

3

EXISTING SITE CONDITIONS

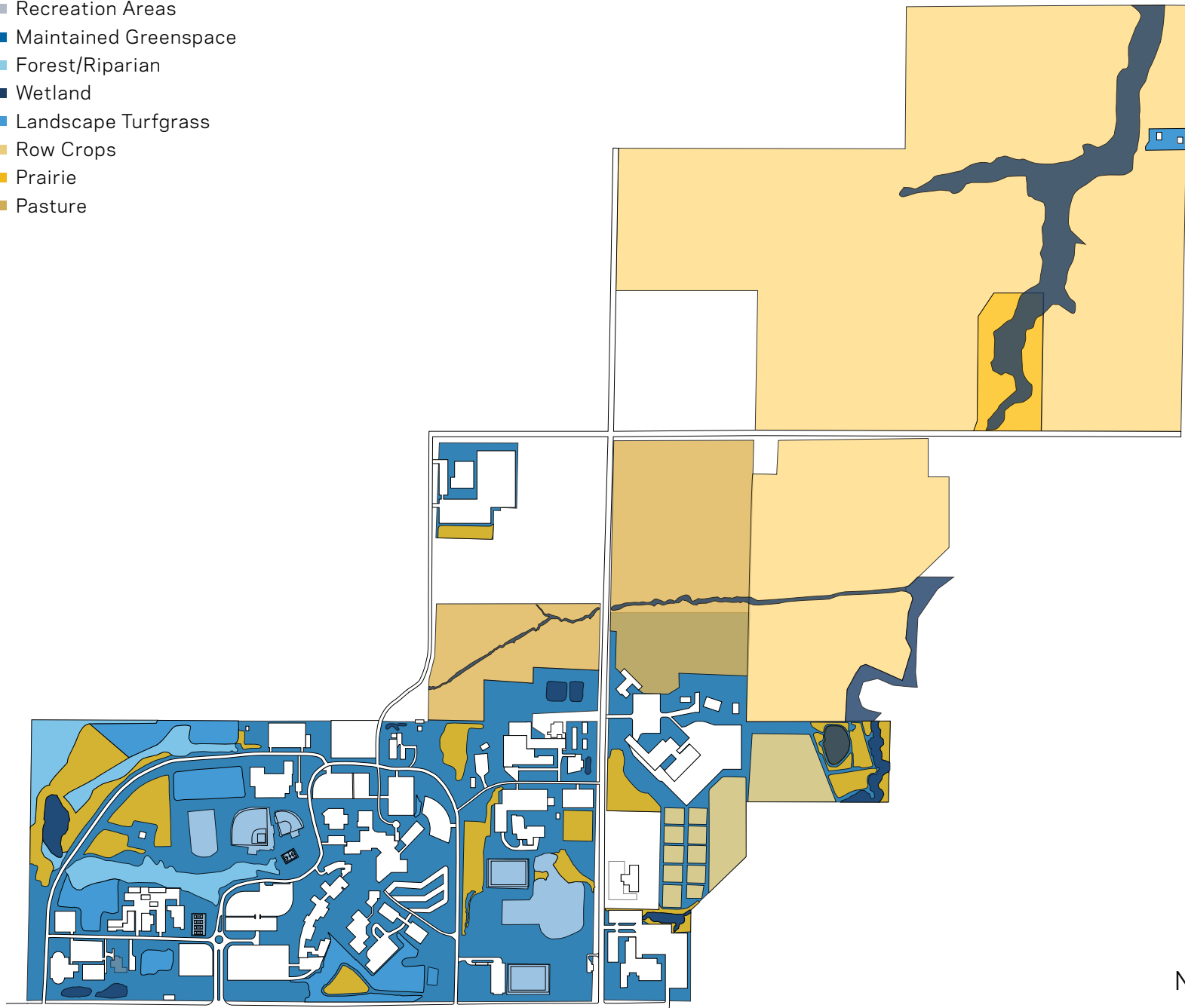
3.1 CURRENT LAND MANAGEMENT

Kirkwood Community College manages extensive land area, including the Main Campus, Regional Centers, the Atherton Wetland Property, and agricultural land at the Palo site. The land resources across campus provide a variety of benefits for ecosystem health, water management, educational curriculum and research, recreation, and carbon sequestration. Kirkwood strives to be a responsible steward of its land and promote environmental health.

Within the Main Campus pictured on the opposite page, the majority of the land (nearly 55%) is dedicated to row crops and pasture. Impervious areas account for about 14% of the total area, while land designated as a carbon sink accounts for nearly 12% of the total area.

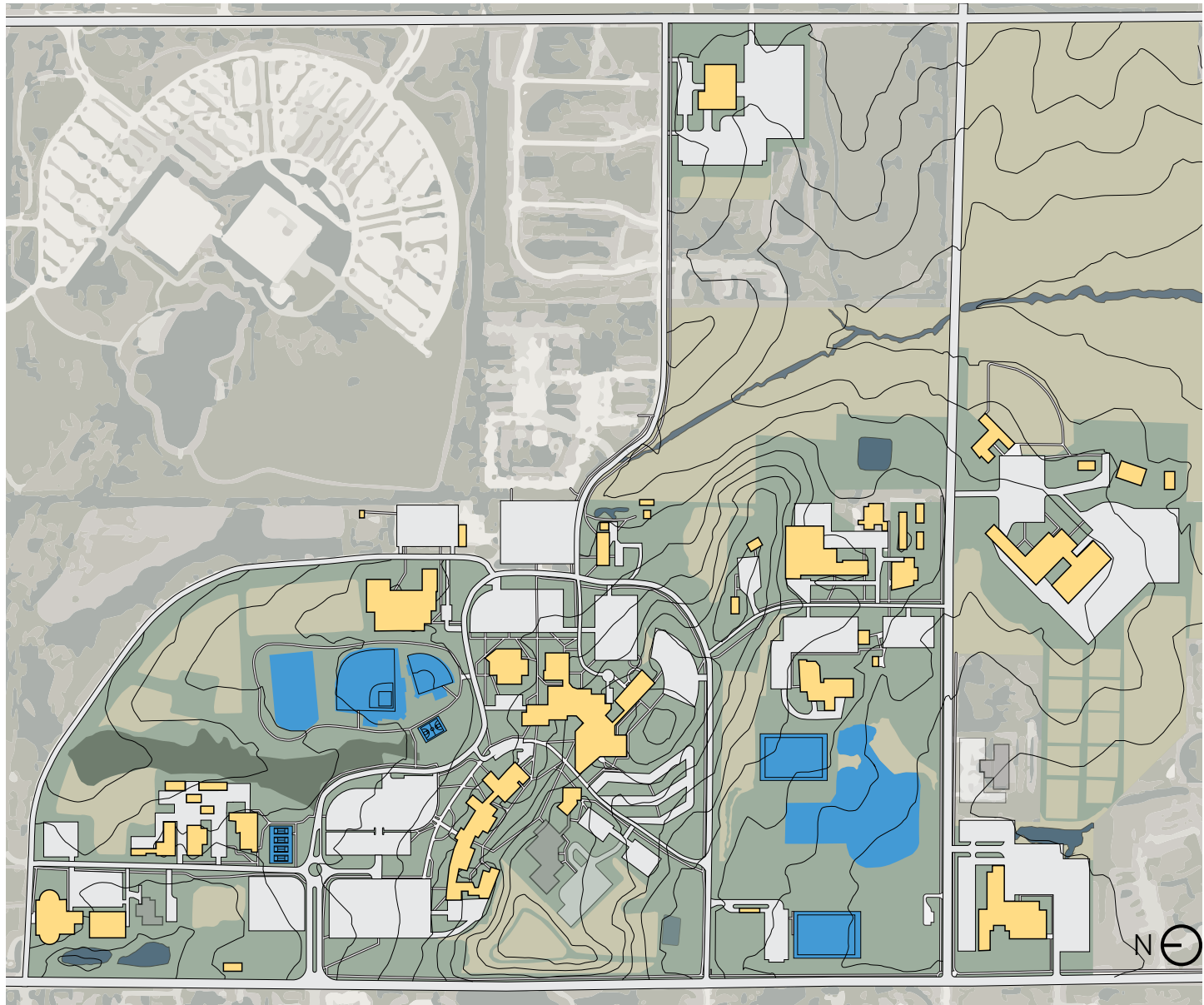
	Acres	Percent of Total Campus	Use Description
Vehicular Hardscape	85.8	8.9%	Student, staff, and visitor parking lots and roadways
Pedestrian Hardscape	9.8	1.0%	Sidewalks and pedestrian areas
Building	26.6	2.8%	Classrooms, labs, faculty offices, admin. offices, maintenance, etc.
Recreational Areas	20.1	2.1%	Sports fields, outdoor lab spaces
Maintained Greenspace	162.7	16.9%	Parks, turf, and outdoor study areas
Forest / Riparian*	19.3	2.0%	Natural landscapes maintained near waterways for conservation and sustainability education
Wetland*	48.1	5%	Wetland landscape for conservation and sustainability education.
Prairie*	50.8	5.3%	Native prairie maintained to support conservation and sustainability education
Row Crops	424.3	44.1%	Land used to grow corn, soy, and other crops
Landscape Turfgrass	22.7	2.4%	Turf areas that are not routinely mowed
Pasture	91.2	9.5%	Areas that support livestock and rotational grazing
Total	961.4		Total excludes Palo Site and Atherton Wetland
* Total land designated as a carbon sink	118.2	12.2%	

- Recreation Areas
- Maintained Greenspace
- Forest/Riparian
- Wetland
- Landscape Turfgrass
- Row Crops
- Prairie
- Pasture



3.2 MAIN CAMPUS LANDSCAPE/CIVIL

- Hardscape
- Building
 - Recreation
 - Greenspace
 - Woodland
 - Natural
 - Landscaping





3.3 MAIN CAMPUS CIRCULATION

Vehicular Circulation & Access

Kirkwood is set on the south side of Cedar Rapids, easily accessible from Highways 30 and 380. Its location off Kirkwood Boulevard presents easy access for vehicular traffic. There are five entry points, with two at heavier traffic intersections. A roundabout has been added off the main entry and helps with the flow of traffic. But, the first exit point off the roundabout ends in a parking lot, often confusing visitors.

Pedestrian Circulation & Access

Most faculty, students, and visitors are coming to the campus via car and can easily park in lots and access buildings and campus via sidewalks. For those who are walking to campus, the pedestrian routes are more convoluted. Sidewalks end in parking lots with no clear direction or safe pathway. Other buildings outside the center of campus could benefit from more sidewalks and direct routes between buildings. The pedestrian circulation legend on page 38 indicates the broken links in pathways. Our recommendation is to create links and clear pathways in these zones.

Bicycle Circulation & Access

Those coming to campus on bicycles share the major roadways with vehicular traffic. There are bicycle racks around the center of campus and buildings, Rec Center, and bus stop. It's unknown how many people use bicycles as transportation to get around campus. Our recommendation is to add bicycle racks at each building as well as dedicated bike lanes.

Public Transit Circulation & Access

Both the 380 commuter bus and Cedar Rapids City bus have stops at Kirkwood's main campus. The 380 bus' single stop by the main road entry is close to a parking lot, which is convenient for commuters. However, bus riders must walk to their final destination on campus, which can be a significant distance, or wait for the City bus. Our recommendation is to add one to two additional stops for the 380 bus. Alternatively, Kirkwood could implement a transport that circles around campus.

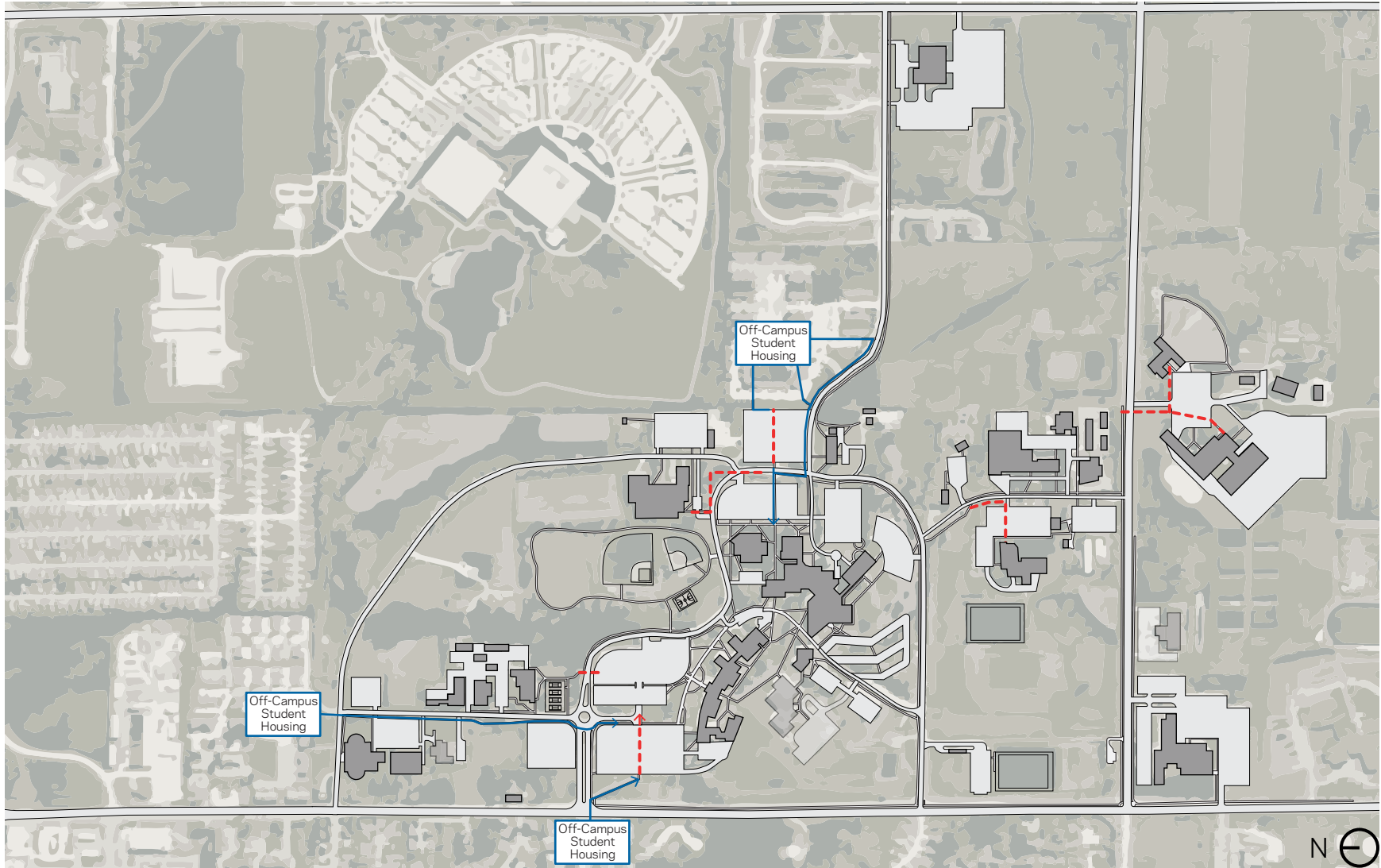
The Cedar Rapids City bus has multiple stops on campus, including each of the major building sites. The challenge we heard from students is the time it takes to get to Kirkwood's campus. For example, if students are coming from Marion, it can take up to three hours one way to get to campus.



Kirkwood Main Campus

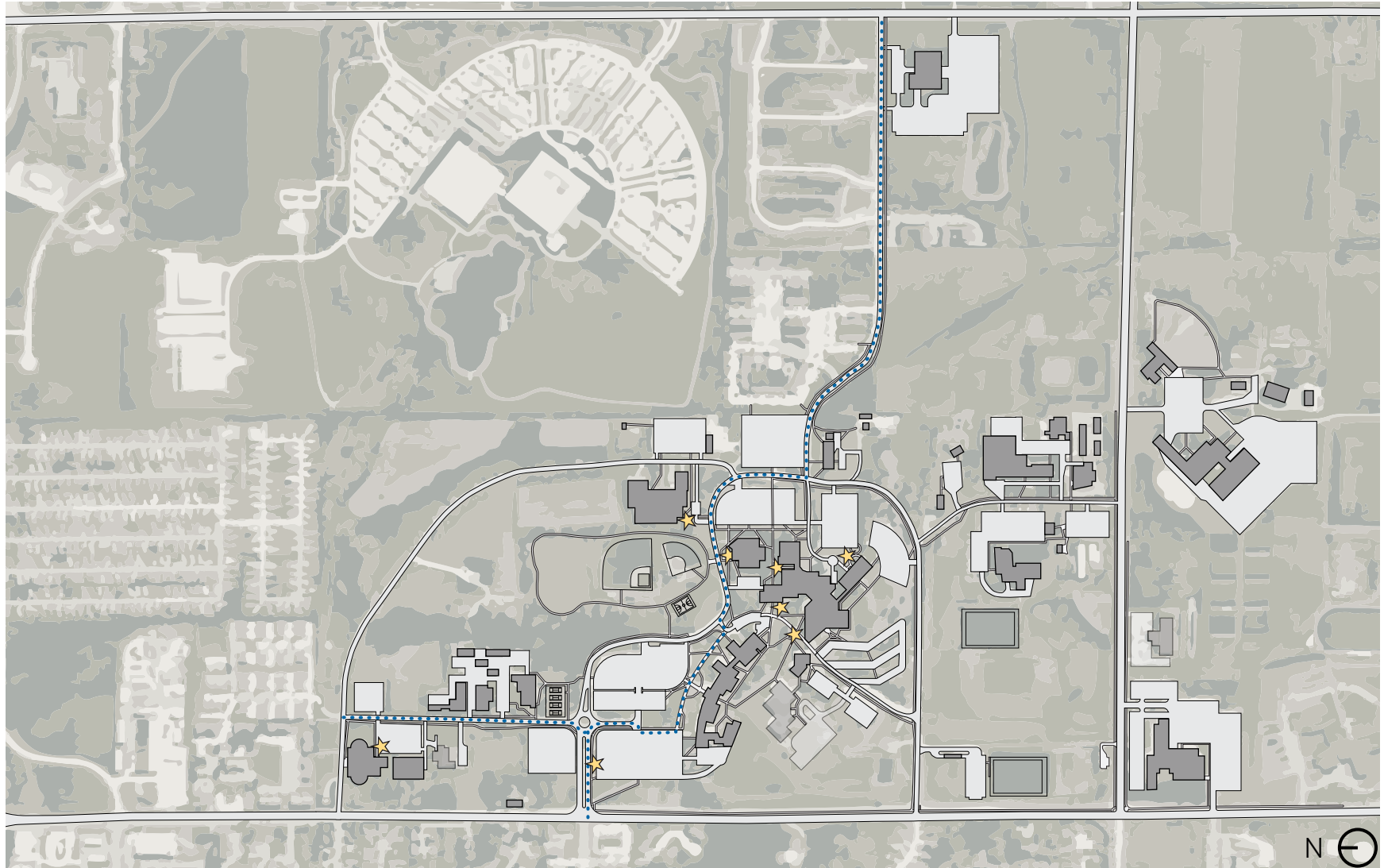
Wayfinding Signage & Strategy

Campus wayfinding came up in every user group session. A recommended solution would be additional signage that is user friendly with standardized direction indicators, building identifiers, and informational displays that are strategically placed throughout the campus to facilitate movement and create a cohesive feel aligned with Kirkwood's brand. Accessibility (high contrast, visually impaired, clearances and heights, etc.) for those with disabilities is adequate, but could be improved. "Ask Me" kiosks have been a huge success in helping people navigate other campus' along with inclusiveness and public safety benefits. Other feedback includes a digital solution that could be used like a Google Maps with customizable directions to buildings and rooms around campus.



PEDESTRIAN CIRCULATION LEGEND

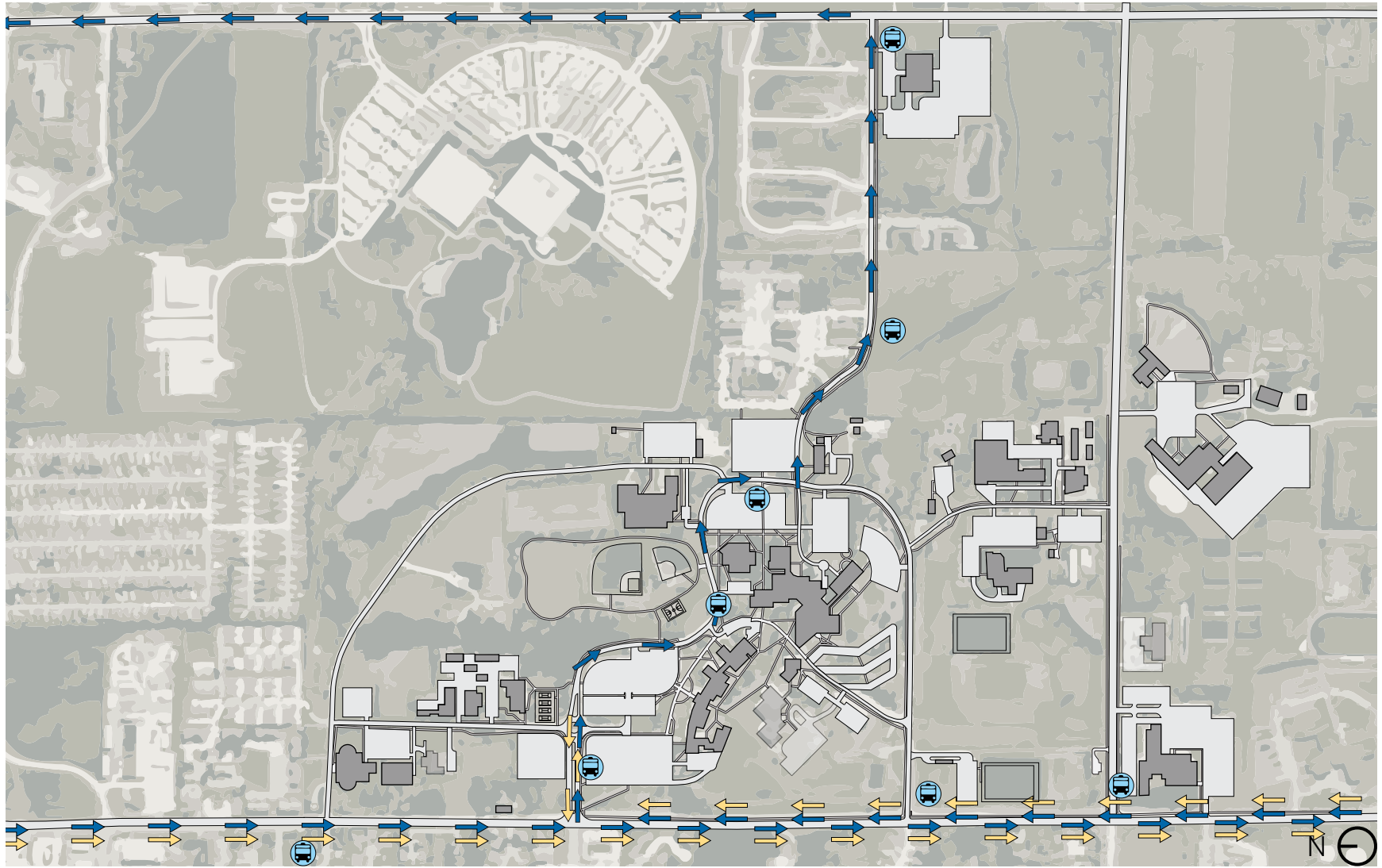
-  Pedestrian Pathway from Nearby Housing to Campus
-  Broken Links in Path



BICYCLE CIRCULATION LEGEND

..... Shared Roadway

★ Bike Rack



PUBLIC TRANSIT CIRCULATION LEGEND

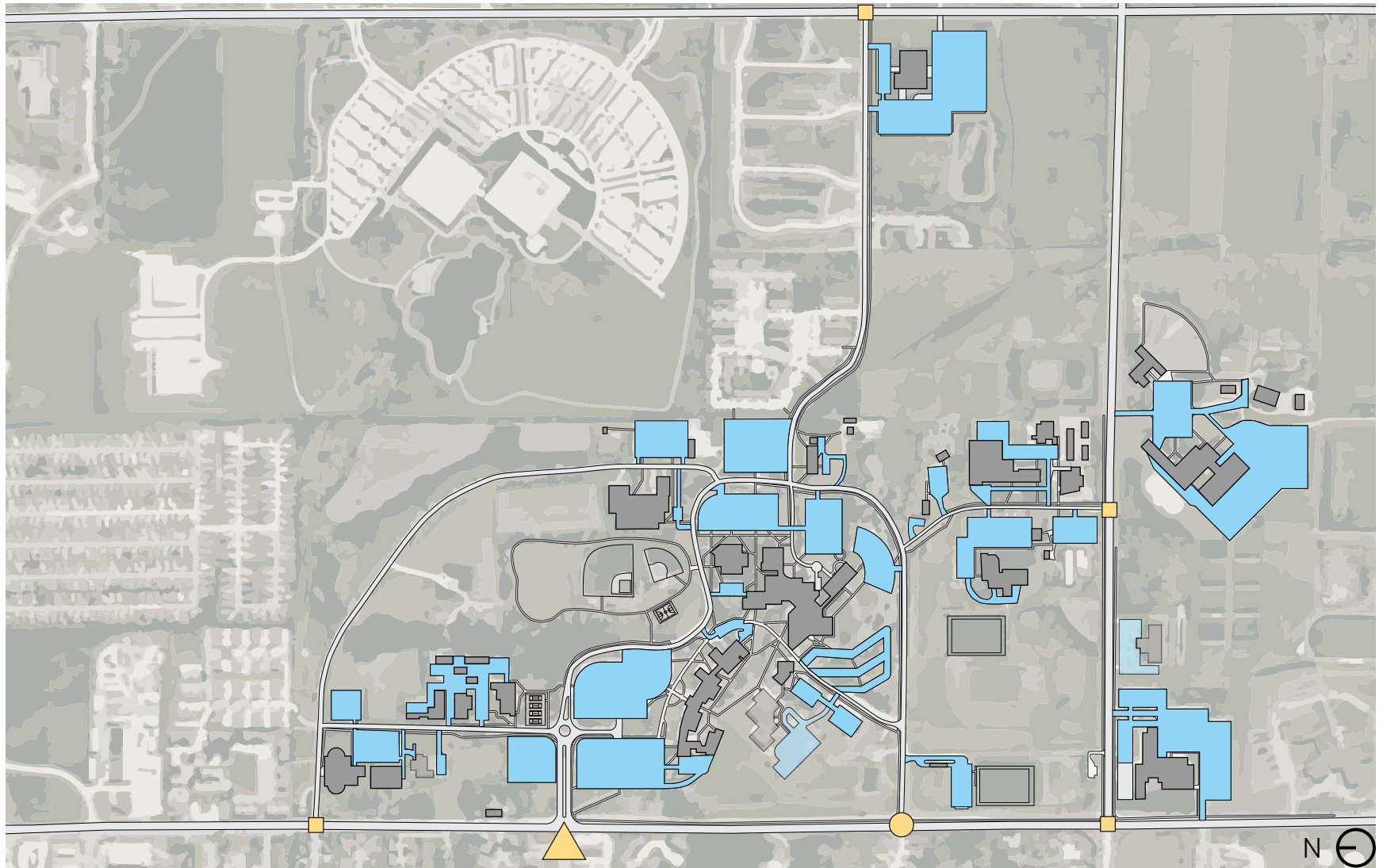
380 Bus Route



Cedar Rapids Bus Route 7



Bus Stop



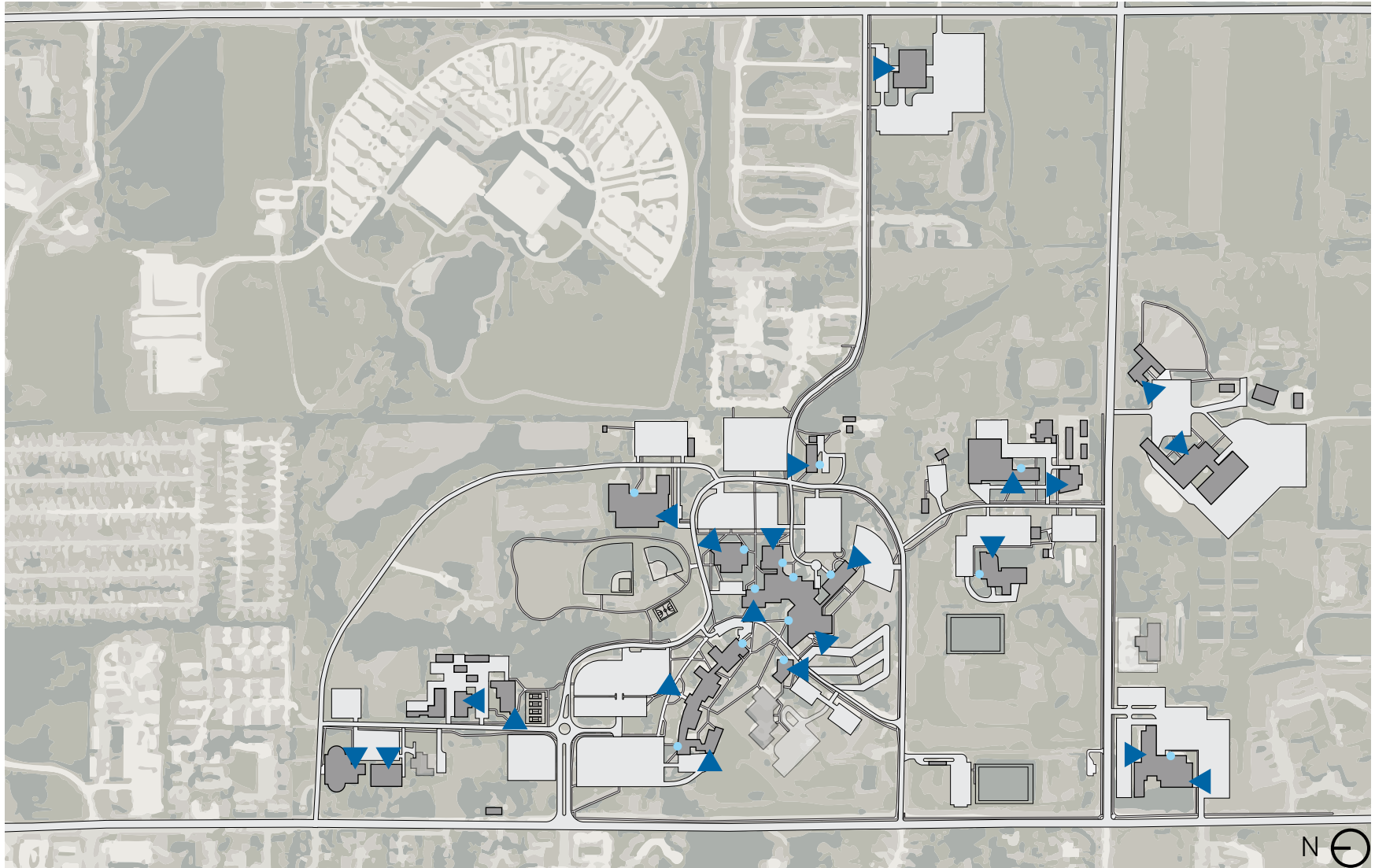
VEHICLE CIRCULATION

Primary Entrance

● Secondary Entrance

■ Tertiary Entrance

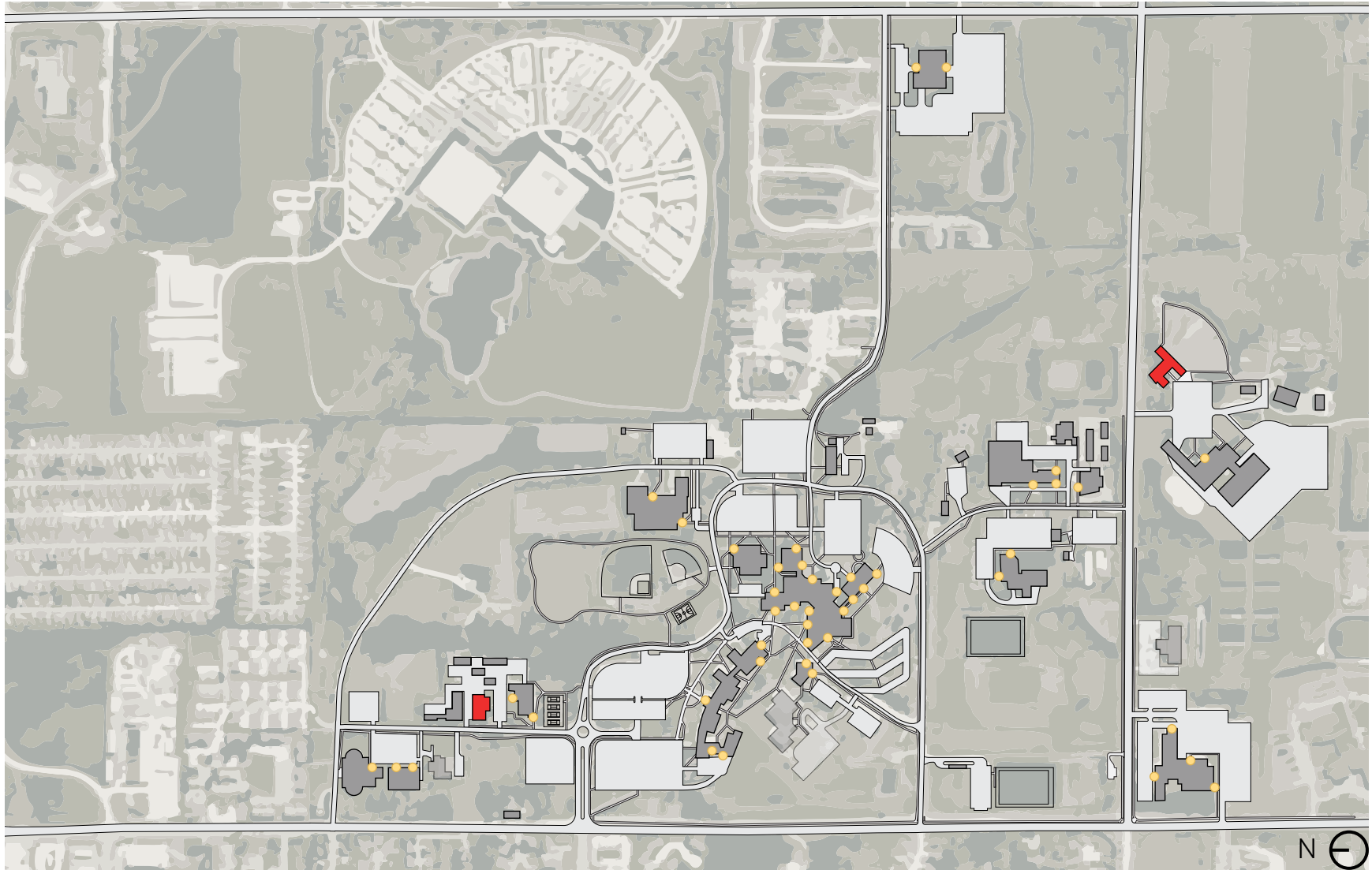
■ Parking Lot



POINTS OF ENTRY LEGEND

Primary Building Entrance

● Secondary Building Entrance



ACCESSIBLE PATHS / ENTRIES

Entrance with ADA
automatic opener

 Building without an entrance
with an ADA automatic opener

3.4 MAIN CAMPUS PARKING LOTS

Overall Parking

Kirkwood has approximately 39 parking lots distributed throughout its main campus. Majority of the parking lots serve one or more adjacent facilities, while several are designated for specialized uses such as overflow parking or bus commuter access.

Aerial imagery was utilized to inventory and count the total number of existing stalls across campus. Stall counts were visually measured by identifying striping patterns and lot layouts from the aerial images. Once the existing available parking supply was determined, then the required parking demand was calculated referencing the current City of Cedar Rapids Zoning Code. Per the zoning code, required stall counts were calculated for each building based on its assumed use classification and estimated gross floor area (GFA). The majority of buildings were assumed to be categorized as “Educational – College” which requires 1 stall per 400 SF of GFA. However, Johnson Hall, Cedar Hall, and The Kirkwood Center had portions that were categorized as “Assembly” or “Hotel” based on their respective uses. Please refer to the exhibits for the required parking lot calculations. Additionally, please note, the GFA estimates were approximated using aerial measurements and building footprint assumptions. Therefore, these calculations should be considered planning-level estimates rather than exact code determinations.

Comparing the available parking supply to the number of stalls required, it appears that there are over 2,000 extra stalls available. This surplus suggests that several lots or portions of lots may be underutilized during typical peak conditions. At Kirkwood’s discretion, select areas could be evaluated for potential reduction in pavement, restriping for more efficient layout, or repurposing for alternative campus uses, such as green space or future development. Prior to implementing any modifications, it is recommended that Kirkwood coordinate with the City of Cedar Rapids to confirm compliance with current zoning requirements, as well as any applicable site-specific conditions or development agreements that may not be explicitly outlined in the zoning code.

ADA Compliance

Kirkwood's parking lots were evaluated for ADA compliance using a consistent field-review process focused on key criteria defined by the Americans with Disabilities Act (ADA) Accessibility Standards. These criteria included:

- Accessible stall count relative to individual lot size
- Number of van-accessible stalls relative to the required number of total accessible stalls
- Stall dimensions, including width and access aisle requirements
- Longitudinal and cross slopes within accessible stalls and access aisles
- Signage presence, type, visibility, and location

Accessible parking requirements were determined based on the total number of stalls within each individual parking lot, consistent with ADA code, rather than assigning spaces based on the buildings served. Stall slopes were measured in the field with a digital level; however, these measurements are considered approximate and intended for screening-level assessment only.

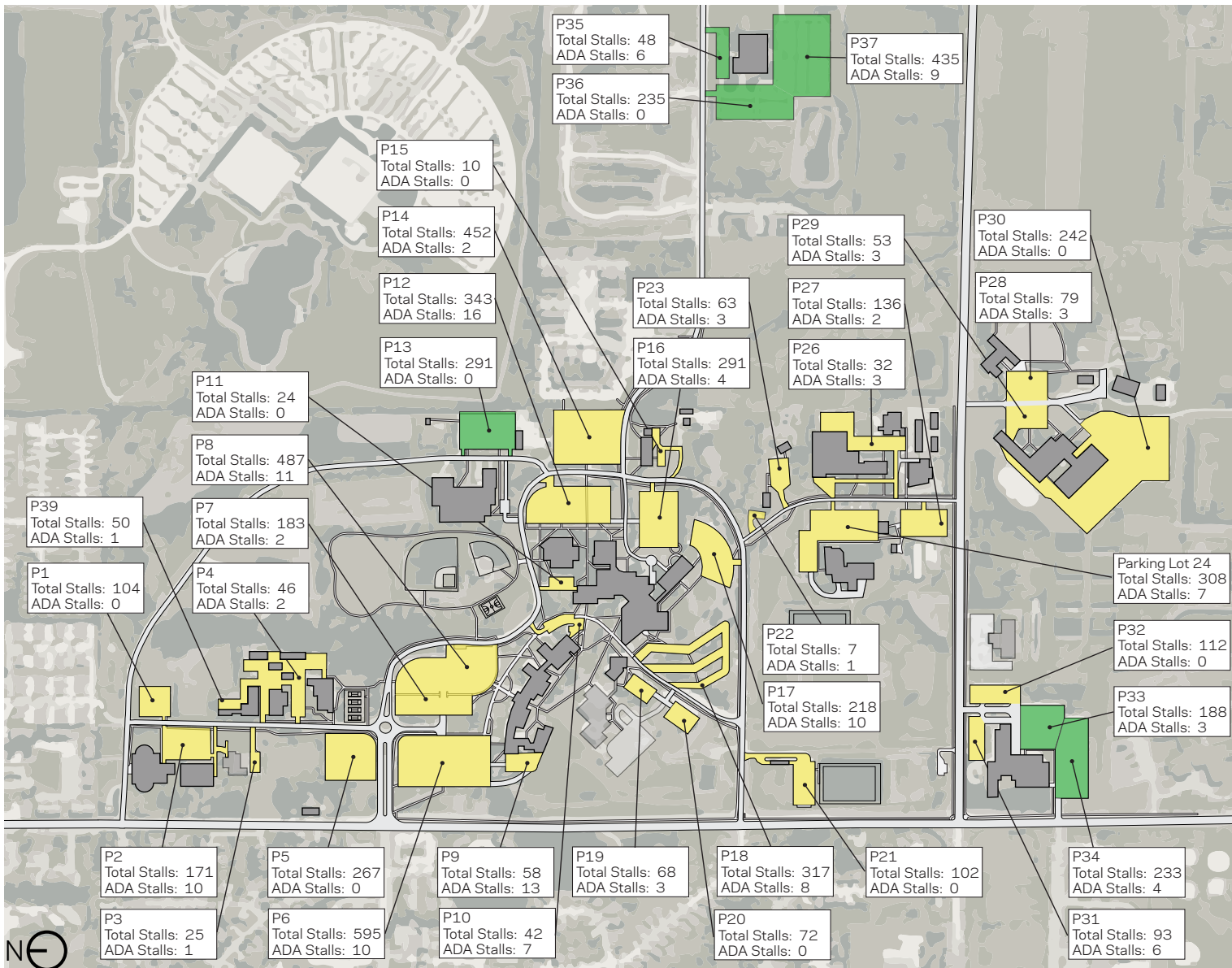
Each parking lot was then assigned an overall ADA compliance ranking based on how well it satisfied the above criteria. Lots were generally categorized as:

- Fully Compliant – meets all evaluated ADA requirements
- 1 ADA Violation – meets all evaluated ADA requirements except one
- 2 ADA Violations – does not meet two of the ADA requirements
- 3 ADA Violations – does not meet at least three of the ADA requirements

Based on this evaluation, P14 (Campus Overflow) and P26 (Washington Hall, CR Animal Control, Animal Health) were the only two lots identified as fully compliant with the current code across all reviewed categories. Many other lots were found to be partially compliant, typically requiring relatively straightforward improvements such as updated striping, improved markings, or installation of compliant signage.

For lots where the slopes were out of compliance, it is recommended for Kirkwood to obtain topographic survey of those specific areas first to verify field conditions and determine whether regrading, reconstruction, or relocation of accessible stalls is necessary or not.

Overall, it is recommended that Kirkwood prioritize low-cost, high-impact improvements, such as restriping and signage upgrades, while developing a phased plan to address more complex grading-related deficiencies.



PARKING - PAVEMENT CONDITIONS

■ Poor Condition
 ■ Fair Condition
 ■ Good Condition

Pavement Conditions

Parking lot pavement conditions were evaluated through visual field observations, focusing on indicators such as cracking, rutting, patching, and surface wear. Based on these visual observations, each lot was classified into one of three condition categories:

- *Good – pavement is in sound condition with minimal visible distress. Only routine maintenance, such as crack sealing, is anticipated in the near term.*
- *Fair – pavement exhibits moderate wear and distress, such as cracking or localized deterioration. Preventive maintenance or minor rehabilitation is recommended to extend service life.*
- *Poor – pavement shows significant deterioration, including widespread cracking, path failure, or structural issues. Major rehabilitation or reconstruction is likely required.*

The majority of the parking lots were classified as being in “Fair” condition, indicating that while the pavement is generally serviceable, ongoing maintenance will be important to prevent accelerated deterioration. A limited number of lots were classified as “Good”, reflecting recent improvements or strong pavement performance. No lots were classified as “Poor”.

Based on these findings, it is recommended that Kirkwood continue its current pavement maintenance program as it appears effective in maintaining overall lot conditions. Continued proactive maintenance, such as crack sealing and sealcoating, will help preserve pavement life and delay the need for more costly capital improvements. Please refer to the exhibits for additional information.

3.5 REGIONAL CENTER CIRCULATION

Kirkwood Regional Center at the University of Iowa

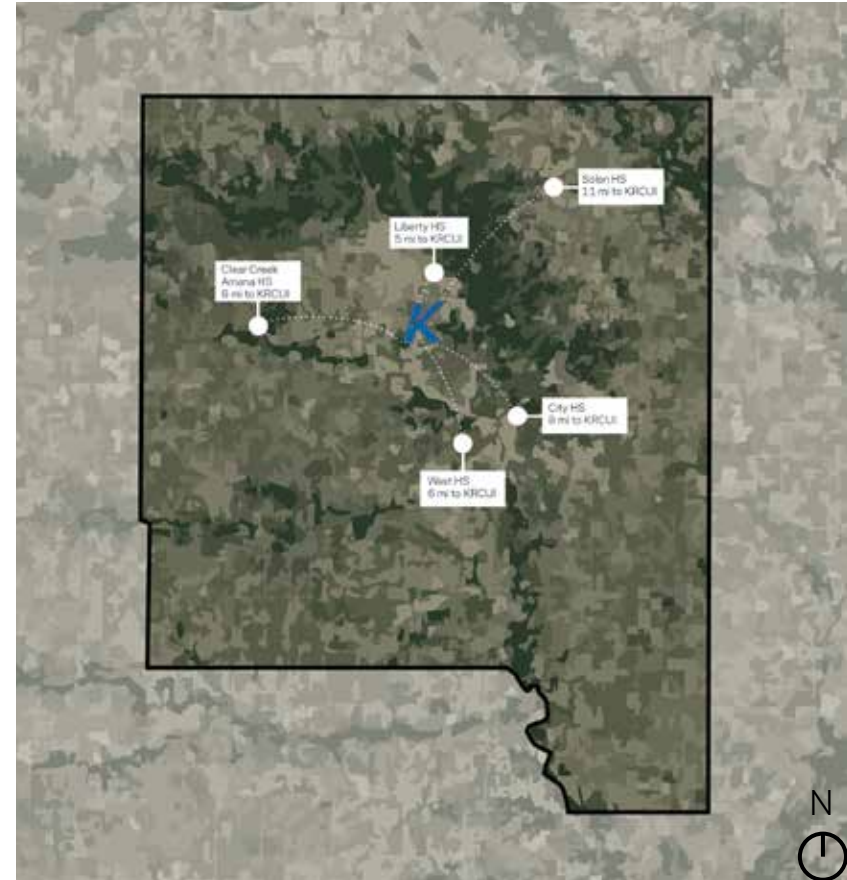
The Kirkwood Regional Center at the University of Iowa in Coralville is centrally located between the high schools in Tiffin, North Liberty, Solon, and Iowa City West.

Bicycle paths are integrated around the building and a single bike rack is located near the main entry of the building.

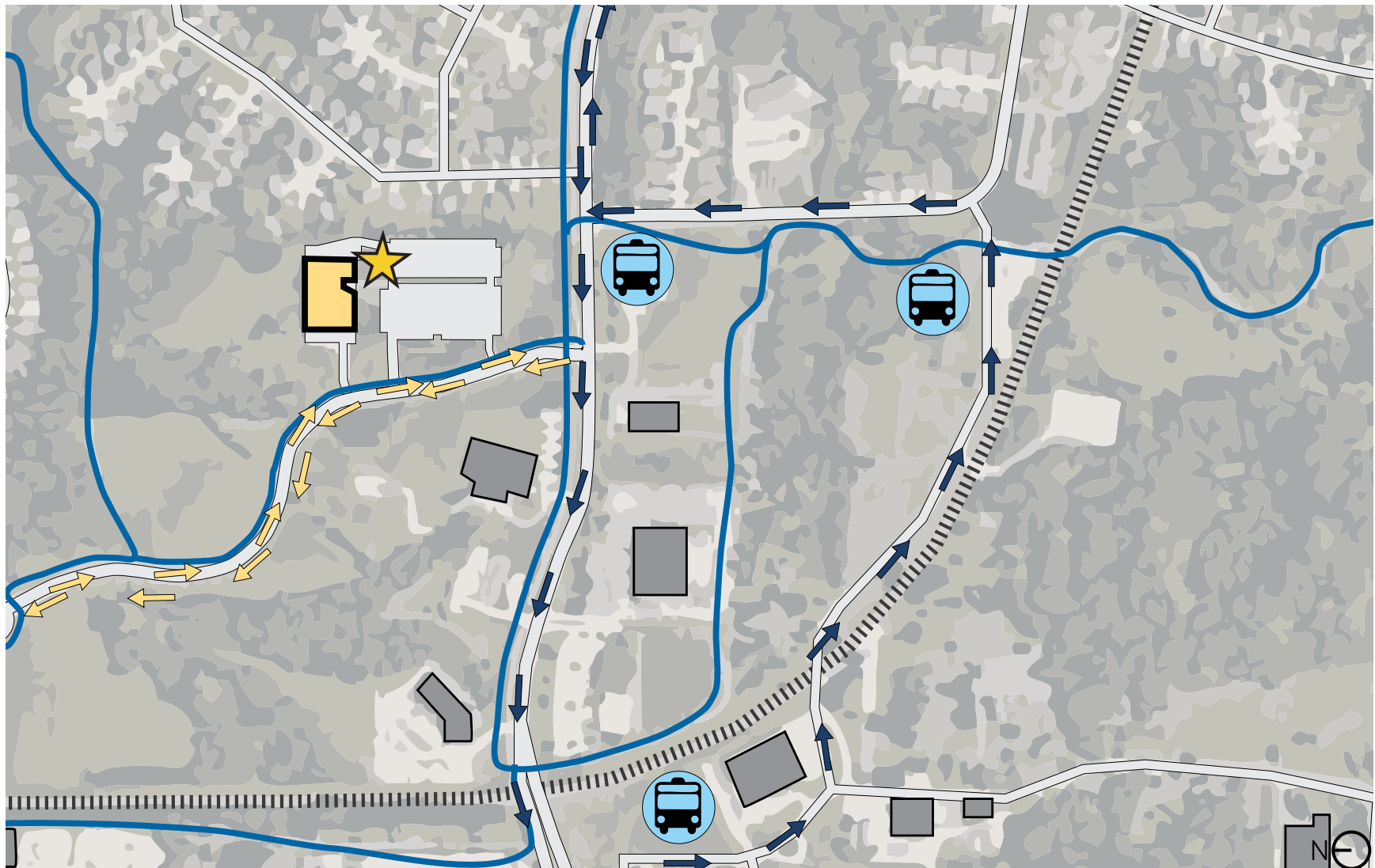
The U of I Cambus route circles the neighborhood and stops in front of the building making it convenient for those who commute on the bus.

Johnson County is also within the ECICOG jurisdiction, which provides access to an on-demand transit system

A large parking lot to the south is reserved for vehicular traffic with accessible entries in the building.



Johnson County



CIRCULATION LEGEND

-  Bike Trails
-  Bike Rack
-  380 Bus Route
-  UI Campus Bus Route
-  Bus Stop

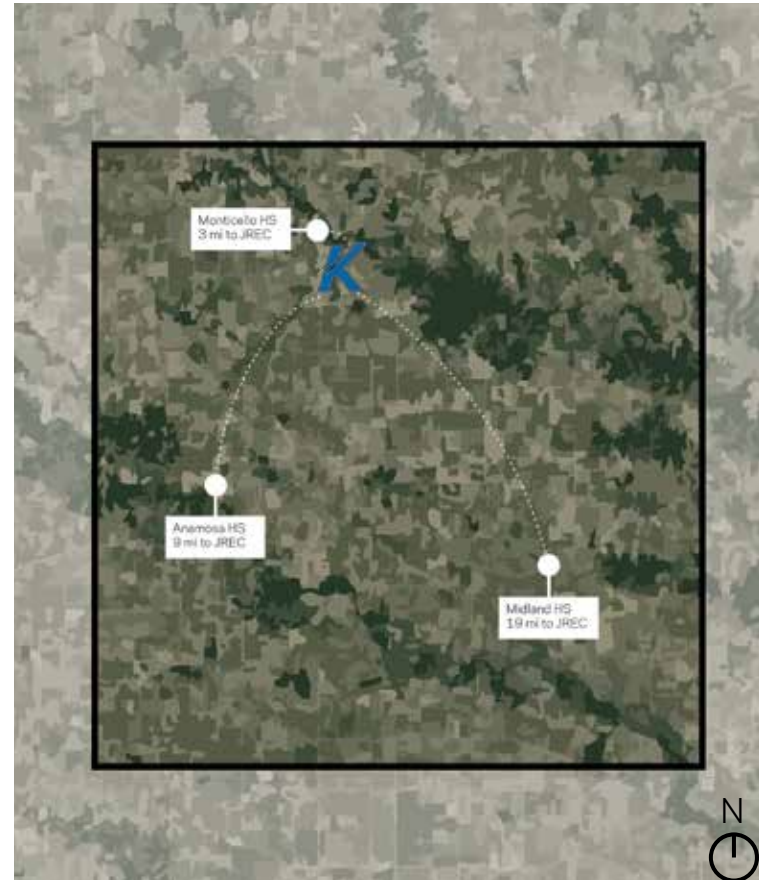
Jones County Regional Center

The Jones County Regional Center in Monticello is located along Highway 151 directly off the exit ramp, making it easy to get to by vehicular transportation.

Bicycle paths and trails are not included as part of this campus. However, bicycles could be used on roadways to get to this campus.

There is not a bus system in Jones County. However, Jones County is within the ECICOG jurisdiction, which provides access to an on-demand transit system.

A large parking lot around the building is reserved for vehicular traffic with accessible entries in the building.



Jones County Regional Center

Washington County Regional Center

The Washington County Regional Center in Washington is located off of Highway 1 making it easy to get to by vehicular transportation.

A bicycle path is located to the west of the campus. Bicycles could be used on roadways as well to get to this campus.

There is not a bus system for Washington County. However, Washington County is within the ECICOG jurisdiction, which provides access to an on-demand transit system.

A large parking lot around the building is reserved for vehicular traffic with accessible entries in the building.



Washington County Regional Center

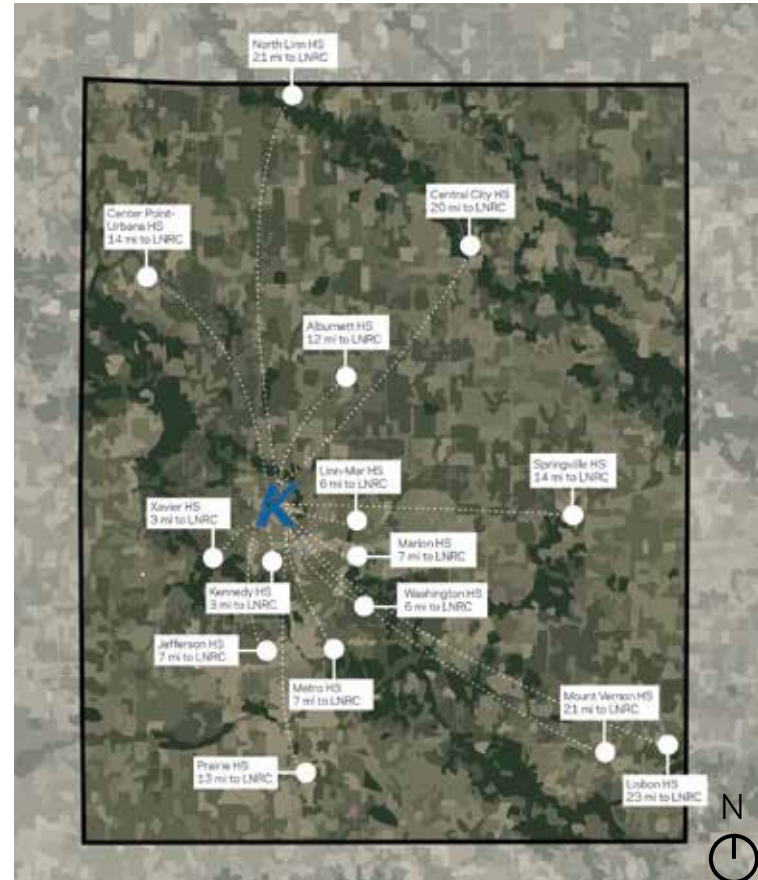
Linn County Regional Center

Kirkwood's Linn County Regional Campus is located in Hiawatha on Boyson Road, near Interstate 380 making it easy to get to by vehicular transportation.

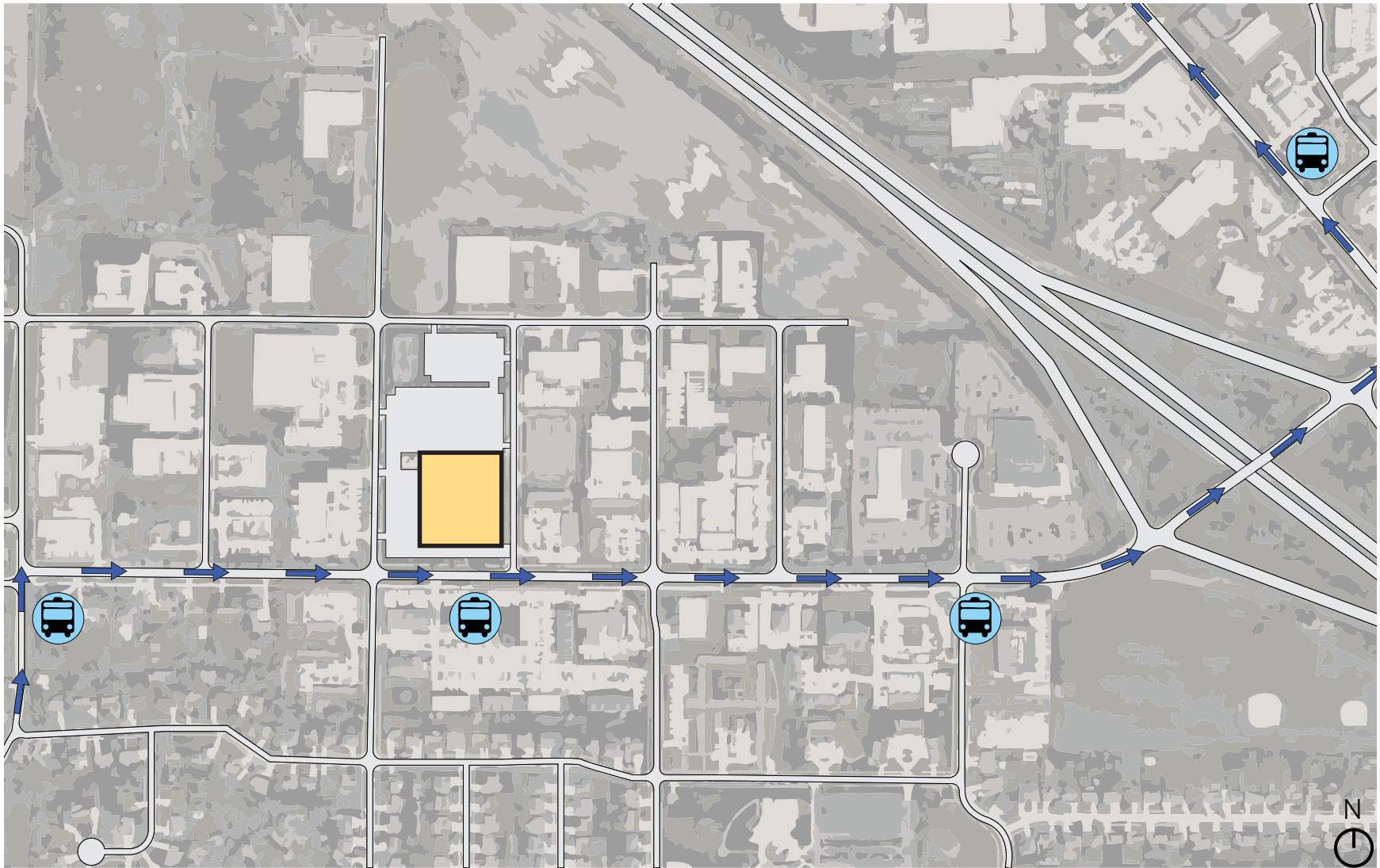
Bicycle paths and trails are not included as part of this campus. However, bicycles could be used on roadways to get to this campus.

The Cedar Rapids bus system does have a route along Boyson Road. There is a bus stop across the street from the regional center. Linn County is also within the ECICOG jurisdiction, which provides access to an on-demand transit system.

A large parking lot around the building is reserved for vehicular traffic with accessible entries in the building.



Linn County Regional Center



PUBLIC TRANSIT CIRCULATION LEGEND

-  Cedar Rapids Bus Route
-  Bus Stop

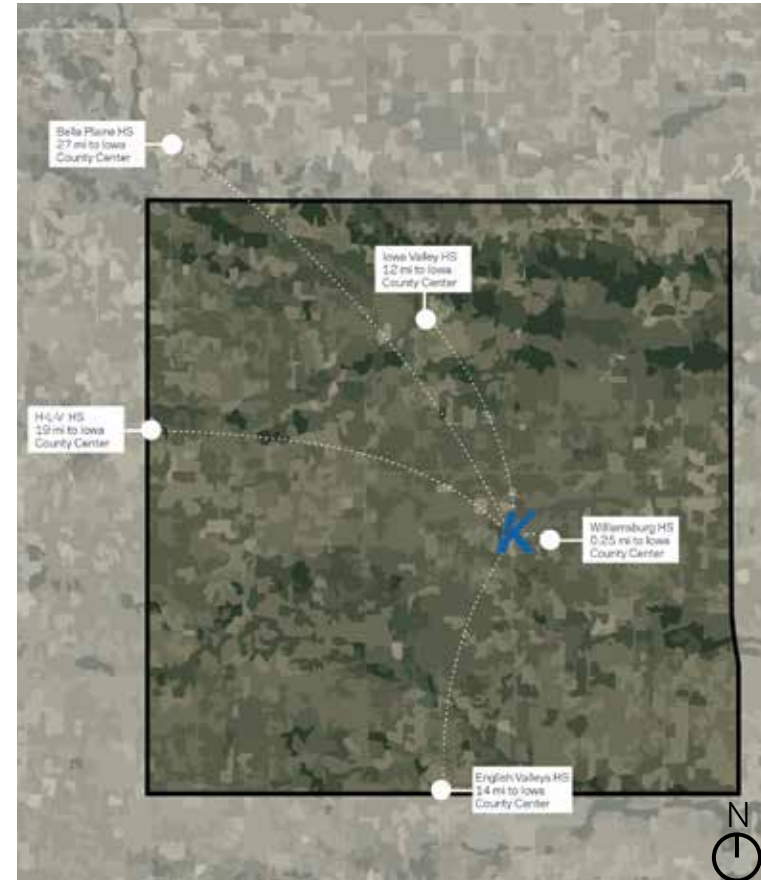
Williamsburg Center

Kirkwood's Williamsburg Center is located in Williamsburg and is adjacent to Williamsburg High School. It is centrally located for most of the communities it serves. It is located off West Street, making it easy to get to by vehicular transportation.

Bicycle paths and trails are not included as part of this campus. However, bicycles could be used on roadways to get to this campus.

There is not a city bus system for Washington County. However, Williamsburg school has a bus system that would get Williamsburg students to campus. Additionally, Iowa County is within the ECICOG jurisdiction, which provides access to an on-demand transit system.

A parking lot on the north side of the building is reserved for vehicular traffic with accessible entries in the building.



Iowa County

Vinton Center

Kirkwood's Vinton Center is located in downtown Vinton off of Third Street. It is centrally located between the communities it serves and easy to get to by vehicular transportation.

Bicycle paths and trails are not included as part of this campus. However, bicycles could be used on roadways to get to this campus.

There is not a city bus system for Benton County. However, Benton County is within the ECICOG jurisdiction, which provides access to an on-demand transit system.

A parking lot adjacent to the building is reserved for vehicular traffic with accessible entries in the building.



Benton County