34TH STREET AND 1ST AVENUE
REDEVELOPMENT
9.30.19



SCHEMMER

Design with Purpose. Build with Confidence.

I. APPLICATION

City of Council Bluffs, Iowa
Request for Proposals Cover Page

Project Information

Project Name Redevelopment of Land Located at 34th St. and 1st Ave.

Organization Information

Name of Developer Knudson Development, LLC
Mailing Address 29 South Main St., Council Bluffs, IA 51503

Contact Person(s) KC Knudson or Michael R Townsend

Telephone KC: 712-328-2222/Townsend: 702-373-0751 Fax 712-322-8972
Email Address KCKnudson@knudsoncompany.com / MTownsend@knudsoncompany.com

Partners

Type	Name and Address	Contact Person
Project Development	Knudson Development, LLC 29 South Main St., Council Bluffs, IA 51503	Michael R Townsend 702-373-0751
Architectural Firm	Schemmer 1044 North 115th St., #300 Omaha, NE 68154	Patricia Birch 402-493-4800
Engineering Firm	Schemmer 1044 North 115th St., #300 Omaha, NE 68154	Matt Sutton 402-493-4800

II.

PROJECT SUMMARY

PROJECT SUMMARY

PROJECT SUMMARY

The 2016 West Broadway Corridor Master Plan provides a vision and clear direction for the rebuilding of West Broadway as a proud urban street over a two-mile stretch in Council Bluffs. As an attractive "front door" to the community, it serves to unite the neighborhoods, provides access and connectivity, and stimulates economic redevelopment and private investment in existing properties. The Western Gateway Project at 34th Street and 1st Avenue will help carry this vision by re-imagining the 8-1/2 acre property into a development that reflects the community's care for its image, public spaces and quality of life.

BUILDING CONFIGURATION AND RATIONALE

The Bluffs Tomorrow 2030 Comprehensive Plan suggests considerations be made for a multi-modal corridor along 1st Avenue. Recognizing this, an effort will be made to increase density along the 1st Avenue corridor suitable for transit-oriented development. This will be encouraged by lining both sides of 1st Avenue with three and four-story apartment buildings with integrated garages and surface parking lots fed internally. The south property will make use of a segmented row of townhomes facing 2nd Avenue, which is currently lined with single-family homes to the south. This approach acknowledges the existing scale and aesthetics of the original neighborhood in an appropriate and sensitive manner. This mix of new housing creates the market diversity that currently does not exist in the area and locates a larger number of units close to transit, on the multi-purpose trail, and close to commercial uses on West Broadway.

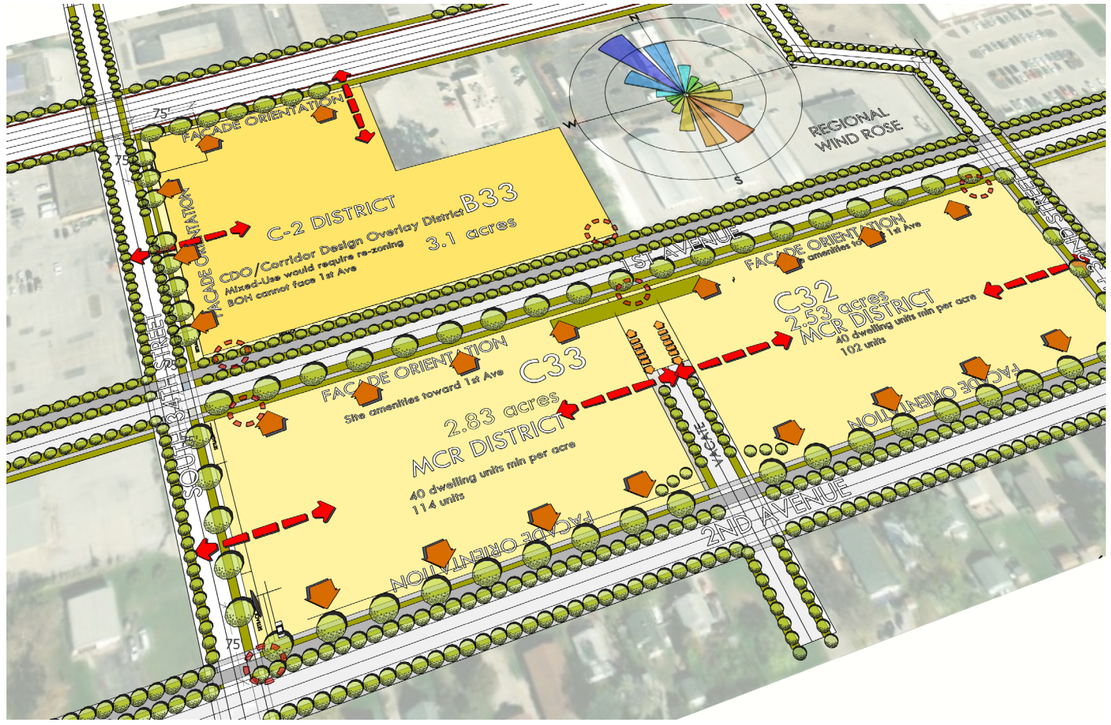
A series of single story commercial buildings woven into the neighborhood fabric will front West Broadway and run south along 34th Street. The commercial tenants will make use of south-facing patios and outdoor spaces that further engage the residential component that shares the block.

Located within the City's Mixed Commercial Residential District, numerous opportunities are provided for human interactions on various levels, from outdoor plazas and community gardens, to art walks and rooftop entertainment decks. Various modes of transit are anticipated to run through the site, both along 1st and 2nd Avenue, and creating connectivity to those access points within the site will be a key driver to the final site layout.

A Parking Lot Arboretum, consisting of a variety of tree and shrub species, will flow throughout the site and serve as an integral backdrop for the various levels of interaction planned for the development. Pervious and permeable paving will be utilized in low-traffic areas along with bioswales to manage stormwater, prevent runoff and pollution, and replenish the groundwater supply. Marked and textured paving will serve as a visual cue to pathways and connection points within the site.

TARGET MARKET

The development of a high-quality product at the proposed site will be essential to achieving maximum rents, a strong rate of absorption and long-term marketability.



Site Inputs and Analysis

The target market will primarily be renters moving from the greater Council Bluffs area, with another 10-20 percent of the market anticipated to be Omaha area residents.

Based on recently conducted market studies, the following unit breakdown is anticipated for the development:

- Six apartment buildings.
- Two bedroom (1000 – 1100 SF): 90 units total
- One bedroom (700 – 800 SF): 42 units total
- Studio apartments (500 – 600 SF): 12 units total
- Micro Units (300-400 SF): 80 units total
- Townhomes – two bedroom (1300 SF over 700 SF garage): 40 units total

Ideally, the mix of units will be monitored as the buildings are developed and adjustments be made to the mix on an as-needed basis. Three-bedroom units have not been included, but if the market favors them as the phases build-out, they would be brought in and limited at no more than five percent of the mix.

The micro-apartment units are intended to be smaller-than-average studios intended for a single resident. Ultra-efficient designs will pack kitchens, bathrooms and other necessities into a fairly small unit, while high ceilings and large windows will create an illusion of space. Thriving communities, appealing amenities and the prime urban location balance out the unit's small size. Relaxation and socialization space for these units will be accommodated through shared building and site facilities, either at-grade, on the rooftop or interspersed throughout the various floors of the buildings. With the building as their living room and the larger community as their backyard, residents need only return to their rooms when it's time to sleep.



Typical Apartment



Townhomes



Commercial

This breakdown will provide 222 units south of 1st Avenue and 42 to the north for a total of 264 residential units implemented into the four phases of construction outlined in this proposal. The fourth and final phase will include the build-out of 20,000 SF of commercial space at the corner of West Broadway and 34th Street.

PARKING

Residential parking requirements for the area are one stall per unit. The site south of 1st Avenue with 222 units will require 222 parking stalls. This is accommodated by 40 townhome garages, 20 garages at-grade of the apartments, and 163 surface lot stalls.

At the north site, 42 apartment units will require 42 parking stalls, and 20,000 SF of commercial space will require 80 stalls at one stall per 250 SF of space, for a total of 122 stalls. This is accommodated by placing nine garage stalls at-grade below the apartments and 113 stalls located at surface lots.

OCCUPANT AND WELLNESS COMPONENT

The benefits of a health-focused mind-set and the strong consumer appetite for healthy places suggests that a clear opportunity exists to incorporate all-inclusive, health-focused strategies into the project.

As such, the following healthy housing features will be investigated and incorporated into the buildings where deemed appropriate and impactful:

- Wide and inviting, prominent staircases, along with signage encouraging their use
- Indoor fitness amenities
- Long-term bike parking and storage
- Common kitchen facilities
- Daylighting and prominent restorative outdoor views

Similarly, healthy housing features incorporated into exterior spaces may include:

- Sidewalks and bike trails
- Public art
- Pedestrian and bike-friendly entrances
- Community gardens
- Rooftop entertainment patios
- Outdoor playgrounds
- Gathering spaces and outdoor plazas
- Public transit connections

Strategies for sustainability and resiliency

- Durable materials (brick, stucco and fiber cement are long-lasting materials that are also fire resistant)
- Solid structure (SIPS, ICFs)
- Stormwater management (pervious and permeable paving in low-traffic and pedestrian areas)
- Storm-proof windows, constructed with impact-resistant glass

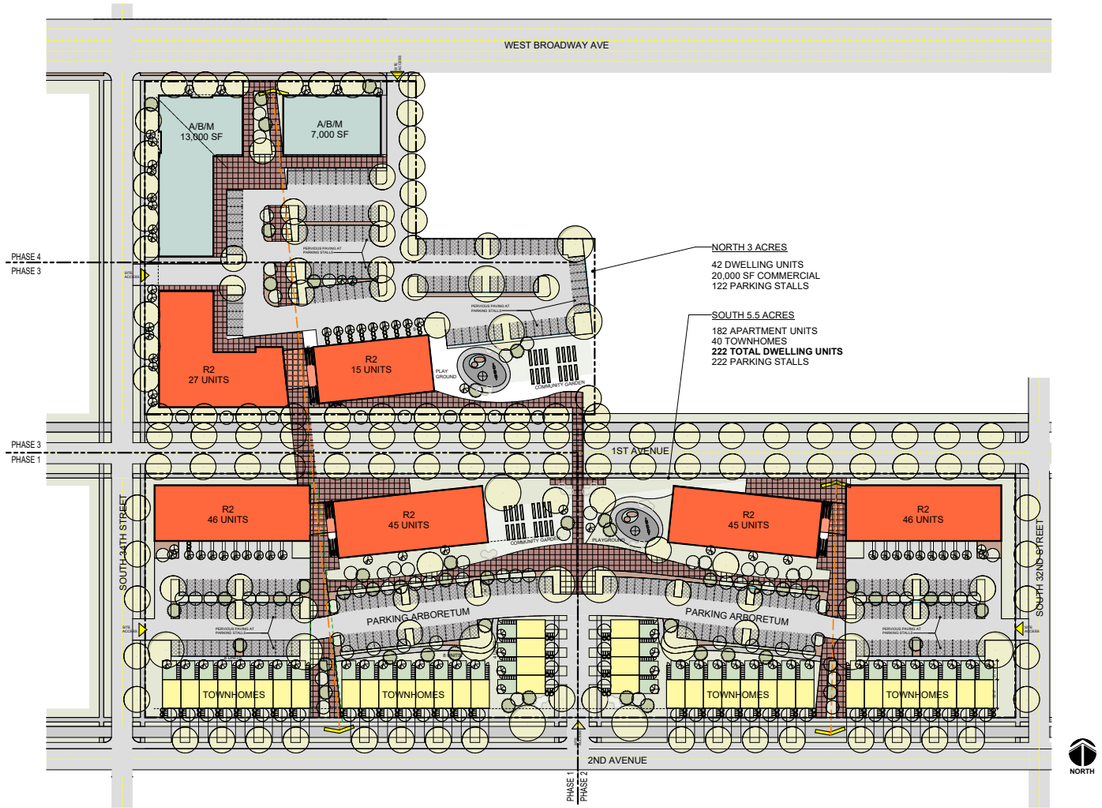
- Incorporation of sourced or on-site renewable energy

POTENTIAL DEVELOPMENT INCENTIVES AVAILABLE

While the site has not yet been officially classified as a brownfield or grayfield, a case could be made for such a classification. As such, tax credits through the Iowa Economic Development Authority may be available.

Meeting specific Green Building Requirements could qualify the project for up to a 30 percent tax credit and should be a stated goal for the project at the outset. Tax Increment Financing (TIF) and City Financing will also be pursued as a potential funding source.

Opportunities will be explored to obtain energy incentives from local utility companies (MidAmerican Energy and Black Hills Energy) through the design and implementation of solar, wind, or customer energy generation strategies.



Building Massing and Layout