and near venues to enhance the visitor experience.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

2. Foster a Thriving Tech Ecosystem Attract tech companies by offering incentives like tax breaks and grants for relocation or startup growth. Develop coworking and innovation hubs near Schmitt Island or downtown to encourage collaboration. Partner with universities to create research centers in clean tech and software, using Schmitt Island as a smart city pilot site for innovative technologies. 3. Expand Public Art and Cultural Programming Build on the amphitheater's potential by hosting art festivals, live performances, and interactive workshops. Integrate public art throughout the island and city, transforming underused spaces into vibrant cultural landmarks. Collaborate with schools and tech companies to blend art and technology, fostering a creative and skilled workforce. By aligning Schmitt Island's ongoing developments with broader efforts in tech, art, and sustainability, Dubuque can create a dynamic city that attracts businesses, tourists, and residents alike."

Clean up areas on outskirts of downtown

AFFORDABLE Housing is a must- More green space downtown- Late night study spot OR Dubuque Rec Center

Less NOISE along Highway 20, The arterial and Highway 61/151. I understand we have an ordinance that prohibits loud trucks and trains and wish the police would start enforcing it.

More nature/green space downtown, walking/biking infrastructure downtown, more community-based gathering spaces

1. Pave the Heritage Trail for more accessible use for all citizens. Also make the the upkeep of Eagle Point Park a priority.

Keep the character while expanding options for retail/restaurants/businesses. Beautify the city by adding more smaller green spaces for neighborhoods.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Improvements in Public Transportation to include more areas and/or shorter routes in some areas. Jule App in Spanish. I'm sure other languages would also be helpful. More City information and signs with translations in Spanish along with the English wording. It's difficult for me to understand how thoughtless we can be when I see information in English that informs Spanish-speaking/reading people to check somewhere else to find the information in Spanish. We all know we need affordable housing.

Downtown updated. Reduced section 8.Landlord enforcement.

More bike and walking spaces

I would like Dbq to be proactive protectors of our water and food. Please read “The Swine Republic, Struggles with the Truth About Agriculture and Water Quality” by Chris Jones. Iowa is number 2 state with the highest cancer rate in US...talk about quality of life!

Dubuque can't even ban plastic bag use, so I don't have a lot of hope you will become aware of how serious our situation is. - I would like to see slum landlords held accountable and the concentration of racial and ethnic populations dispersed equally throughout the city.- encourage sensitivity training for everyone involved in city projects...publicize and support our Multicultural Center with advertisements and money. We need to welcome diversity in our population, which will lead to new ideas. When the same people control our policy decisions, nothing changes....Empower our youth.

Clean up problematic areas where crime is most present. Redevelop existing old buildings so they are no longer eye sores.

New business that attract newer job categories like tech. This would help drive tenants downtown in revitalized housing/commercial building. Better recreational / restaurant options for new workforce not from Dubuque.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Access to public pianos (yeah, it's niche and selfish, I know). Schools that don't have to do fundraising campaigns to afford their budgets (charter schools are INSANE). Proper support for the poor and disadvantaged, for starters perhaps a multi-use complex on the former site of the pack and/or electricity station wherein there are mental health services, warming center, emergency housing, grocery store for all (membership program for the poor to have their groceries subsidized by private donations).

More baseball and softball fields for youth and adults. One larger municipal public pool with more amenities. Try to lease up the empty buildings in Dubuque with either rental housing or retail, or restaurant, before building new structures

Low-income housing Dbq has the mission for men, 2 places for women expecting children, and the wintertime place for men with children. What about something for single women? When my mother left my father due to abuse, we found no housing accepting of her.

More accessible Grants for building improvements.

Downtown density of people and pedestrians. A vibrant Main Street with residences and businesses. Connect waterfront and downtown for pedestrians. Analysis of whether DRA should remain nonprofit “

More restaurants, walkable, bikeable areas in the city, Northend improvements, less traffic on Central Ave.

Continued infill and development of empty spaces in the city core. Less urban sprawl. Tightened signage regulations in new developments. Height and lighting.

Strategic reuse of urban land. Continue renovating historic buildings. More creative approach to public transit (subsidized Uber)

Better enforcement of traffic laws. EACH day I walk past Washington Jr. school, I see at least one car run a very red light. There are too many people who speed and run red lights. More places to park downtown that are NOT metered.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Less impediments to building and business

Prioritize much needed improvements to Eagle Point Park. Enhance Heritage Trail with a hard surface .

It would be great to see some smaller scale housing for entry level buyers and downsizing seniors

More support and involvement and modernization of civic commissions.

More support for those living in poverty and moderate incomes, increased protection of the environment and historic buildings.

More retail stores-that we actually want to shop at Again-Quit giving our money away. Give it to already local companies trying to expand instead of to companies who come and leave right away.

Add more restaurants, activity areas, and public access to riverside areas and downtown to bring people down to enjoy them. More free parking areas for downtown. More bike and pedestrian friendly areas.

I believe in mixed use development for the city, but I'd like to see the landlord's vet their tenants so we can keep out the drug dealers.

More shopping, restaurants and condos/apartments

We need to increase our tree canopy. We need to increase the amount of mixed-use development.

Cut down on vacant buildings. Force land lords to maintain properties.

Maintain alleyways, maintained of roadways, upkeep of florals and median vegetation.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Increased sense/communication of identity - what it means to be a part of Dubuque, or even certain neighborhoods.

An increased emphasis on outdoor recreation could help us attract and retain a workforce. Maintaining our historic districts and the historic feeling of our historic districts is essential. Smart infill with more urbanist minded principals (i.e. mixed use, live-work-play areas in the downtown.)

I'd like to see mixed use areas, however I don't feel it is at all helpful to quality of life for businesses to use excessive bright lighting. The example I think of is the large BP station across from Ace Hardware at JFK and 32nd.

More public funding for the arts. More help for all small businesses, not just startups. Id love to see the city embrace its rural roots and be progressive at the same time. But that is hard. Time will tell.

I would like to see more natural environments that are accessible within the different zoning. Not just parks with play structures, but open areas for natural exploration and engagement, to invite the youngest in the communities to engage. I think the Bee Branch is a great example.

More access to Nature spaces through out all of the city.

Continue to fight small town mentality and deeply integrated racism. Better relationships between the City and Landlords and Small Business Owners.

More focus on incentives for first time homebuyers, and not just ones that fall within the poverty standards

Much of the city's infrastructure needs to be updated.

No parking meters in downtown, especially main and Iowa where a lot of retail shops are! Lower parking fines. Making sure meters actually work

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

I would love to see more education done by the City for these updates in development and infrastructure. I could see improvement on the City with updates on the compressive plans - where are we going? I would like to see Dubuque go after more planning grants for smaller projects to get small wins for the City.

The Port of Dubuque project that was proposed a few years ago needs to get pushed forward. I think that would greatly impact the City in a positive way.

Traffic improvement

Fixing or renovating historic buildings to minimize the appearance of "rough" part of town.

Improvements to rental units so not so deplorable looking - landlords who care about buildings, not just the rent money requirements for tenants in rental units to keep apt./house in good shape - neighborhoods of rentals look so run down

1. the mindset of the citizens that it was fine when i was young.

Continue to make downtown more cohesive/connected; figure out the former Pack ground for an aspirational city-changing development opportunity. Go back in time and build the ballpark for what would have been the Cubs minor league team!!

1. Housing- Currently I pay about \$1200 a month to live at Radford and no utilities are included. I think it is insane that I have lived in this complex for over 2 years and rent has increased 3 times. It is not only about adding more housing to lower the prices, but the quality of life needs to be considered. It is difficult to build community when you face shut doors and no common spaces. Also, why don't the majority of apartments in this town have in unit laundry. Do people actually want to walk their dirty clothes to a community area or coin op?

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

2. Pay Scale- Cost of living is still very low in Dubuque, but we have not increased salaries to account for the inflation we are currently facing. If I was single and moved to Dubuque I would not be able to afford my housing. I have spoken to other renters and they agree that the cost of renting is now reaching half of your paycheck and is unsustainable. 3. City Owned Properties- I am referring to properties like the Grand River Center and Grand Harbor. Both of these properties are in desperate need of renovations. It is hard to find a company to invest such capital in these locations due to the fact that they have a very short-term lease on the operations and will never own the property. I believe some of these properties could be sold and we could see additional economic development. “

Longer yellow lights, especially on Dodge. Reduce the amount of semi traffic on Dodge. SW arterial was built for a reason, use it. More higher end apartments for those who do not want to buy a house but also don't want to live in the slums

The smells of the dump needs to be addressed from the access change and the view of the chain-linked fences coming into town give a bad impression.

Affordable and accessible housing. Making places more walkable. Most importantly I would like to see more places hire people with disabilities.

More renovation in millwork district. But, it needs to not be such an "artsy trendy" thing where everything is expensive and artisanal and just be another normal part of the city built into the old infrastructure.

More mobile society- walking and biking. Affordable housing less than \$1200 a month. Less restrictions on home and commercial renovations or new construction

I think we need to attract new corporate businesses to the area. Many large companies are downsizing or moving out of Dubuque.

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

More family friendly activities and resources for school-aged kids

ALPRs should be removed immediately. They are expensive, intrusive, and unconstitutional. In addition to the tens of thousands to purchase and install each of these ALPRs, the city also spent thousands applying for permits for each camera. Add in the ongoing cost of maintenance and the real cost is astronomical.

Because the data from these cameras can be ""stitched together"", they are qualitatively different than a typical traffic camera. This stitching allows for the tracking of any vehicle, at any time, anywhere in the city. By comparison, the use of GPS trackers requires a warrant. ALPRs are an open-ended, indiscriminate, warrantless search of undefined scope and therefore are a blatant violation of the 4th Amendment. The indiscriminate collection and storage of metadata by a government entity should concern everyone.

I know the state has limited public school funding, I think overall our public school system is doing an

exceptional job, especially with what they're given. I'd love to see the public schools get the kind of subsidies that the private schools do as they affect so many more students. I think affordable housing is important - the wages in Dubuque don't match the rent/mortgages of houses being built. My family would have been an ideal candidate for the Switch Homes development, and they said they were affordable. My husband is a disabled veteran, had a good paying office job at -----, and I work full time in an office as well. The houses were twice what we'd qualify for. The people in town who can afford that, already afford nicer homes, and I'm not surprised they aren't selling quickly. Whether it's higher wages or less expensive homes, the scales need to be balanced there. Wages, as discussed above would likely be the third point I'd make. It was discussed at the Legislative Kickoff by Tom Townsend, but I'm not sure how the city can incentivize this. A mandate would likely not be well received, I'm an idealist - so I'd hope that information on why businesses should increase wages and how they can remain profitable would help. Is there a business advisor, etc who could be subsidized by the city to guide businesses into these changes?

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

A greater focus on nature access for all young children and those who help care for and educate them (families, childcares, etc.). Especially as it relates to children with disabilities and various sensory needs (autism, etc.)

More Bike lanes. More air service options. More recreational activities. Indoor rec center with indoor track

More incentives for small business retail shops and restaurants to thrive. An emphasis on walkable neighborhoods/zones, including mixed use areas that include housing, business such as restaurants and shops, and necessities such as grocery stores. The River Walk is one of the best places I've seen for foot traffic in Dubuque. I believe pedestrian accessible shops and restaurants here could thrive. Playground equipment or even volleyball/basketball courts in some of the empty spaces down there (such as the empty lot on the right side of the Grand Harbor Hotel) could see lots of use as well, especially during the summer.

More trees for more shade, increase in bike lanes, affordable housing for the poor, more space for Opening Doors & the Mission, additional stops on the bus route, enclosed bus stop waiting areas for to accommodate our 4 seasons.

Revitalize Central Ave (14th -24th) Clean up Entrance to City from the North (Iowa Hwy 3 (Heritage pond area) Inspections of short term rentals (BnB; Air BnB)

We need to stop chasing fulltime work away for part time work. (Greater dub area) That is a waist of tax dollars.

Buried utilities throughout the city, not just new developments. Fewer electronic signs at businesses and churches. automatic upzoning. More infrastructure to support biking and walking as a viable mode of transport.

Cohesive neighborhoods

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

Anything to protect our history and provide more public spaces. Replacing more parking lots with parks or mixed used buildings would be great.

City is implementing things done elsewhere 20 years ago - should be able to learn from those rather than seeming to act like this is the first time new infrastructure is being tried

Transportation - Affordable housing and mixed-use housing, opportunity to buy condos, not just rent them- More green spaces and trees amongst infrastructure

Improved public transit service, fewer surface parking lots in historic downtown

Reduction in on street parking, more pedestrian infrastructure, more mixed-use areas, neighborhood grocery stores

More public transportation connecting downtown to the college and grocery areas- feels very divided compared to other places I have lived Mixed zoning in residential areas to make life more walkable/healthier Expanding lead water supply replacement assistance to more regions than downtown

Greater walkability and bikability

More resources for youth, more affordable housing, more overseeing of landlords to avoid so many slum lords

More emphasis on providing a wider variety of housing in various parts of the city

Better pedestrian and bicycle infrastructure, more places to walk to, more density.

New city manager, New city council, Eliminate woke and DEI policies

Community Survey: City of Dubuque Unified Development Code Update

Question #23:

What principles or goals do you believe should guide the creation of the updated Unified Development Code? (Provide up to three priorities)



What principles or goals do you believe should guide the creation of the updated Unified Development Code?

It should support the City's development goals (# and types of housing, pop growth, etc) It should be comprehensive, clearly communicated and easy to find by outside developers. It should result in the City we seek not the one we see

Infill, mixed-use, lessen parking requirements, reduced lot size requirements.

Long-term city environmental and community sustainability, and population growth. City attractions, amenities, improved quality of life, unique to each district. Connecting the districts

Encourage infill development: Prioritize reuse and redevelopment of existing urban spaces to reduce sprawl. Encourage mixed-use developments: Promote live-work-play environments to attract young professionals and support downtown revitalization. Partnerships: Collaborate with private and public entities to fund and execute transformative projects.

Prioritize brick and mortar small business development. Downtown development Easier and less costly paths to variances - little guys can't afford it.

Encouraging commercial and residential development downtown that will be accessible to lower income, new arrivals, young professionals and the elderly who not only enjoy a more tight knit community but are challenged and isolated by commutes to work, shopping or socializing.

Future ... no harm (sustainability) Affordability Equity in new development

Basically, would you like someone to dictate everything you do with your property, business, or home?

Seeking public input is appreciated but the special interest group that seems to be taking shape for their personal goals is a concern.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Putting people first. Not profits, not corporations, not the big "names" in the city that get enough of our resources.

Density, Walkability, Affordability

Attraction and retention of residents; sustainability; attainable homeownership.

We certainly want to make sure its not so restrictive that those interested in investing/developing within our city don't have too many hoops to jump through. And we need to balance that with holding developers accountable to the overall livability of our community. The more pride people take in where they live, where they work, where they go to shop, get gas, be entertained, outdoor park life, etc., the more they preserve and expect others to preserve those spaces.

We should ask the question "Will each change made to the UDC encourage Dubuque to be a more attractive place to live for the next generation?" If the answer is no, then we should not make the change.

What is in the best long-term interest of our community? Clear communication of the long-term dream of what we all want our city to become and how we work together to get there

Mixed used housing prioritized (most revenue per sq foot for cities) and people like the mix of small indy shops/restaurants/taverns with houses-Prioritize beauty over quantity. Don't make things cheaply, don't do things half-assed. Build things out of stone. Penitentiaries of the 1800's are nicer looking than the crap we build today. - Include SOME low income options for any major project (but not enough to make a ""poor neighborhood""-Lower required parking lot standards. Do some research into this, the answer is obvious.

Environmental sustainability; equity

Instead of city employees having meetings about this, why not get citizens involved in meeting to find out their opinion's

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Less regulation, Partnership between developers and city teams

Benefit of the citizens, promoting more healthy lifestyle

Get the 19th century industrial and truck/car traffic out of the city. Reduce noise from bikes and trucks. Make the city appealing aesthetically

Parks and greenspace access. Trails and connectivity. Public/Private Partnerships Flexibility

Little guy should be treated as well as the big guy is treated (and big guys get treated pretty nicely in Dubuque)

Sustainability, green infrastructure

Try to make it developer friendly, it should protect critical nature areas. Most of the successful tourism locations in the united states have great infrastructure mixed in with nature and have good sustainability.

Affordability; environmental integrity; resiliency

Uphold existing historical codes. No more tax exemptions on building and/or building remodeling More independent input

Protection for existing residential neighborhoods

Treat property owners and developers fairly. Understand that if it can be done privately, it should be done privately. Be consistent in enforcement without interjecting department head's personal preferences. Let people live their lives. Be realistic about safety, understanding that dramatic expenses to potentially save people aren't smart. The Rockbowl has no fence at the top of it yet no one falls and dies there.

Enhance the ease by which people can carry on tasks of daily living and communicate with each other in an aesthetic atmosphere.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Examination of the current population and determination of the existing capacity of housing and travel for that population. If the low income housing segment is in need - focus there first. If large spaces about commercial areas are wasted by no residential living - focus there."

Preserving our past while allowing for growth. We should not be tearing down old buildings for the sake of building new just because it's easier. There are plenty of empty lots in Dubuque but once a building is lost, we lose it forever.

Denser housing and encouragement of small groceries in the areas north of the millwork.

Basic safety. For example, the number of smoke detectors in a rental has become ridiculous. Safety protocols are fine, Overkill is unnecessary. Balance of green space and living space. Don't try to create a utopia using code.

Public use of the community space. I'd like to see more parks and green space mixed in within the downtown commercial spaces.

Environmentally friendly and progressive -equality and equity-sustainable clean energy

A balance of historic preservation with what is financially reasonable.

Focus on using existing space for infill, mixed use including industry and going back to some elements of a pre zoning city might bring a new dynamism and resilience to the older parts of the city. By making it easier to start and run businesses. Include provisions for diverse public and personal transportation options including cars bikes and "last mile" solutions(think more like dutch cities!).

Flexibility for owners and developers

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

1) Ease of construction of new housing, especially on the denser side and near downtown. 2) Mixed used development. 3) Sidewalks, shade, and green space.

Promote movement and physical activity for residents and visitors. Access to new development that doesn't create more traffic back-ups or stop and go for traffic. Complete Streets avoid sprawl

not sure

Long term sustainability of environment and community health.

Ease of use. Living document - meaning be open to amending as needed to keep up with changes in the development world

Keeping the Taxpayers in mind when making major decisions for what is best for Dubuque

Making sure the code preserves the character of our community while also allowing our community to try more of new things (new mixed-use developments, etc, etc,).

Dubuque has an opportunity to really grow, so we must adapt a growth mindset.

Prioritize the well-being of those who have chosen to make their homes and livelihoods in our city. It should not be to attract outsiders. A well-run and properly managed city with a thoughtful development code and long-range planning will serve to attract those looking at our community, or may be used by other city and private agencies for this same purpose. But it's a "skin in the game" issue, not "view from the sidelines.

n/a

Enjoyment and resources to citizens of Dubuque. Will it increase quality of life.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

To increase affordable housing environmental protections more landlords/eliminate the landlord monopoly

Fairness, equality and sustainability

DEI principles, Good balance of affordable housing, Balance of development and preservation

Provide safe affordable housing in various parts of the city with encouragement for good landlords to invest and run places. Provide additional options for more expensive apartments for young professionals who may prefer more amenities and perhaps some proximity to eating spots in the complex- etc- like exists in the Millwork District.

Sustainability and environmental considerations.

Less urban sprawl, more mix use, and less high restrictions.

Less urban sprawl, more mix use, and less high restrictions.

Look to the future but remember and honor the past that makes Dubuque unique.

Growth/development, equity, housing

1) More owner-occupied housing options
2) Grants for rehabilitating homes with structural issues (i.e. foundations)
3) Incentives for reuse/reimagining of abandoned buildings

Everyone is treated equally

Population focus. Take care of existing residents

Make the code easier to work with not harder. Within reason. We don't want eyesore development happening. But if it's a good, positive addition to the community then it shouldn't have to jump through hoops.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

1. Common Sense 2. Stop the woke nonsense

1. Do not prioritize lower income. Prioritize middle class.
2. Make Dubuque a safe place to live and work. 3. Make changes to businesses, housing and sidewalks to accommodate wheelchairs.

Redevelopment of the downtown area, including maintenance of residential buildings, to make coming into the city more inviting and safe.

Pro businesses, especially those that are longtime businesses and owned locally. We are so pro new business but we chase longtime family names out of town. IBM got the Red Carpet, AY got the boot. Pro quality and durable design. Look around at JFK Road and do the exact opposite of whatever that is.

Be more flexible with subdivision developers

Mission, goals, and standards to support a better quality and quantity of life for all citizens no matter their financial, ethnic, or educational levels.

Local people. Local jobs. Local contractors

Actively recruit businesses to come to Dubuque. Support the businesses that we have. Seek to grow our community faster than we do. Growth = additional opportunity for jobs, housing, revenue.

Beauty, sustainability, tourism.

Quality of Life. Quality of build! Good structures with very good components to make certain the homes are economical to heat and cool.

We should look at unemployment factor in Dubuque, and quit giving free housing and benefits to people who can definitely work. We have worked our entire life in Dubuque, we didnt ever ask for assistance. Work is out there, but why work when you don't have to.

Making downtown more inviting

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

I am not technical enough to say anything more than common sense and good education)example: people don't like change, but the best relatively recent example of when technology has to be embraced is the pushback you folks (& public works) had to endure over the roundabouts whose benefits were exponential in time savings.

The updated Unified Development Code (UDC) for Dubuque should be guided by the following principles and goals:1. Sustainable Growth and Environmental Stewardship. The UDC should prioritize eco-friendly practices, promoting green infrastructure, energy-efficient buildings, and sustainable land use. This includes preserving natural areas, reducing urban sprawl, and integrating renewable energy and stormwater management systems into new developments.2. Housing Affordability and Accessibility. The code should encourage diverse housing options to meet the needs of all residents, from affordable housing to mixed-use developments. Flexibility in zoning, such as allowing ADUs and higher-density housing, can help address

ADUs and higher-density housing, can help address affordability while promoting equitable access to amenities and transportation.3. Community-Centric Design. The UDC should foster walkable, connected neighborhoods with a focus on public spaces, pedestrian and bike infrastructure, and transit-oriented development. Incorporating public art, historic preservation, and design standards that reflect the city's character will strengthen community identity and inclusivity. These principles will help Dubuque balance growth with environmental protection, affordability, and a high quality of life for its residents."

Face to face interaction with those citizens that are most familiar with working with the Code. Do this honestly and without a predetermined solution in place.

Being sustainable, promote being environmentally healthy, more access to engaging art

Maintain the unique beauty of our area when planning improvements.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

The environment should be priority because businesses will not make sustainable choices unless required to do so.

I think I like mixed development most, keeping as much of nature intact as possible.

I will be anxious to see how many citizens participated in this survey! I intend to spread the word and encourage people to fill out this survey. Everybody needs to be invited.

Historic preservations is great but it comes at a cost. Most people are not going to buy an old "historic" building to be forced to follow expensive and non-productive building codes to make use of the space/building. Like anything, something has to cash flow to survive. You can not update a space and be upside down in it before you step foot in it.

Public study on the needs and wants for people we want to attract to Dubuque.

Revitalizing architecture and existing buildings. Build with great design and quality, we don't need another strip mall... Building with quality and interesting design will hold value and interest long term.

Compassion for the least amongst us. Sustainability that the code can't be screwed with by greed-based interests. Undermining external non-Dubuque (including suburban Asbury and Peosta) interests seeking to sap the city of money. Compassion for the least amongst us.

Please have an article in the TH explaining the Unified Development Code.

Idea from contractors

A downtown that people want to live work and play in. That attracts tourists and residents

Sustainability, Equity, inclusion

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

The code needs to be in place to encourage investment/reinvestment in our community.

"Strategic urban land use. Aggressive and urgent maintenance historic buildings (before they're too far gone)"

Try to look 10-15 years in advance and make changes to encourage that growth. Make it possible that someone could live downtown and be able to get to where they need to be without a car.

Promotion of business and commercial friendliness as it improves tax base and overall economics of Dubuque- hopefully stop/reduce exodus of businesses to more business friendly communities

1. Fairness to citizens of all ages 2. Make handicapped accessible housing a in single family homes and apartment's.

Items relative to Dubuque not other areas

Maintain historic architecture

Sustainability, equity, caring for the needs of all
"See above "

Maintain the delicate balance between attracting investors to create jobs and housing while maintaining safety, preservation and affordability for local residents.

I think the code should encourage more historic preservation. It makes our city very unique. Find confident developers that will keep our city historic.

Walkable neighborhoods.

Longevity and sustainability of the environment while offering incentives and understanding to middle class families not just low SES families in order to provide opportunities to continue to grow in a beautiful community.

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Building community and connection. Providing for economic growth. Maintaining aesthetic standards

Comprehensive plan and district plan(s) City Council goals and priorities. City Staff recommendations. People before profit.

Livable neighborhoods that enhance quality of life for all types of residents while also allowing businesses that serve basic needs to thrive in those neighborhoods...a tall order.

Quality of life, sustainability, historic preservation continue to make Dubuque a great city to live in

Inclusion and accessibility should be major focus.

Balance between various interested, with a lean towards future improvement/development

Equity and clarity

n/a. I am a renter

Sustainability, Affordable Housing. Maintaining Historic Character of the City

Transportation on weekends. Safe places for families. Affordable housing

Environmental Sustainability

Historic preservation and greenspace preservation

Help revitalize the downtown area with a more modern look, give people a reason to wander around downtown with better lighting, street decor, piped in street music. Maintain architectural structures

Make things EASIER for end user. Look at other communities permit rates- lower and some are nonexistent. Support first time renovations by an individual

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Focus on sustainability and access for individuals. Retain college students after graduation

Respect for individual privacy and property. Limited financial burden on taxpayers. Economic growth

Please consider accessibility as ideas and plans are developed. Focus on nature space improvements that support accessibility and climate resilience.

Continue to preserve historical buildings and architecture.

Our sustainability program that is already established
Look at other cities....both large & small...what works for them. Better enforcement of existing code for existing buildings

Simplicity-easy for residents to understand clear and consistent integration of other plans and their goals

Creating neighborhoods that feel like a community within a community.

Preservation of buildings and environment.

Mixed use, support all citizens (especially economically less well off), functional and good looking

Walkable- Accessible - More than a place to live, a home that inspires engagement with neighborhoods, parks, nature, businesses, and community

The city should be focused on people not cars
Design around humans not cars

Connecting downtown to the suburbs Making life more walkable Safe water for all

Strong towns

Accessibility, affordability, equitable

Clarity Reducing the number of things that require variances. Reducing the number of PUDs by incorporating the typically desired provisions into the regular zoning regulations.

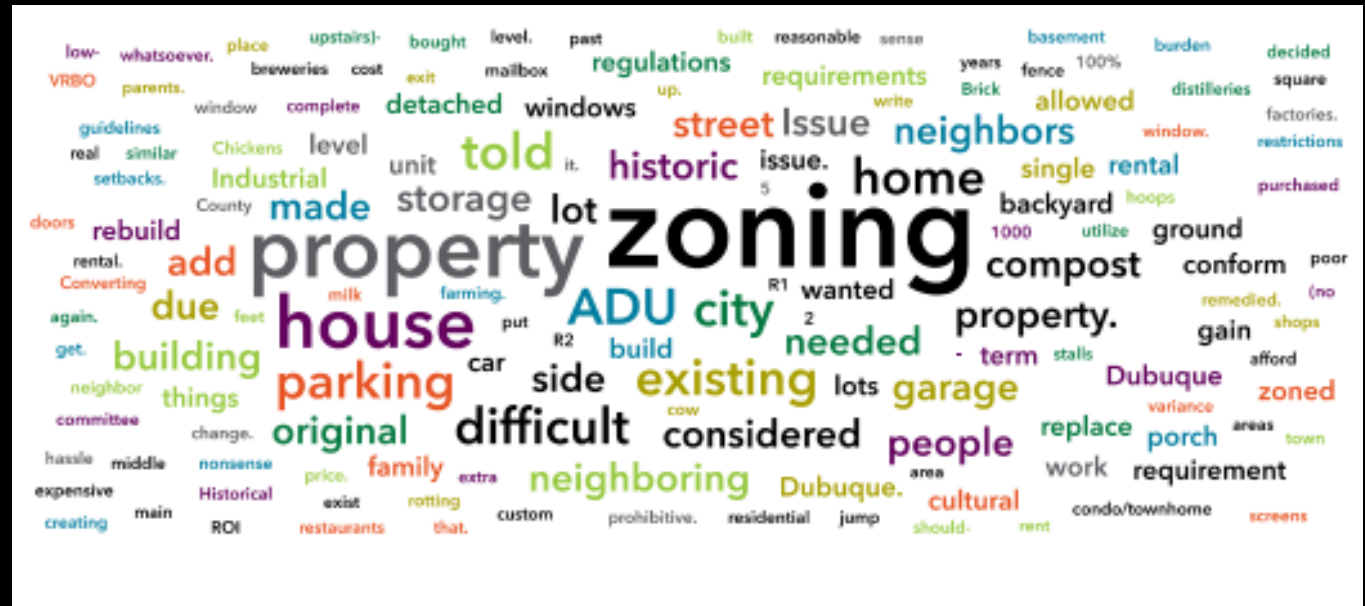
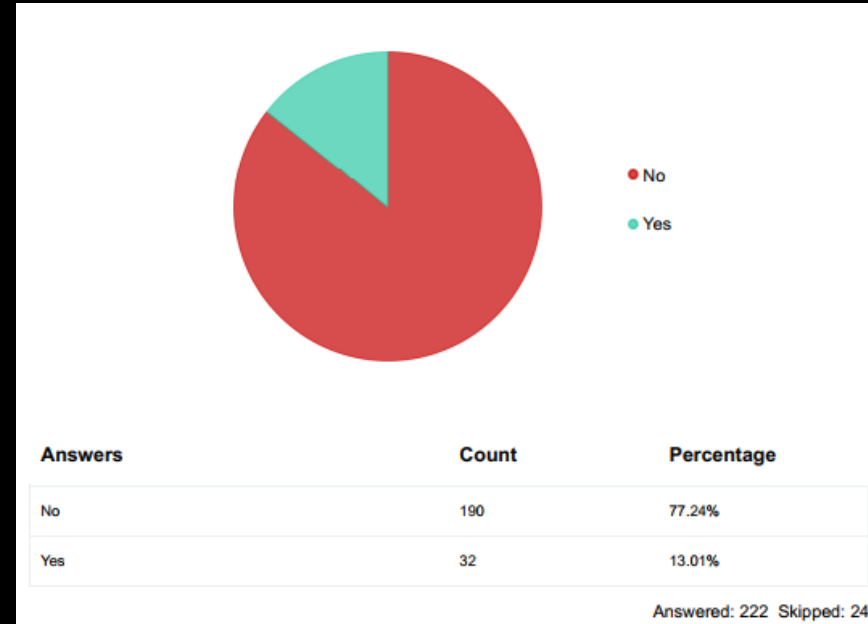
What principles or goals do you believe should guide the creation of the updated Unified Development Code?

Sustainability, walkability, maintain character of city while allowing it to get more dense, remove arbitrary zoning rules that get in the way of property rights without improving the city. Help reduce overall tax burden by allowing more dense taxable development and reducing the sprawl into farmland.

How about tweak without overhaul

Question #24:

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.



Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.

Own an existing single-family home in an area that is zoned C4 commercial first floor only. Was not able to add infill or ADU to property to meet my investment requirement for a federal program because of restrictive zoning regulations

Roosters

Not so much prevent, but real pushback on things legal and allowed while also being held to stricter standards than others.

I considered building a new detached three car garage with an ADU above at a rental property (duplex) where the construction would have utilized existing infrastructure and improved parking by creating three off street garage stalls for the residents where currently no off-street parking exists, but the zoning hurdles were insurmountable.

ADU

"Historic zoning made the cost of a fence prohibitive. While I hadn't purchased a property yet, zoning restrictions for distilleries made it so they can't exist exactly where they should- by shops, restaurants and breweries, and instead have to be in industrial areas near factories."

Chickens, which has since been remedied.

We considered building an ADU, but did not because zoning required us to build a larger driveway to accommodate an extra parking space even though we live on a street with ample free overnight parking. A few of our neighbors do not even have driveways, so this level of zoning requirement seems onerous and makes it more difficult than it needs to be to add new housing.

Parking a car along side of a detached garage, in a location that was very difficult to see from the street. We were requested to remove the vehicle.

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.

Dubuque County, not city - property setbacks. I cannot utilize my property to put up storage or build whatever I want because a neighbor can write in and say that they don't want me to have a variance or allow an R1 to R2 change. It's complete nonsense, again.

I bought a single-family home in the middle of town from my parents. I was told by the city that I needed to replace all the windows and many screens even though the windows were new to the house in the past 5 years and the house is 100% ground level (no basement and no upstairs)- 1000 square feet and 2 exit doors on the main level. This made no sense whatsoever. Because of this burden I decided to do a more expensive upgrade to the interior and rent the place as a VRBO vs as a longer term rental. The ROI is better and the hassle is low- so that is one less long term rental unit on the market in Dubuque now.

Converting residential lots to condo/townhome side by side unit lots

Had a historic home and had to jump through hoops to replace a rotting window. Could not afford the custom window the committee wanted us to get. Instead got one very similar at a much more reasonable price. Needed to rebuild an original porch on a historic home.... original lot was subdivided 100yrs ago and neighboring house was built on the then new property line but due to new recent setback regulations was told the existing original 108yr old house porch is now considered a covered deck and is now too close to neighboring 102yr old house to rebuild or restore. And that any new work would need need to conform to new zoning requirements for decks (the house itself does not conform to any other modern zoning due to lot width and neighboring buildings). Had to make due with patching it together rather than properly rebuilding from the ground up. New zoning requirements should NOT be retroactively applied to existing structures but city employees are doing exactly that.

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.

I do not and will never be in a financial situation where I will be able to own my own property. Therefore, there are far too many things to list. Just for a sample, I'd say it's exceptionally difficult to compost my food waste. My affordable housing building does not allow compost service from the City of Dubuque. This is despite the immaculate compost I produce in a sealed bucket and transport to my parents' backyard out west. Though I understand, given the other tenants are animals when it comes to waste management. Again, the issue isn't just a zoning issue, but a cultural issue. People do not value their environment and surroundings with a collective view. My neighbors, the poor, the developers, the external forces trying to come into Dubuque. They're all individually motivated for self gain, not for the betterment of the community. That's a cultural issue.

I was not able to do my own work because I was not living in home yet

The people who ask are told no. The people who do and never ask get to do whatever they want with no enforcement.

We wanted to add gravel to our Light Industrial zoned lot for equipment storage and we were told it needed to be paved.

Brick mailbox

Relatively minor so not worth the detail; but the answer is yes and it was more of what a change in policy forced and allowed neighbors to do in this time of climate extremes and how it impacts my property.

Historical guidelines

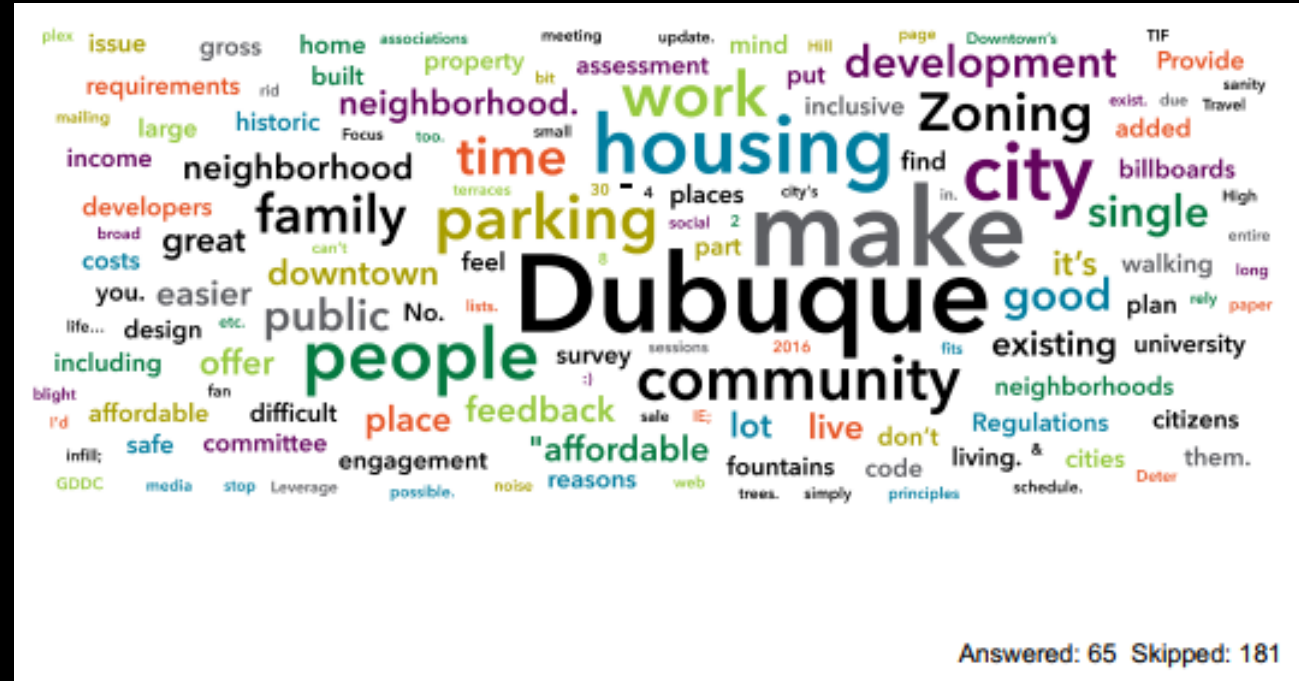
Having a cow on my property to get milk

It is difficult to gain approval for outdoor events.

Community Survey: City of Dubuque Unified Development Code Update

Question #25:

Do you have any other comments or suggestions regarding the update of the Unified Development Code.



Do you have any other comments or suggestions regarding the update of the Unified Development Code.

None.

Get rid of urban blight billboards, especially downtown, stop grandfathering them too. So much emphasis on sign regulations, make it easier, no wonder small businesses can't survive.

Thank you for your time and thoughtful consideration of an issue that could inspire a great step forward for our community

Keep it simple

Please think about how to make zoning and the city easier to do business in.

Removing parking requirements could be a factor in allowing development to proceed

Keep the Big Picture in mind

Be sure the community feedback sessions are as broad and inclusive as possible. Don't rely simply on the city of Dubuque web page and the paper to get the work out on the meeting schedule. Leverage social media, the Chamber, each of the downtown associations, Travel Dubuque, GDDC, and all of their combined mailing lists. This should also be inclusive of communities near Dubuque who use our community and it's amenities.

Transportation is a positive feedback loop. Adding things for cars leads to more demand for cars. This is a phenomenon called ""induced demand"". ""One More Lane"" solutions never work (they are developed by traffic engineers who see the world from a car's perspective, not a human's perspective). Do you want to live within a loud, dangerous, polluted network of large roads and parking lots, with unhealthy people scrolling through their phones while driving? Biking and walking infrastructure allows for beauty and healthy

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

living. Think about what kind of people you want to attract to your city. Young professionals who have specialized skills, who are starting families. Look up ""traffic calming"" measures and implement them. Let's force drivers to slow down. Roundabouts are efficient, especially given our geography and topography. "

No

Downtown's Dubuque is a desert for life...Make it appealing, a place with restaurants and outdoor terraces, fountains, public places, walking and resting places, noise reduction...

Thank you for that work that you all do to make Dubuque the shining city on the River. There are so many reasons I choose to live here and to raise my family here. One of those reasons is the city and county staff and leadership of the Supervisors and City Council. We are blessed to have dedicated,

collaborative, driven, dynamic people working to make Dubuque the best place to work, play, and raise a family! Thank you.

No.

Focus on infill; discourage sprawl

Zoning changes have impacted the population density of my neighborhood.

When in doubt, be less restrictive. The people will rise up if there is an issue.

No

In the end sanity, common sense and simplicity should prevail.

Not at this time

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

Thank you for all of the work that you are doing on this project. I'm sure it is not easy, nor is it possible to please everyone.

Thanks for the chance to offer comment and feedback.

No thank you

Don't let developers control the entire narrative. New developments are good as long as they are balanced with principles of good stewardship

I am a fan of duplex or 4 plex units being infilled into neighborhoods that have existing housing stock that is falling down to help revitalize a neighborhood.

The city has a lot of potential to be great. It's up to the city if it decides to be great.

Provide more free parking in the downtown area. While I have heard a lot about the smart parking plan make sure there's a good return on investment if that plan moves forward. Not only does that program cost to replace current meters but it costs to maintain them and to pay people to monitor them.

None that I already haven't mentioned

Appreciate the city's engagement with the public and development community on this update.

"Disappointed in assessment process in historic neighborhoods. High assessment with difficult sale of property "

No

No

No.

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

We want Dubuque to be a safe place to live and work. We also want Dubuque to be more ADA accessible.

Quality design requirements. Do not let people put bandaids on as a forever solution, Make it easier to keep Dubuque Business here.

There are thousands of cities the size of Dubuque around the U.S.A. We need to study them for the good and bad of taking on such an endeavor.

No

Please update the lighting code in accordance with the Dark Sky Initiative - remove 50% of the billboards - lighted ones first. More public fountains with sculptures in the center.

Not at this time. I need to know more

Probably but this took longer than I was planning :)
Offer TIF style benefits (graduated property tax increase) to homeowners who apply for permits for home improvement projects to encourage more permitted build out participation.

I really feel the Long-Range Development Department does a great job.

Limit the amount of houses/apartments built for the sole purpose of section 8 living. Make more of affordable housing for the hardworking Dubuque citizens.

Regulations exist to protect citizens, like speed limits, labeling food ingredients, parking spaces, licensing to practice...too many to name. But greed and grievance have reared their ugly heads since the 2016 election and politicians/public servants seem intimidated by unreasonable demands for deregulation and instead of moving forward, we are being pushed back. Zoning never seemed to be a problem. Until now.

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

Sorry for taking up your time with mostly unactionable flavor text. I'm not an engineer in these matters, so I can only put it in more human terms.

"Please share with me info of housing (emergency shelters) for women with no children and are not pregnant. Thank you. "

I'd be happy to be part of an ongoing committee or email group to offer feedback or ideas.

Make sure that any changes to provide the public including contractors, developers

Enforce existing demolition by neglect codes. Deter negligent absentee landlords. Proliferation of air-BnBs contributes to housing shortage and deters neighborhood community

No

No

It's very important to keep rental and single family home prices affordable.

Get those rotary built at Asbury and University and also, maybe one at university and Hill Street. Keep up with the historic preservation!

I find the usage of the term ""affordable housing"" a bit ambiguous in this survey. HUD: ""Affordable housing is generally defined as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities."" So, I assume this survey has some target gross income in mind when asking questions about affordable housing. Suggest that some guidance be added to this survey about what exactly is meant by ""affordable housing"".

Nope

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

Housing affordability has become a crisis around the country in large part due to the increasingly unrealistic and senseless insistence on single family zoning. Rezoning away from single family zoning should be easy. Parking requirements are too onerous and should be done away entirely and not neighborhood by neighborhood. Single family zoning should not exist. Properties should be taxed based on lot sizes only - not on improvements - this encourages development and would be a boon for economic activity, sustainability and community character. Infill should still be regulated to make sure that it fits in with the neighborhood in terms of building design, massing, setbacks, etc.

I think it is difficult to find a balance sometimes between what the City wants and what the Citizens want. It would be nice to have a way for there to be some leeway in the Code that allows for a Committee to hear specific cases and decide to allow exceptions when needed.

No

Please no more hotels!! I do not understand why we added 2 new hotels when we are only at 40-60% occupancy the months of January, February, and March.

Not at this time

Keep up the great work

Guidelines and enforcement for existing buildings; both occupied and vacant; regarding appearance and upkeep. IE; boarded windows, peeling paint, broken sidewalk, accumulated trash, overgrown shrubs and trees. Inspections of Bed & Breakfasts and Air B n B properties"

Make it more accessible to the community. People don't often know it's out there until they have an issue and it's often reactive engagement

Do you have any other comments or suggestions regarding the update of the Unified Development Code.

It's crucial that safe drinking water is prioritized

Look to successes of more innovative cities, look to the future, try to reverse the mistakes of the past.

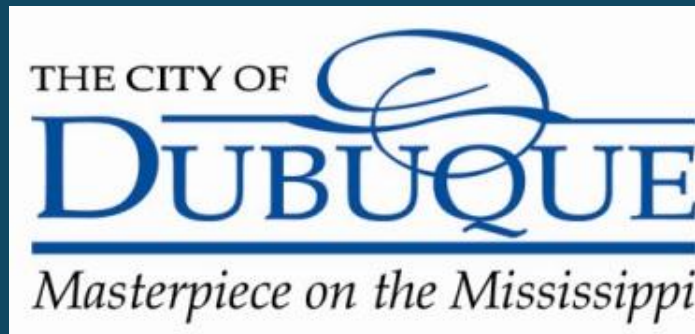
Why do I feel like I'm wasting time

Technical Group Survey:

City of Dubuque

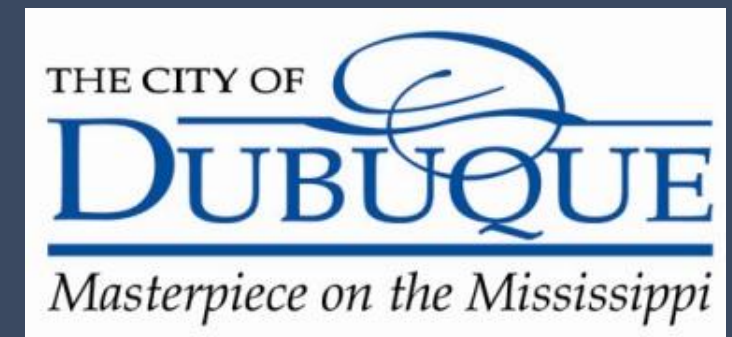
Unified Development Code

Update



The following presents the results of the technical survey. This survey was designed for development professionals or individuals with a solid understanding of the UDC and land use regulations.

Appendix A – Data Broken Down by Occupational Group

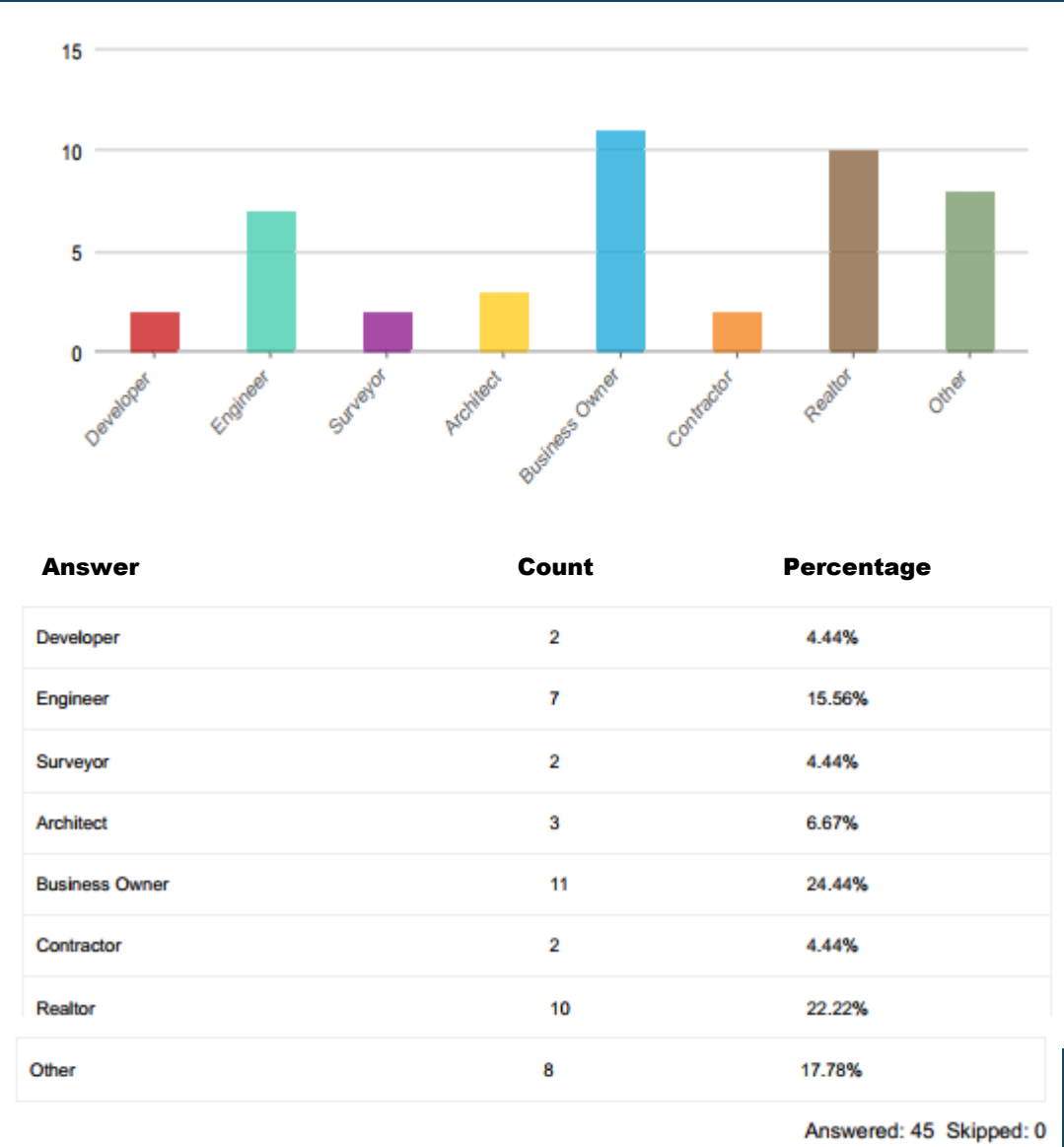


Technical Group Survey:

*City of Dubuque
Unified Development
Code Update*

Question #1:

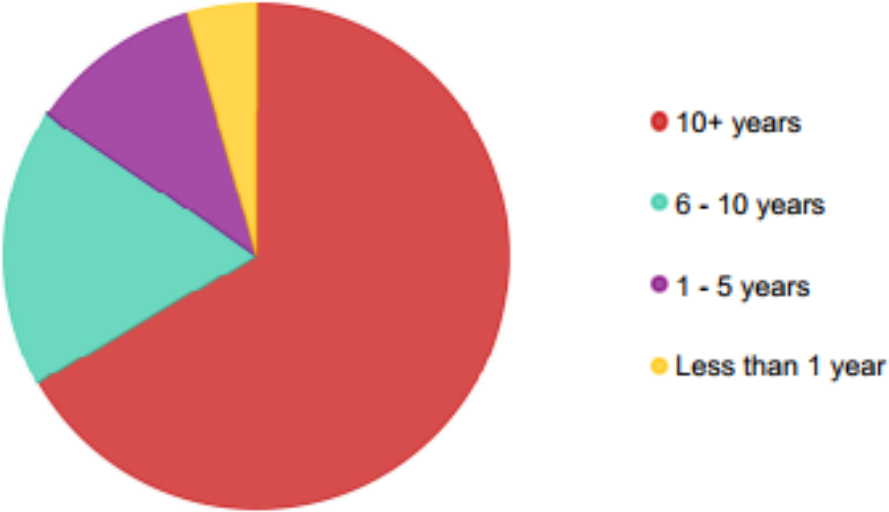
*What category best
classifies your
occupation?*



Technical Group Survey:
*City of Dubuque
Unified Development
Code Update*

Question #2:

*How long have you
worked in
Dubuque?*



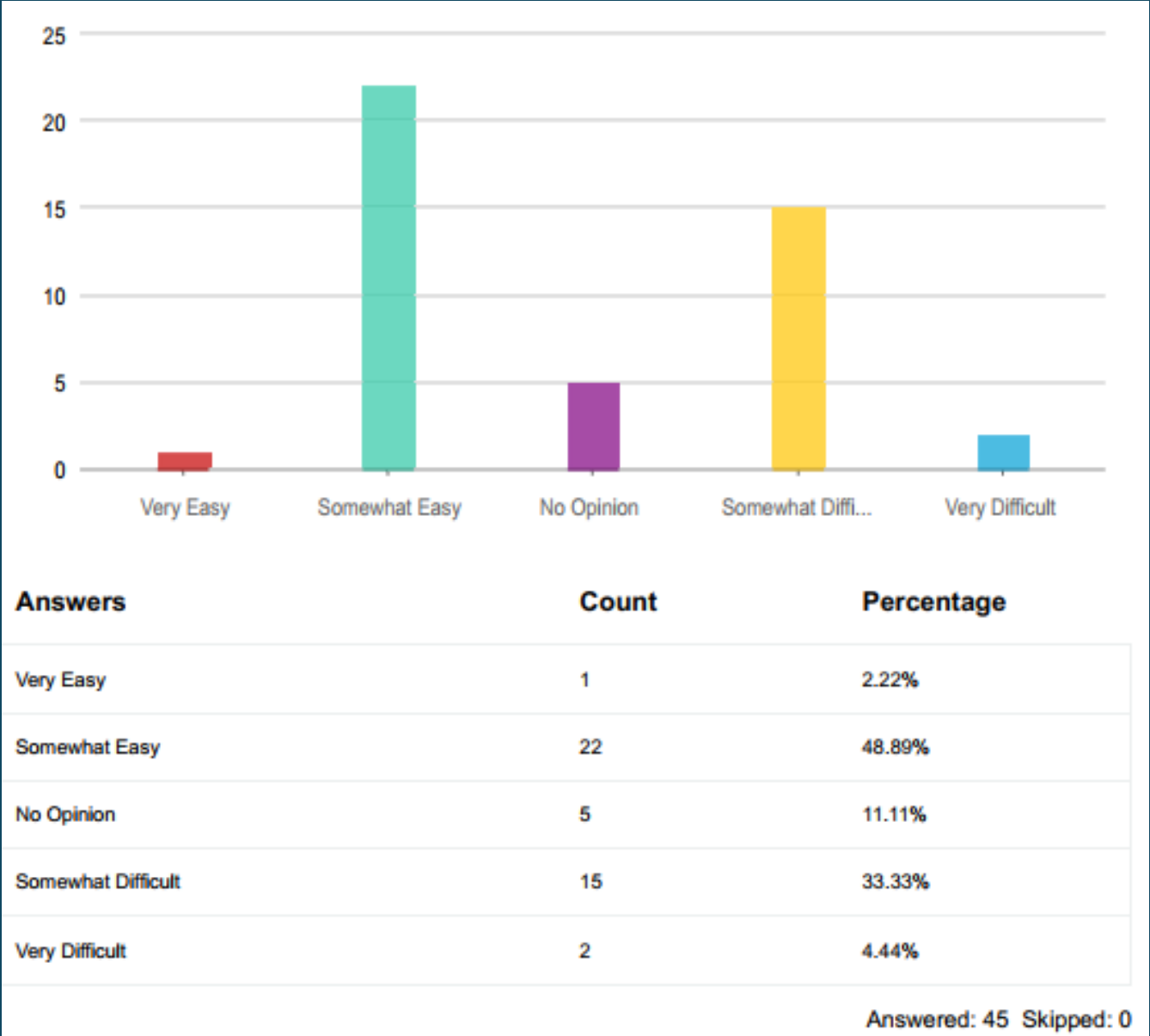
Answers	Count	Percentage
10+ years	30	66.67%
6 - 10 years	8	17.78%
1 - 5 years	5	11.11%
Less than 1 year	2	4.44%

Answered: 45 Skipped: 0

Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #3:

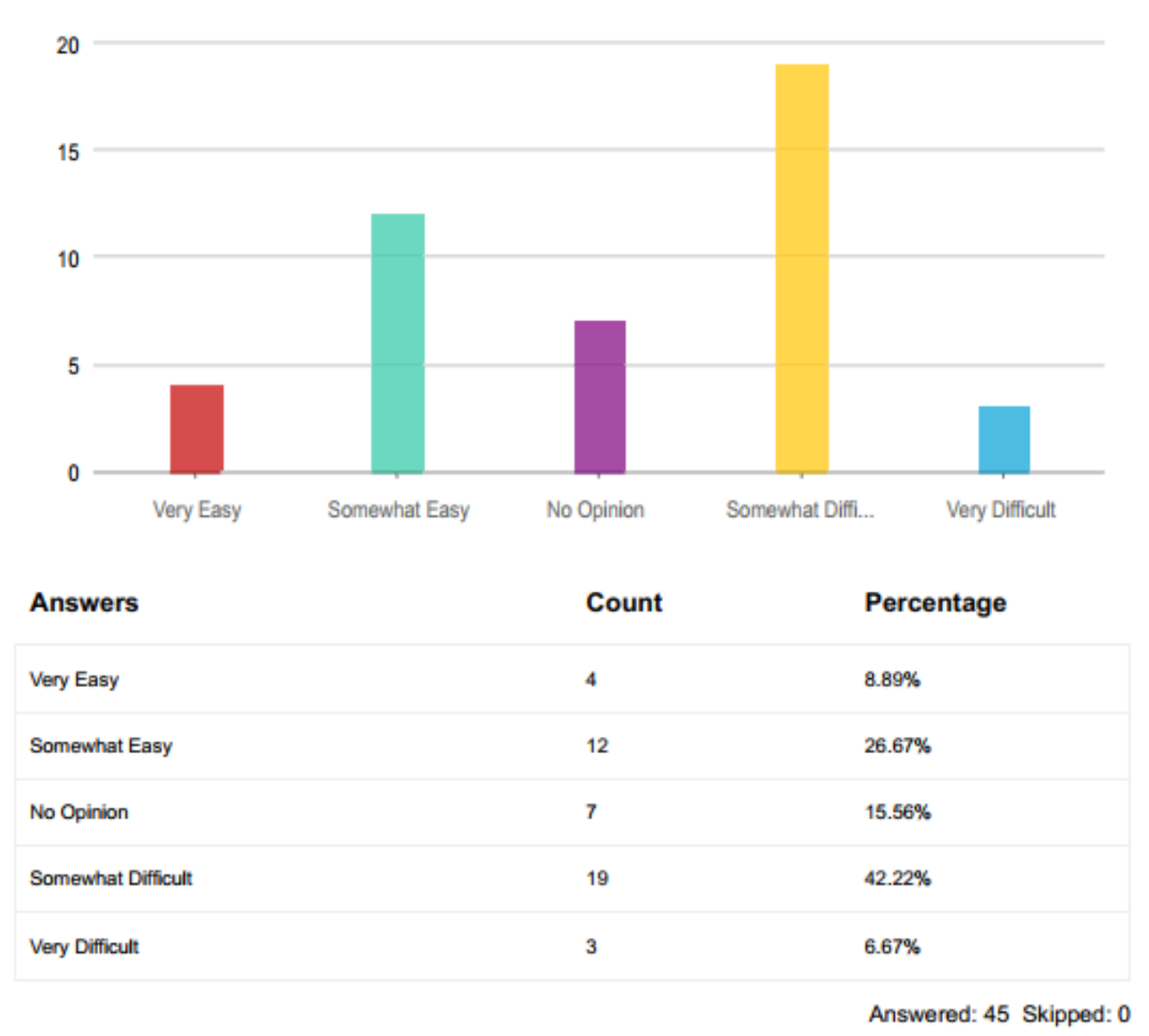
*It easy to navigate
and understand the
current rules for
land development
in Dubuque.*



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

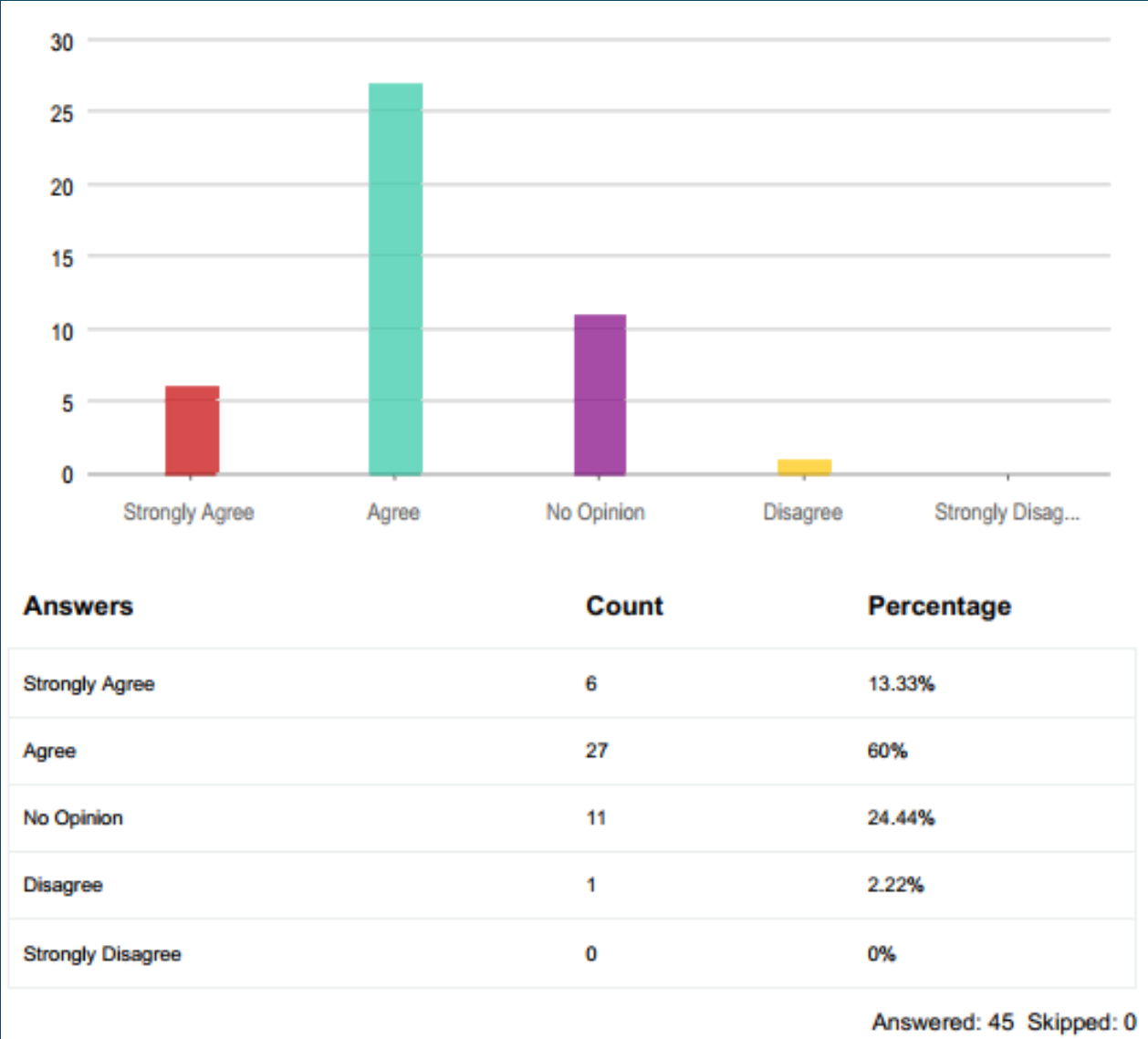
Question #4:

*It is easy to locate
specific information
within the current
Unified
Development
Code.*



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

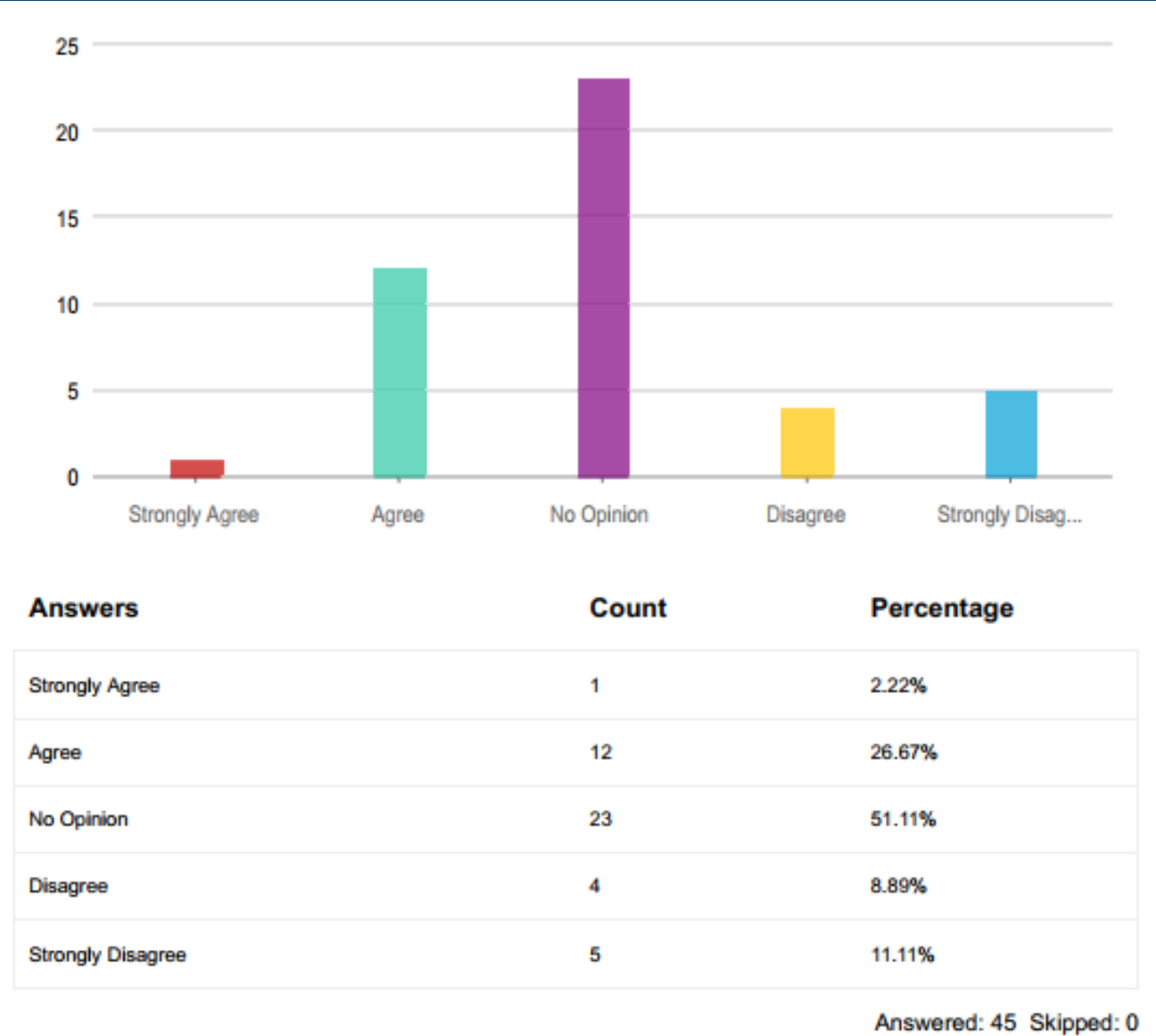
Question #5:
*Including more
diagrams,
flowcharts, or other
visual aids would
make the UDC
easier to understand
and apply.*



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #6:

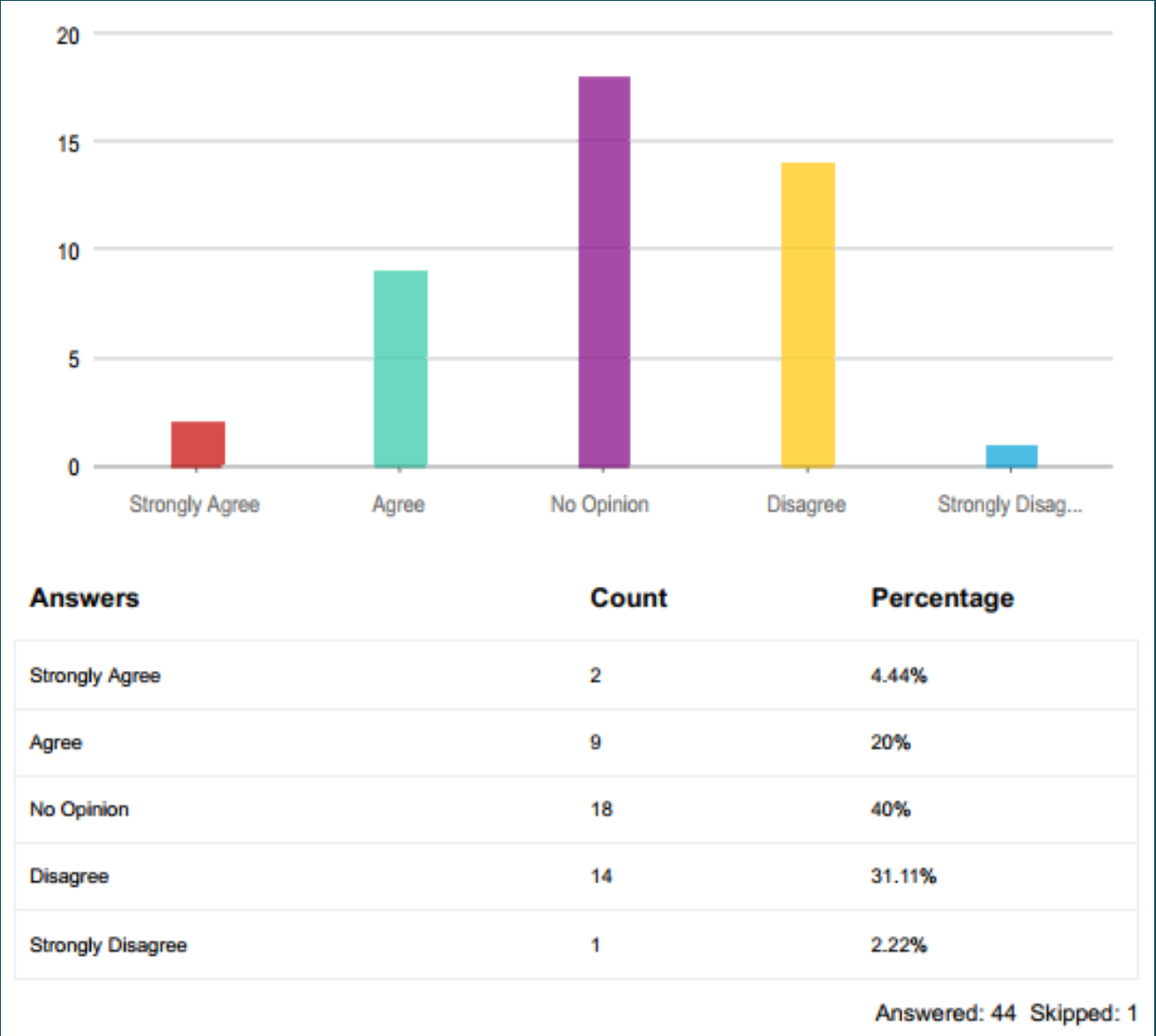
The current development rules are well-aligned with the City’s Comprehensive Plan and the City Council’s Goals.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #7:

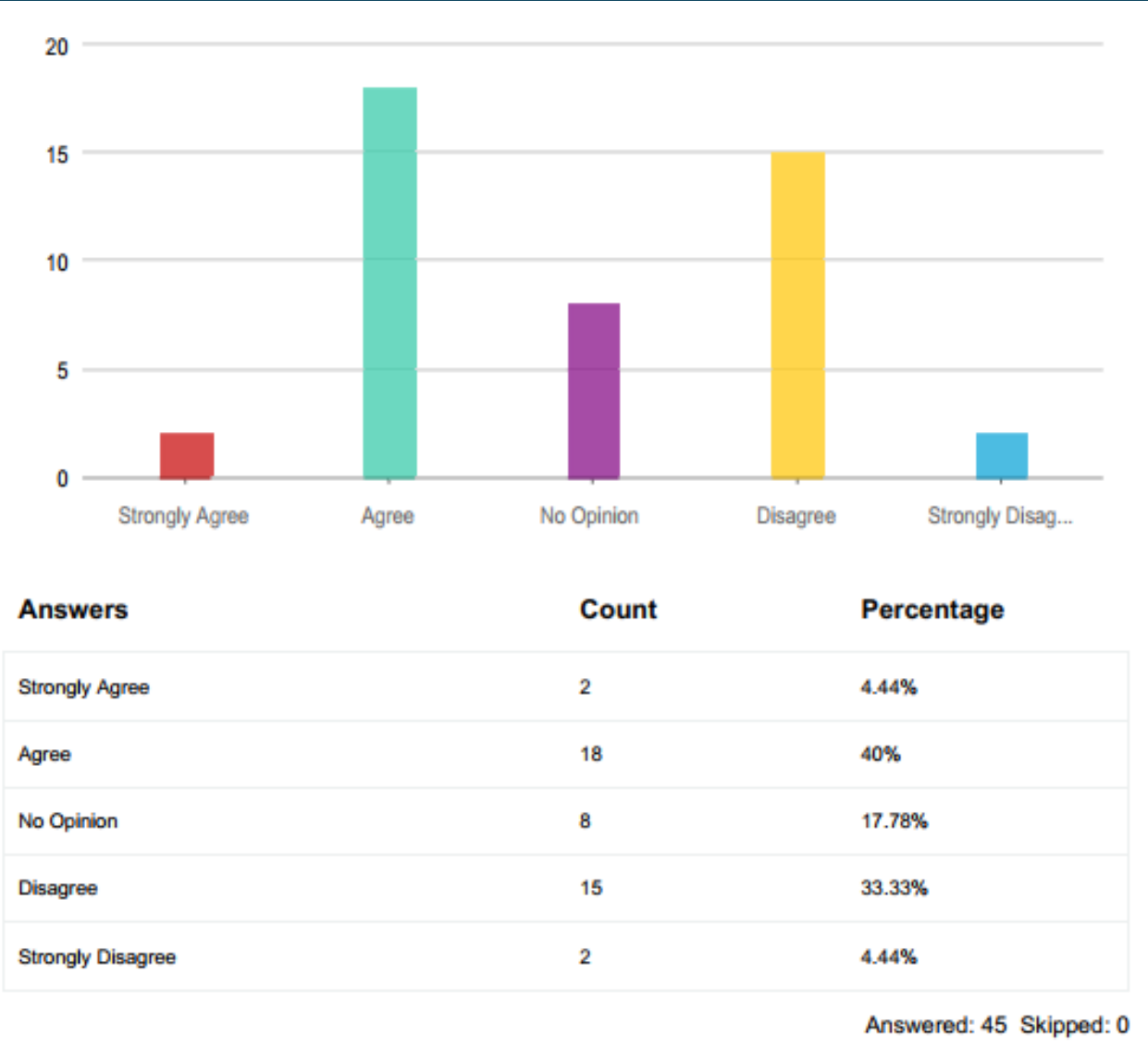
The zoning districts in the current UDC adequately address the diverse development needs and design characteristics across Dubuque.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #8:

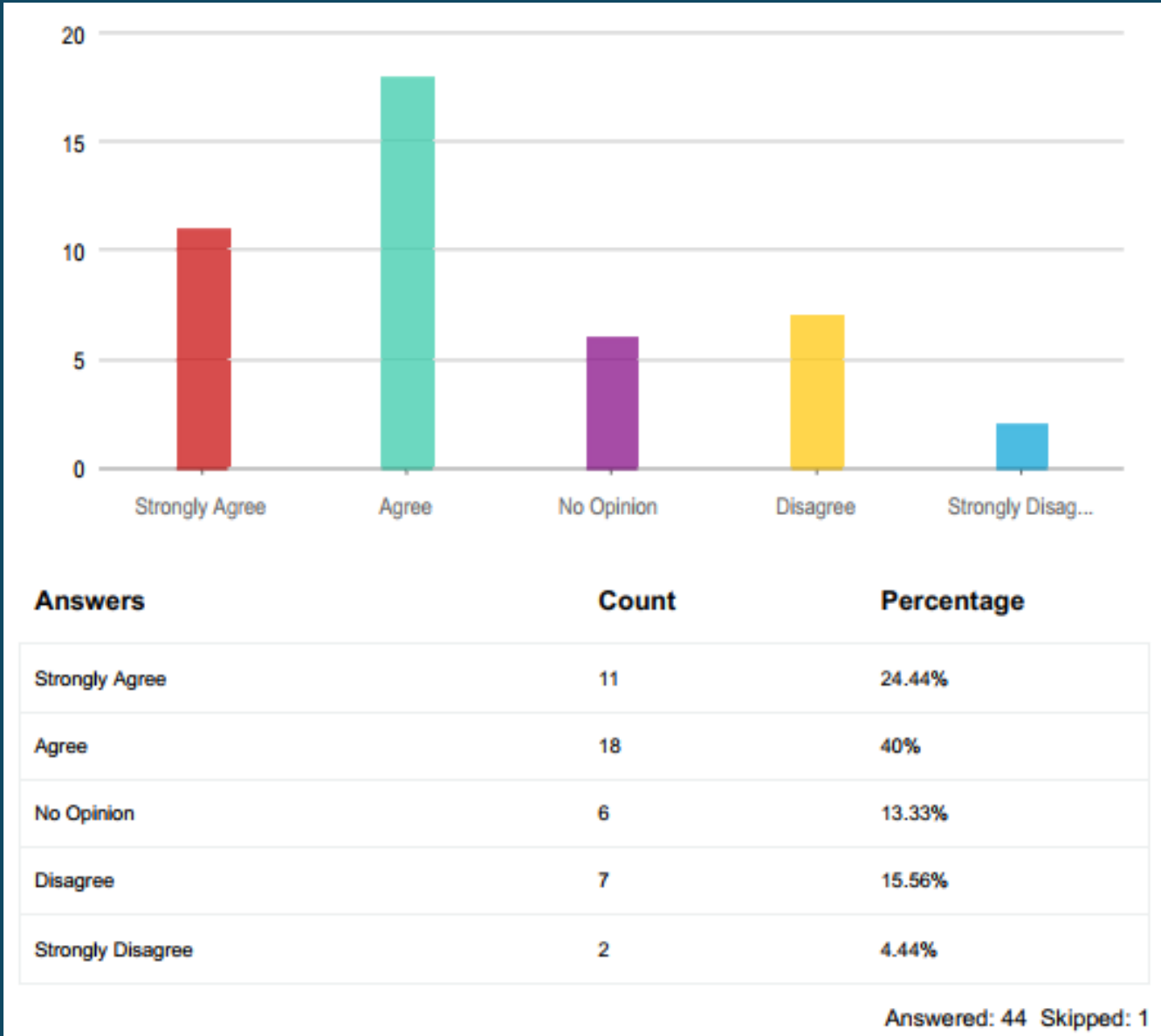
The current residential zoning districts are sufficient to provide a range of housing options at various price points throughout the City.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #9:

The UDC should allow for smaller residential lot sizes (less than 5,000 square feet) in urban areas to accommodate more housing options.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #10:

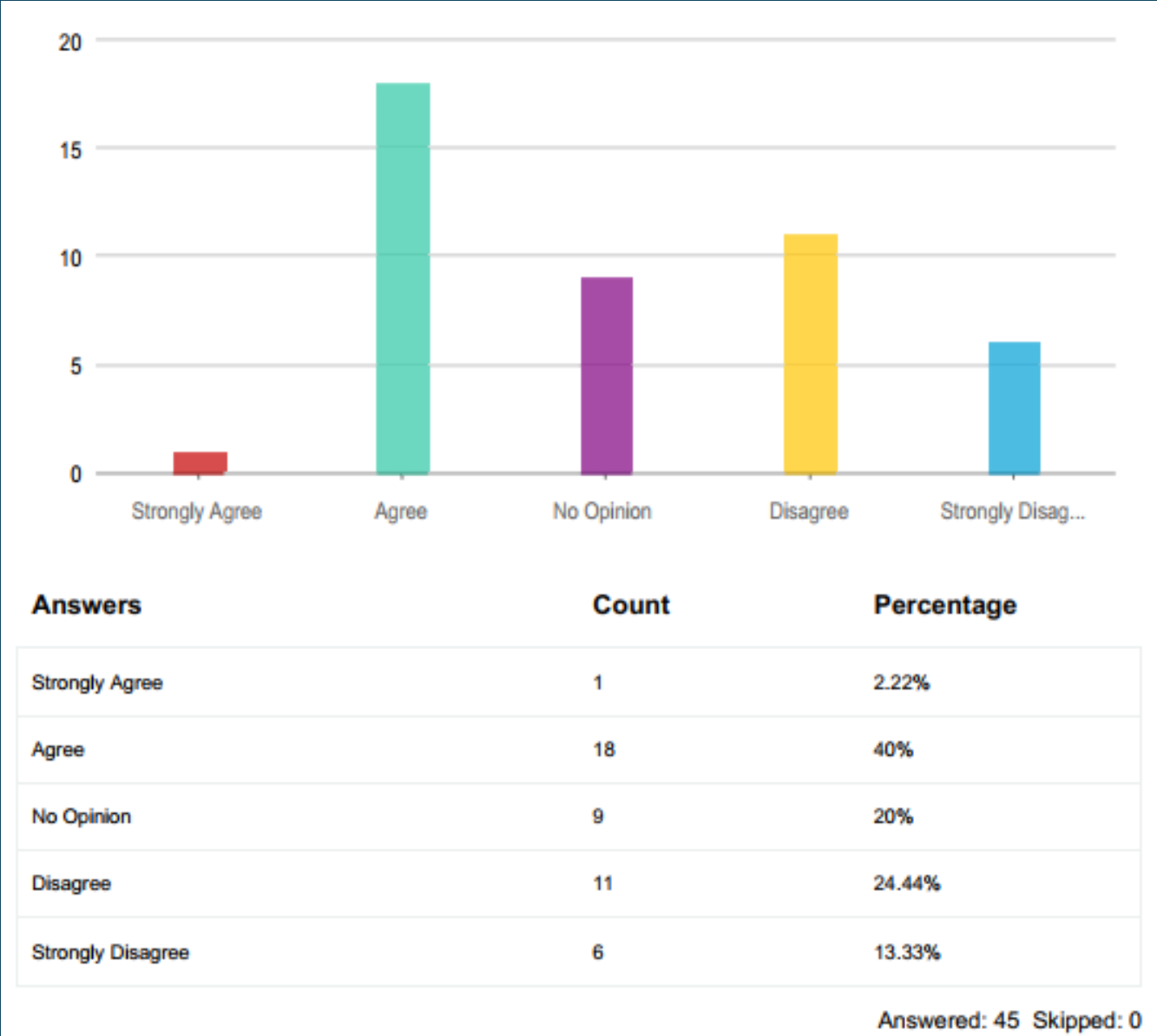
The UDC supports the inclusion of various housing types (e.g., single-family homes, duplexes, townhomes, etc.) within residential neighborhoods.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #11:

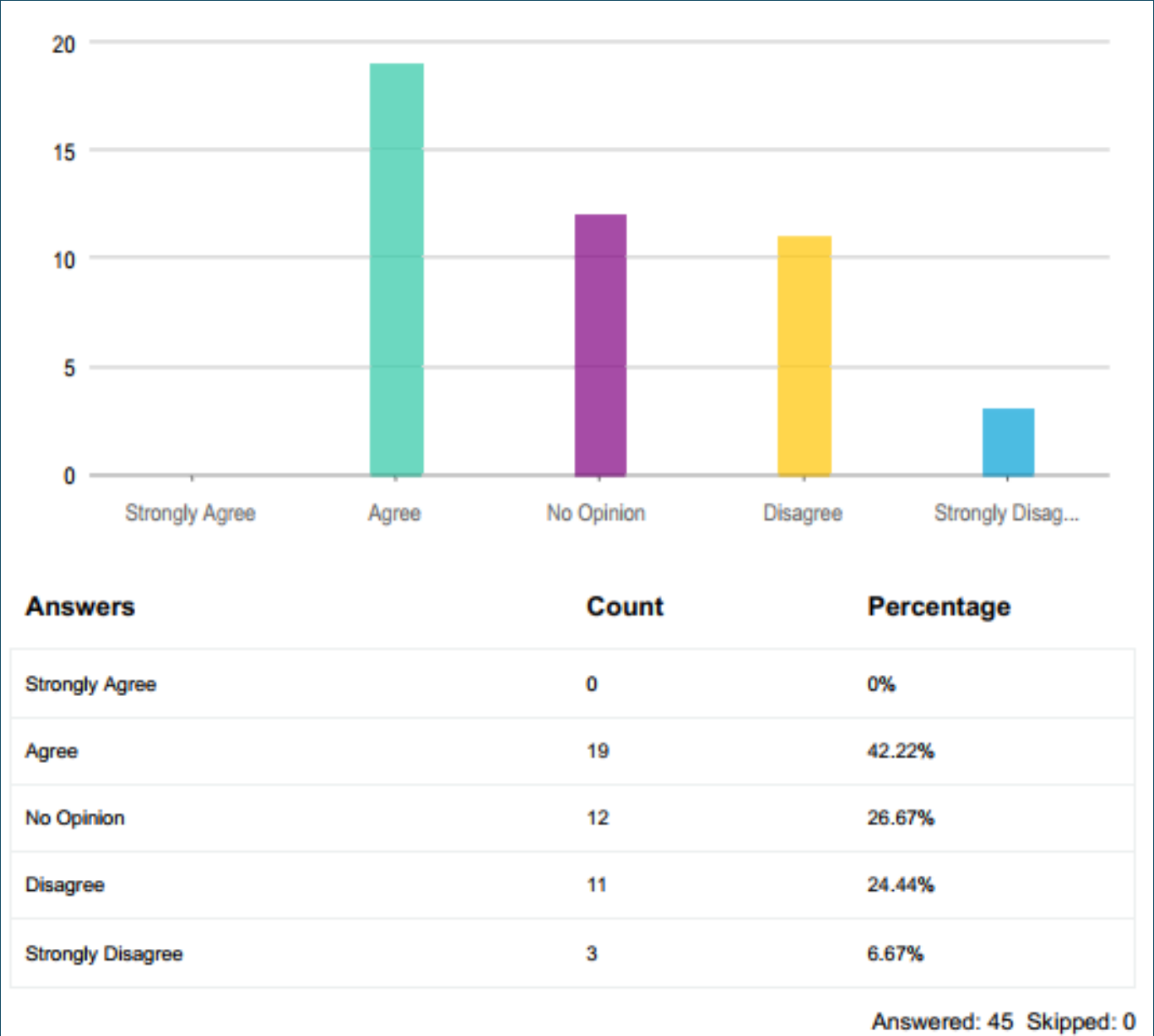
The current commercial zoning districts adequately support the variety of businesses and services needed in the City, and in the appropriate locations.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #12:

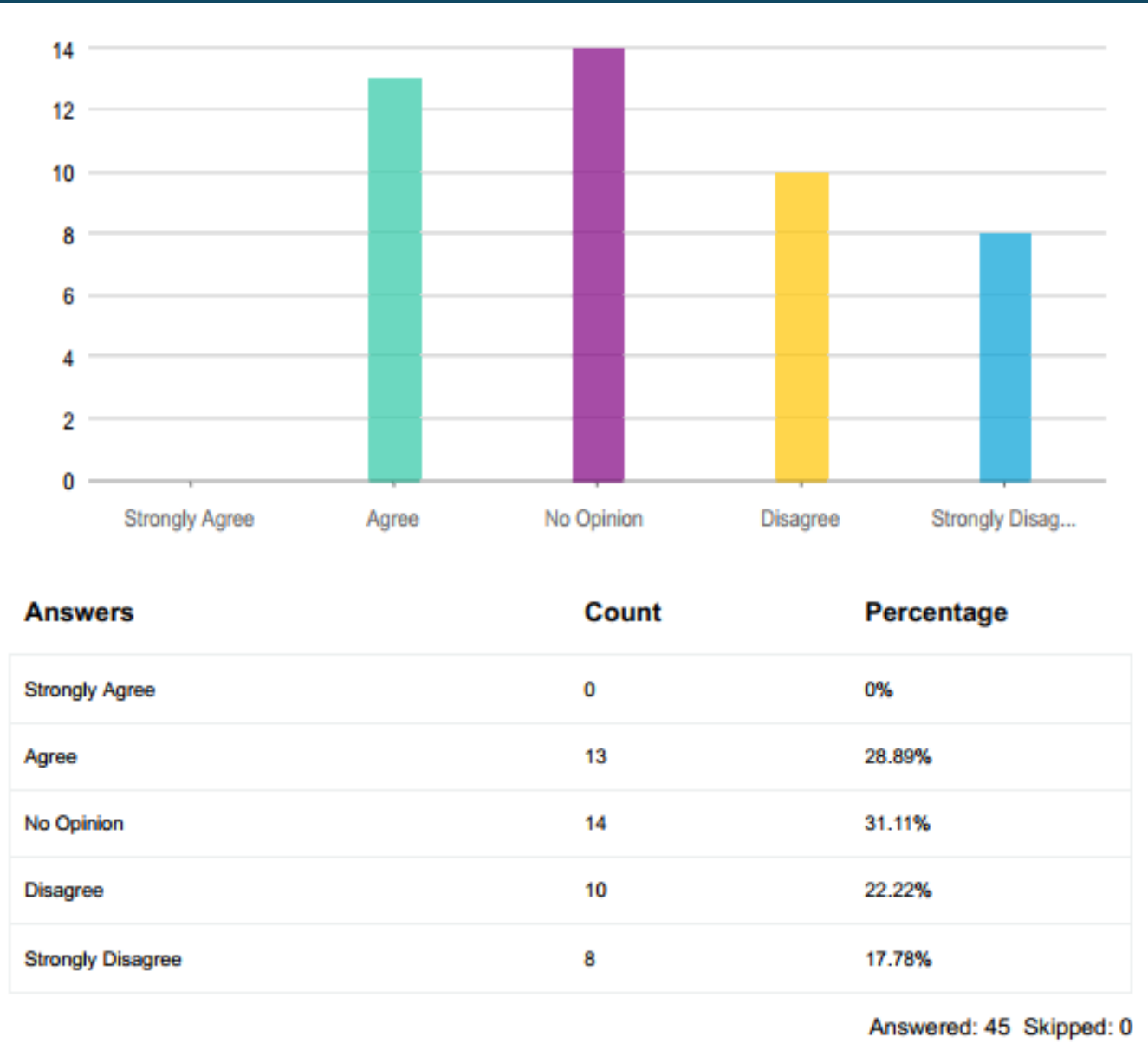
The commercial districts are currently designed to result in development that is compatible with surrounding neighborhoods.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #13:

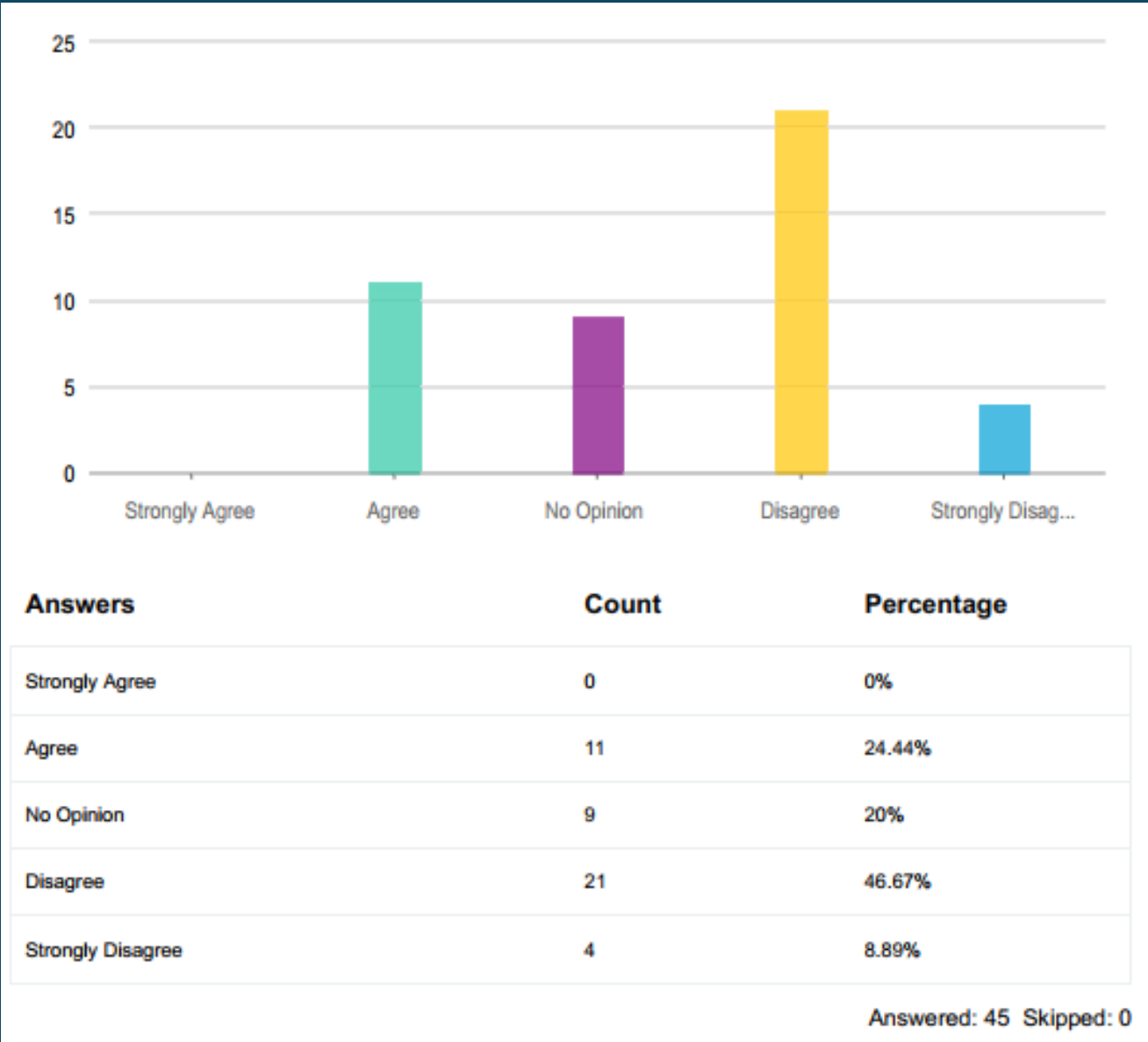
The current UDC supports and encourages the growth of small and local businesses in Dubuque.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #14:

The process for reusing and renovating existing buildings in the City is clear and effective under the current Code.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #15:

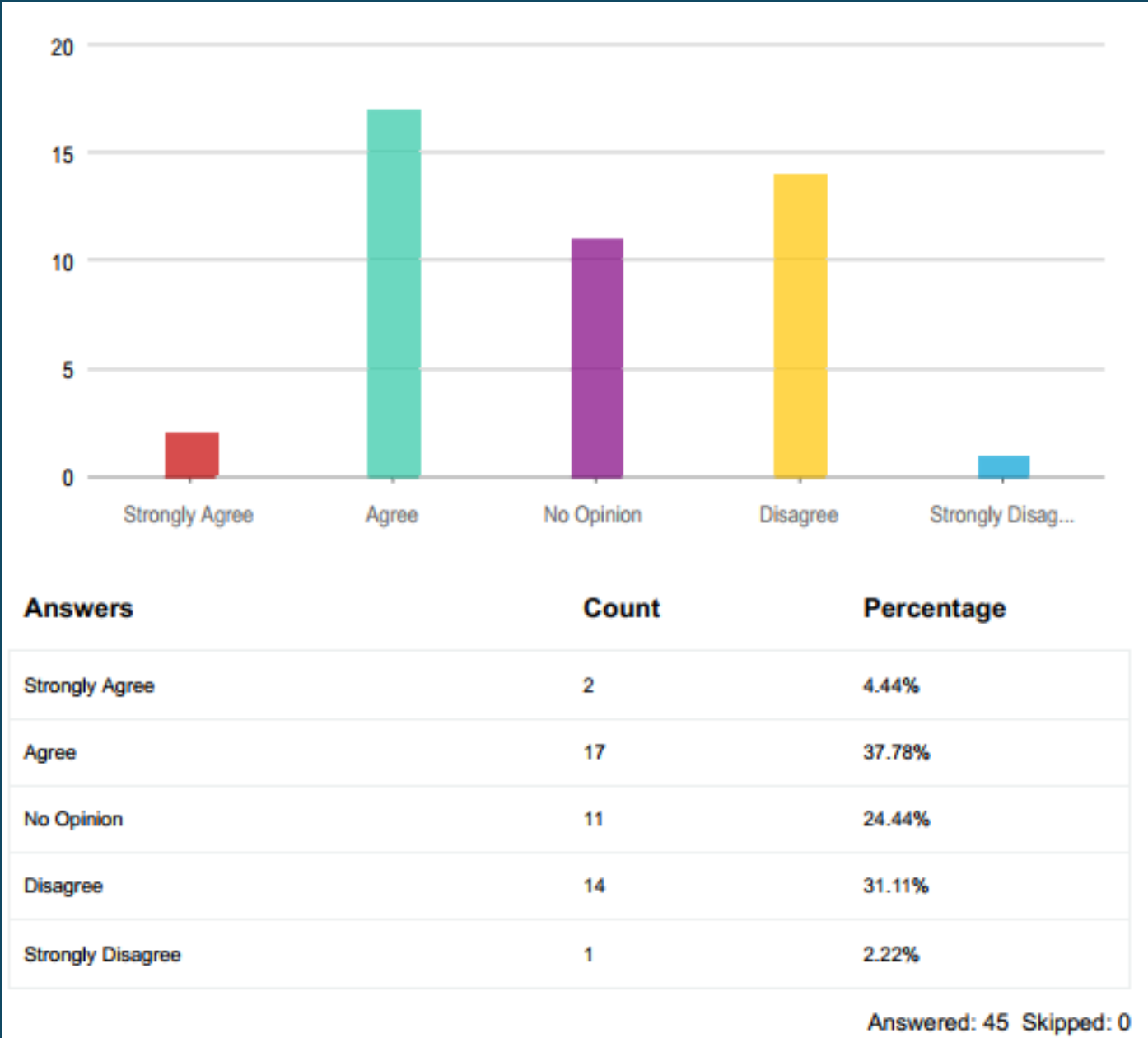
The current UDC clearly addresses the regulations for accessory structures (e.g., detached garages, carports, solar panels, sheds, etc.).



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

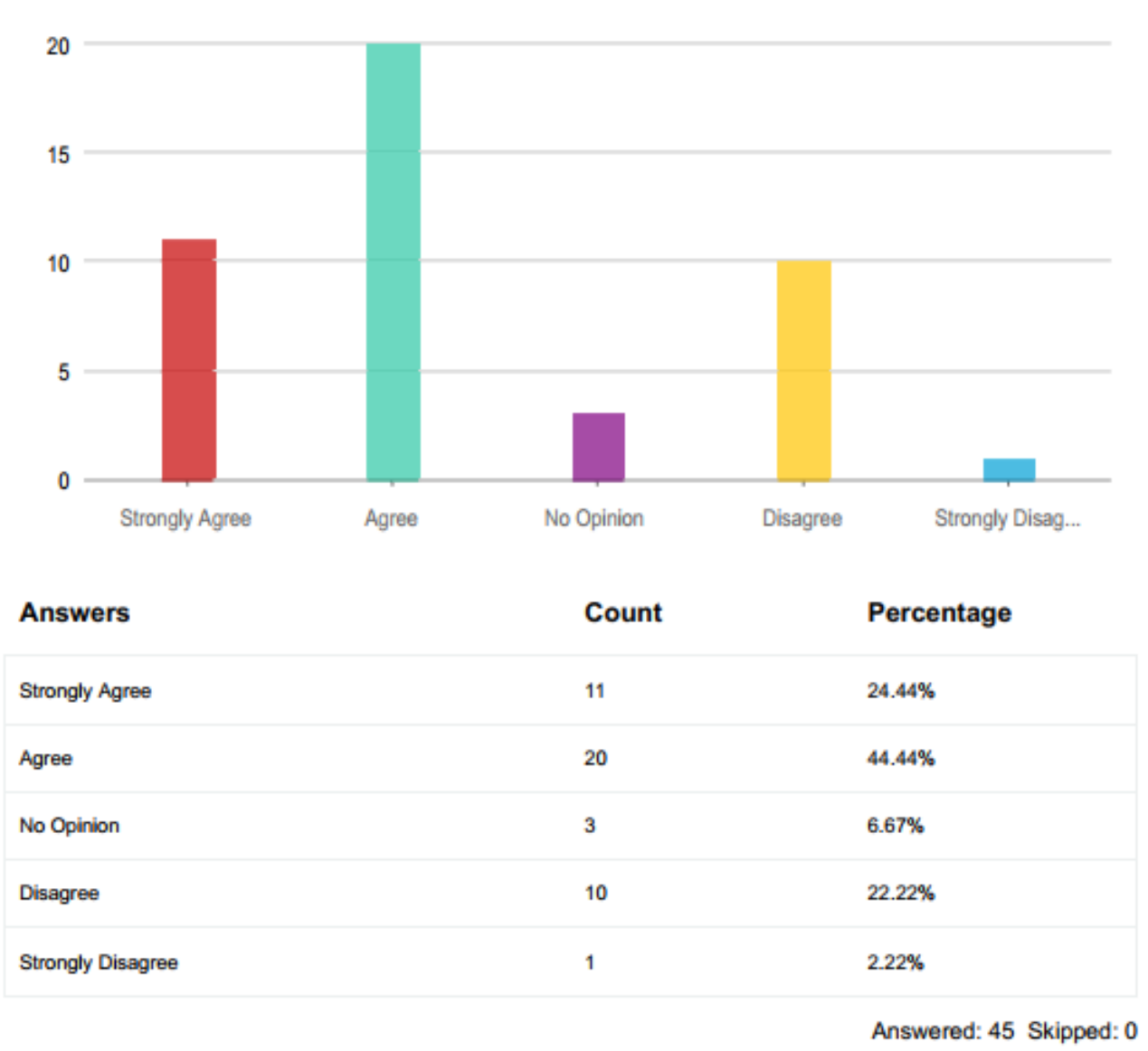
Question #16:

The parking requirements for new developments are adequate.



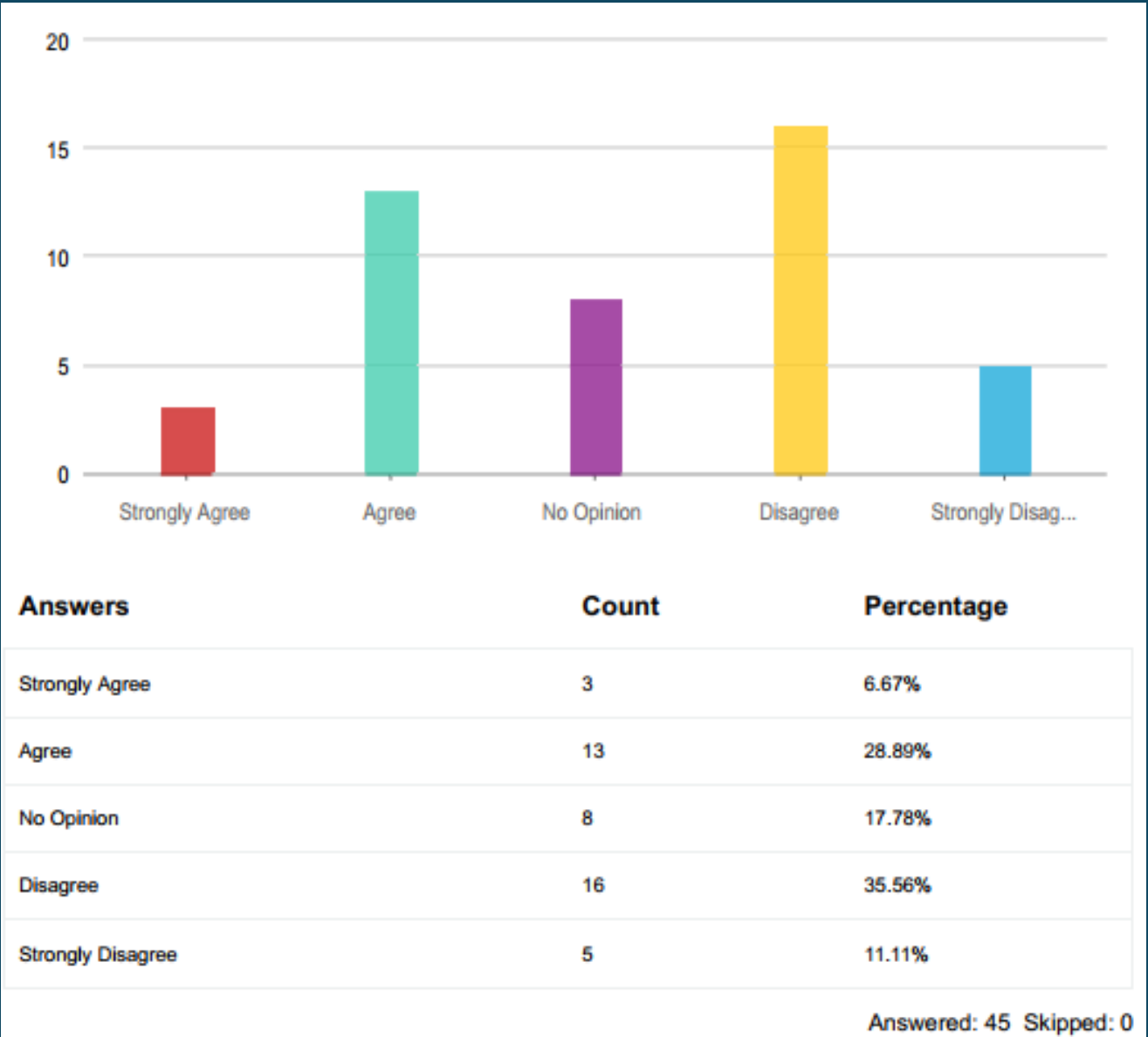
Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #17:
Would you support reducing the parking requirements for new developments to promote more efficient land use, particularly in urban areas?



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

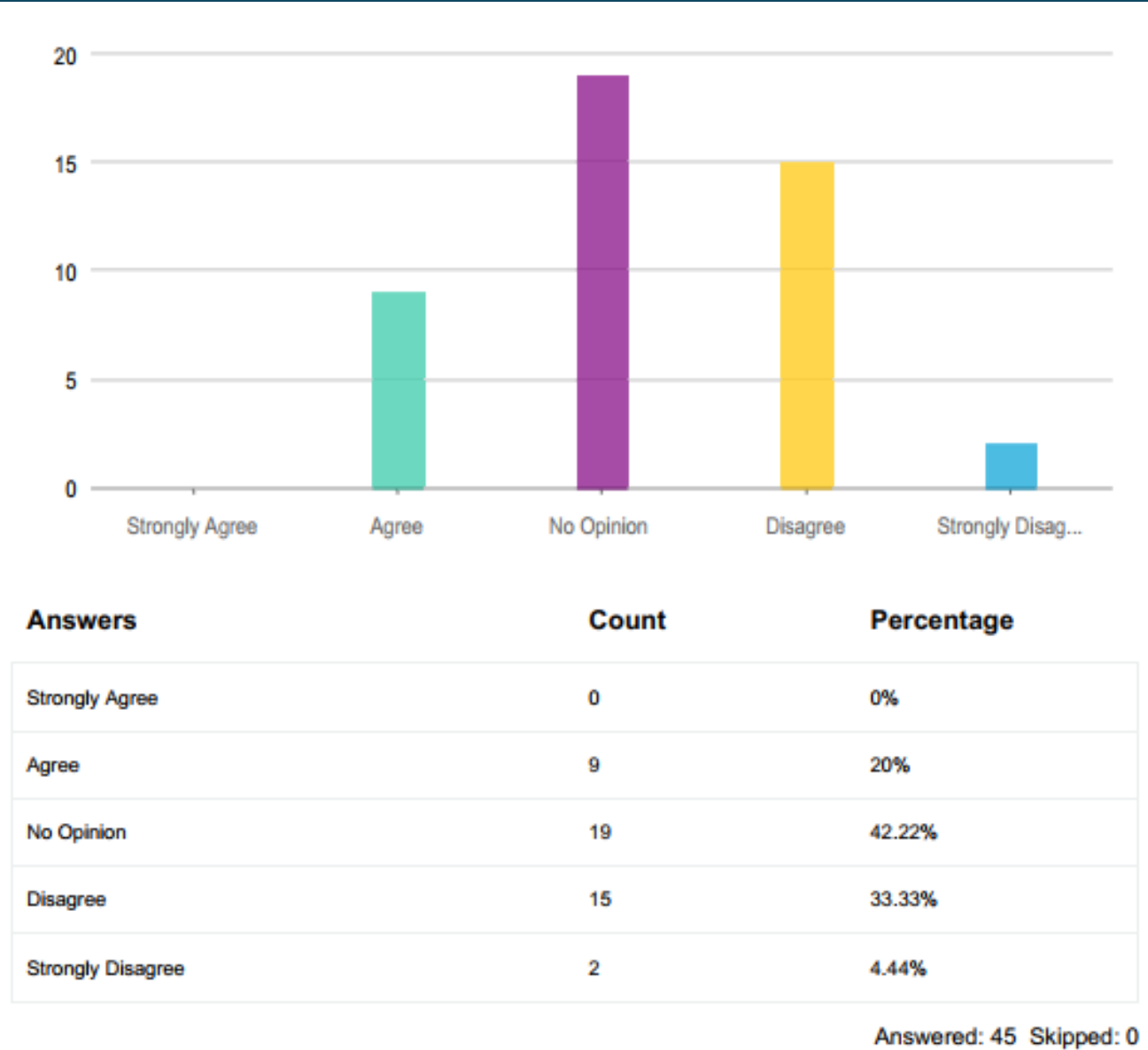
Question #18:
The City should require more bicycle parking to encourage alternative transportation options in new developments.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #19:

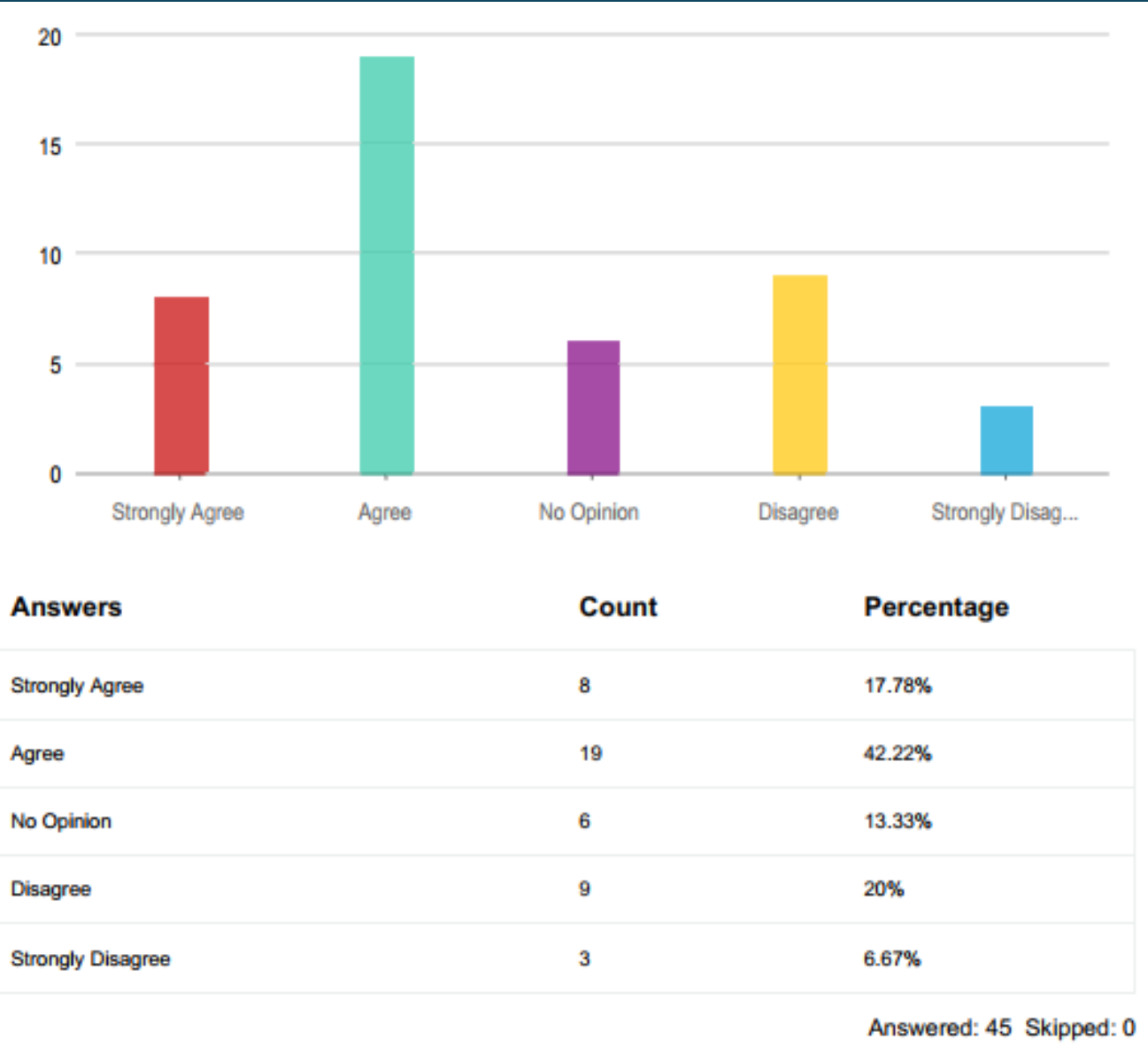
The current landscaping, screening, and buffering requirements (e.g., trees, shrubs, fences) between different uses are clear and effective.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

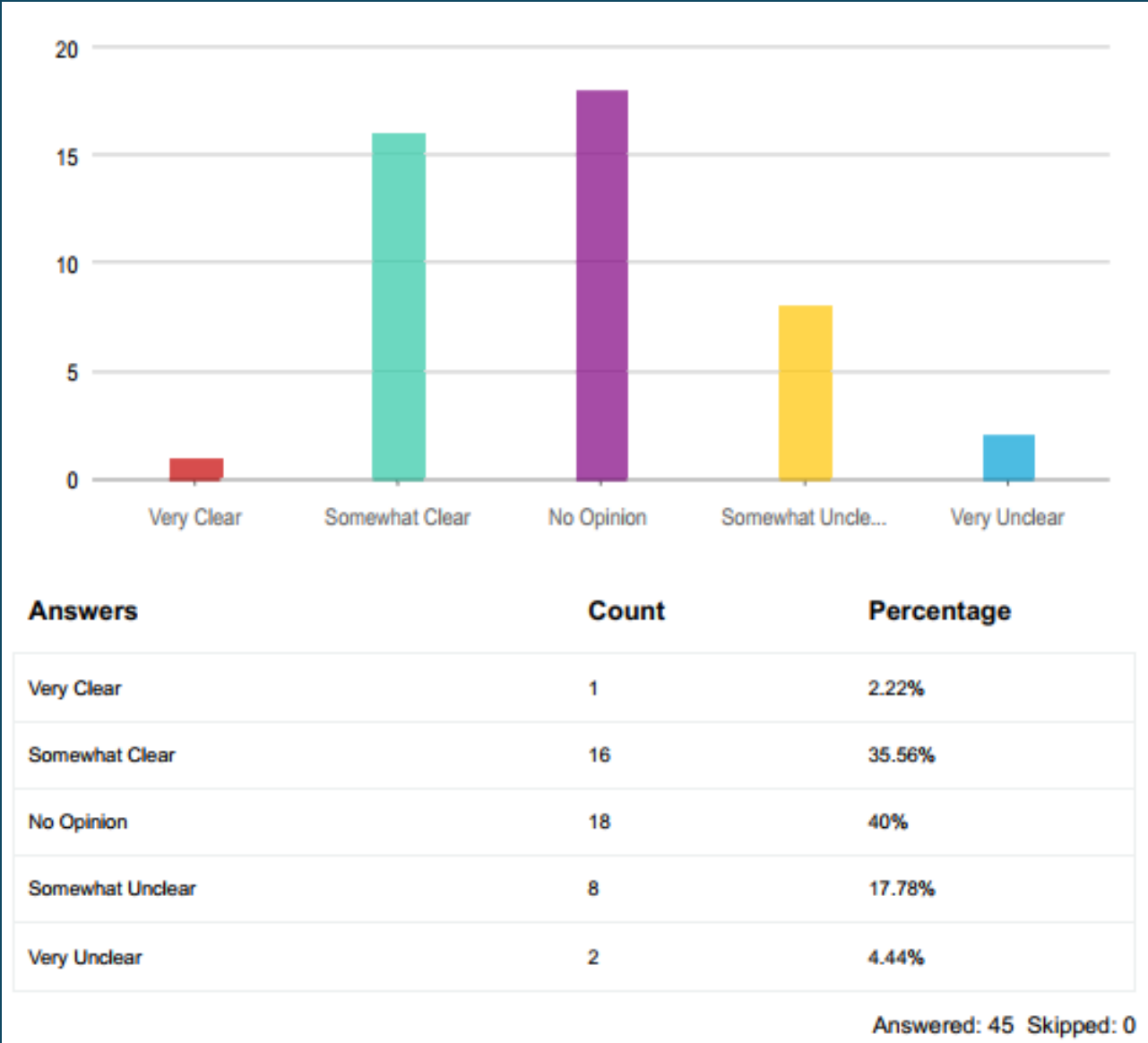
Question #20:

The UDC would benefit from clearer, more detailed rules for landscaping, screening and buffering.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #21:
How clear are the
current rules for
subdividing land in
Dubuque?



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #22:

The streets should be designed to accommodate all users (e.g., pedestrians, cyclists, and vehicles) when construction or reconstructed.



Technical Group Survey:

City of Dubuque Unified Development Code Update

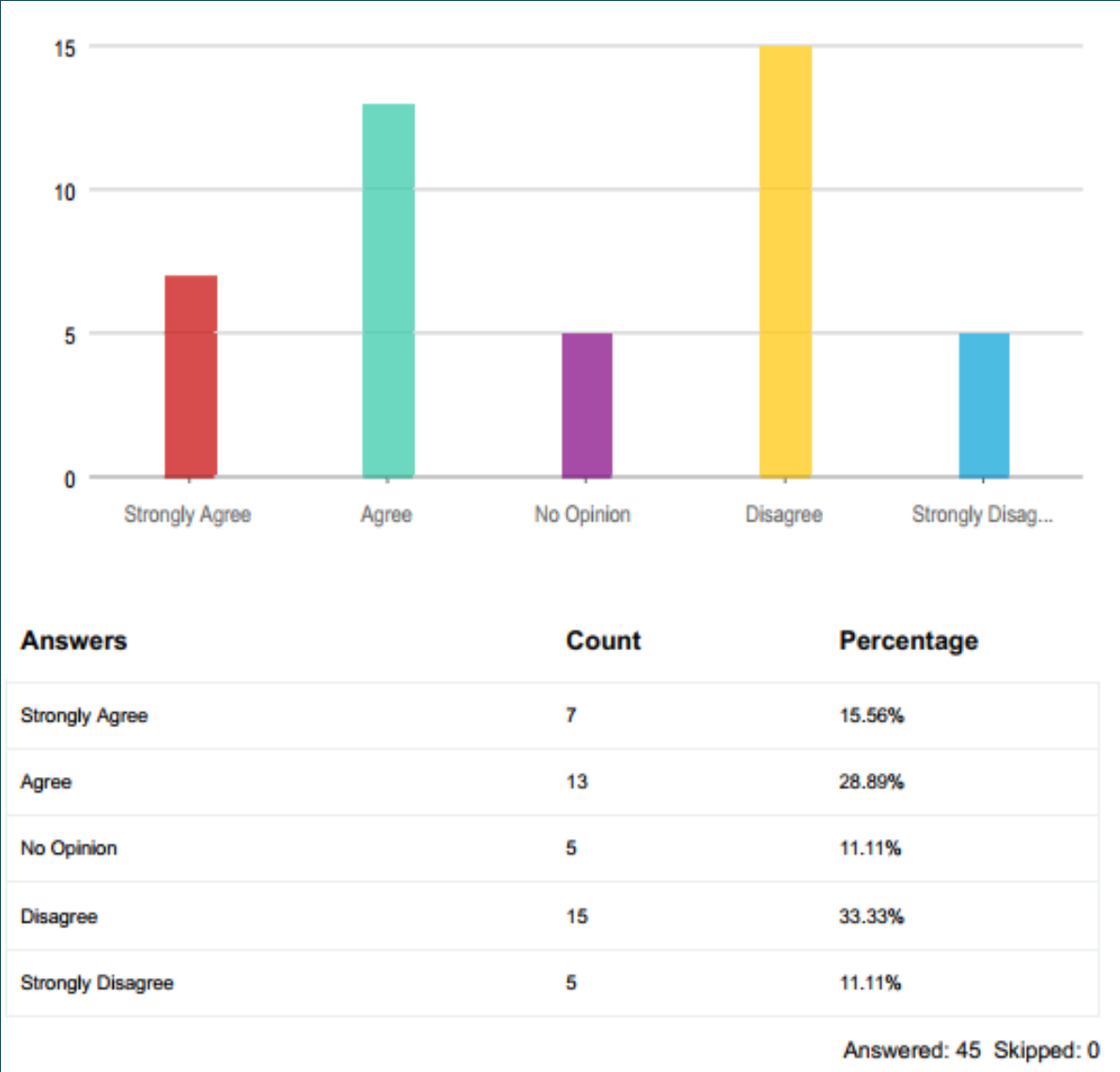
Question #23:

If you have submitted a subdivision application, what are the top three challenges or barriers you have encountered with the current regulations or processes?

- I think the design review team should have some more definition around its process. It's good dialogue, but as a developer it feels circular sometimes.
- There needs to be more flexible allowances for transition to larger multiple unit or accessory dwelling units.
- The sustainability checklist and storm water quality BMPs aspects seems like it should be re-worked.
- Understanding where to start
- "Review timelines for Stormwater, Unclear design requirements - City follows SUDAS sometimes, but not all"

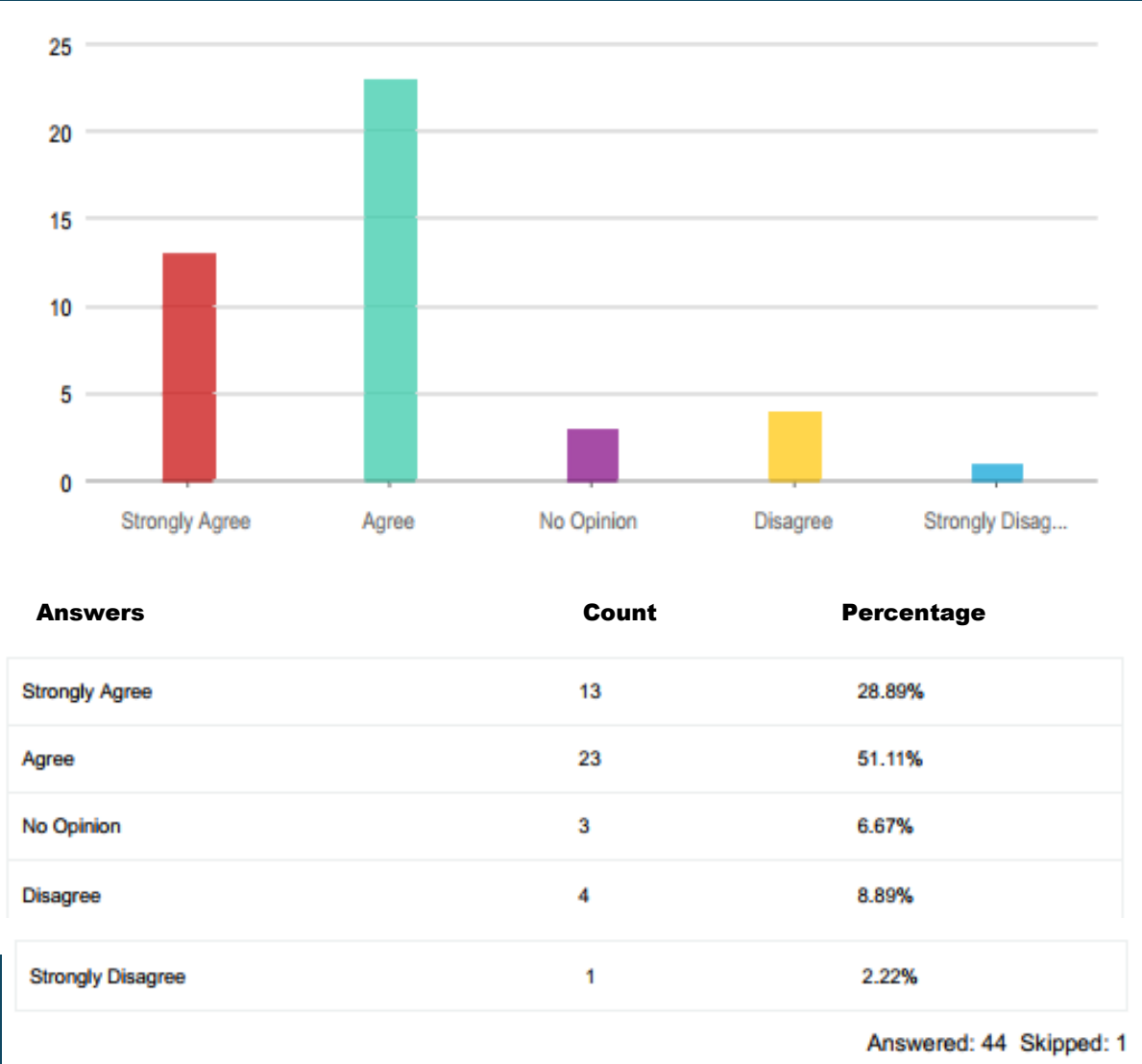
Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #24:
The UDC should allow for more developments to build “by-right” (i.e., without requiring special approvals from the City).



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

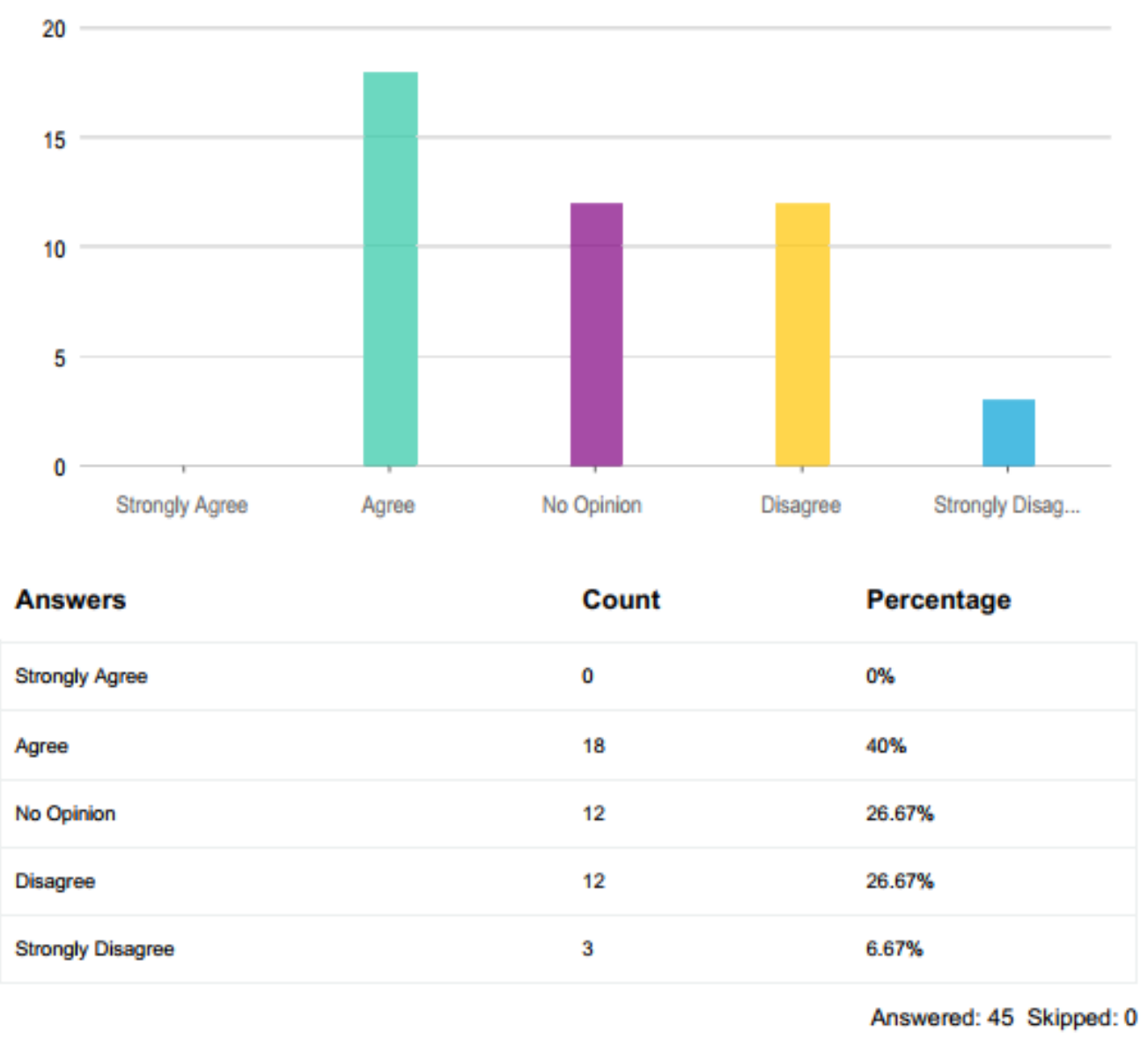
Question #25:
The approval processes for zoning applications (rezoning, special exceptions, conditional use permits, etc.) should be streamlined to improve efficiency.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #26:

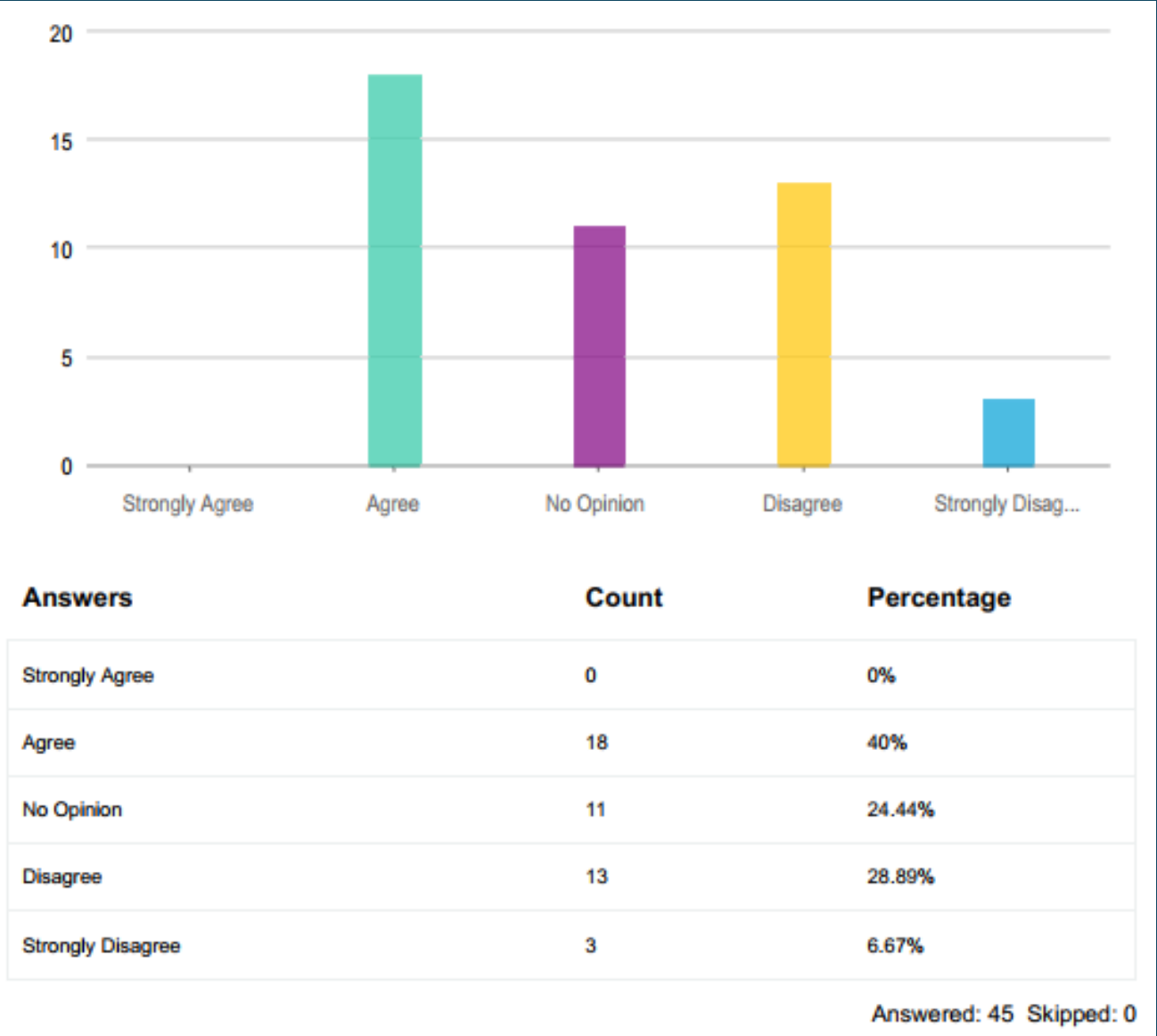
The current submittal requirements for zoning applications (e.g., rezoning, special exceptions, conditional use permits) are clear and easy to follow.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

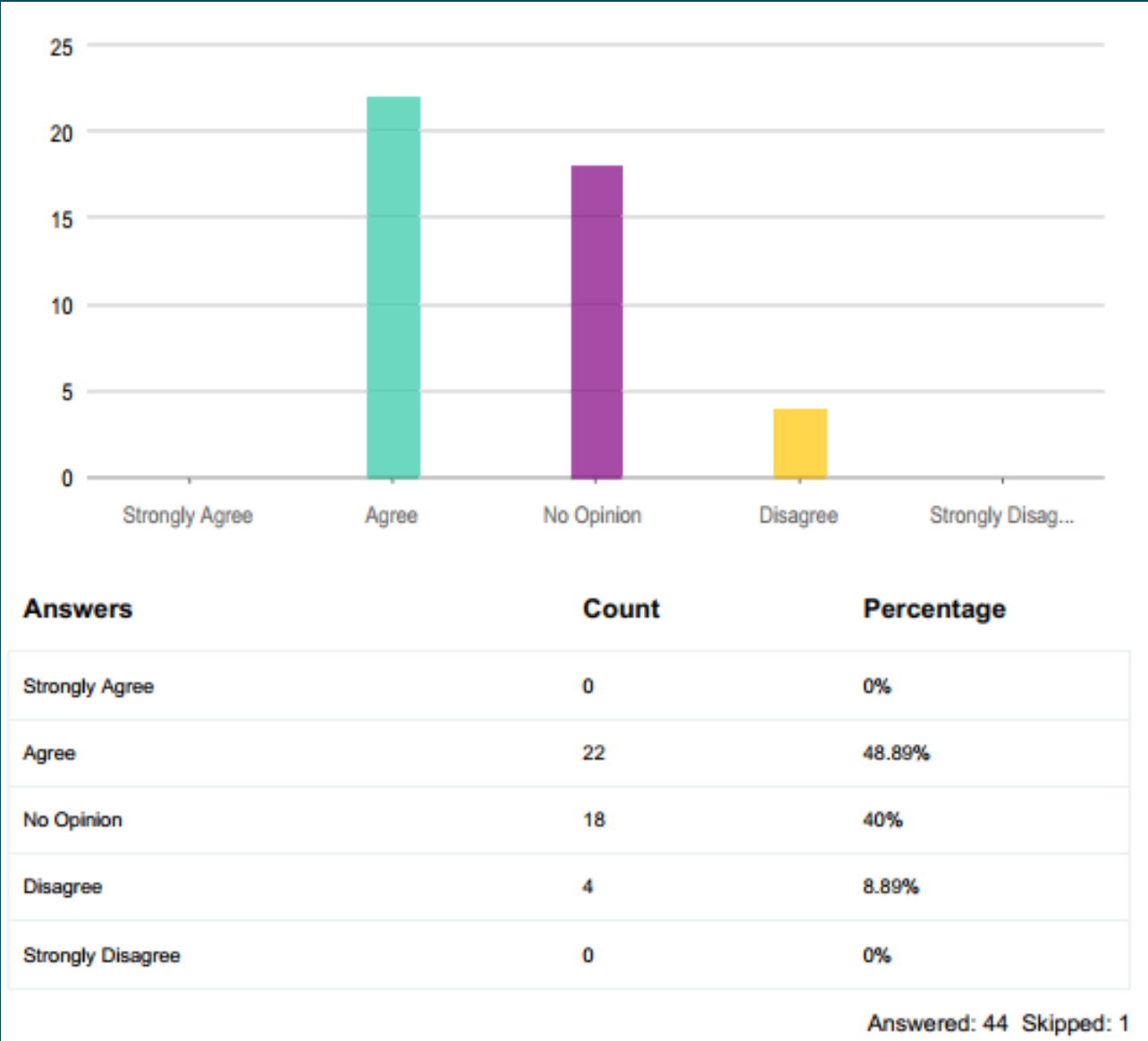
Question #27:

The timelines for reviewing and approving zoning applications (ZAC/ZBA) are clear and predictable.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

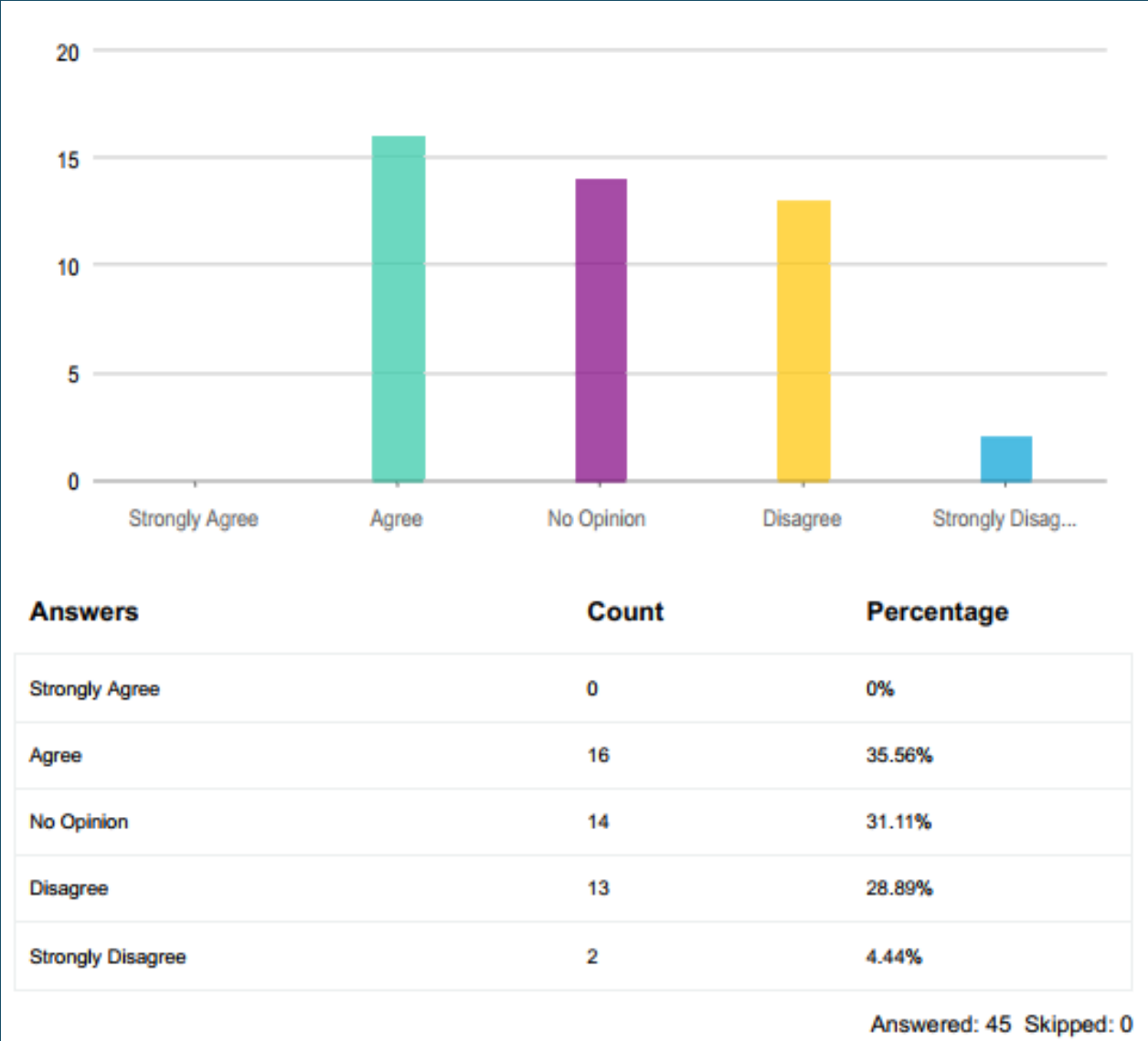
Question #28:
Property owners receive adequate notification when zoning or development request are being considered for nearby properties.



Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #29:

The current submittal requirements for site plan review are clear and straightforward.



Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #30:

*What do you value most about the City of Dubuque related to planning priorities and future considerations?
(Provide up to three factors)*

- I would value consistency and clear prioritization without substantial changes. Is it TrueNorth, Schmitt Island, Millwork district, Main St, or all of them? It feels like every "project" the city starts is done in half measures and then abandoned or de-emphasized. When that feedback is provided, responses are "we've changed strategies." When, how, by whose decision?
- Simple, less is more, stop hindering people's rights
- Again, adaptability. Open communication. Detailed historic preservation guidebook.
- The UDC needs to be flexible enough to allow for focused/prioritized development. This should be reflective of the Council's 5-year goals and priorities. Infill and increasing density in our urban core is critical and any new UDC needs to combat both a culture of low-density development and the fears around what density means in terms of public space and amenities.
- They make you think little people might matter, despite the fact that big business gets treated way better and exceptions are made for them to save them money. They try to help even when they think things can't be done even though they are allowed by codes. You can go to outside professionals for correct answers.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #30:

*What do you value most about the City of Dubuque related to planning priorities and future considerations?
(Provide up to three factors)*

- Ease of being able to talk to the right people.
- Emphasis on additional housing
- I have not. I see a lack of priorities.
- Efficient public approvals process, flexible pathways to meeting priorities, growth mindset
- They do a decent job of creating awareness of grants and credits available to developers and real estate investors. Some of the dollar amounts sometimes seem like they aren't worth going through the process.
- Reduction in debt
- Community growth and development. Particularly if priorities are based on input from a cross-section of the residents and not just the vocal few or well-connected.
- Be proactive, creative, and open
- Big Picture!
- Clear, simple, black and white rules communicated and provided in a way that allows a developer or property owner to review and understand them with minimal interpretation needed by staff.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #30:

*What changes or improvements would you like to see in the City of Dubuque related to planning priorities and future considerations?
(Provide up to three factors)*

- I would like current developments to be completed and infilled before too much development happens in a new development area. I'm mostly talking about downtown development. I know you have to plan for the future, and developments take time to occur, but it would be nice to get something completely built out before completely switching gears. For instance, the Millwork District still has plenty of areas for development, the "North Port" still has all kinds of space for development, etc. The most sustainable development is using areas that already have infrastructure, surrounding development, etc.
- Planning priorities and rules that reflect the other plans currently underway in the community (climate action, transportation, equitable poverty reduction plan, comprehensive plan, etc.)
- No parking requirements and bike lanes.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #31:

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

- Clear communication and prioritization (i.e., list them in order of importance). If this already exists, see point #1 regarding improvement of communication. I have absolutely no idea if the city considers development in one area over another more important.
- Cut current requirements in half. Focus on slum and blight. Stop letting people cover up 4 layers of siding with grant funds.
- It would be beneficial to include a new business notification form. Free or at minimal cost. We need to know who occupies commercial buildings and how to reach them. This would also benefit recording requirements from Main Street Iowa and the National Main Street.
- We need a new focus on how we think about our urban fabric. Right now, development and culture has dictated that everyone drives to their destination, parks as close as they can, then walks to that one place. We know from modern urban design research that small businesses and downtown retail thrive on foot traffic which only exists in small islands (literally and figuratively) across Dubuque. If we are successful, we need to look at zoning as an opportunity to fill in the gaps between these islands and inspire more people to spend more time on sidewalks than in their cars.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #31:

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

- City department contact information should be included, i.e. who does a building owner or developer contact about upgrading signage or seeking a building permit? Is the city planner the same position as the planning services director? Who is the building official referenced in section 1-8?
- Be more open to and encouraging of different or new perspectives, people, approaches, and ideas. Downtown is the most important part of every city; Dubuque's priorities must shift.
- We just need to clearly state the city's rules to the game when it comes to developments. I.e. put together an illustrated document that gives you the steps.
- Sometimes difficult to discern where in the City housing is most supported. Specifically, there are census tracts that have been communicated as higher or lower priorities as it relates to existing housing or income demographics. It would be helpful to have clear guidance on where this is. Even more beneficial with fewer restrictions/preferences as it is difficult to locate development sites to begin with, let alone that meet all preferences especially when considering alternative sources of funding which also follow geographic criteria.
- Be round-about focused.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #31:

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

- Enforcement of the adopted master plan without deviation.
- Listen to the residents and business owners and not pretend we are listening by providing surveys, knowing we will move forward with what was secretly agreed upon.
- Increased density, focus on housing, connectivity between downtown districts.
- Creating programs that incentivize homeownership of small multifamily properties.
- There was a duplex on White Street I believe about 10 years ago that was part of the \$25,000 down payment assistance program. A program in congruence with the current (started a year or so ago) conventional mortgage allowance of 5% down payment could increase transfers of properties from low-end landlords to homeowners.
- More regular residential neighborhoods instead of more rentals and low housing.
- Flexibility and encouragement for development of existing properties, including commercial and residential in downtown areas as well as the ability to create accessory dwelling units in existing residential neighborhoods.

Technical Group Survey:

City of Dubuque

Unified Development

Code Update

Question #31:

What changes or improvements would you like to see in Dubuque? (Provide up to three priorities)

- Investment in quality of life projects that provide activities for residents.
- Make substantial improvements to the City's Park system.
- Encourage growth where existing infrastructure is present. So, maybe increased assistance for housing/apartments units in downtown, or shared amenities, etc. Increased assistance for renovations vs. new build.
- Consider topographic conditions when creating rules and regulations. Consider the economics of rules and regulations.
- Impacts to comprehensive plans.
- Clear, easy to understand, consistent rules so people know what they can do with their property and are not impeded by staff interpretation of confusing and often conflicting rules.
- Fewer zoning categories with each type that remains being open to more business types and uses.
- Removal of minimum parking requirements in commercial (and possibly other) areas.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #32:

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

- Developer ease of use and limiting of red tape - Fair rules of engagement where city intends to require obligations on a developer - Consistency of application and enforcement of the rules
- Freedom - Preservation of Property Value - Ways to get to yes rather than "no no no"
- Tiny homes, smaller lots, and square feet, Alternative transportation, Sustainability and green infrastructure
- Flexibility, clarity, and focus. Providing a base code that allows for flexibility is key. This needs to be a living document that reflects the long-term vision for the City and the short-term needs of the economy. Clarity to both the code and the process are necessary to combat past issues. If both of these elements are clear up front, it makes for a significantly smoother experience. Focus on shorter-term economic goals for development allows for focused investment from the private sector and therefore more successful and thriving urban districts.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #32:

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

- We need to take whatever steps we can to help with the reuse of existing buildings. Exceptions need to be able to be made to allow for the best use of these buildings without undue costs to the developer.
- Equitable treatment for small developers and small businesses. Working with the City of Dubuque and its employees on development projects should not cause PTSD in those trying to get things done that will benefit this city, PTSD that lasts long after retirement.
- Always defer to the private sector and the citizens. Keep things easy. Be consistent.
- Retaining Dubuque's past while making improvements and growth around that
- Encouragement of homeownership and providing family, friendly spaces and activities
- The UDC should focus on a forward-thinking approach and encourage the reuse/preservation of existing buildings and site elements
- Growing Population

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #32:

What principles or goals do you believe should guide the creation of the updated Unified Development Code?

- Promotion of investment in communities
- Favorable to development (fewer hurdles to gain approvals), Efficient processes, reduce time required to gain approvals
- Standardization for all parties
- Provide flexible development regulations that endeavor to promote new development as well as redevelopment while protecting surrounding properties from negative impacts
- Being flexible to unique situations, which I know is a challenge for Development Codes
- Clear and predictable processes, Make unwritten policies written, Establish review timelines and stick to them
- Goal of creating a safe, opportunistic and inviting place with the City of Dubuque
- Clear, Consistent, Easy to navigate and understand
- Property owner's rights to develop (within reason) Revision to the UDC process must be maintained

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #33:

What do you value most about the City of Dubuque related to administration, zoning applications, and approval processes? (Provide up to three factors)

- City staff availability and communication. Design guide. Adaptability
- The City staff! They are incredibly knowledgeable in helping to navigate the system, but so often we lean on their experience to "customize" a process for each individual project because of a lack of clarity or flexibility in the existing UDC. That time burden on the staff is a concern when those same staff also have to coordinate DRT meetings and input as well as put together information for all ZAC/ZBA/Council meetings.
- You can talk to people with the city and they try to be helpful even when their hands are tied.
- I would say the staff in Dubuque is personable and wants to work with people. I can name several surrounding communities that are not like that.
- The Dubuque Planning & Zoning Department staff are very knowledgeable and eager to help. I appreciate all of the information they provide.
- I do not have an opinion.
- The rules are always explained clearly and concisely to me, but I think it seems that many zoning changes are treated as denied until proven and wholly worthy of a change. It should be easier to change. There's often things that clearly should be done but then get hampered by red tape. I do understand that if you let things go through too easily, you'll have people on the other side of the spectrum complaining about the change. Those people tend to hold the community back.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #33:

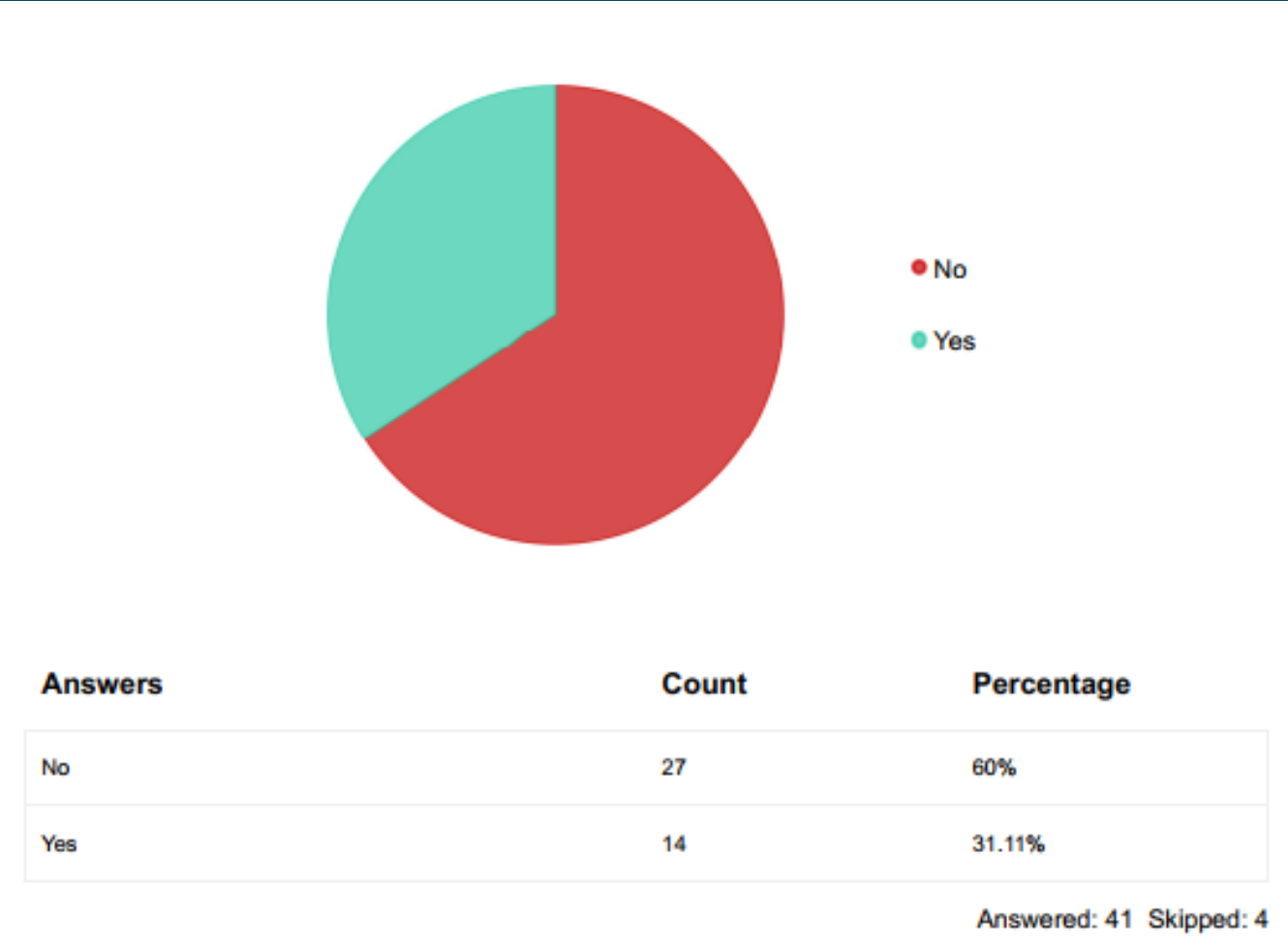
What do you value most about the City of Dubuque related to administration, zoning applications, and approval processes? (Provide up to three factors)

- Planning Staff coordinates with the applicant to guide the application through the review process. The timelines for review of applications are quicker than other city processes. Planning Staff does not make recommendations on rezoning requests
- The Staff are great, helpful, accommodating when it comes to helping you through the processes, deliverables, etc.
- The staff are generally very friendly, knowledgeable and responsive in my experience. While Dubuque can be somewhat particular on some aspects of the plan/documentation processes in past experience (storm water calculation review/interpretation and sometime traffic elements), they're still very good to work with. I would recommend further clarity on some nitty-gritty aspects of the storm water ordinance as it has been interpreted different ways and is not quite clear in some regards.
- Planning Department is an excellent resource for questions that occasionally come up. DRT process is excellent except for the lack of timeliness of some reviewers.
- The opportunity to speak with multi facets of City Staff.
- Willingness of staff at all levels to assist in moving the project along.
- Clear dates posted for approval meetings.

Technical Group Survey:
City of Dubuque
Unified Development
Code Update

Question #34:

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.



Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #34:

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.

- Selling products for retail sale on my own property and placing a sandwich board on my own property
- Unable to provide residential housing opportunities in residential neighborhoods for people in need.
- Zoning restrictions for shared use
- A variance was sought and approved, but an existing housing project that had been renovated in 2001 was looking to add 3 units. A historic parking requirement meant that a landlocked building would need 5 off street, on site, parking spaces when the project was directly across from a 30% full public parking garage. City staff spent an heroic amount of time trying to find a way to forgo the need for a ZBA variance, but it ended up being necessary.
- City employee gave wrong info, professional investigated, turned out employee didn't know how to use GIS and maps. Not worth the trouble and more PTSD going further.
- It was neighbor driven. As a city, we let emotions of neighbors drive our decisions.

Technical Group Survey:

City of Dubuque

Unified Development

Code Update

Question #34:

Have you ever encountered a situation where zoning regulations prevented you from doing something on your property? If yes, please explain the situation.

- Re-zoning property adjacent to parcel already in C-1
- No comment
- I was denied rezoning from R1 to R3, based on neighbors' reluctance for change. Due to business relations, all but 2 members of the zoning board recused themselves. The remaining board members sided with emotion.
- Sign regulations. Statement that the ZBOA didn't want buildings to look like NASCAR vehicles seemed inappropriate when we were asking for a second sign on a building.
- We have not gone through the process but have considered the idea of building a duplex on the vacant lot next to our home. This would require rezoning. After seeing the results of others making the same attempt and being denied, we have not pursued our project.

Technical Group Survey:

City of Dubuque Unified Development Code Update

Question #35:

Do you have any other suggestions, concerns, or ideas for improving the City of Dubuque's Unified Development Code?

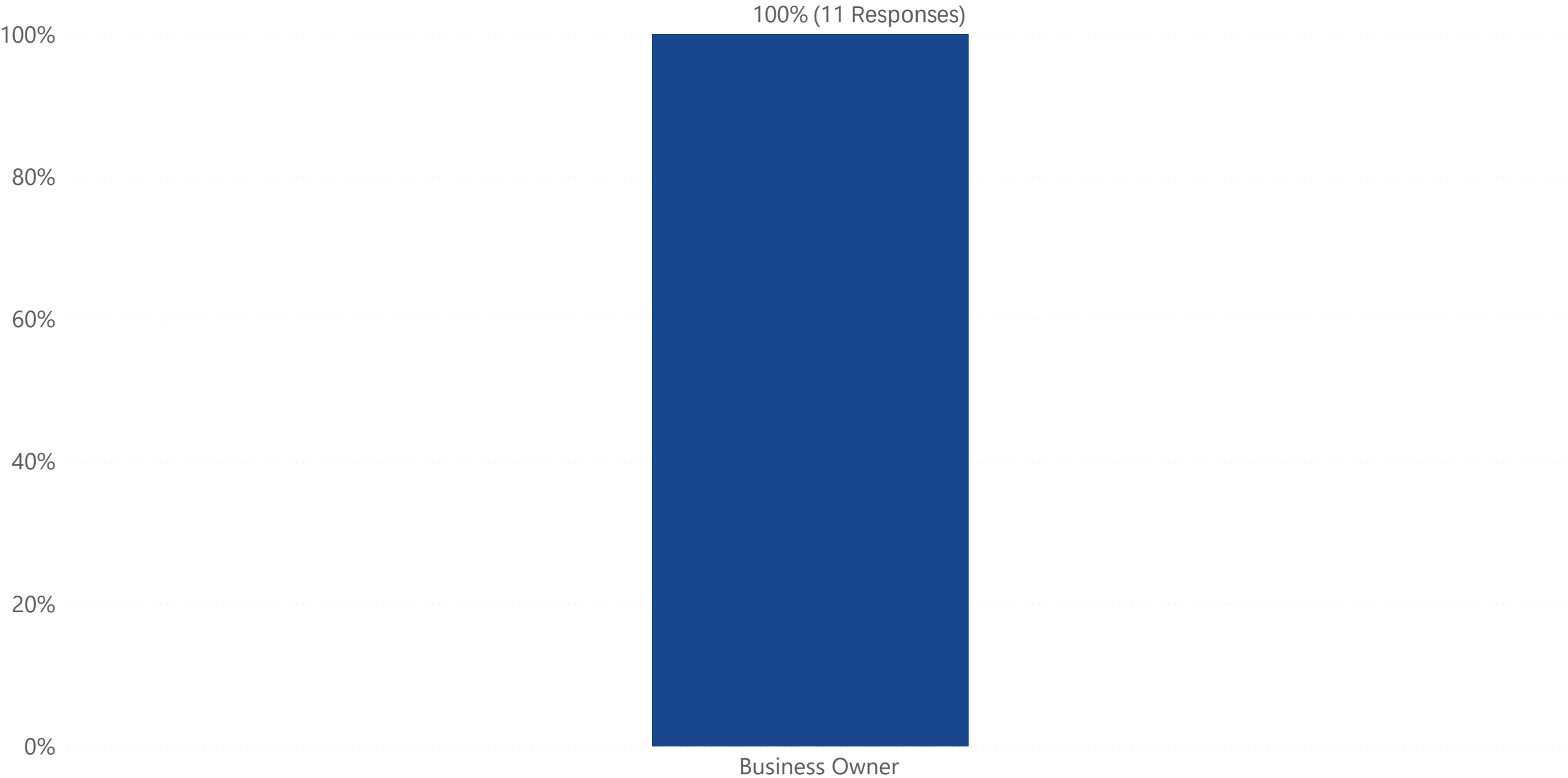
- Reorganize the UDC and make it searchable.
- City needs to evaluate its priorities; very anti-business and pro-slum.
- Thank you for doing this!
- We are very interested in hearing about other best practices from your (the consultant's) experience with similar communities and UDC work from across the country.
- We are very open to radical and innovative solutions to problems others have faced.
- The city routinely goes after low hanging fruit — it's pathetic. Think bigger, but not casinos because young people don't care about them!
- KISS (Keep It Simple, Stupid).
- Subsidize homeownership, and the development of ADUs.
- I hope to hear that staff recommendations were vetted and that council can understand the UDC goals.
- My main concern is that the current code requires a translator/interpreter to understand what can be done on private property. I'm not suggesting that people be able to do anything that they want, but I am suggesting that there be a transparent, simple way for them to understand what they can and can't do.
- Make it easier to read and more graphics
- Spell out the process of site development more clearly. Clarify the overlay districts. Add timeframes for approve/reject a plan.

Appendix A

Data Broken Down by Occupational Group Type

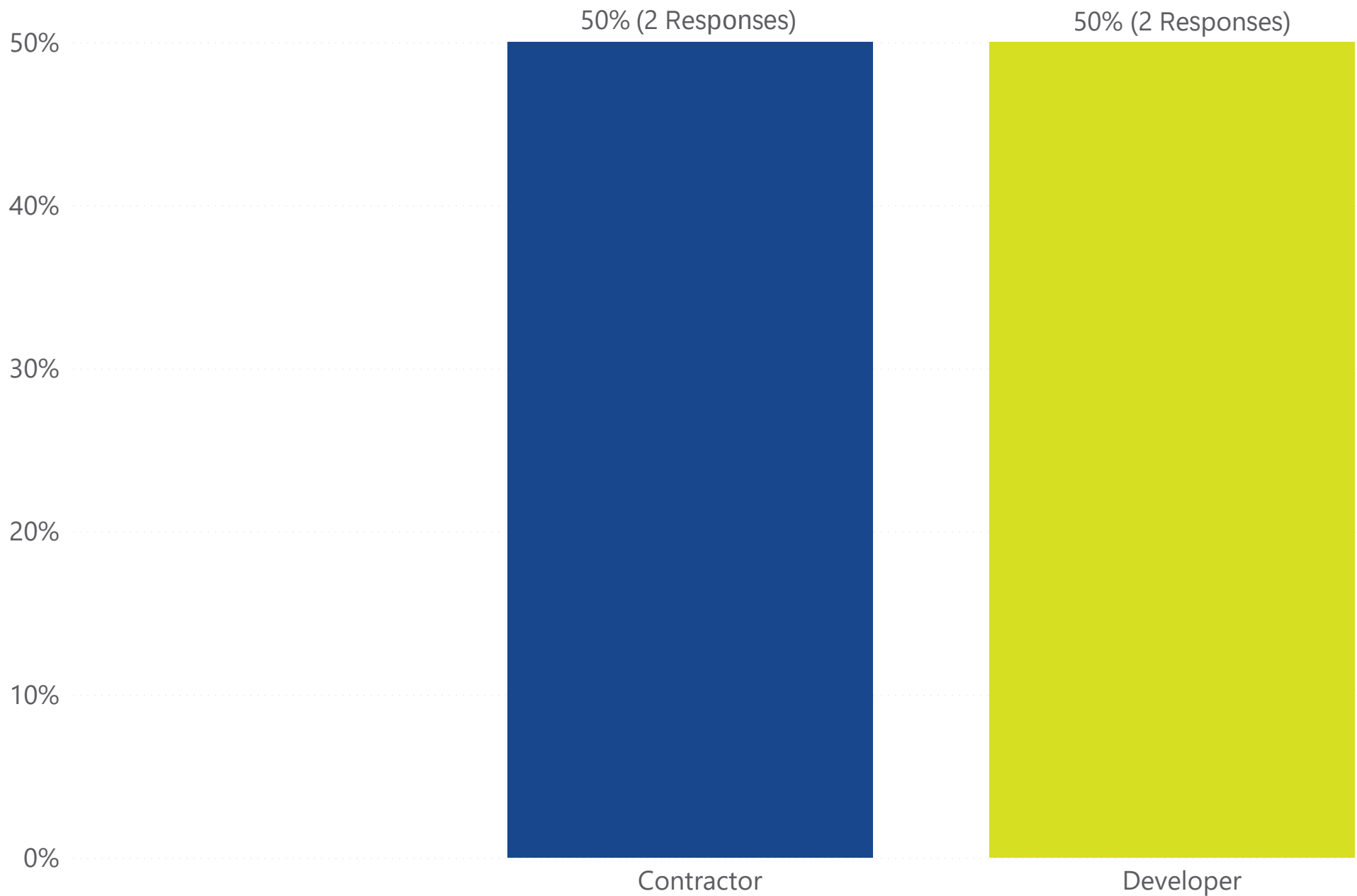
What category best classifies your occupation?

Occupation:
Business Owner



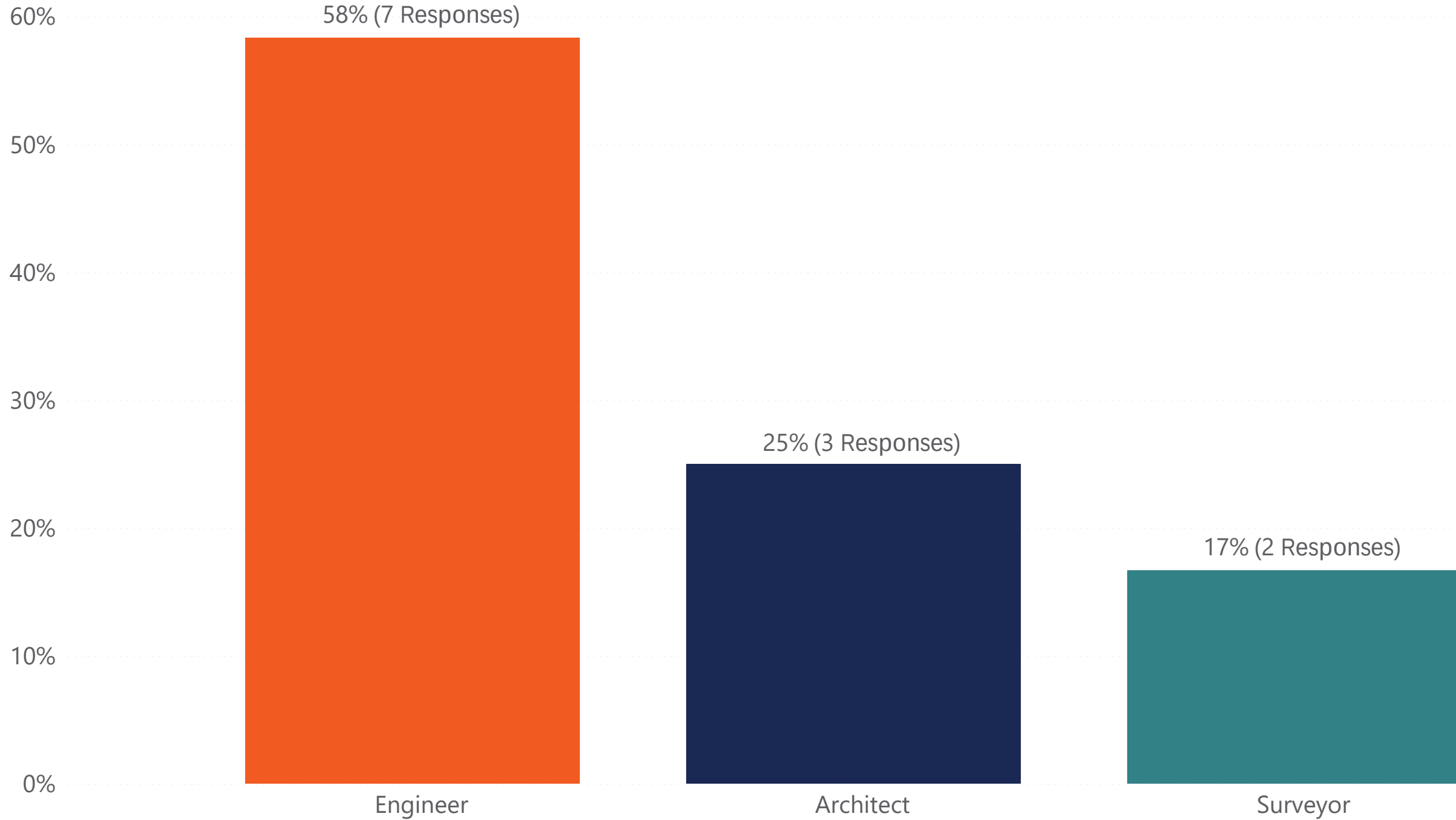
What category best classifies your occupation?

Occupation:
Contractor/Developer



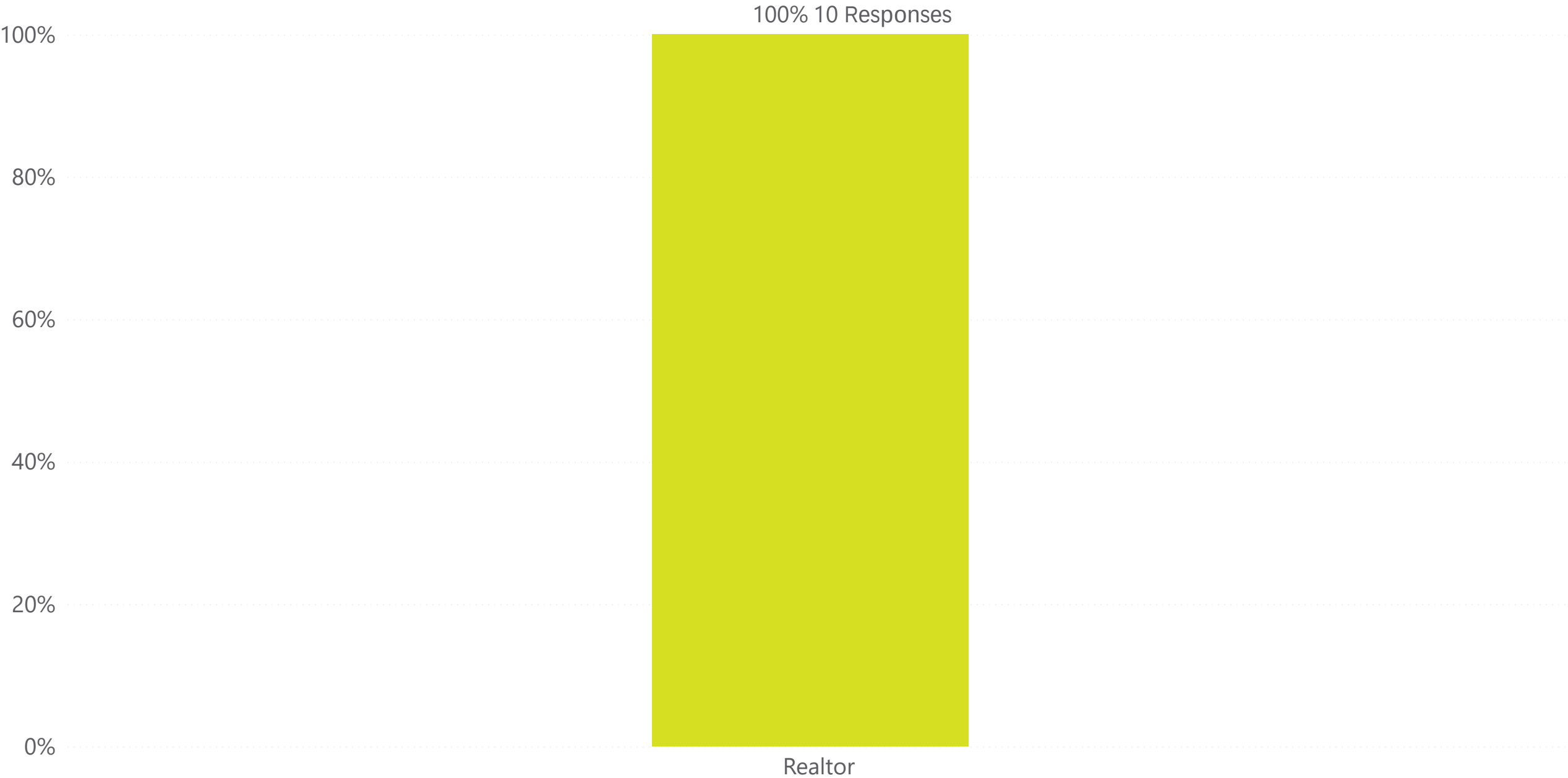
What category best classifies your occupation?

Occupation:
Engineer/Architect/Surveyor



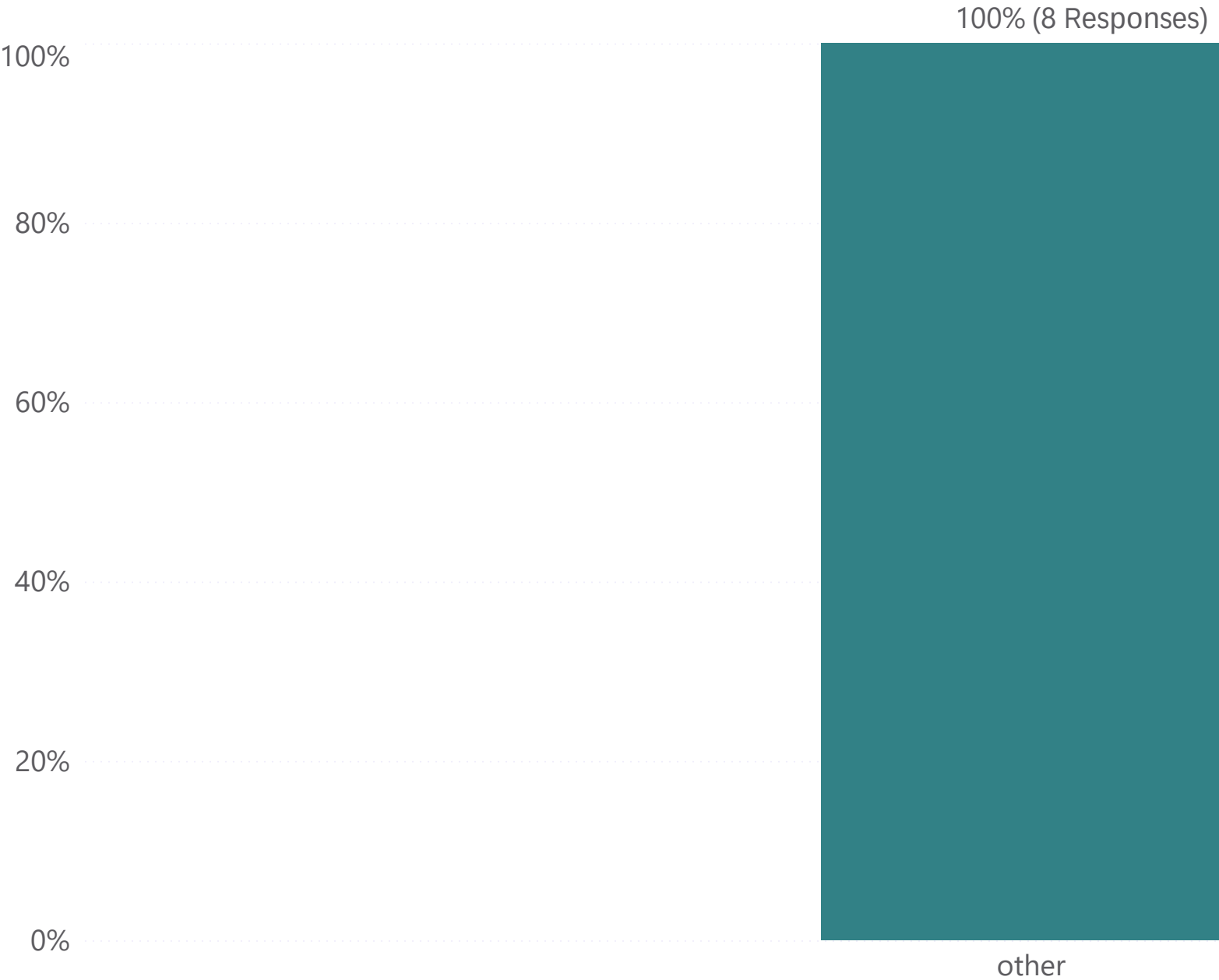
What category best classifies your occupation?

Occupation:
Realtor



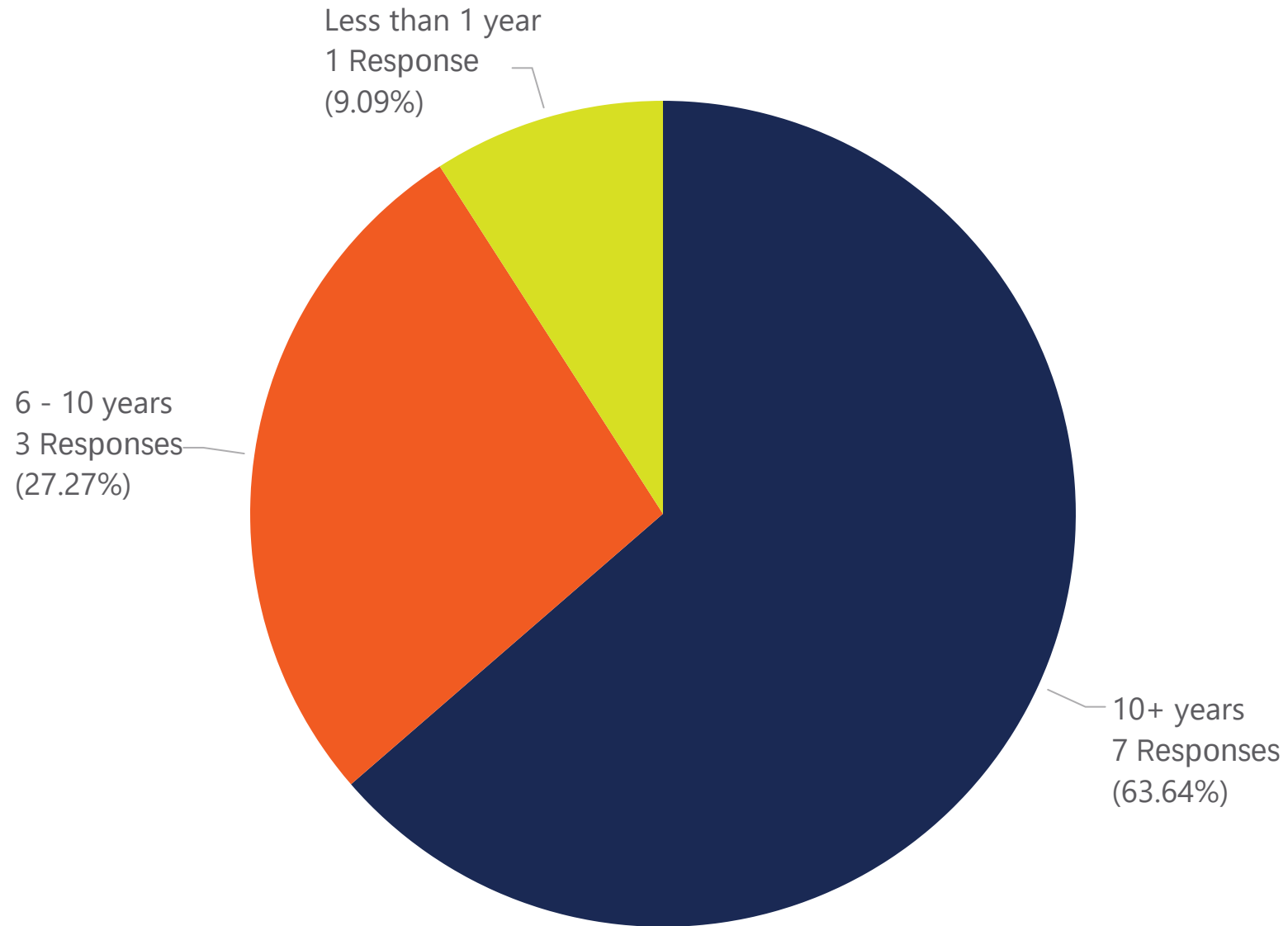
What category best classifies your occupation?

Occupation:
other



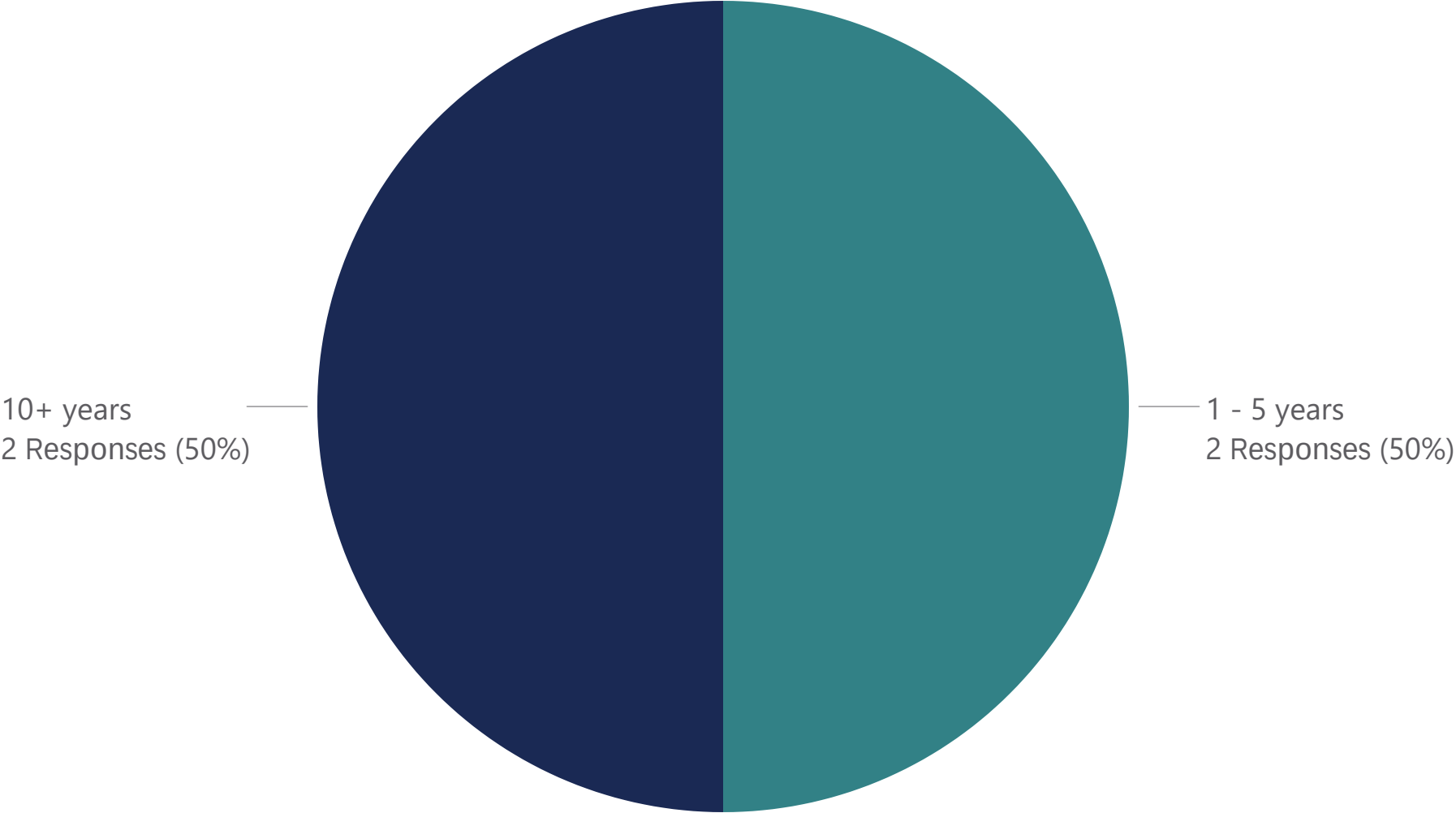
How long have you worked in Dubuque?

Occupation:
Business Owner



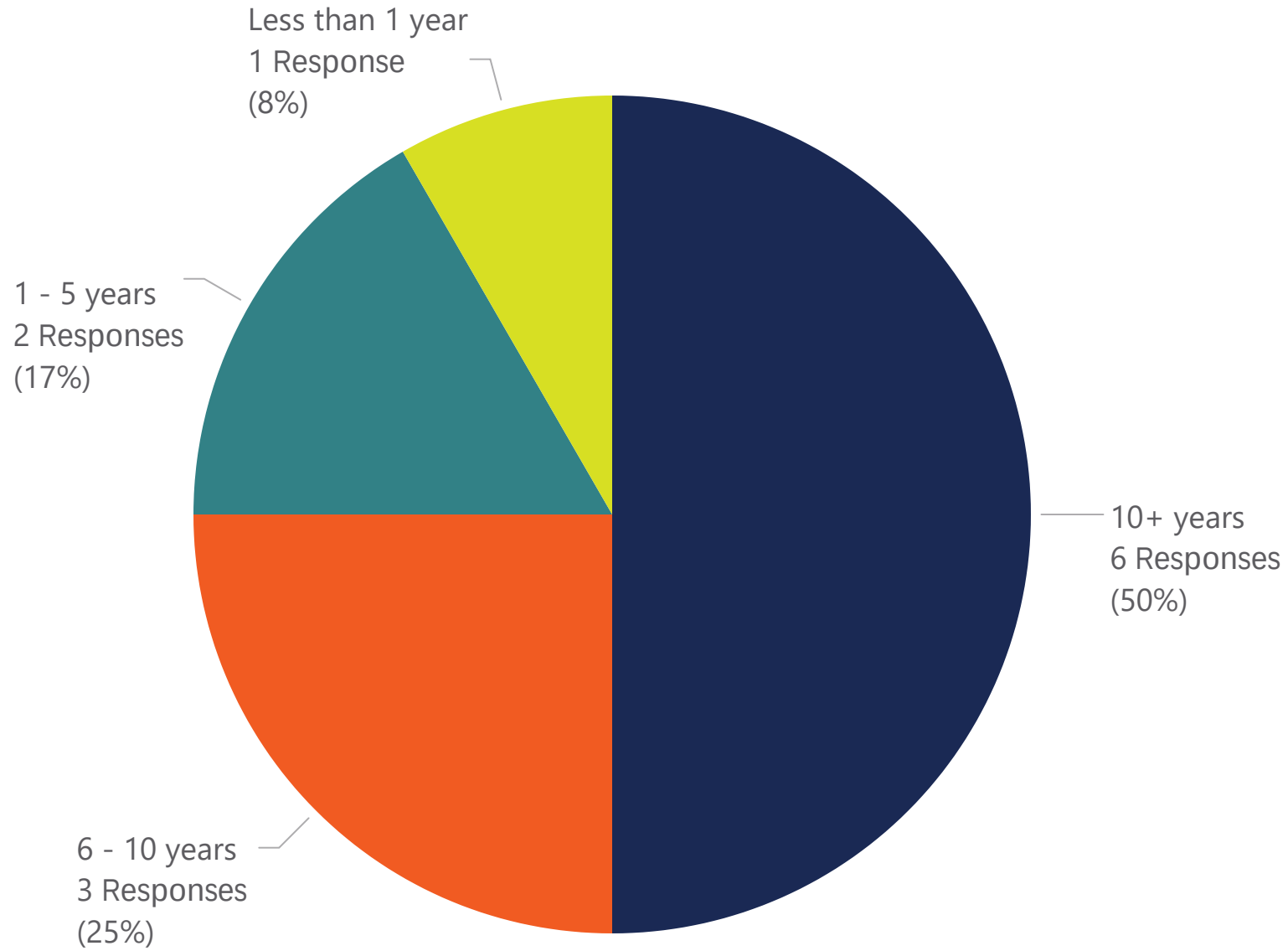
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Occupation:
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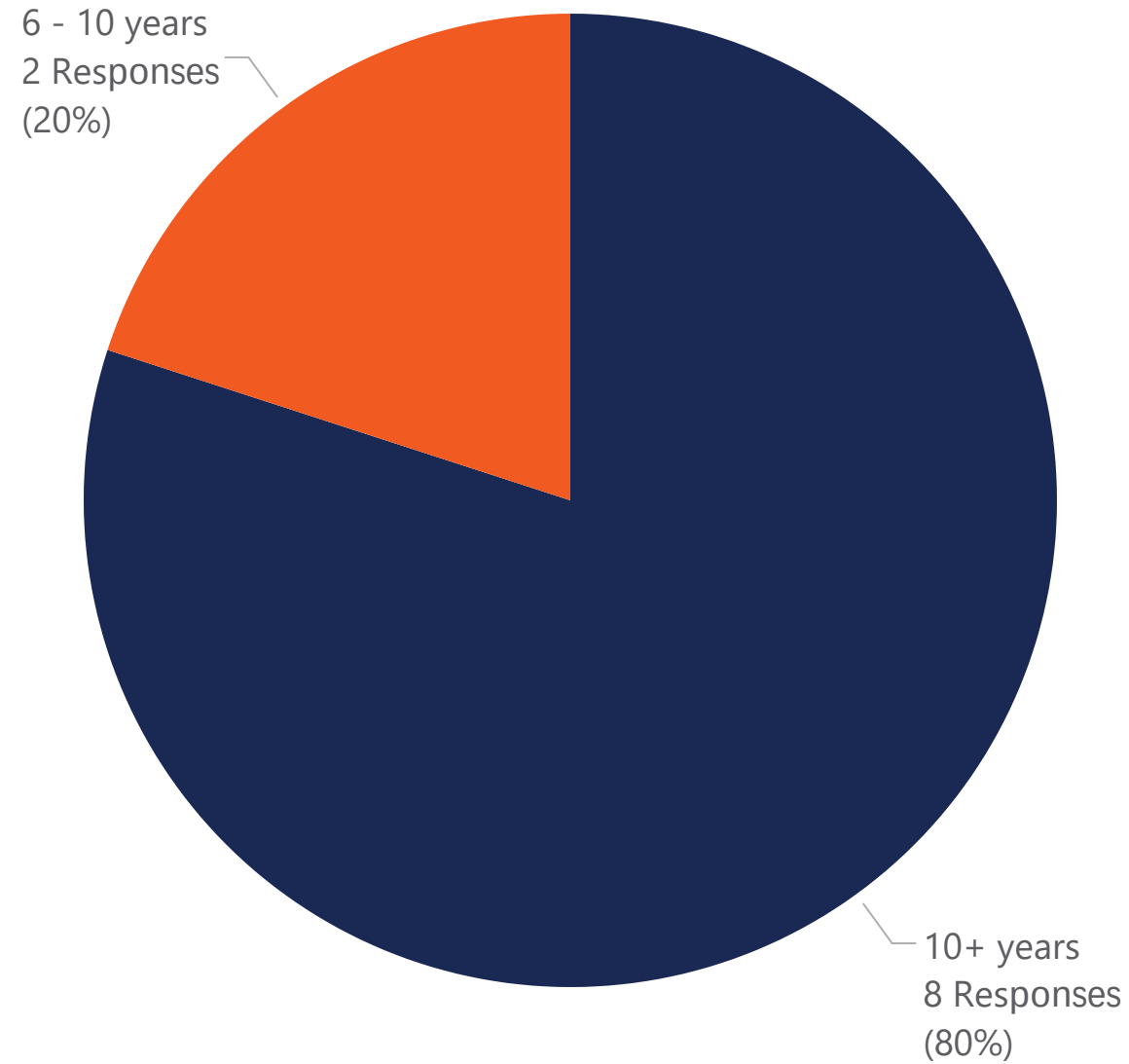
How long have you worked in Dubuque?

Occupation:
Engineer/Architect/Surveyor



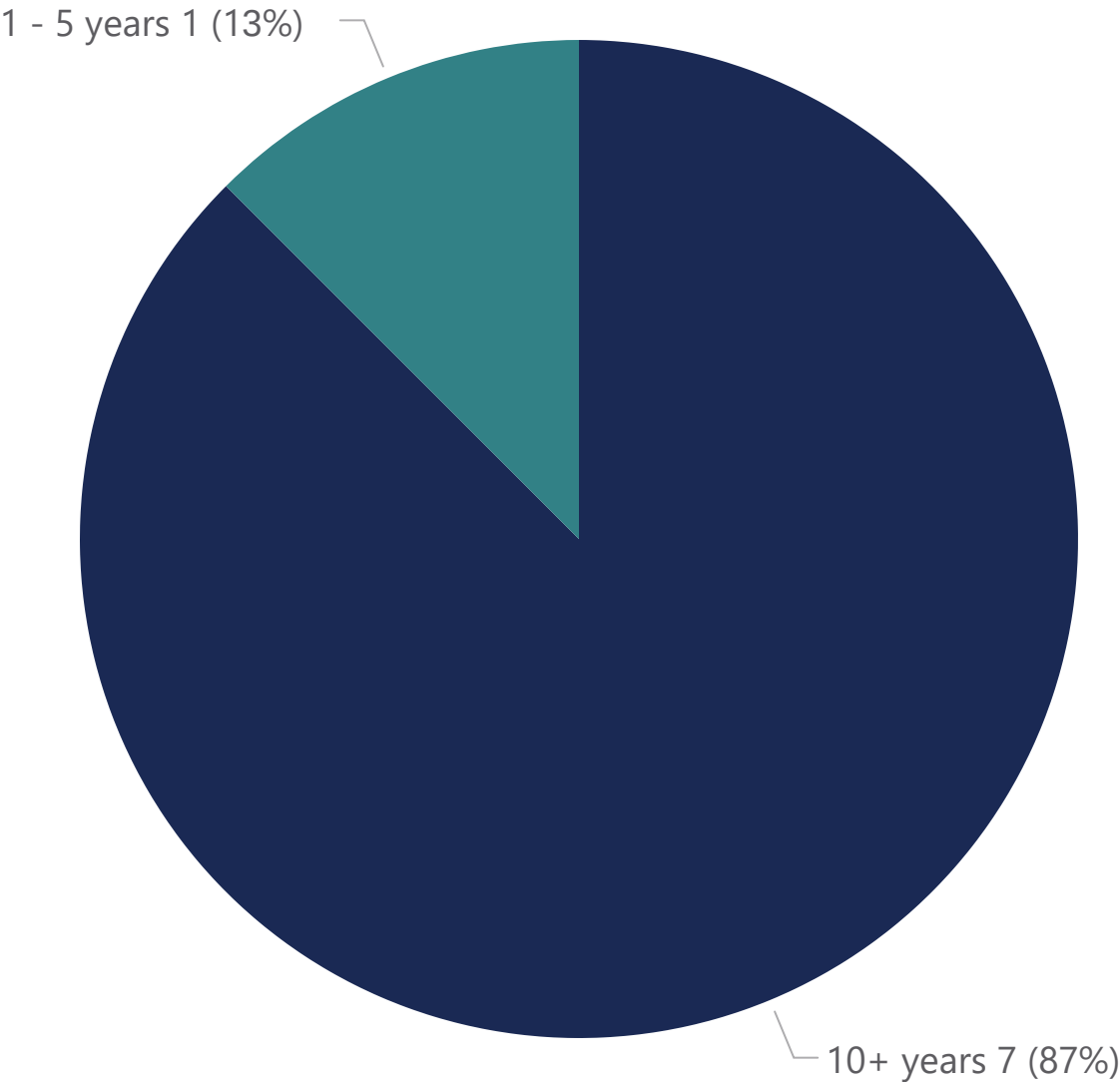
How long have you worked in Dubuque?

Occupation:
Realtor



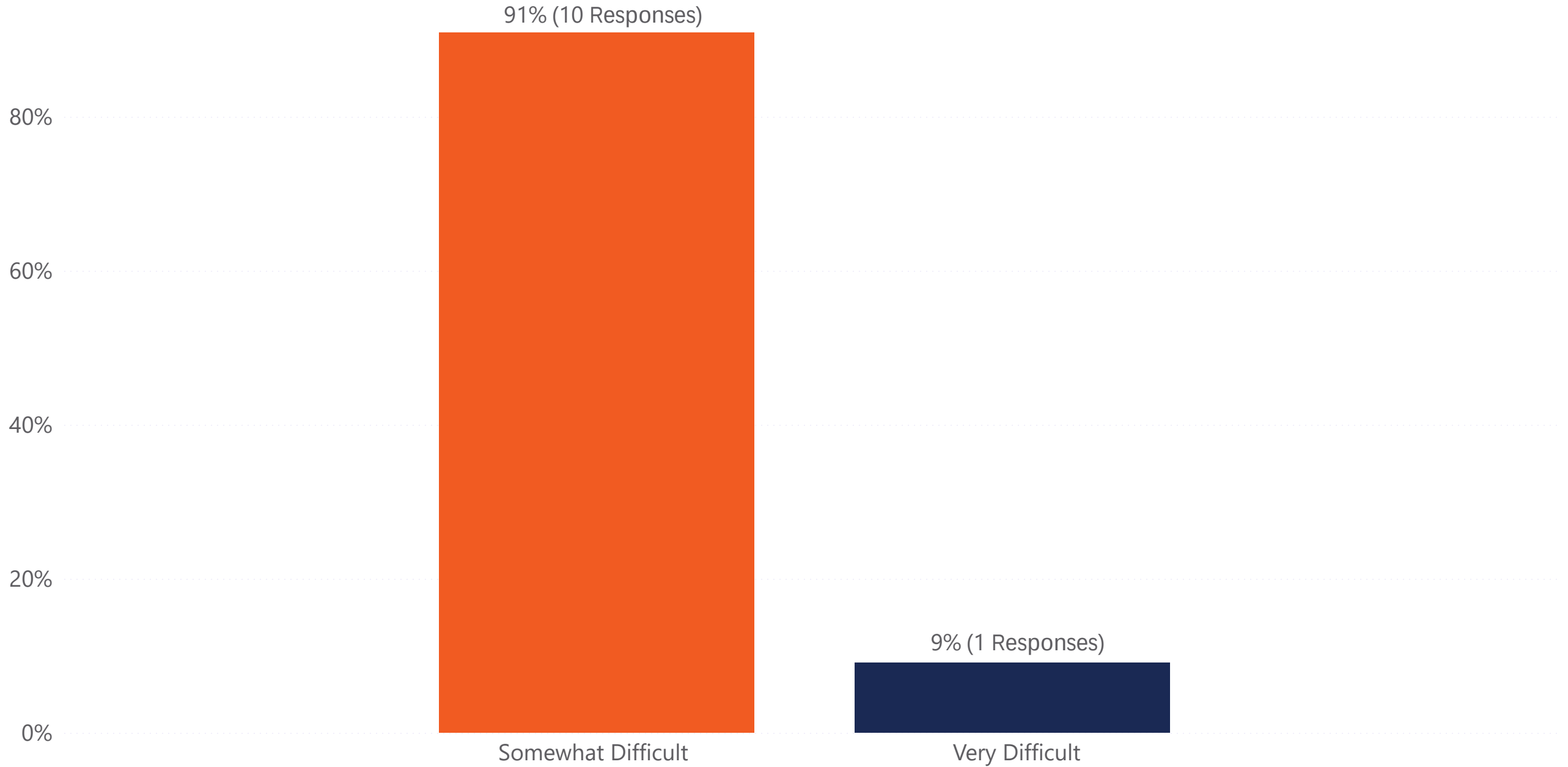
How long have you worked in Dubuque?

Occupation:
other



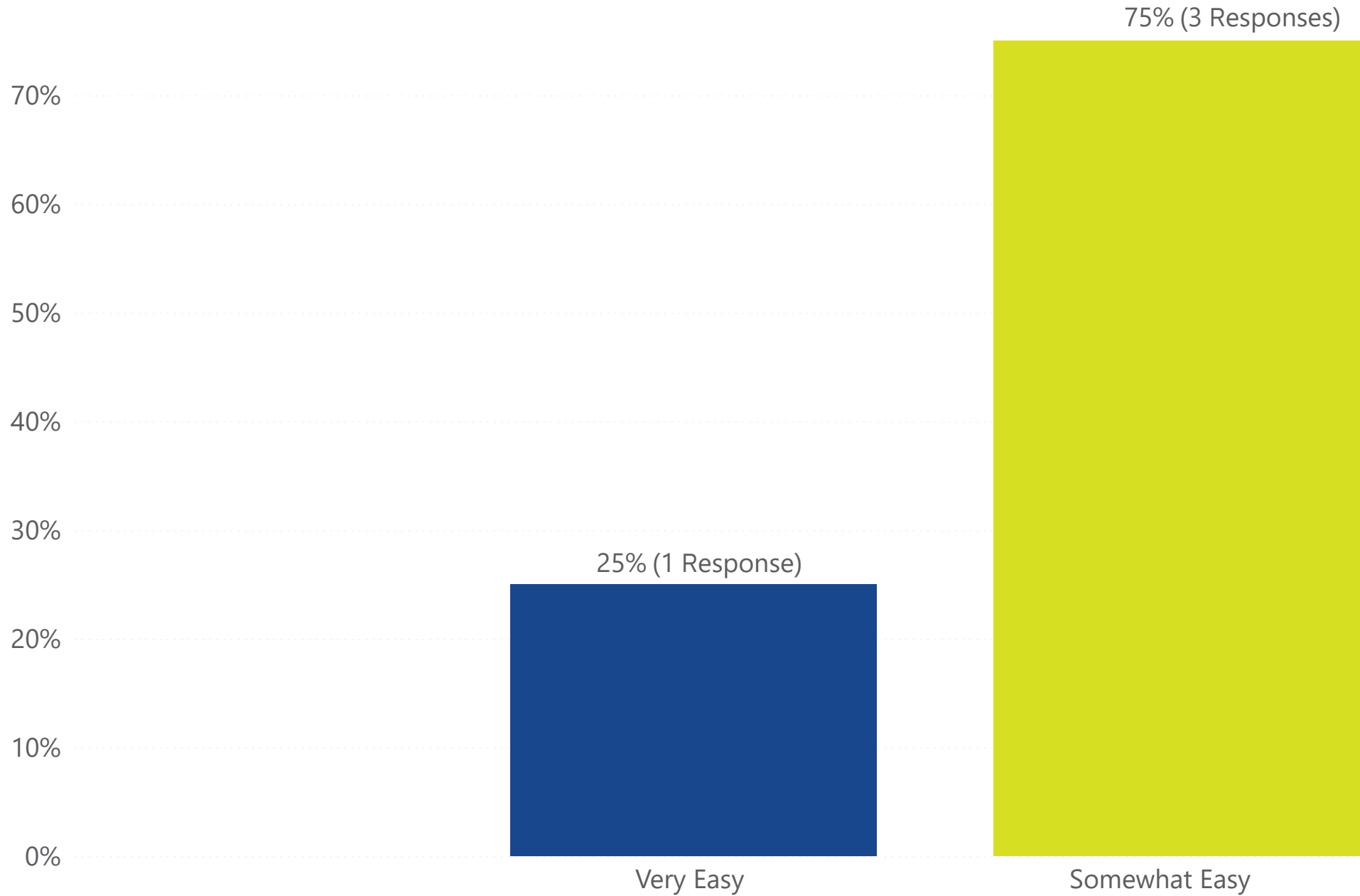
It is easy to navigate and understand the current rules for land development in Dubuque.

Occupation:
Business Owner



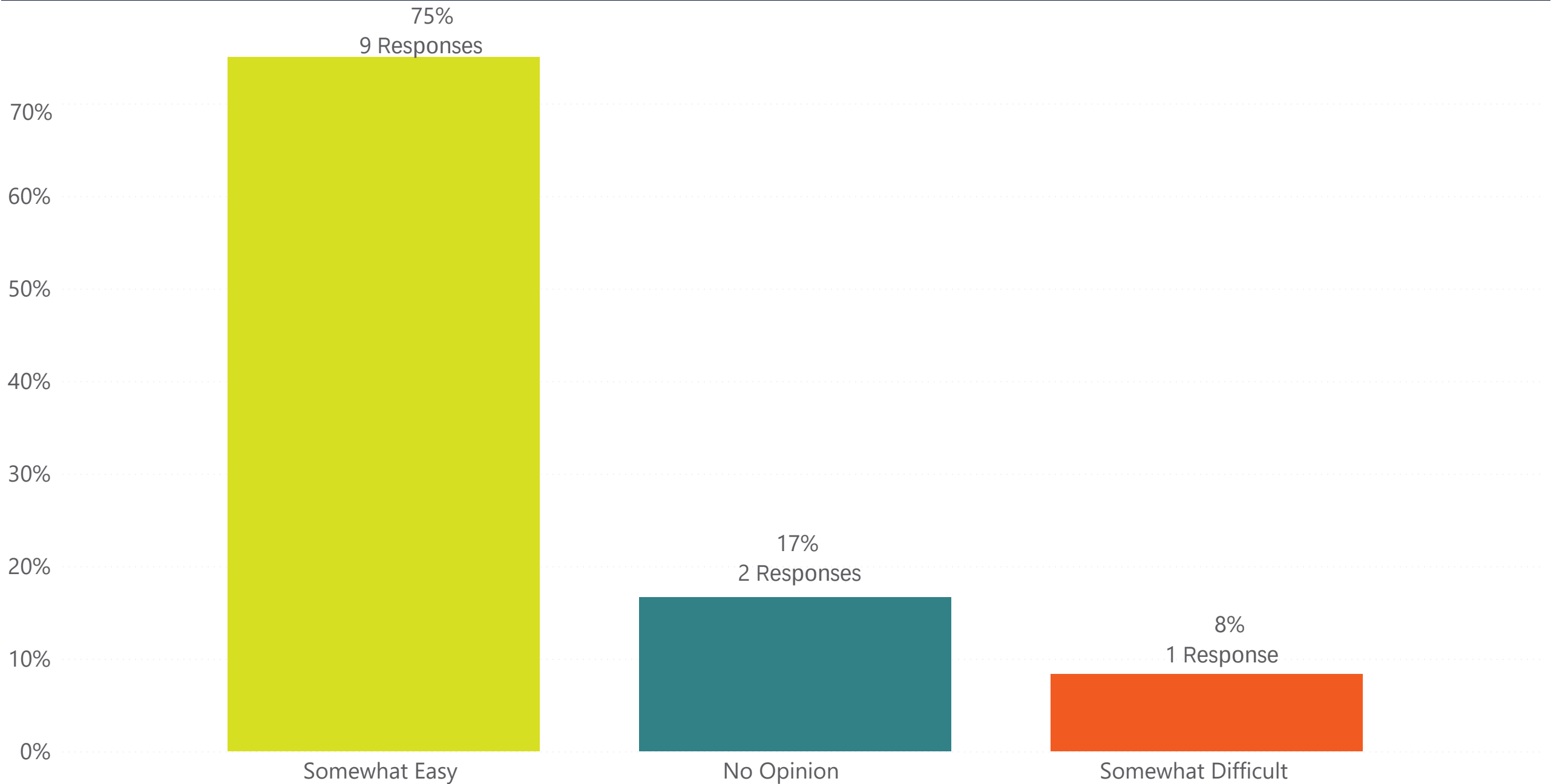
It is easy to navigate and understand the current rules for land development in Dubuque.

Occupation:
Contractor/Developer



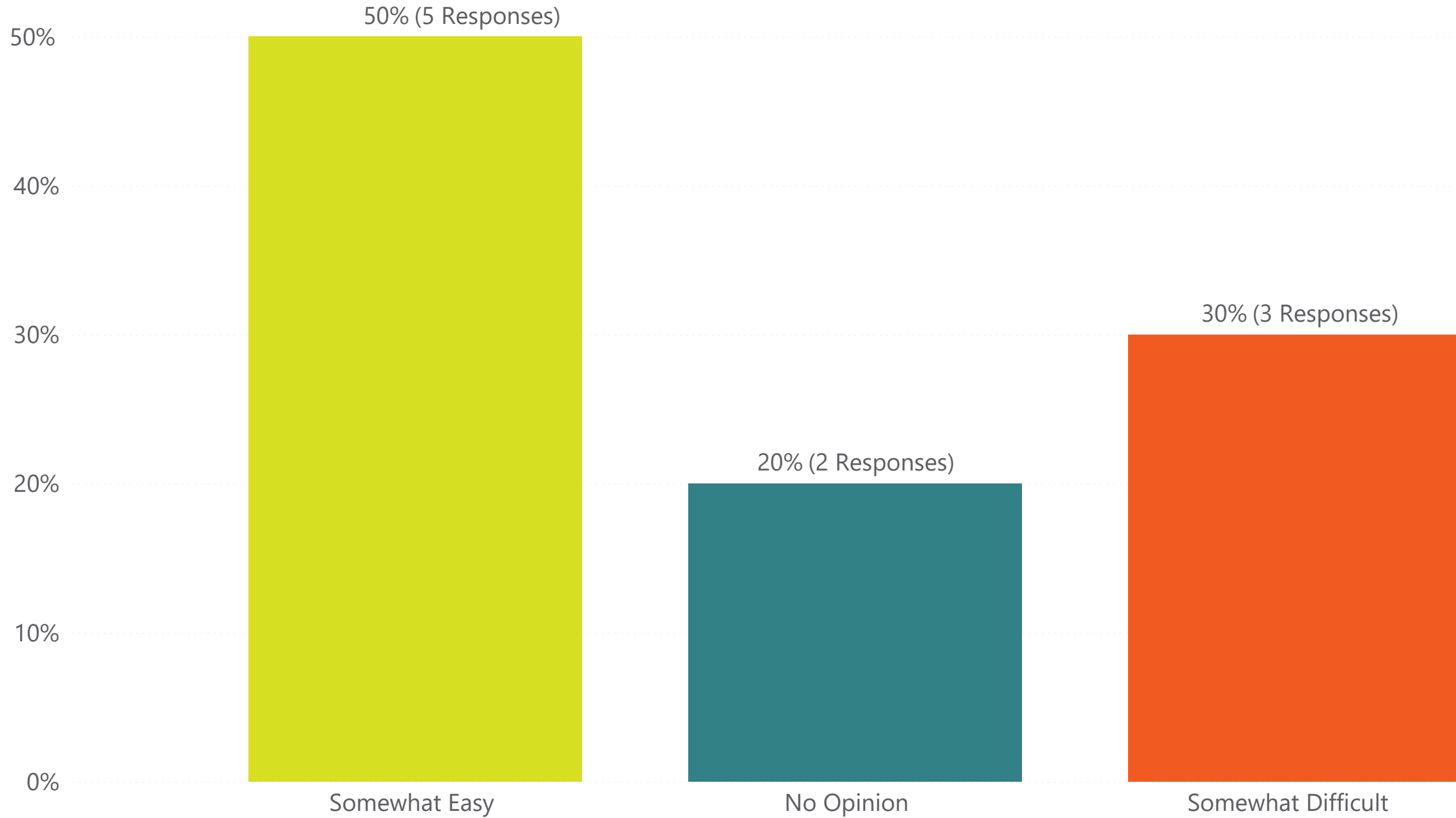
It is easy to navigate and understand the current rules for land development in Dubuque.

Occupation:
Engineer/Architect/Surveyor



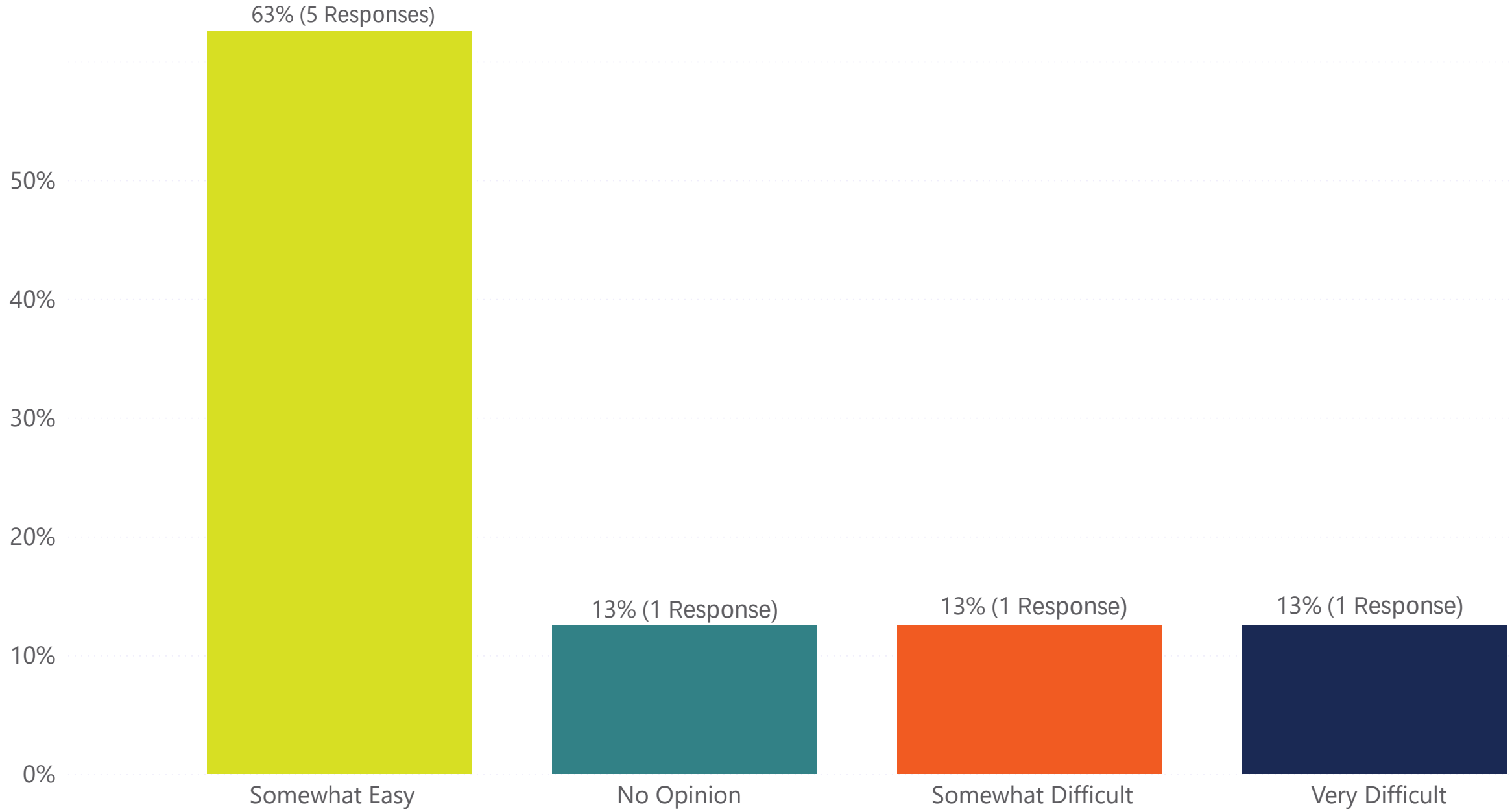
It is easy to navigate and understand the current rules for land development in Dubuque.

Occupation:
Realtor



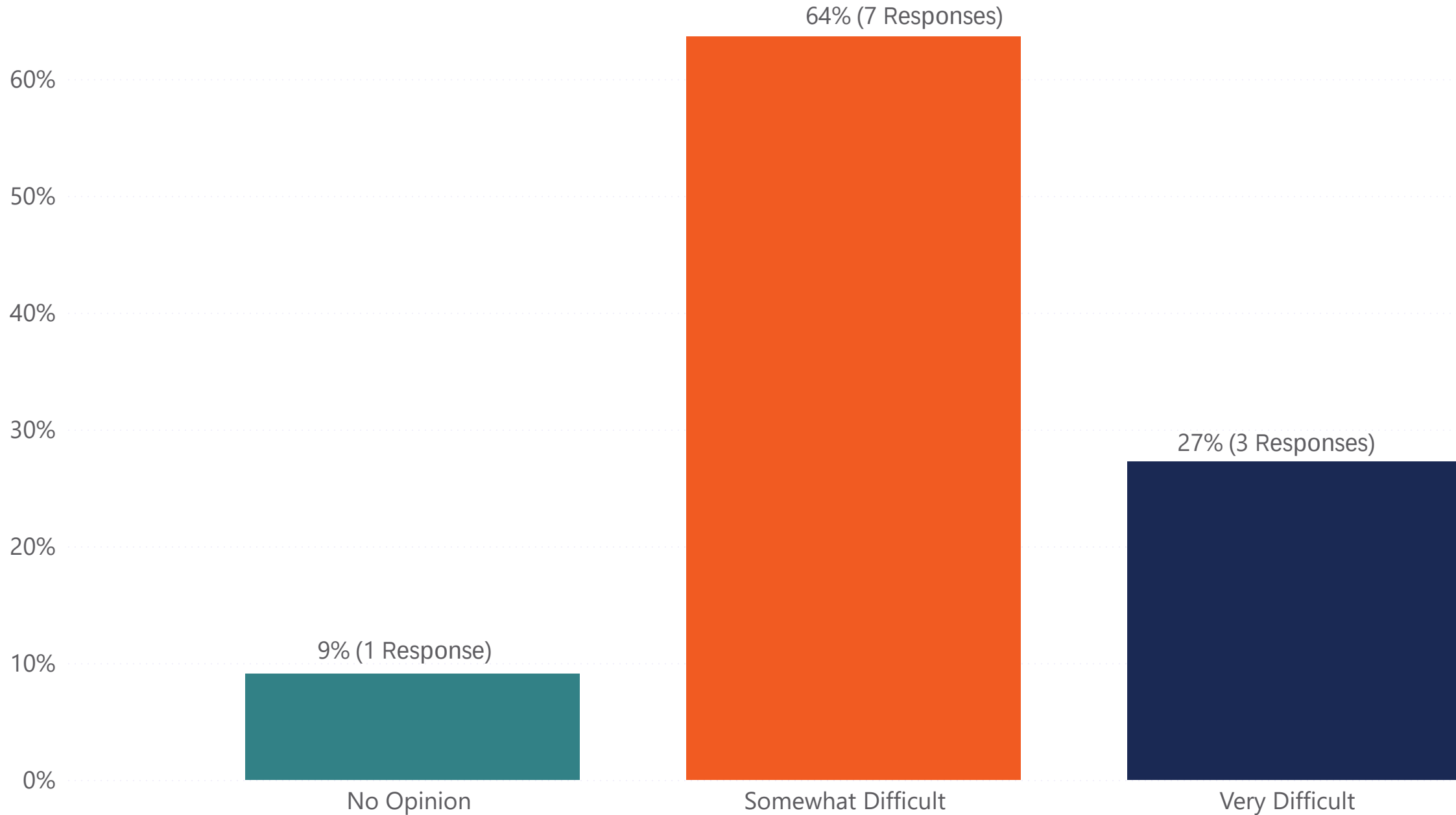
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Occupation:
other



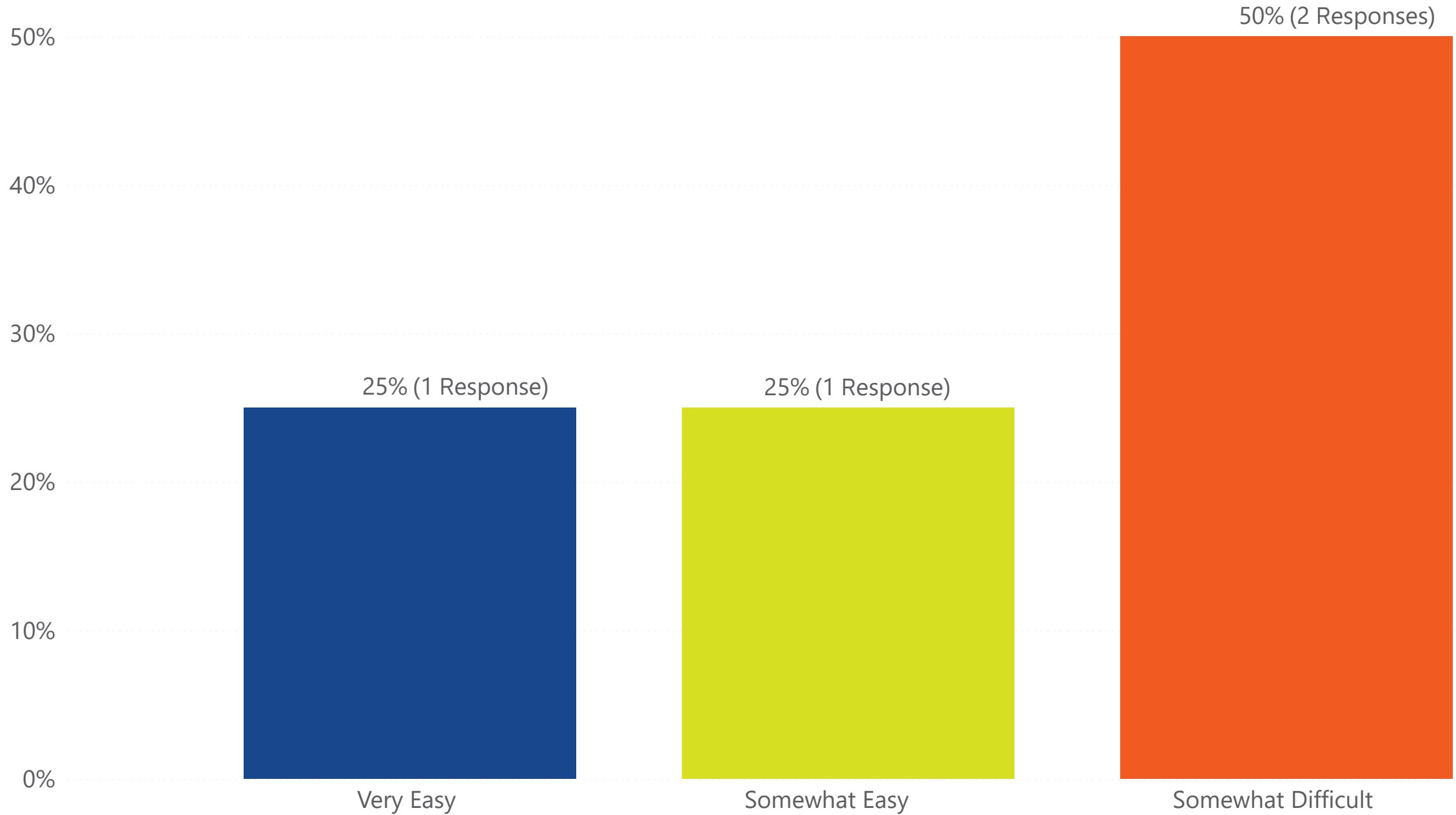
It is easy to locate specific information within the current Unified Development Code.

Occupation:
Business Owner



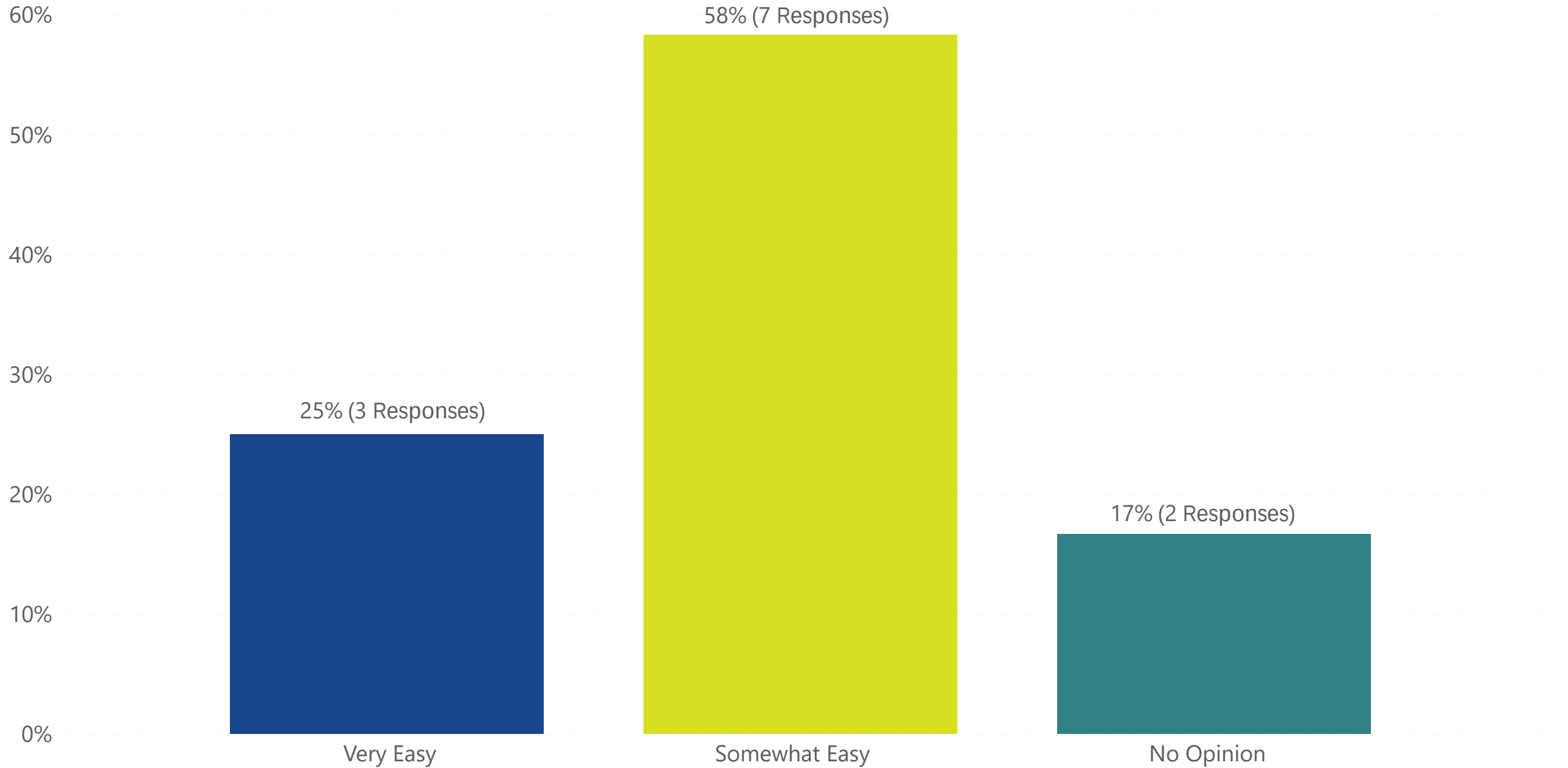
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Occupation:
Contractor/Developer



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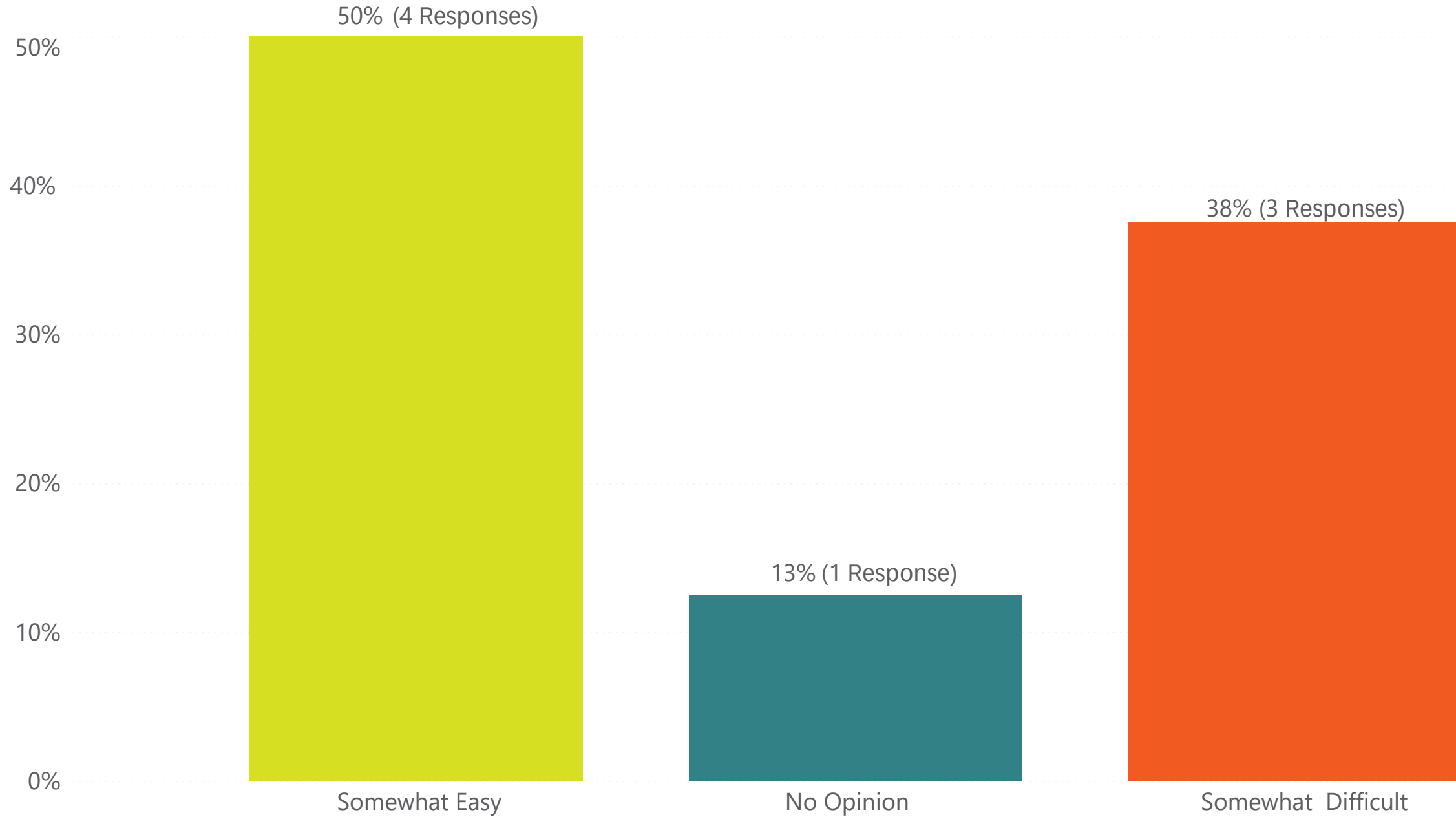
Occupation:
Engineer/Architect/Surveyor





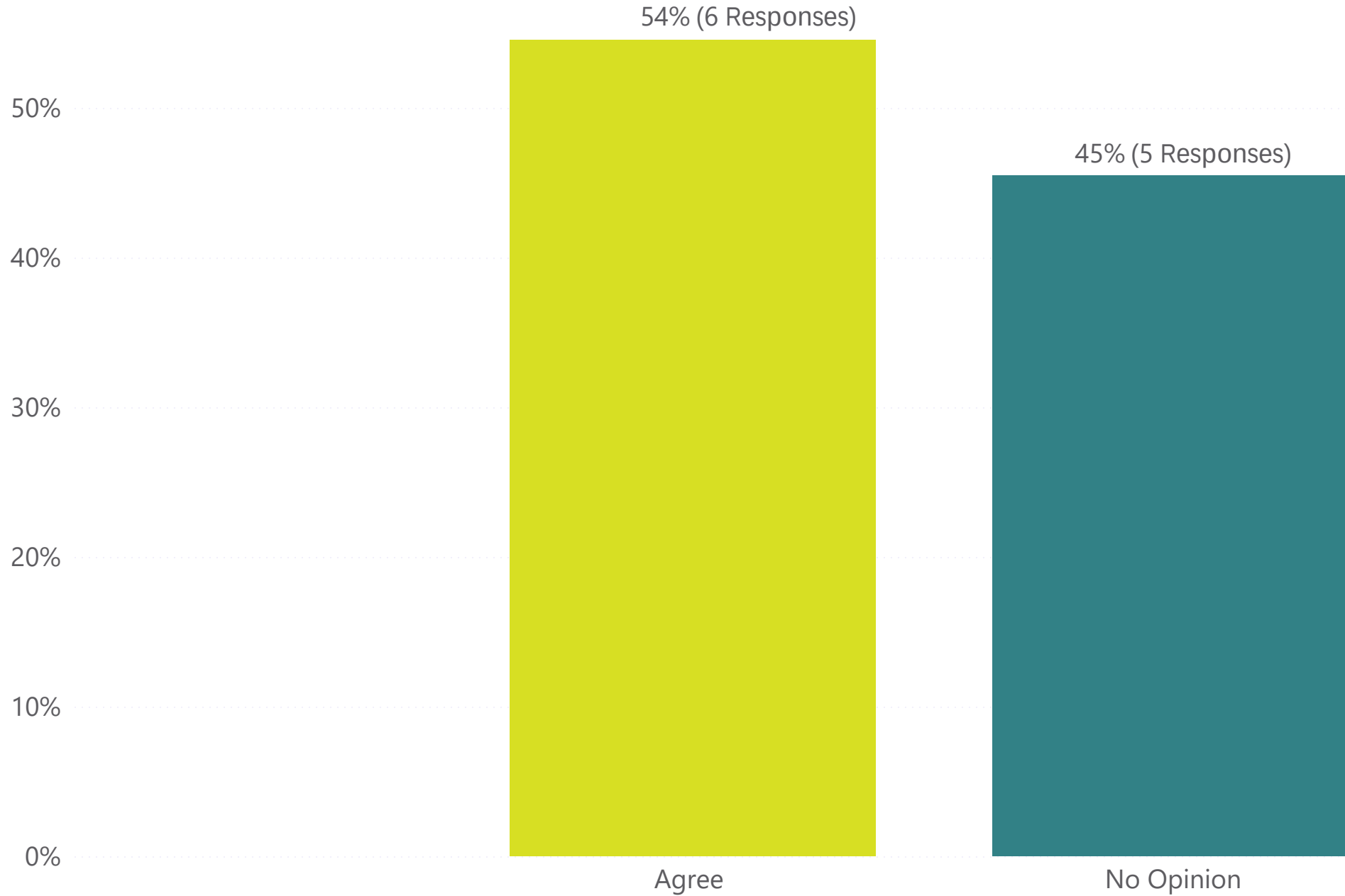
It is easy to locate specific information within the current Unified Development Code.

Occupation:
other



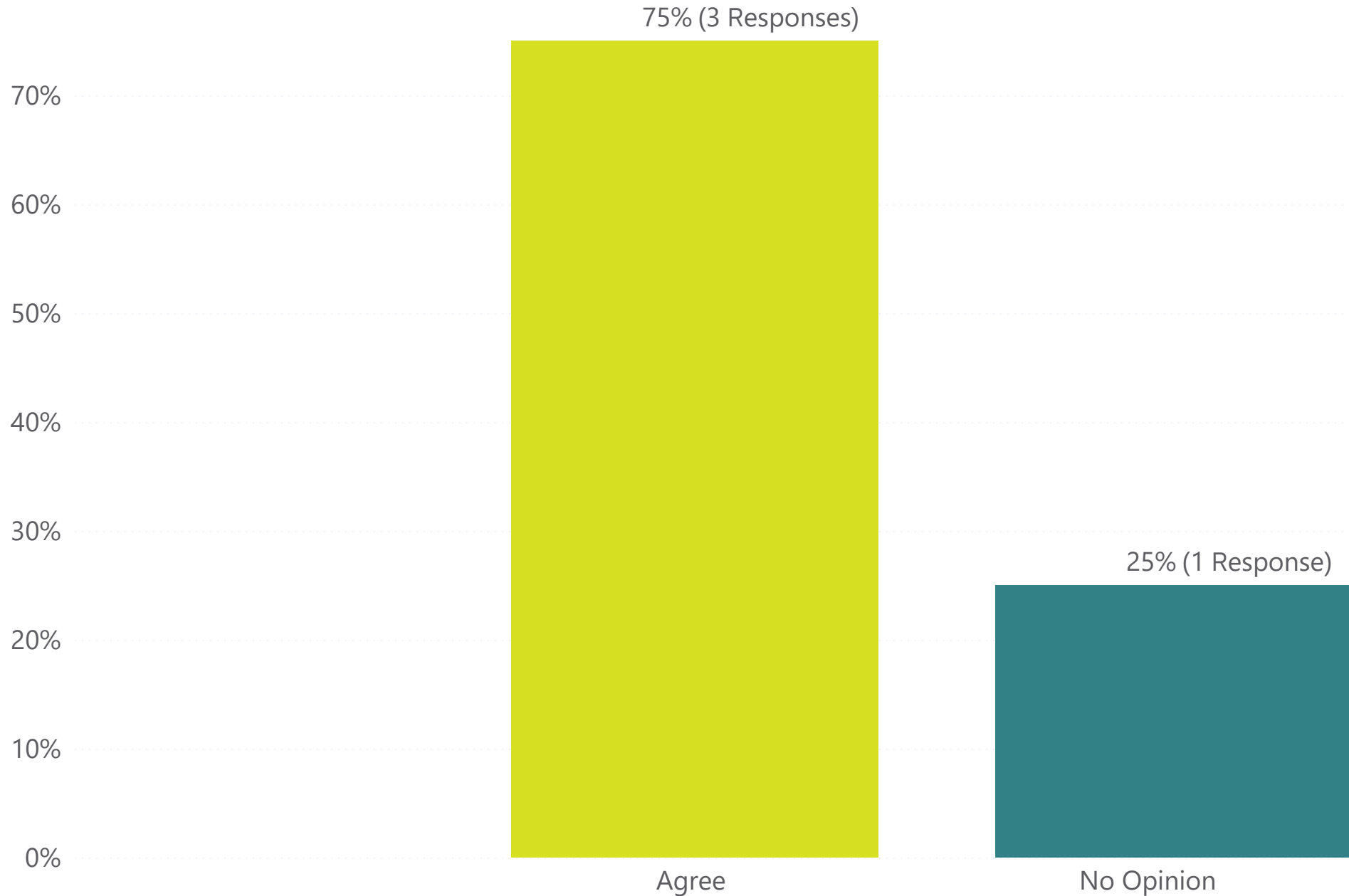
**Including more diagrams, flowcharts, or other visual aids would make the
Unified Development Code easier to understand and apply.**

Occupation:
Business Owner



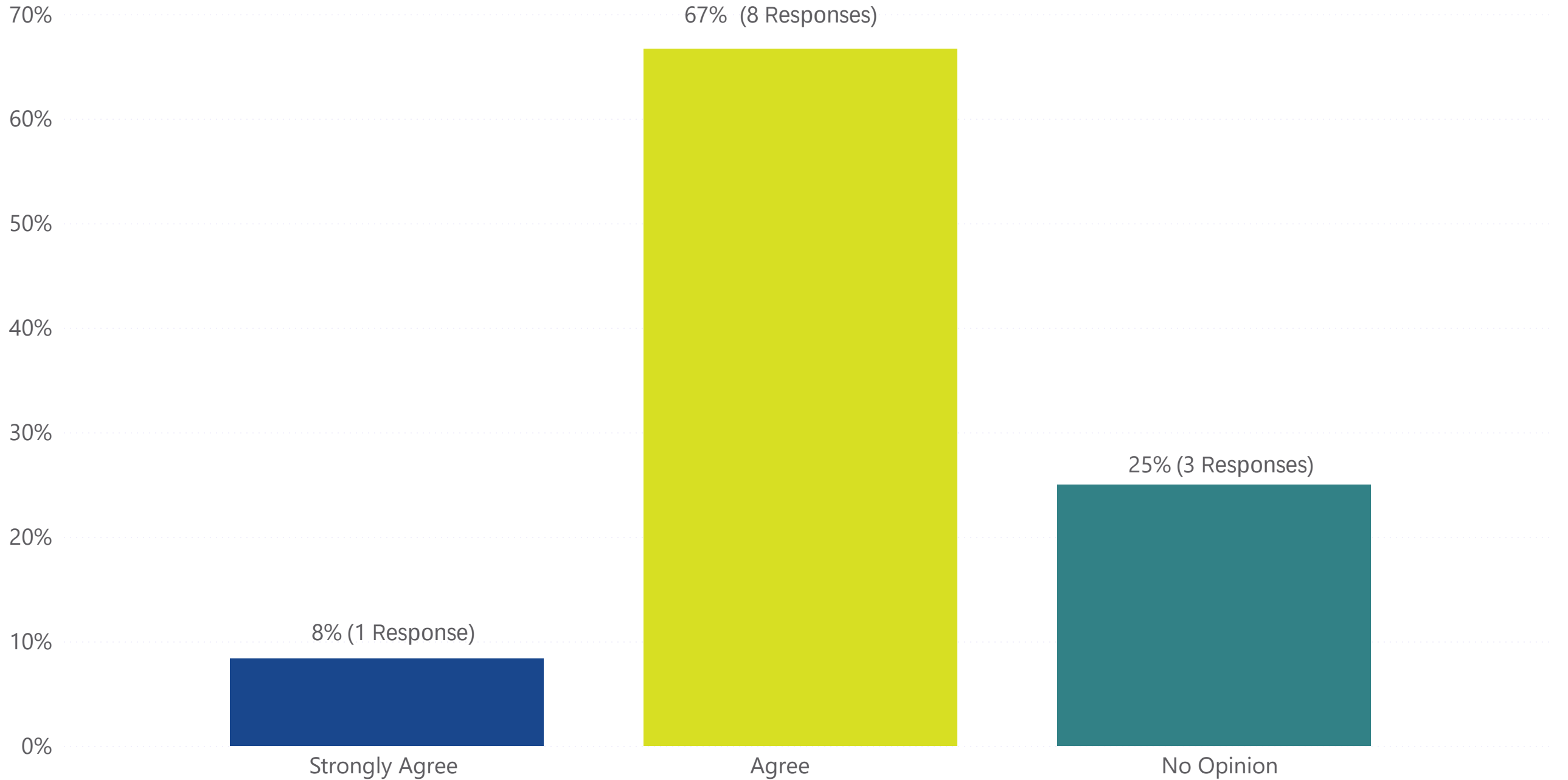
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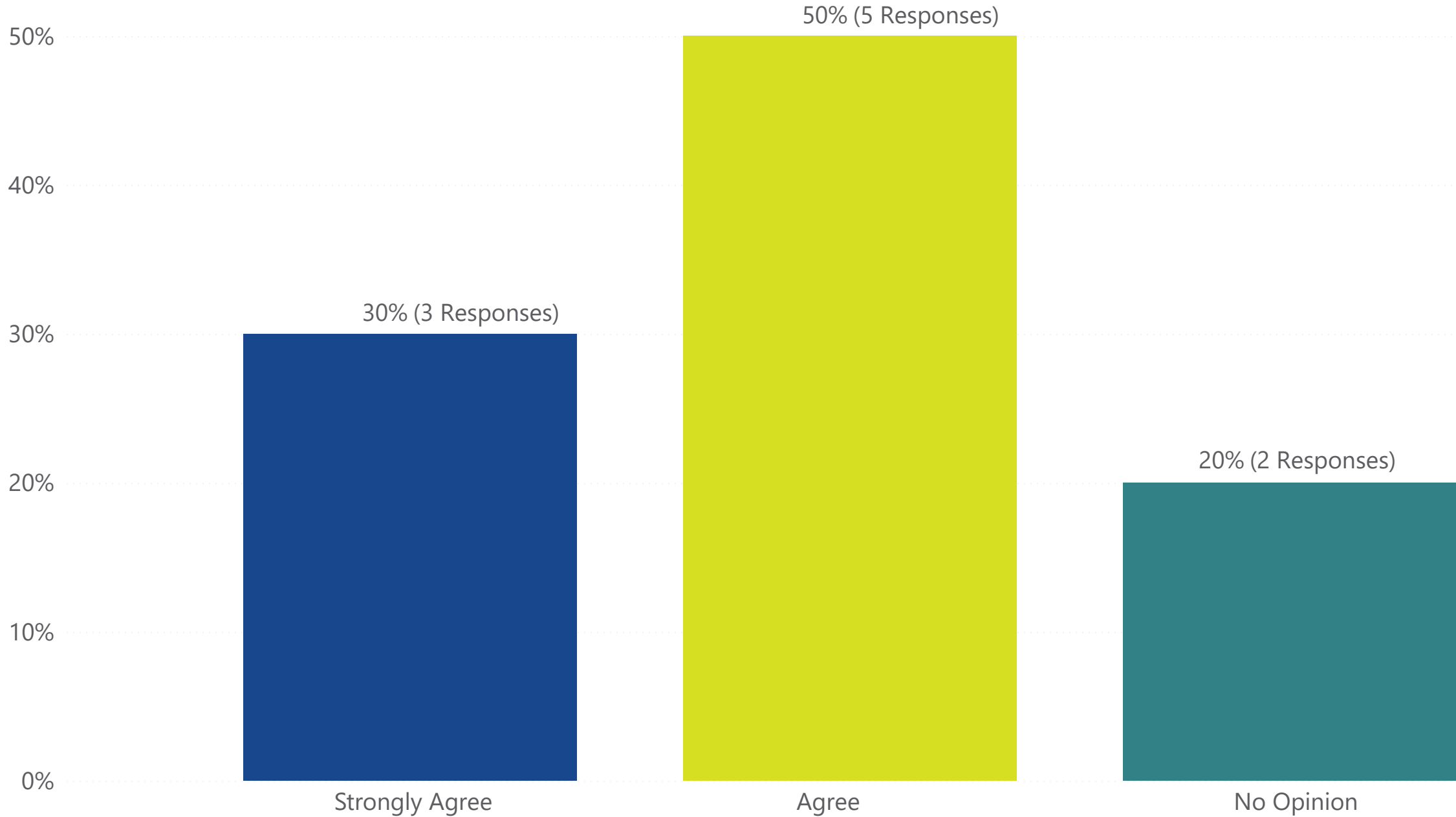
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Occupation:
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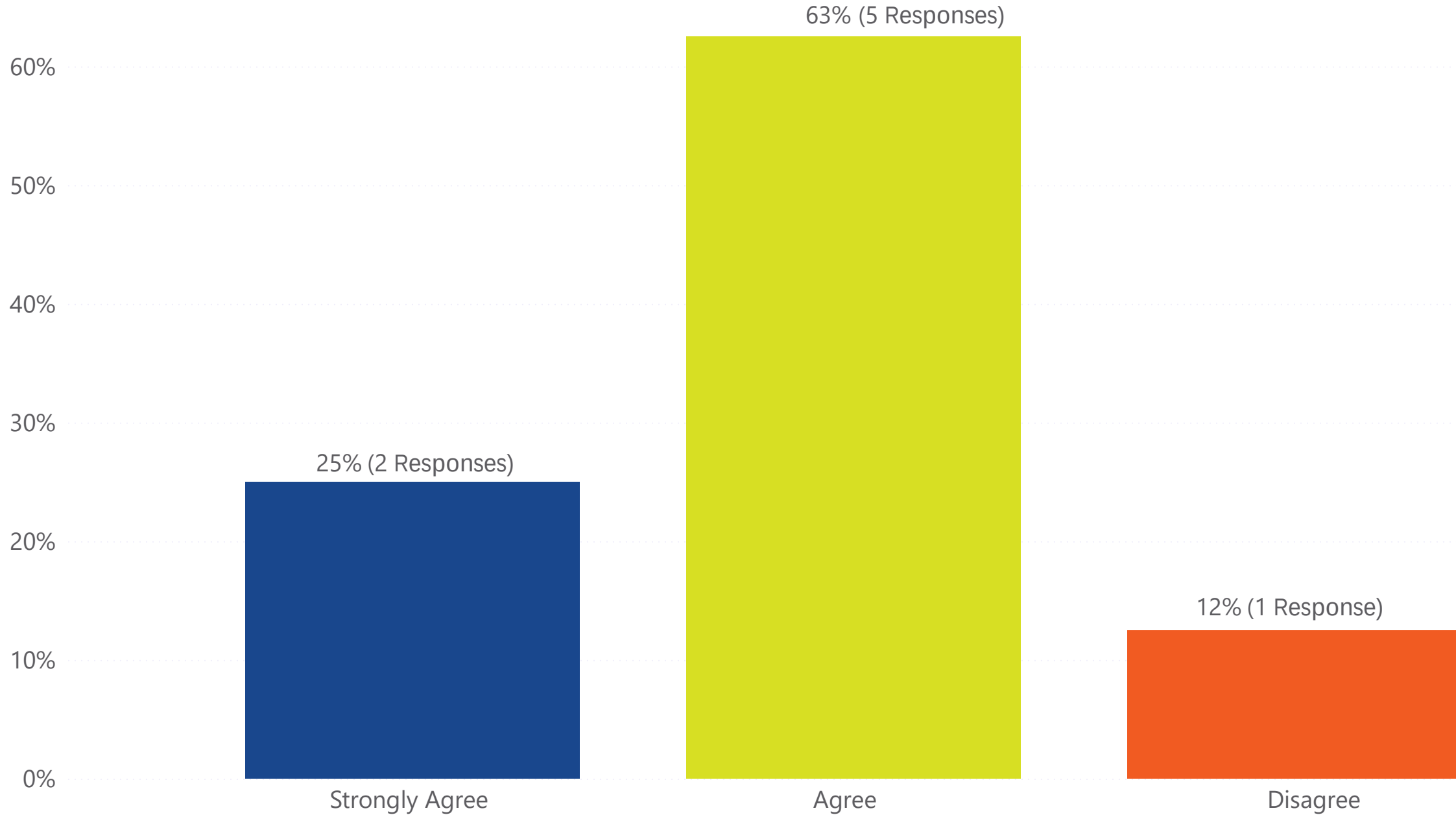
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Occupation:
Realtor



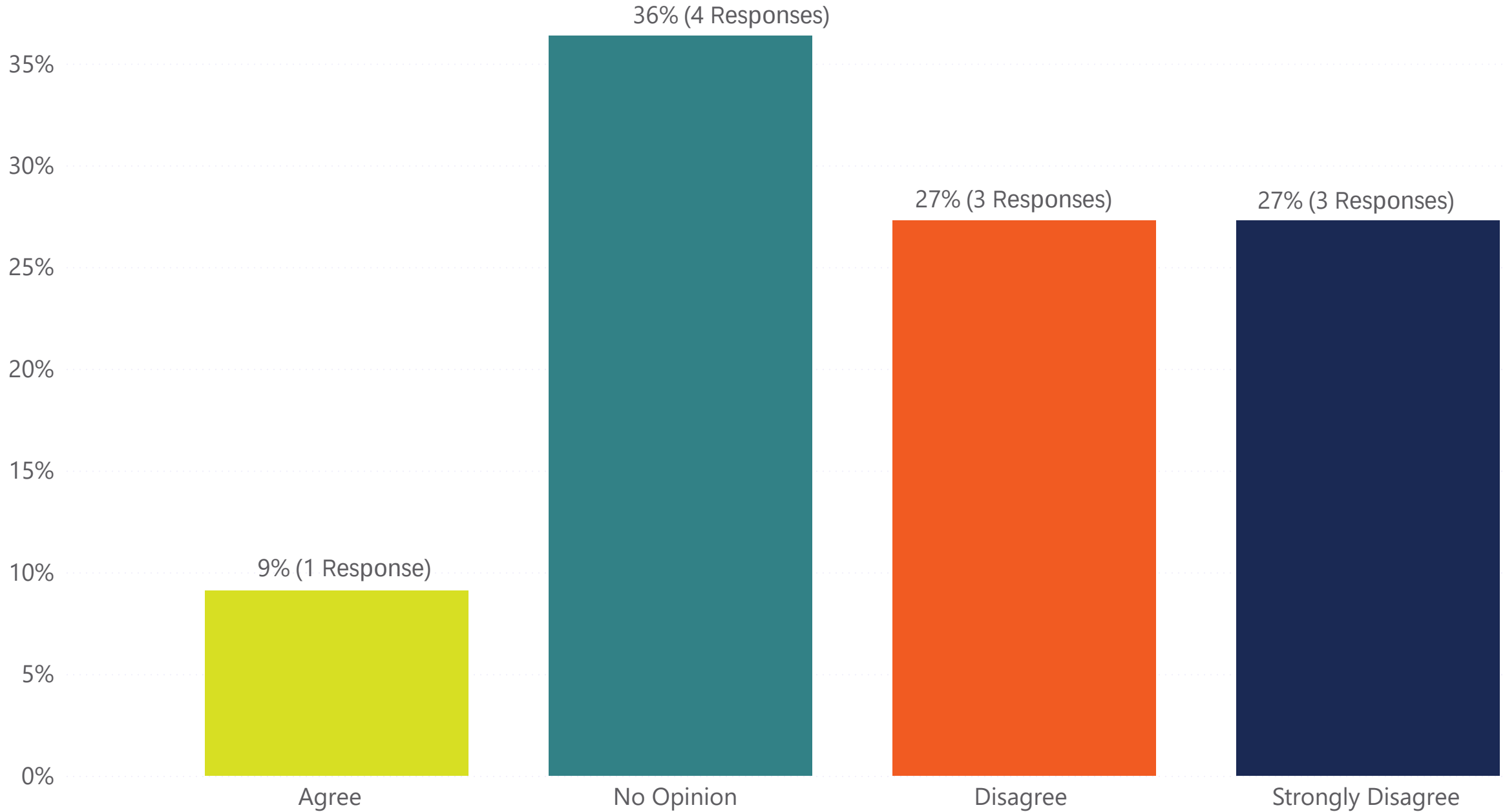
**Including more diagrams, flowcharts, or other visual aids would make the
Unified Development Code easier to understand and apply.**

Occupation:
other



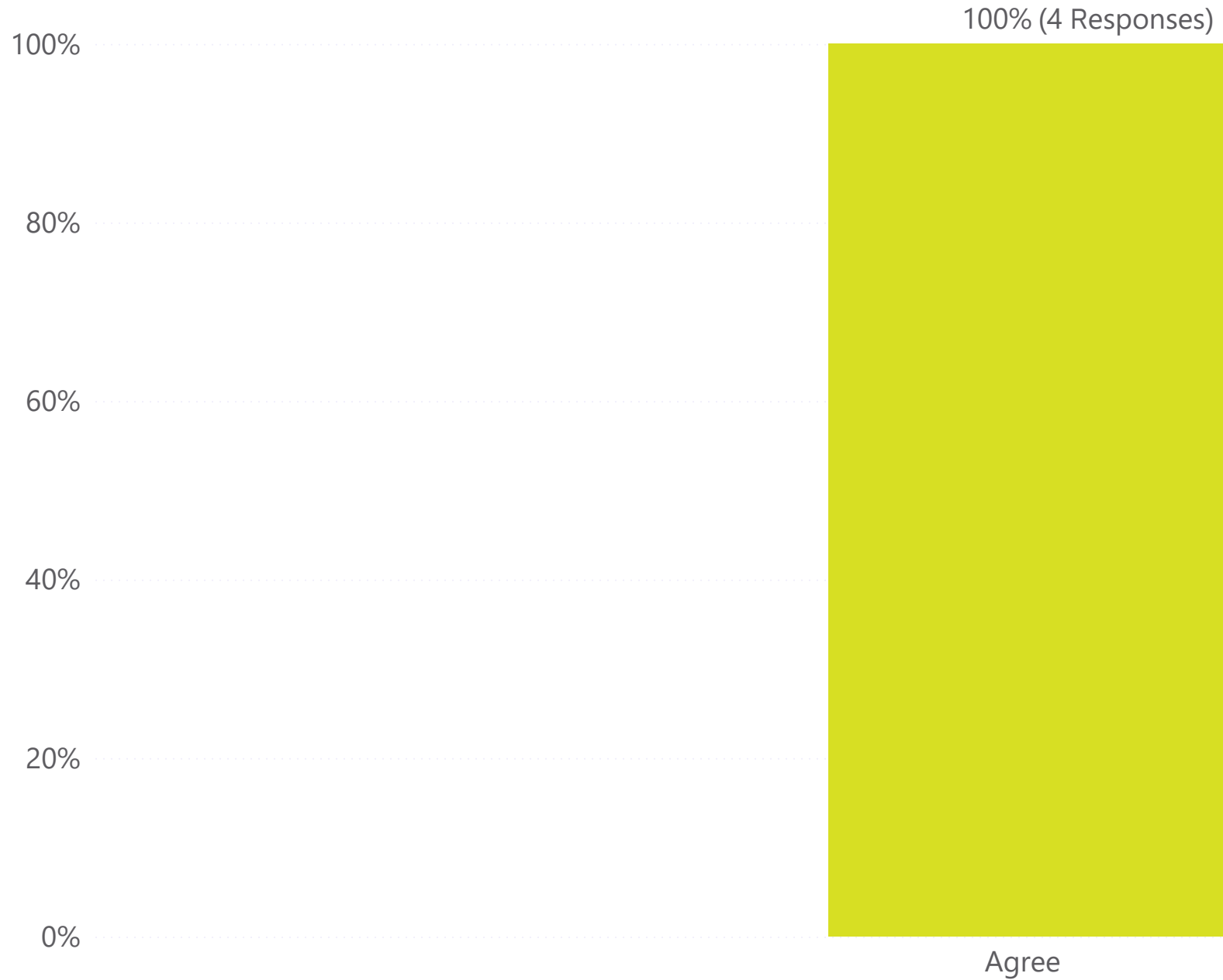
The current development rules are well-aligned with the City's Comprehensive Plan and the City Council's Goals.

Occupation:
Business Owner



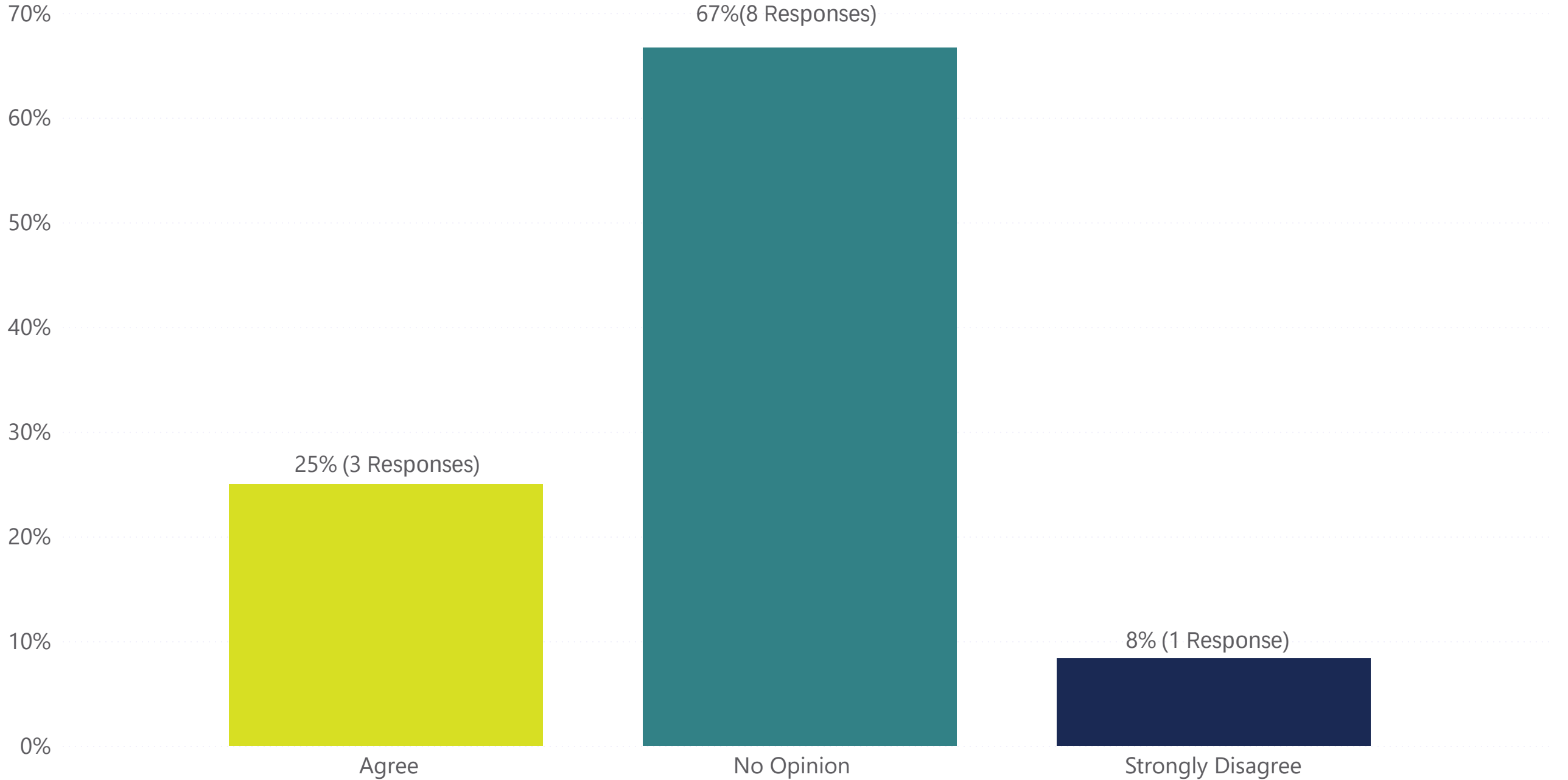
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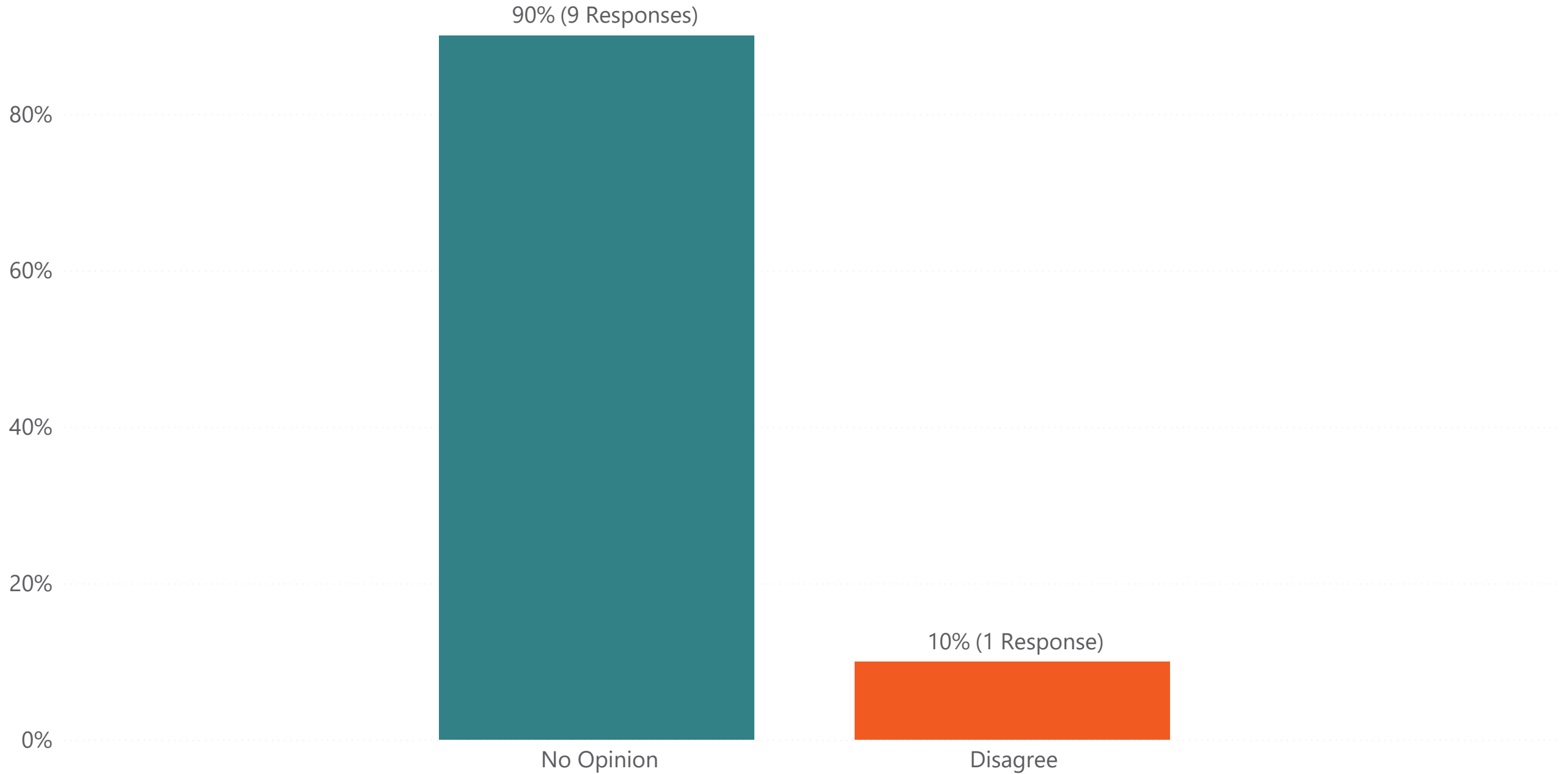
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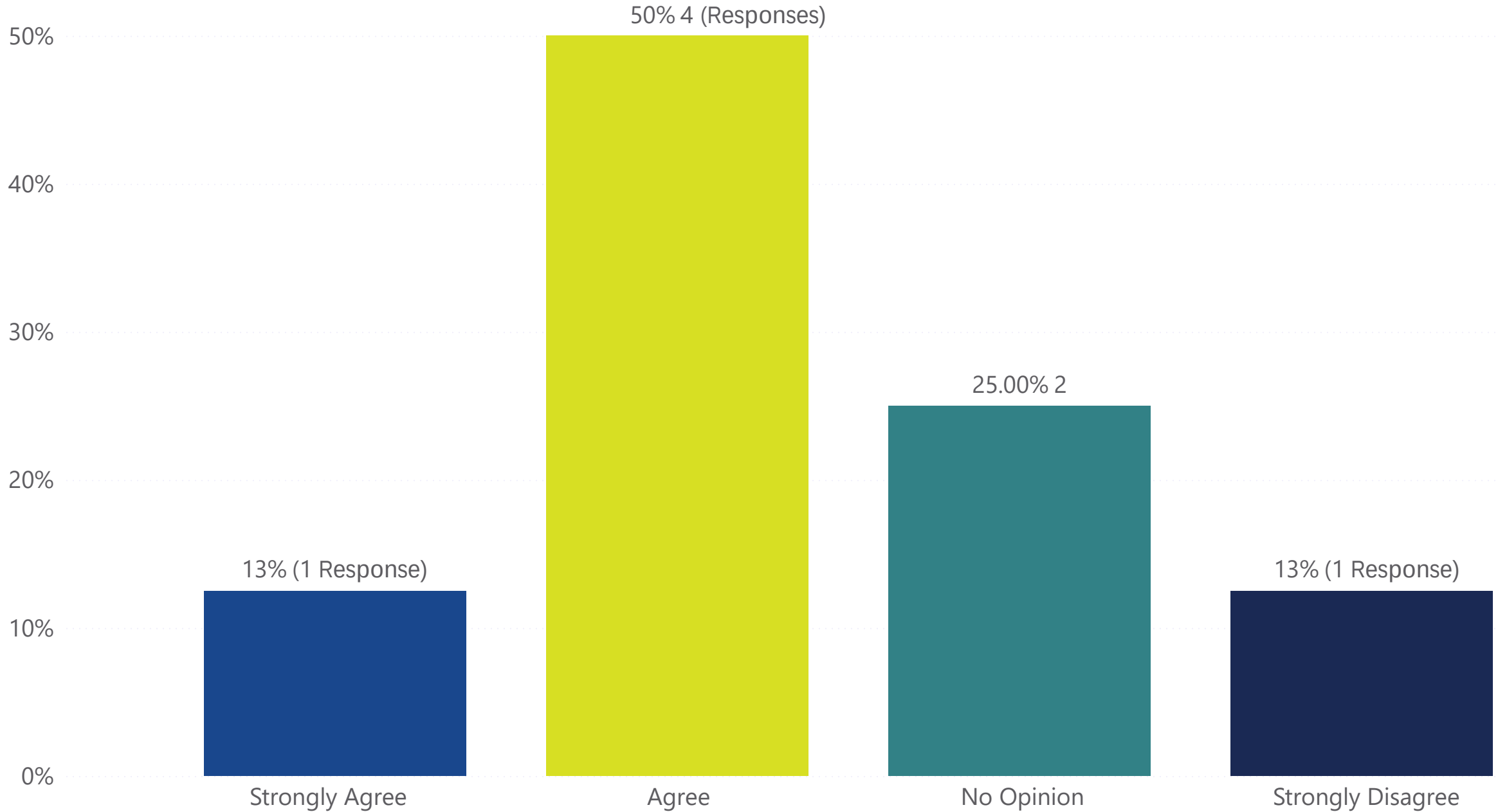
Occupation:

Realtor



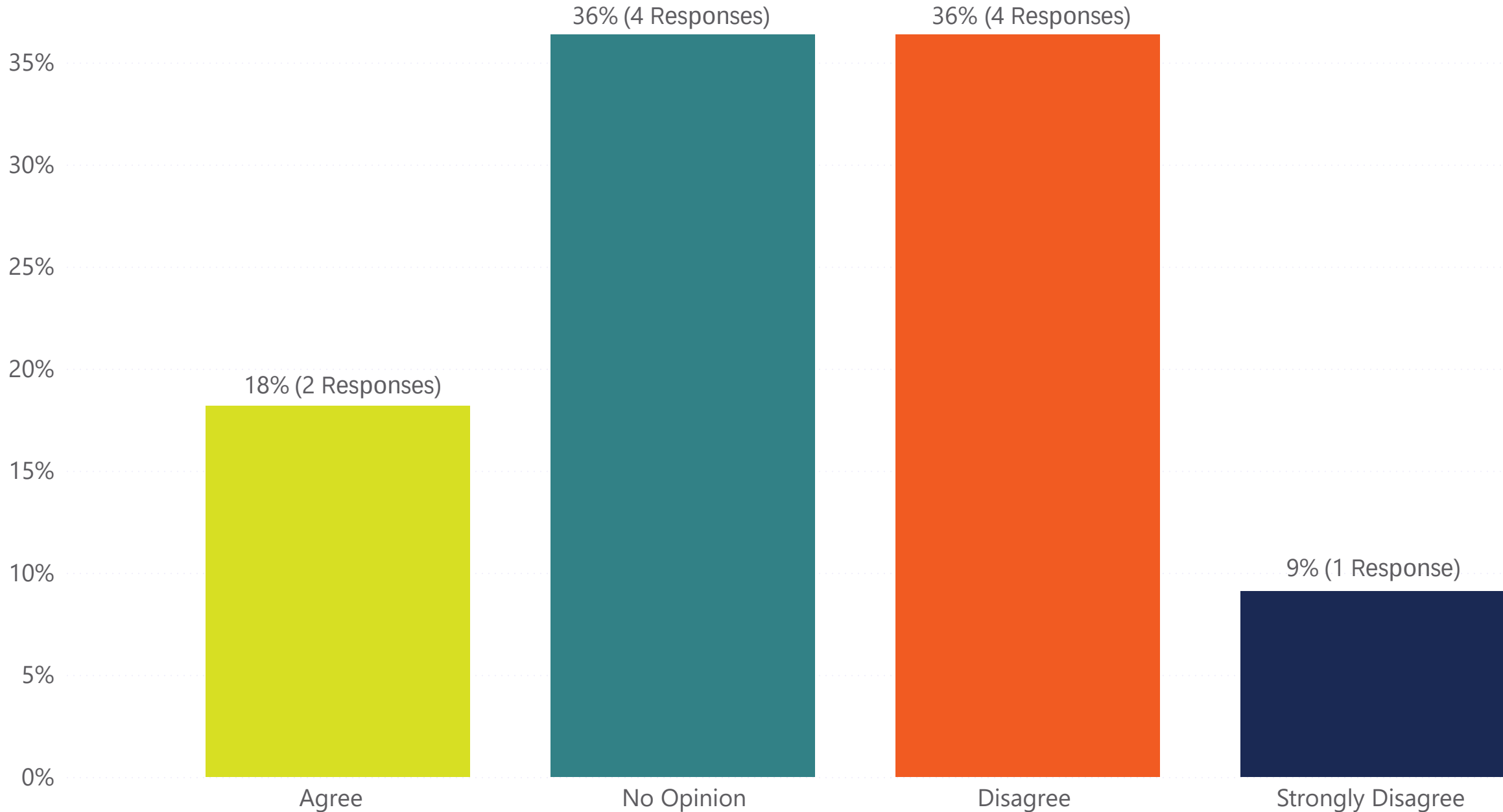
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Occupation:
other



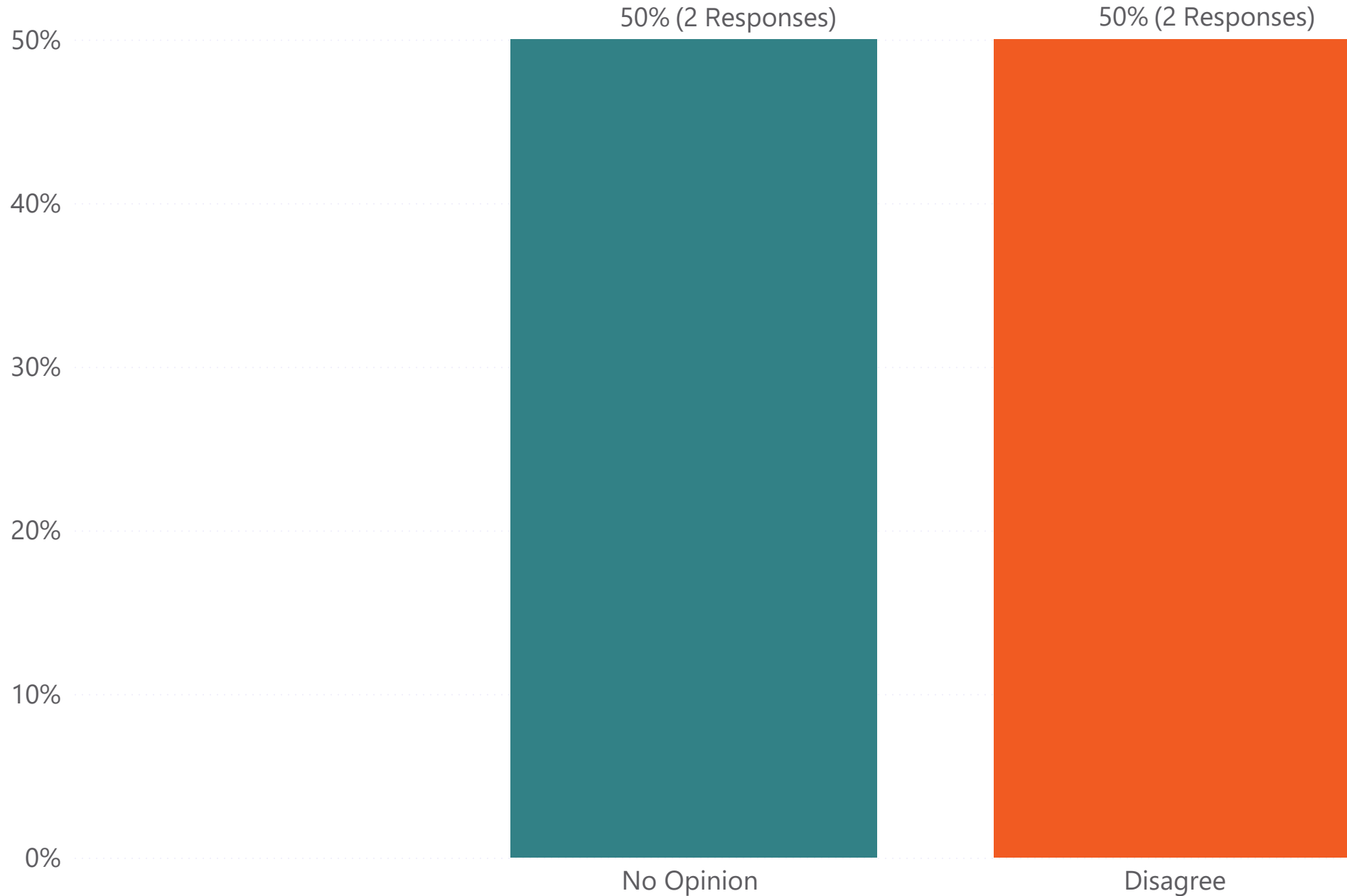
The zoning districts in the current Unified Development Code adequately address the diverse development needs and design characteristics throughout Dubuque.

Occupation:
Business Owner



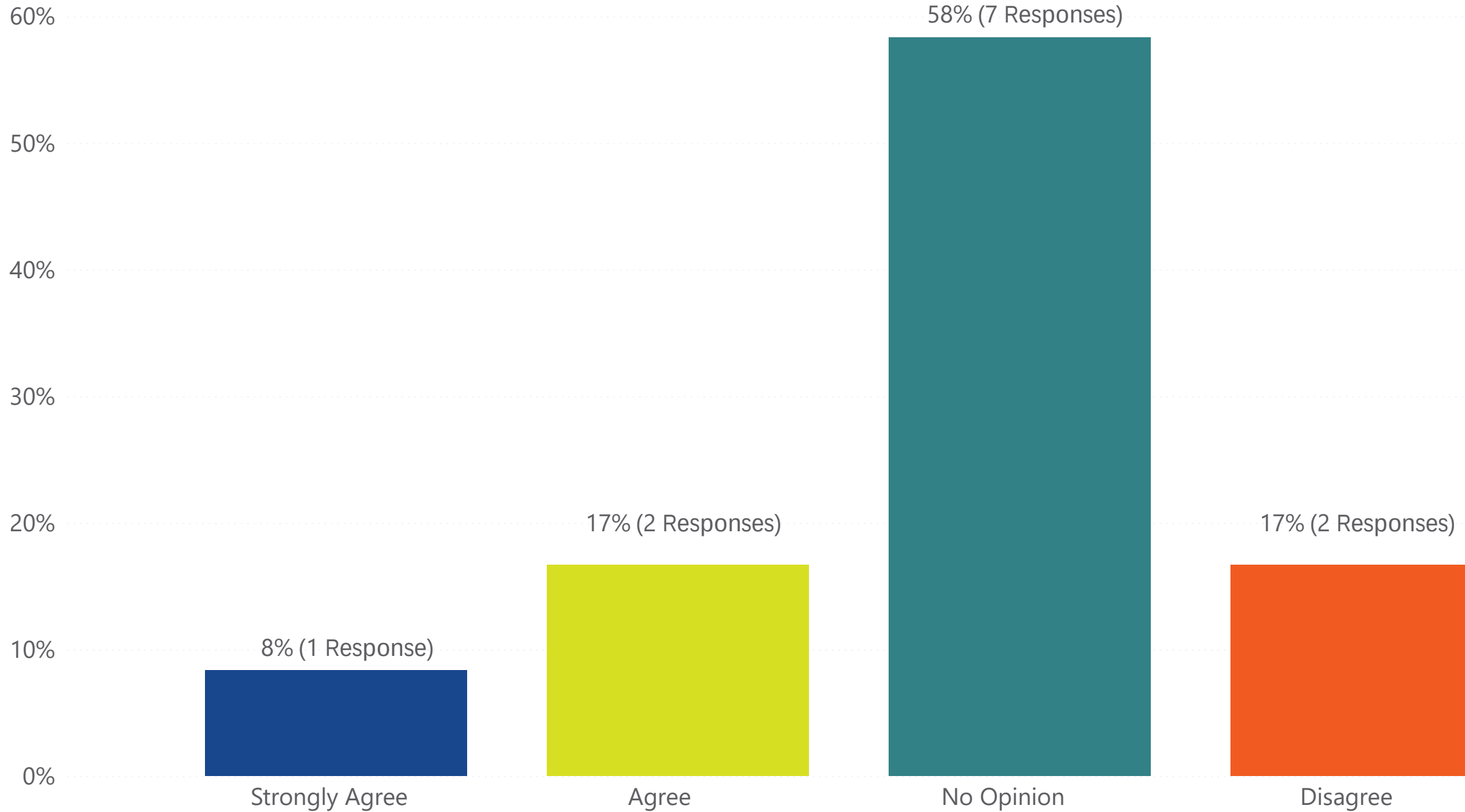
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Occupation:
Contractor/Developer



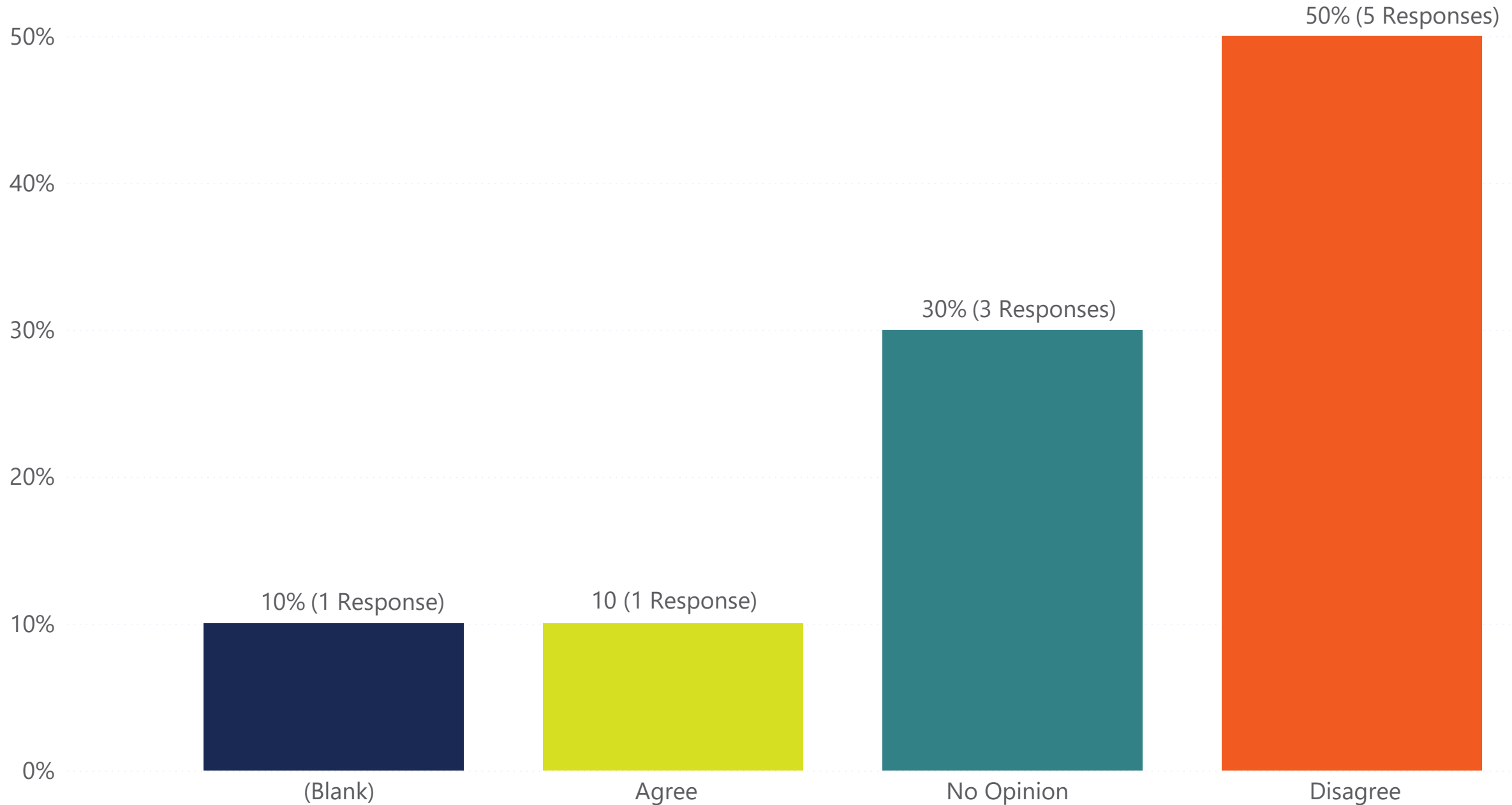
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Occupation:
Engineer/Architect/Surveyor



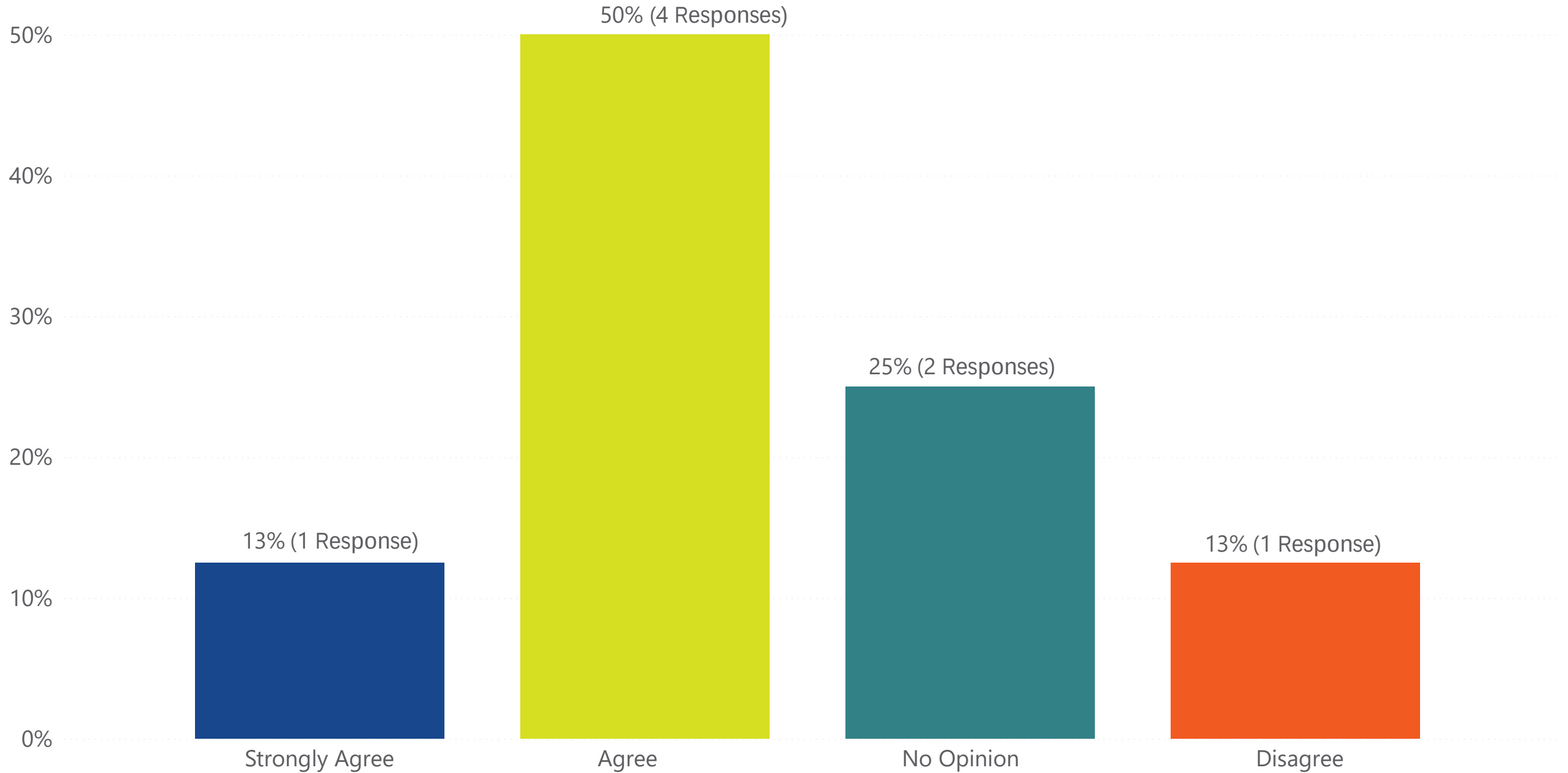
The zoning districts in the current Unified Development Code adequately address the diverse development needs and design characteristics throughout Dubuque.

Occupation:
Realtor



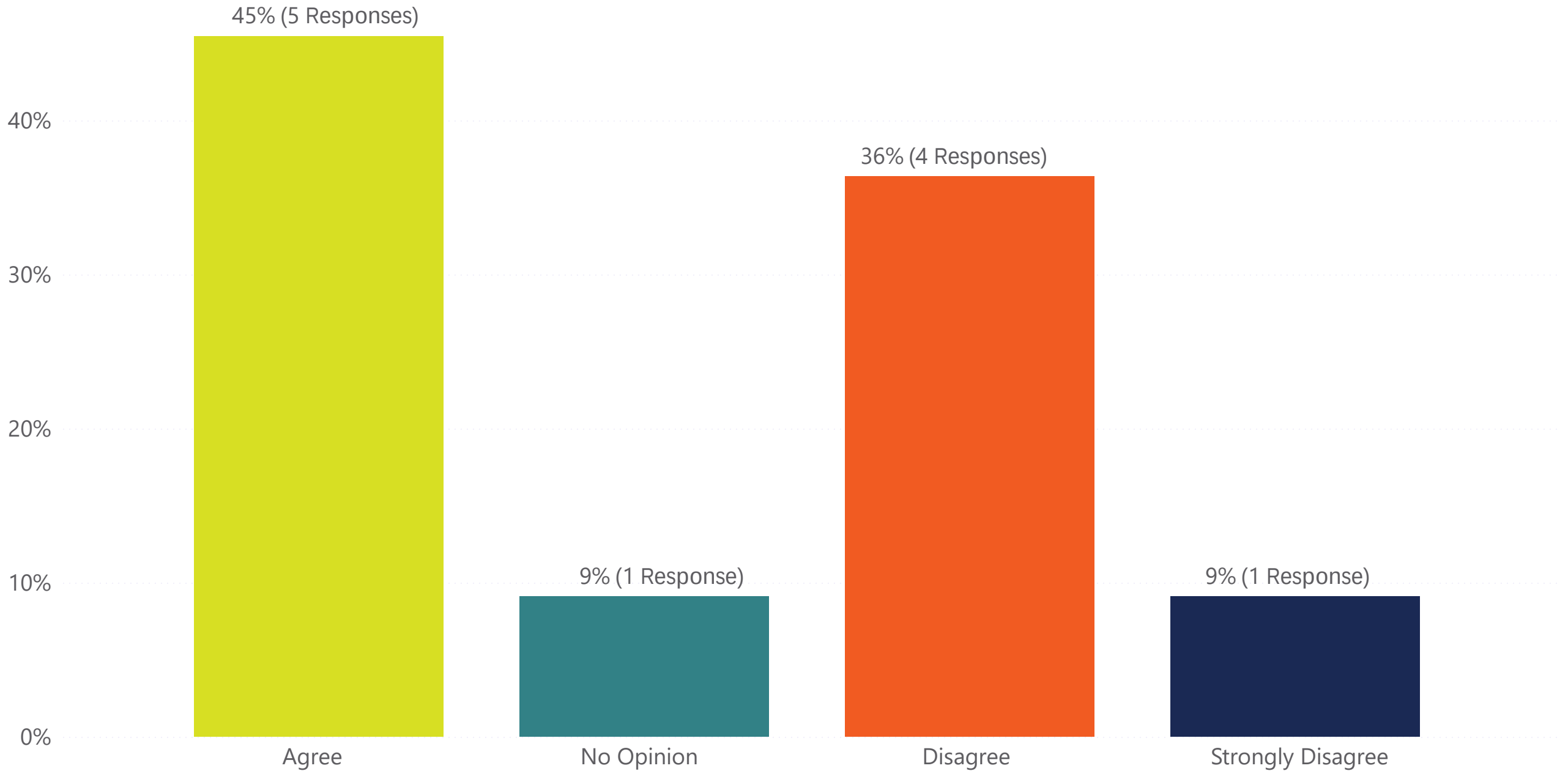
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other



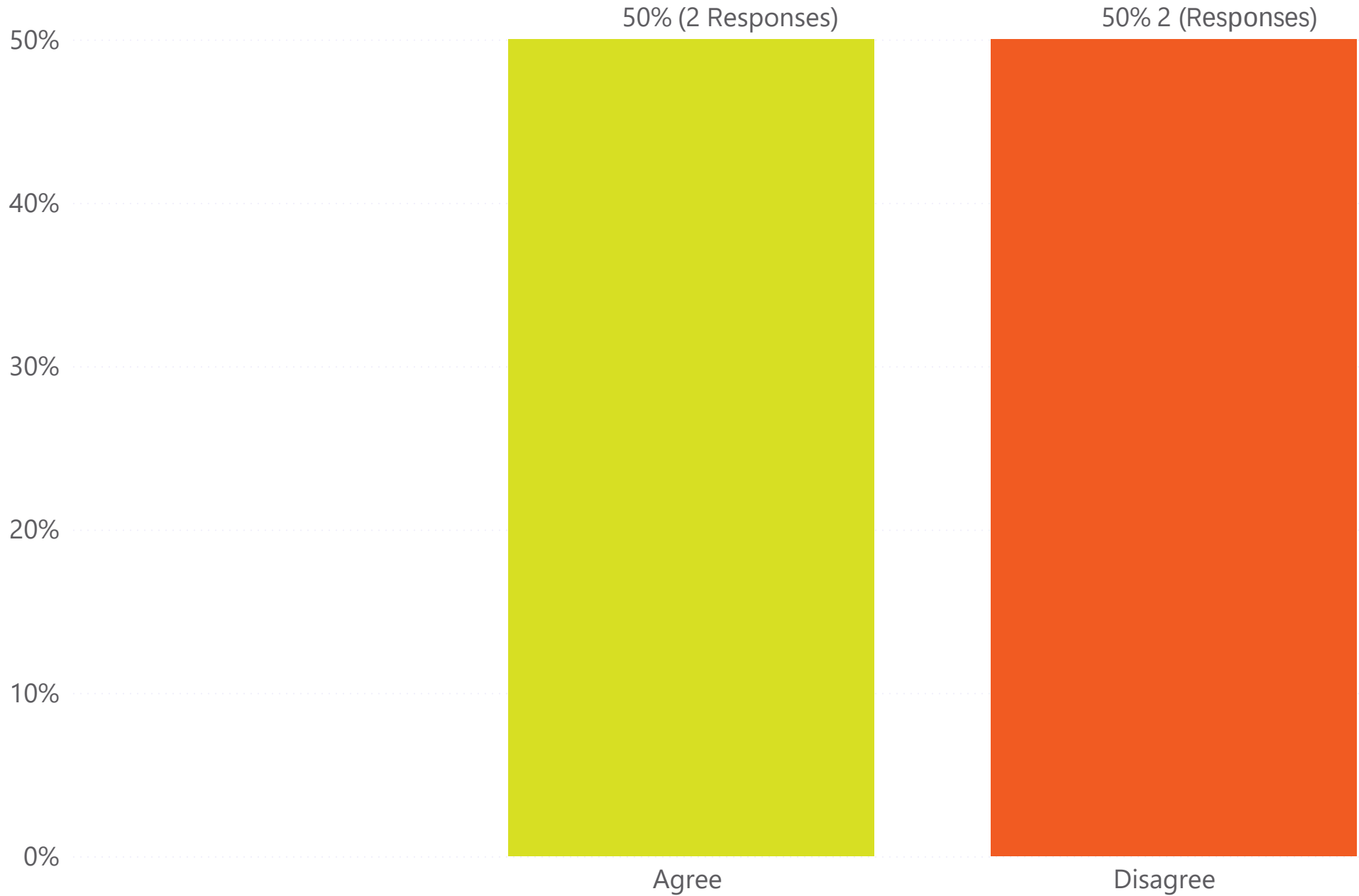
The current residential zoning districts are sufficient to provide a range of housing options at various price points throughout Dubuque.

Occupation:
Business Owner



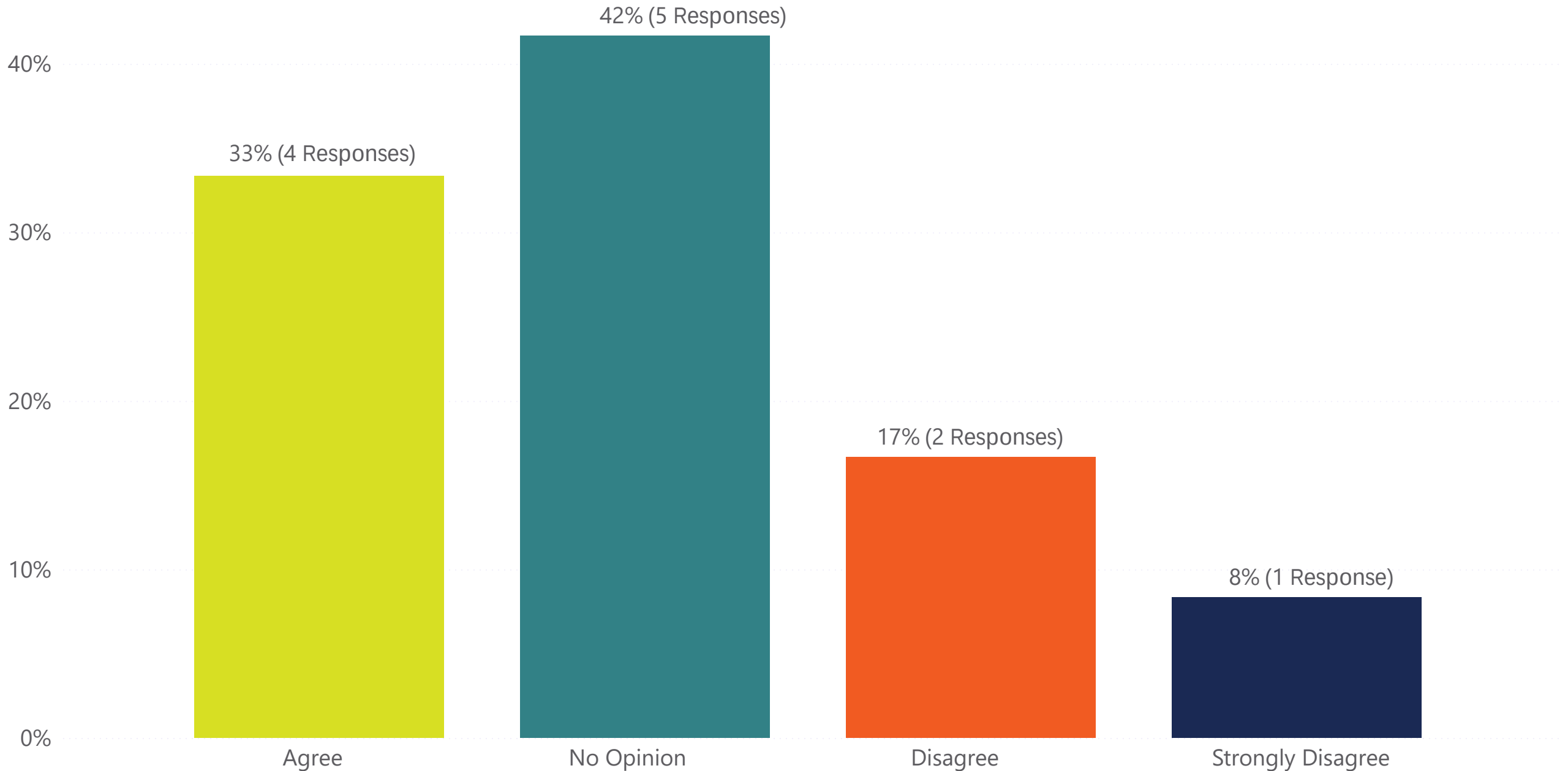
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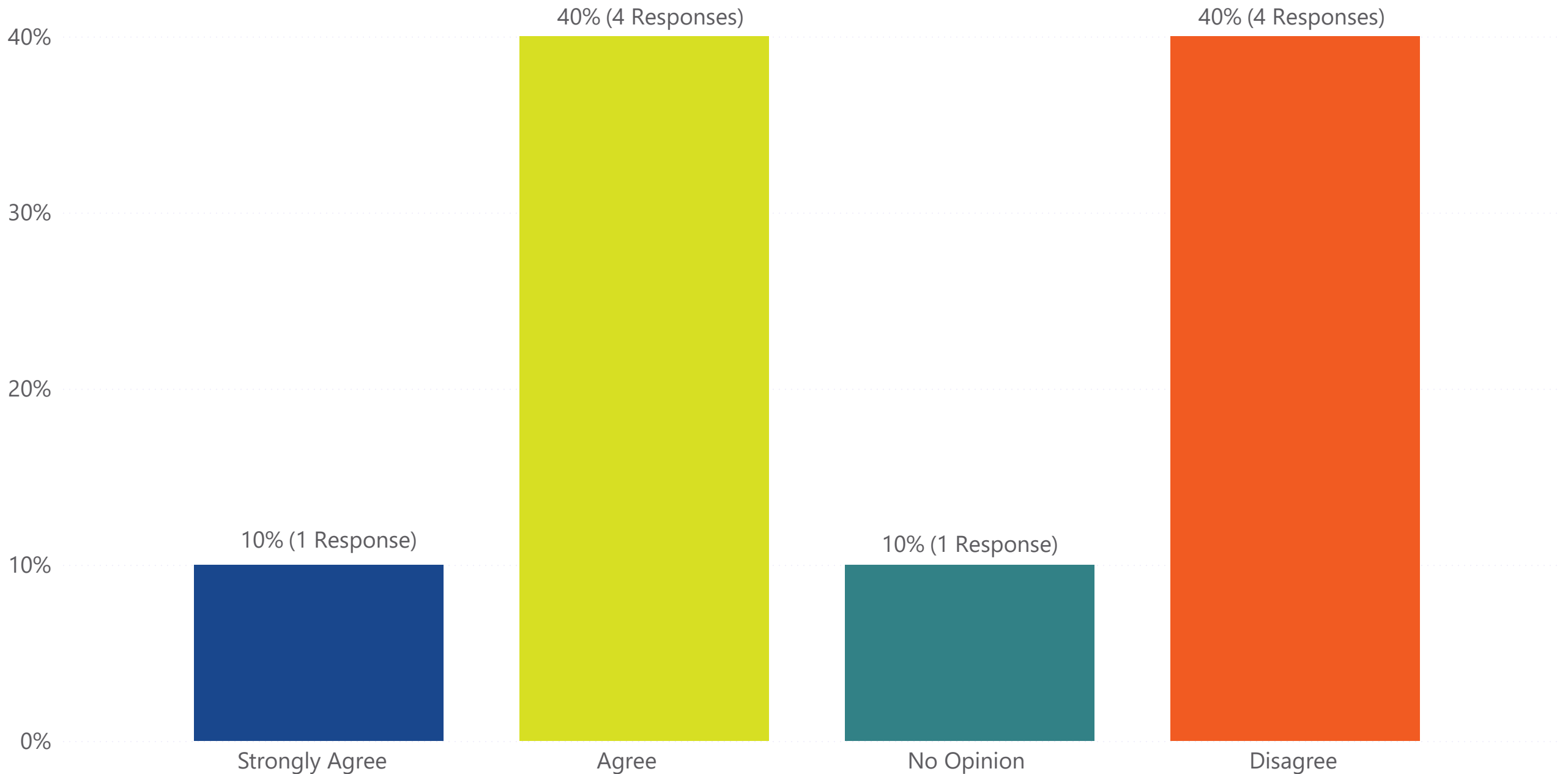
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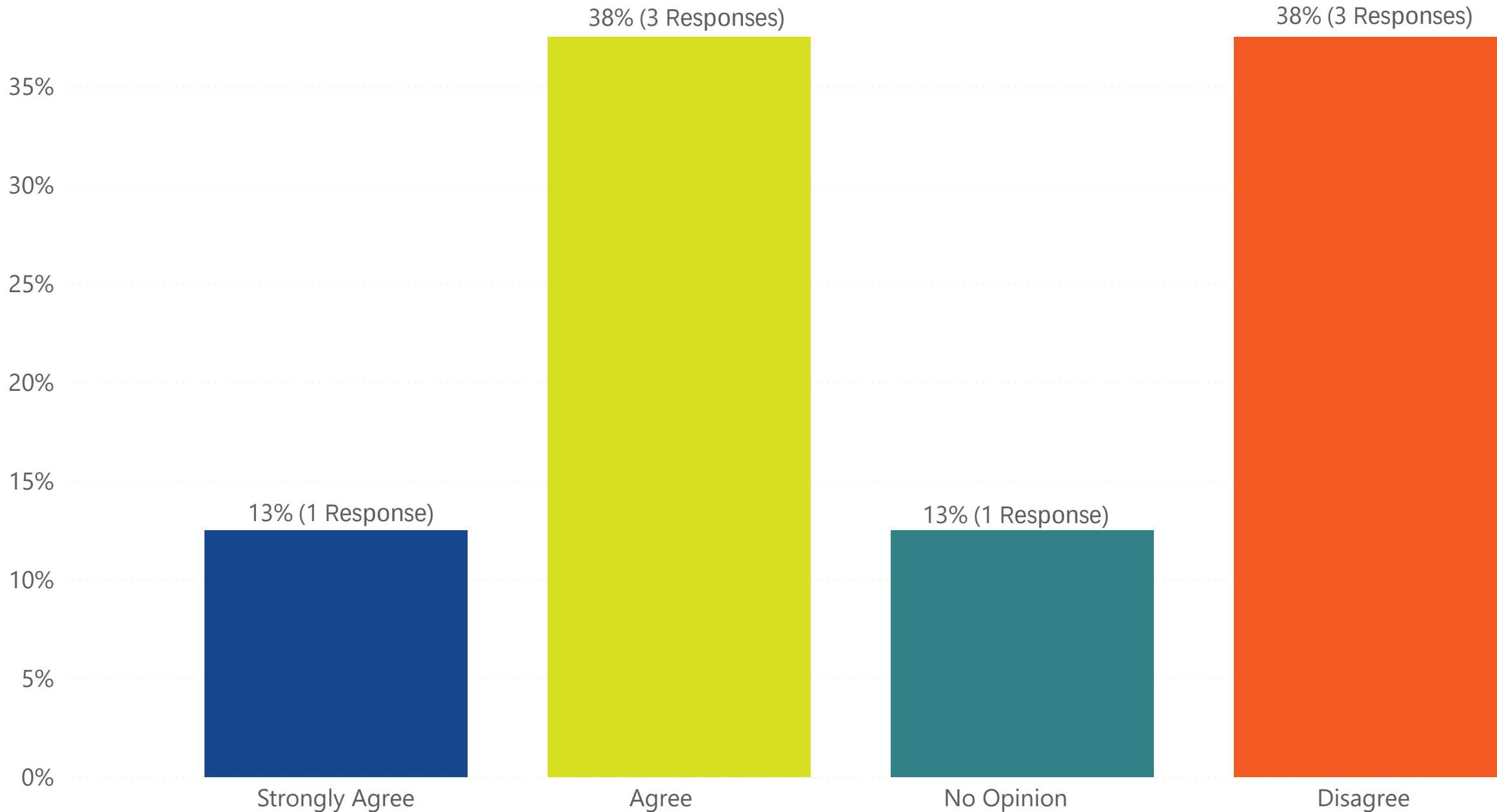
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Occupation:
Realtor



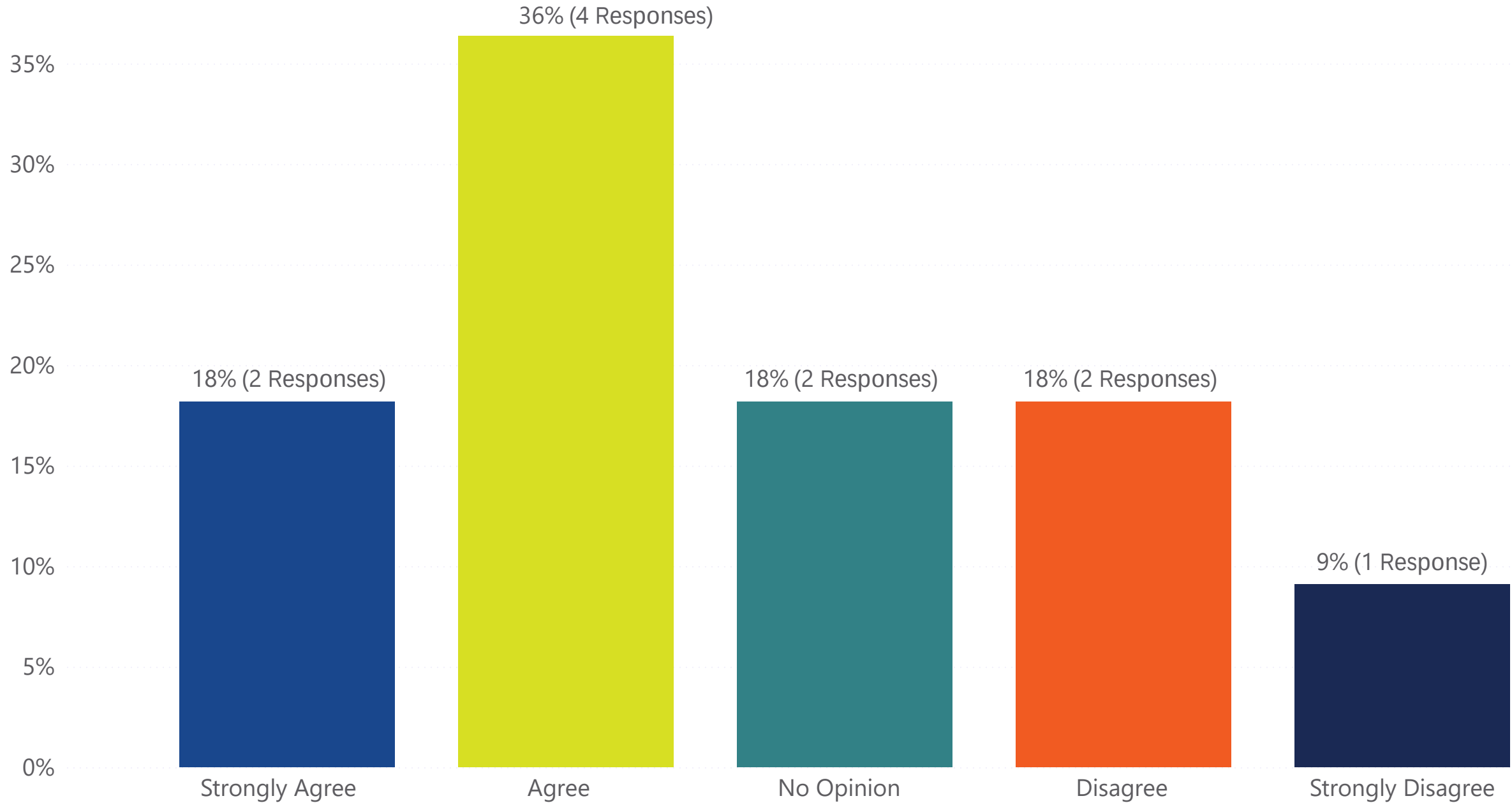
The current residential zoning districts are sufficient to provide a range of housing options at various price points throughout Dubuque.

Occupation:
other



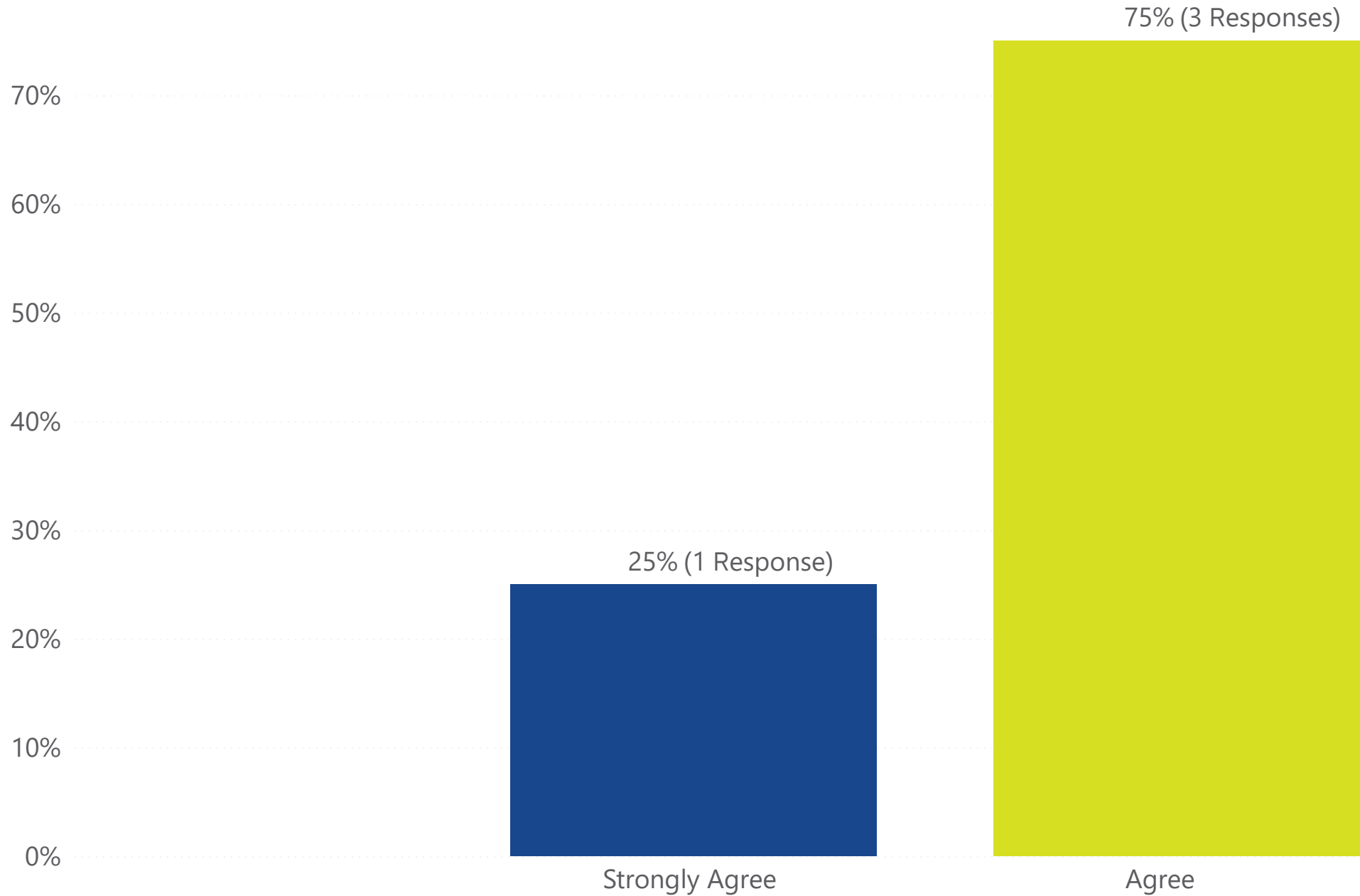
**The Unified Development Code should allow for smaller residential lot sizes
(less than 5,000 square feet) in urban areas to accommodate more housing options.**

Occupation:
Business Owner



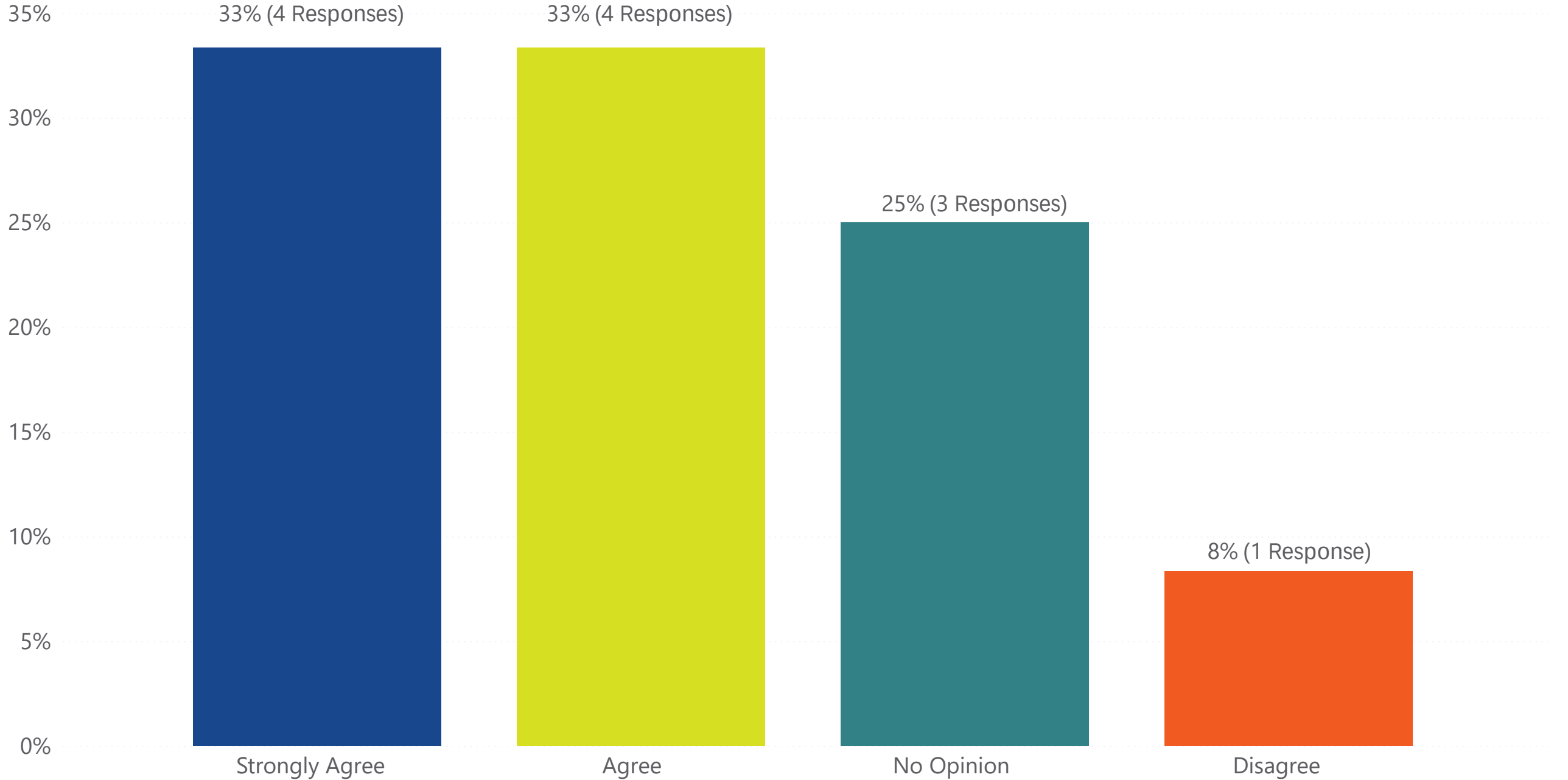
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Occupation:
Contractor/Developer



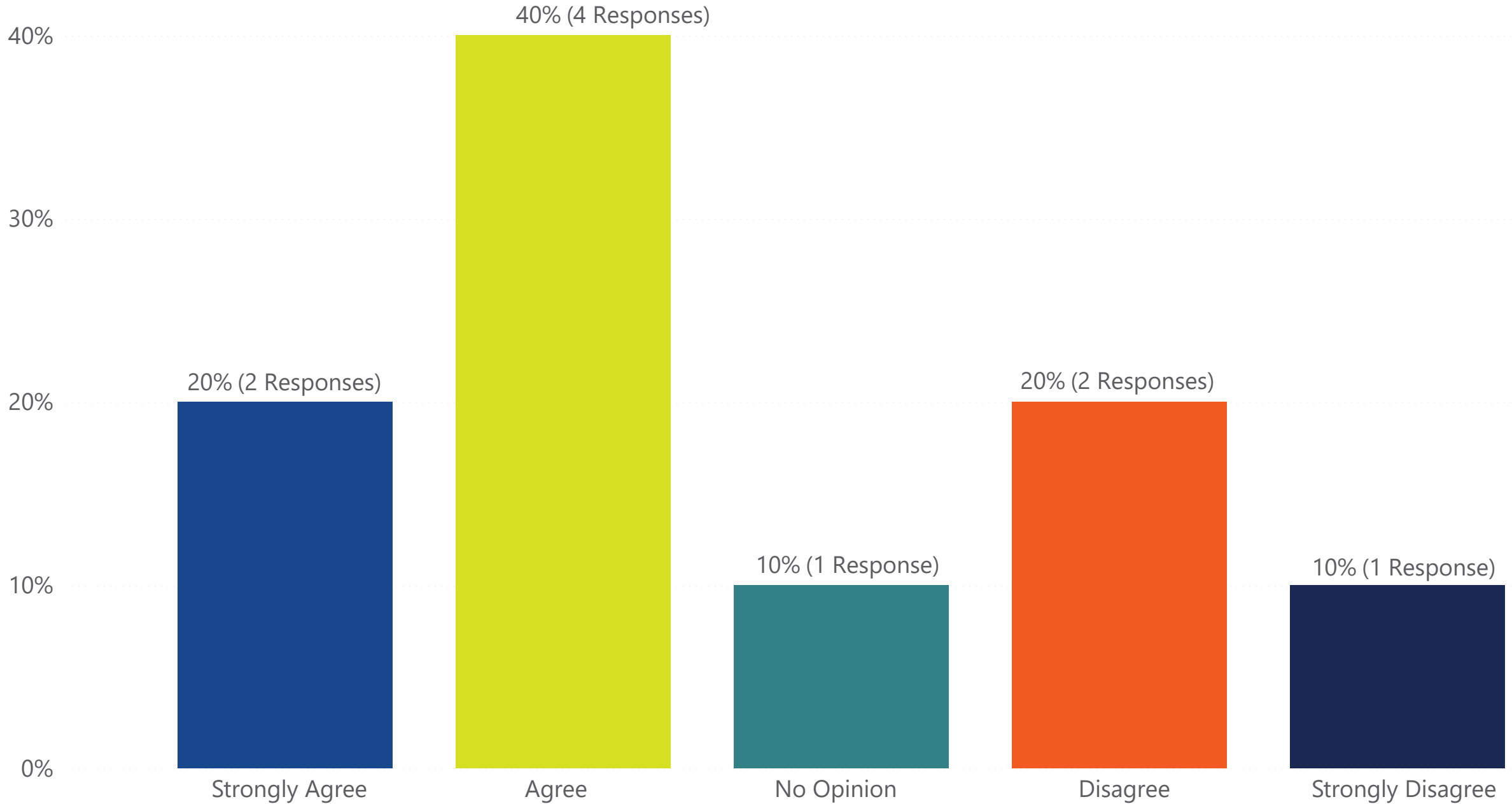
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Occupation:
Engineer/Architect/Surveyor



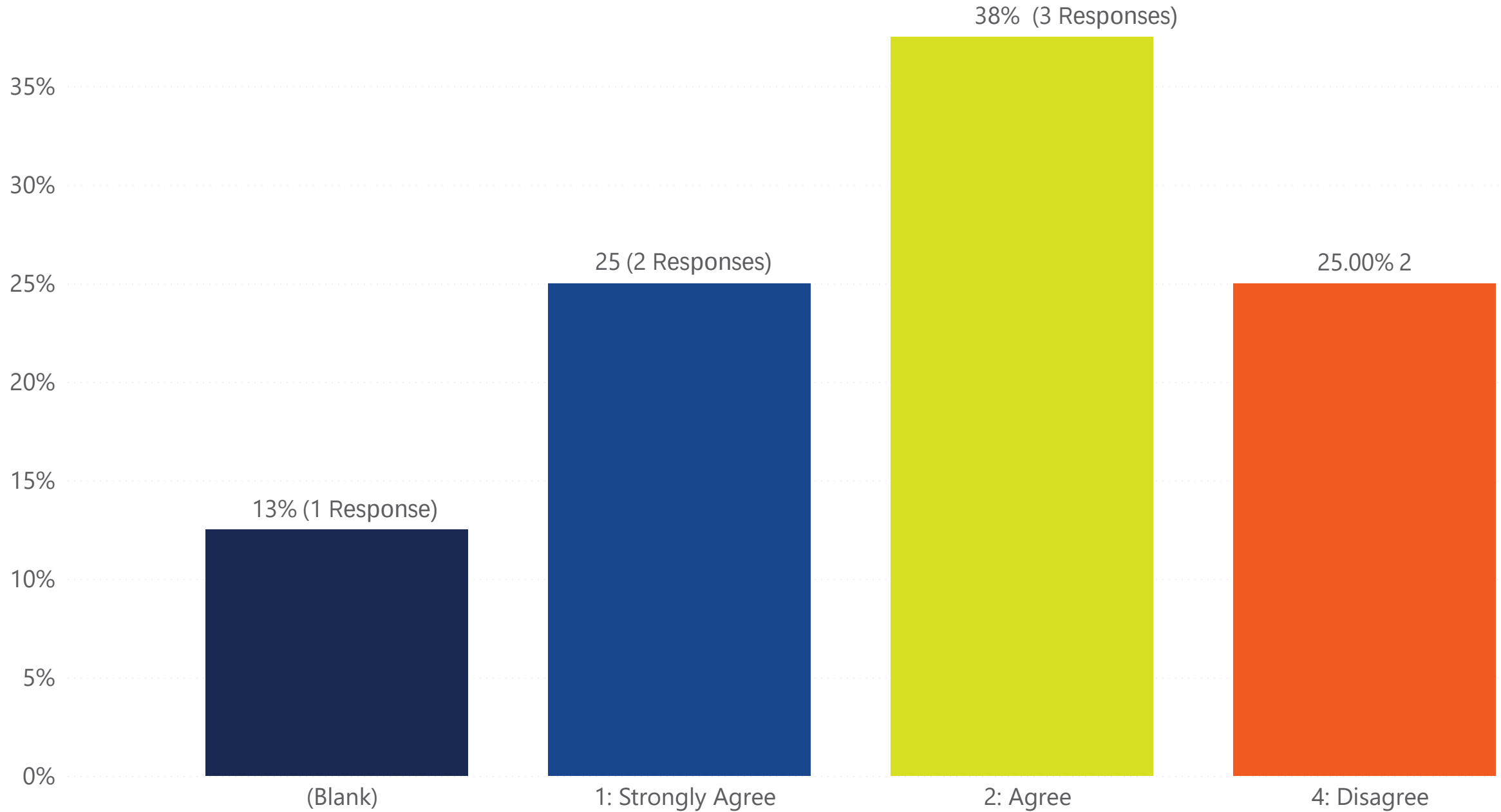
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Occupation:
Realtor



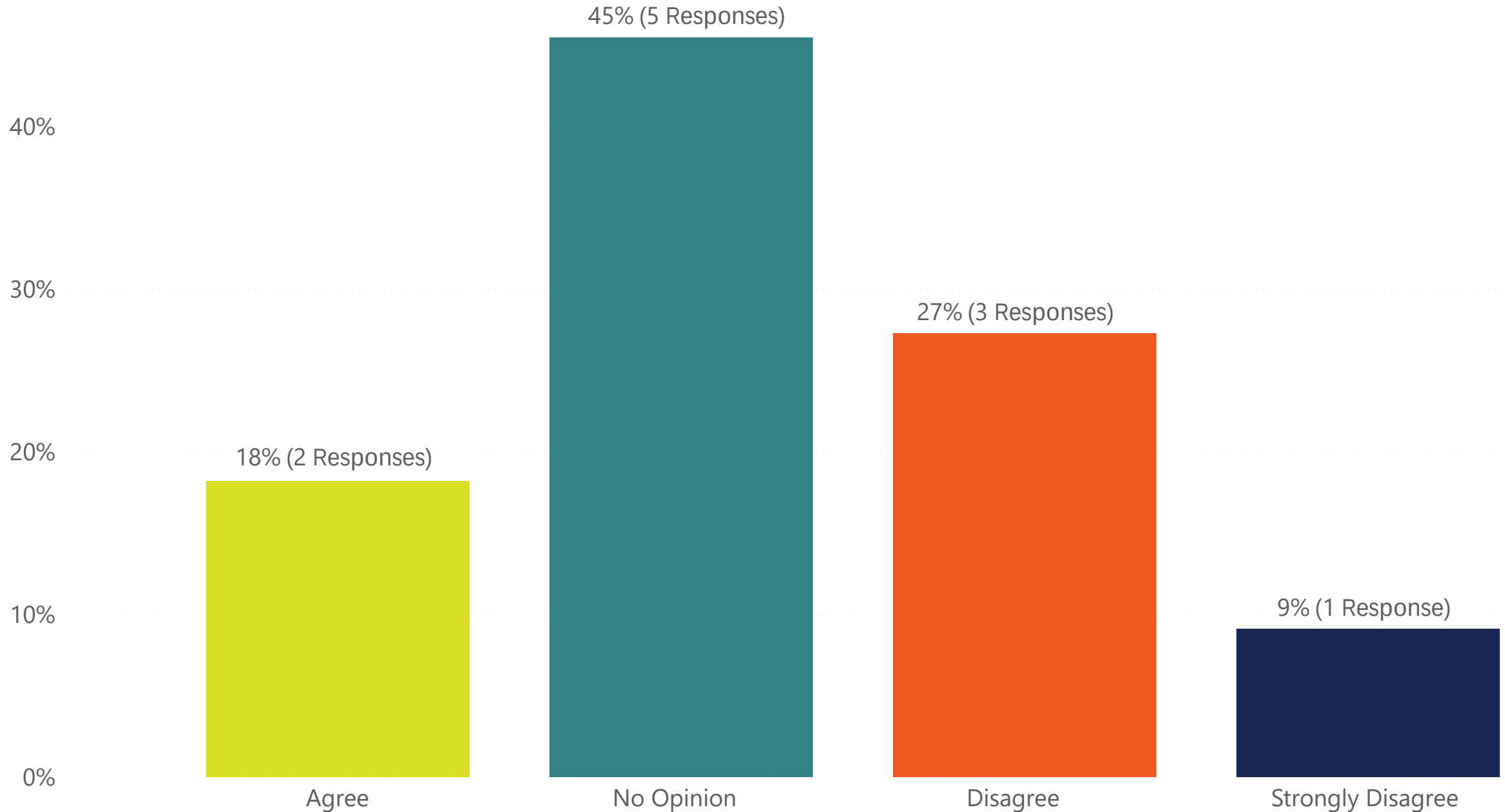
**The Unified Development Code should allow for smaller residential lot sizes
(less than 5,000 square feet) in urban areas to accommodate more housing options.**

Occupation:
other



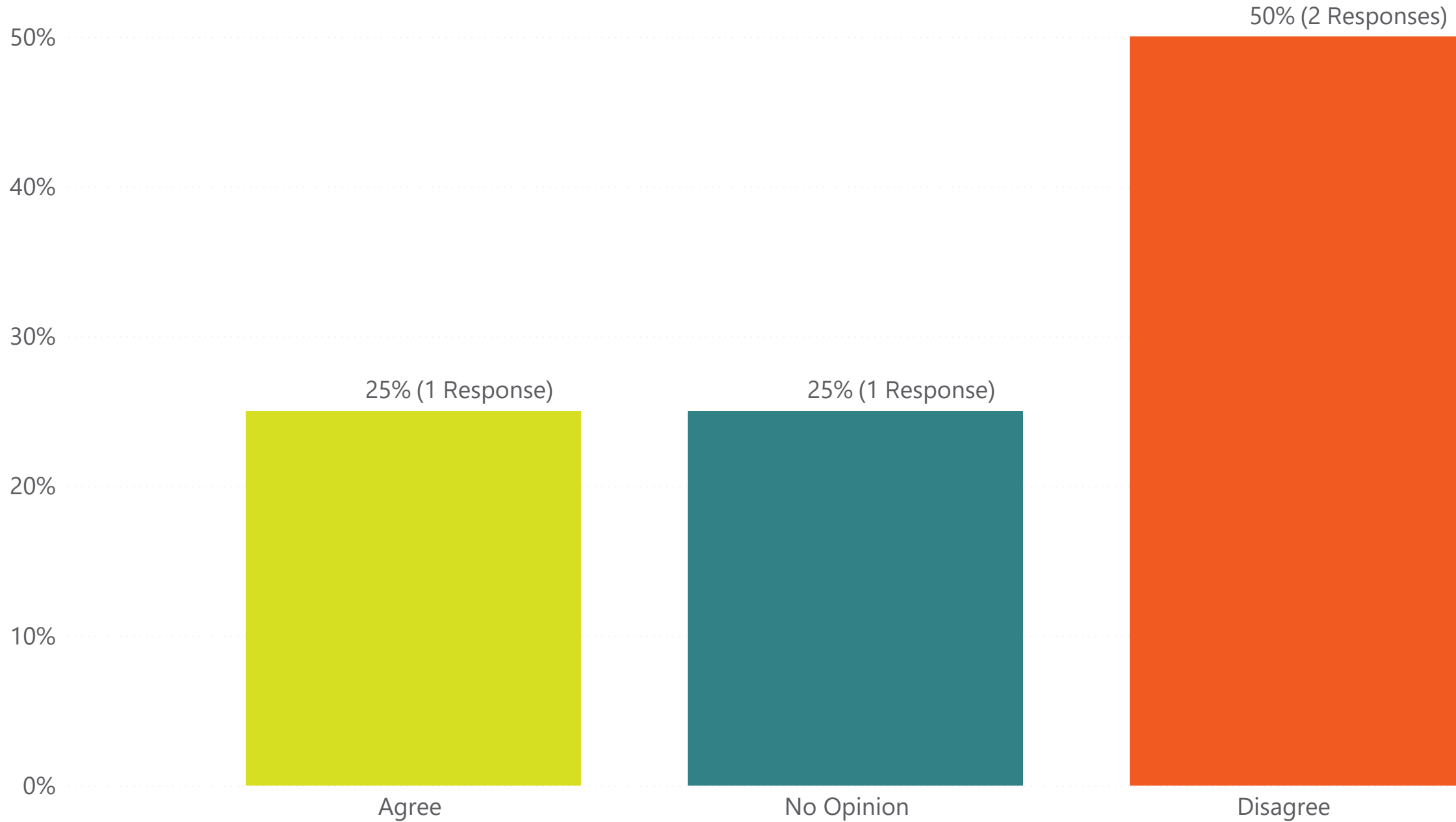
**The Unified Development Code supports inclusion of various housing types
(e.g., single-family homes, duplexes, townhomes) within residential neighborhoods.**

Occupation:
Business Owner



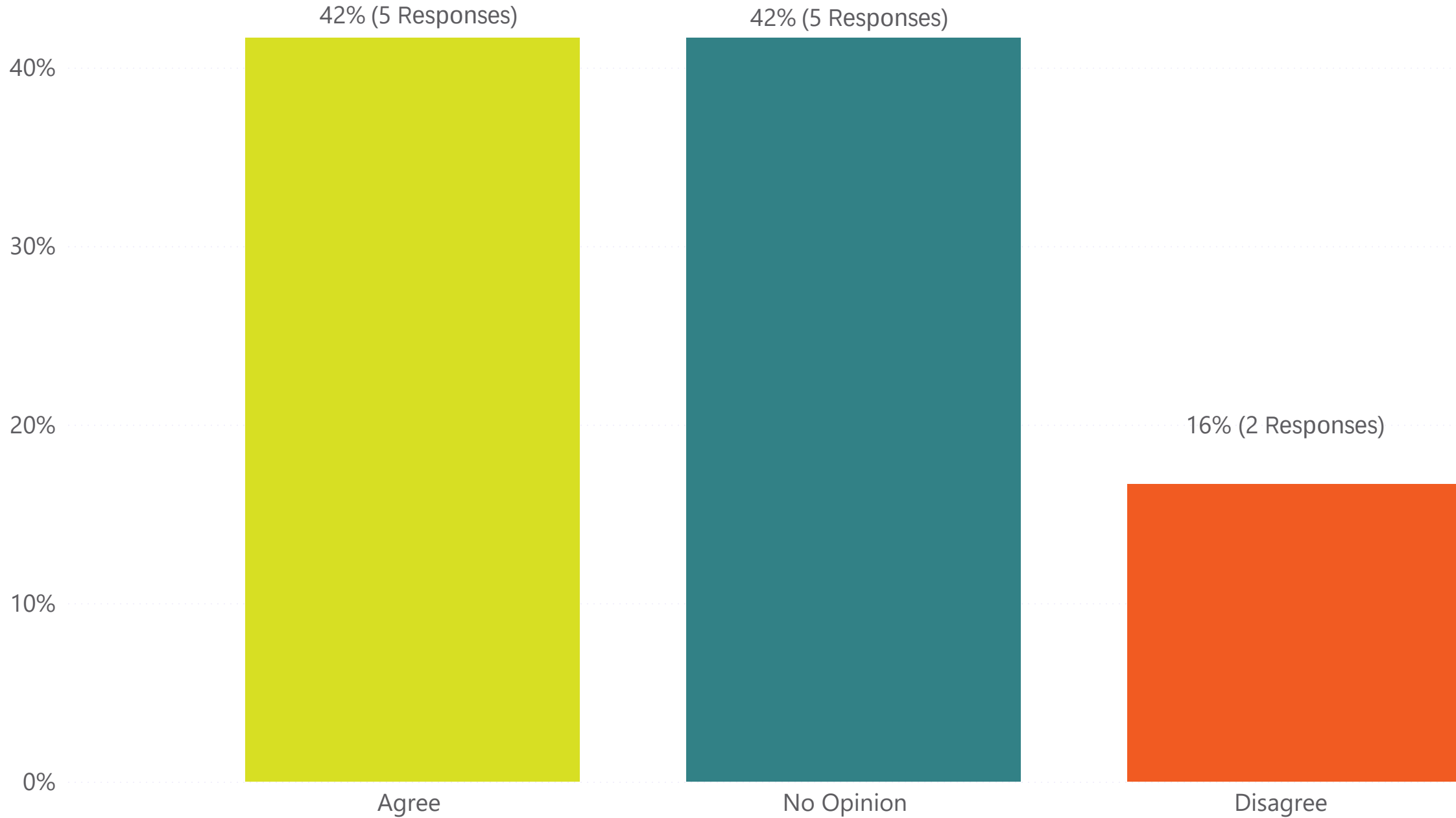
**The Unified Development Code supports inclusion of various housing types
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Occupation:
Contractor/Developer



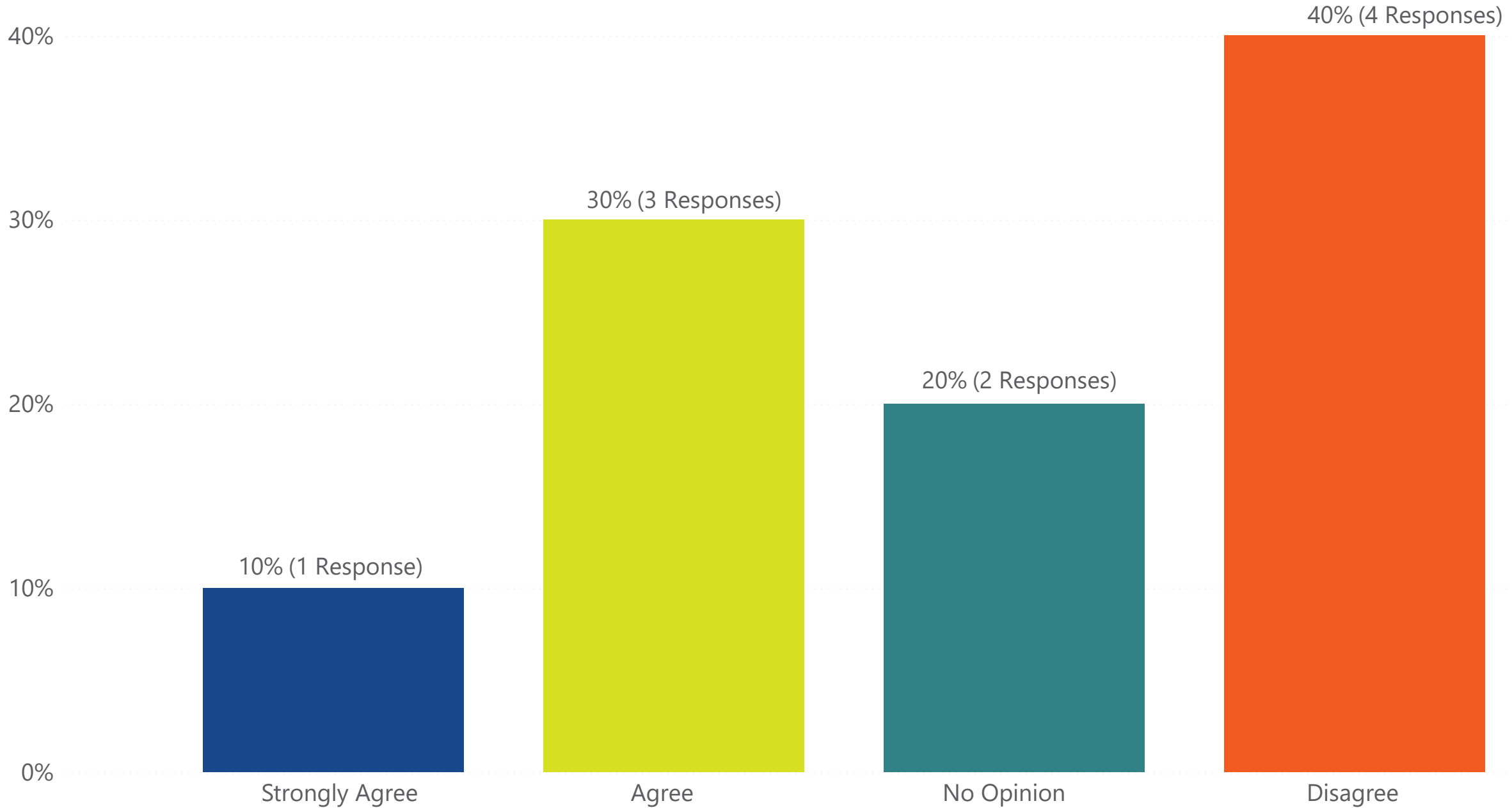
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Occupation:
Engineer/Architect/Surveyor



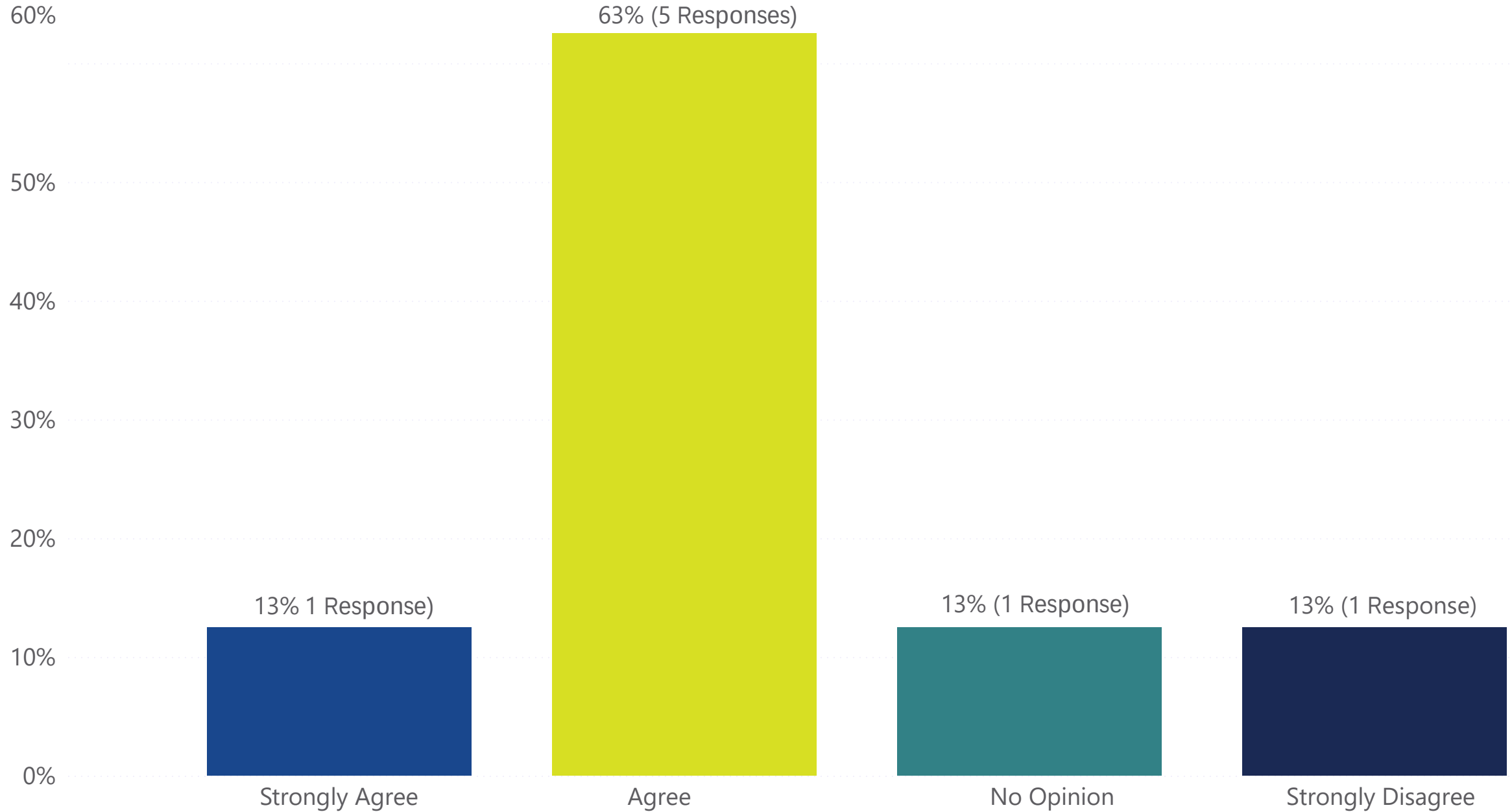
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Occupation:
Realtor



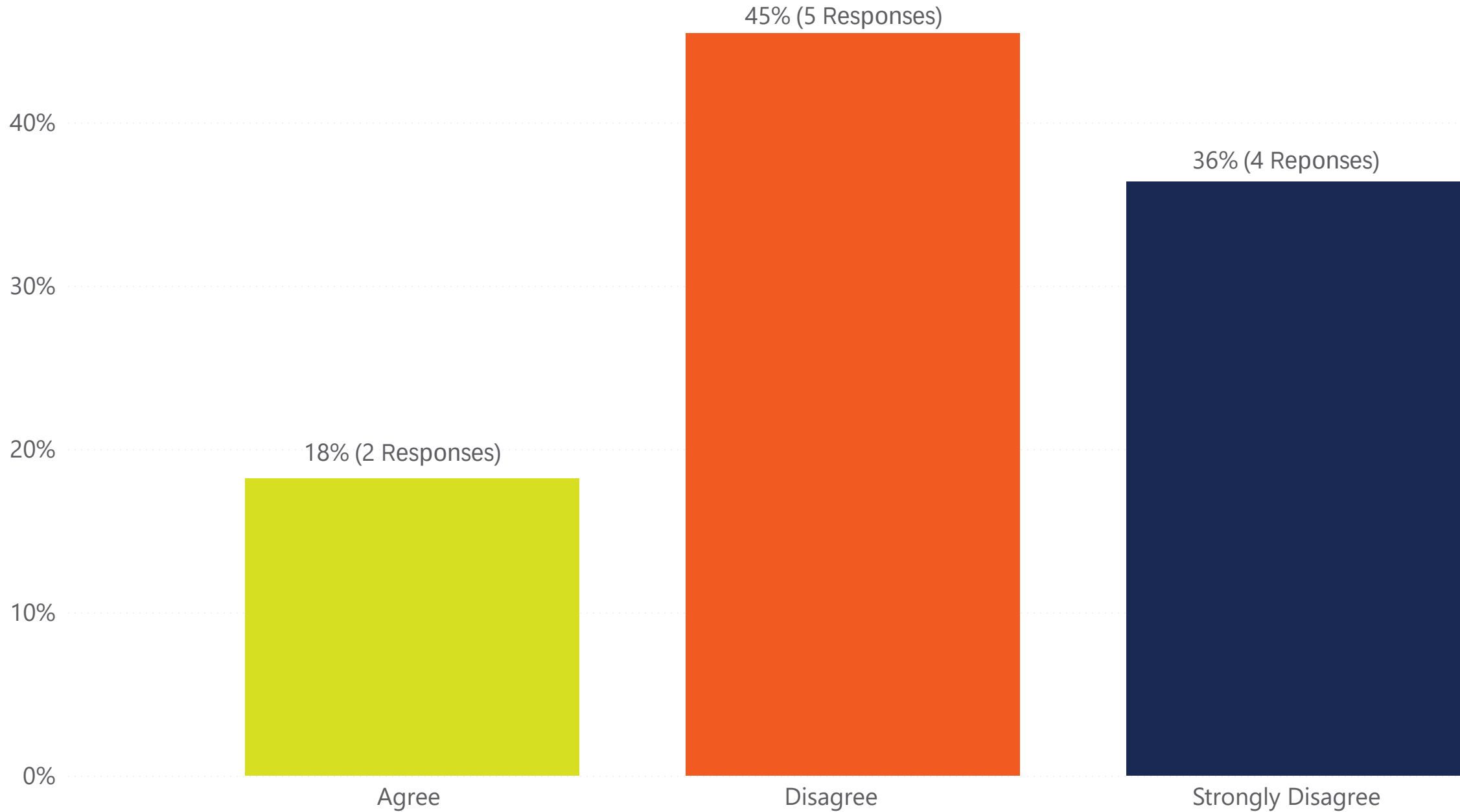
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Occupation:
other



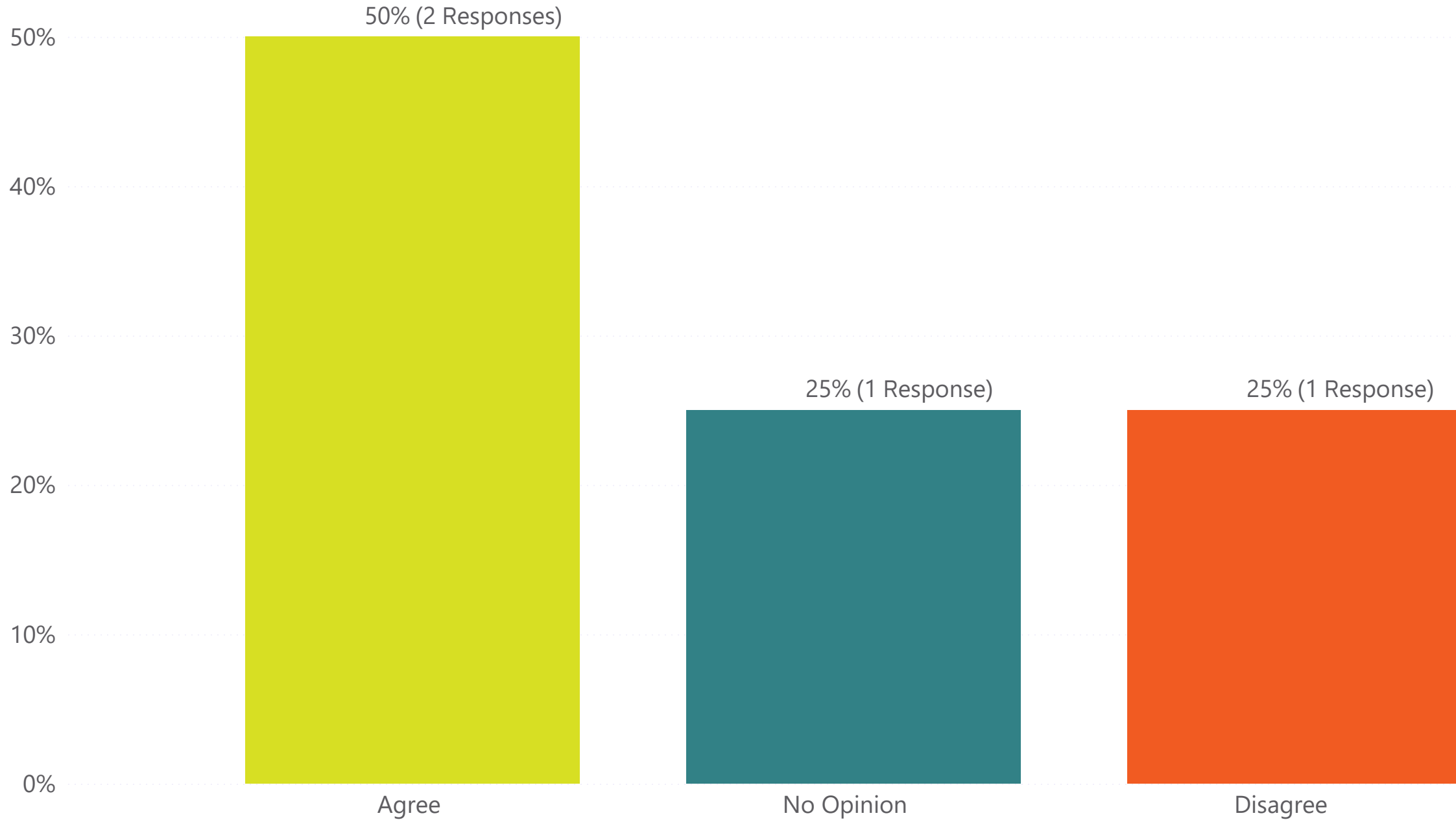
The current commercial zoning districts adequately support the variety of businesses and services needed in Dubuque, and in the appropriate locations.

Occupation:
Business Owner



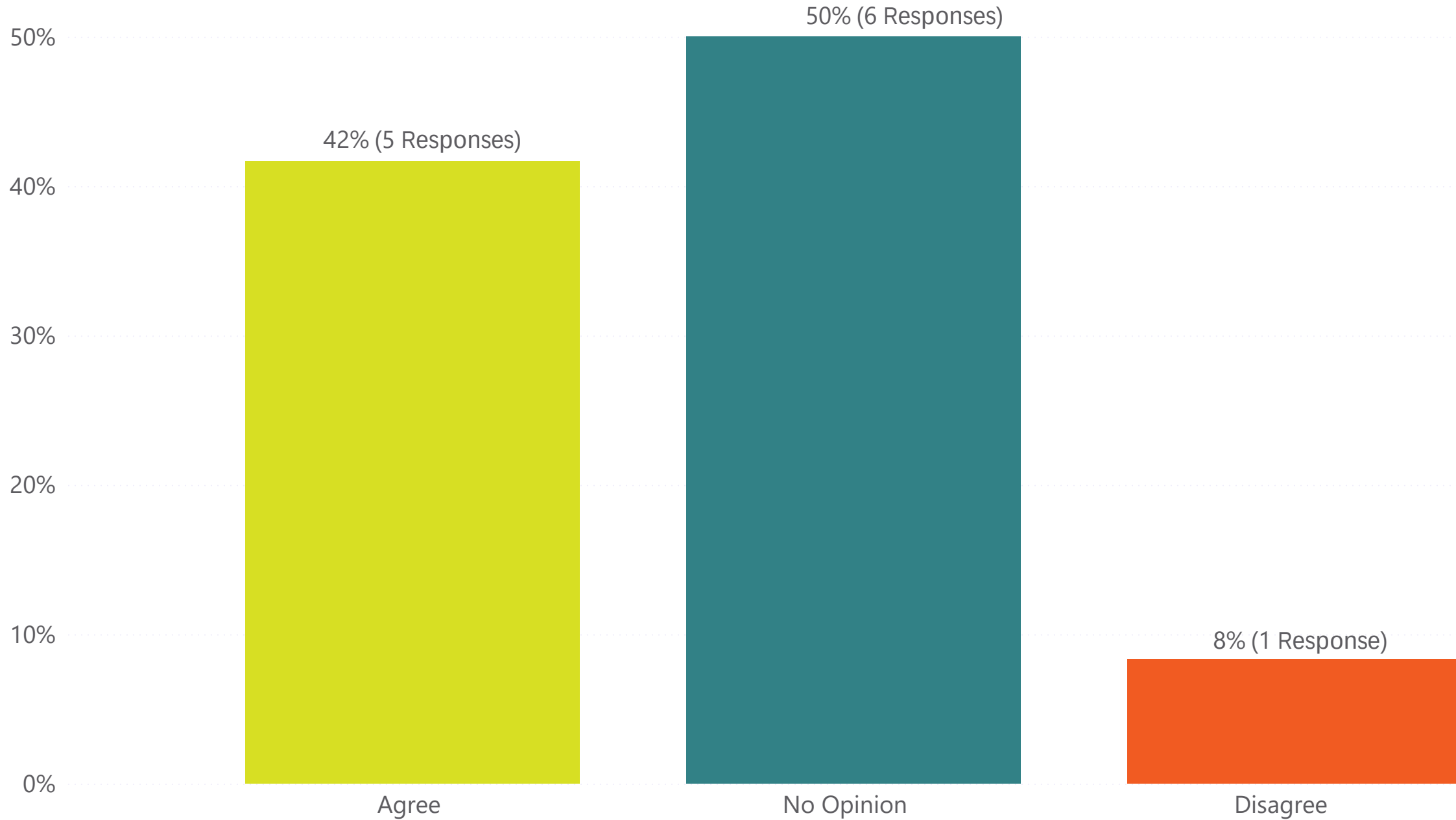
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Occupation:
Contractor/Developer



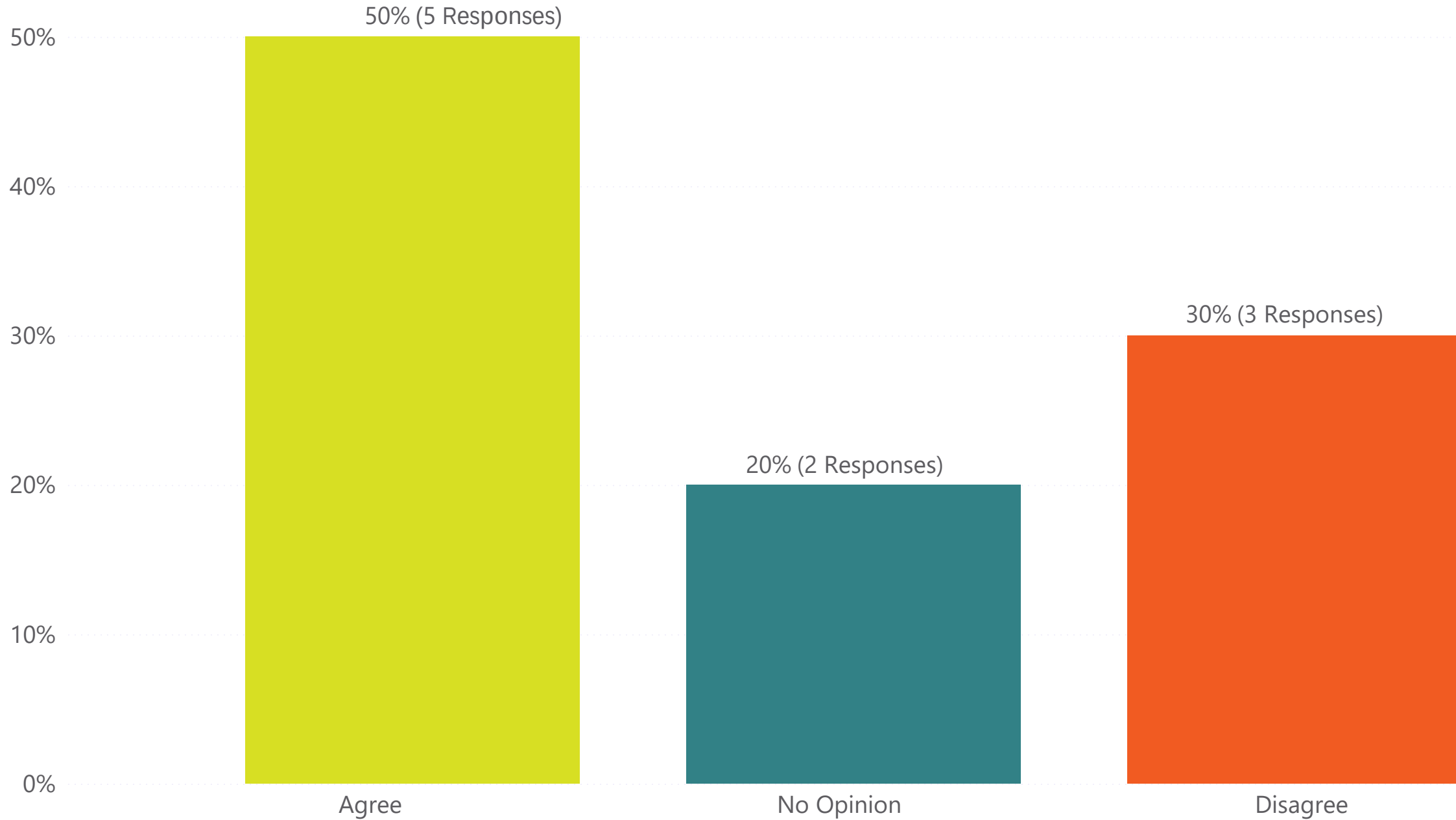
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Occupation:
Engineer/Architect/Surveyor



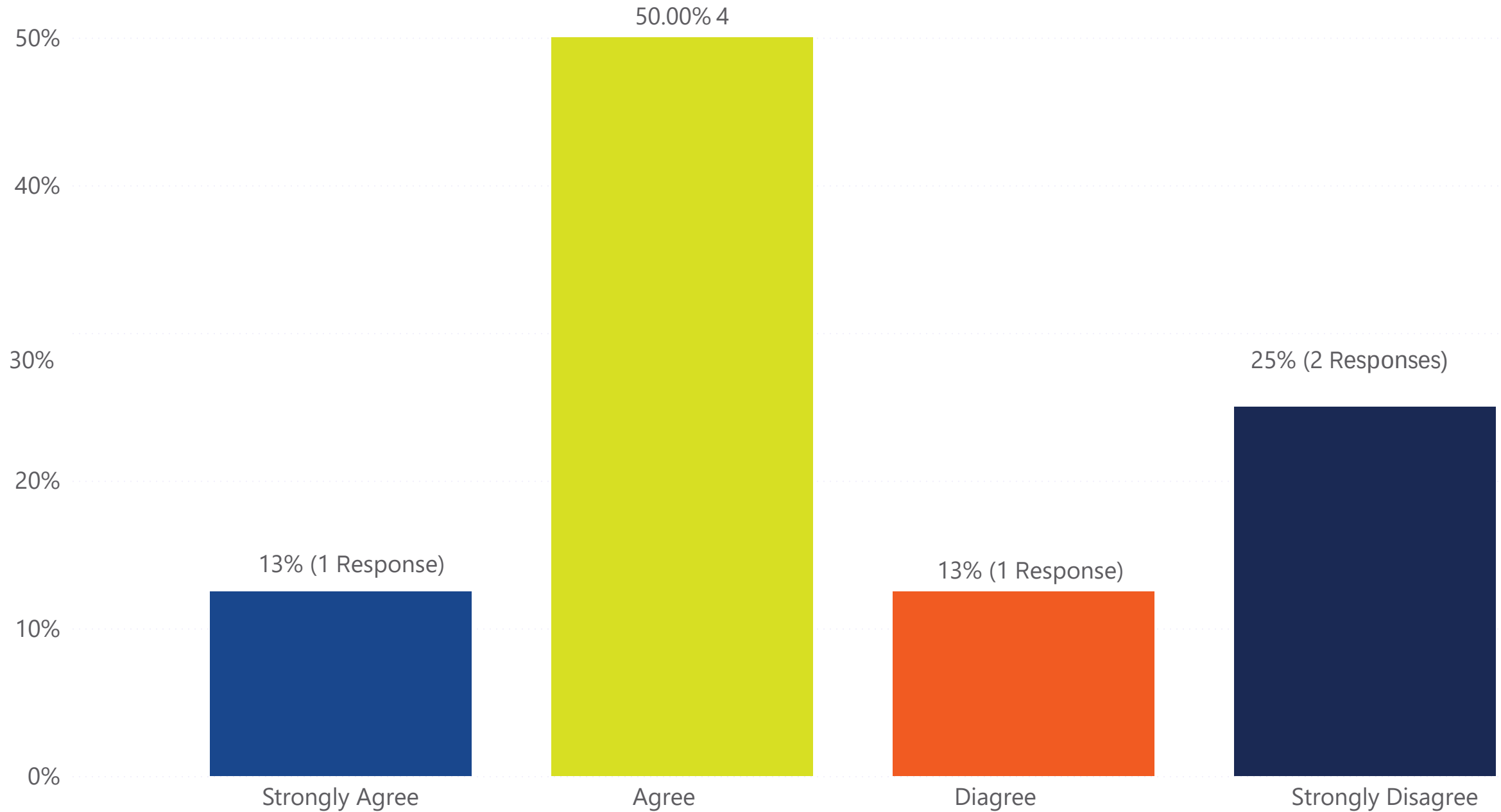
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Occupation:
Realtor



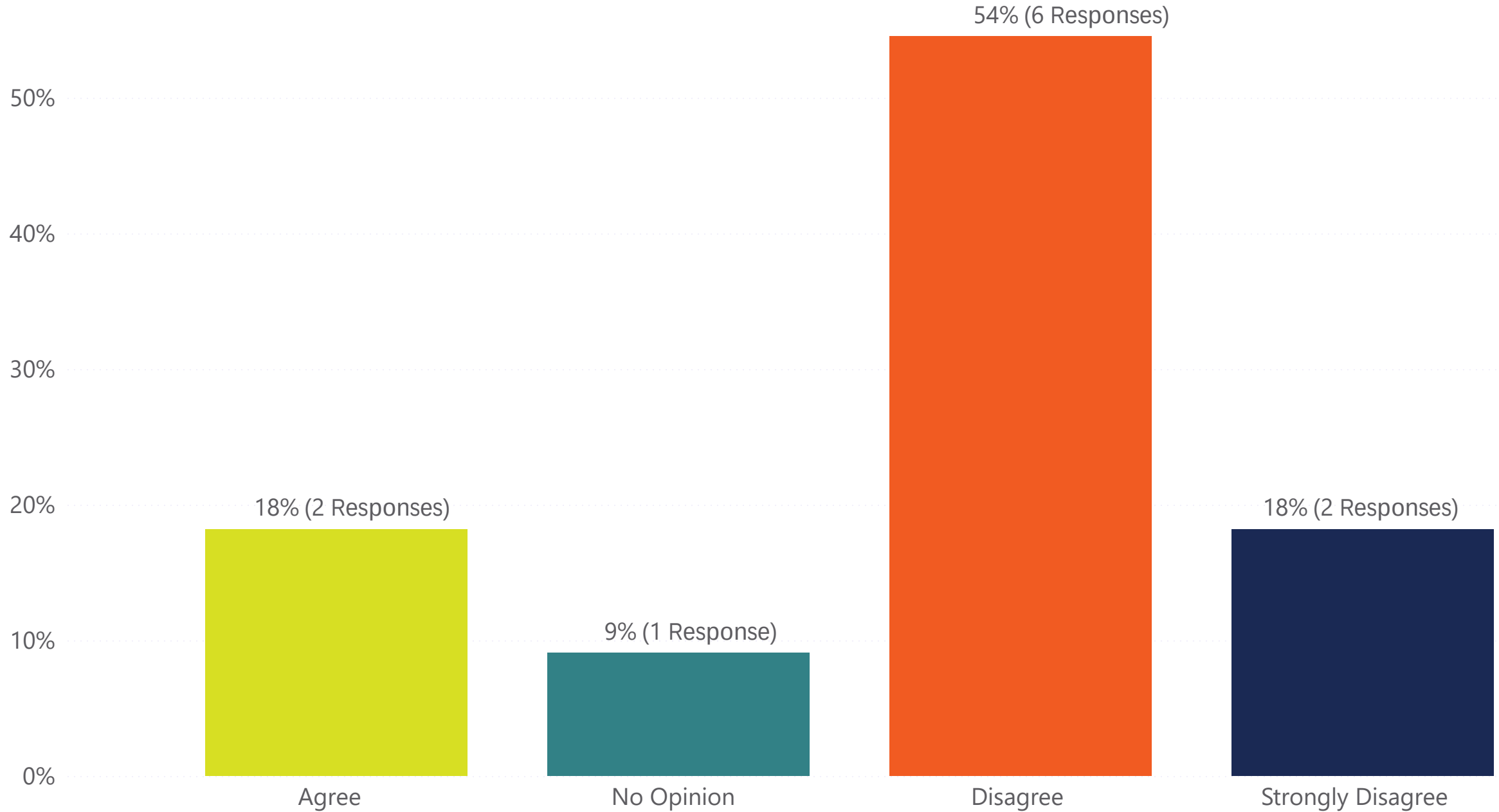
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other



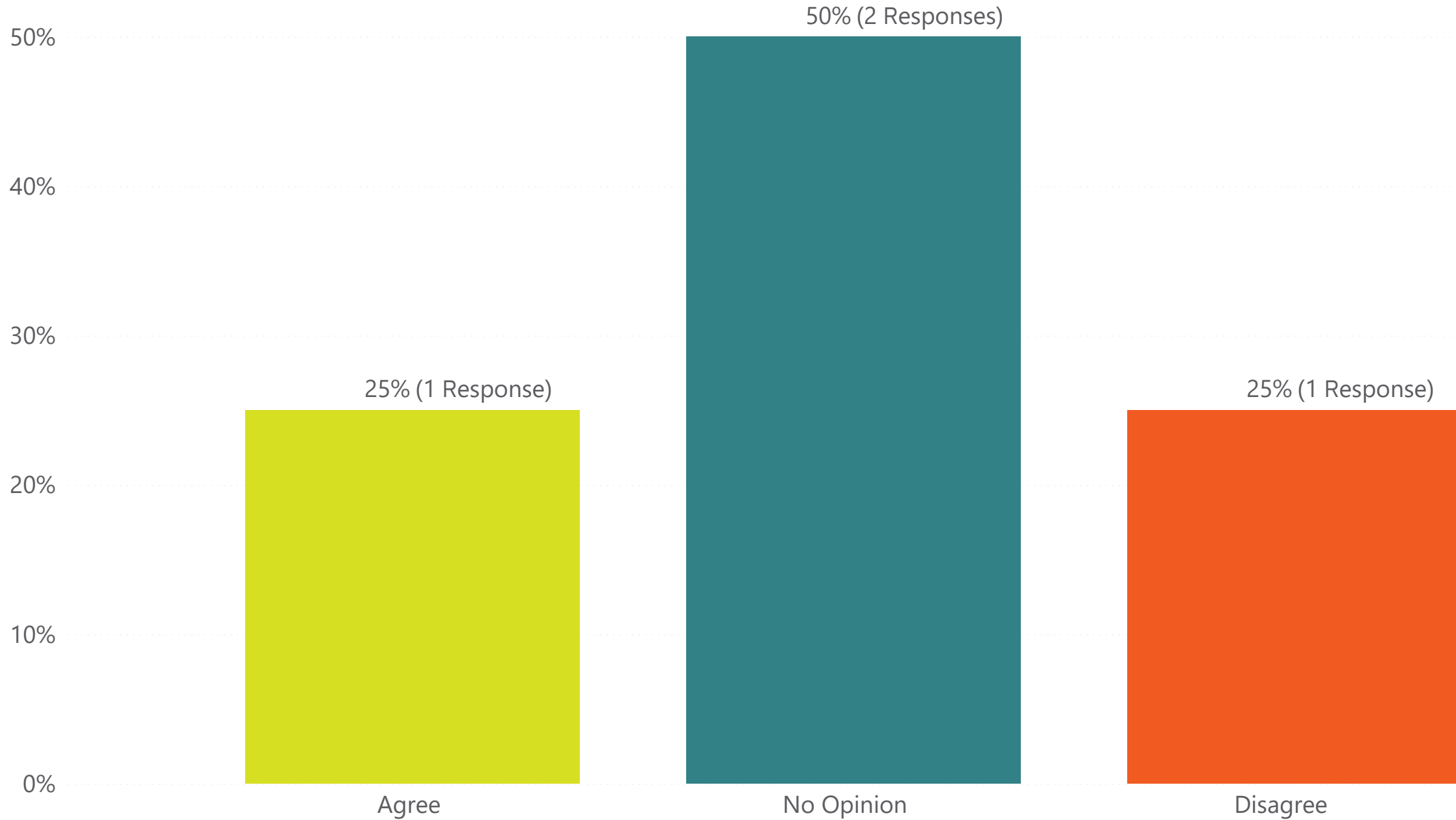
**The commercial districts are currently designed to result in
development that is compatible with surrounding neighborhoods.**

Occupation:
Business Owner



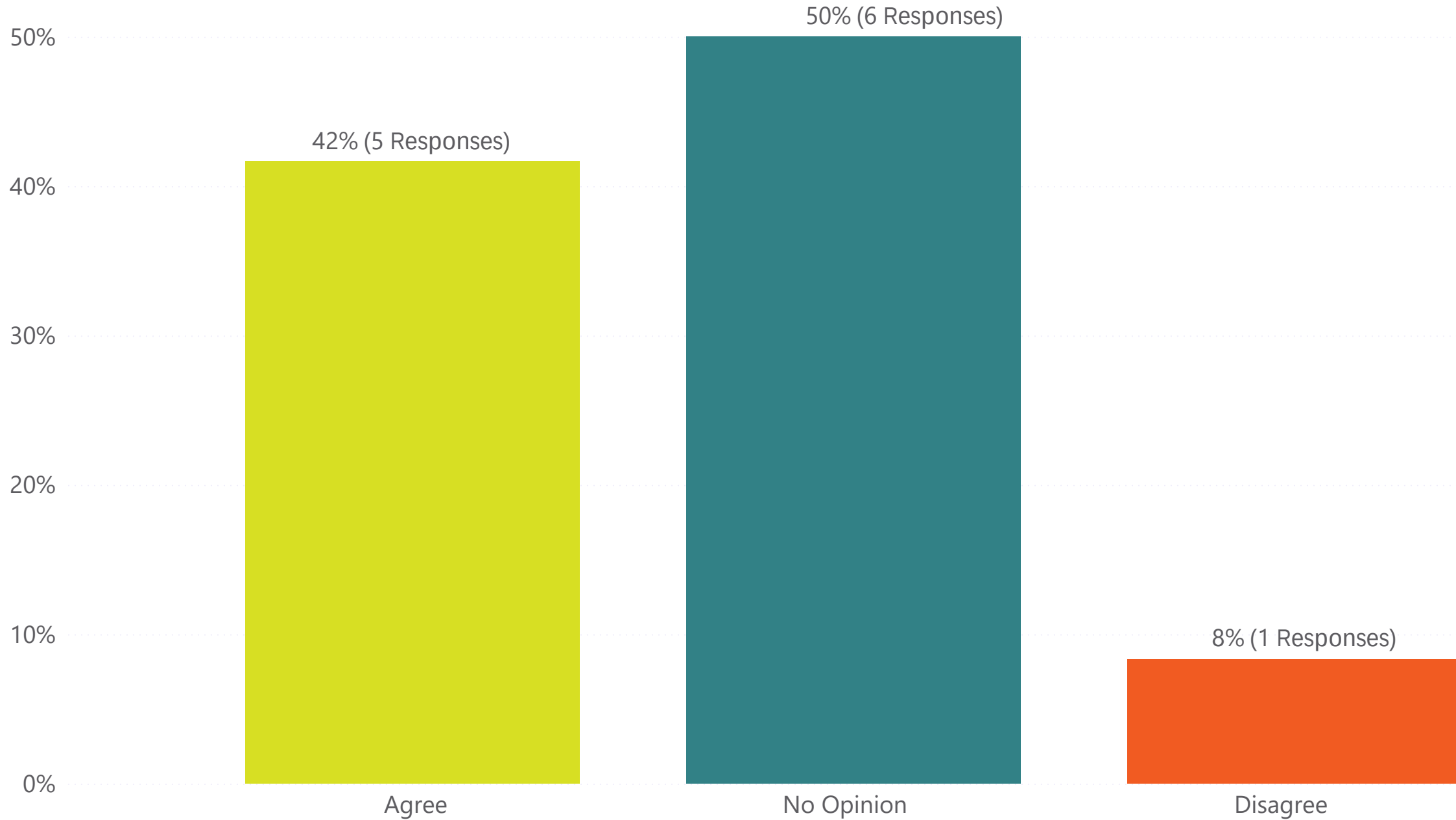
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Occupation:
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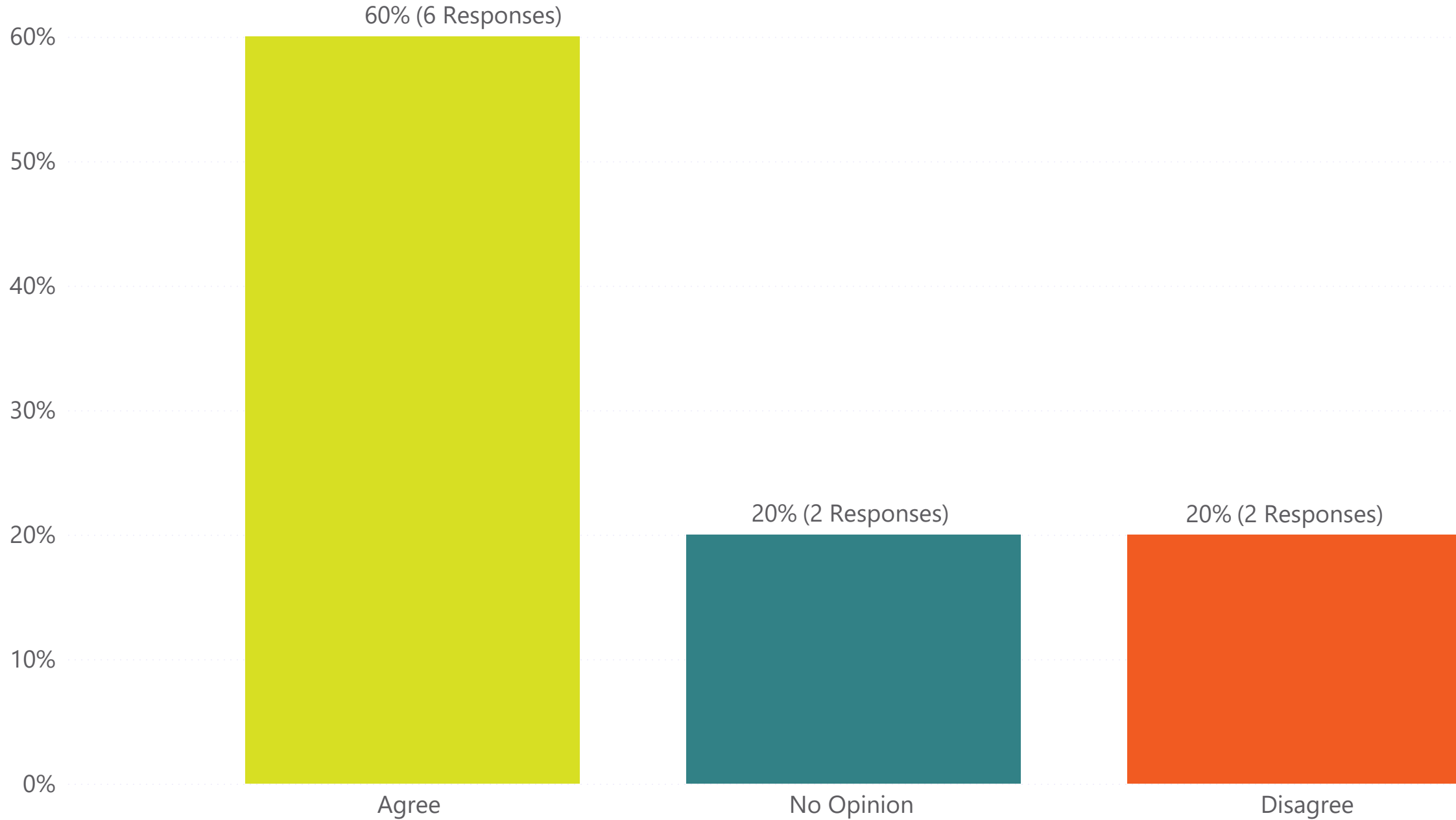
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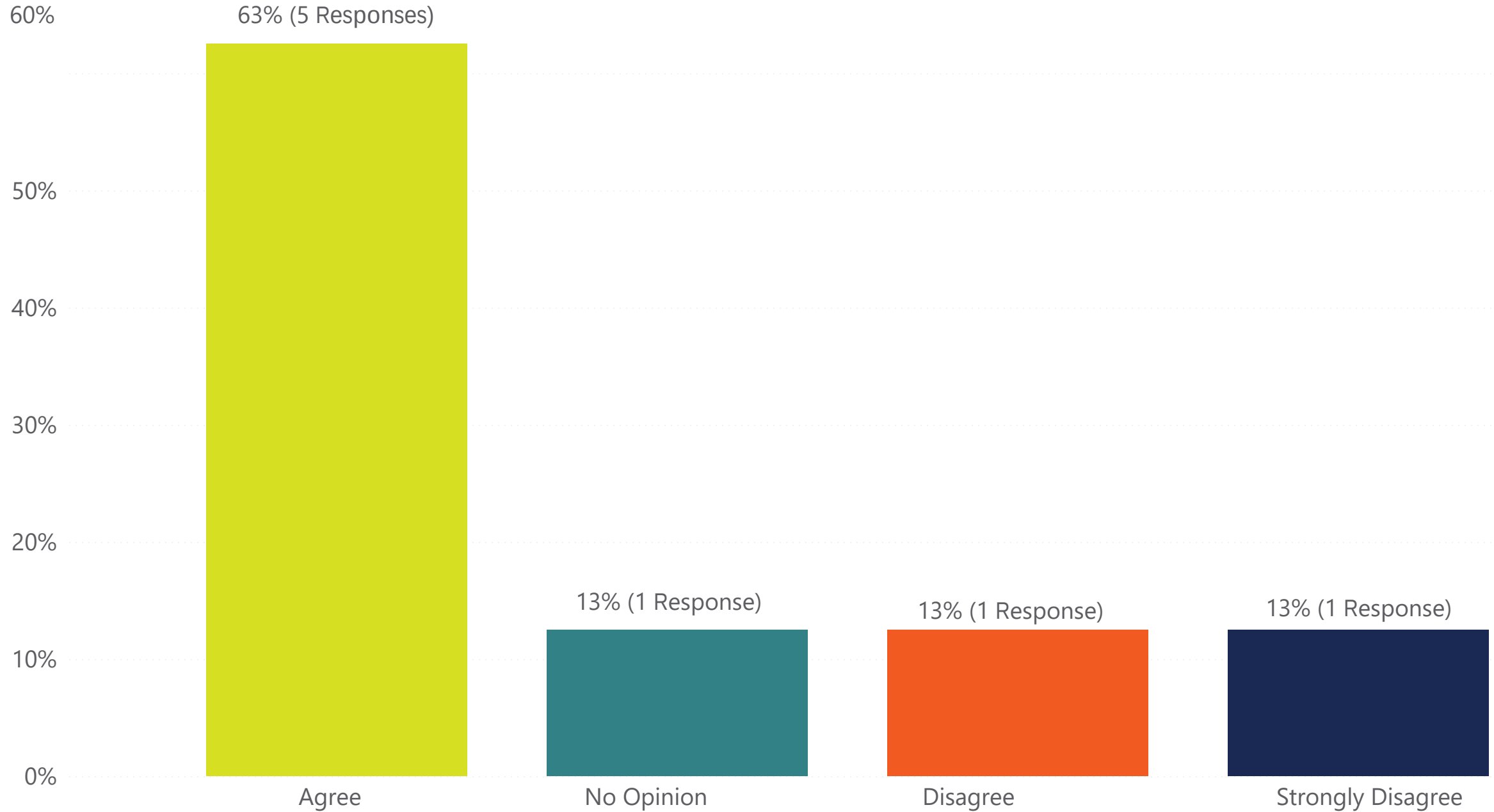
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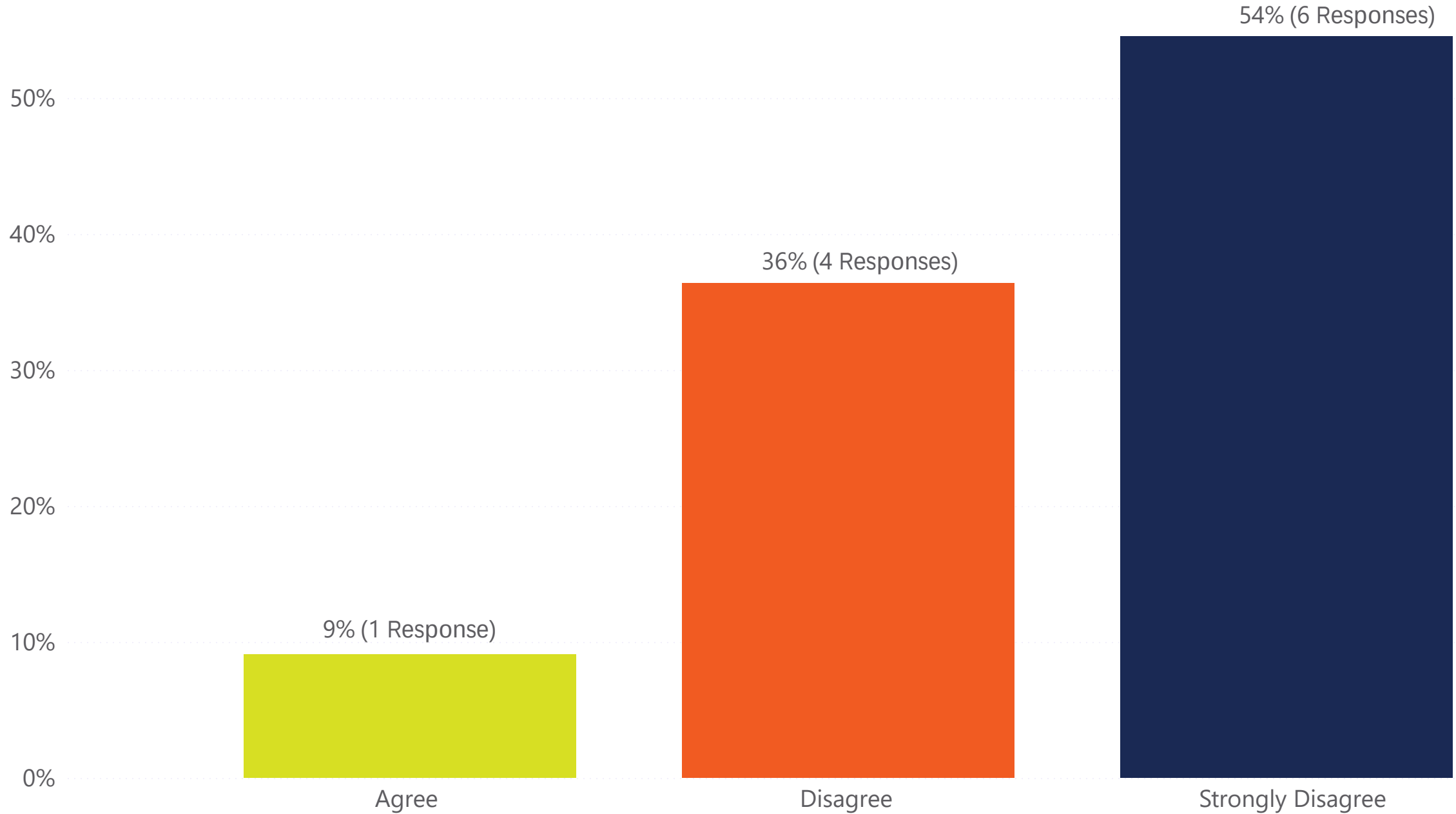
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Occupation:
other



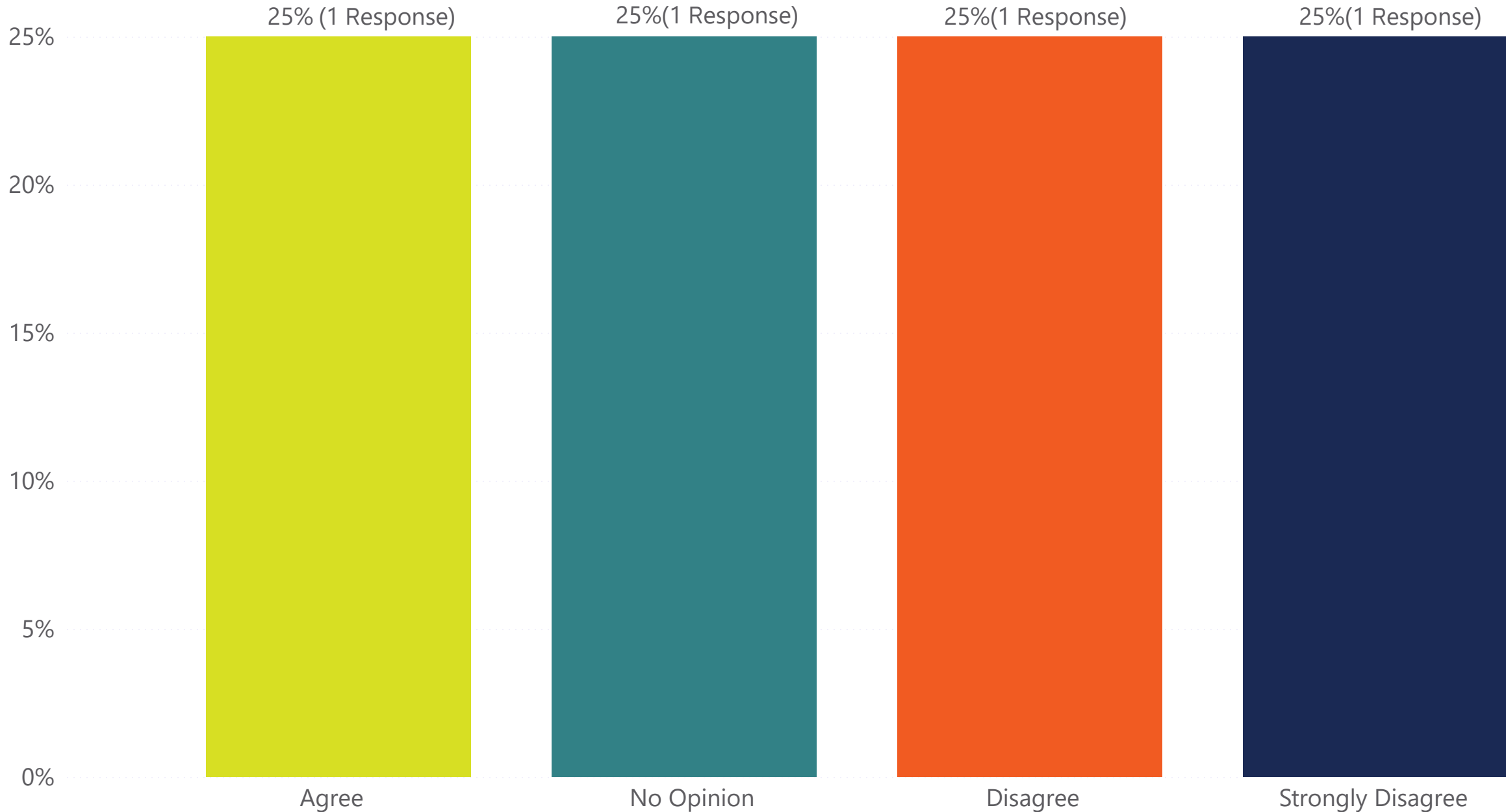
The current Unified Development Code supports and encourages the growth of small and local businesses in Dubuque.

Occupation:
Business Owner



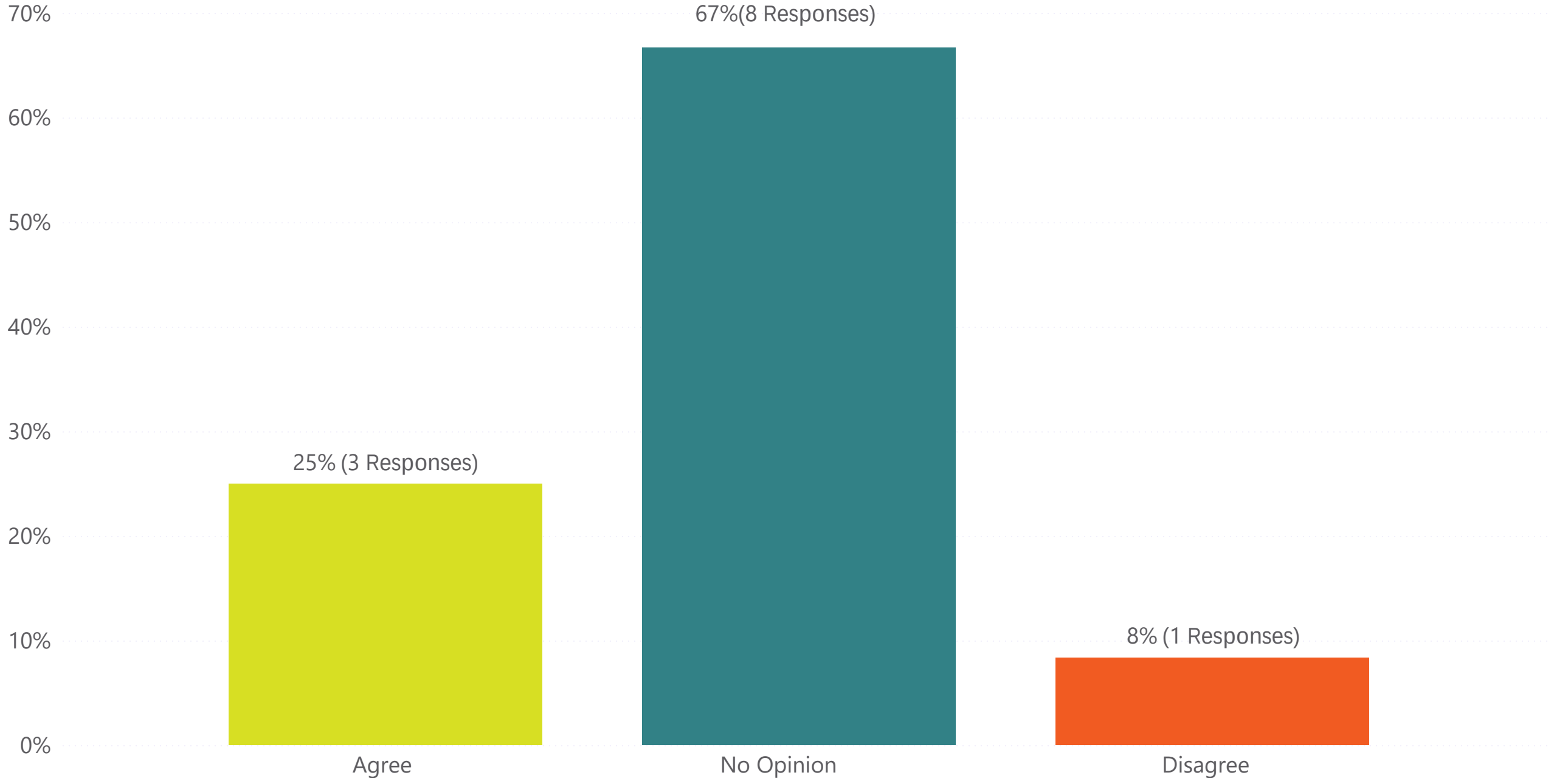
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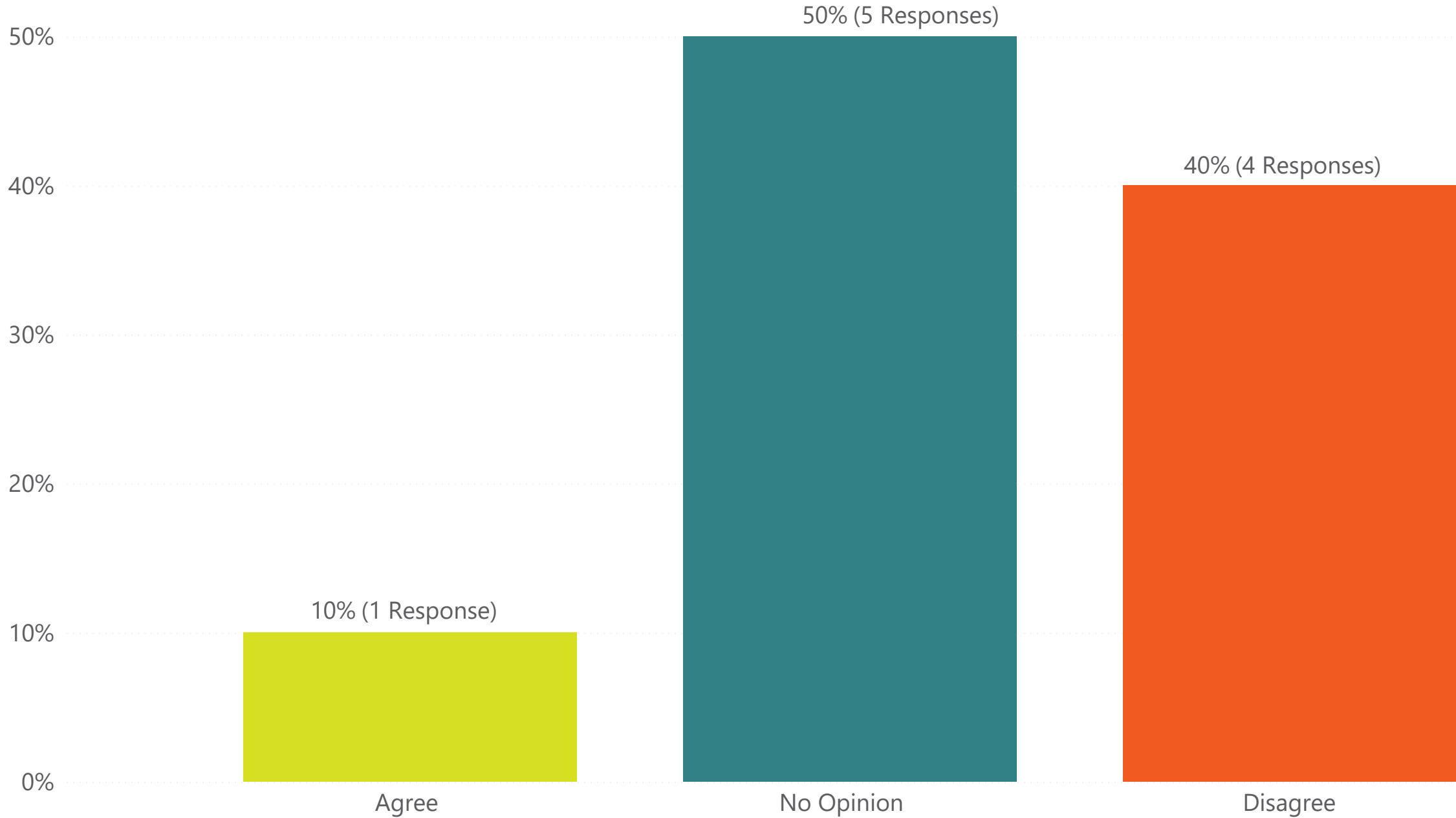
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Occupation:
Engineer/Architect/Surveyor



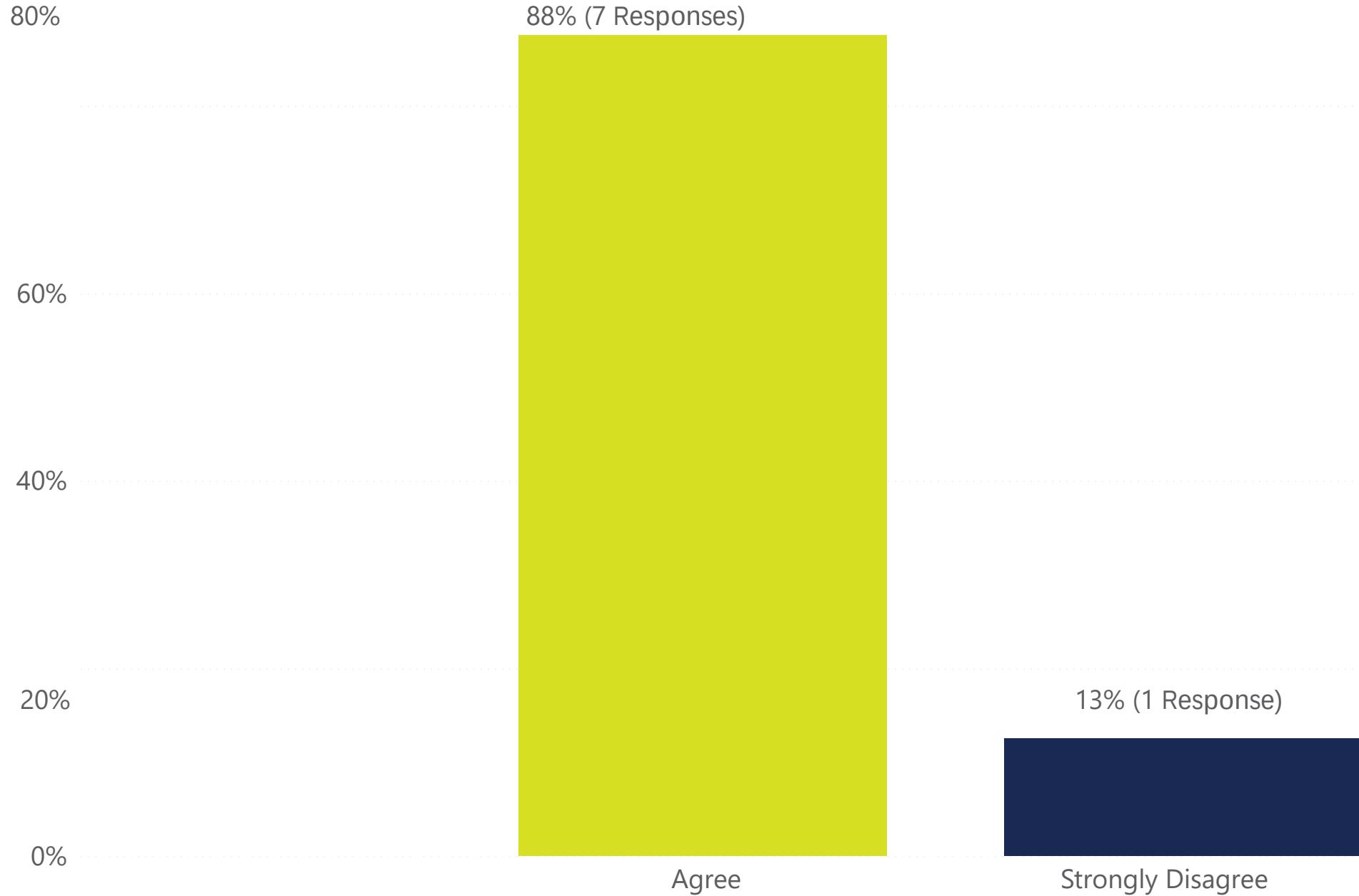
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Occupation:
Realtor



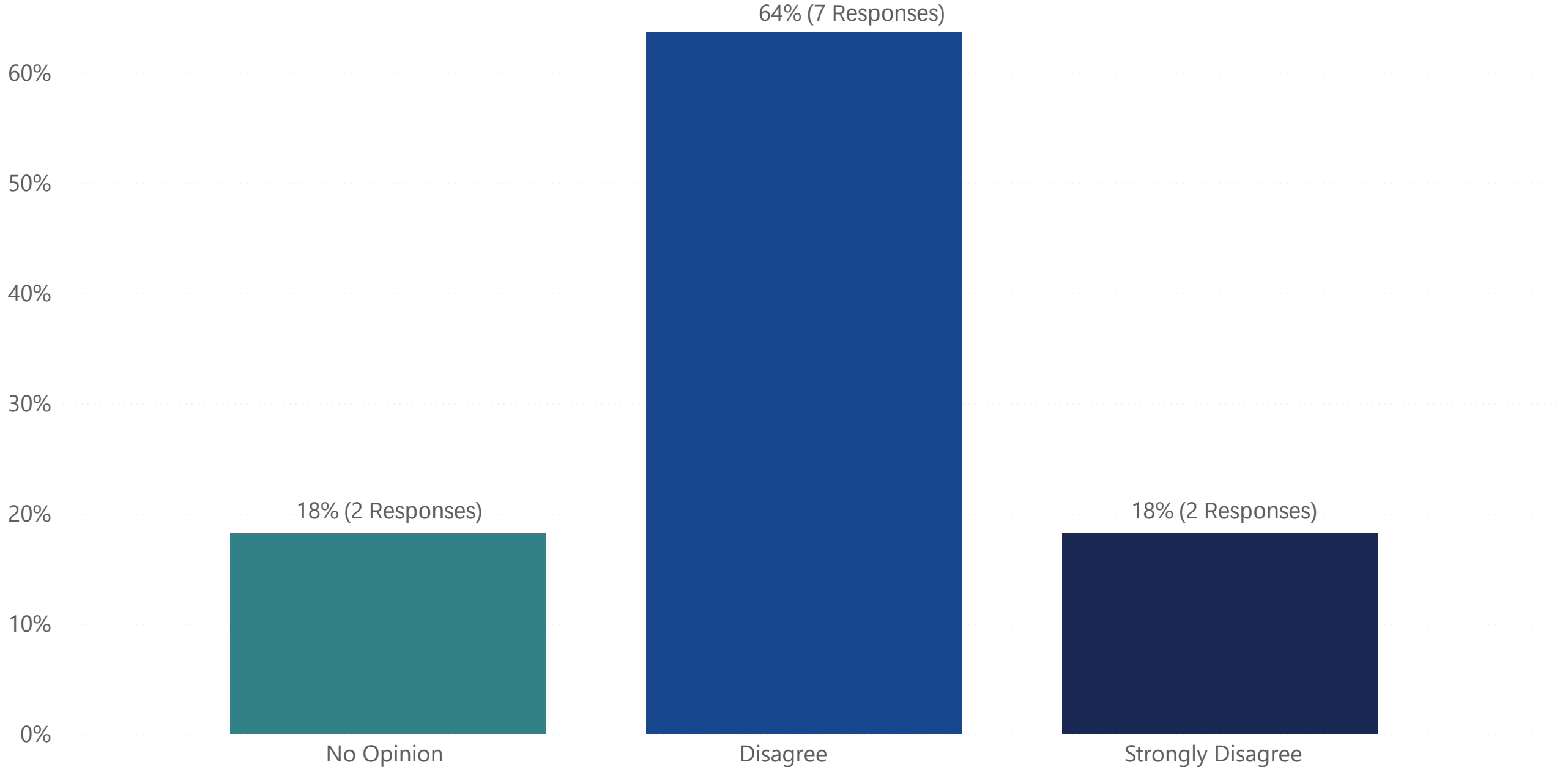
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Occupation:
other



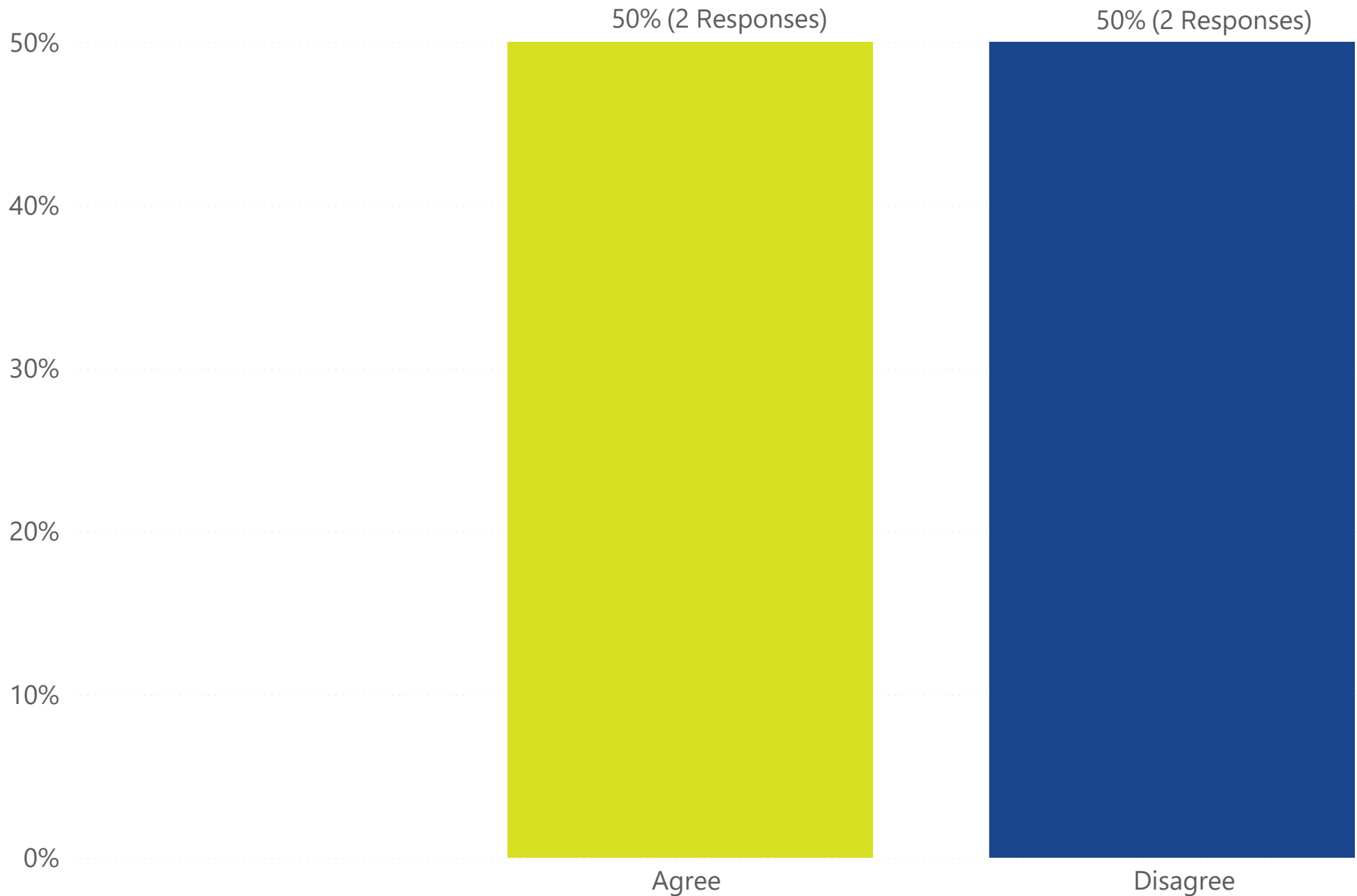
**The process for reusing and renovating existing buildings in
Dubuque is clear and effective under the current Unified Development Code.**

Occupation:
Business Owner



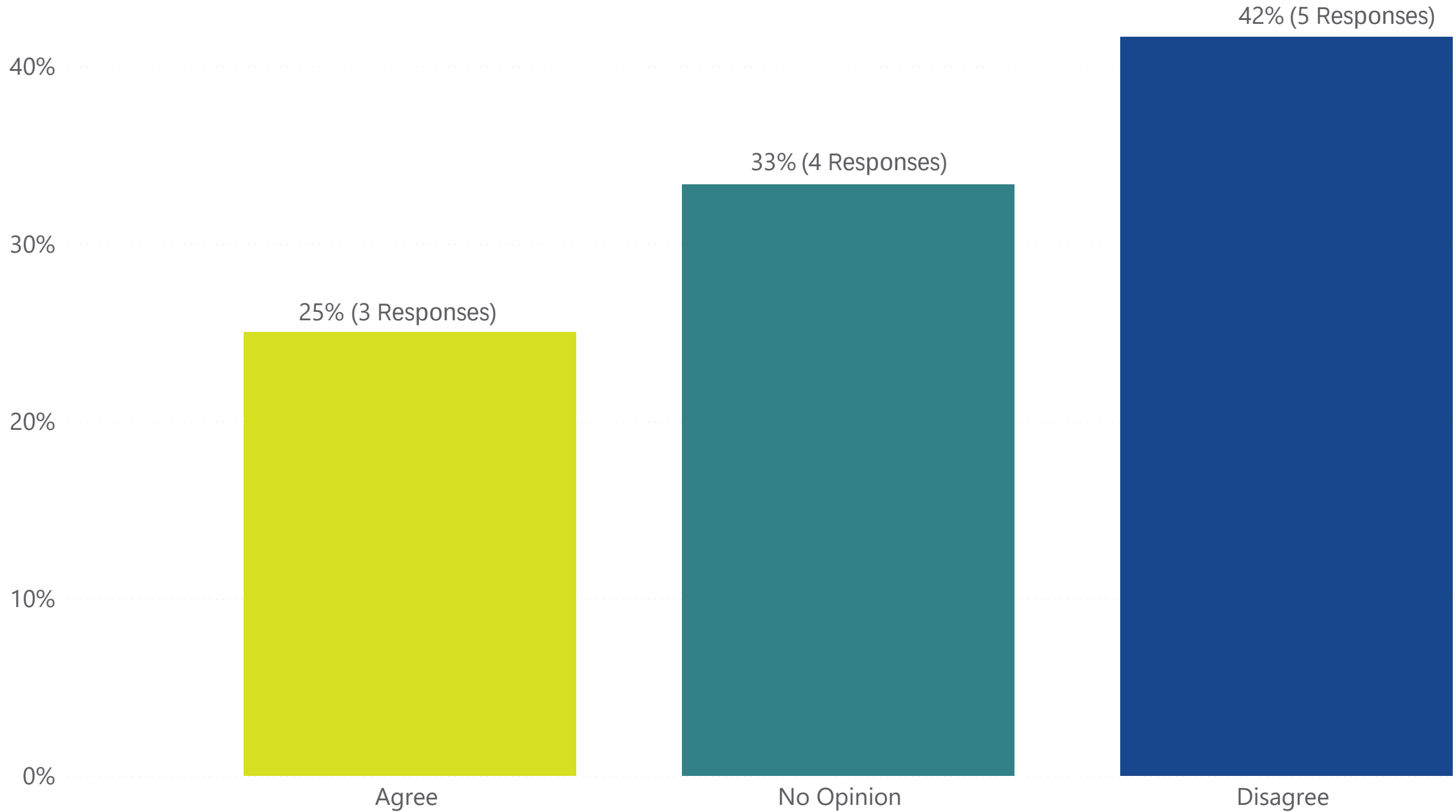
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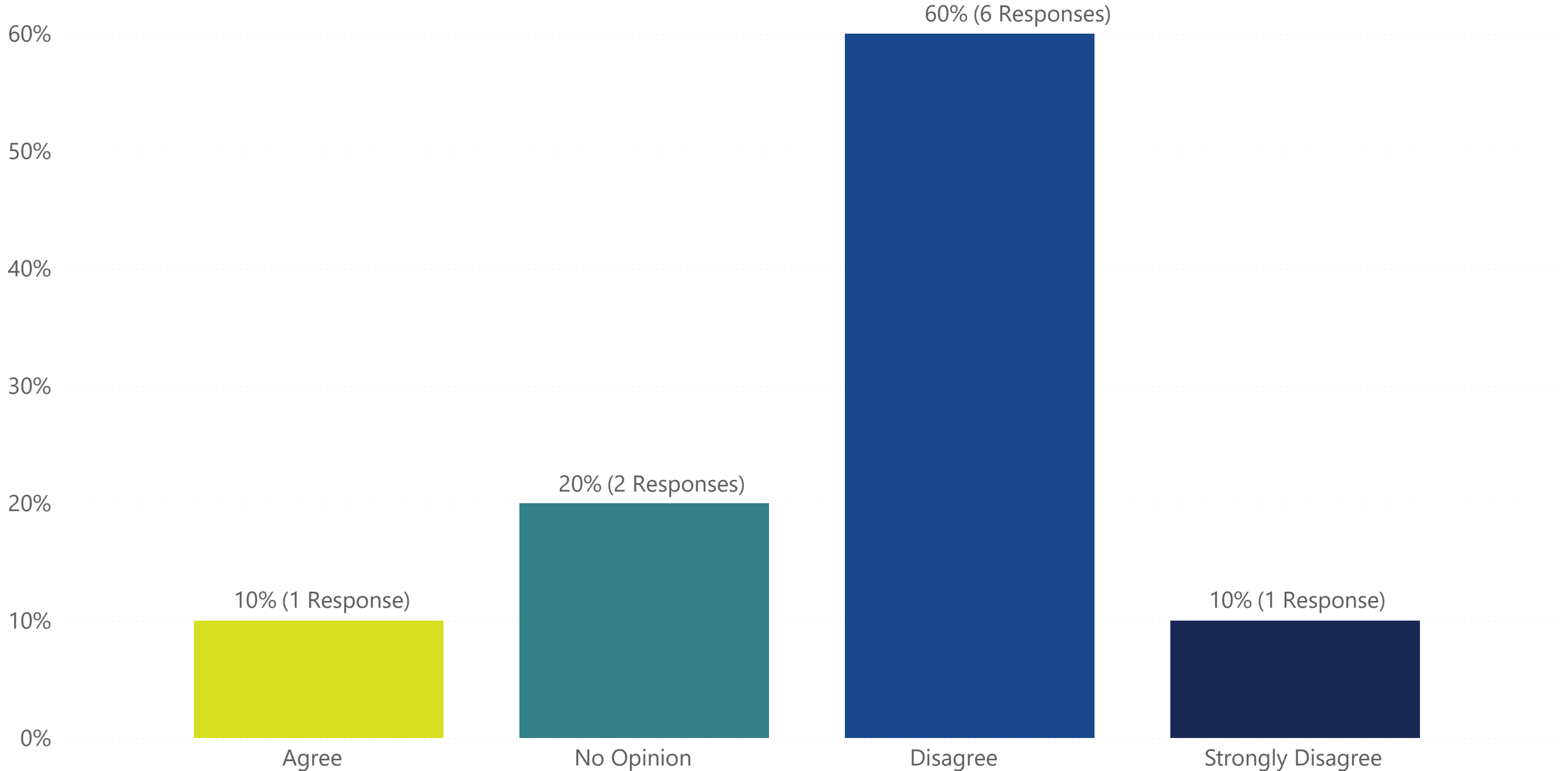
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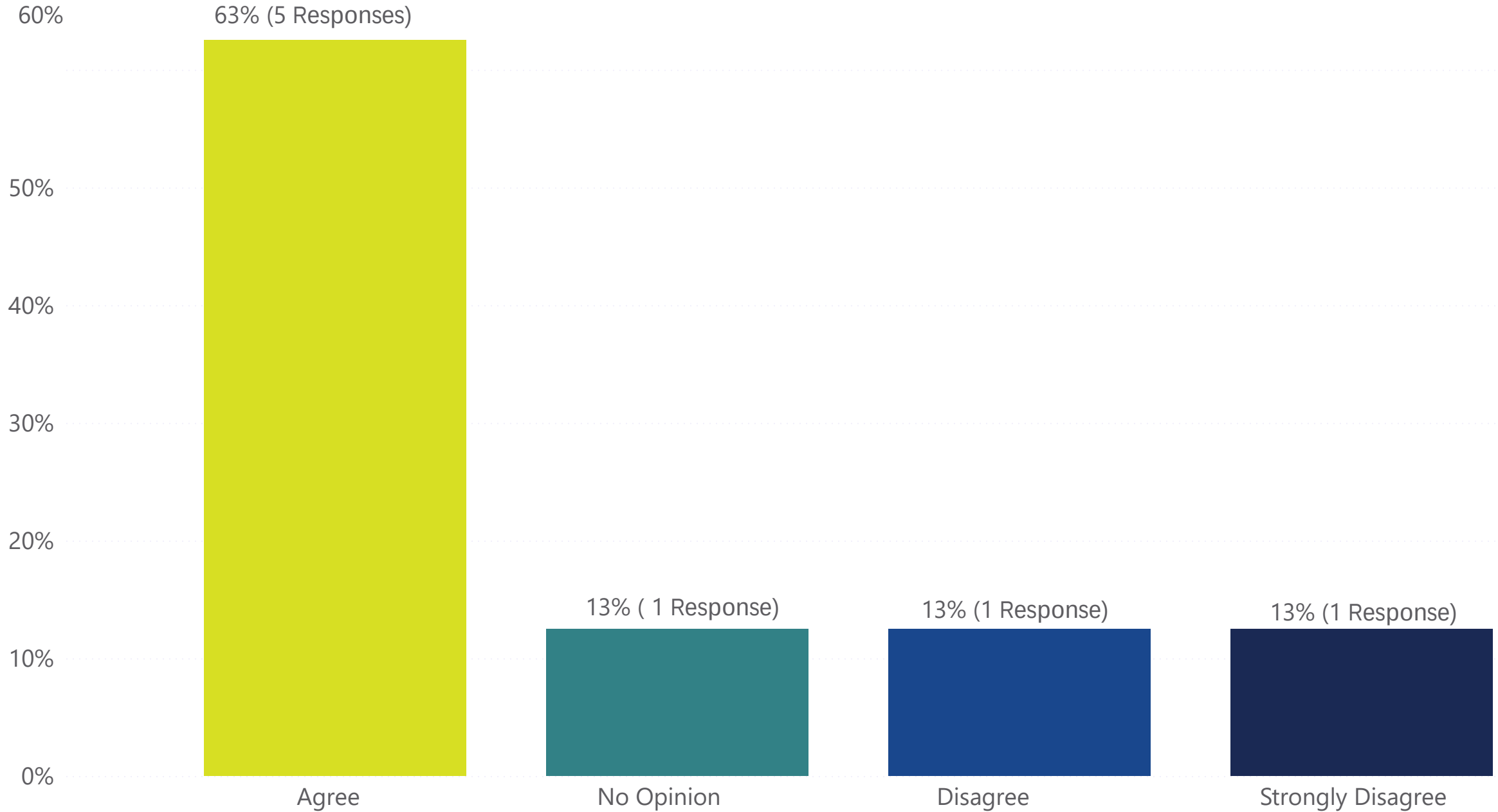
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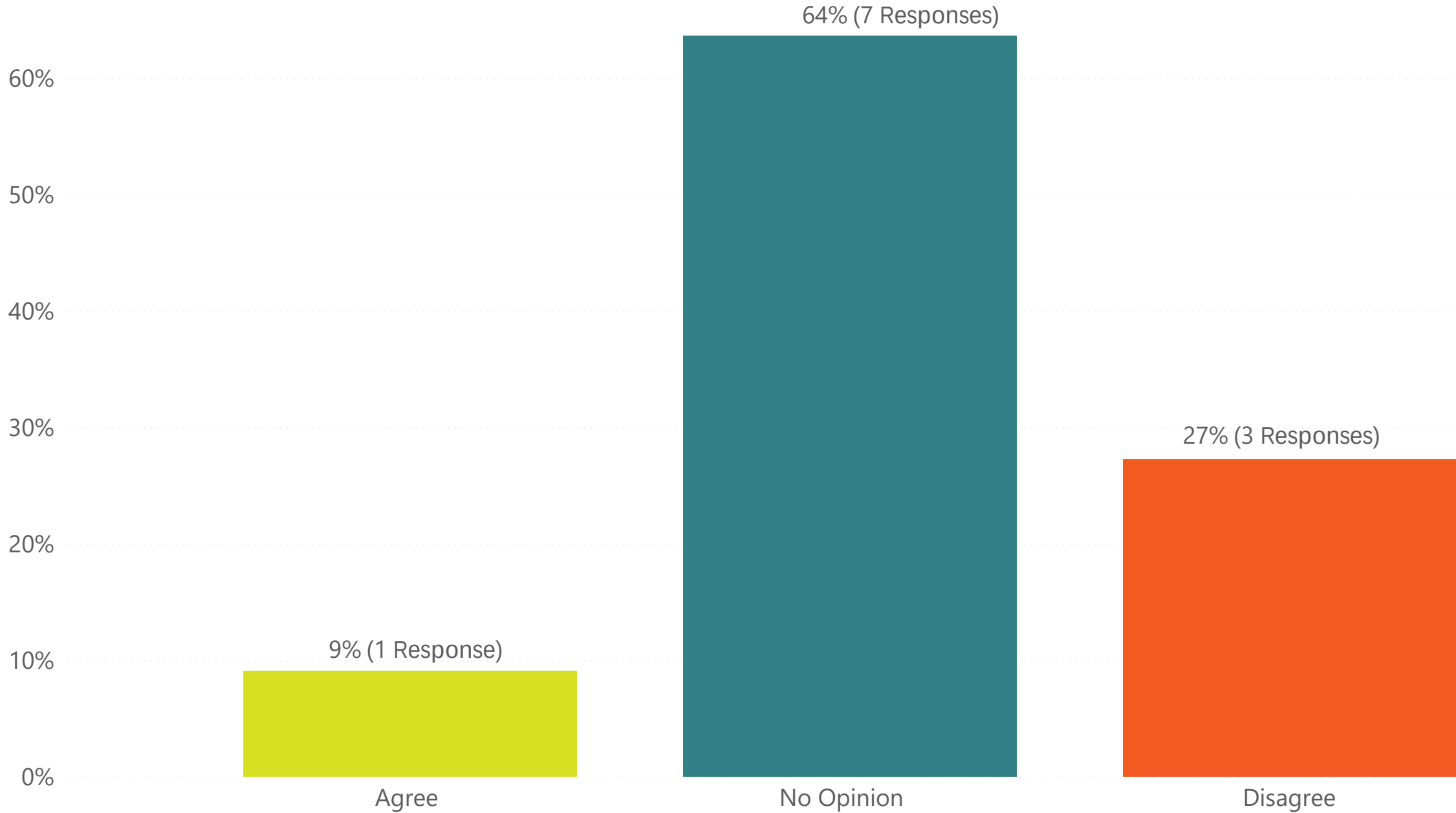
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Occupation:
other



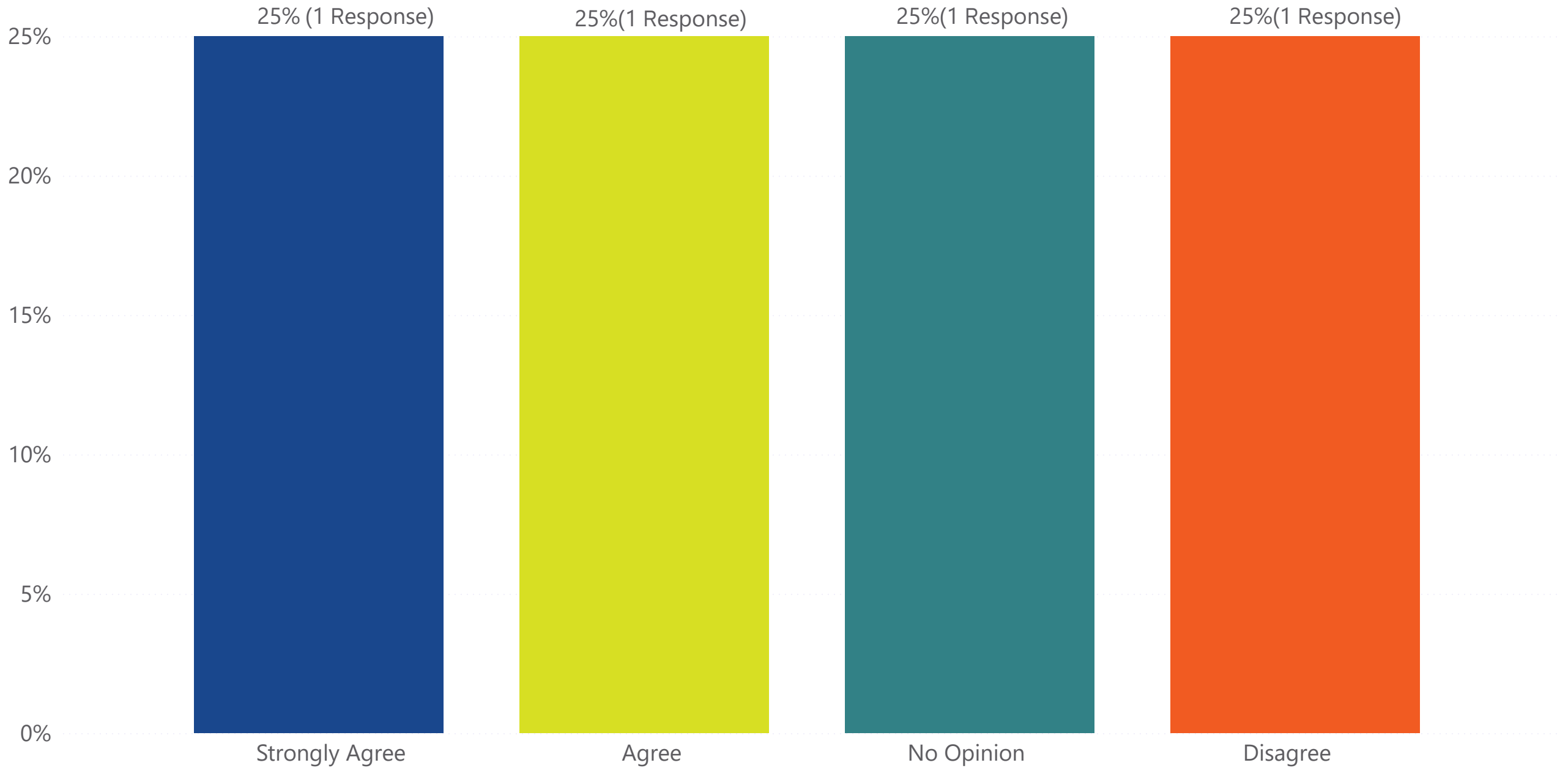
The current Unified Development Code clearly addresses the regulations for accessory structures (e.g., detached garages, carports, solar panels, sheds).

Occupation:
Business Owner



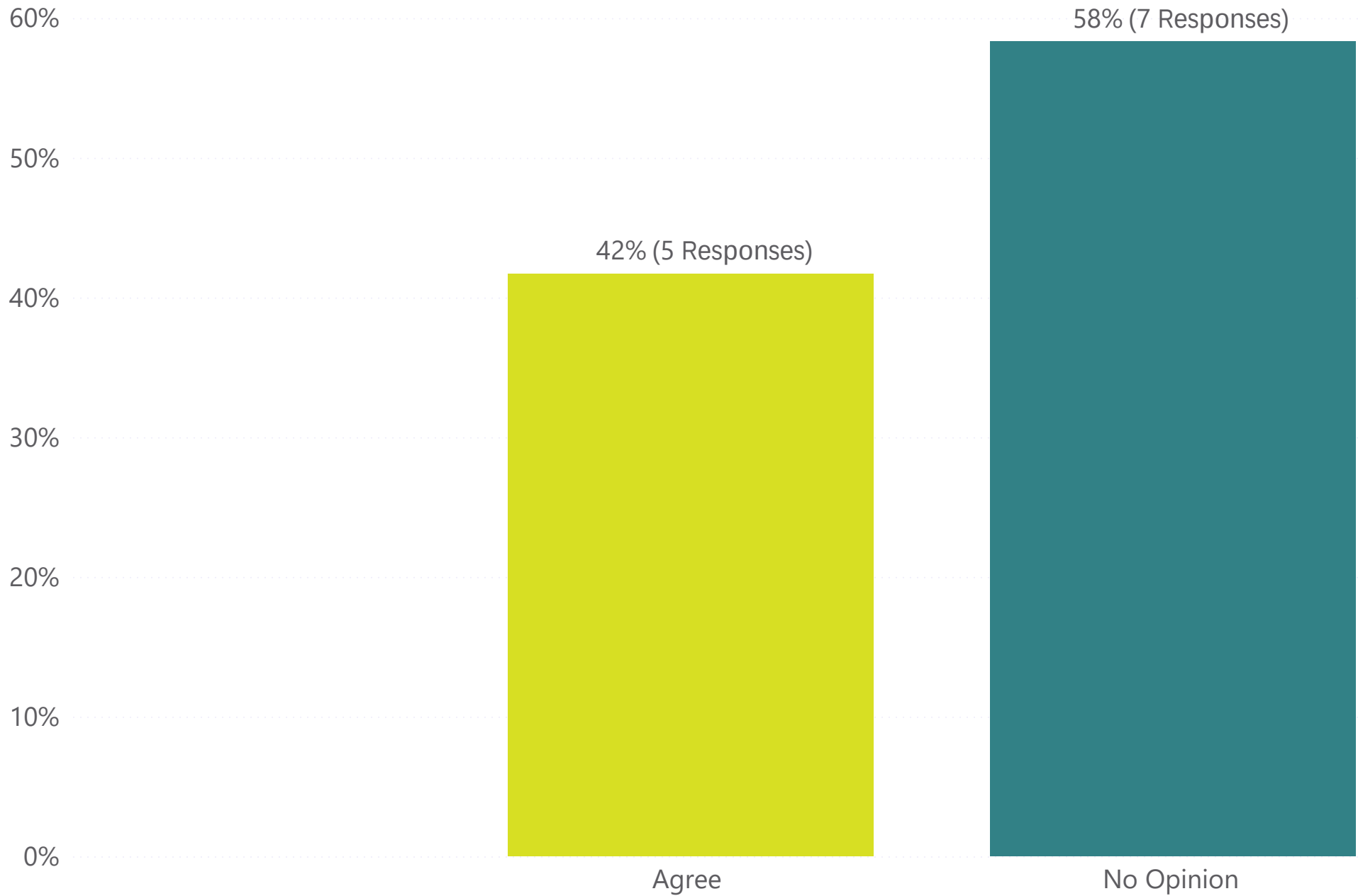
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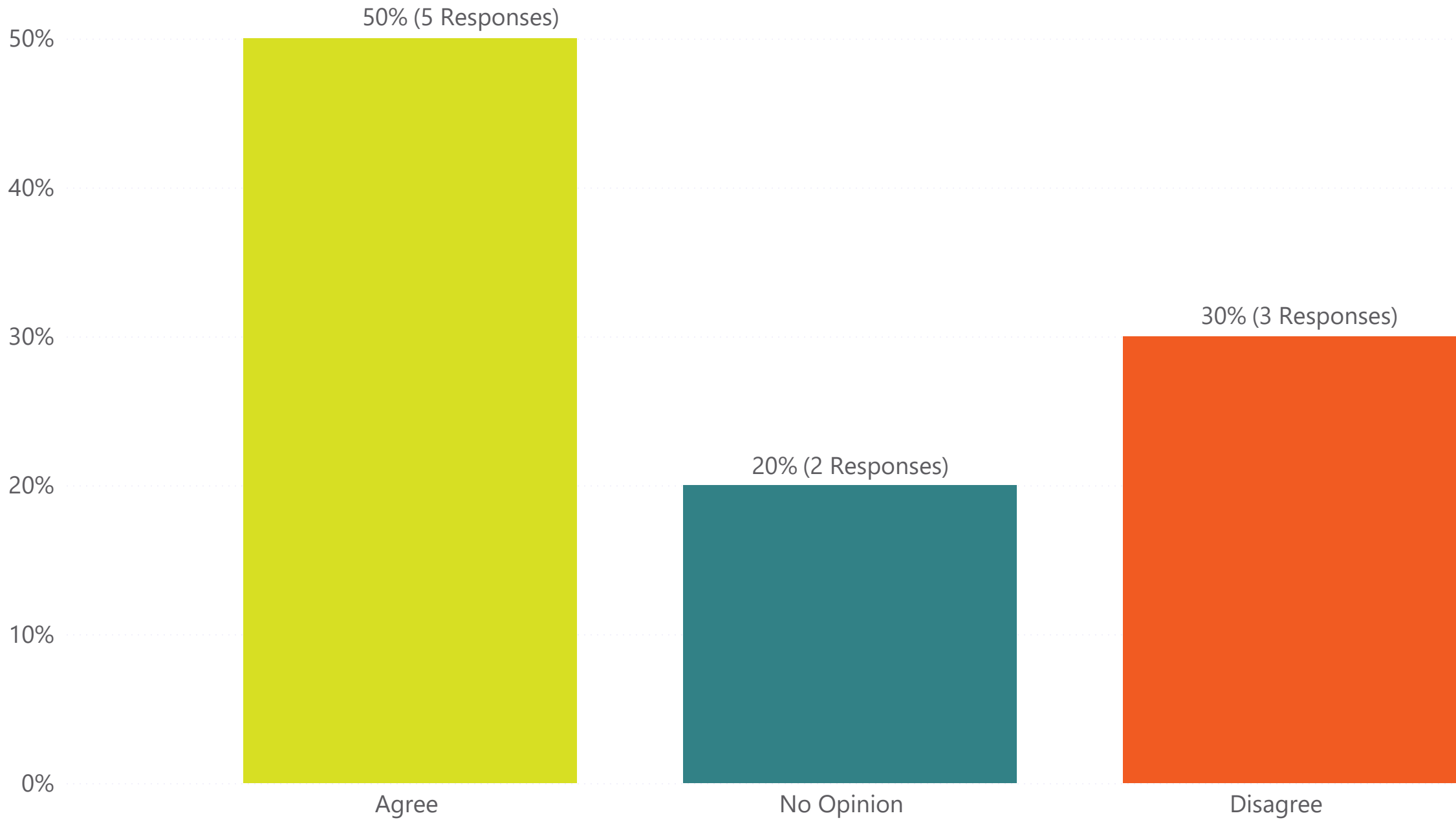
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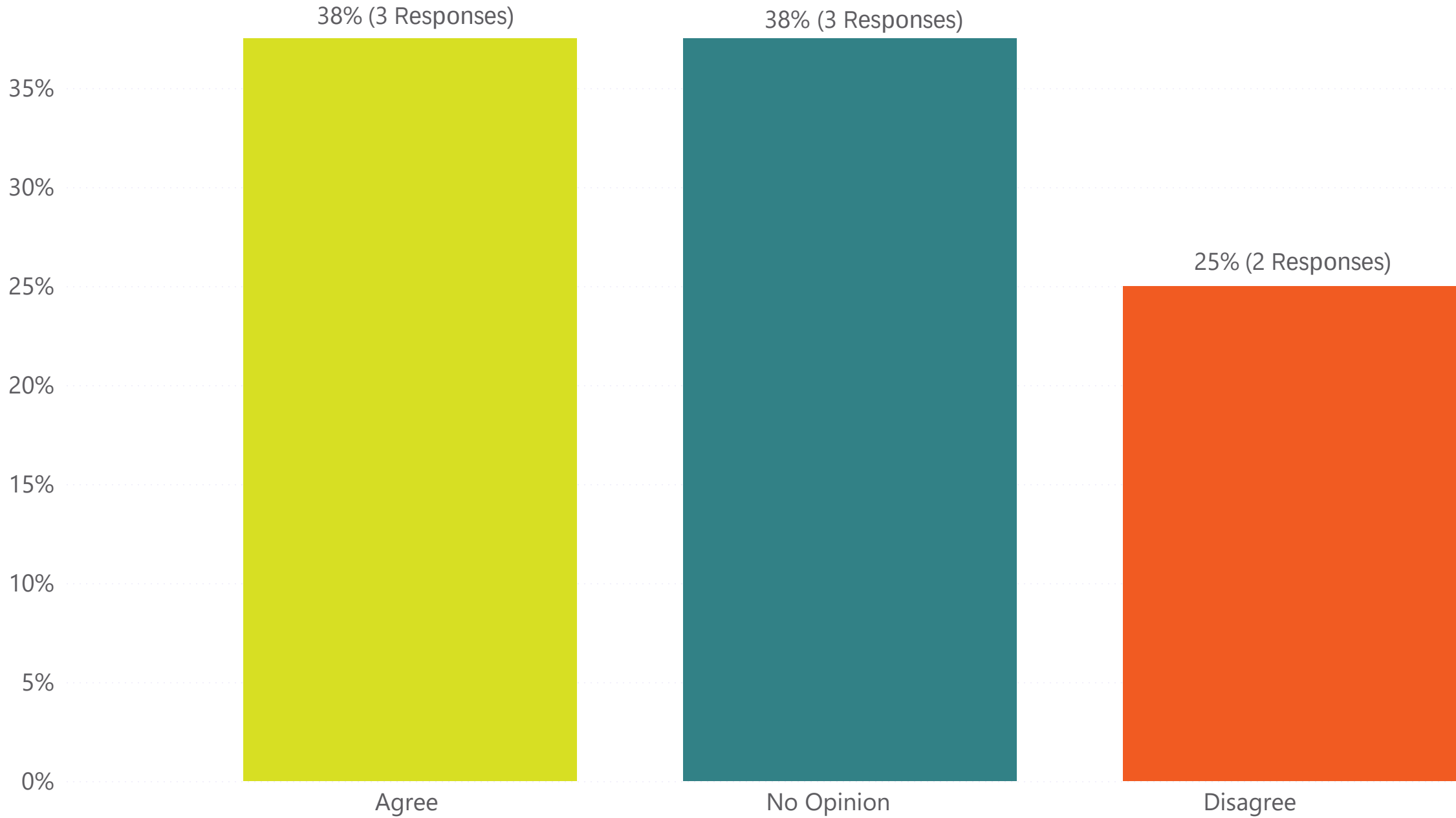
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Occupation:
Realtor



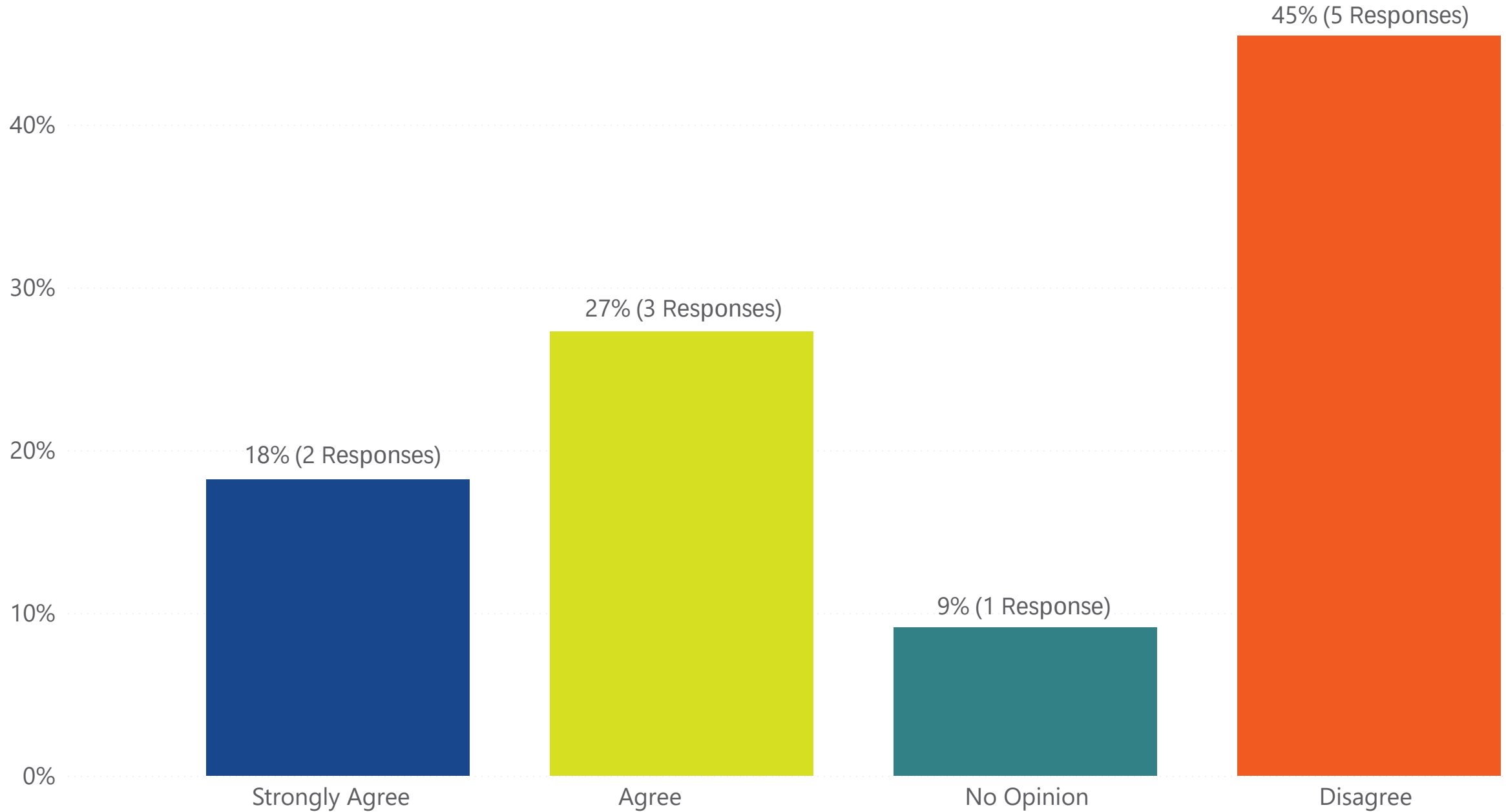
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Occupation:
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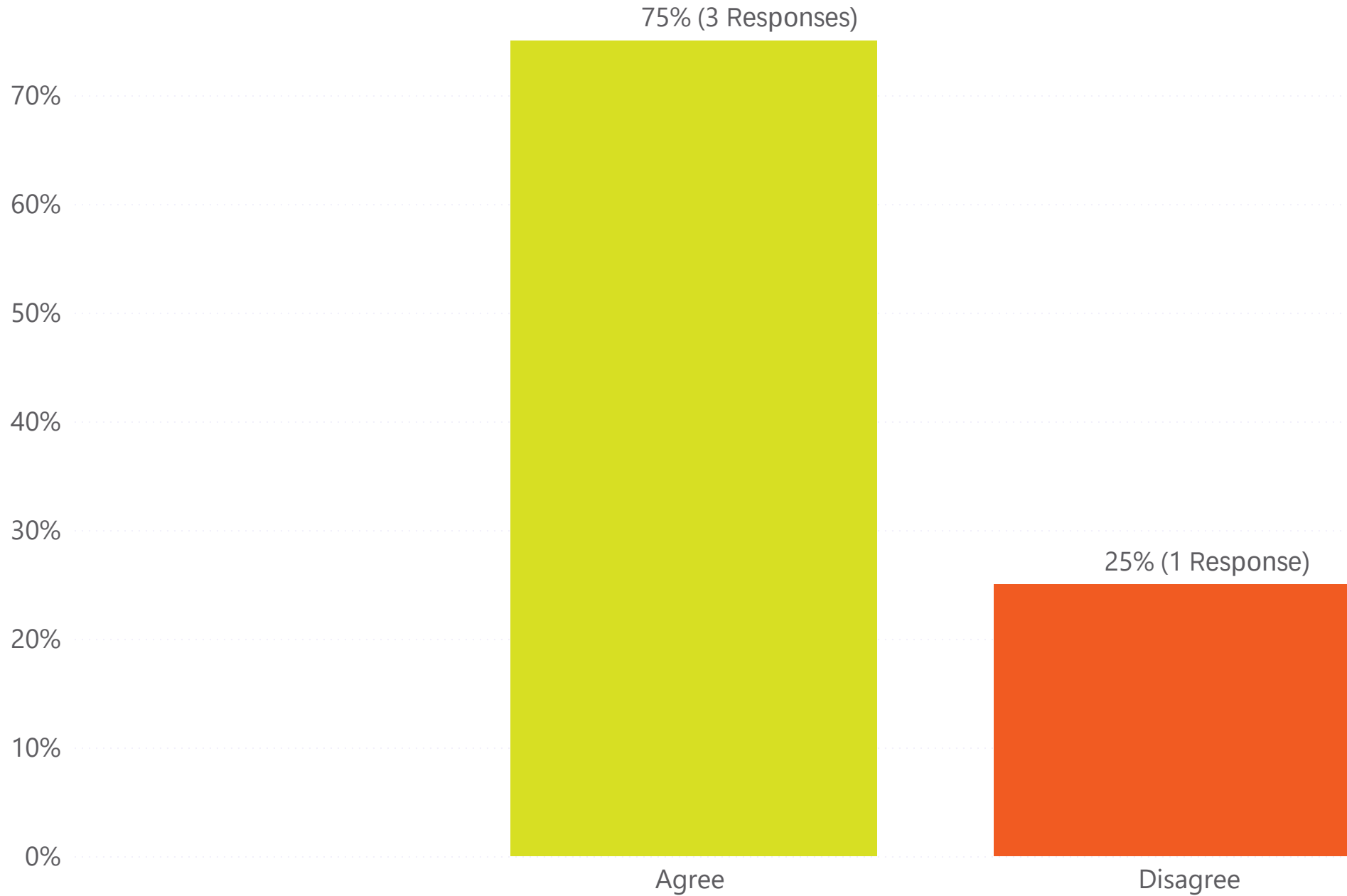
The parking requirements for new developments are adequate.

Occupation:
Business Owner



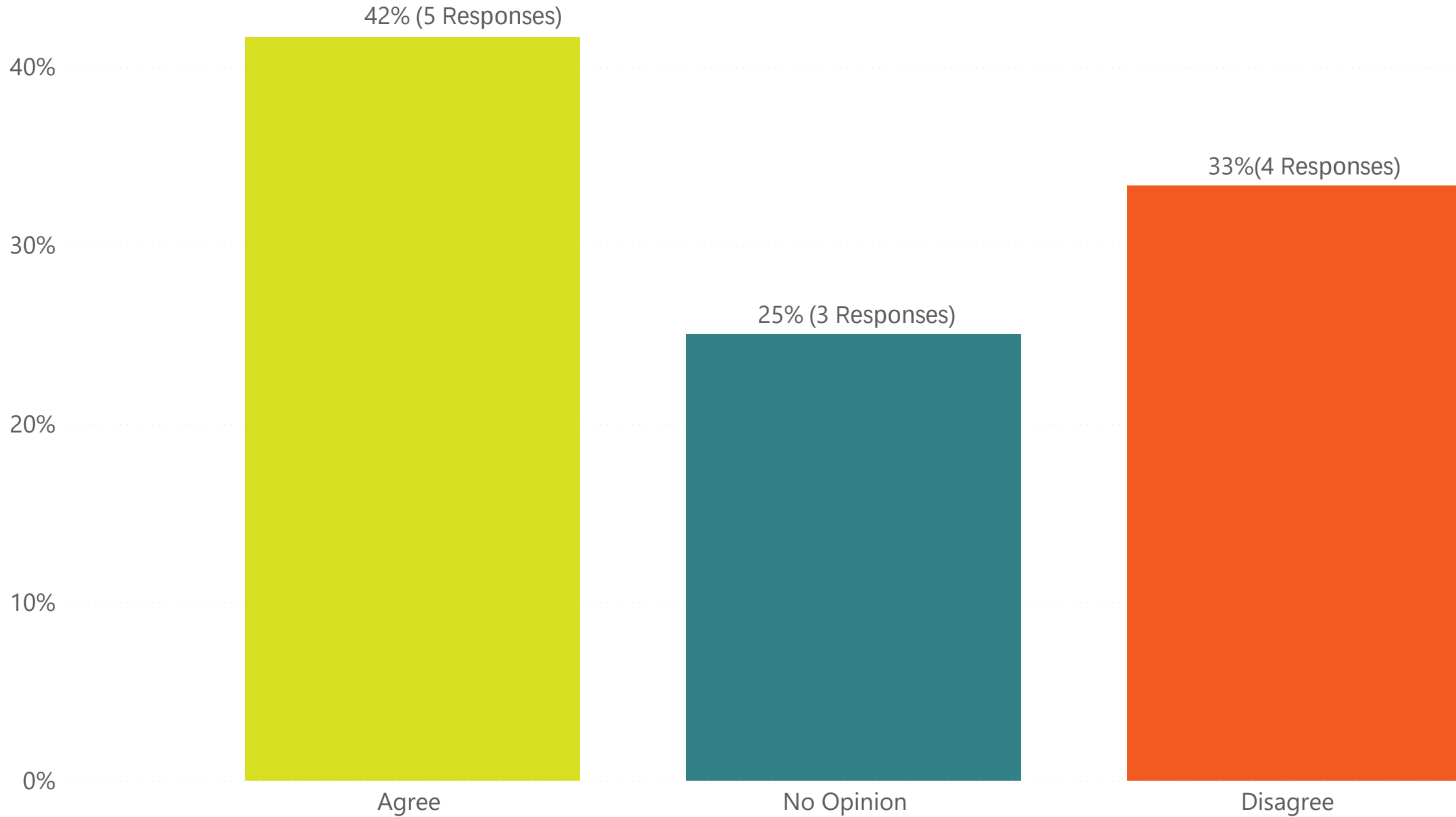
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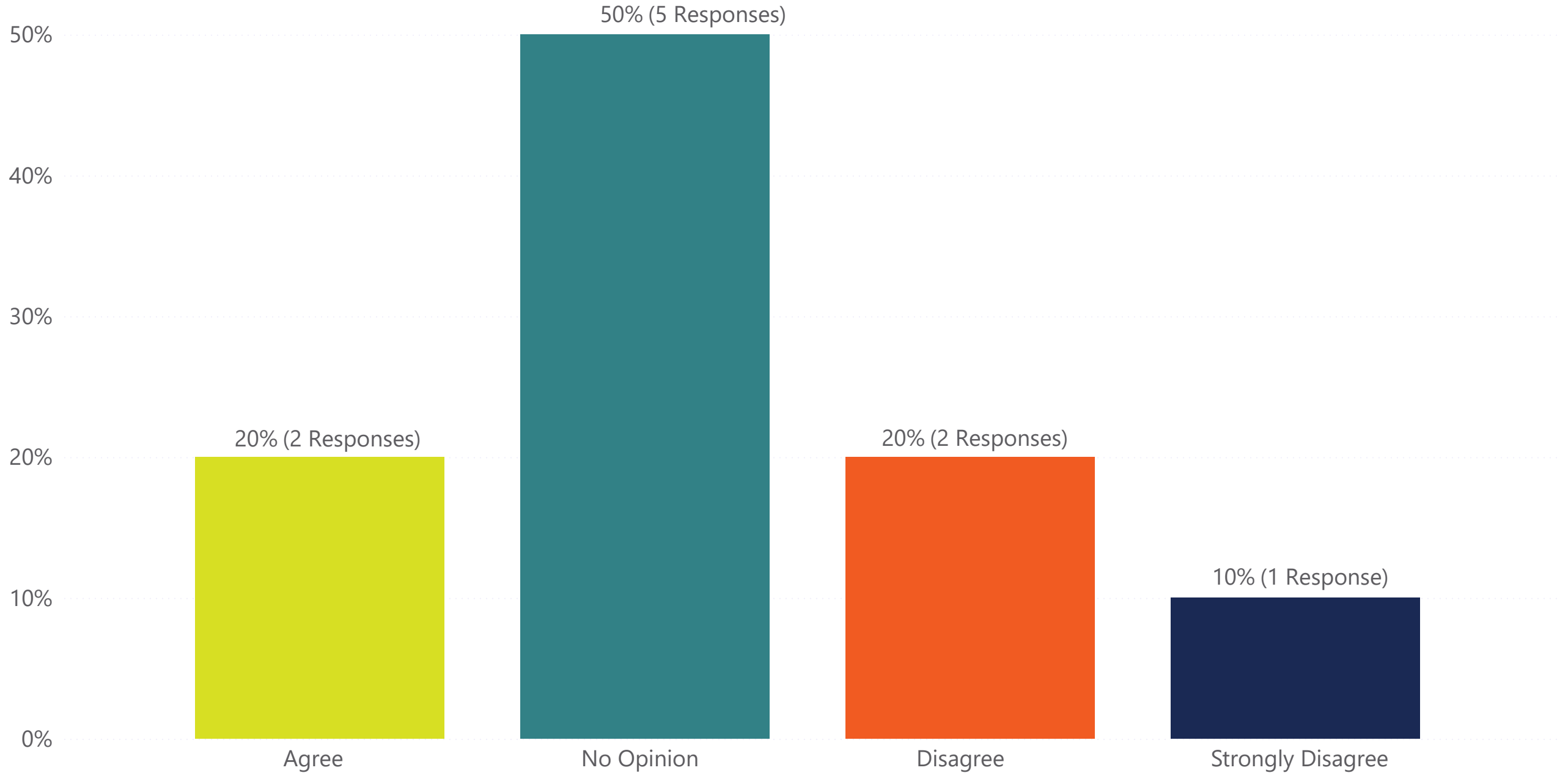
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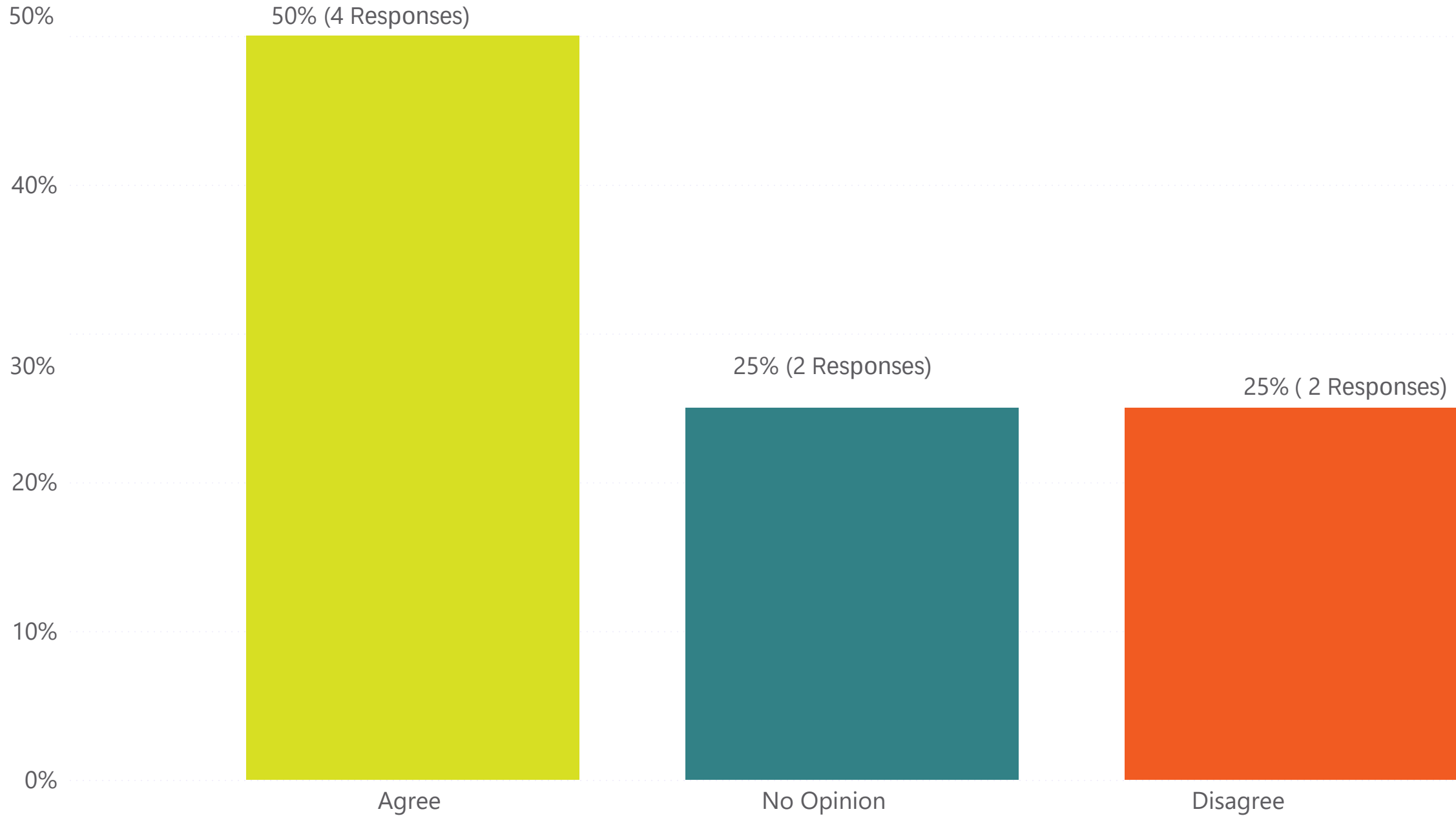
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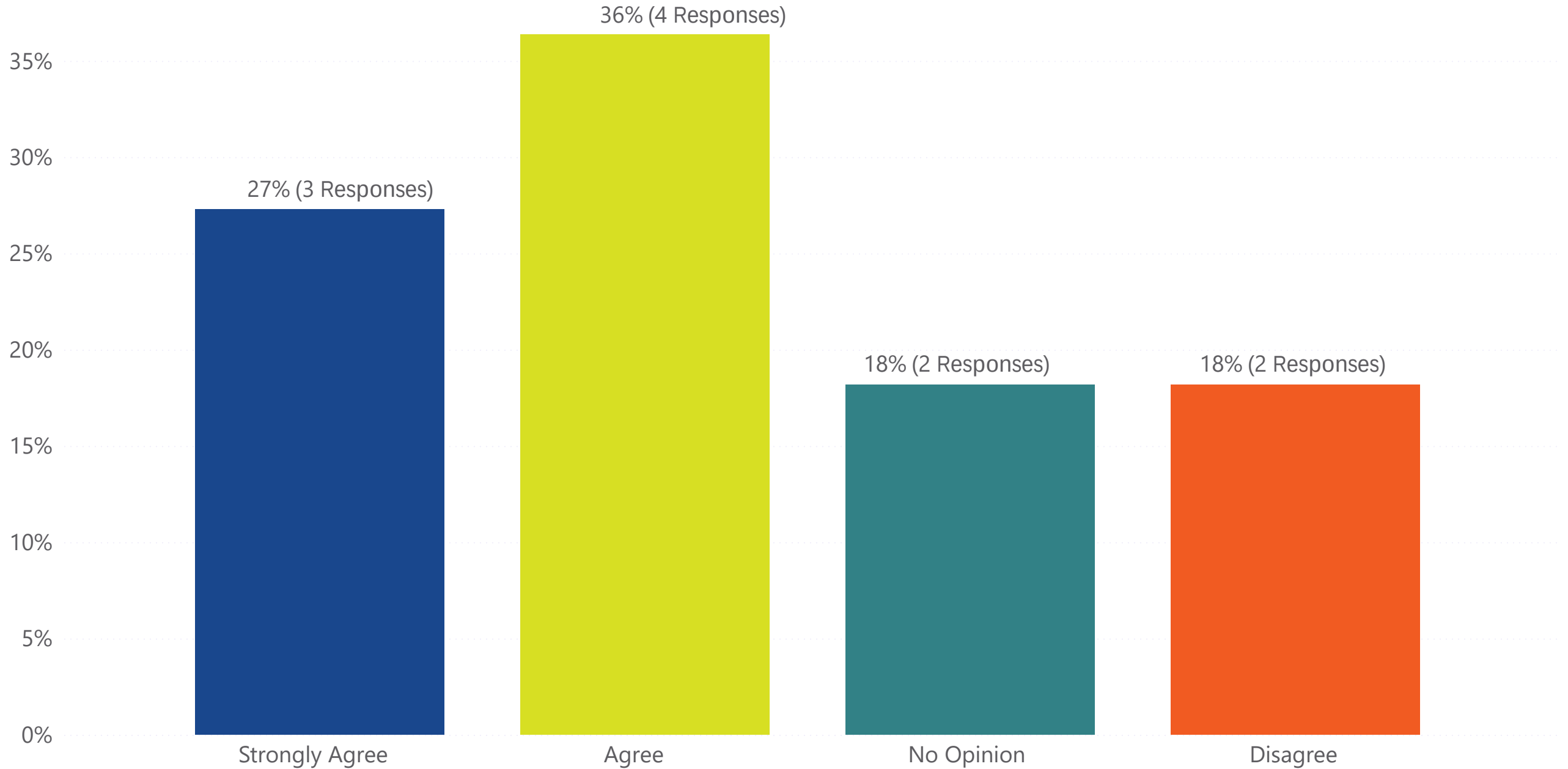
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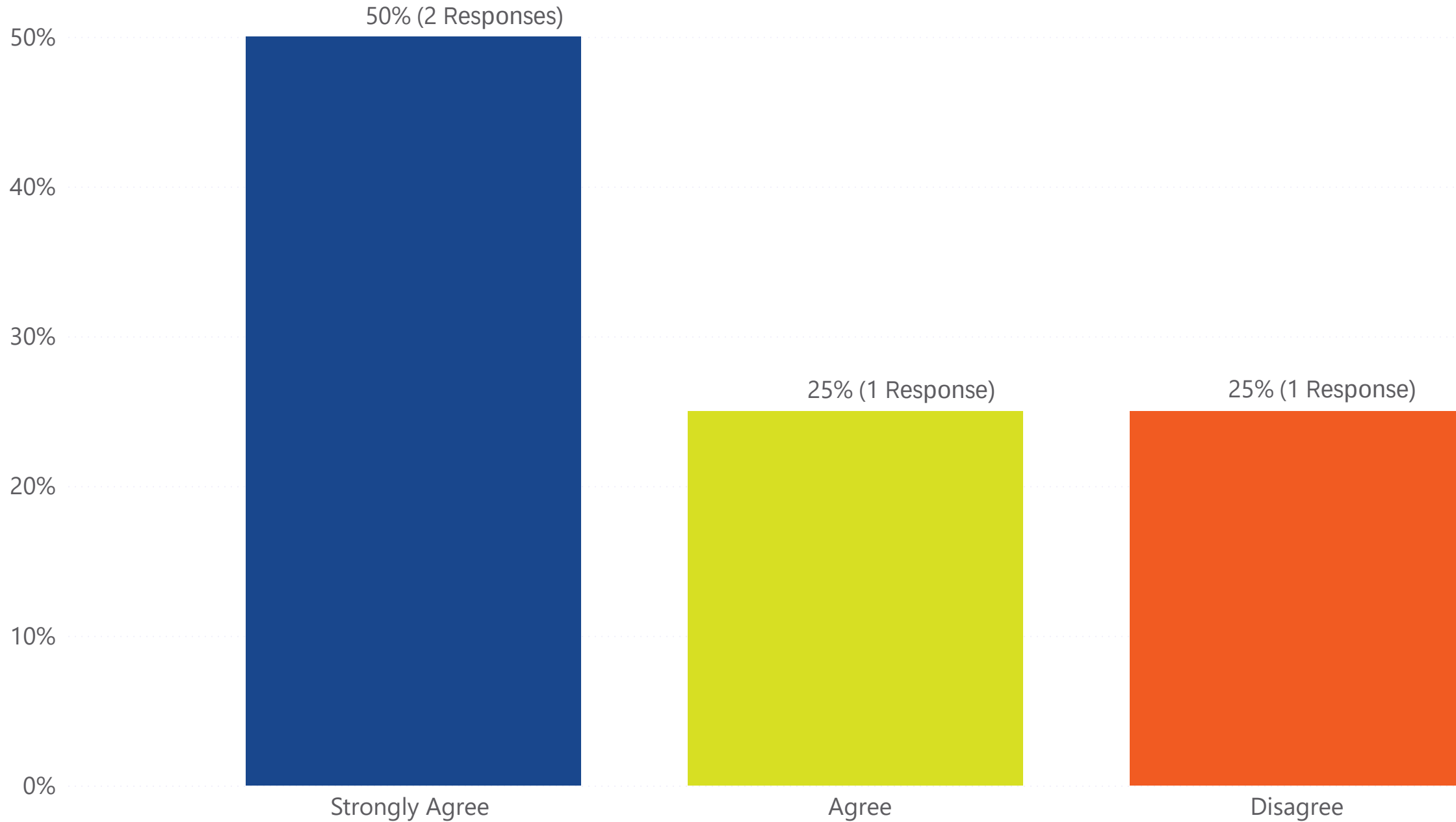
**The City should reduce the parking requirements for new developments
to promote more efficient land use, particularly in urban areas.**

Occupation:
Business Owner



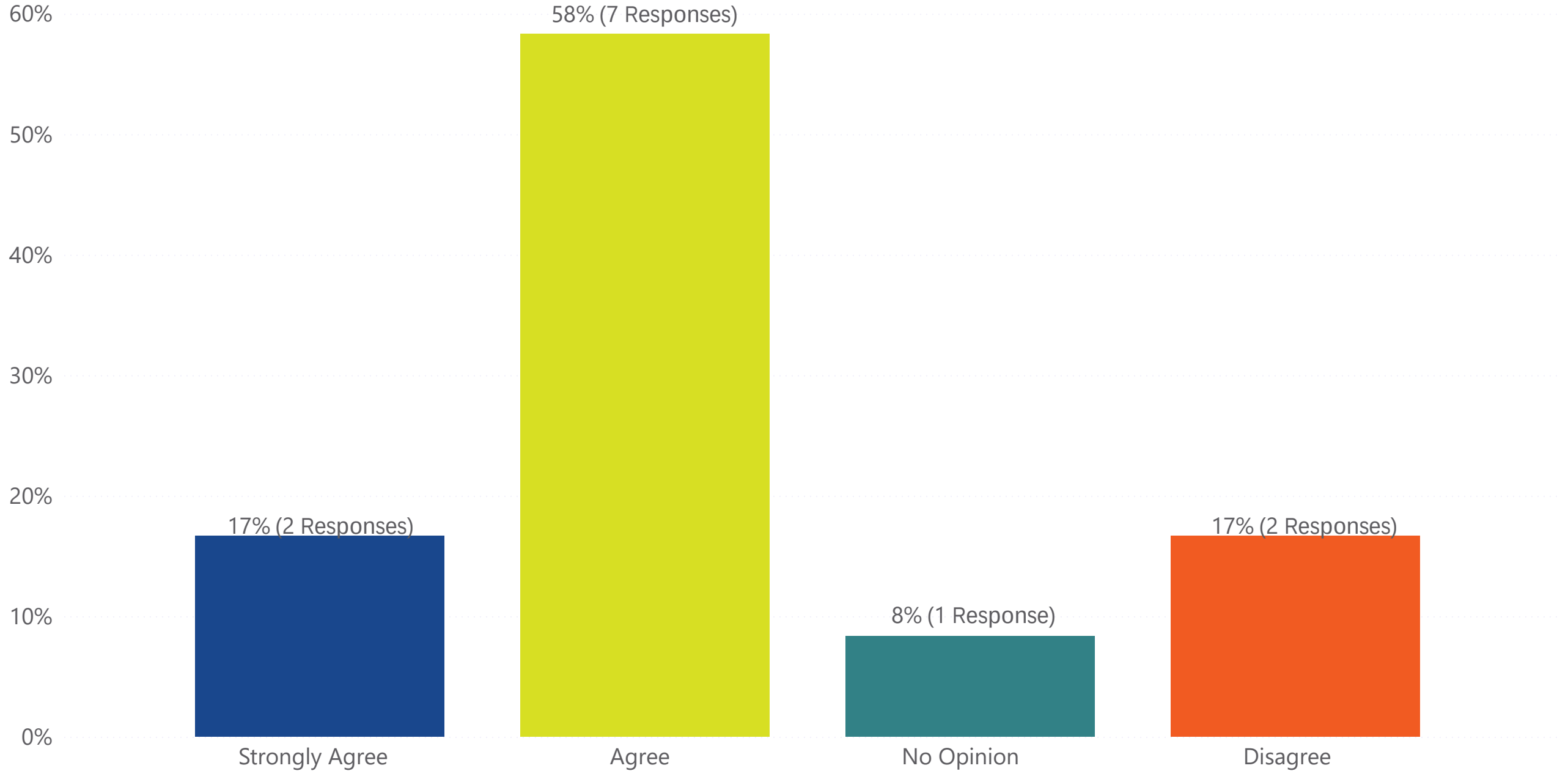
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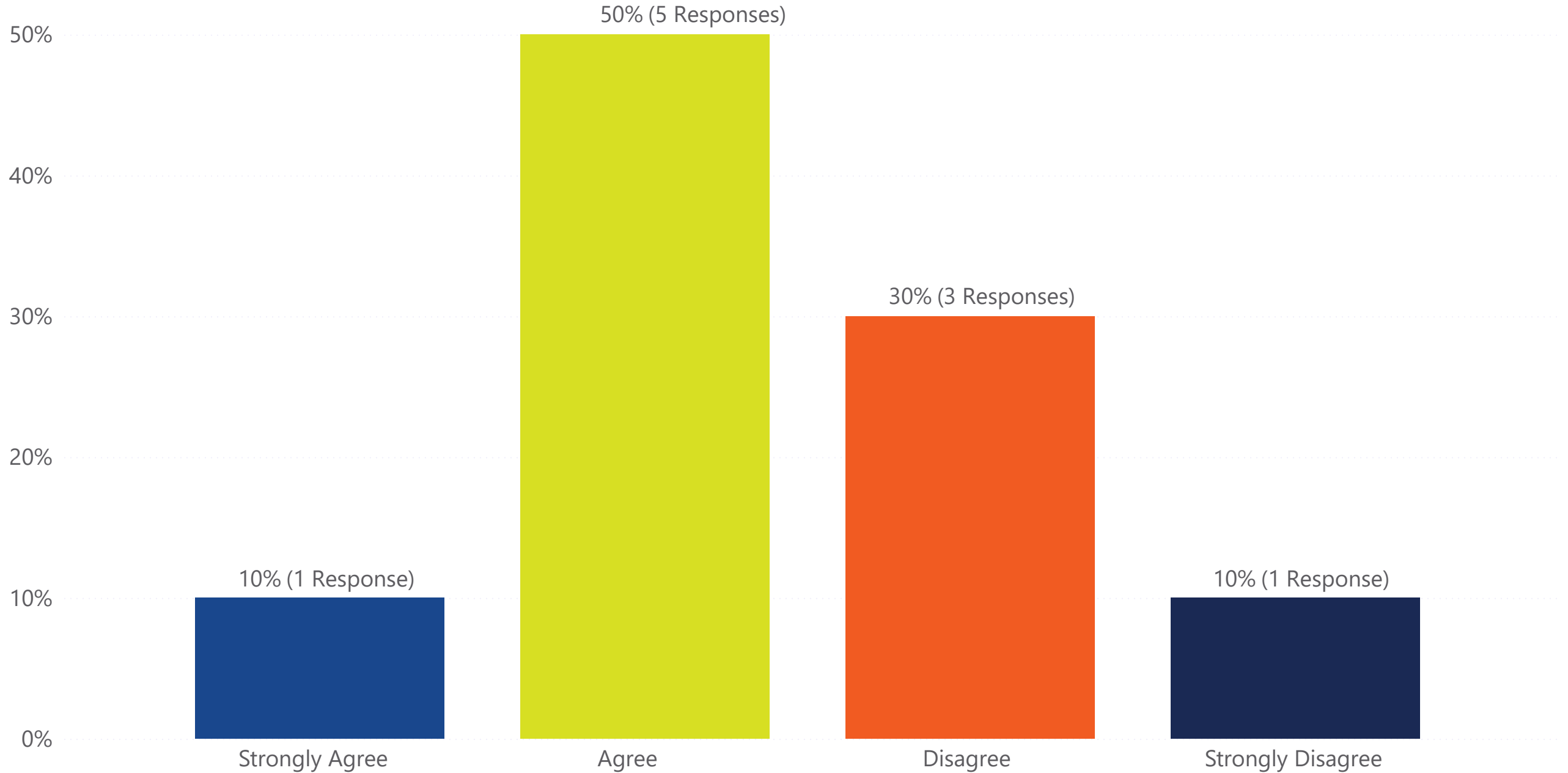
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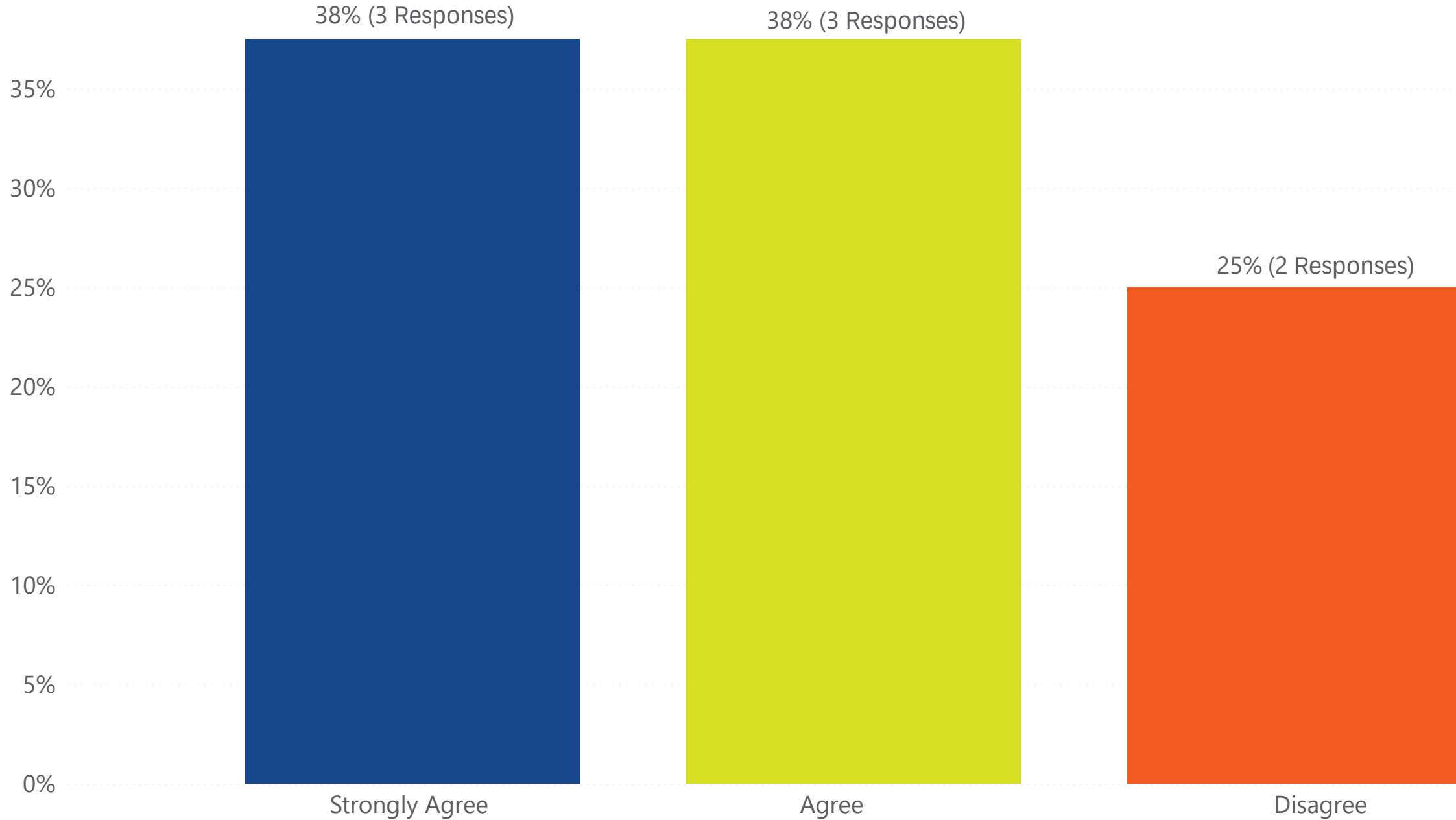
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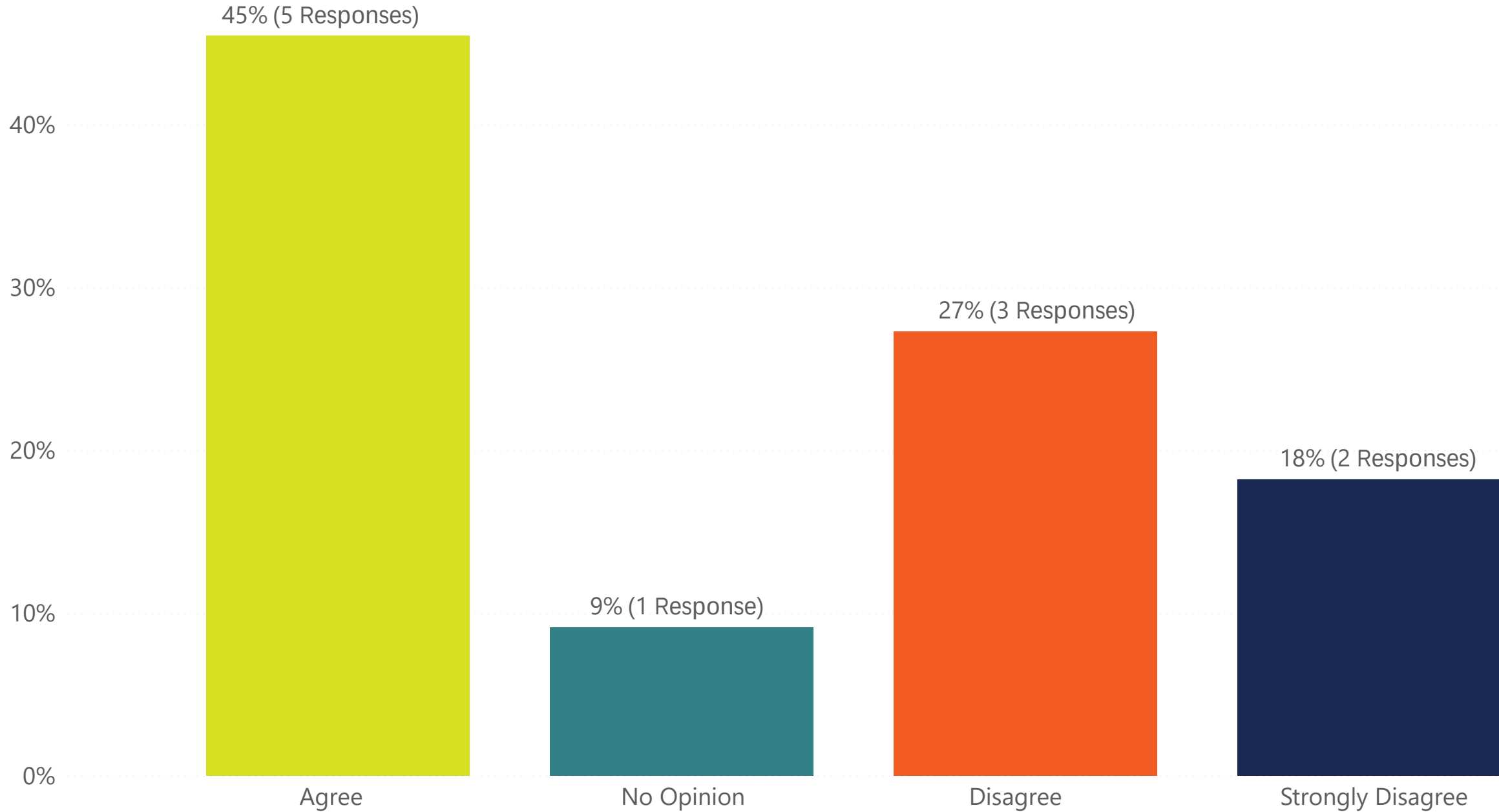
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Occupation:
other



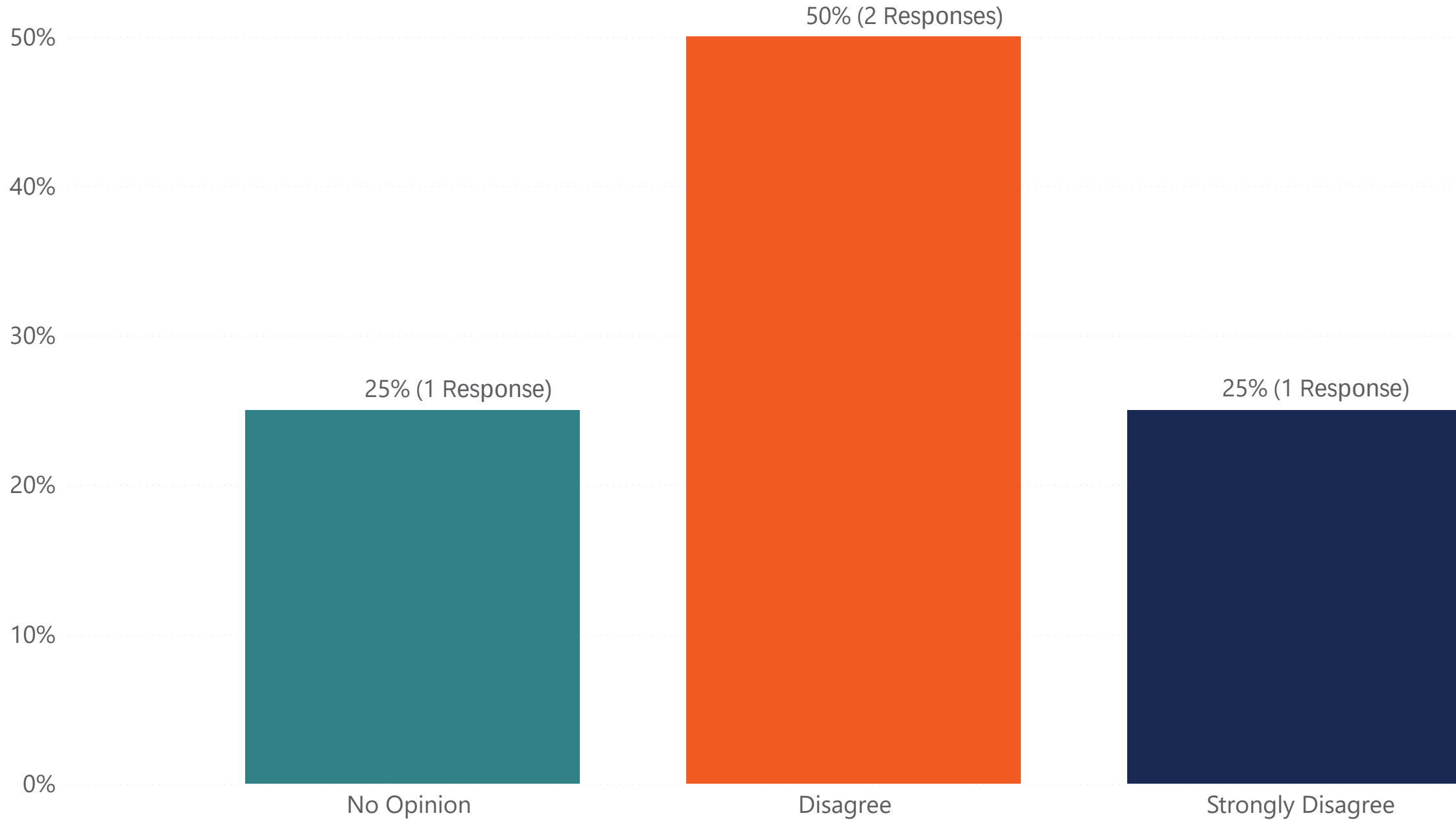
**The City should require more bicycle parking to encourage
alternative transportation options in new developments.**

Occupation:
Business Owner



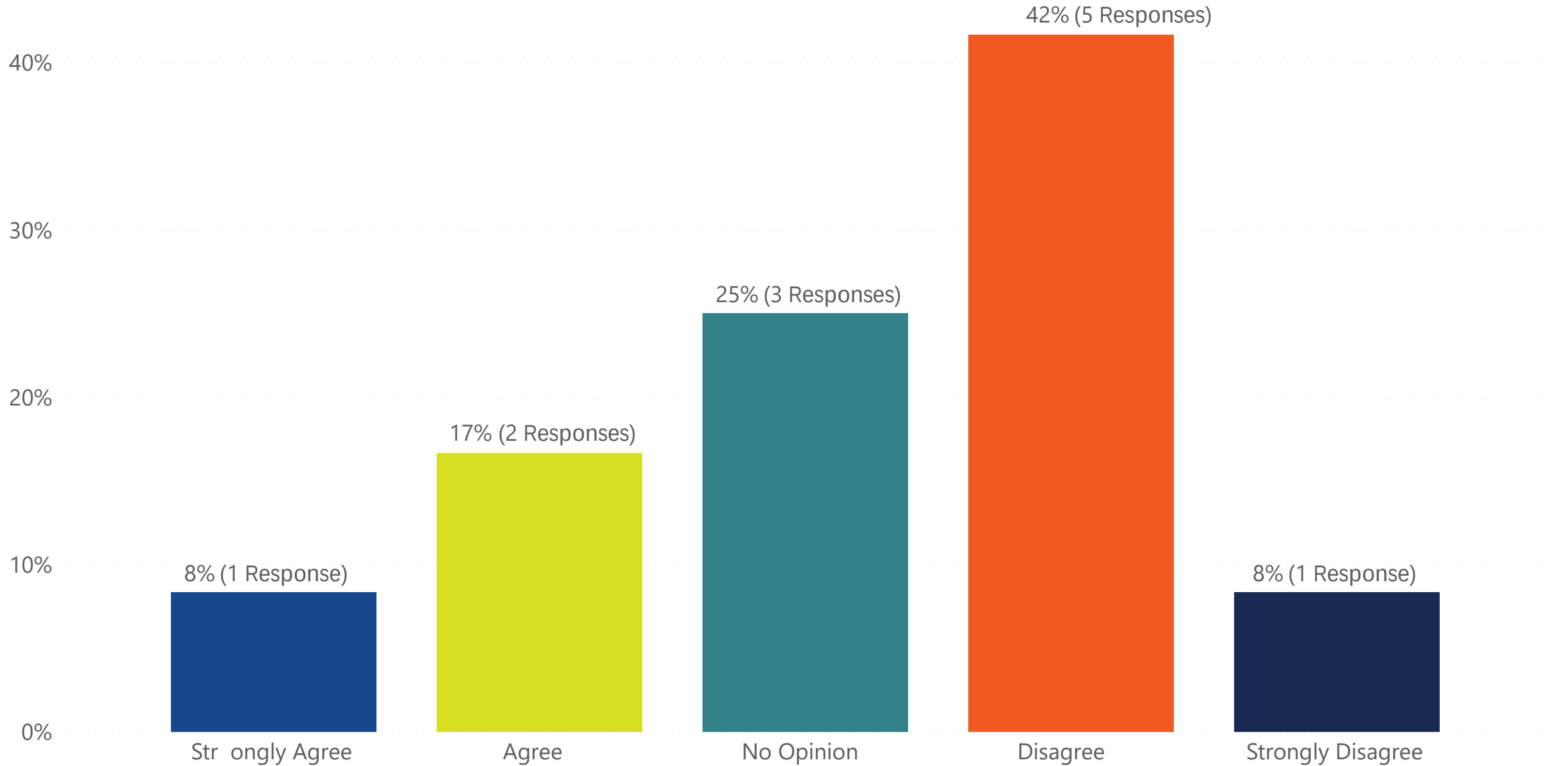
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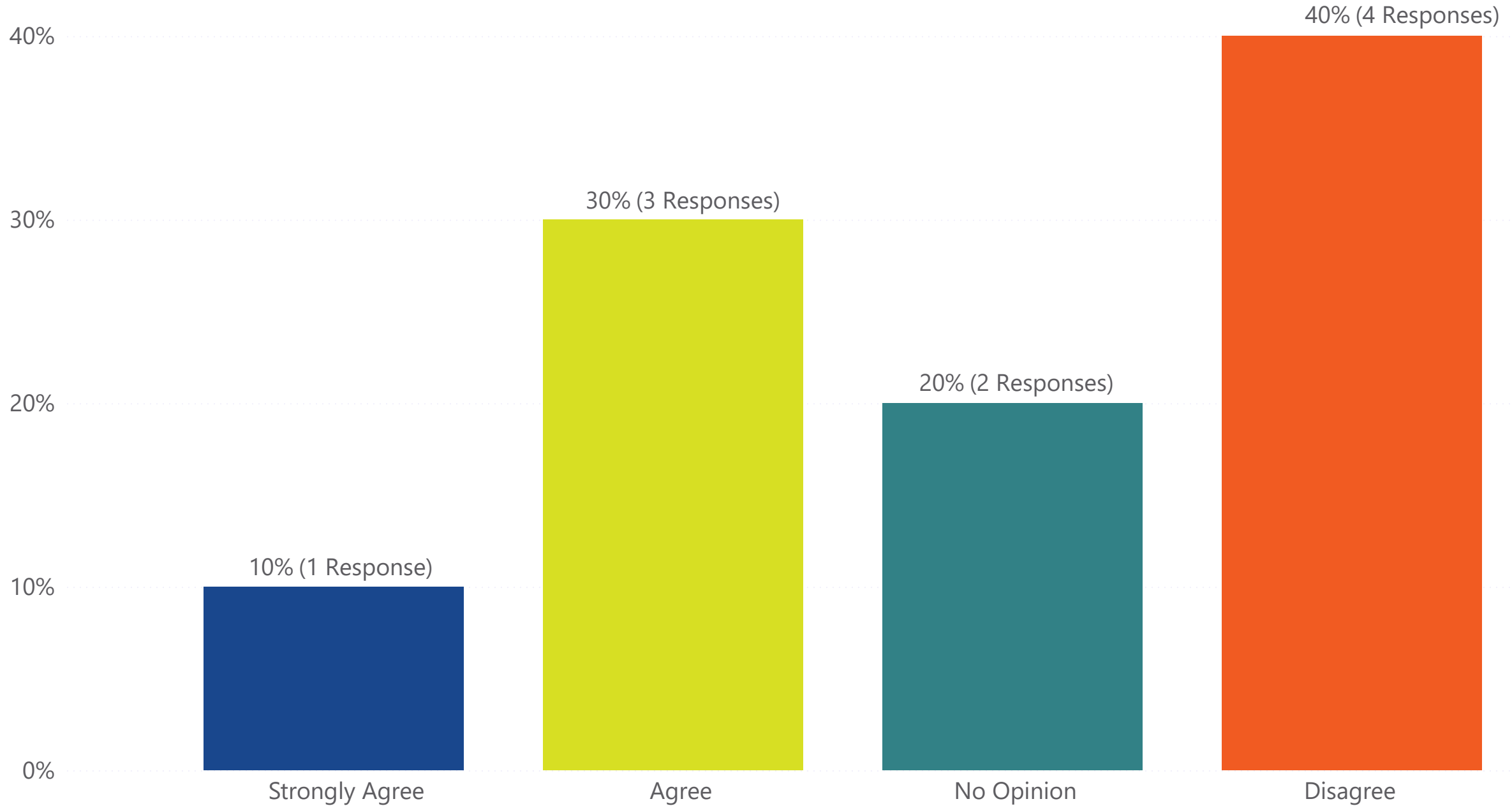
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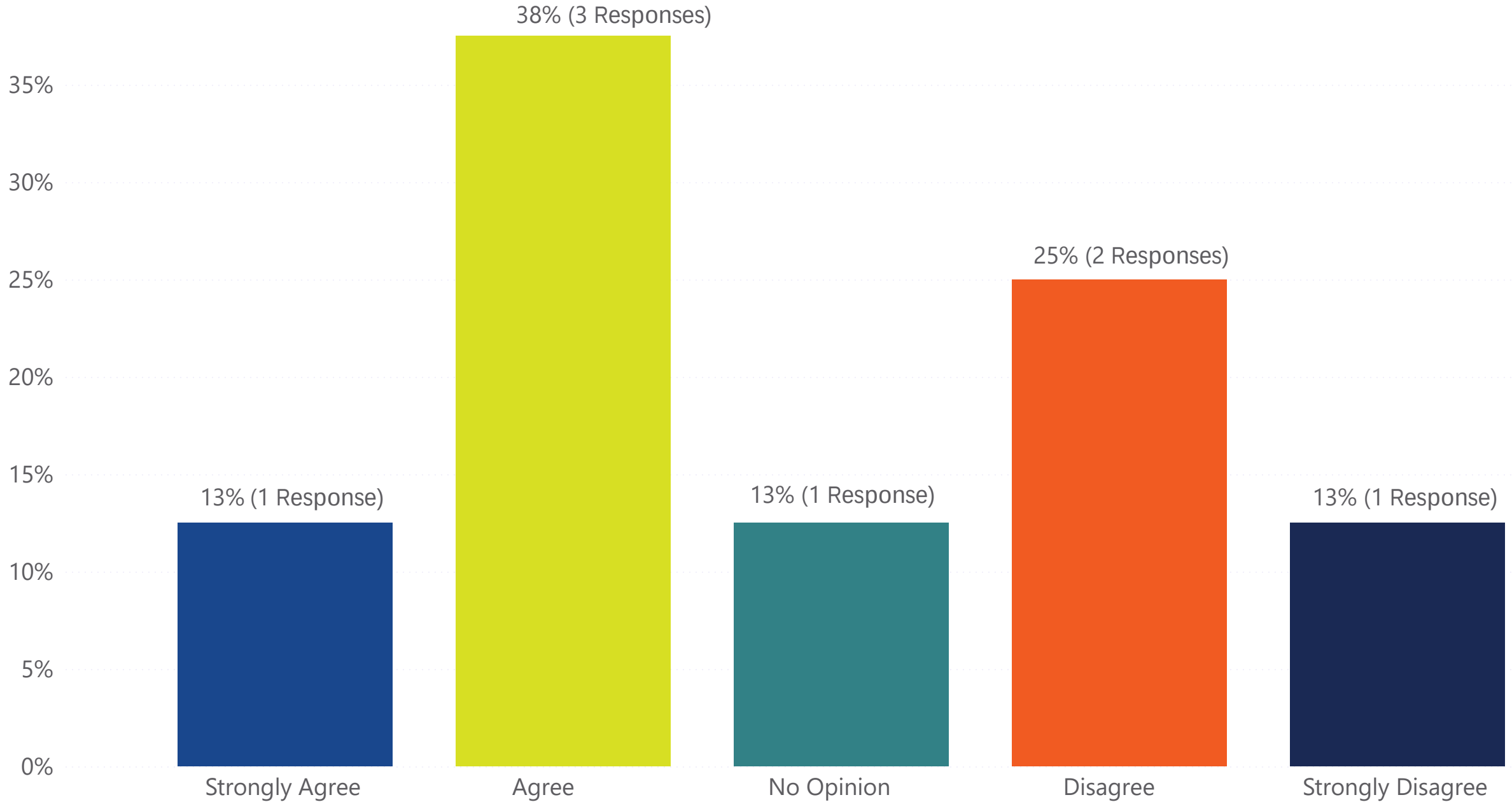
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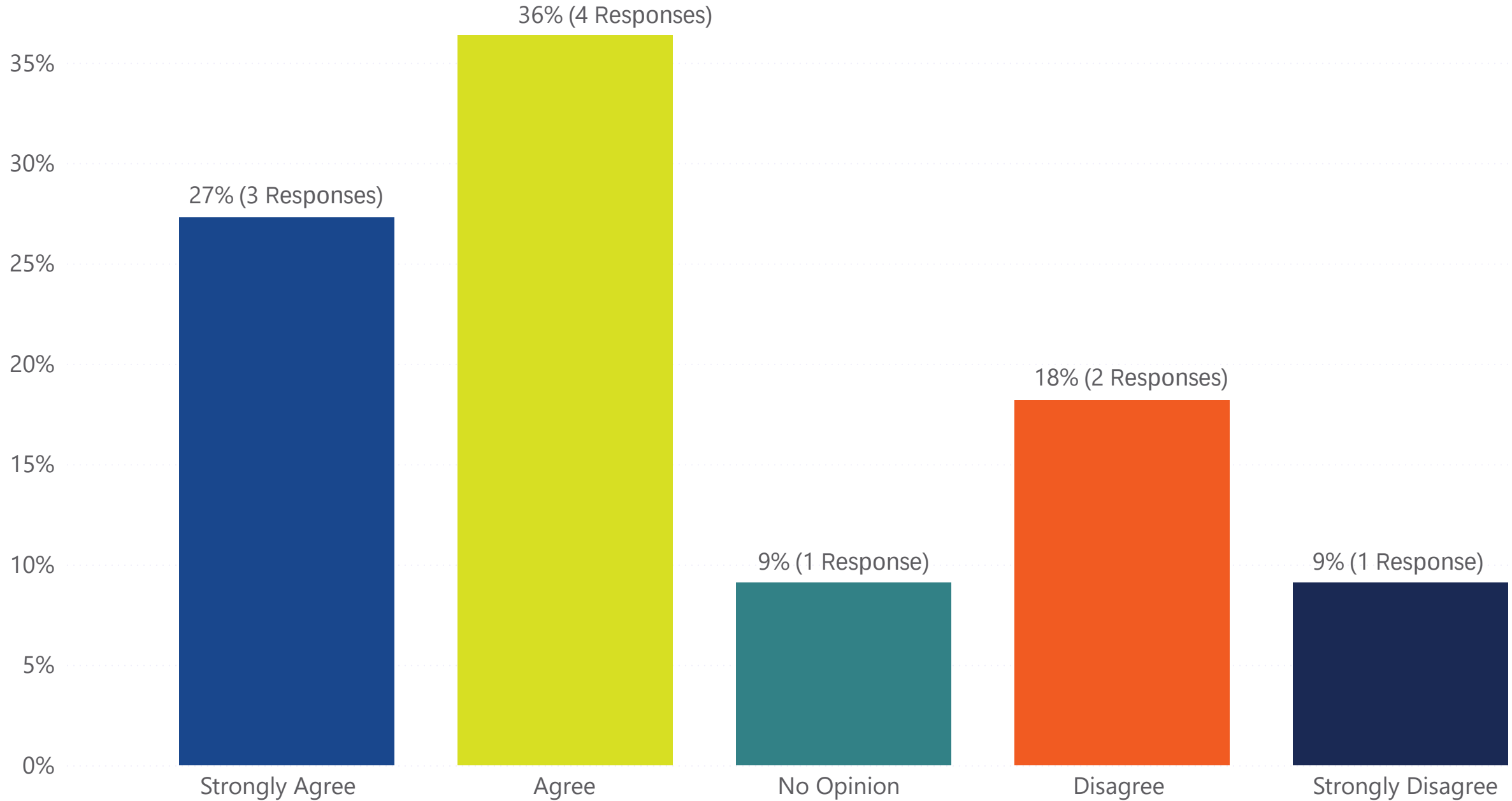
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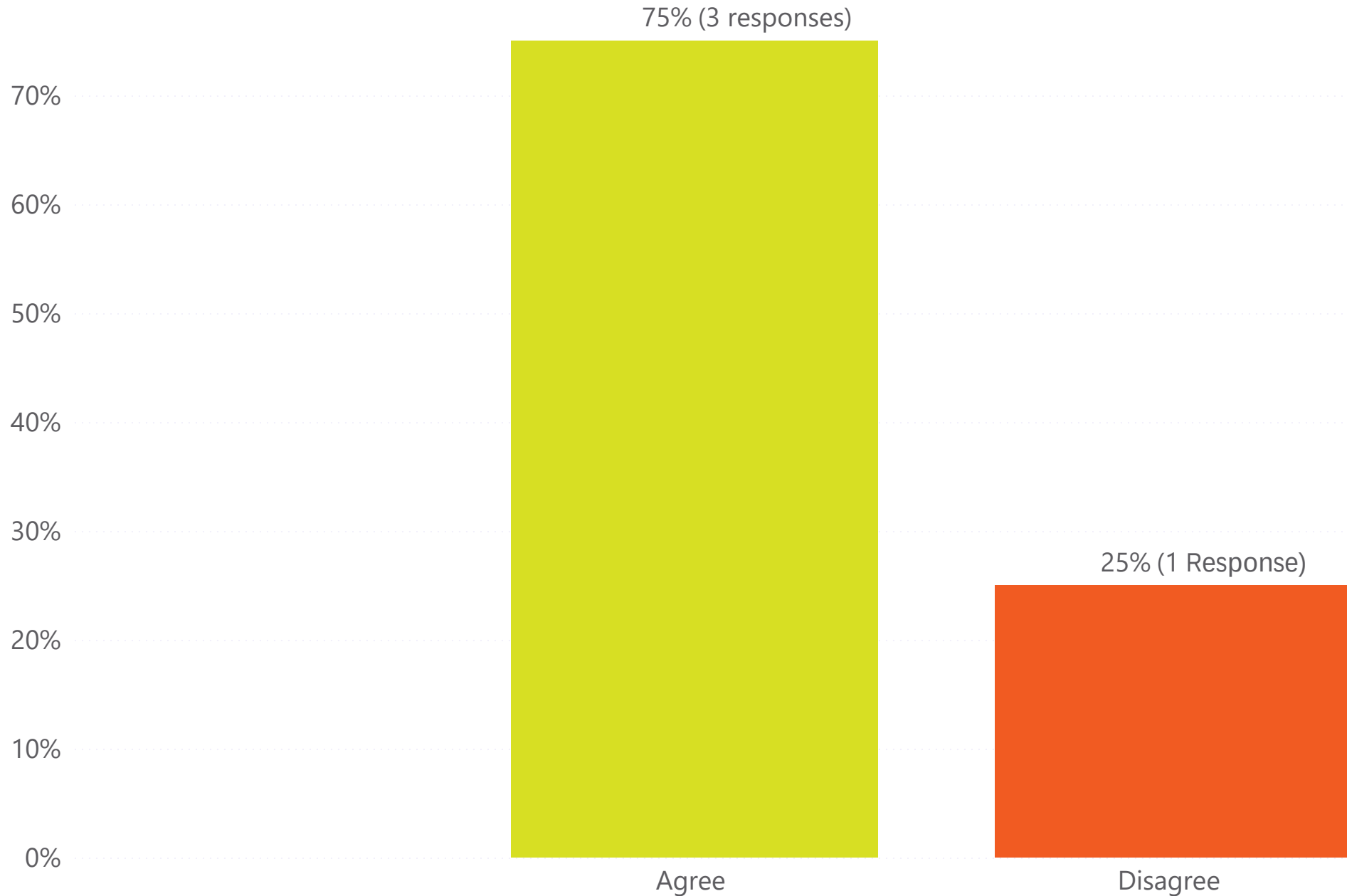
**The Unified Development Code would benefit from clearer,
more detailed rules for landscaping, screening, and buffering.**

Occupation:
Business Owner



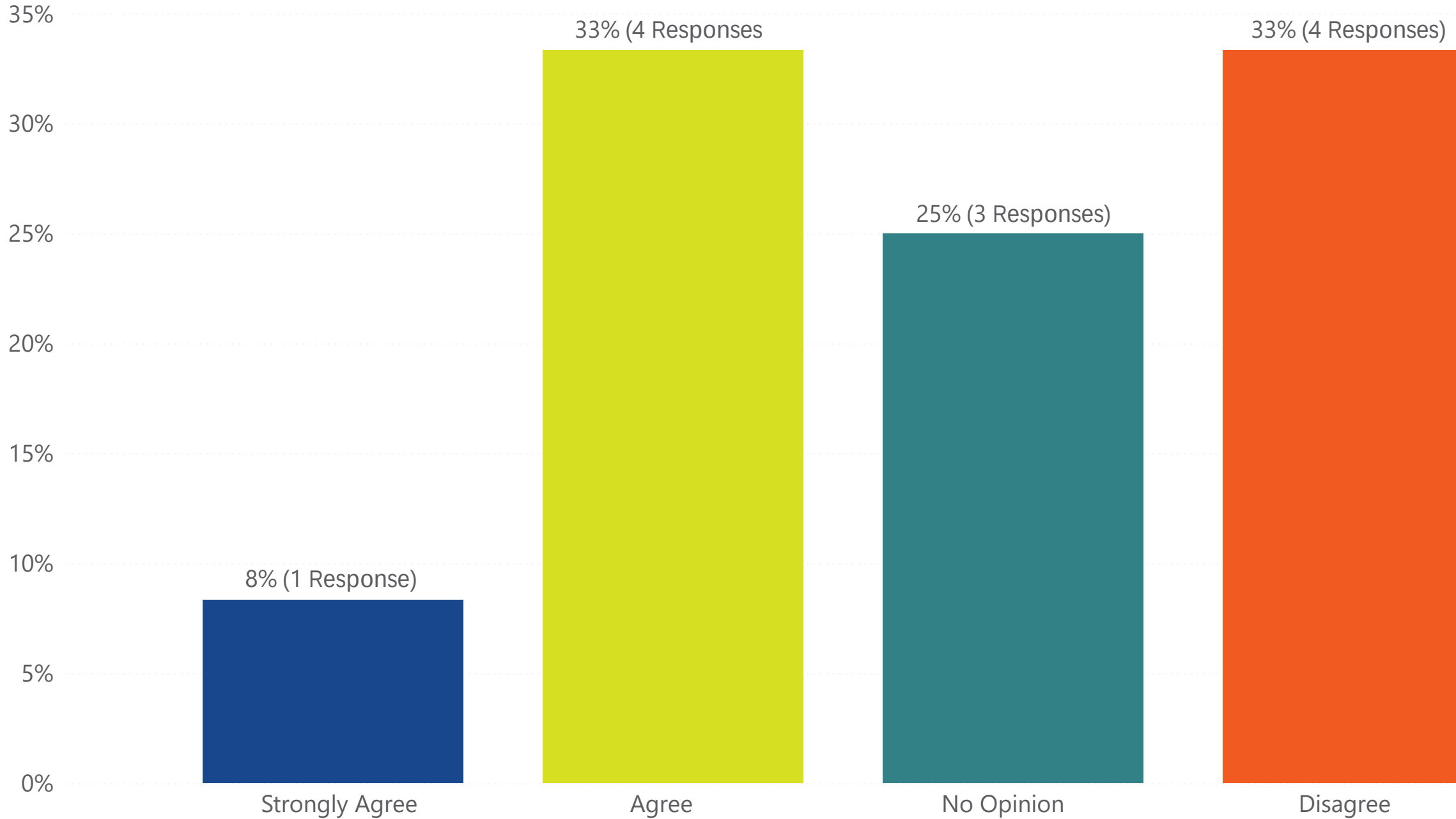
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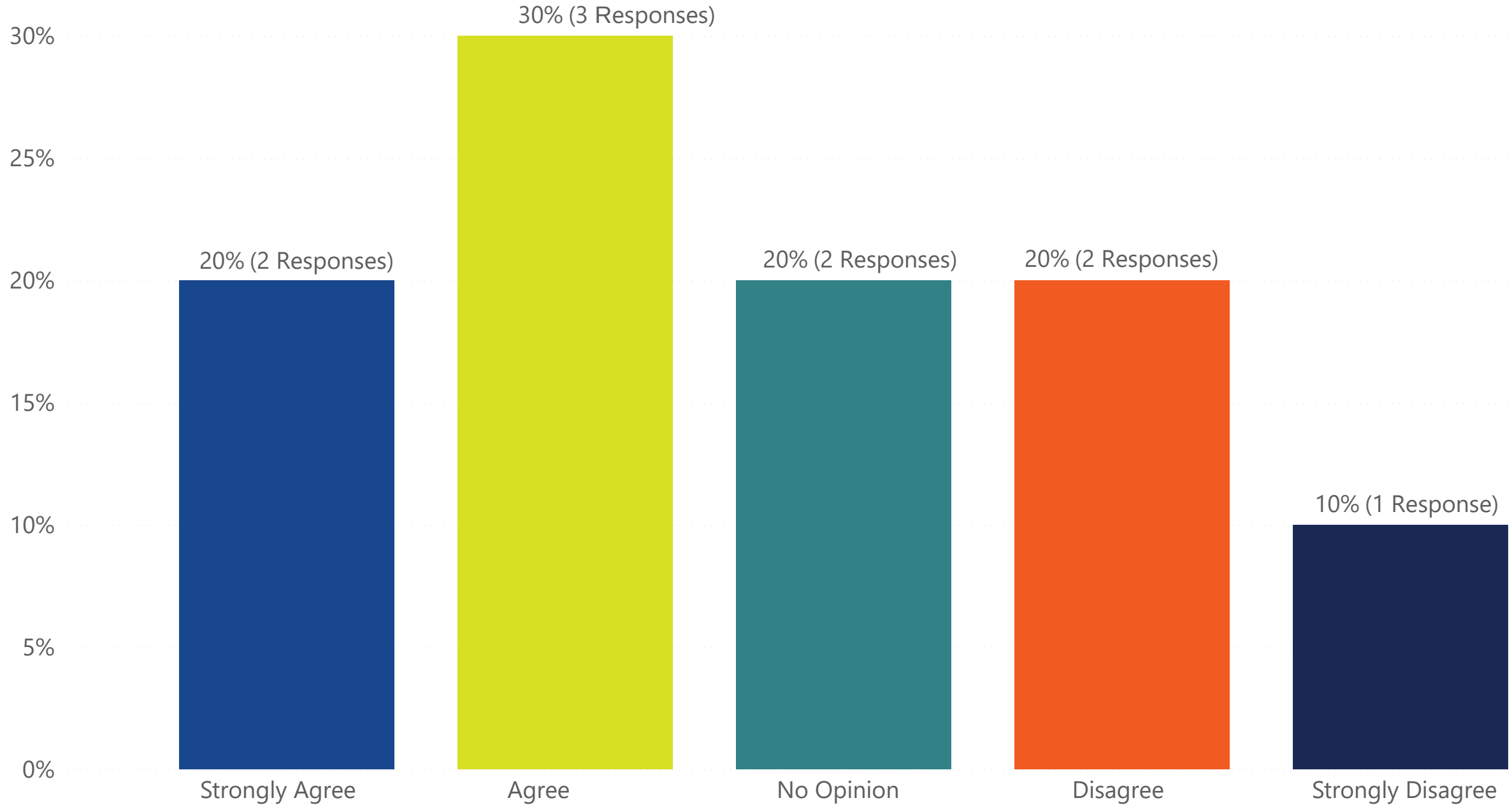
Occupation:
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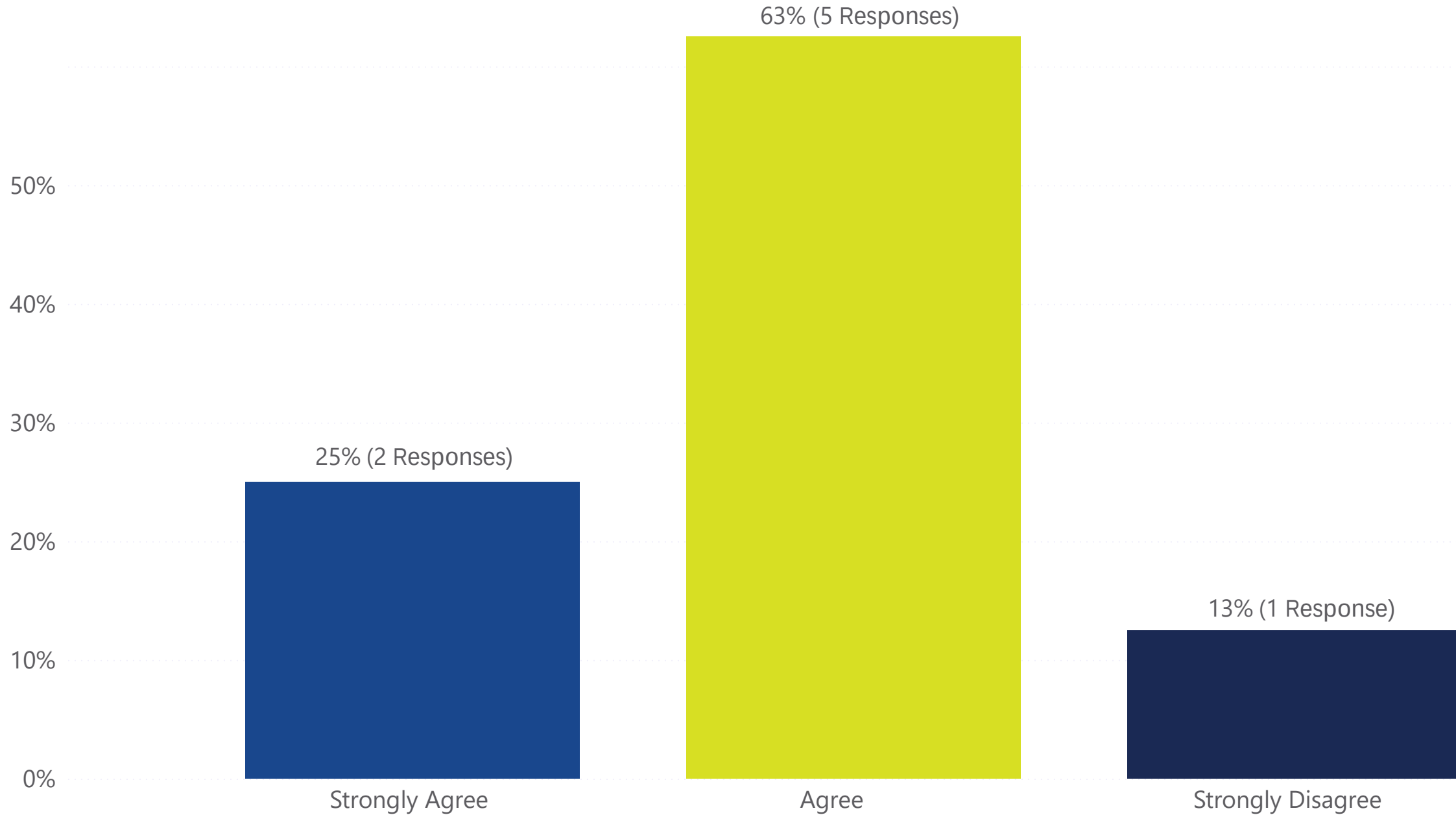
Occupation:

Realtor



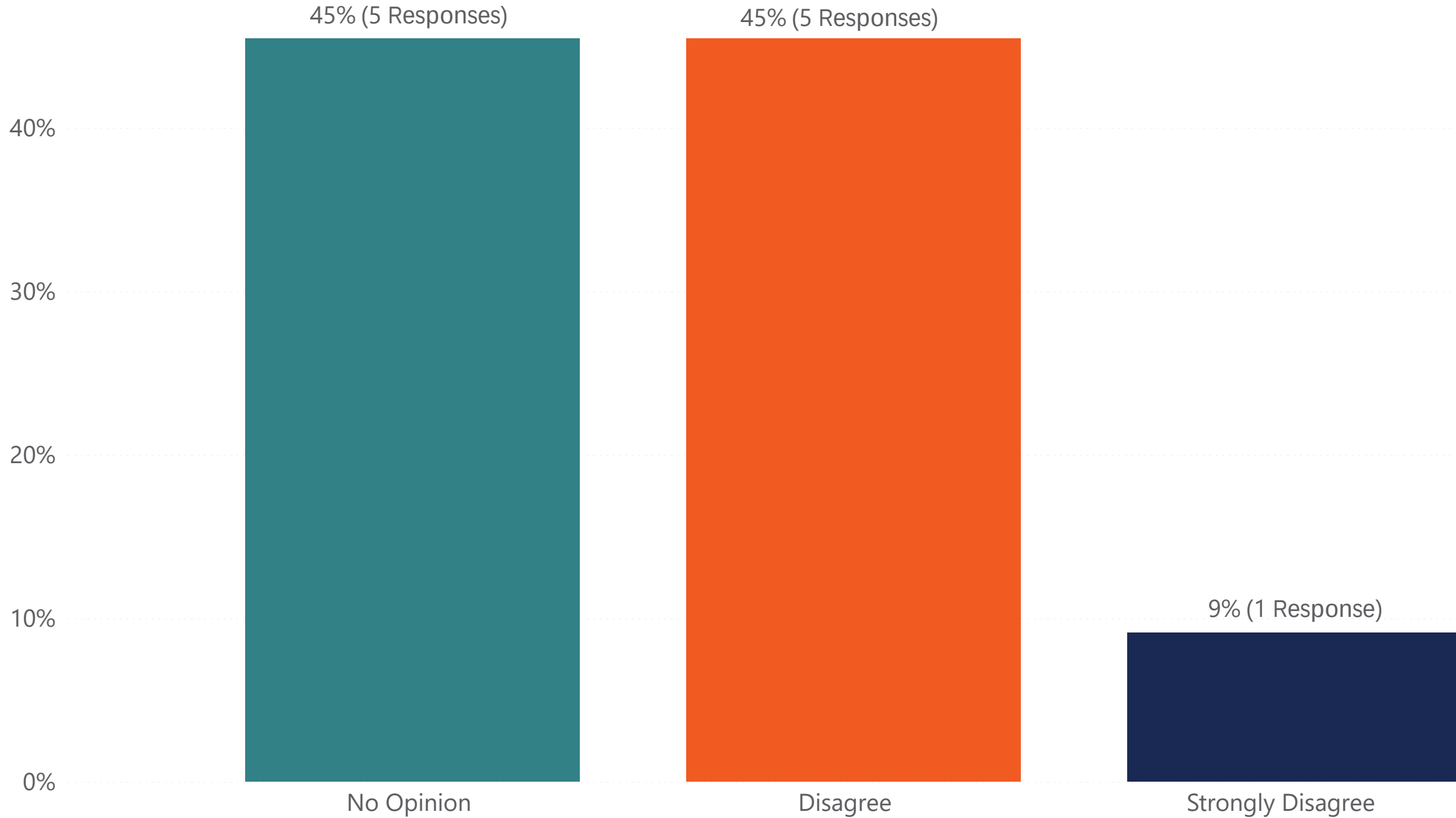
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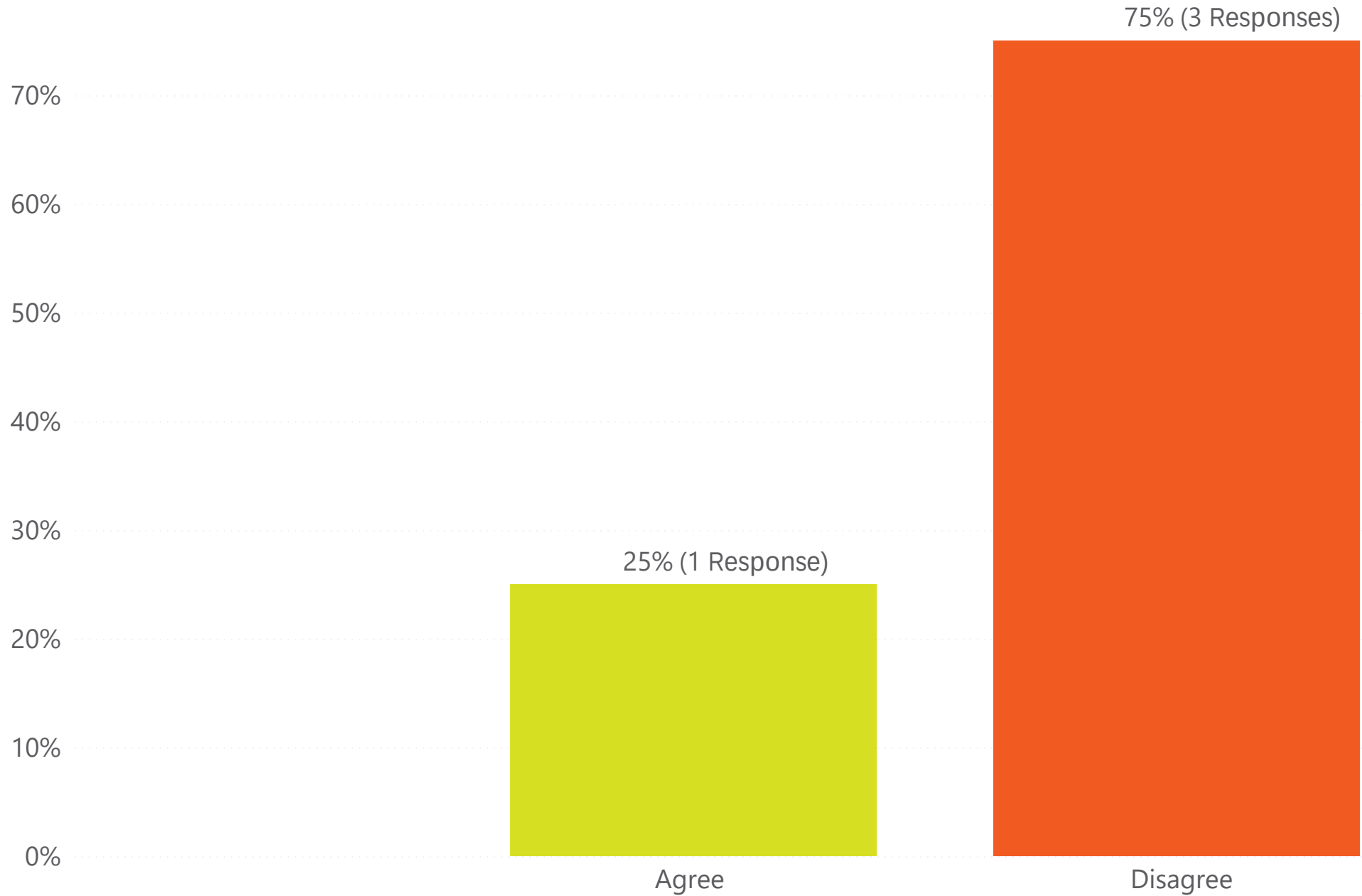
**The current landscaping, screening, and buffering requirements
(e.g., trees, shrubs, fences) between different uses are clear and effective.**

Occupation:
Business Owner



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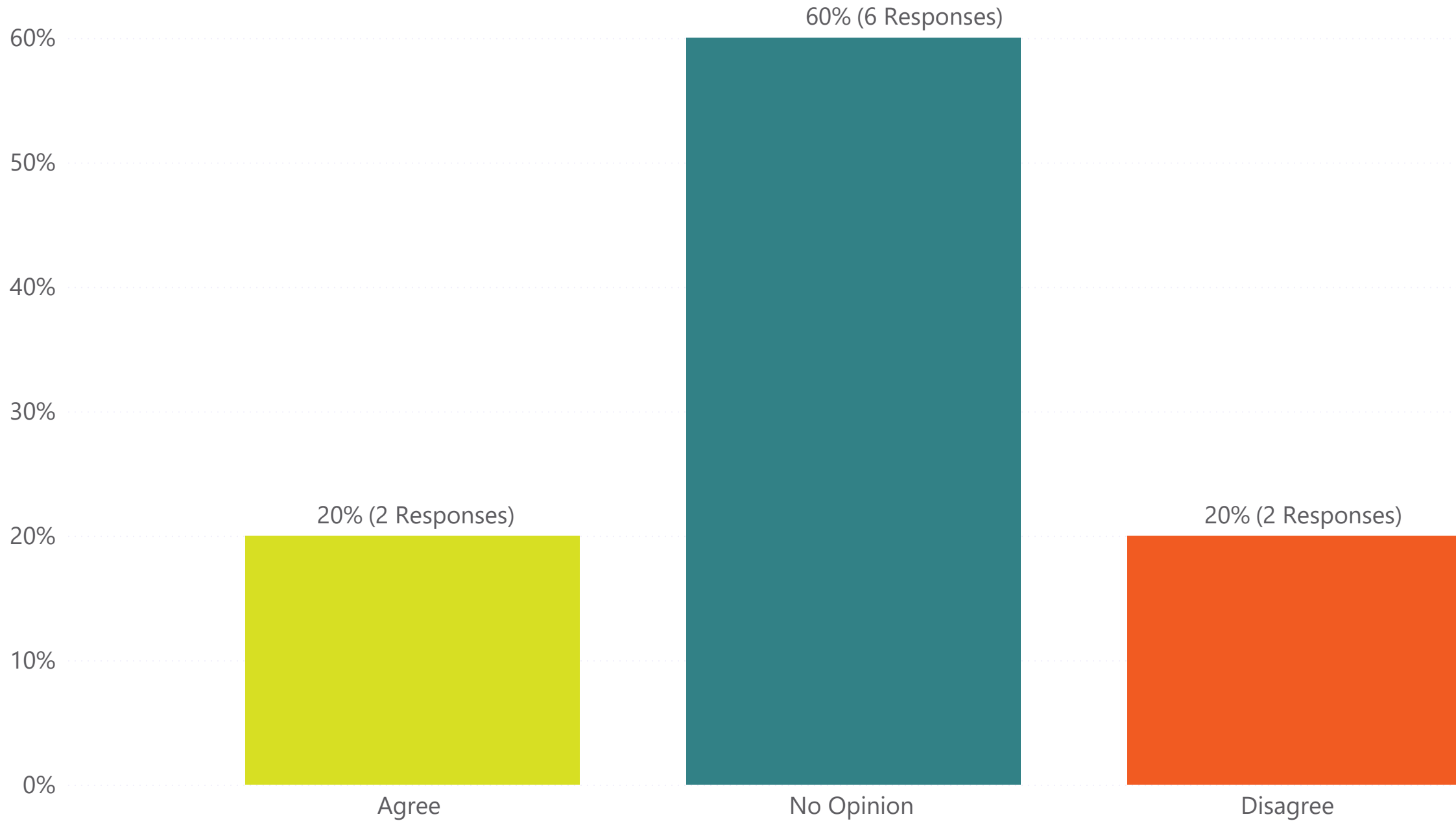
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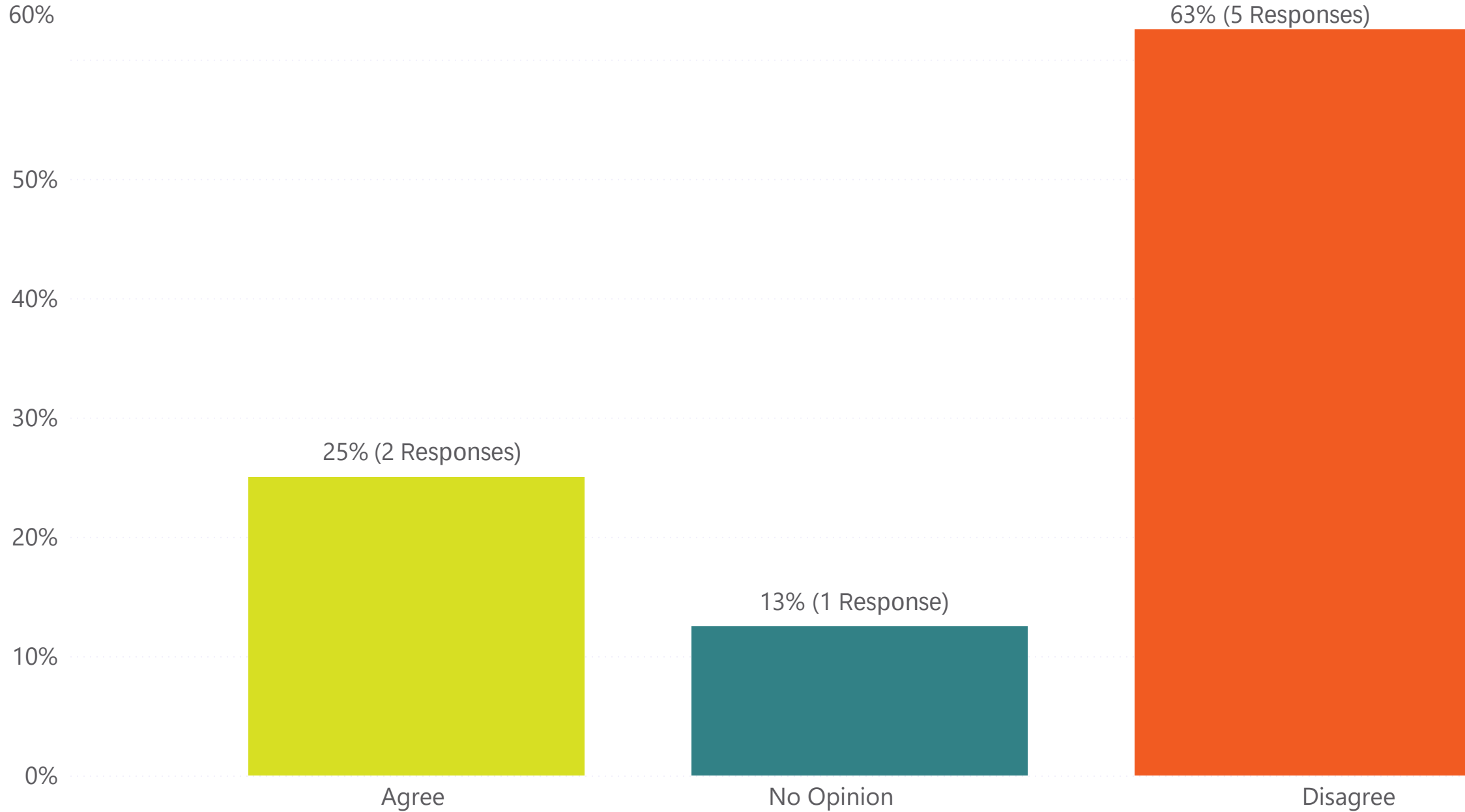
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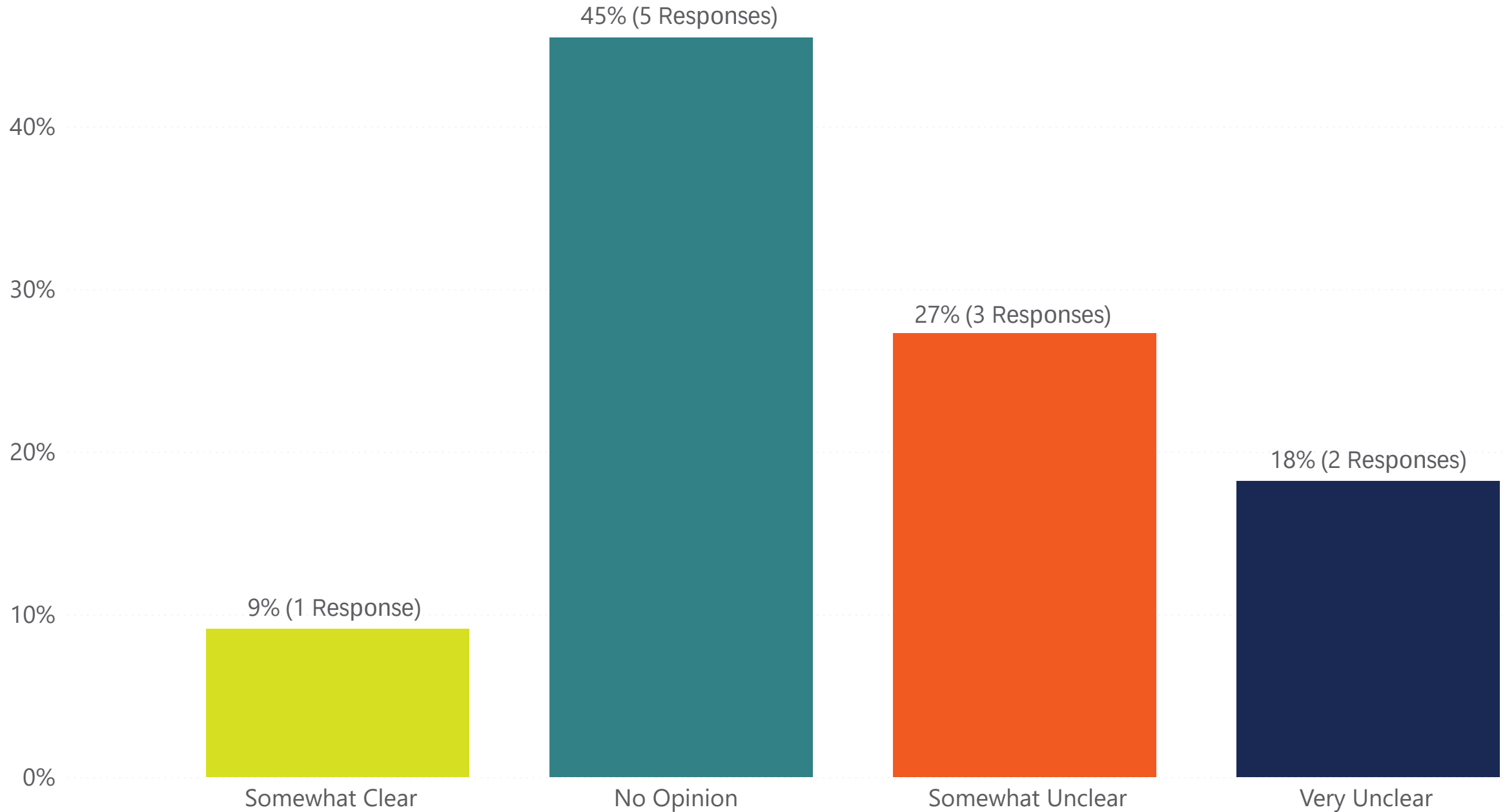
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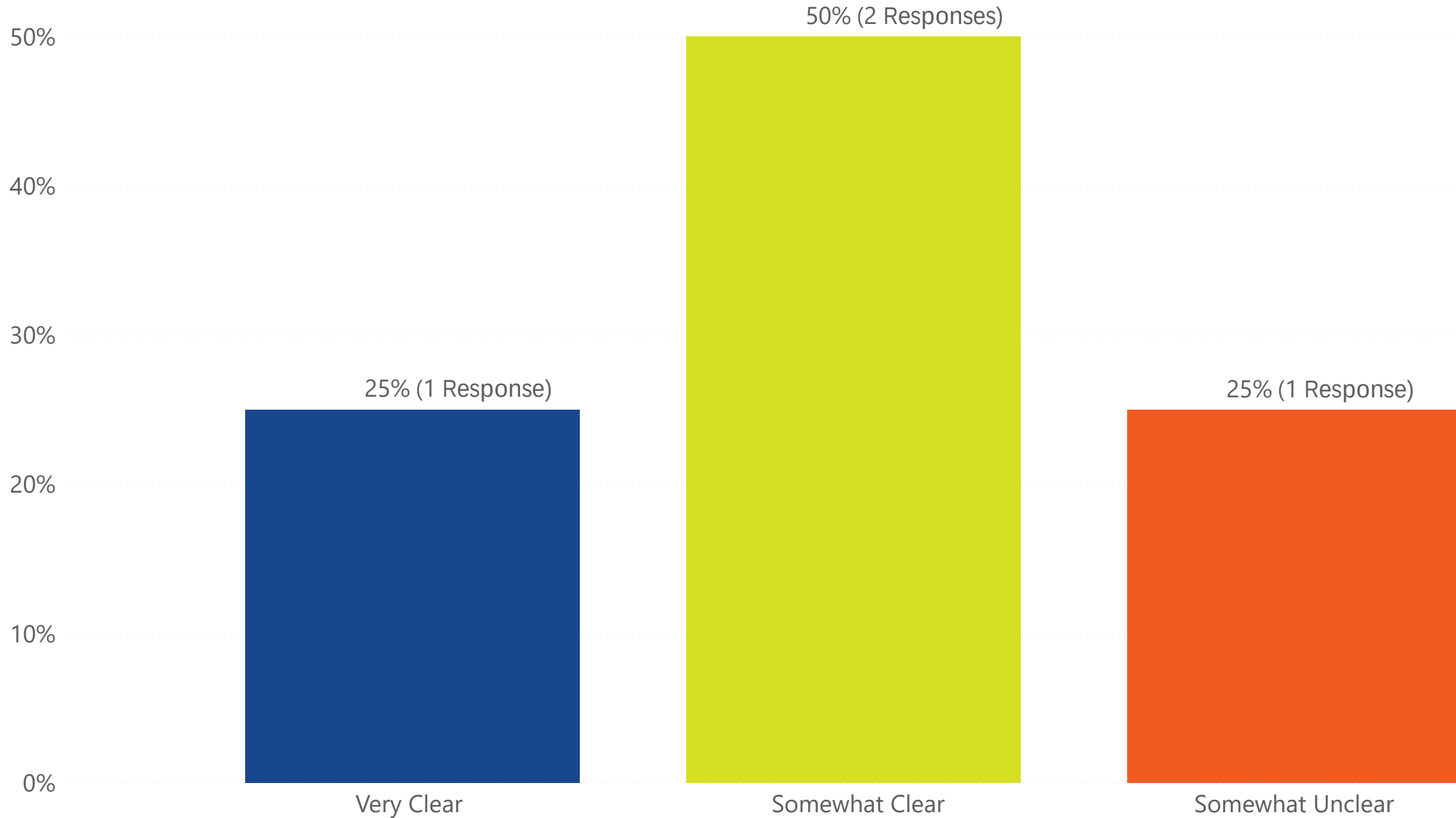
How clear are the current rules for subdividing land in Dubuque?

Occupation:
Business Owner



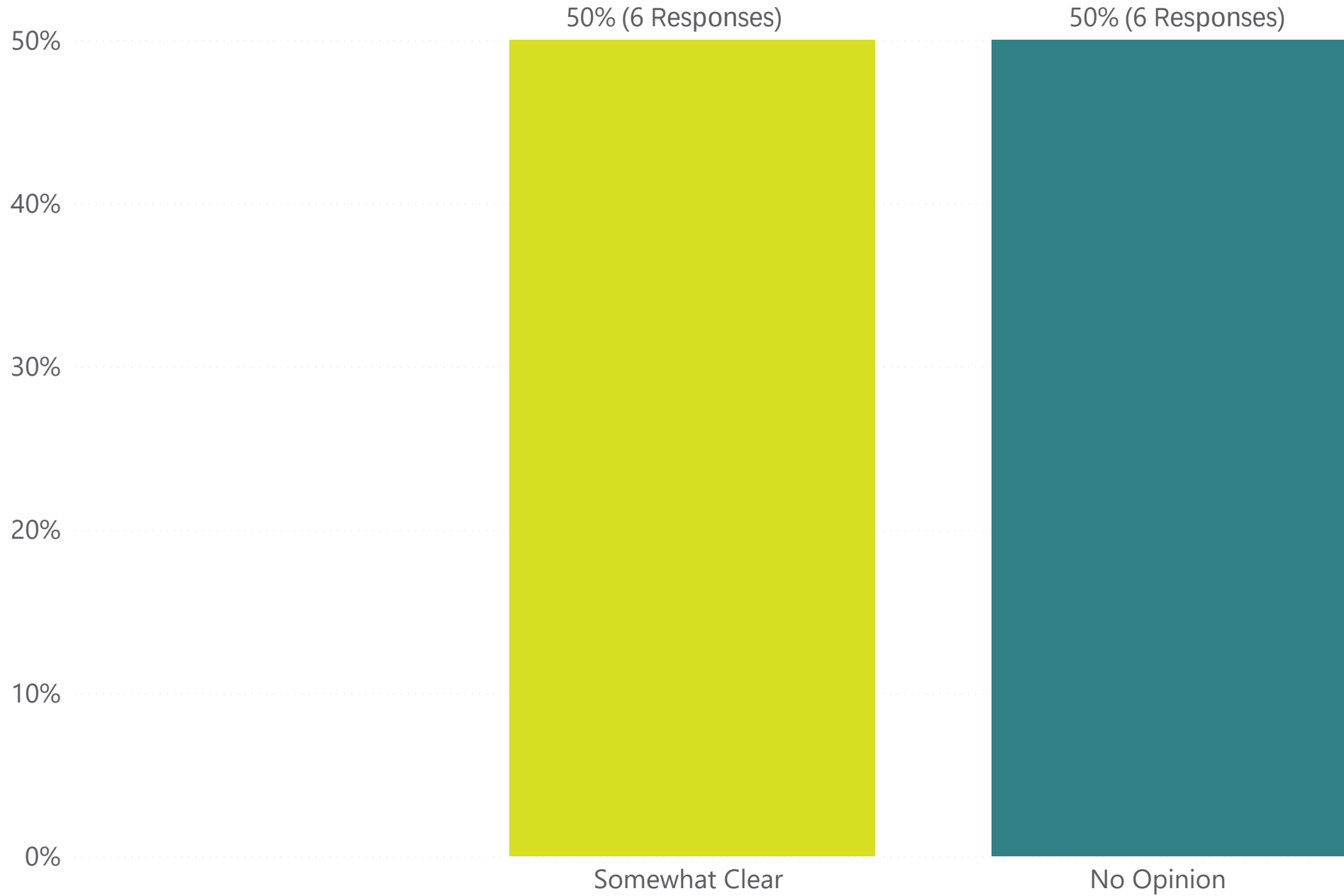
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Occupation:
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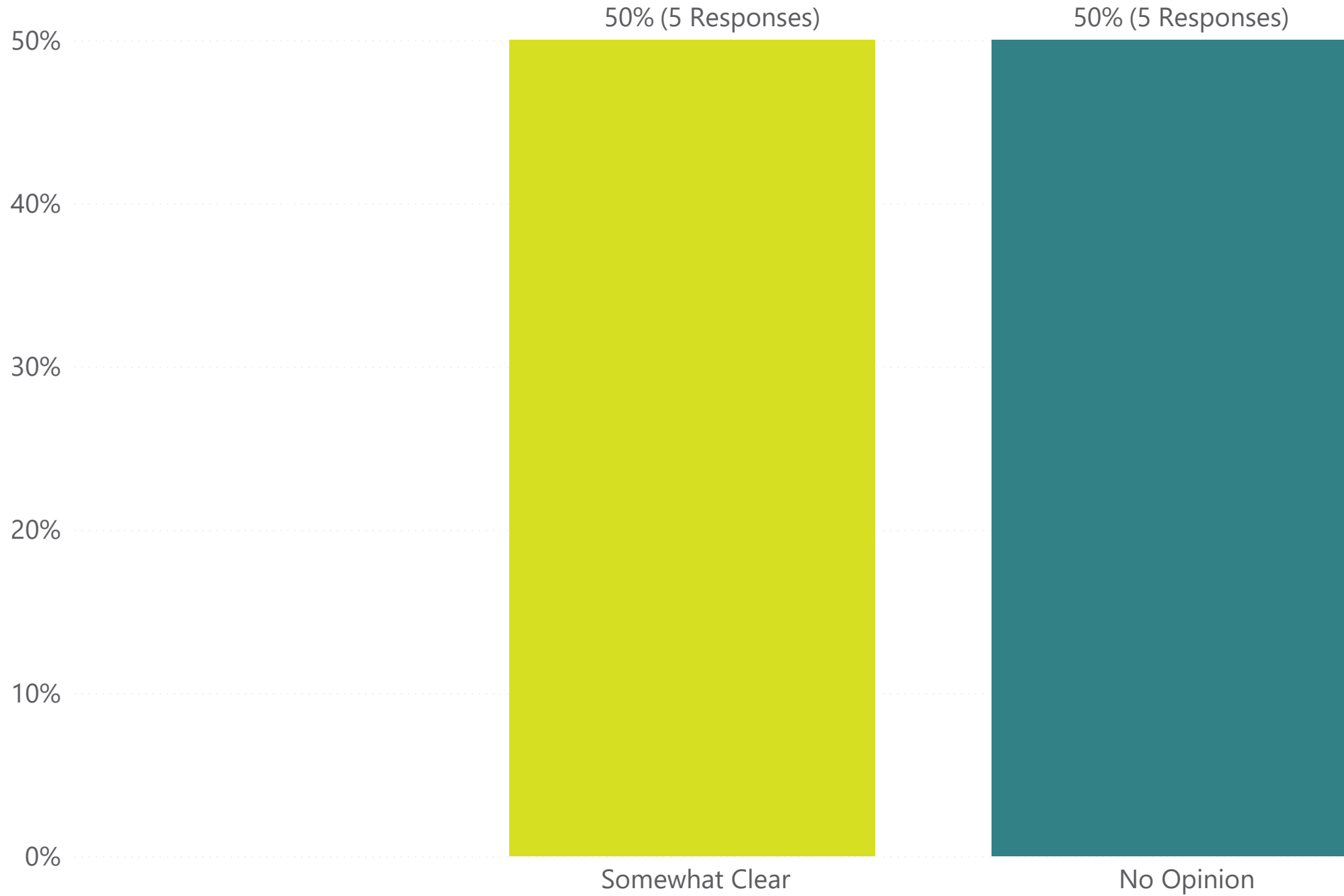
Occupation:
Engineer/Architect/Surveyor



How clear are the current rules for subdividing land in Dubuque?

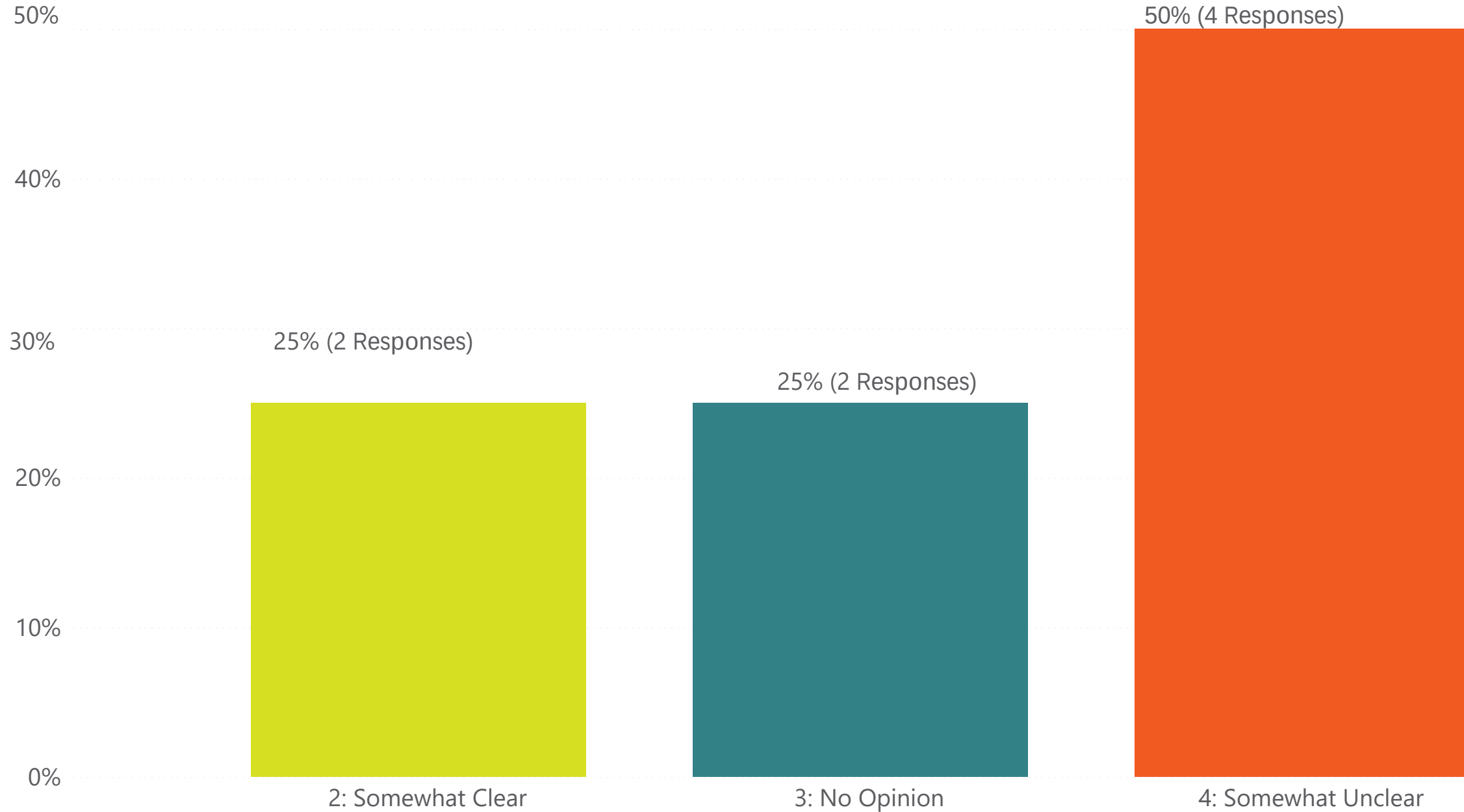
Occupation:

Realtor



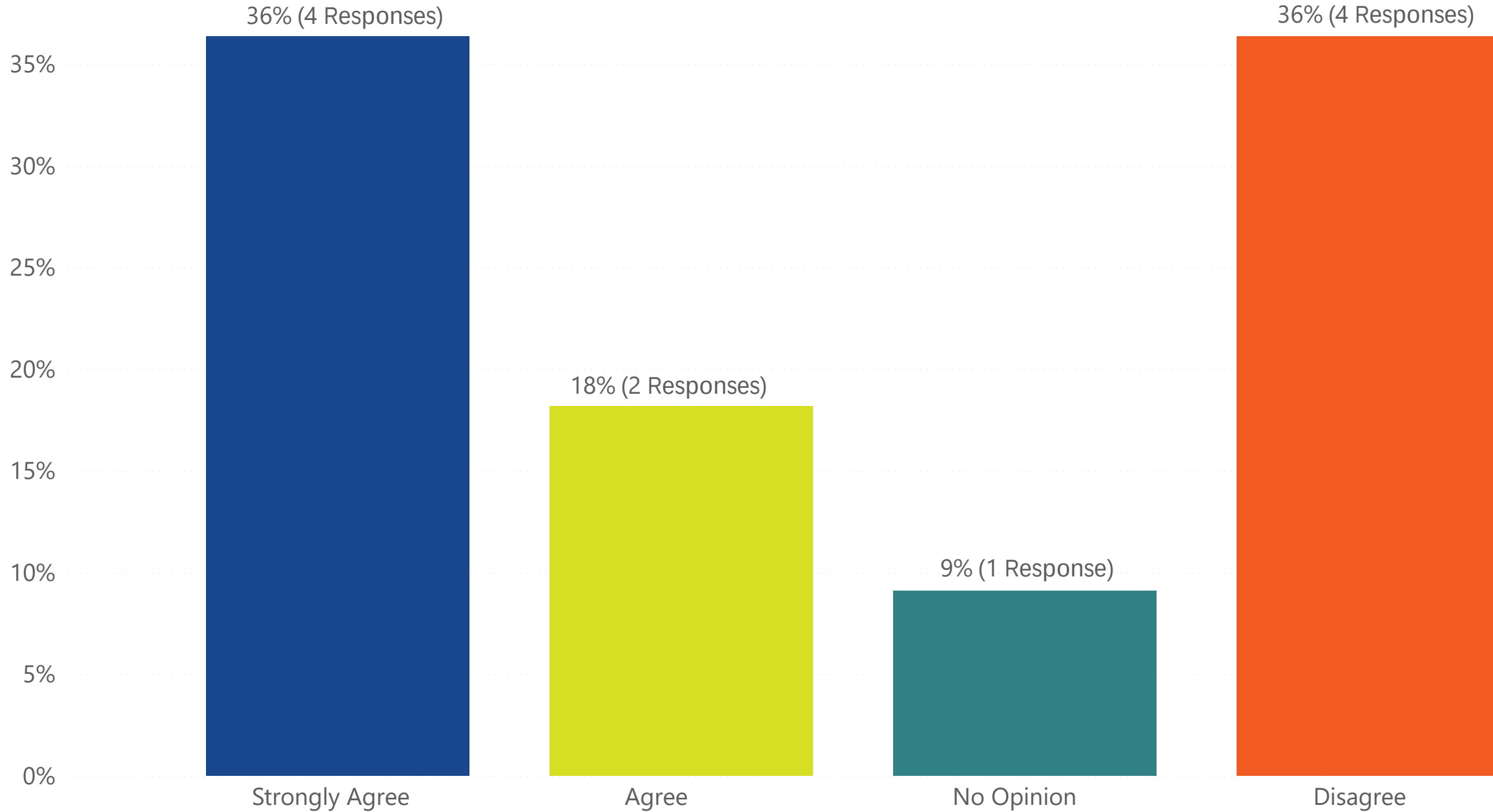
How clear are the current rules for subdividing land in Dubuque?

Occupation:
other



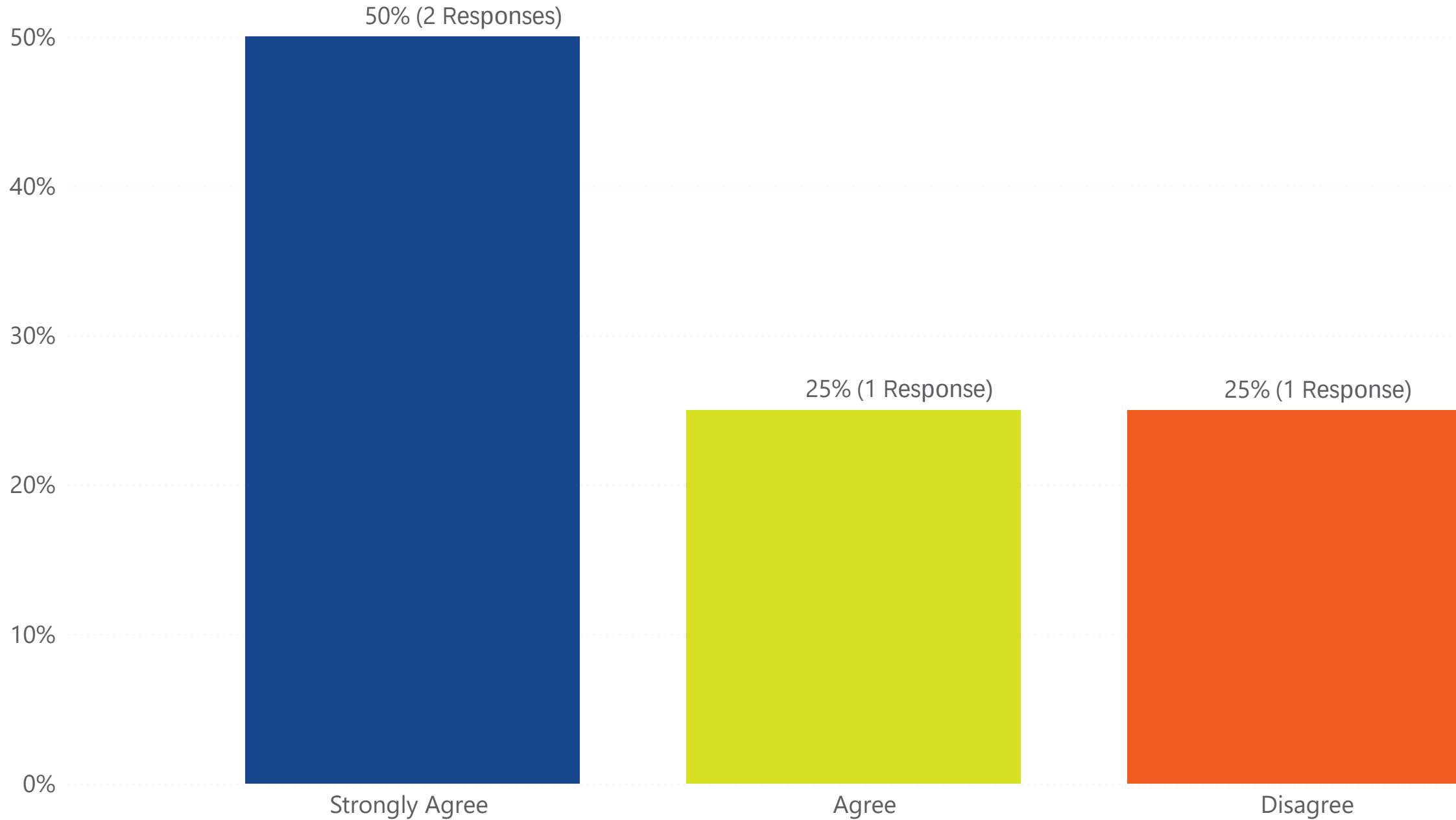
**The streets should be designed to accommodate all users
(e.g., pedestrians, cyclists, and vehicles) when constructed or reconstructed.**

Occupation:
Business Owner



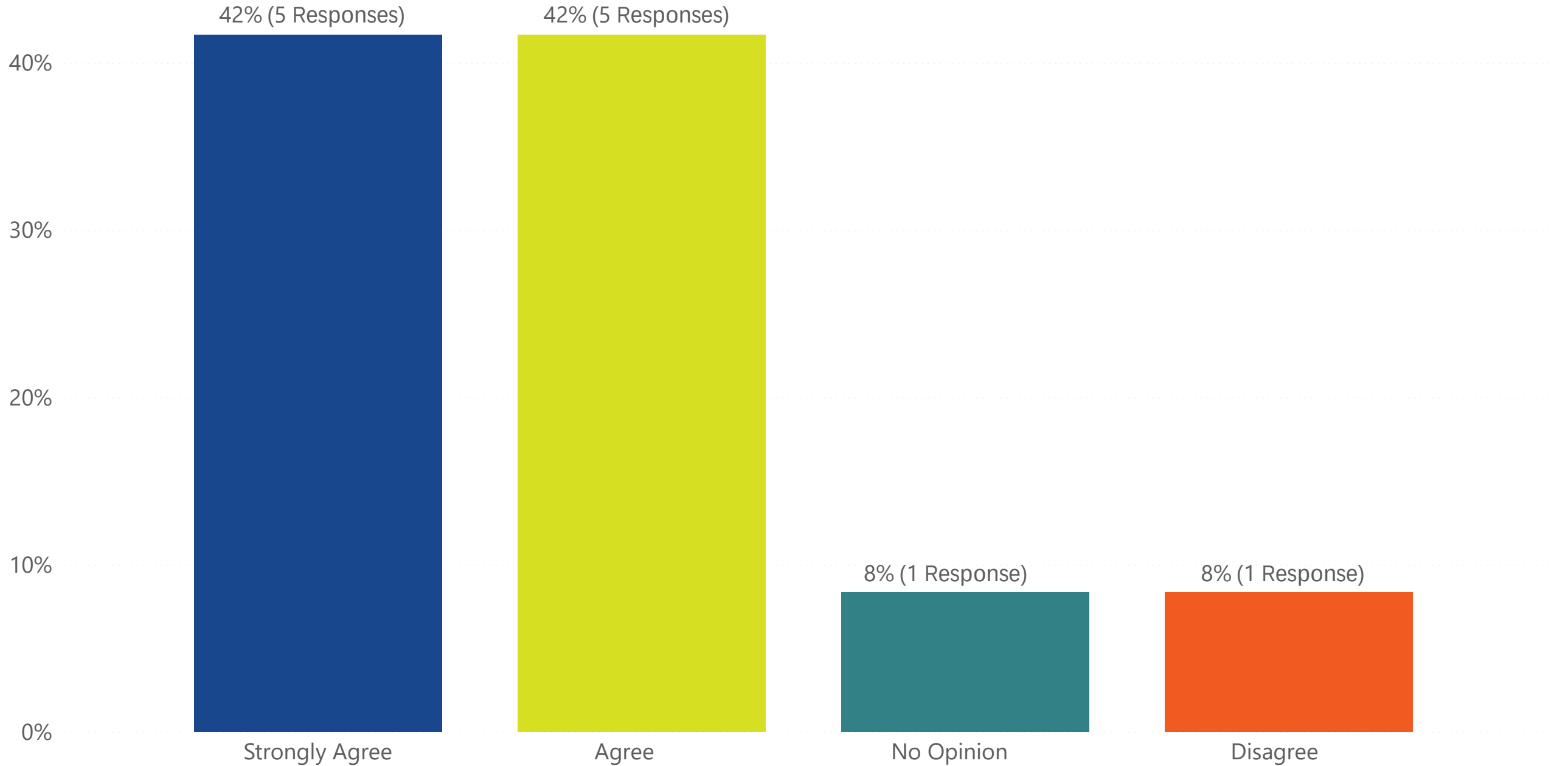
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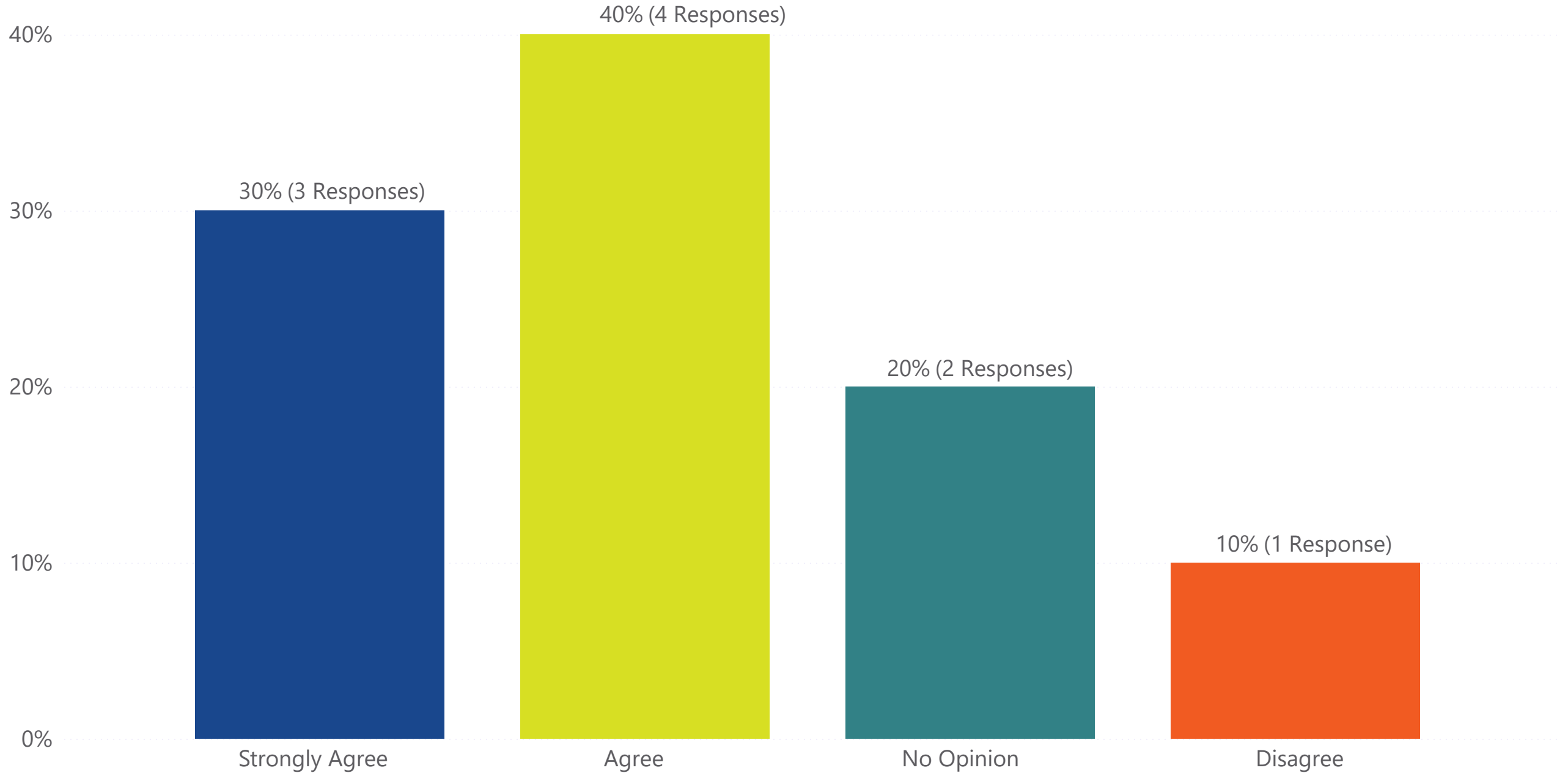
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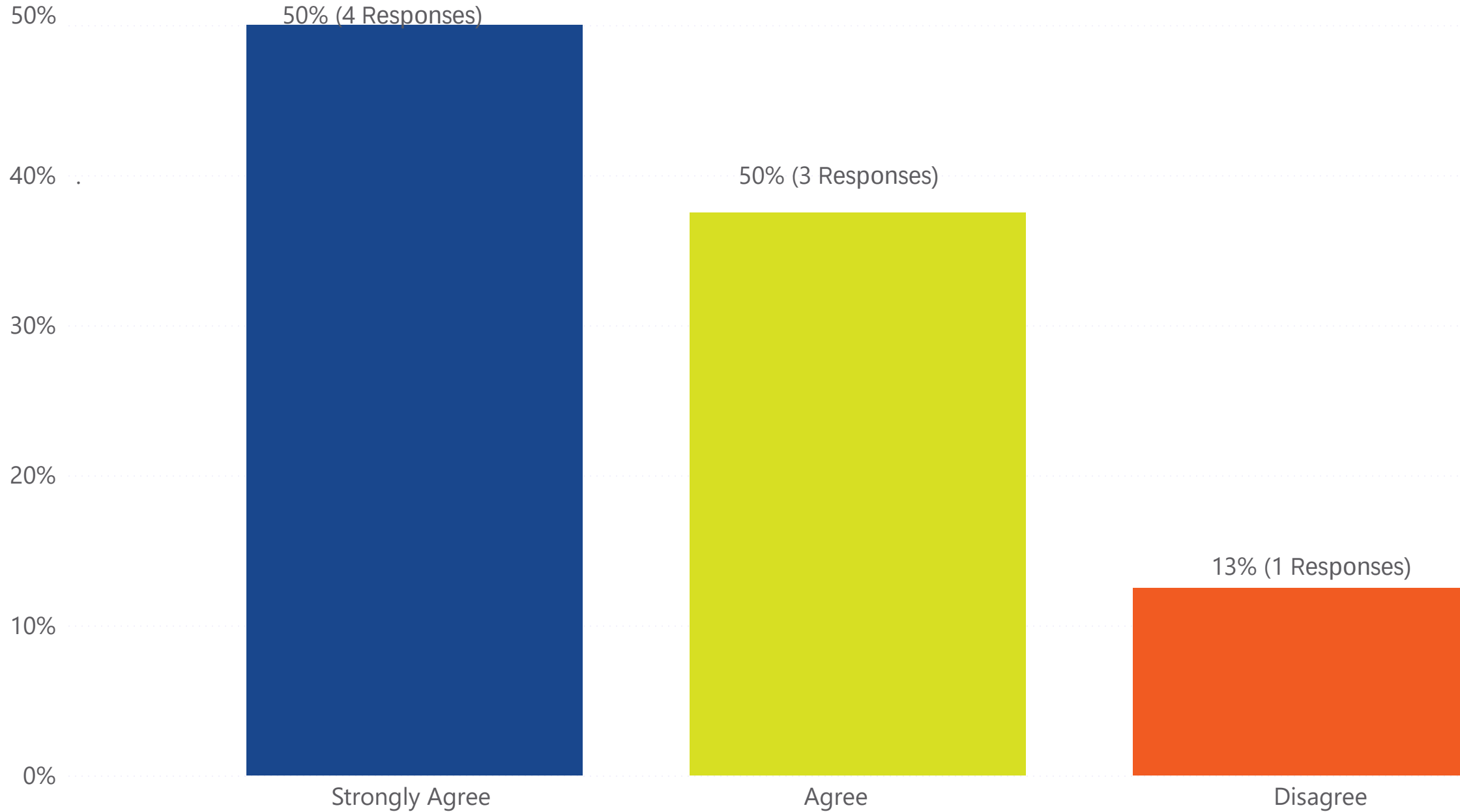
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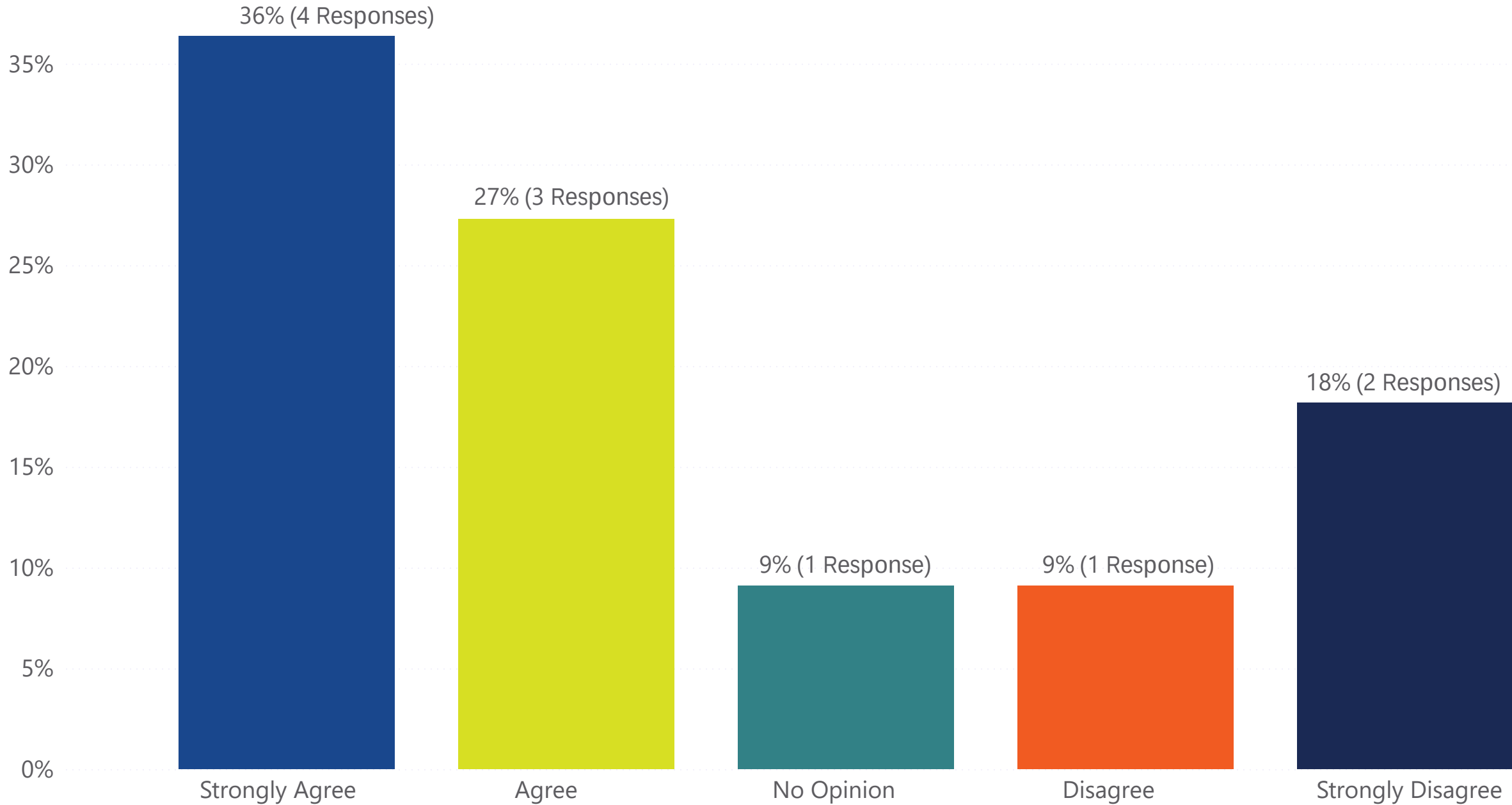
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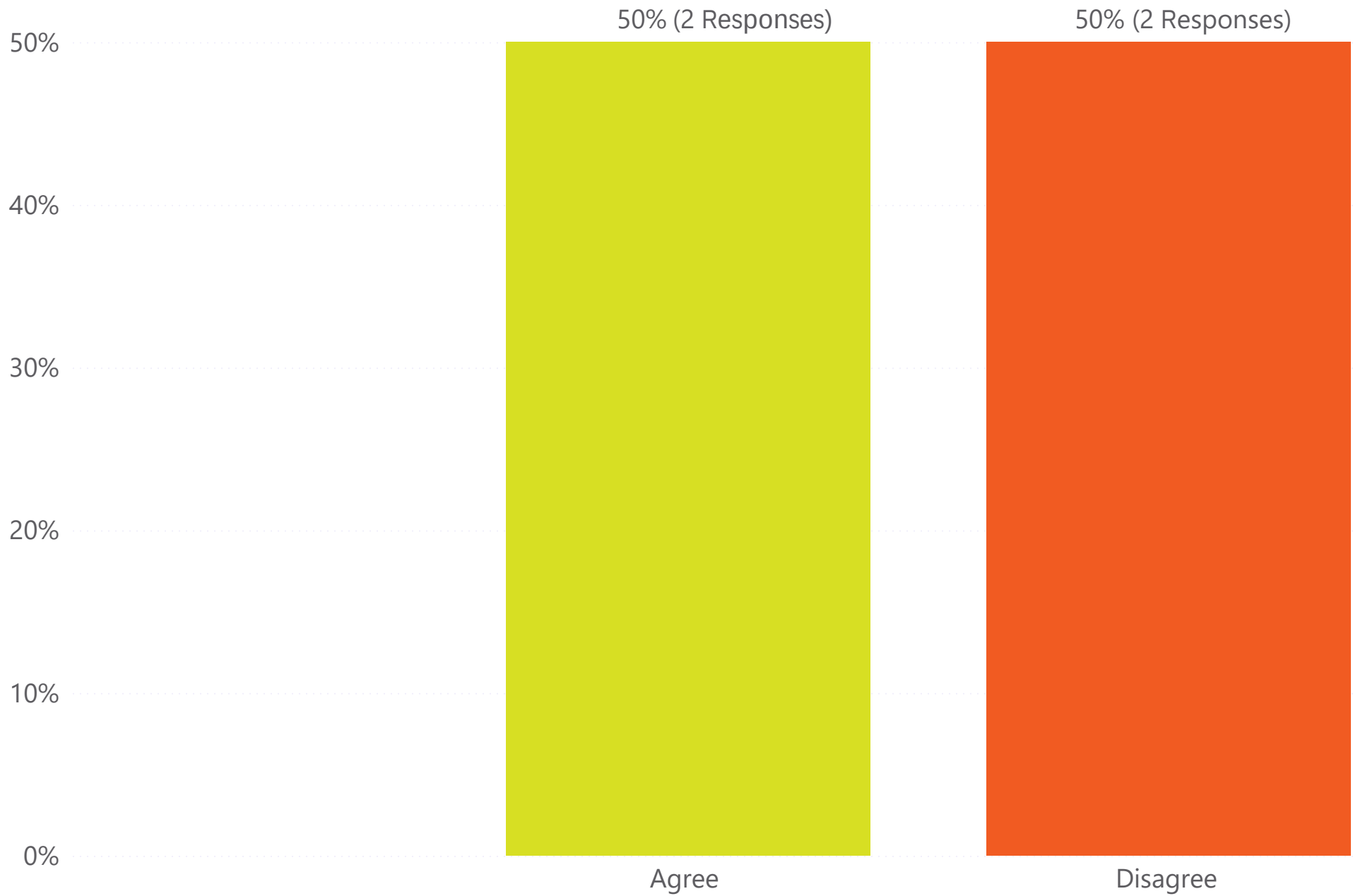
The Unified Development Code should allow for more developments to be built "by-right" (e.g., without requiring special approvals from the City).

Occupation:
Business Owner



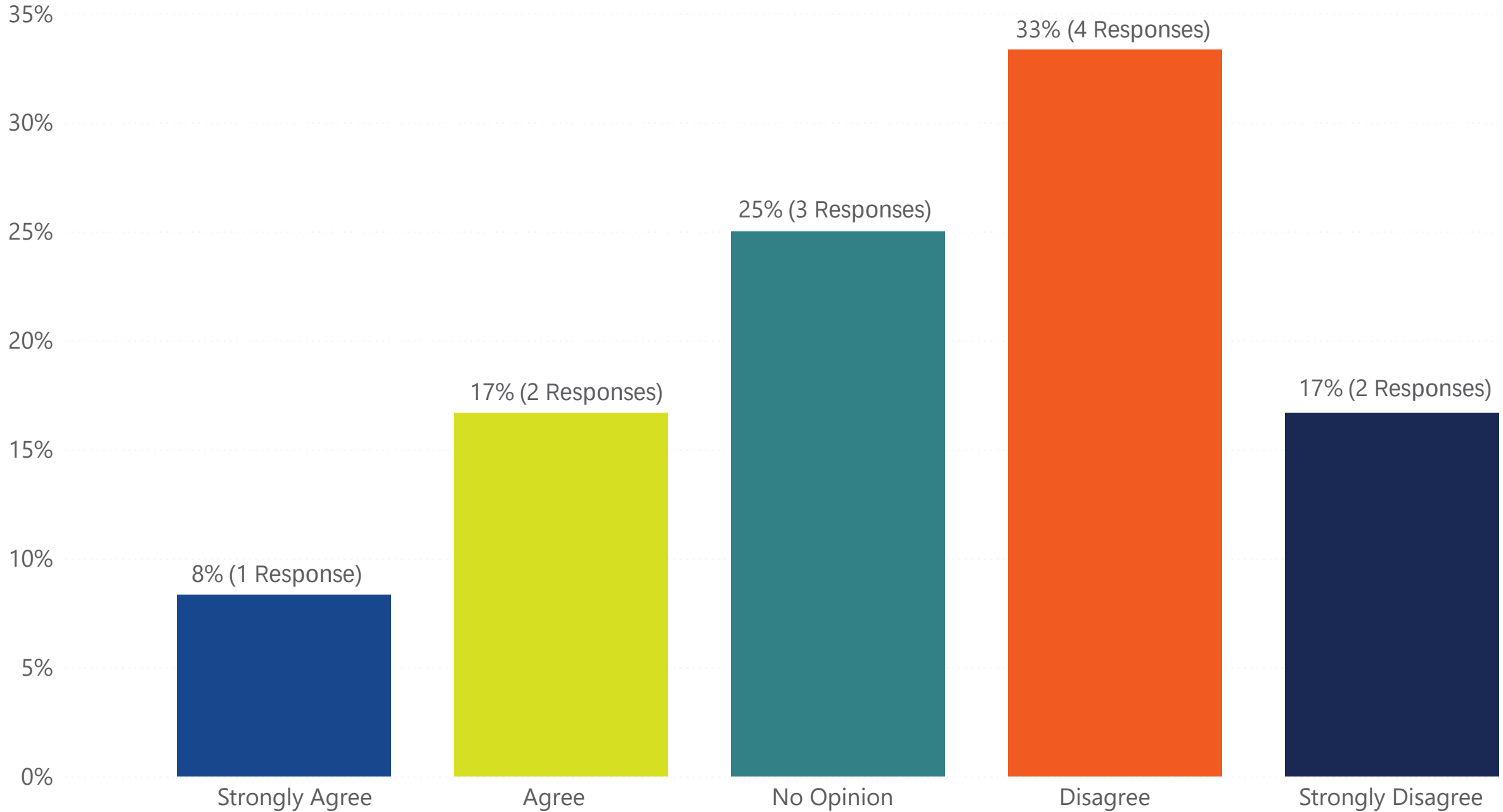
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Occupation:
Contractor/Developer



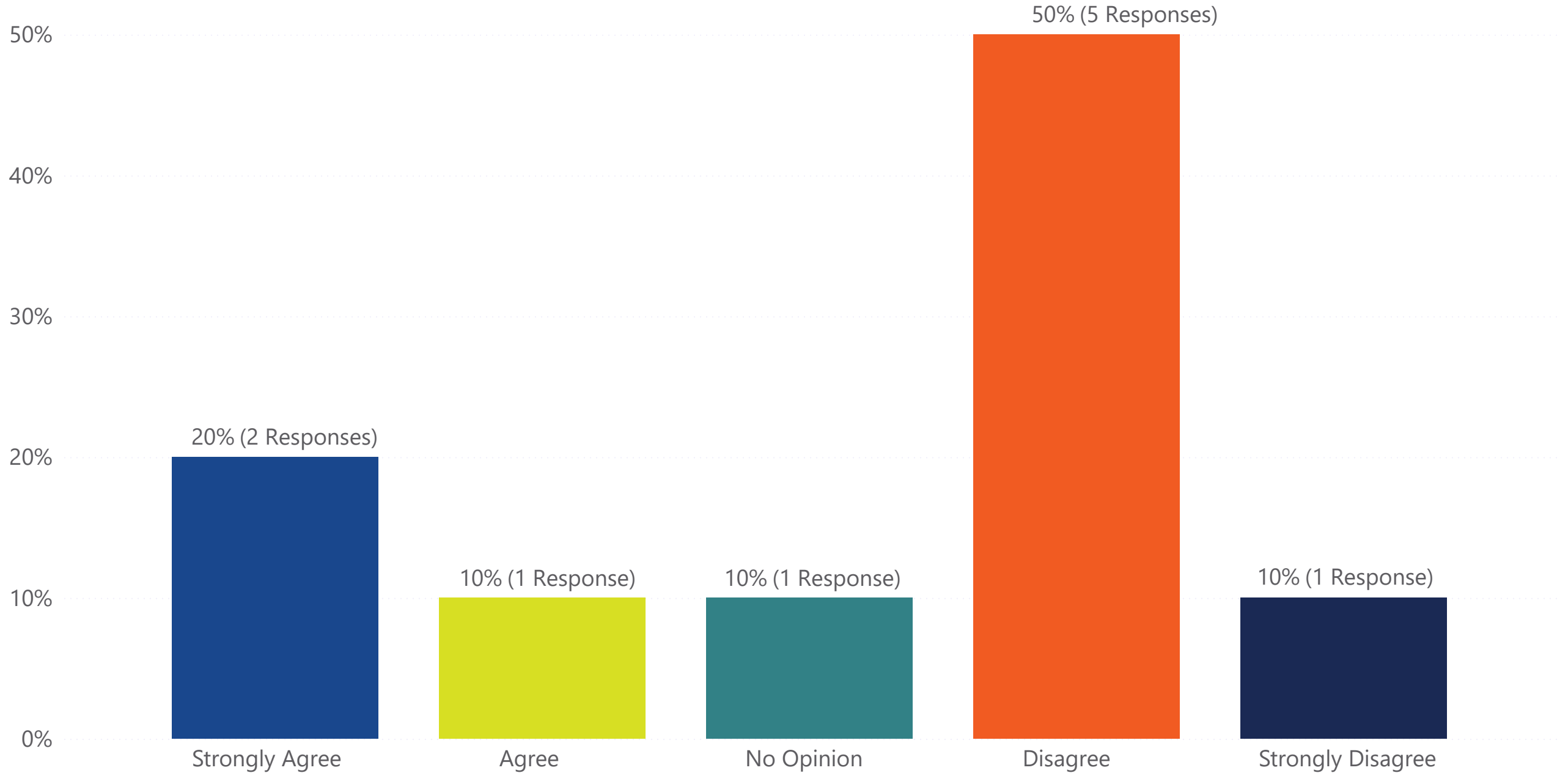
The Unified Development Code should allow for more developments to be built "by-right" (e.g., without requiring special approvals from the City).

Occupation:
Engineer/Architect/Surveyor



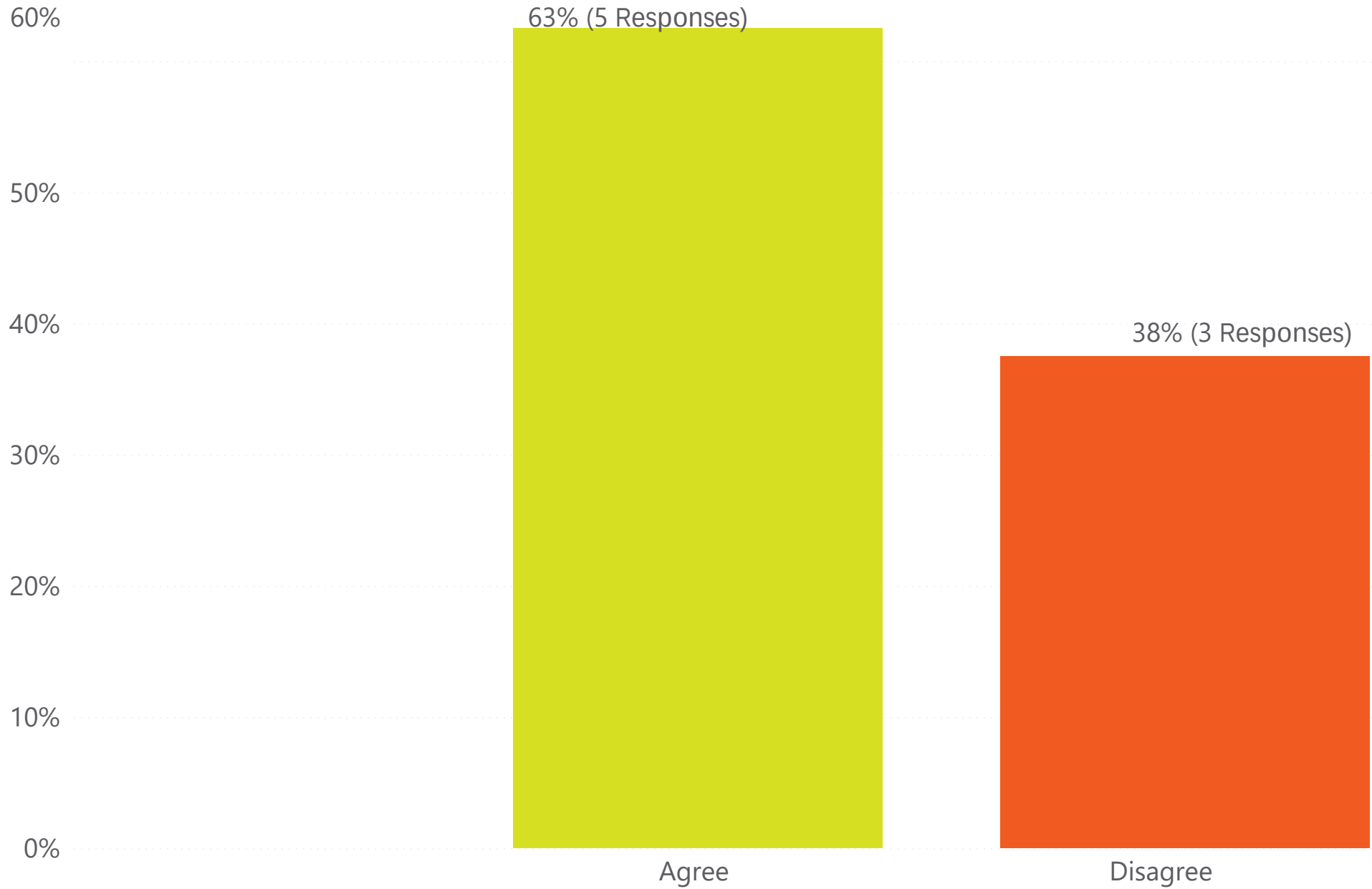
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Occupation:
Realtor



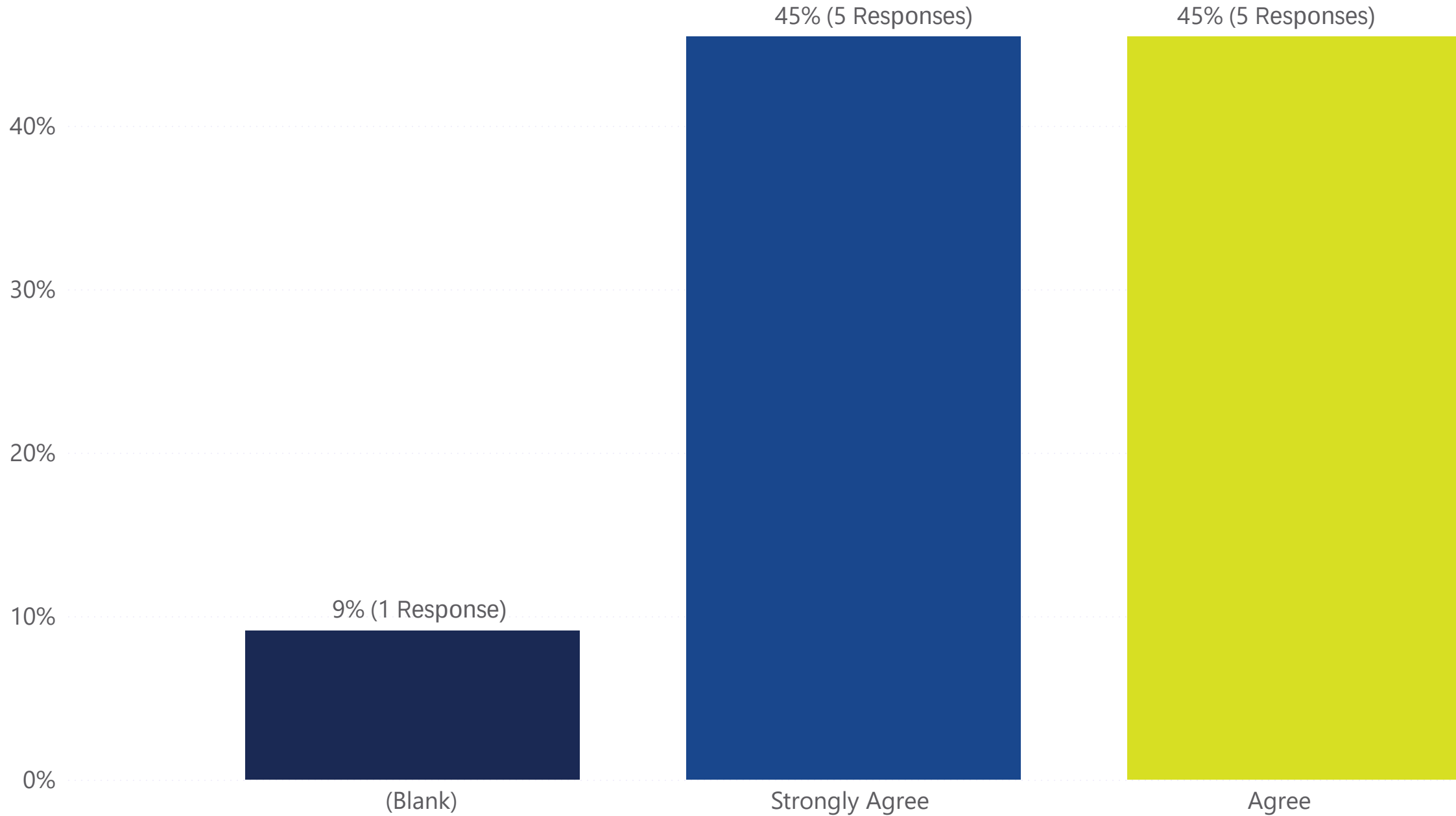
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Occupation:
other



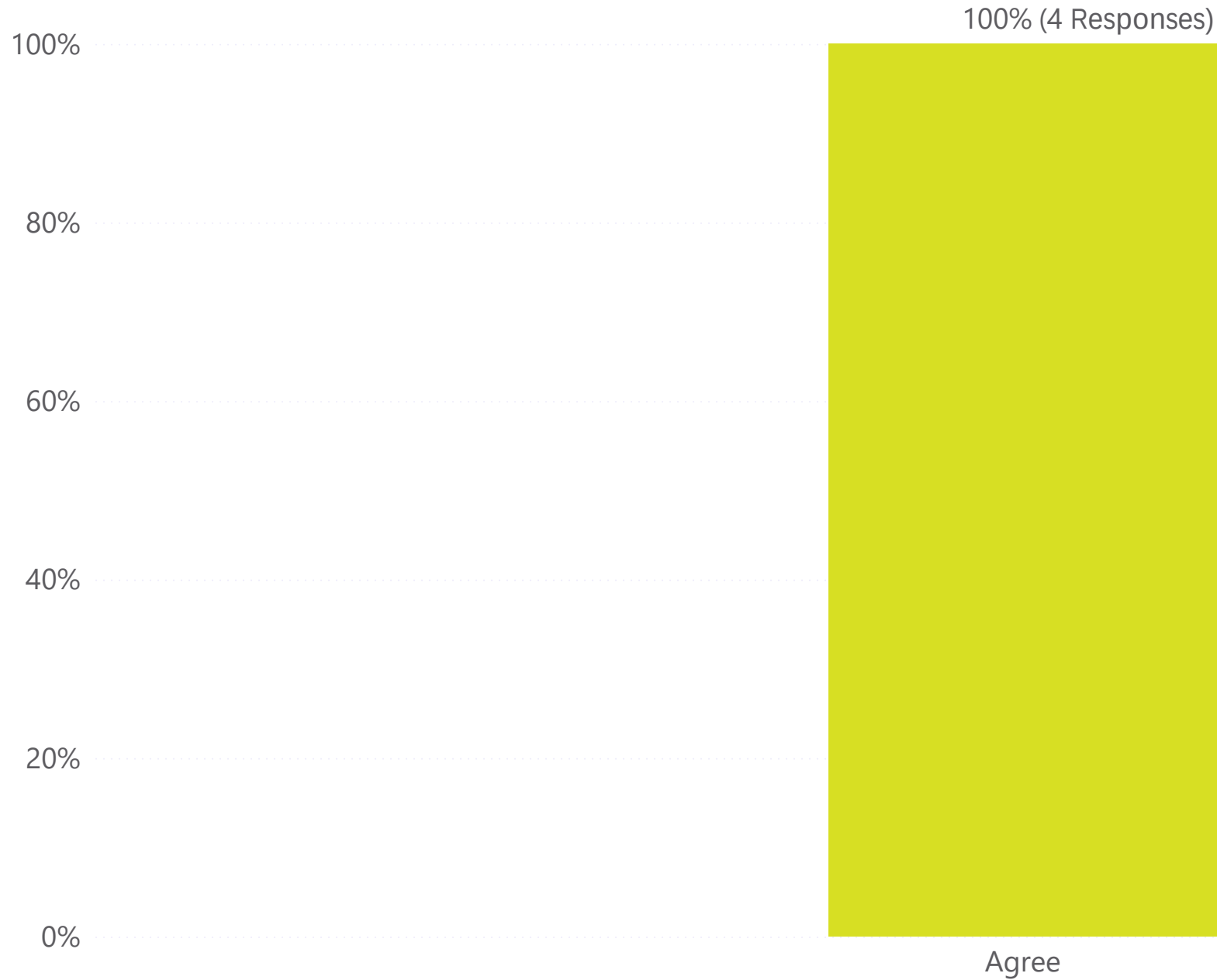
The approval processes for zoning applications (e.g., rezoning, special exceptions, conditional use permits) should be streamlined to improve efficiency.

Occupation:
Business Owner



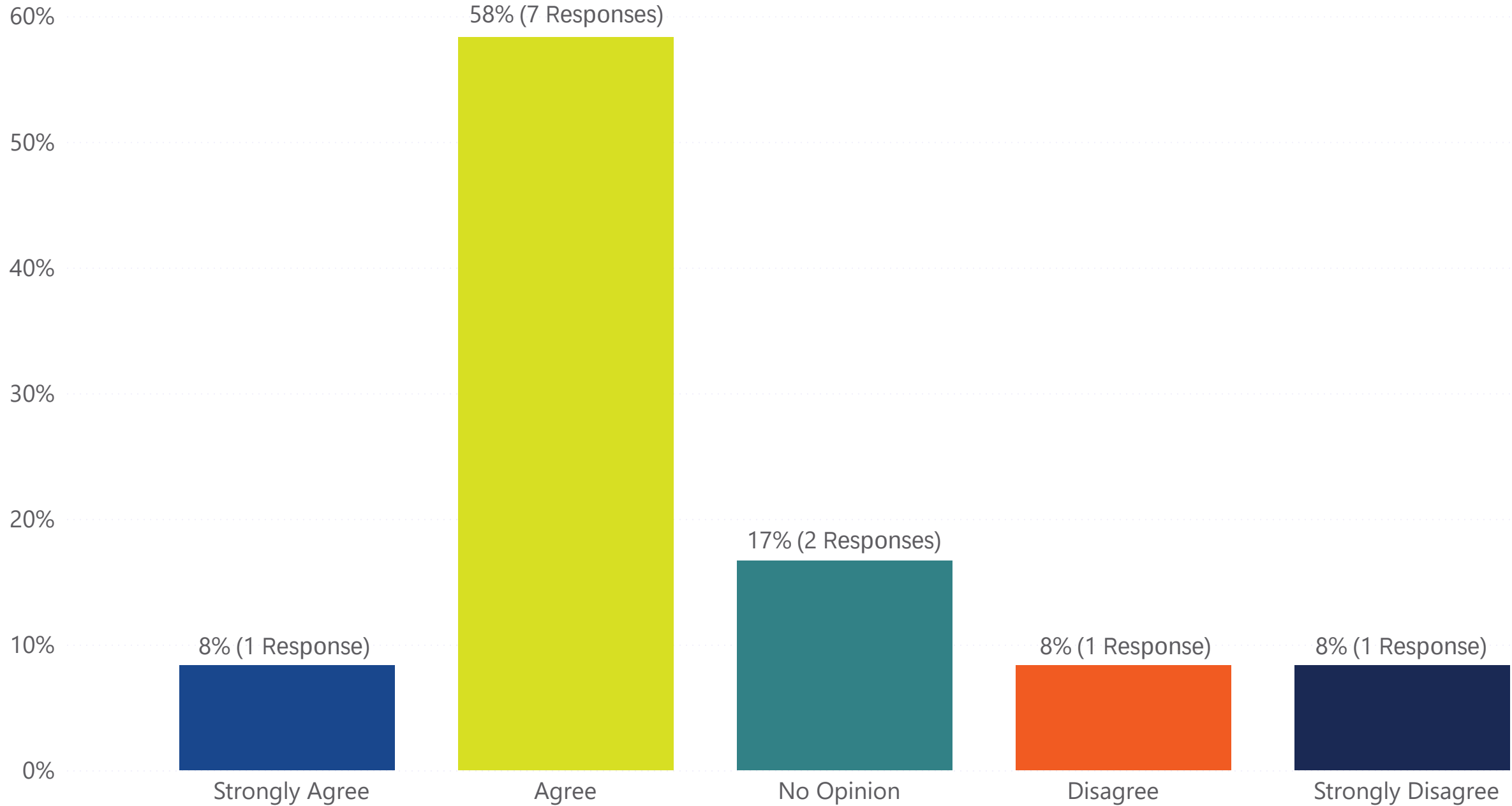
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Occupation:
Contractor/Developer



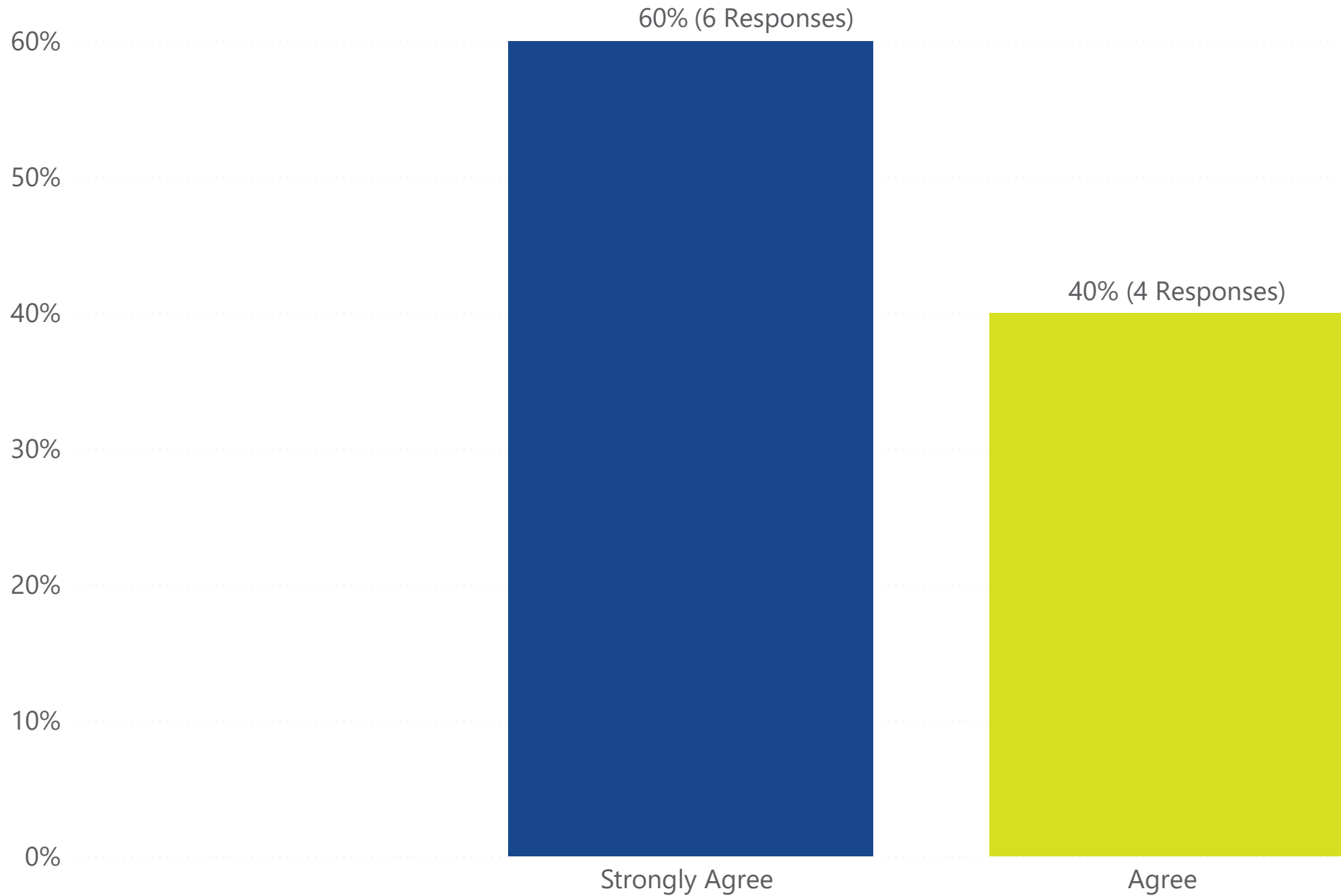
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Engineer/Architect/Surveyor



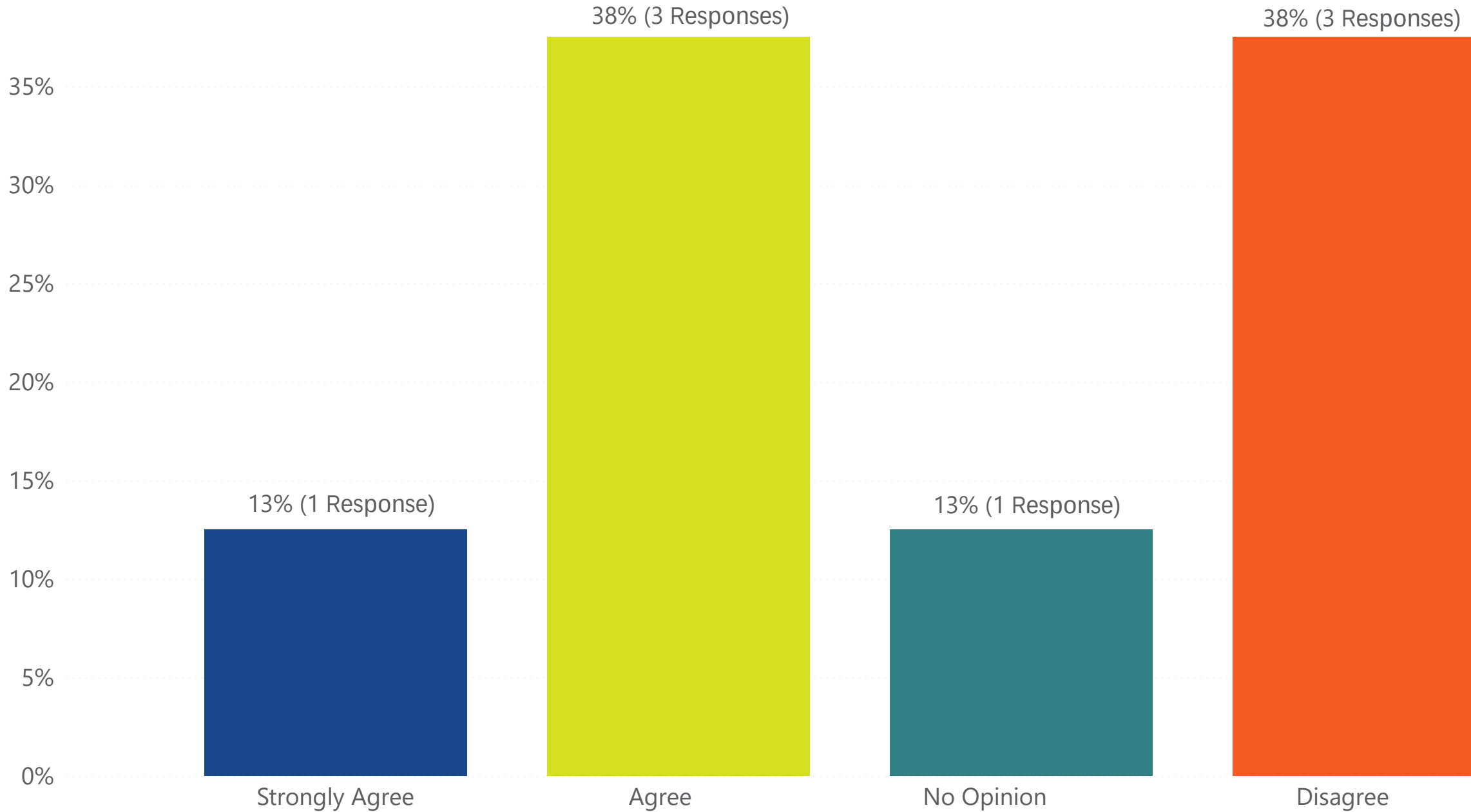
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Occupation:
Realtor



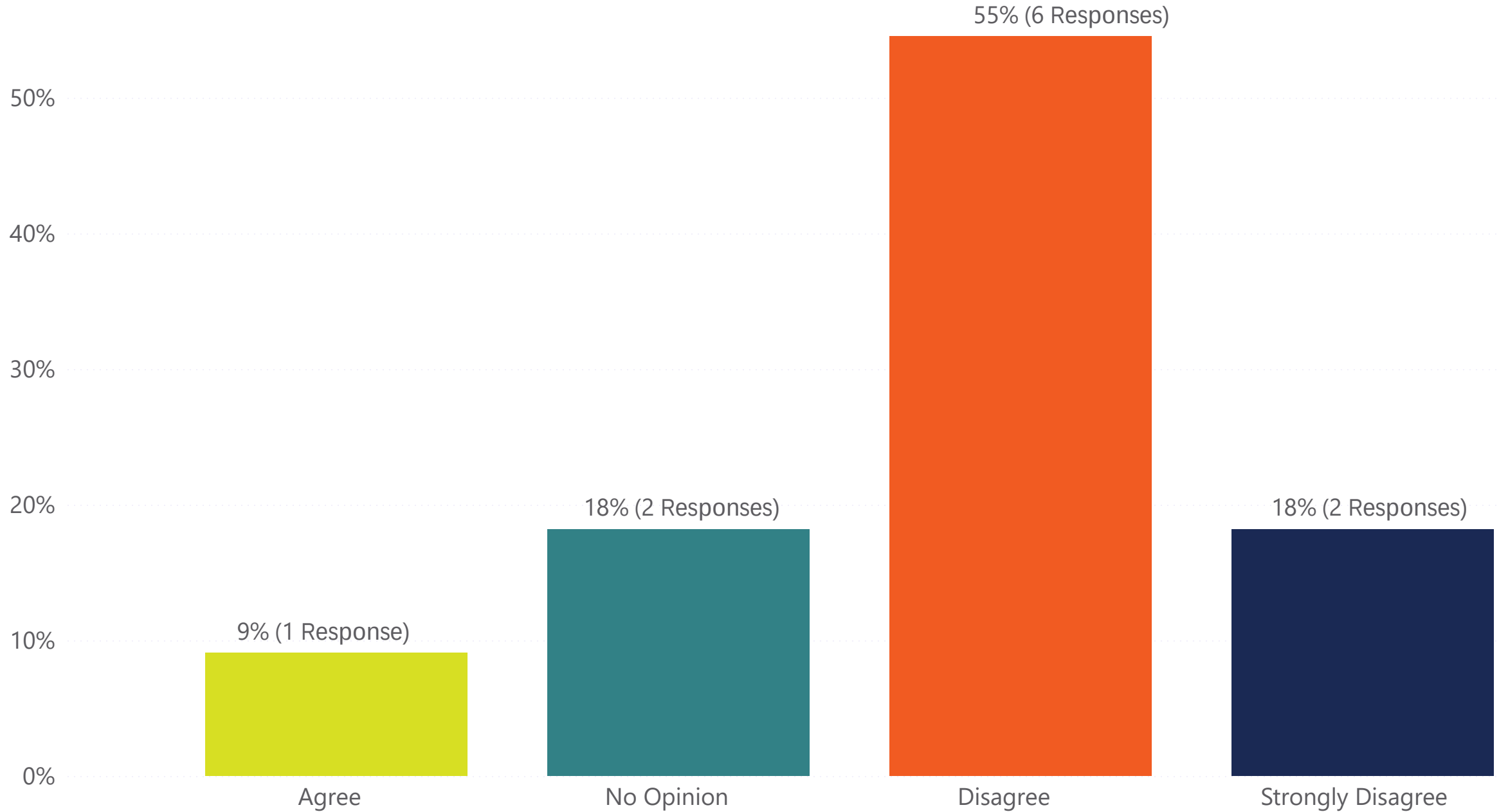
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Occupation:
other



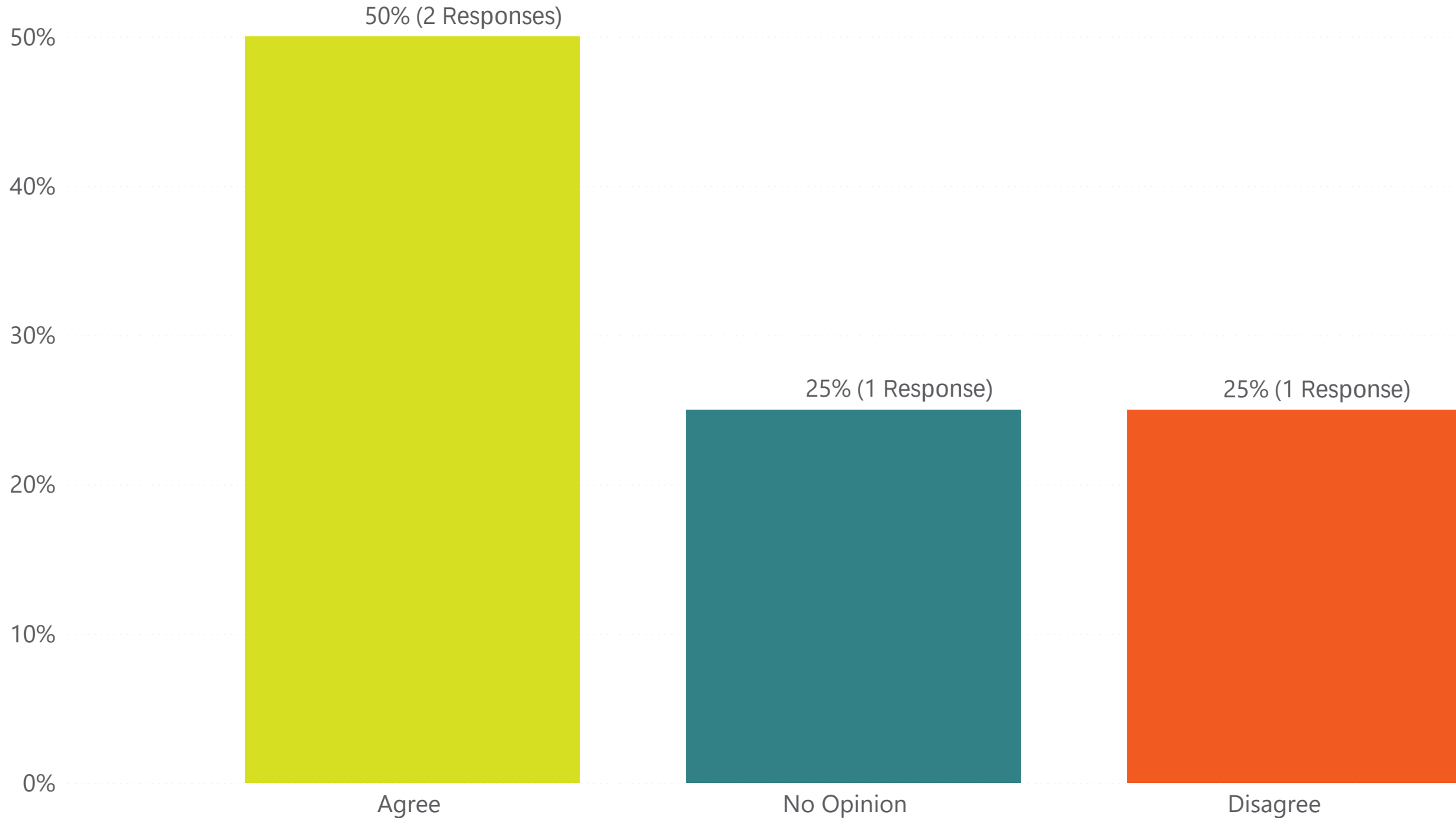
The current submittal requirements for zoning applications (e.g., rezoning, special exceptions, conditional use permits) are clear and easy to follow.

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Business Owner



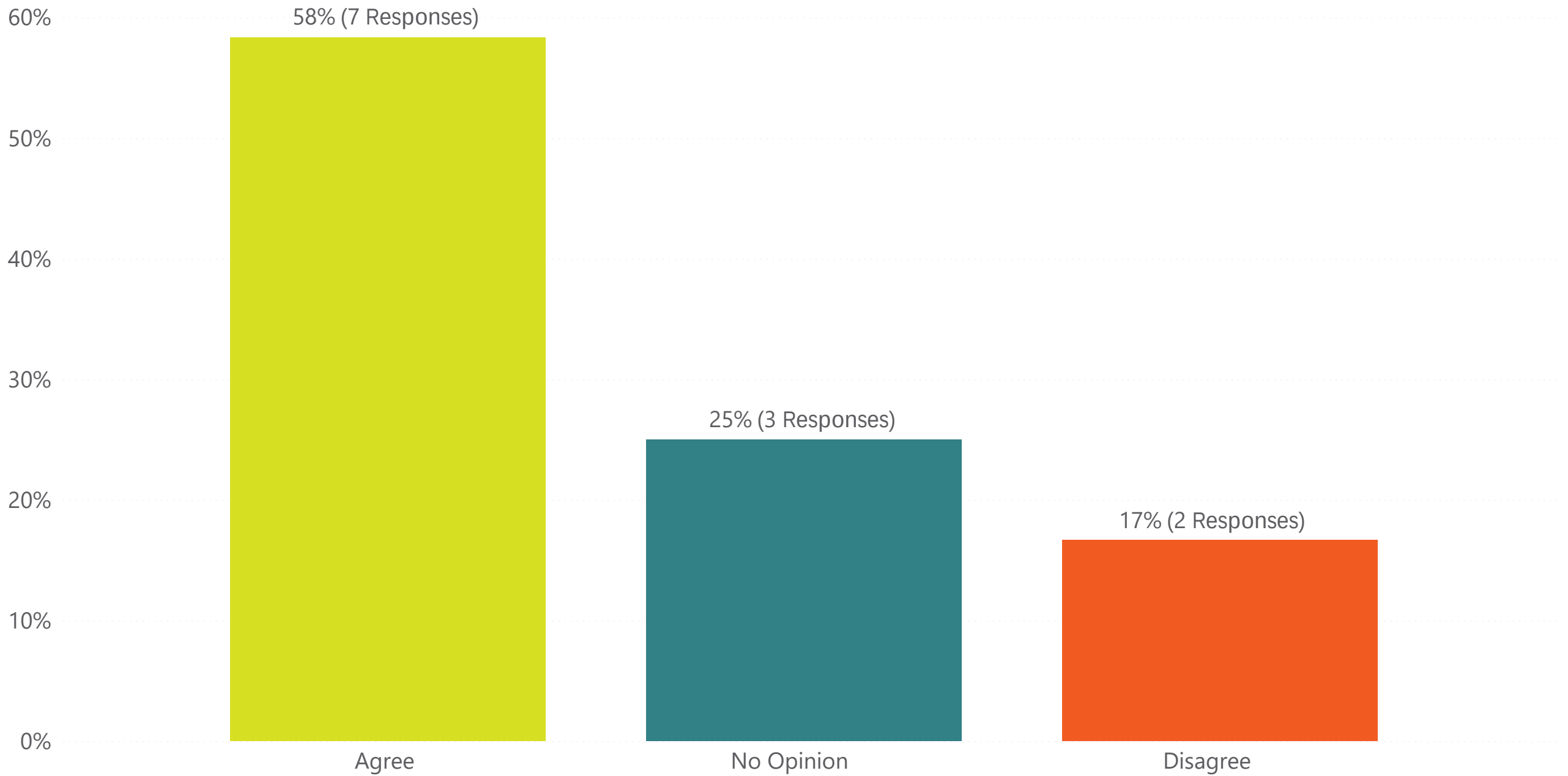
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Contractor/Developer



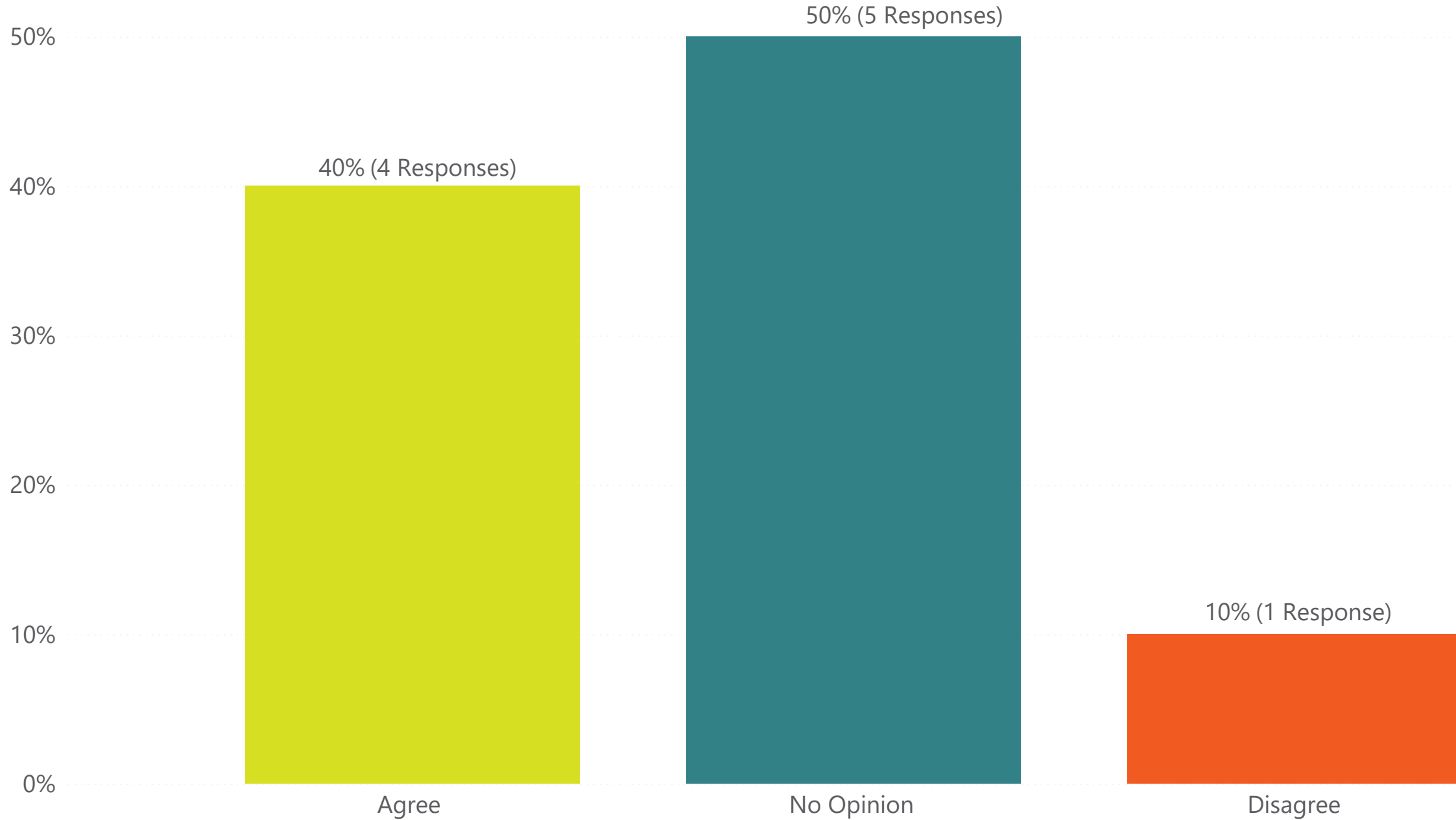
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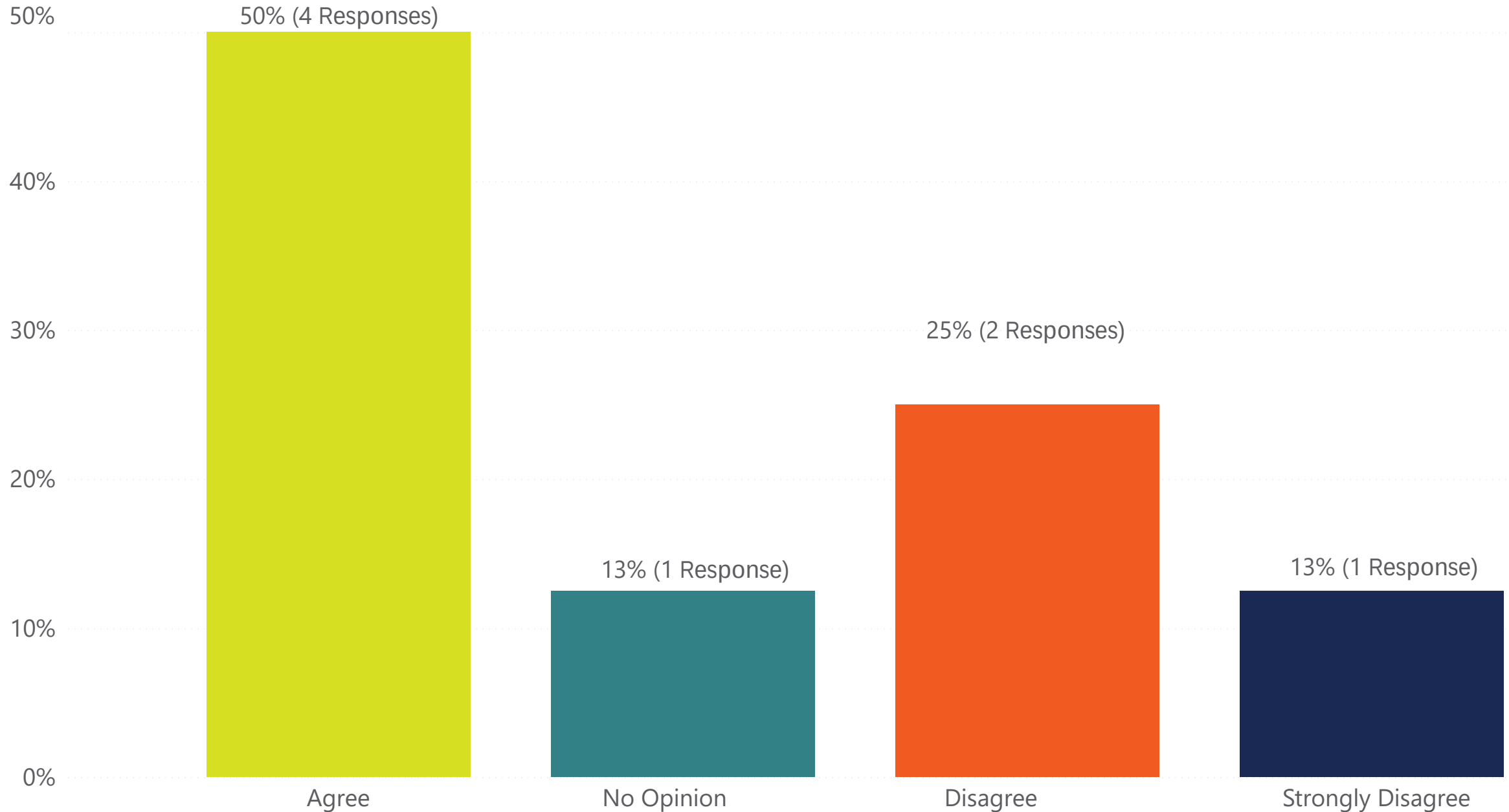
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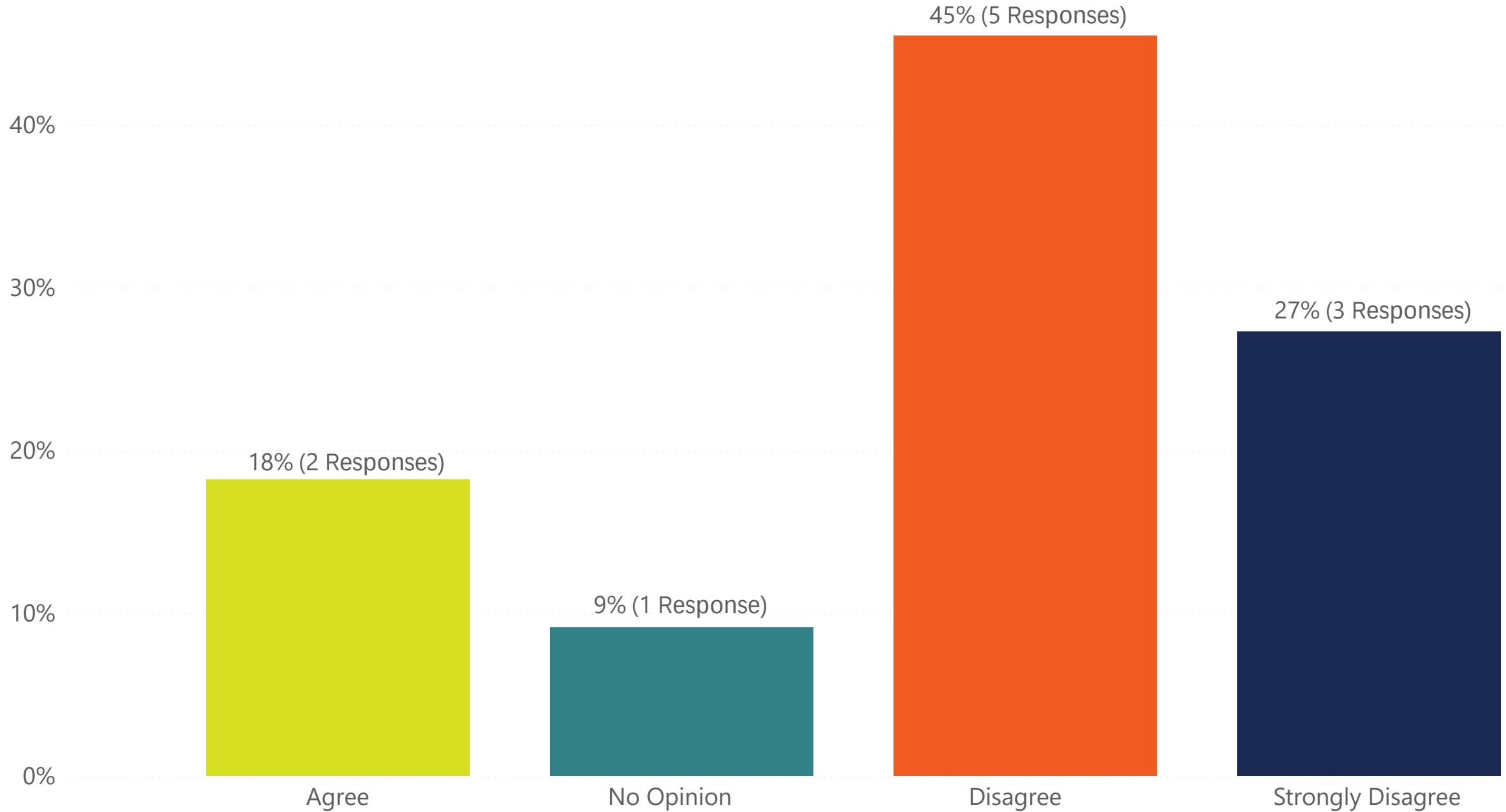
Occupation:
Realtor



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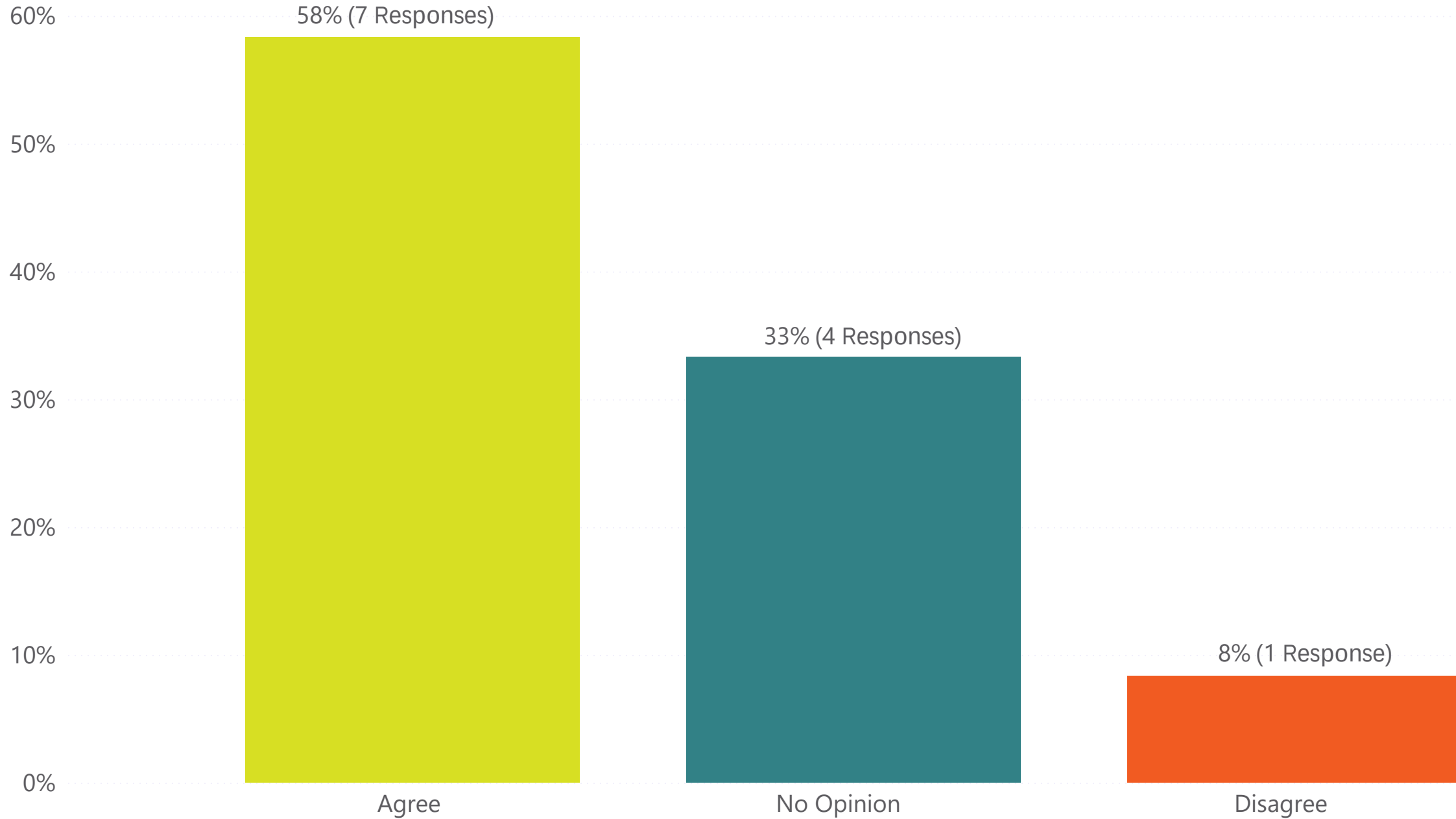
Occupation:
other





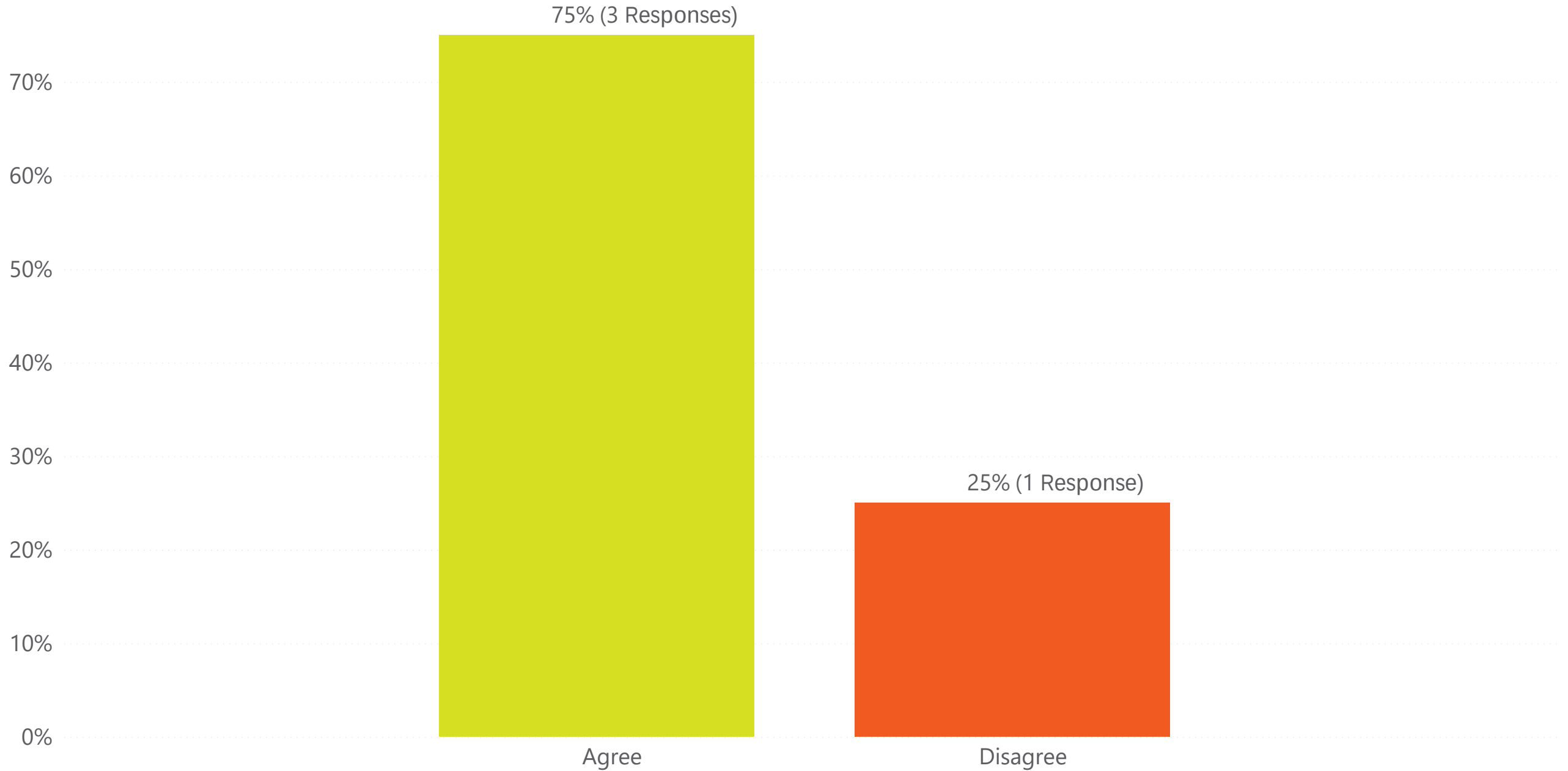
The timelines for reviewing and approving zoning applications (ZAC/ZBA) are clear and predictable.

Occupation:
Engineer/Architect/Surveyor



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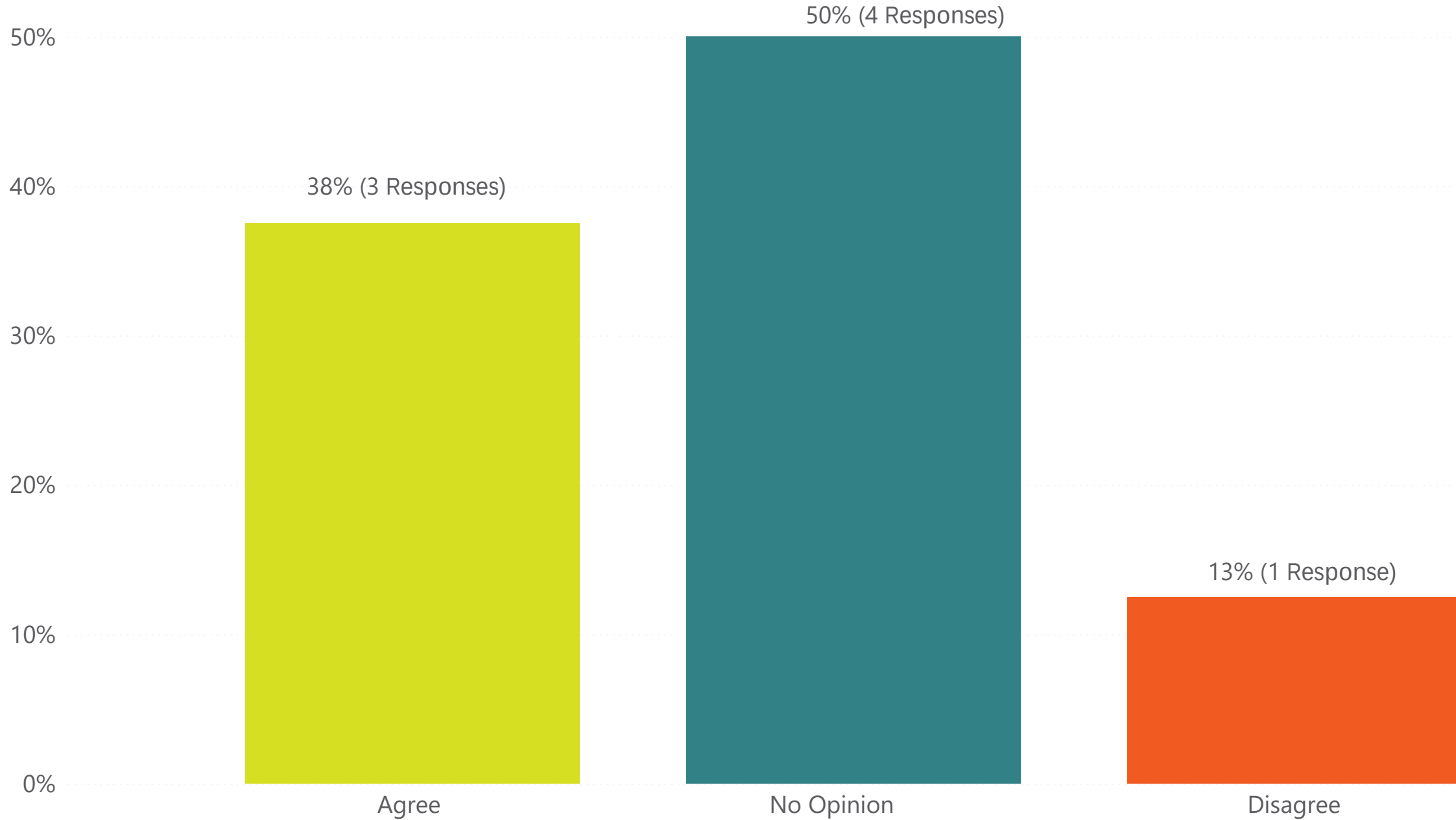
Occupation:
Contractor/Developer





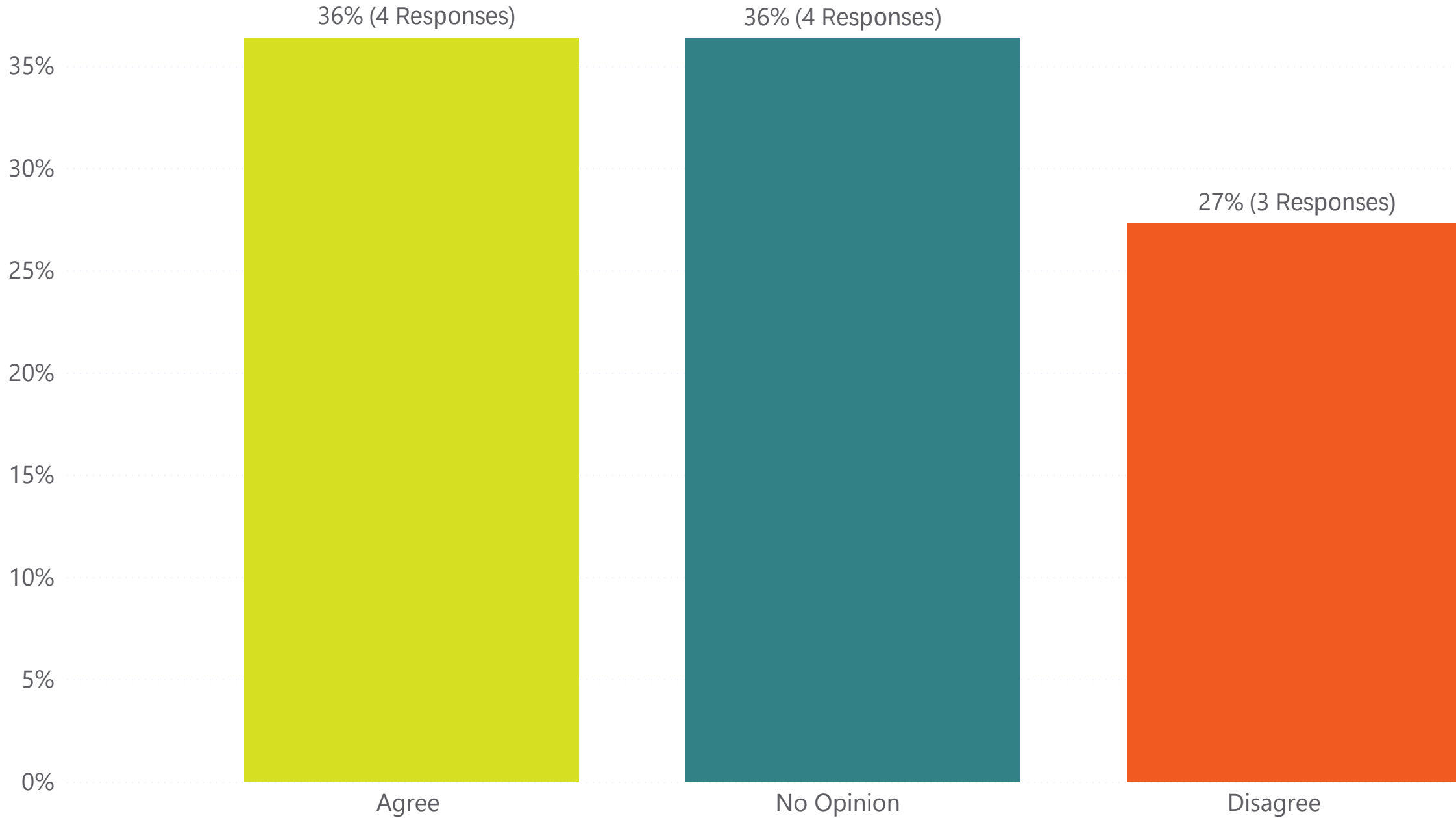
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Occupation:
other



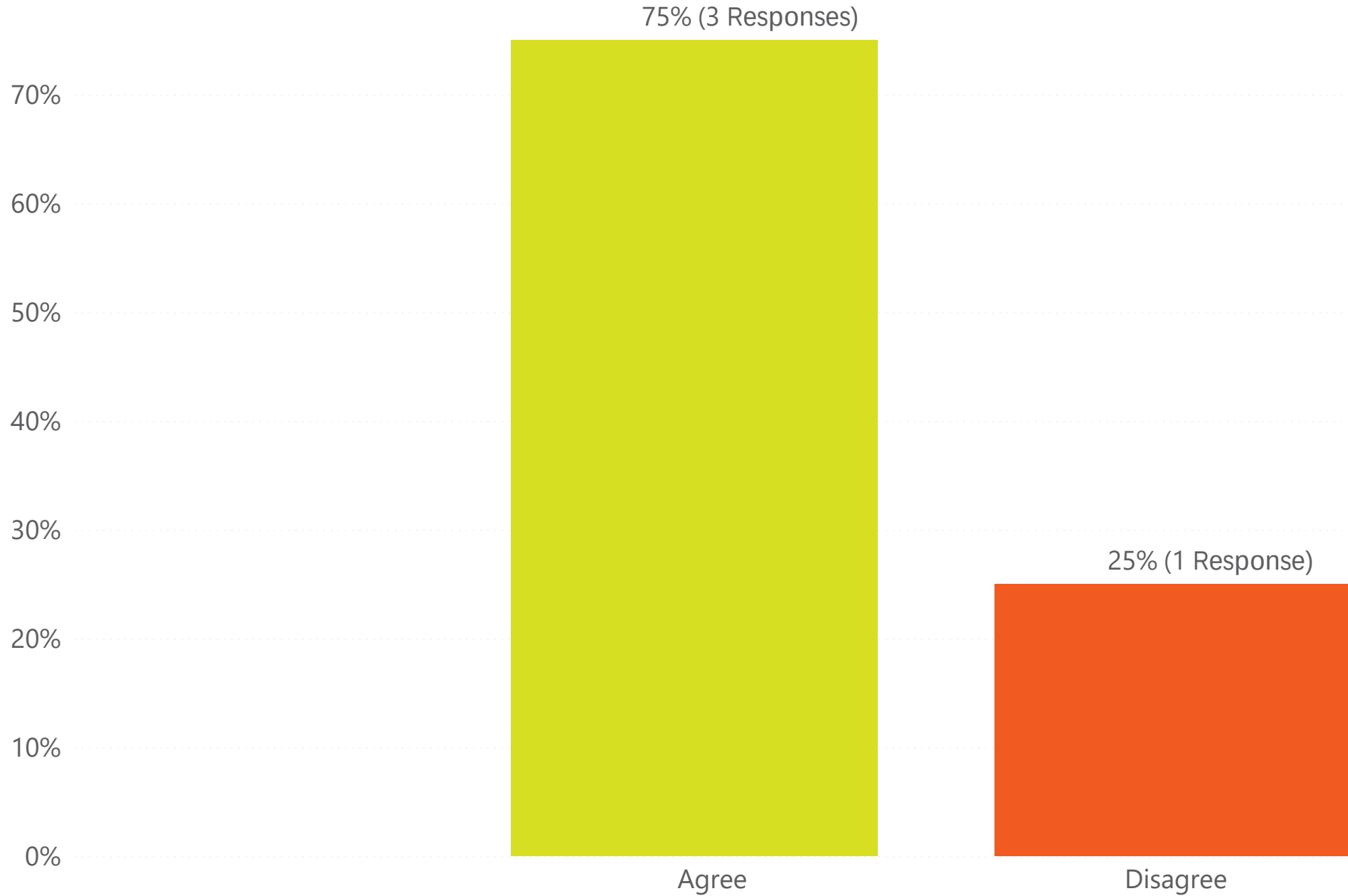
Property owners receive adequate notification when zoning or development requests are being considered for nearby properties.

Occupation:
Business Owner



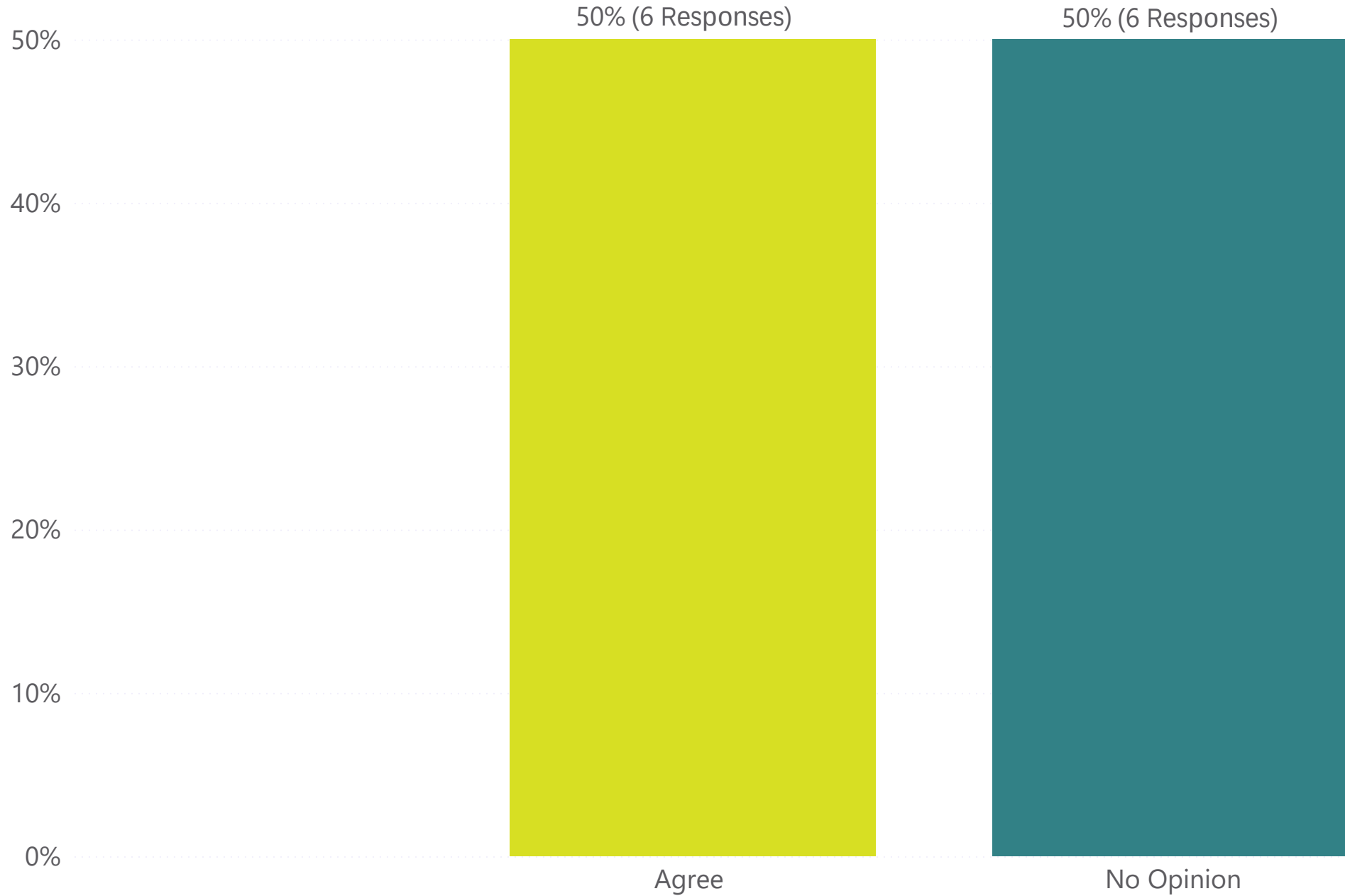
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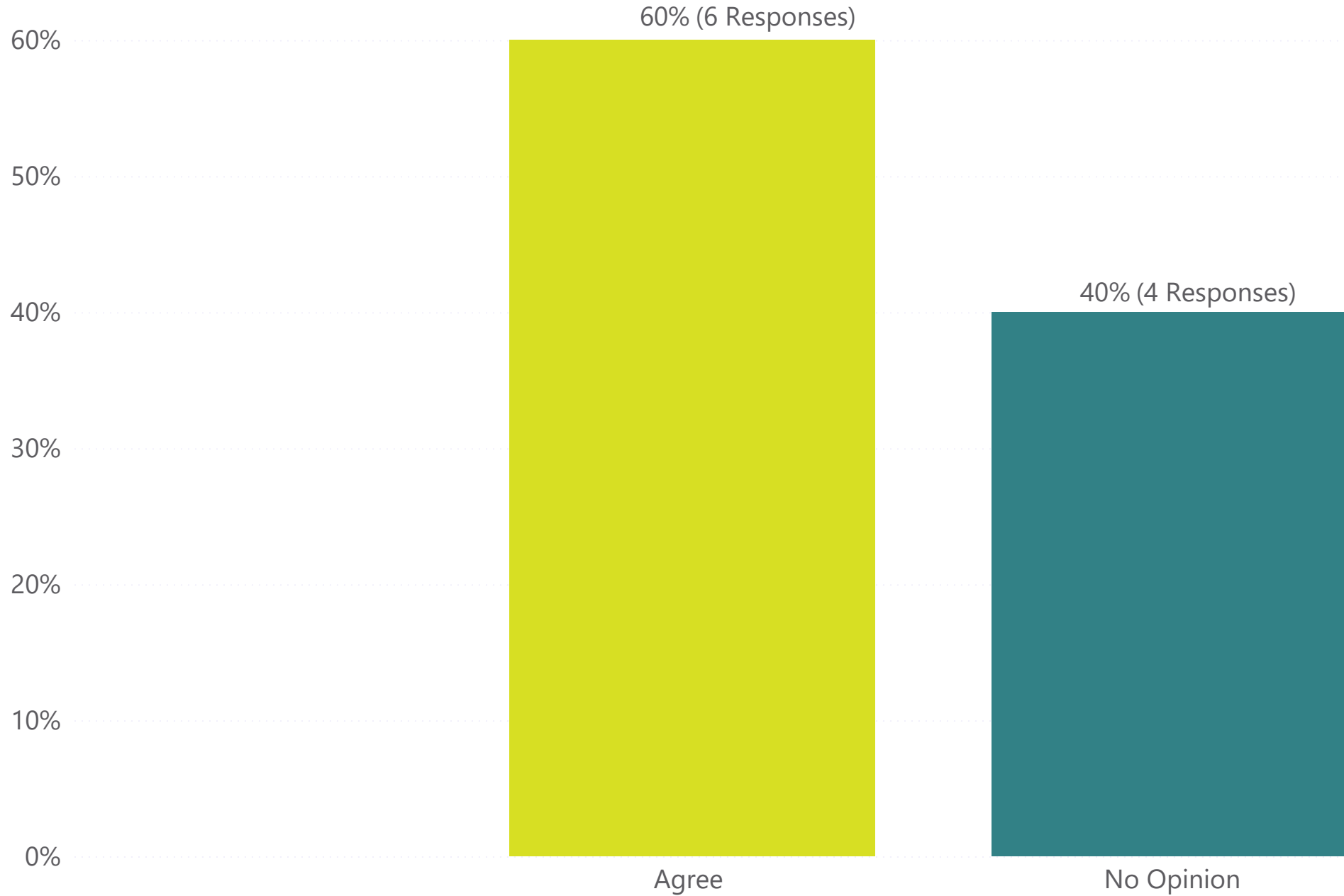
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Occupation:
Engineer/Architect/Surveyor



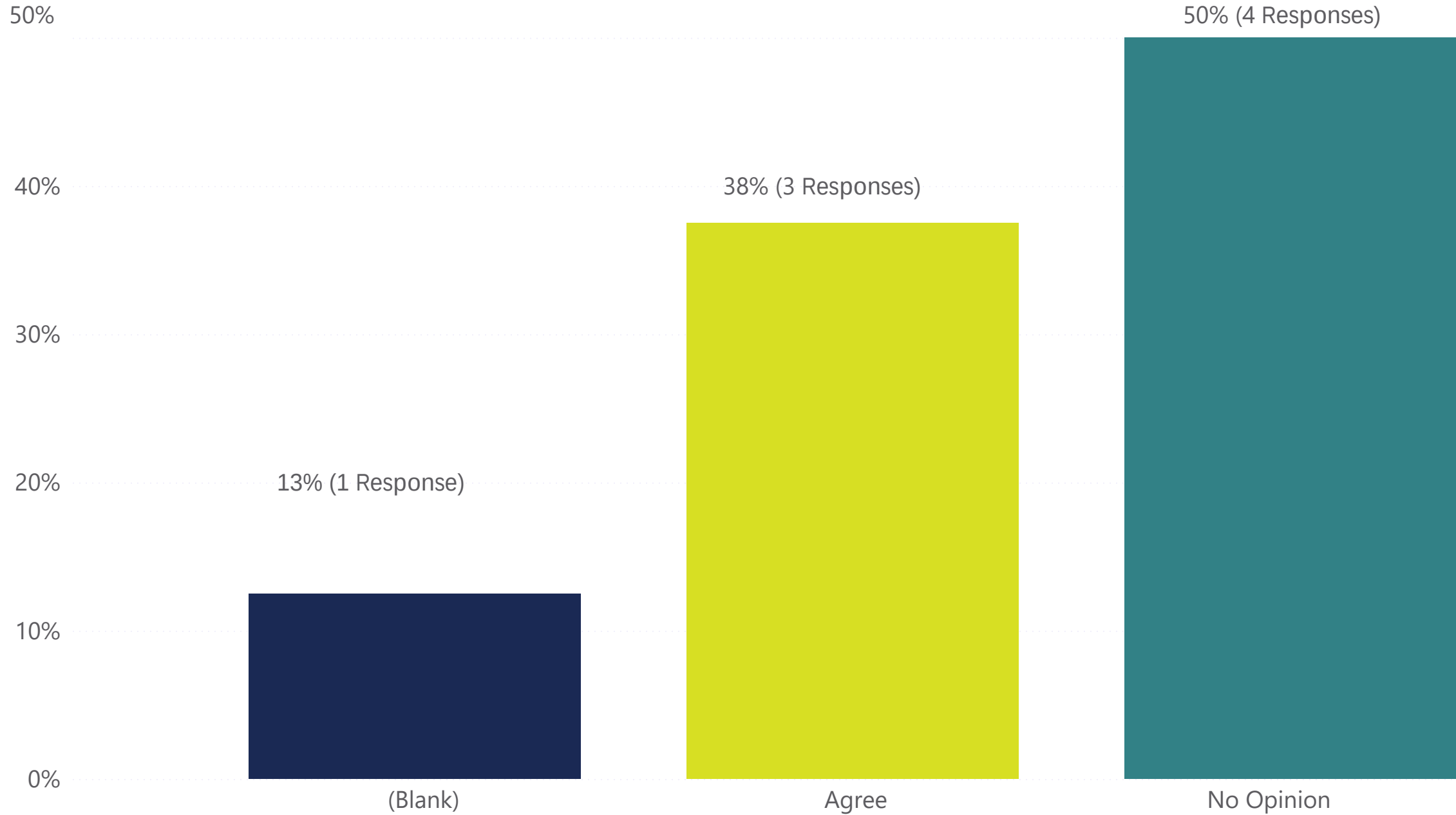
Property owners receive adequate notification when zoning or development requests are being considered for nearby properties.

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Realtor



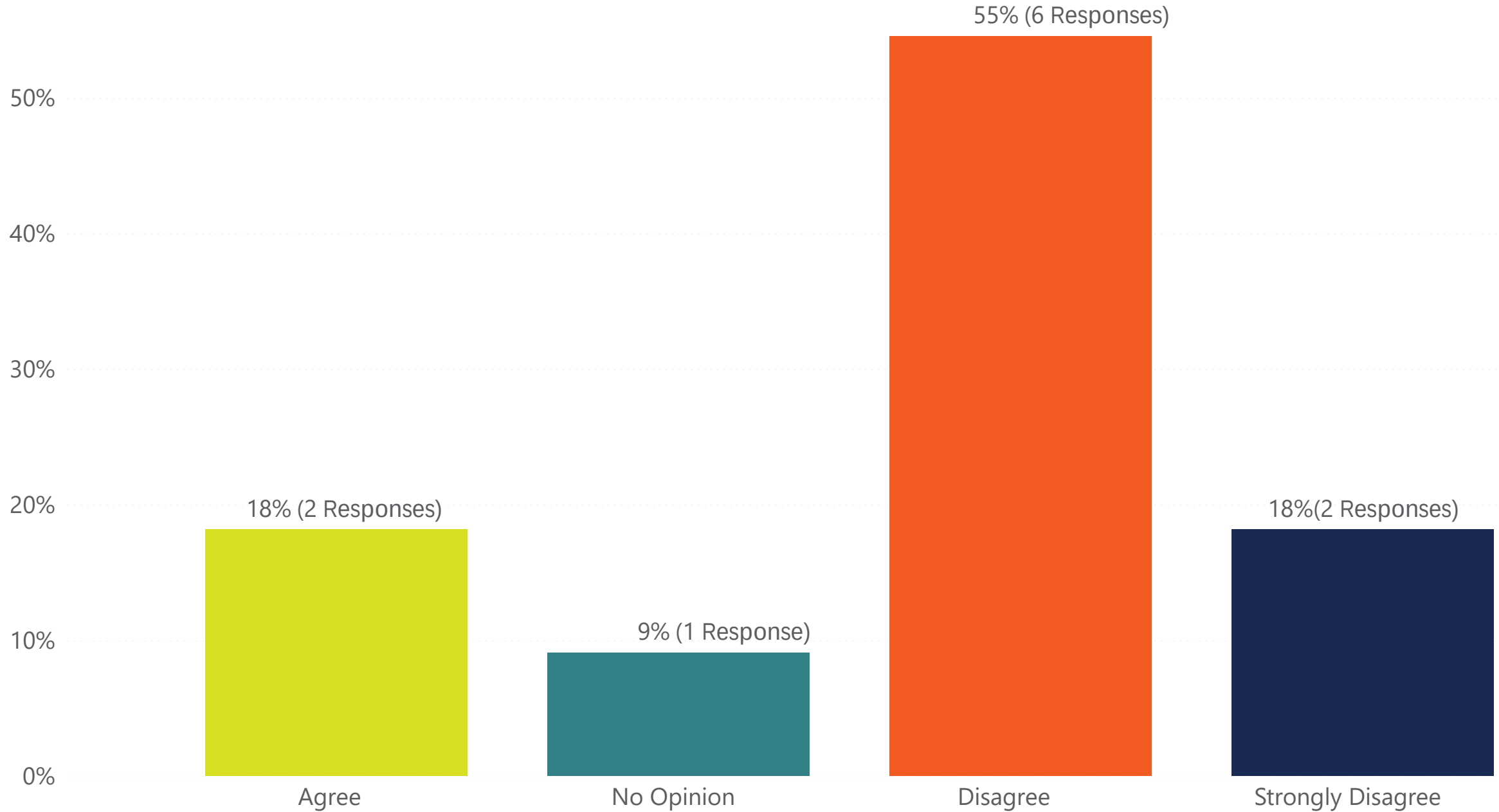
Property owners receive adequate notification when zoning or development requests are being considered for nearby properties.

Occupation:
other



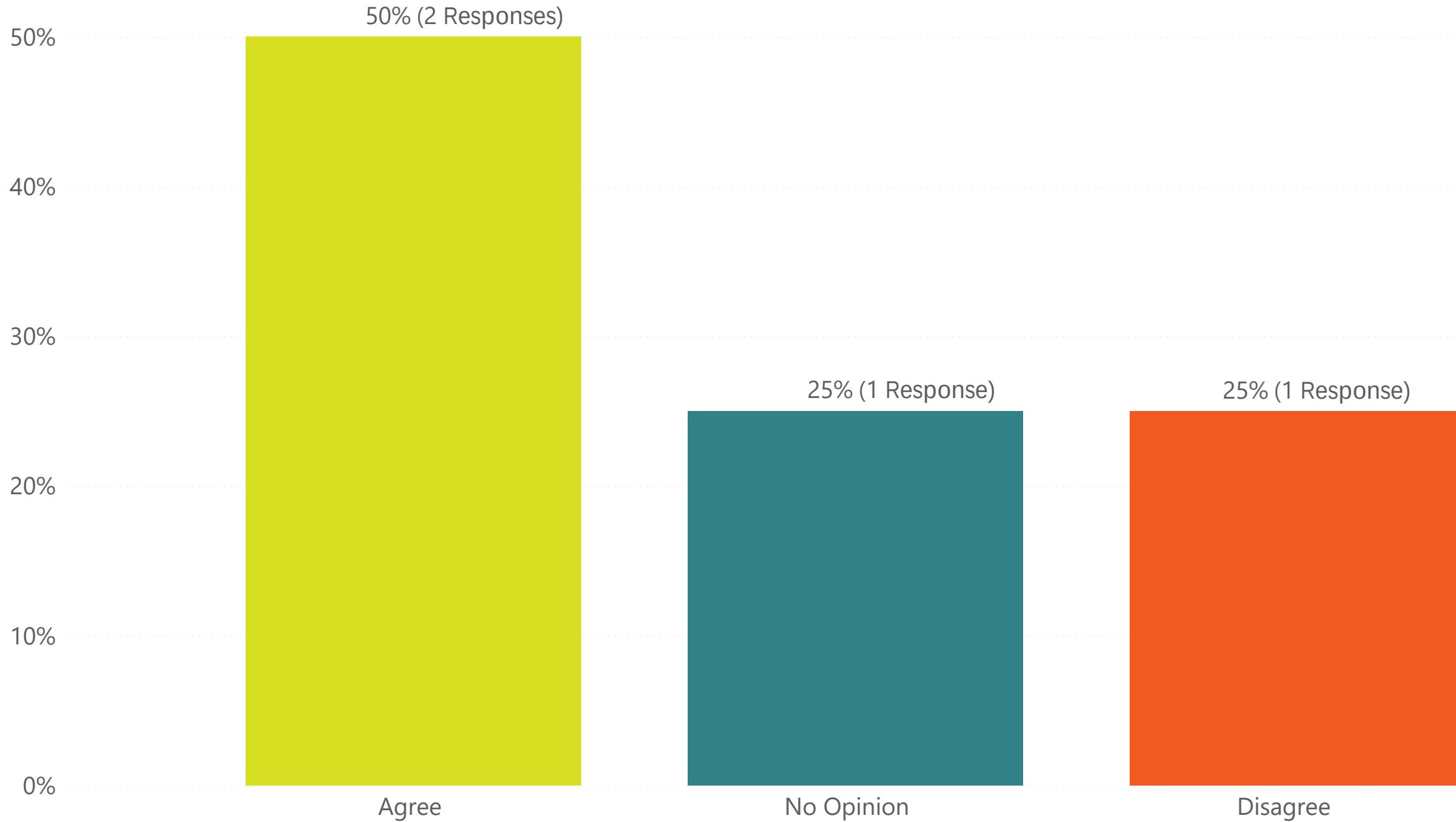
The current submittal requirements for site plan review are clear and straightforward.

Occupation:
Business Owner



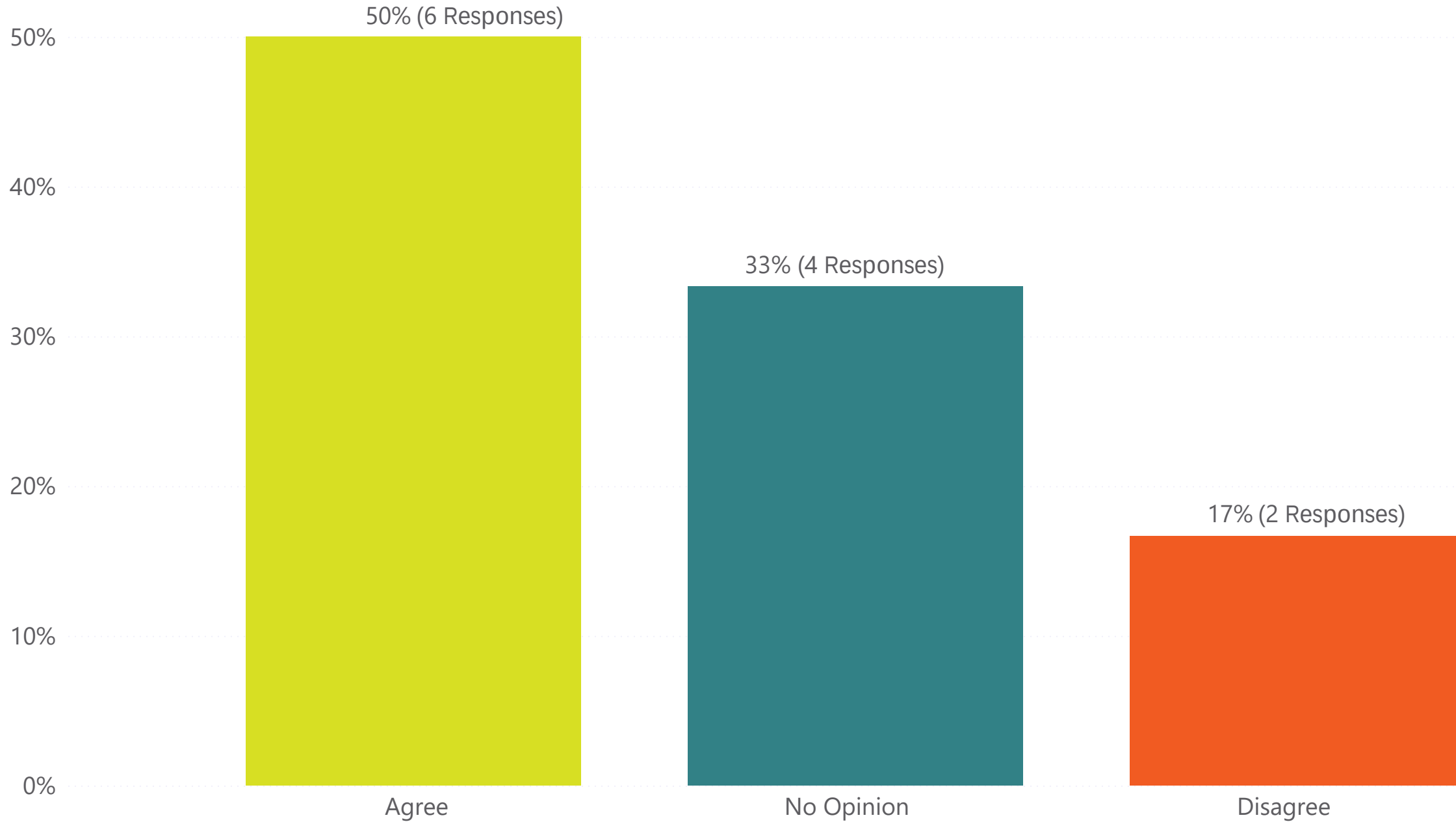
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Occupation:
Contractor/Developer



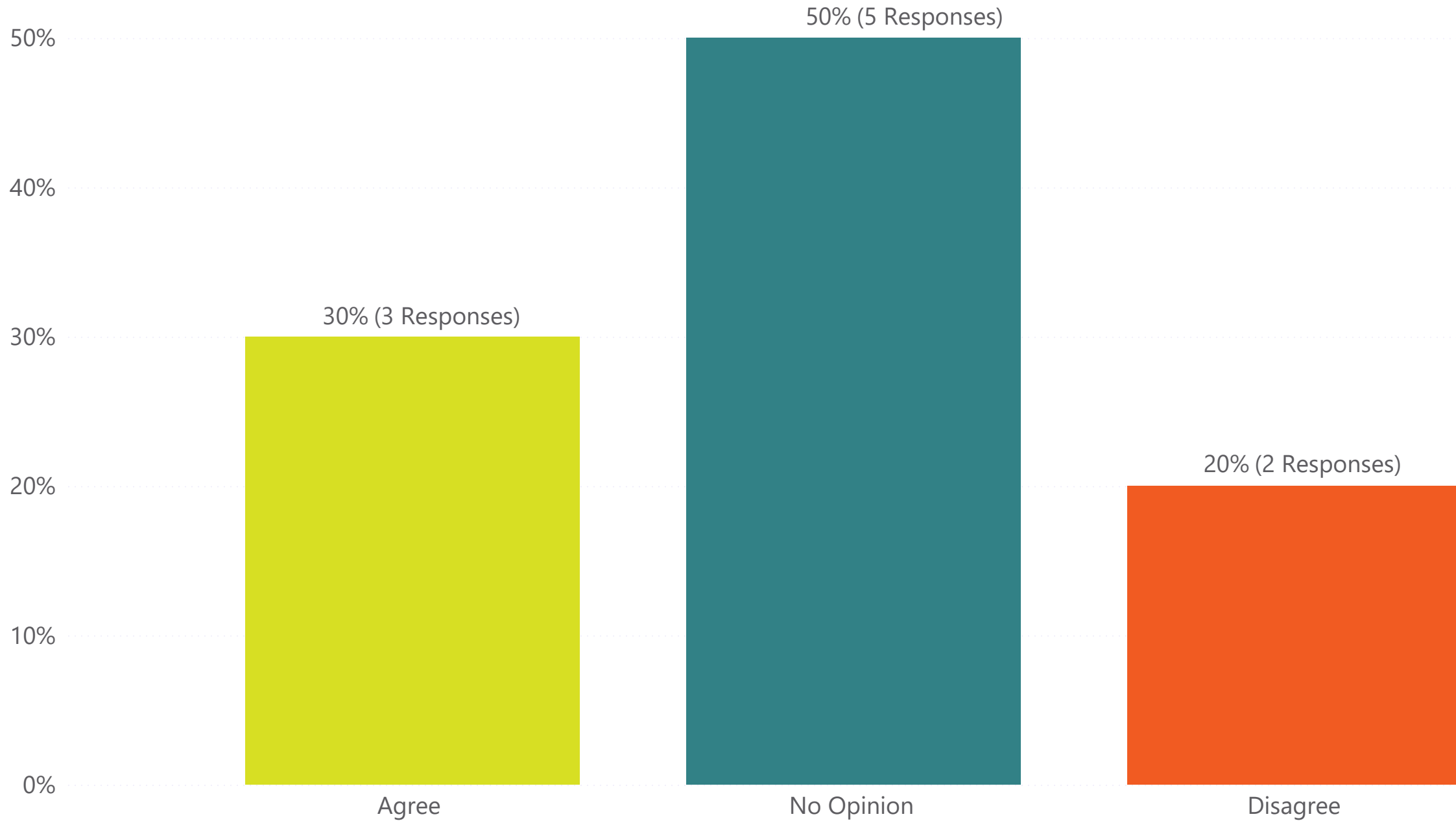
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Occupation:
Engineer/Architect/Surveyor



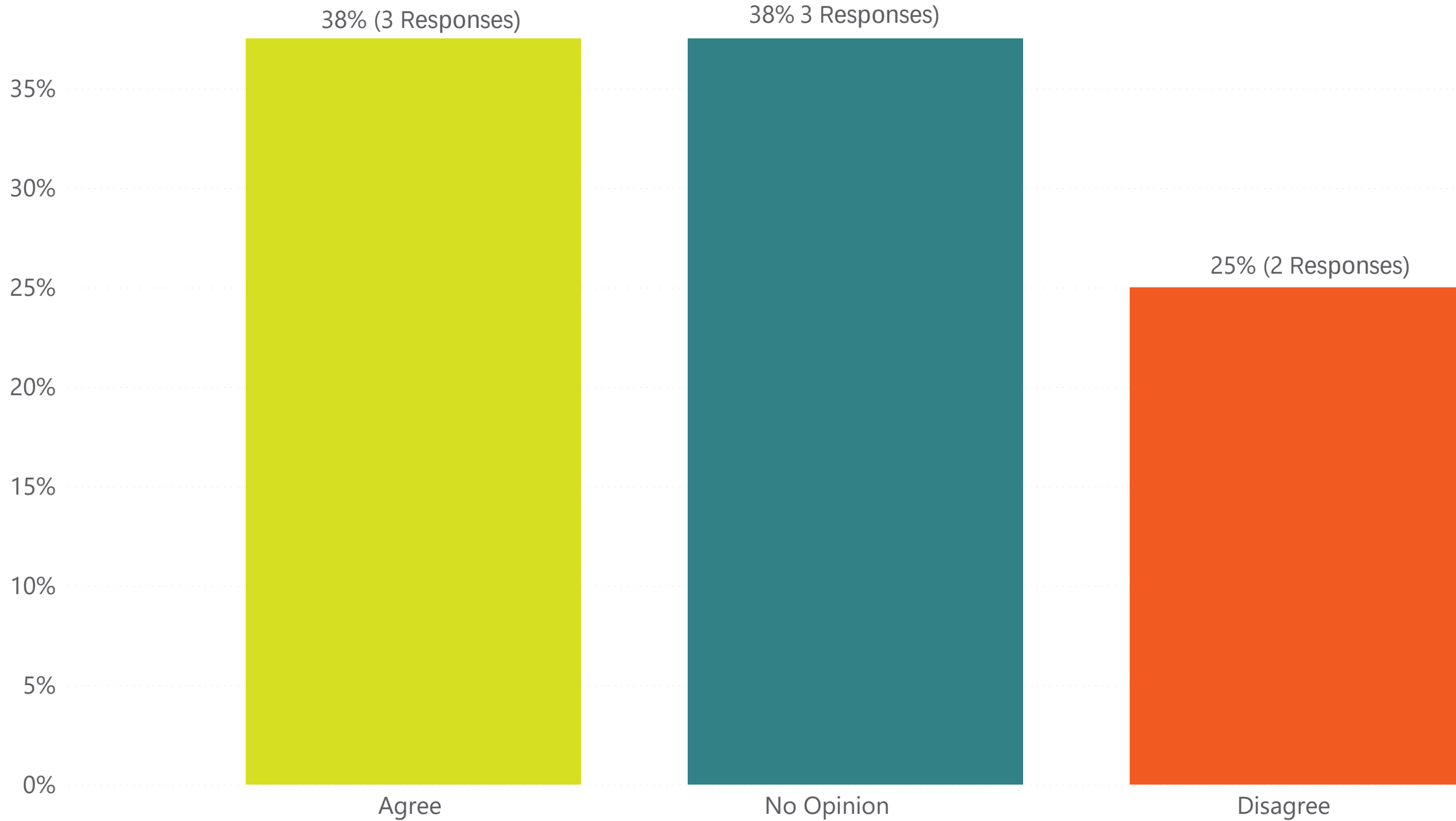
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Occupation:
Realtor



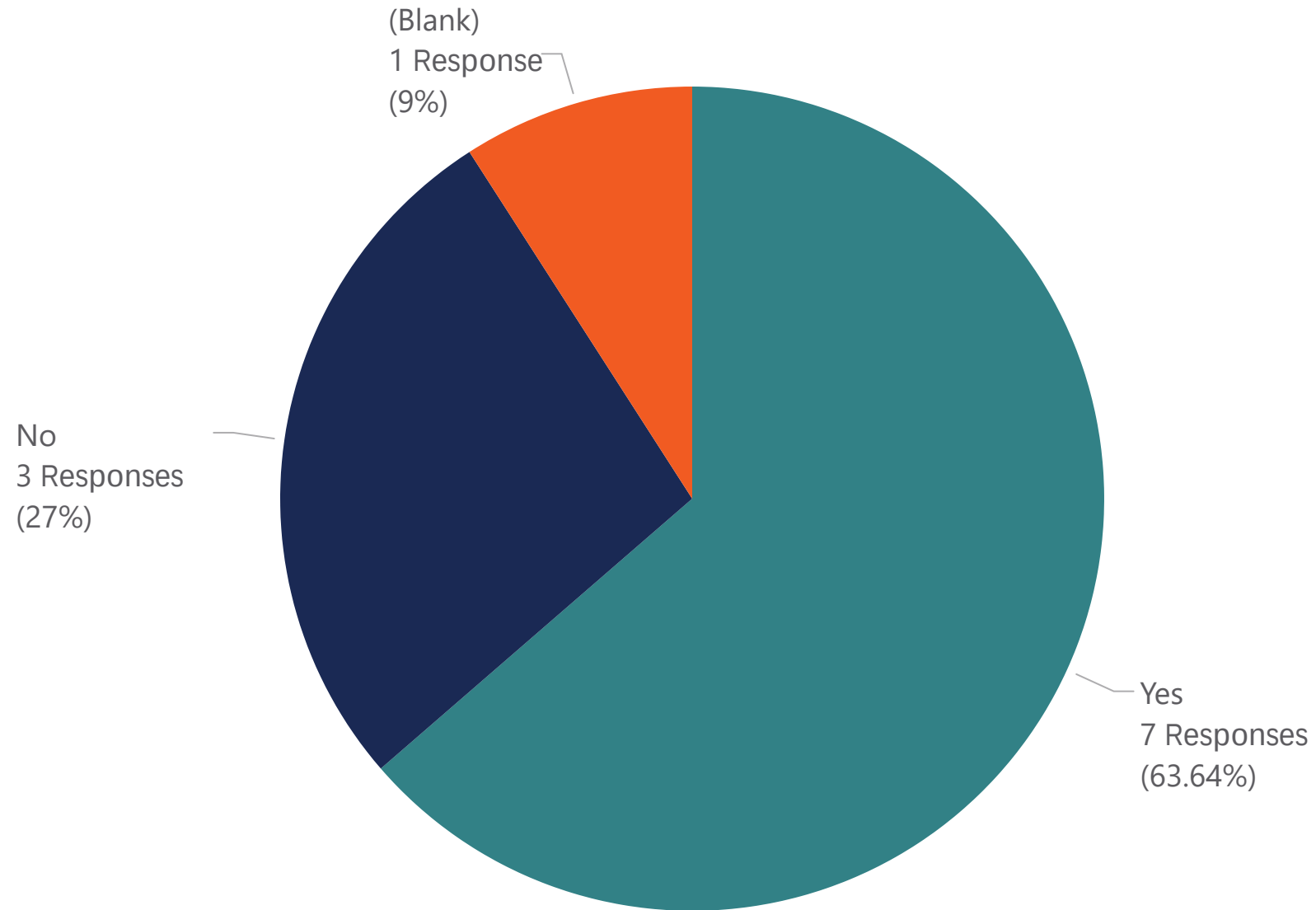
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Occupation:
other



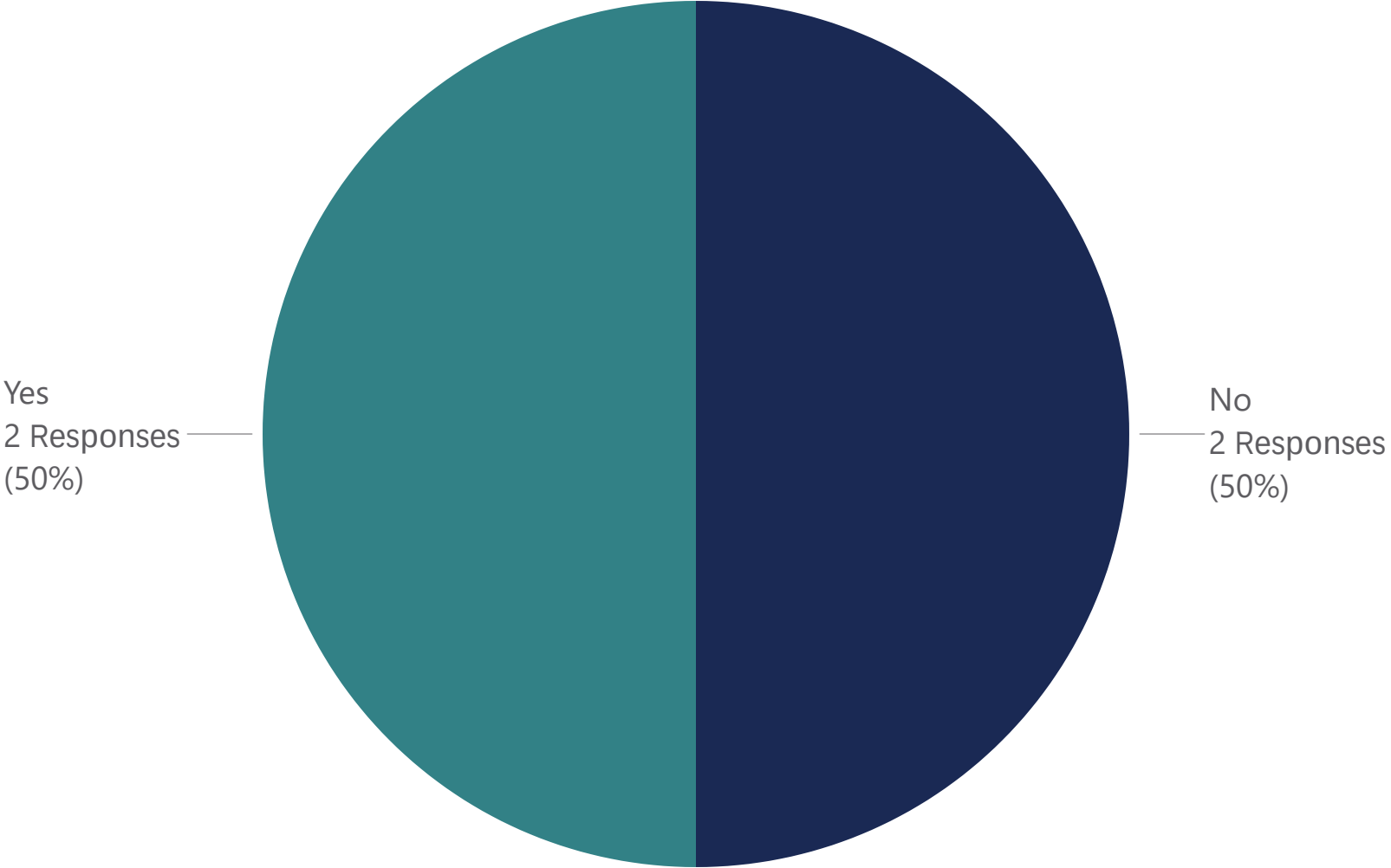
**Have you ever encountered a situation where zoning regulations
prevented you from doing something on your property?**

Occupation:
Business Owner



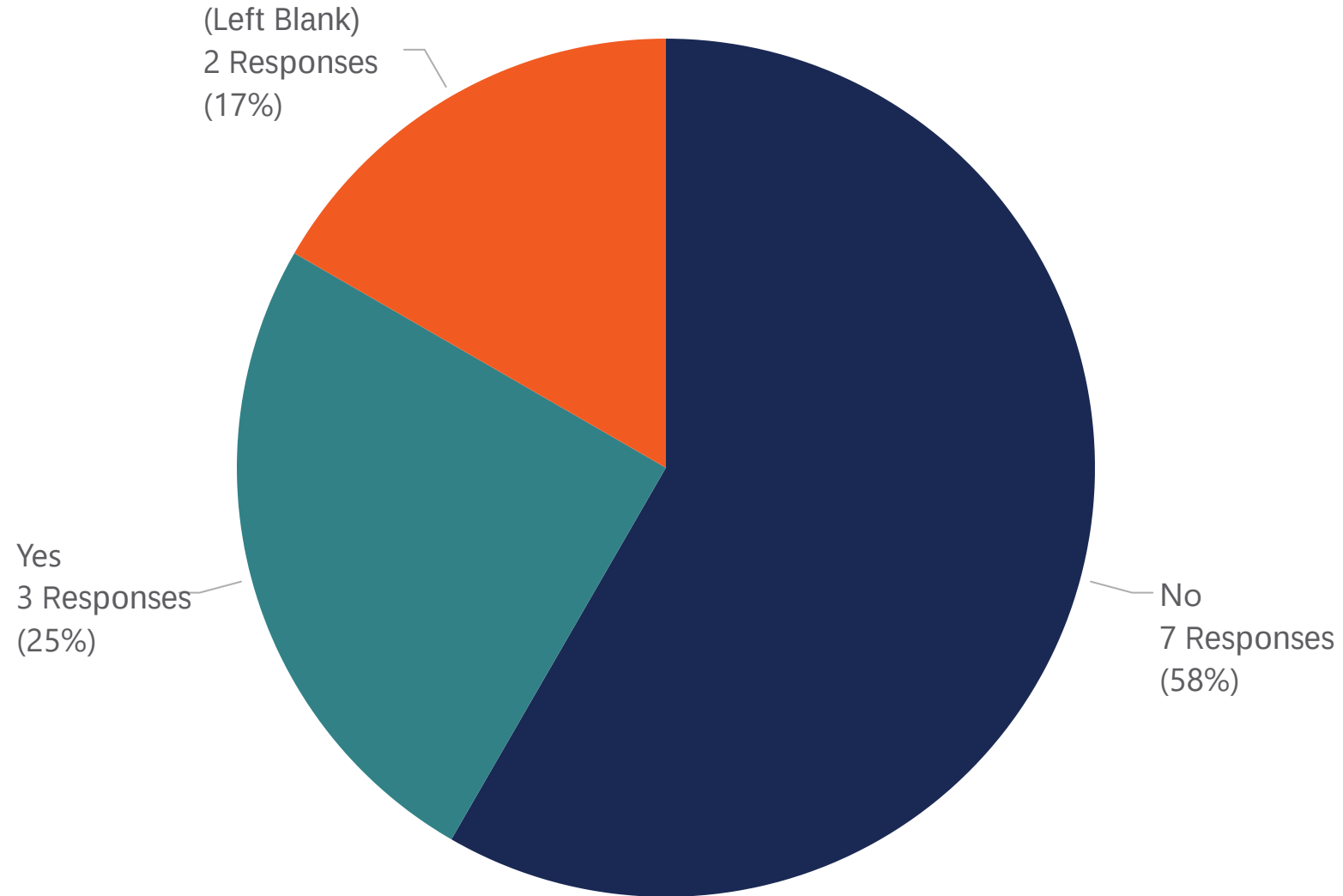
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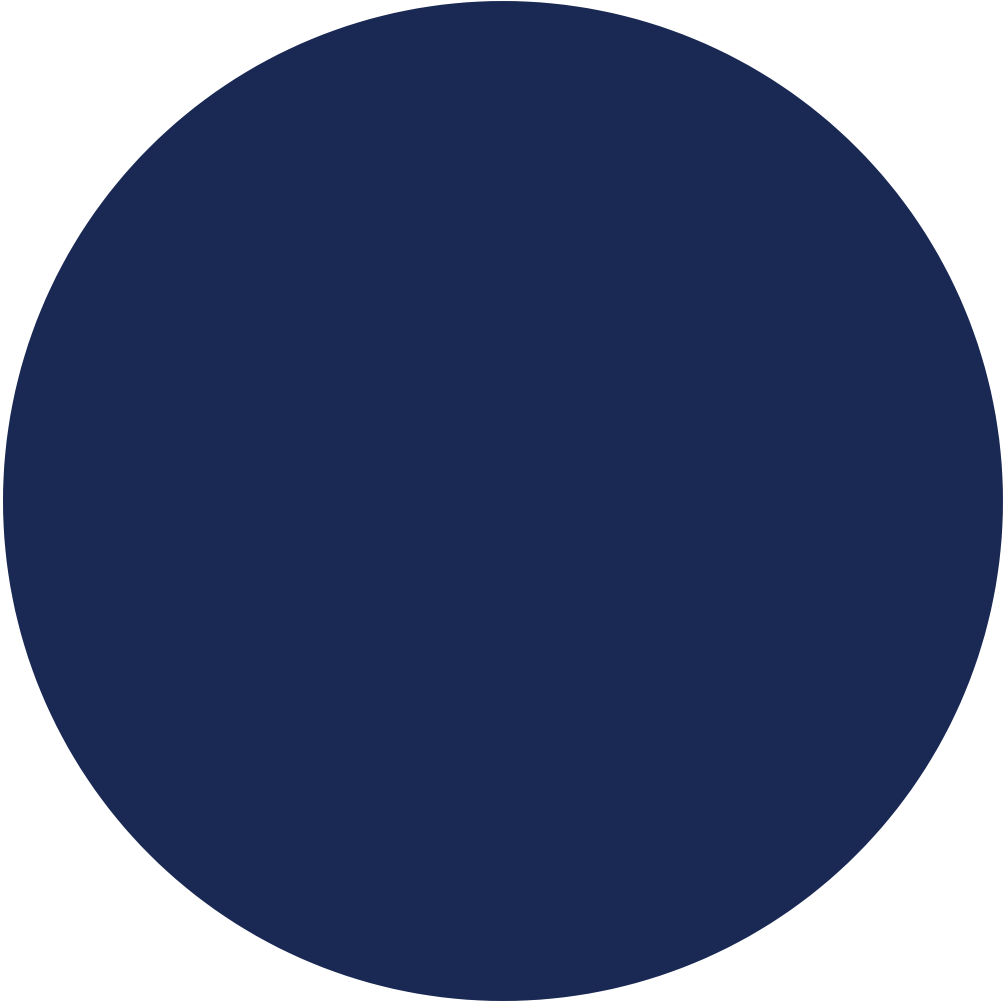
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Occupation:
Engineer/Architect/Surveyor



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Occupation:
Realtor



No
10 Responses
(100%)

**Have you ever encountered a situation where zoning regulations
prevented you from doing something on your property?**

Occupation:
other

