SEPTEMBER
2024

DEVELOPMENT PLAN

SCHMITT ISLAND

DEVELOPMENT PLAN

ACKNOWLEDGEMENTS

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VISION

"Dubuque's Gateway to **Entertainment** and the **Mississippi**."

MISSION

"A connected island that welcomes visitors and the community to **recreation**, **entertainment** and the **outdoors**."

SCHMITT ISLAND

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SCHMITT ISLAND

Executive Summary

1

Executive Summary

Introduction

In 2014, the City of Dubuque created the Schmitt Island Master Plan, establishing an early vision for the island's future. A key strategy within this plan was the establishment of an island resort destination. A mixed use area that would help attract residents, improve the quality of life and offer tourism opportunities. Some of these ideas have started to emerge in the built form, including an expansion of the Q Casino + Resort, enhancements to the trail system and transportation improvements through the recently awarded Federal Raise Grant. Given these improvements – and the fact that the Southern portion of the island has not experienced the same level of investment, clarity is needed on what the highest and best uses of these lands are.

Within the 2014 plan, additional redevelopment uses included sports tourism, recreational/passive sports and residential development – all would be pivotal to the island's success. While the strategies behind this vision have merit, further study was needed to understand the potential costs and economic impacts of what is feasible as significant changes (Covid-19, interest rate hikes, inflation, etc.) have occurred throughout the world and within Iowa over the past several years, impacting the greater Dubuque region.

As we look ahead into the sections of this document, the Schmitt Island Development Plan provides a comprehensive framework to prioritize, clarify, and move development forward, helping to create a unique, one-of-kind island destination on the Mississippi.

Process

The planning process was iterative and took a systematic perspective, completing the appropriate level of due diligence that is necessary to build investor confidence, identify potential pitfalls and to create a program for development that contains the right mix of uses, with an ultimate goal of creating a vibrant, destination development. Within the plan, special attention was given to these critical factors:

- **Market Research.** What uses are in demand within the Dubuque region? Are there gaps that are best served on Schmitt island?
- **Financial Feasibility.** Are the uses financially feasible – what level of incentive is needed to make the improvements a realistic project?
- **Resiliency and Flooding.** What improvements are needed to protect future investments? Are there ways to construct buildings that resilient?
- **Natural Resources.** A defining characteristic of the island – what should be done to reconnect the residents of Dubuque and Island users to the landscape?
- **Connectivity.** What modes, improvements or strategies are necessary to help improve the connectivity and circulation on the island?

Together, these factors have been evaluated, providing clarity for what could be, while addressing the myriad of questions that arise as development opportunities are initiated.

Action & Next Steps

As you read through the plan and view the illustrations of the proposed development, several critical actions are needed to advance the project (amongst many more high priority improvements). This includes working with the Department of Interior and the State of Iowa to remove the use restrictions on the Gerald "Red" Mc Aleece Park and Recreation Complex, update the Schmitt Island Planned Unit Development Ordinance to include residential as a permissible use and work with the City to understand the potential geotechnical considerations on the island. Completing these items will help provide clarity and build investor confidence, ultimately continuing the momentum generated by this planning effort.

SCHMITT
ISLAND

Background & Momentum

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Background & Momentum

Why a Development Plan Now?

Over the past year, multiple stakeholders convened, analyzed and informed the vision for Schmitt Island. While the notion of a development plan is not new, the viability and feasibility of the prior master plan's improvements (impacted by market, environmental and other concerns) have not been analyzed to the extent needed in order to make informed development decisions, invest capital or prepare the sites for development. This plan provides a summary of the analyses completed, markets contemplated, infrastructure needed and the other "development systems" that are necessary parts of a development process.

Vision

The long-term vision for the island is to create Dubuque's "Gateway to Entertainment and the Mississippi," a regional destination where people of all ages, abilities and backgrounds can experience Dubuque's beauty and high quality of life.

This plan sets out to achieve several critical objectives:

- **Leverage Existing Investments.** Multiple projects are in design or construction on the island, including a 155 Million Dollar Casino + Resort development, the planning portion of the City's recently awarded Federal RAISE Grant, a pedestrian trail improvement that connects the Veterans memorial to the mainland and infrastructure investments to help improve sanitary sewer service.

1. **Attract New Development.** Identify ways to attract private investment from local, regional and national sources, serving as a premiere waterfront destination for Dubuque 's riverfront development.
2. **Market Alignment.** Ensure that commercial, residential, entertainment and recreation uses are right sized and in sync with the local and regional markets.
3. **Identify Potential Policy Barriers.** Review existing city ordinances or policies that may unreasonably slow or negatively impact how development occurs on the island.
4. **Floodplain/Floodway Evaluation.** Evaluate the regulatory impacts on floodplain and floodway development, specific to this development initiative.
5. **Beautify the Island.** Identify ways to restore and enhance the island's natural resources and connection to the Mississippi, which is the island's differentiating factor.
6. **Circulation Evaluation.** Review and enhance the island's infrastructure and mobility opportunities, improving the access to indoor and outdoor recreation.
7. **Be Strategic.** Determine and prioritize the highest and best development opportunities given these objectives/decision-making lenses.

Rendering of new casino development. Image: DLR / Q Casino + Resort

VISION
"Dubuque's Gateway to **Entertainment** and the **Mississippi**."

MISSION
"A connected island that welcomes visitors and the community to **recreation**, **entertainment** and the **outdoors**."

Background & Momentum

Development Plan Overview

Commissioned by the Dubuque Racing Association (DRA) and supported through numerous conversations with the City of Dubuque, this development plan uses a strategic approach that integrates the island's physical systems into the final development plan. This approach fuses the best-case scenario for resiliency, development, ecology, mobility – and economic feasibility – into a robust 20-year vision.

The DRA led weekly discussions in collaboration with the planning team to help define the island development program based on market research. Early strategies were tested and vetted with multiple developers who have completed significant volumes of work in Iowa. Further, feasibility was evaluated by key stakeholders including the United States Army Corps of Engineers and the City of Dubuque. Recommended next steps are included later in this document.

While this development plan can be seen as a refinement to the prior plan efforts, it also served as the final sieve, creating clarity for the improvements contemplated. On the following page is a summary of the key elements from concurrent design and engineering efforts along with prior plans that have been woven into this development plan.

City of Dubuque Strategic Alignment

The Schmitt Island Development Plan aligns closely with Dubuque's Five-Year Goals, with these specific strategies noted:

1. **Vibrant Community.** This development plan identifies a number of improvements that promote improving the physical and emotional health of those that visit the island including destination play, hospitality, trails, "eatery-tainment" and similar placemaking strategies. Improving pedestrian safety and vehicular circulation are a high priority.

2. **Financially Responsible, High Performance City Organization.** This development plan offers multiple strategies that help create a resilient future through financially responsible strategies for all, including additional property tax and lease income growth.

3. **Robust Local Economy.** The Schmitt Island Development Plan identifies multiple improvements that help diversify the community and region's economy – including waterfront living, destination development, access to jobs and a strong connection to the natural environment. No other place in Dubuque is as physically connected to the Mississippi river as Schmitt Island – this is a key differentiator from all of Dubuque's riverfront.

4. **Livable Neighborhoods and Housing.** Housing is a key goal that helps ensure vibrancy and opportunity are present on the riverfront.

5. **Sustainable Environment.** The natural resource restoration opportunities on the island are significant. This plan identifies clear strategies to restore and revitalize the vegetation and natural amenities, helping improve the physical, social and mental health of all who use the island.

6. **Connected Community.** This plan identifies a series of alternative transportation opportunities, including bike trails, paths, water taxis and ride share opportunities that will help improve access and mobility within and around the island, creating a direct connection to some of Dubuque's most disadvantaged census tracts.

7. **Diverse Arts, Culture, Parks and Recreation Experiences and Activities.** A key goal for the city, this strategy is woven throughout the development plan. Expectations for high quality design, an artful amphitheater and unique "placemaking" strategies will elevate the island's standing, appeal and vibrancy.

8. **Partnership for a Better Dubuque.** Multiple public and private development opportunities will include improvements that everyday citizens can enjoy. From the public fishing access to bike paths, riverfront promenades and destination play areas, this plan is for the people who call Dubuque home – and those who will call it home in the future.

Background & Momentum

2014 Master Plan

The 2024 Schmitt Island Development Plan brings clarity to the 2014 Master Plan strategies and opportunities, evaluating their feasibility, current demand (as of this writing the 2014 master plan is 10 years old) or desire and distills the concepts into an action plan. For more detailed information and to review the 2014 plan, please refer to this plan's appendix. The 2014 Master Plan was sponsored by the City of Dubuque.

Key "big picture strategies" that have been carried forward into this plan include the following:

- **Master Plan Goals.** Including a connected riverfront, celebrating the island, putting your feet in water and spending the day or night in any season. These goals have been woven through the development plan and are as relevant today as they were in 2014.
- **Master Plan Framework.** The "three ideas" introduced on page 29 of the 2014 report remain strong organizing factors for island development.
- **Master Plan Site Analysis.** In general, the analysis work included in the master plan was carried forward into the development plan. Minor exceptions include changes to the current tenants that lease land from the city, minor changes to land use and facilities. A new Veterans Memorial has been constructed and a new trail is currently being developed along Admiral Sheehy Drive, connecting the memorial to the city.
- **Island Destination.** The spirit of creating an island destination remains a high priority. Market analysis suggests that residential uses (built through a lens of resiliency) are needed, as is a marina village.
- **Peosta Channel Bridge.** The bridge connects back to the mainland and serves as a second point of egress from the island.
- **Tunneling under Highway 151 to connect the island.** This improvement helps connect the North and South sides of the island, improving connectivity.

Key high level strategies from the 2014 Master Plan that are no longer viable or supported (based on the systems approach) in 2024, include the following:

- **Economics.** The 2014 Master Plan economics are from a pre-Covid world. Much has changed.
- **Island Destination.** While the idea of maximizing the development on the south side of the island remains a key strategy, the specific tactics and uses have been revisited – especially for the ballfield site (Gerald "Red" McAleece Complex). The current market analysis does not support developing office space or traditional retail spaces, nor does it indicate a need for a minor league baseball stadium.

Option 1: Housing

Option 2: Retail

Option 3: Minor League Baseball

Background & Momentum

2017 Placemaking Plan

Please see the appendix of this document for a full copy of the 2017 Placemaking Plan.

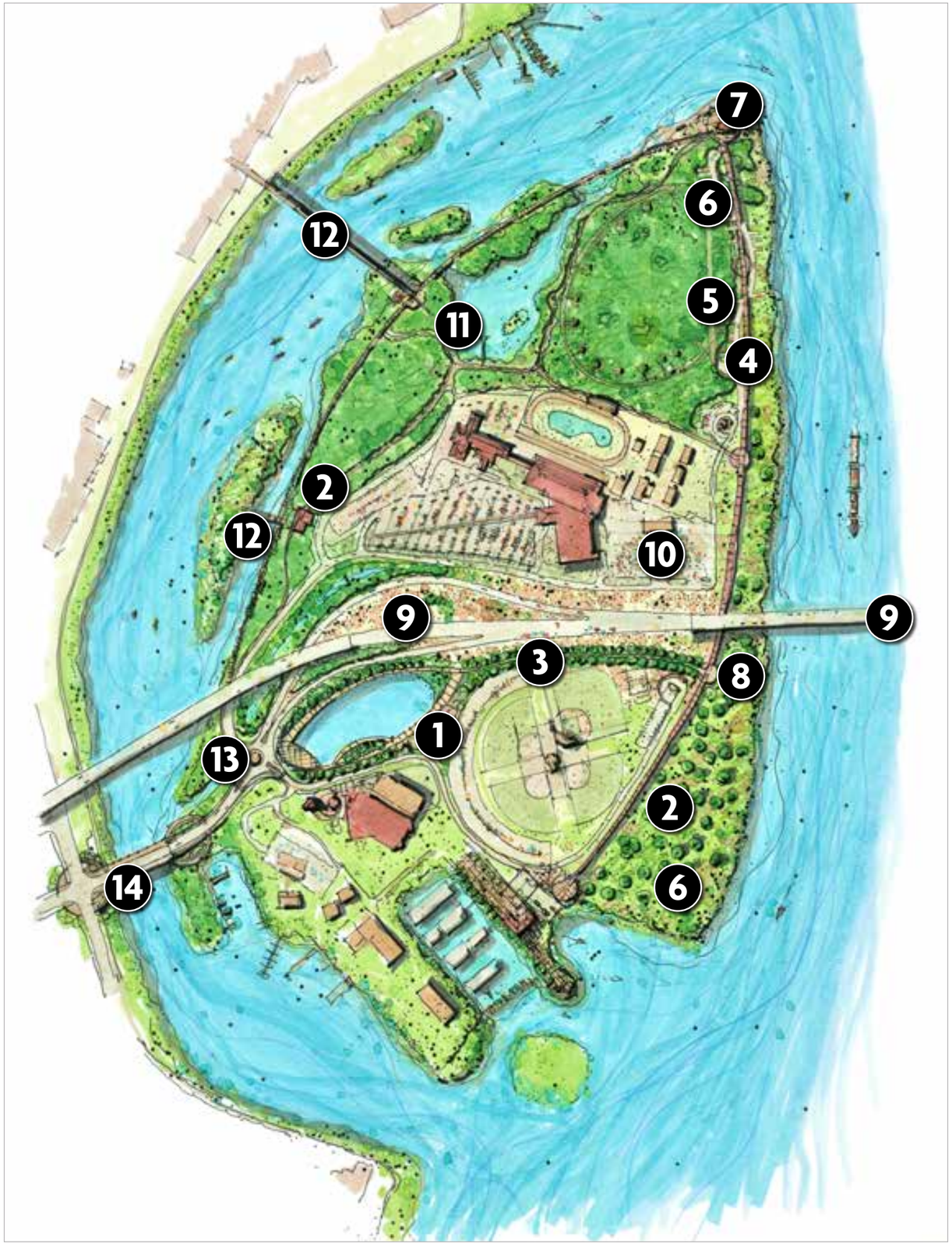
The 2017 Schmitt Island Placemaking Plan was developed by the Dubuque Racing Association to help kick start and bring clarity to some of the initiatives proposed in the 2014 Master Plan. The plan was authored by RDG Planning & Design and focused on amenities that were not under the control of the private sector.
Key placemaking plan strategies that have been carried forward into this plan include the following:

- **Vision and Mission.** The placemaking plan's vision and mission remain true today and have been adopted as the guiding vision for the overall island.
- **Island Destination.**
  - A destination boardwalk creates an iconic entry into the island.
  - A landmark tower located at the island's north end.
  - Revisiting the future of Miller Riverview Park.
  - A robust trail/boardwalk system.
- **Highway 151.** Light the bridge.
- **Amphitheater.**
- **2017 Design Guidelines & PUD.** During the development of the 2017 Placemaking Plan, strategies were put in place to allow the island to function as its own destination and district – hence the desire to have it be regulated independently from other areas of the community. In large part this was due to the island's unique history (landfill, flooding, etc.) and location. These generated a need to think creatively about how development should occur.

  During the development of the PUD, there were concerns over traditional residential development taking place, adjacent to a resort. Therefore, residential was removed as a permitted use. Post-Covid, the market has changed and there is new demand for waterfront living, with a desire for direct access to amenity rich environments. This shift is reflected in this 2024 development plan, showing a robust marina village that incorporates residential uses.
- **2022 Island Master Plan Update.** During the summer of 2022, RDG prepared a revision to the 2017 Placemaking/2014 Master Plan that incorporated an amphitheater venue and an improved trail system into the lands currently owned by the City of Dubuque, located at the former site of Greyhound Race Track. This plan was used to seek grants from by the State of Iowa through the "Destination Iowa" grant program.

LEGEND

1. Memorial Enhancements
2. Trail and Screening
3. Trail Connection
4. Island Boardwalk
5. Camping
6. Ecological Restoration
7. Recreation Tower
8. Splash Pad
9. Highway 151 Bridge Lighting
10. Amphitheater
11. Recreation Improvements
12. Pedestrian Bridge
13. Roundabout
14. 16th Street Bridge Improvements



Background & Momentum

Ongoing trail improvements next to Veteran's Memorial.

Casino + Resort

Separate from this plan – but a critical investment and development driver - are the significant improvements already in the works or underway. The Q Casino + Resort and DRA are in the midst of a $155 million redevelopment of the Q Casino + Resort. A temporary casino has been constructed and construction is under way for a new casino floor. A groundbreaking ceremony has been held for a new hotel. A family entertainment zone will be completed by this winter to welcome families indoors. And funding has been awarded to build an outdoor amphitheater, to open in summer 2026 with the support of Destination Iowa.

Trail Improvements

In 2022, the City received a grant, sponsored by Representative Ashley Hinson, to construct a trail from the East end of the 16th Street bridge to the Veteran's Memorial. This work was identified in the Placemaking Plan and is under construction.

RAISE Grant

In 2023, the City of Dubuque received a RAISE Planning Grant award (also known as 16th Street improvements) through the US Department of Transportation to design a railroad overpass connecting 14th Street to 16th Street, developing a green street along Elm and creating a series of roundabouts and trails along 16th Street to Schmitt Island. These improvements culminate with a roundabout proposal on Schmitt Island, significantly improving island safety and connectivity.

Ice Arena

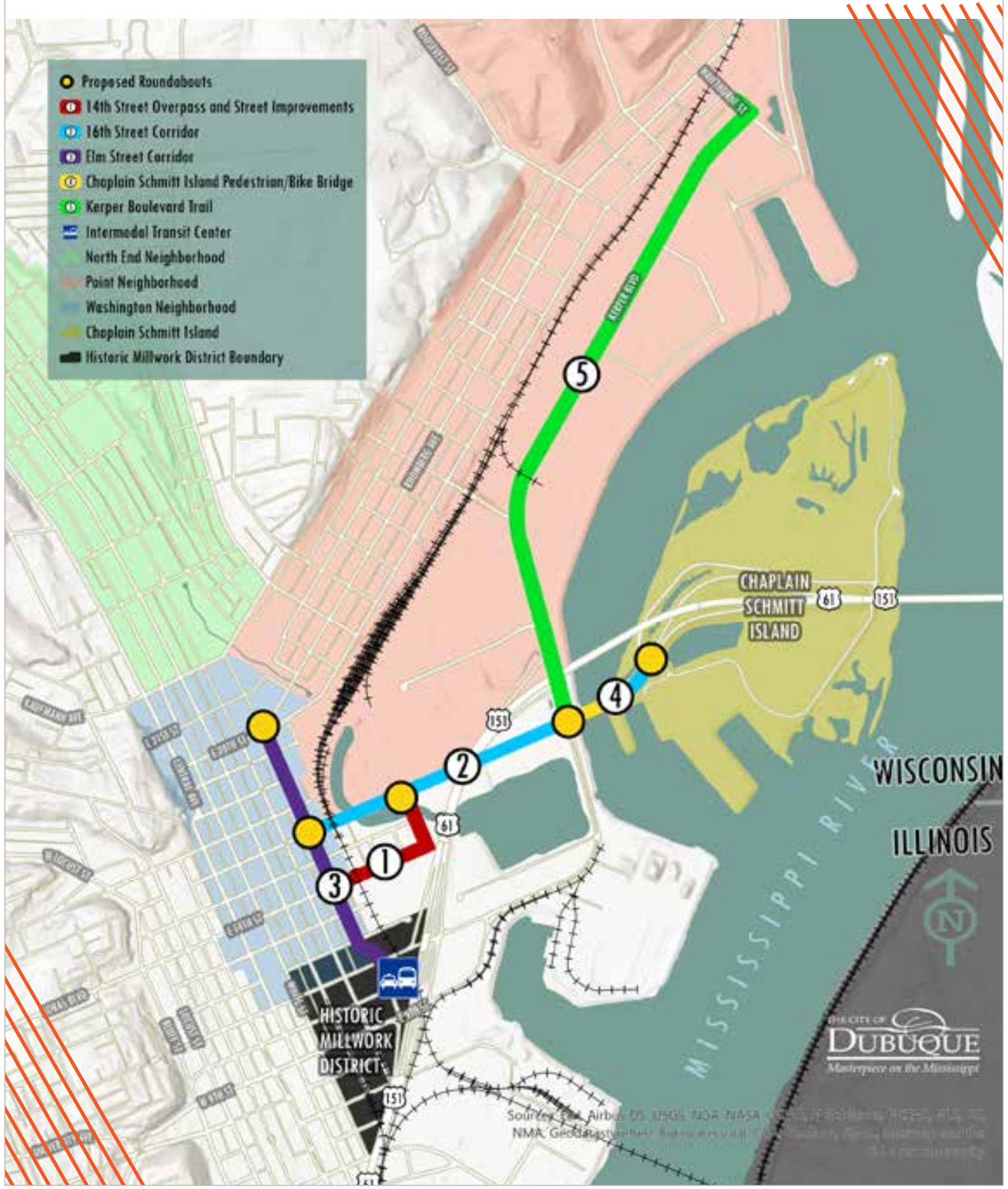
The island's ice arena gained major support for updates and changes with its rebranding in September 2023 as ImOn Arena, supported by ImOn Communications from Cedar Rapids.

Looking Ahead

The Schmitt Island Development Corporation (SID) was formed as a nonprofit organization in 2022. specifically to help undertake, manage and facilitate development projects on the island, and to facilitate charitable contributions toward that end. SID's website (https://schmittisland.com) was launched as a way to build momentum for island development and to share information with residents and visitors about changes that are planned and occurring on the island. The establishment of SID is a key step in promoting the island's potential to the broader region, including non-Dubuque-area developers. Additionally, as a nonprofit, SID can apply for, request and receive grants and awards that might not be available to city or private-sector entities.

Throughout the 2024 Schmitt Island development planning effort, a number of key decisions have helped provide clarity and investor confidence in the future of the island. These clarifying factors are explored in this document and have been vetted through objective, market driven measures along with subjective and informal input from policymakers and developers.

RAISE GRANT PROJECT AREA Map



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Development Plan

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Vision & Development Program

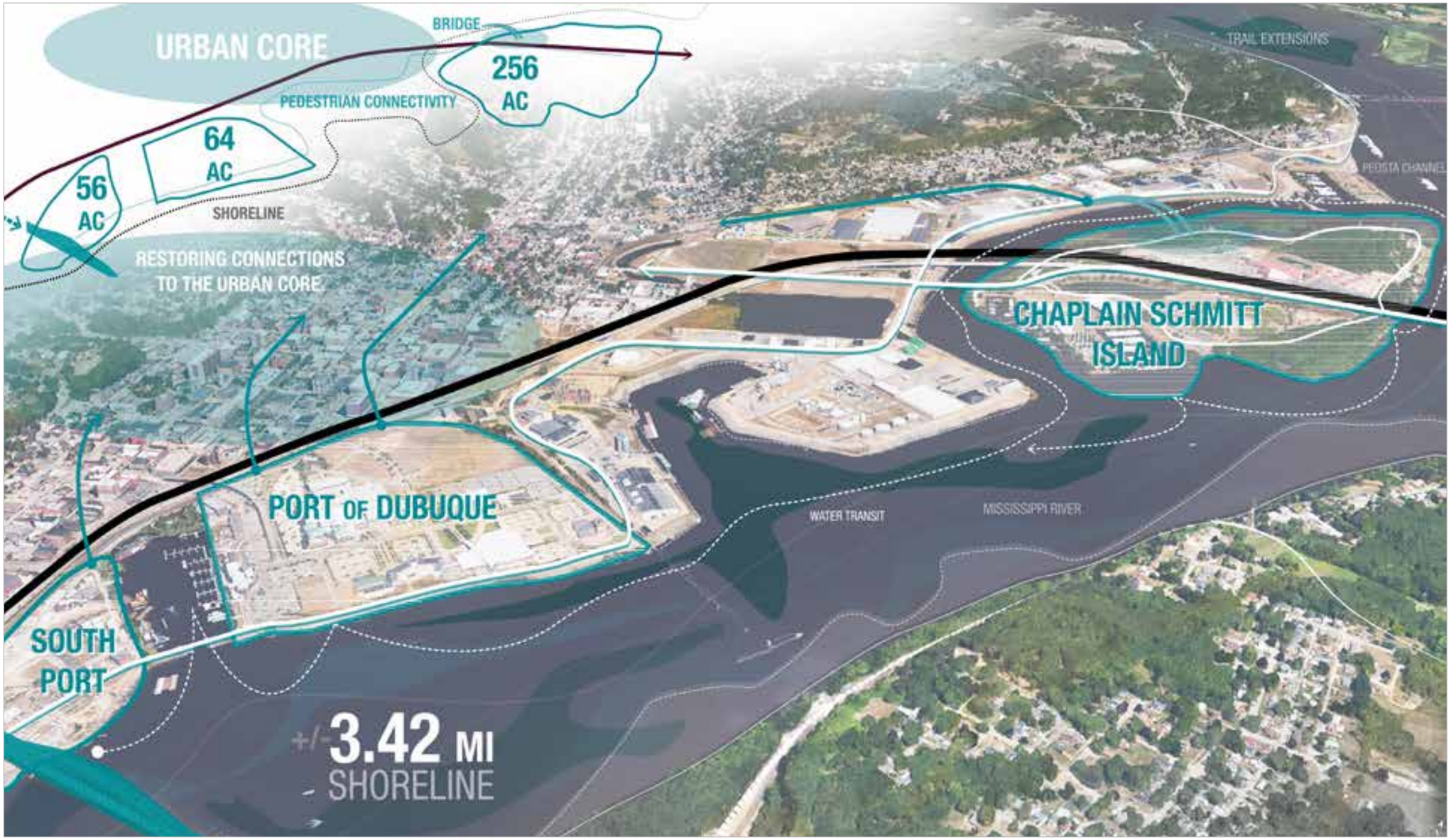
Vision & Development Program

Chaplain Schmitt Island: Dubuque's Premier Waterfront Destination

The plan intends to strategically maximize the island's potential to its highest and best use - improvements that are both good for the private sector and also provide a high return to the public, with opportunities to enjoy all that Schmitt Island has to offer. Additionally, to maximize the island's connection to the urban core so that it is easy to visit using all transportation modes.

Planners gave careful consideration to regulatory frameworks, cost structures and policy landscapes. The planning team conducted developer interviews, stakeholder meetings, market research and financial feasibility analysis.

Studying this data, it became clear that a development plan for the island needed to include a residential component. The current island planned unit development restricts residential development, which ultimately fails to capitalize on the island's potential as a premier destination for tourism and recreation. Hence, a pivotal aspect of the strategy involves revisiting these policies to unlock the island's full potential in recreation, tourism and amenity opportunities.



Chaplain Schmitt Island anchors the North end of Dubuque's waterfront and is a front door into the City and Downtown.

Vision & Development Program

As Schmitt Island enters the next phases of development, maintaining it's unique relationship with the natural environment, improving connectivity and creating vibrant public spaces will be fundamental to achieving the plan's vision. These items contribute to a high quality of life while also creating a draw for visitors. This includes:

- Focusing on identifying the island's brand – it must provide a unique mix of uses that are different from existing developments in Dubuque.
- It must be memorable for all – creating great civic destinations and reconnecting to the river.-Reducing reliance on the automobile, creating walkable, bikeable and connected destinations that are safe and well designed.
- Reducing vehicular speeds into and out of, as well as around the island – while simultaneously providing additional mobility offerings for entertainment events – pedestrians should be prioritized over vehicles.
- Restoring the natural areas to focus on the "long views" into and out of the island while clearly delineating the arrival movements.
- A high level of care for the spaces that exist today – and those created in the future. These spaces should be maintained to the highest level, beautified and well cared for throughout all of the seasons.

Together, developers, the Q Casino + Resort, the City of Dubuque and community leaders must collaborate around achieving the vision and hold it with the highest regard. Expectations for good design and planning should be first and foremost creating a dynamic island destination.

Vision & Development Program

North Half Detail Plan

LEGEND

Amphitheater:

1. Berm Seating
2. General Lawn Seating
3. Food Trucks & Beverages
4. Concessions
5. Amphitheater Stage
6. Toilets

7. Cabins
8. Support Building
9. Boat Launch Facility
10. Heron Pond Access
11. Preferred Amphitheater Parking
12. Peosta Channel Pedestrian Bridge
13. Future Development
14. Observation Tower
15. Boardwalk
16. Miller Riverview Park
17. Iconic Iowa Sign Photo Opportunity
18. Upper Mississippi River Fish and Wildlife Refuge

Looking south down the Eastern Gateway.

Eastern Gateway Close-up Plan

LEGEND

1. Parking
2. General Admission
3. Stage
4. Concessions
5. Landforms
6. Iconic Iowa Sign Photo Opportunity

Vision & Development Program

South Half Detail Plan

LEGEND

1. Future Raise Grant Roundabout
2. Ice Center Renovation & Expansion
3. Expanded Ice Center Parking
4. Hotel & Suites
5. Skywalk Connection
6. Adventure Splash Pad & Skating Rink
7. Apartments/Condos (50 total units)
8. Marina (75 Slips)
9. Marine Sales
10. Marine Service
11. Public Fishing Access
12. Trail Head/Fishing Barge Parking
13. Veterans Memorial
14. Education Outpost
15. McAleece Park Renovation
16. Renovated Baseball Field
17. Renovated Softball Fields
18. Expanded Skate Park
19. Pump Track
20. River's Edge Council Ring & Gathering Space
21. River Themed Destination Playground
22. Public Waterfront Access

Looking east over the Peosta Channel at the proposed Marina Village

Looking northeast at the proposed destination playground, hotel and residential development

SCHMITT
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Development Systems

Development Systems

Development Systems

Island Parking

LEGEND

Existing Parking - Removed or Redesigned

Existing Parking - Remaining

Proposed Parking

ID	Facility Name	Existing	Proposed	Remarks
PARKING				
1	Hilton North	111	111	
2	Hilton South	326	777	Will combine Hilton SouthParking and Q Casino West Parking
3	Q Casino West	617		
4	Q Casino East	494	126 (West) + 146 (East)	Currently used for the Backwaters Stage. In 2026, the lot will reopen, converted into two lots - West Preferred Amphitheater Parking and East Preferred Amphitheater Parking
5	Ice Center	129	129	
6	Ice Center		68	Expansion
7	Hotel		113	New
8	Marina Street		54	New
9	Ball Fields	548	548	
10	Skate Park	61	61	
11	Education Outpost		116	New
12	Boat Ramp	N/A	N/A	
13	Trailhead/Fishing Barge		75	New
14	Peosta Channel		23	New
	Catfish Carlie's	72	-	
	American Marina	78	-	
SUBTOTAL		**2,436**	**2,347**	

Development Systems

Floodway / Floodplain

LEGEND

- Floodway
- 100 Year Floodplain
- 500 Year Floodplain

Development Systems

Landfill Limits

LEGEND

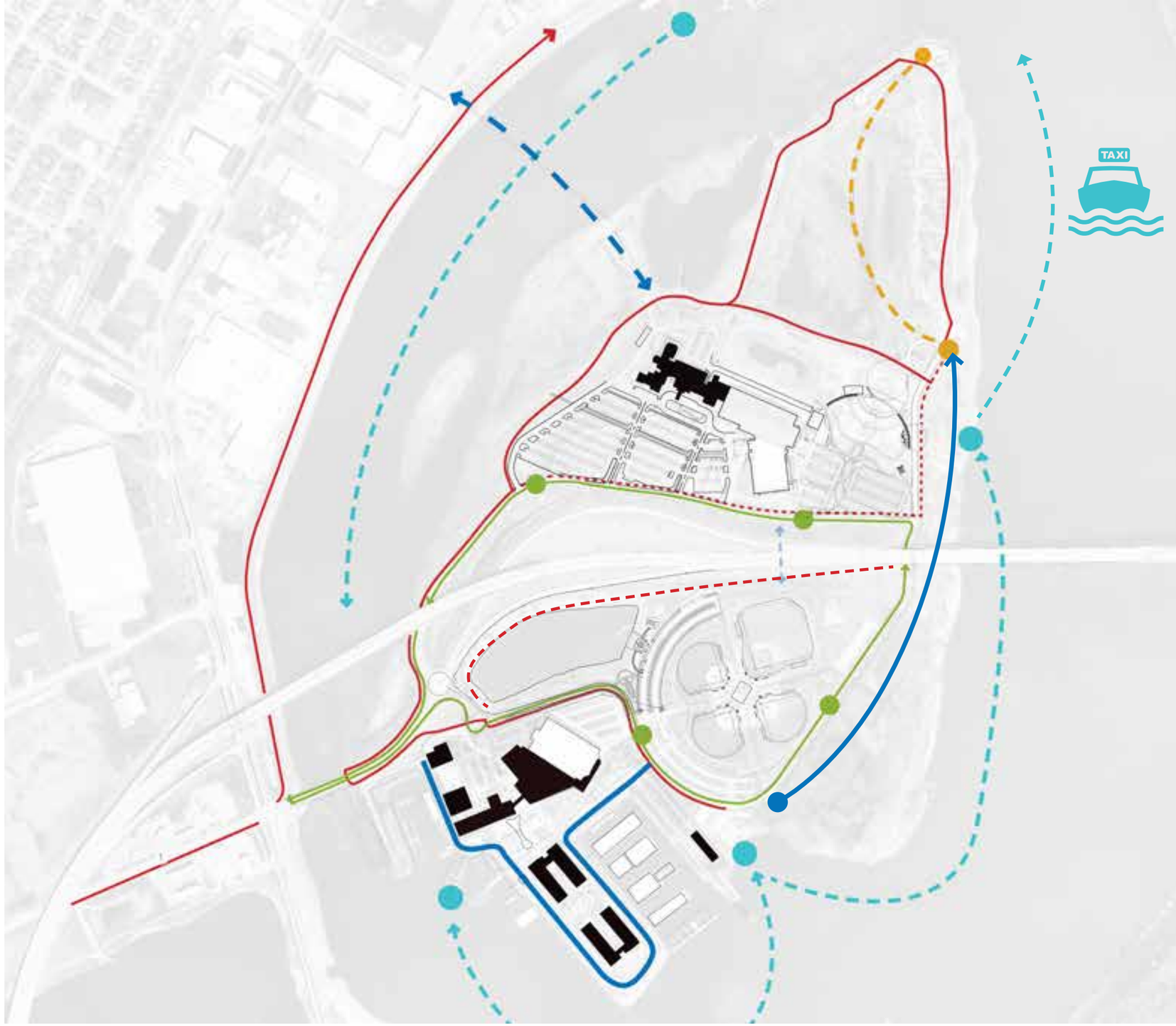
HIstoric Landfill Limits

Development Systems

Mobility

LEGEND

- Existing Trails
- Future Trail
- Event Shuttle Route
- Water Taxi Route
- Waterfront Promenade
- Boardwalk
- Pedestrian Bridge



Development Systems

Roadways

LEGEND

- Roadways
- Future Access Drive
- Proposed Roundabouts

Development Systems

Wetlands & Mitigation Areas

LEGEND

- USACE Wetland Mitigation Area Boundary
- LWCF Restricted Use Area
- Potential Wetland Areas

SCHMITT
ISLAND

Development Program Details

Development Program Details

Apartment Complex

This plan adds a three-level apartment complex on the south side of the island, designed with flood mitigation in mind. By incorporating tucked-under parking, a U-shaped building layout will optimize space utilization, fulfill parking requirements and accommodate the desired density of units. The complex would be expectd to balance high enough price points to maintain a rate of return that supports the development. This building design can meet the needs of empty nesters and other target market segments, with amenities such as large openings and river-facing decks to enhance the overall appeal. Some units may serve as an Airbnb style rental or offer longer stay visits. The site's adjacency to the marina may mean that, in future, some boat slips could be set aside and dedicated to residents of this development.

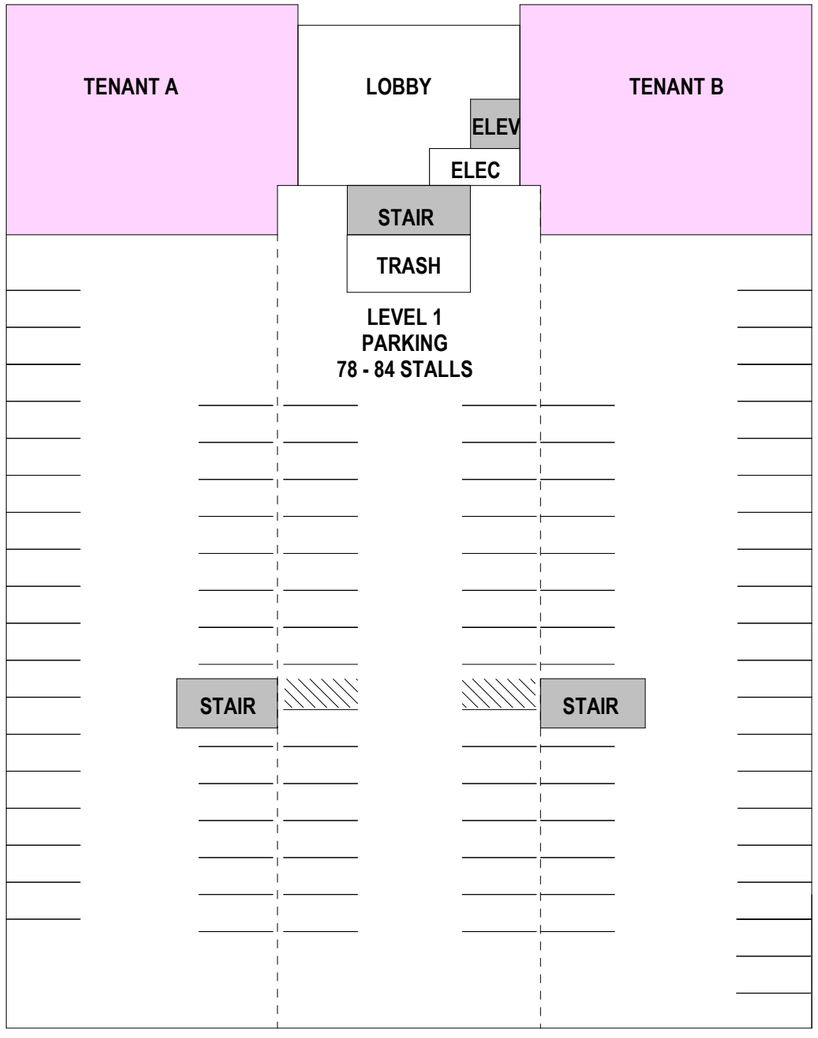
Name	Count	Area (SF)	Extension (SF)	Remarks
RESIDENTIAL UNITS				
00.01 1 BD A	24	610	14,640	33.3% Unit Mix
00.02 1 BD B	28	750	21,000	38.9% Unit Mix
00.03 2 BD A	8	971	7,768	11% Unit Mix
00.04 2 BD B	4	1105	4,420	5.6% Unit Mix
00.05 2 BD C	4	1190	4,760	5.6% Unit Mix
00.06 2 BD D	4	1218	4,872	5.6% Unit Mix
SUBTOTAL	**72**		**52,588**	
RESIDENT SUPPORT				
01.01 UPPER LEVEL CORRIDOR	2	3,718	7,436	
01.02 ELEVATOR	3	140	420	
01.03 STAIR #1	3	260	780	
01.04 STAIR #2	3	260	780	
01.05 STAIR #3	3	260	780	
01.06 MECH/ELEC/TRASH	1	620	620	
SUBTOTAL			**10,816**	
PUBLIC SPACE				
02.01 LOBBY	1	1764	1,764	
02.02 COMMON ROOM	2	810	1,620	
02.03 COMMON DECK	2	749	1,498	
02.04 TENANT SPACE	2	3,916	7,832	
SUBTOTAL			**4,882**	
SUBTOTAL			**68,286** NET-ASSIGNABLE SF **6,829** NON-ASSIGNABLE SF*	
TOTAL FLOOR AREA			**75,115**	

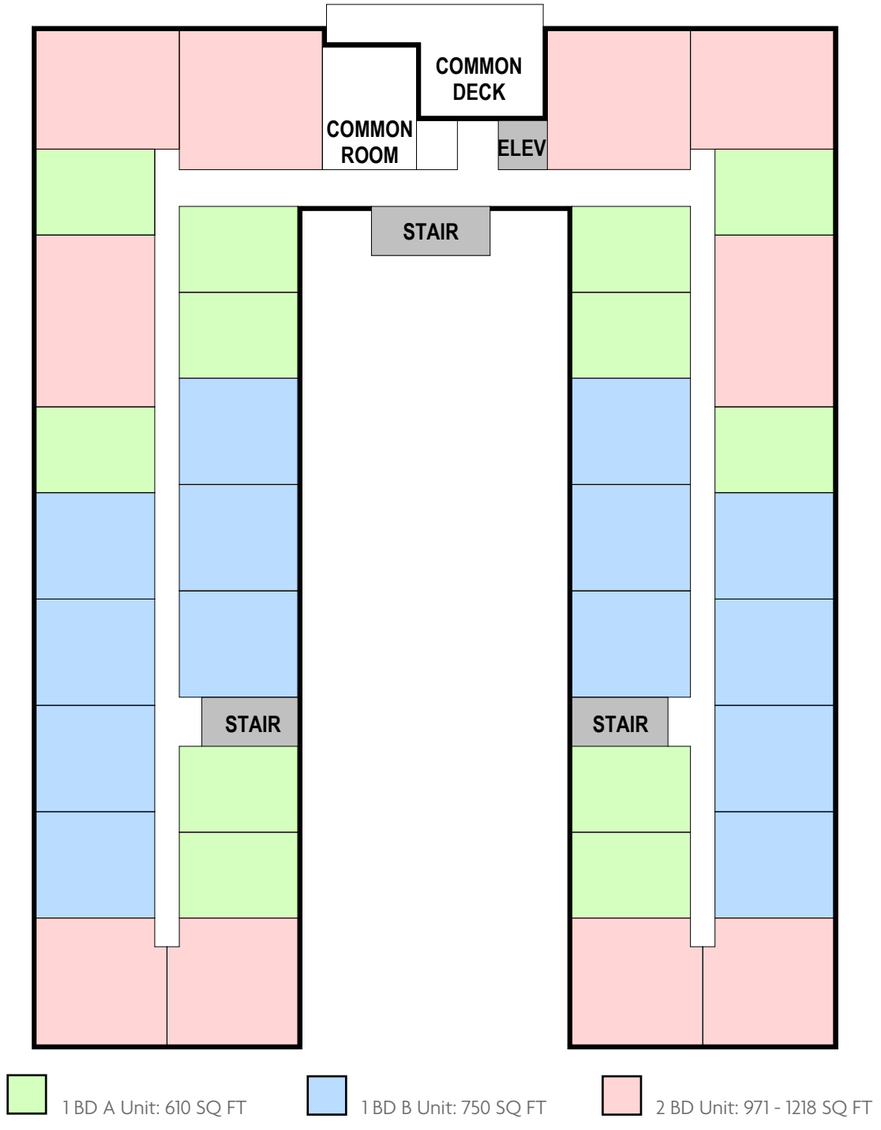
* % = Walls, Chases, Pathways, Interstitial Spaces
Note: Does not include area of covered surface parking or surface at level 1.

The Ice Center expansion creates a beacon and identity for the Island's Southside.

Development Program Details

Apartment Complex





Development Program Details

New Hotel

A hotel located near the ice arena will serve unique visitors for tournaments and sporting event related travel. This taller building could be a landmark element that helps orient people across the island. Based on comparable hotel projects, approximately 107 hotel keys will be needed to make this a viable project. The hotel could also support the ice arena with needed food and amenities, and the two could devise tailored event experiences.

The planned hotel becomes slightly less viable for the island if there is no expansion to the ice arena (see below). Based on 2022 numbers, with no ice arena addition, hotel occupancy would be about 70% in the summer and 50% in the winter.

Name	Count	Area (SF)	Extension (SF)
GUESTROOMS			
07.01 QUEEN STUDIO	73	323	23,579
07.02 QUEEN ONE BEDROOM	4	491	1,964
07.03 QUEEN STUDIO - CONNECTING	23	323	7,429
07.04 QUEEN STUDIO - ACCESSIBLE	3	451	1,353
07.05 QUEEN 1 BEDROOM - ACCESSIBLE	4	554	2,216
SUBTOTAL	**107**		**36,541**
GUESTROOM SUPPORT			
08.01 GROUND LEVEL CORRIDOR	1	675	675
08.02 UPPER LEVEL CORRIDOR	3	1,150	3,450
08.03 ELEVATOR	4	140	560
08.04 LINEN (UPPER LEVELS)	3	133	399
08.05 ENGINEERING	1	80	80
08.06 HOUSEKEEPING	3	247	741
08.07 ICE (GROUND LEVEL)	1	80	80
08.08 ICE (UPPER LEVELS)	3	25	75
08.09 STAIR #1	4	140	560
08.10 STAIR #2	4	140	560
08.11 STORAGE	1	70	70
08.12 ELEVATOR LOBBY (UPPER LEVELS)	3	229	687
08.13 MECHANICAL	1	440	440
SUBTOTAL			**8,377**
PUBLIC SPACE			
09.01 MAIN VESTIBULE	1	100	100
09.02 REAR VESTIBULE	1	100	100
09.03 RECEPTION	1	197	197
09.04 RETAIL	1	76	76
09.05 GATHERING ROOM	1	844	844
09.06 BREAKFAST SERVING COUNTER	1	222	222
09.07 COMMUNIITY TABLE SEATING	1	271	271
09.08 LUGGAGE CART STORAGE	1	29	29
09.09 PUBLIC LAUNDRY	1	81	81
09.10 PUBLIC CIRCULATION	1	480	480
09.11 ELEVATOR LOBBY	1	322	322
SUBTOTAL			**2,772**

Name	Count	Area (SF)	Extension (SF)
GUESTROOMS			
10.01 EMPLOYEE BREAK ROOM	1	198	198
10.02 FRONT DESK	1	120	120
10.03 MANAGER'S OFFICE	1	93	93
10.04 SALES OFFICE	1	115	115
10.05 EMPLOYEE WORK STATION	1	83	83
10.06 PBX ROOM	1	112	112
10.07 PANTRY	1	188	188
10.08 MACHANICAL ROOM 1	1	34	34
10.09 MECHANICAL ROOM 2	1	22	22
10.1 LAUNDRY	1	349	349
10.11 STORE ROOM	1	59	59
10.12 POOL EQUIPMENT	1	38	38
10.13 POOL MECHANCIAL	1	70	70
10.14 ELEVATOR EQUIPMENT	1	97	97
10.15 ELEVATOR VESTIBULE	1	177	177
10.16 ELECTRICAL ROOM	1	136	136
10.17 STORAGE	1	95	95
SUBTOTAL			**1,986**
PUBLIC SPACE			
11.01 POOL AREA - INDOOR	1	1580	1,580
11.02 POOL RESTROOMS	1	84	84
11.03 FITNESS CENTER	1	525	525
SUBTOTAL			**1,986**
SUBTOTAL	Net-Assignable SF Non-Assignable SF		**51,815 5,182**
TOTAL FLOOR AREA			**56,997**

* % = Walls, Chases, Pathways, Interstitial Spaces

Development Program Details

Ice Arena Addition

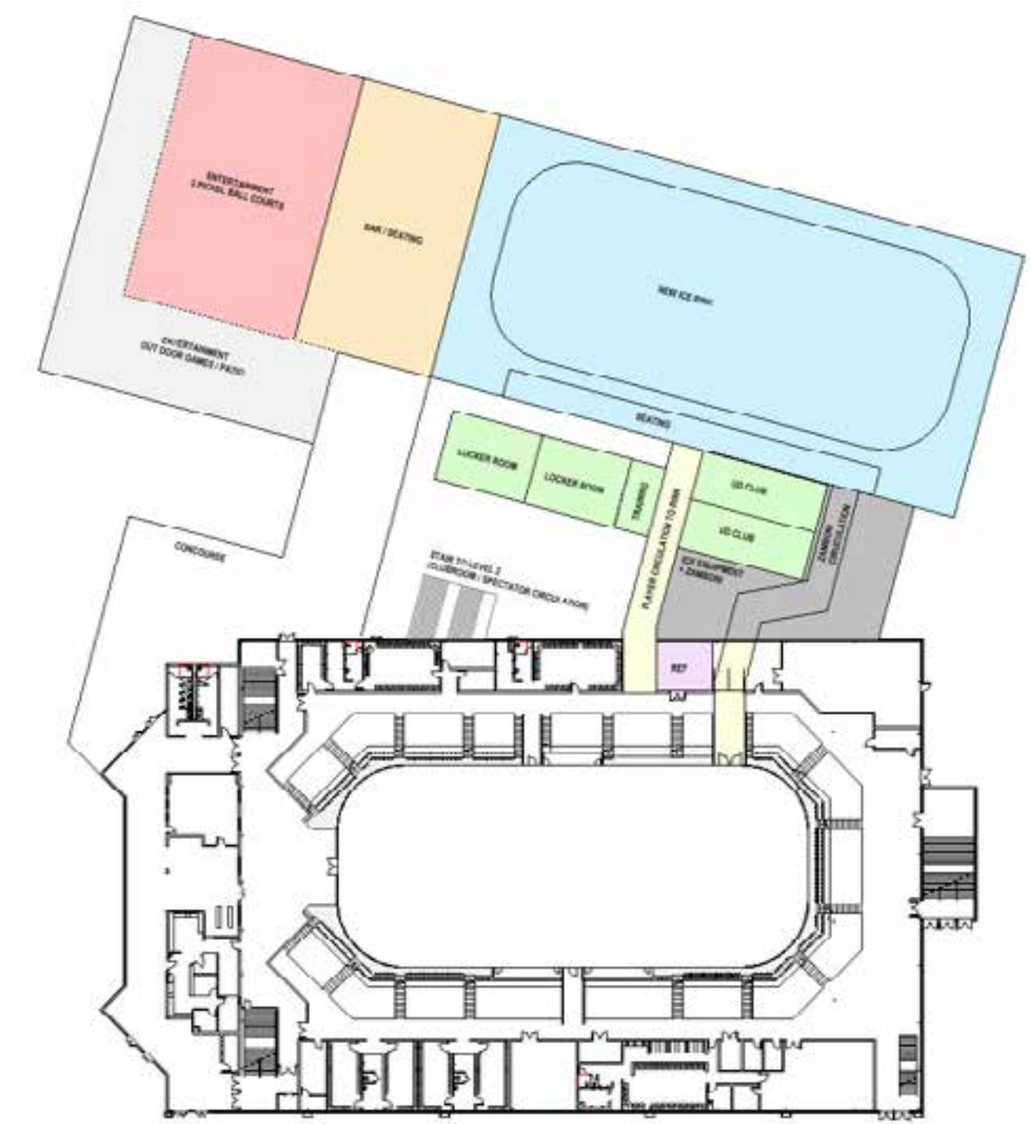
This plan recommends adding a second sheet of ice at the ice arena, near the proposed hotel and the current ice arena. Travelling ice hockey teams would benefit from an additional ice rink. A local Division 3 institution has expanded its offerings and now has a team that make use of a second sheet of ice. This plan also recommends that the ice arena operator increase hosting of tournament hockey events, for high school/traveling teams. Such events attract parents and family members, and the arena addition would include an entertainment center to provide a host of different experiences for those visitors. The expanded ice arena has the potential to be an attractive architectural addition to the island as well, with large glass walls that activate the space and welcome people in.

Name	Count	Area (SF)	Interior (SF)
ICE CENTER ADDITION			
04.01 ICE RINK SIZE	1	17,000	17,000
04.02 SPECTATOR SEATING	1	1,600	1,600
SEAT COUNT	300		
4.03 SECOND FLOOR MEZZANINE	1	6,900	6,900
DINING	1		
BAR	1		
CLUBROOM	1		
4.04 UNIVERSITY OF DUBUQUE - MEN'S CLUBHOUSE	1		1,720
LOCKER ROOM, SHOWER, & RESTROOM	1	1,500	1,500
COACHES OFFICE	2	110	220
4.05 UNIVERSITY OF DUBUQUE - WOMEN'S CLUBHOUSE	1		1,720
LOCKER ROOM, SHOWER, & RESTROOM	1	1,500	1,500
COACHES OFFICE	2	110	220
4.06 LOCKER ROOMS - TOURNAMENT	4	660	2,200
LOCKER ROOM	4	440	1,760
RESTROOM/SHOWER	2	220	440
4.08 MECH/ICE EQUIPMENT STORAGE	1	2,580	2,580
4.09 SPECTATOR RESTROOMS	1	645	645
SUBTOTAL			**34,615**
TOTAL	**1.34**		**46,384**

Baxter Area – Omaha, NE

Development Program Details

Ice Arena Addition



Caption.

Development Program Details

Destination Play

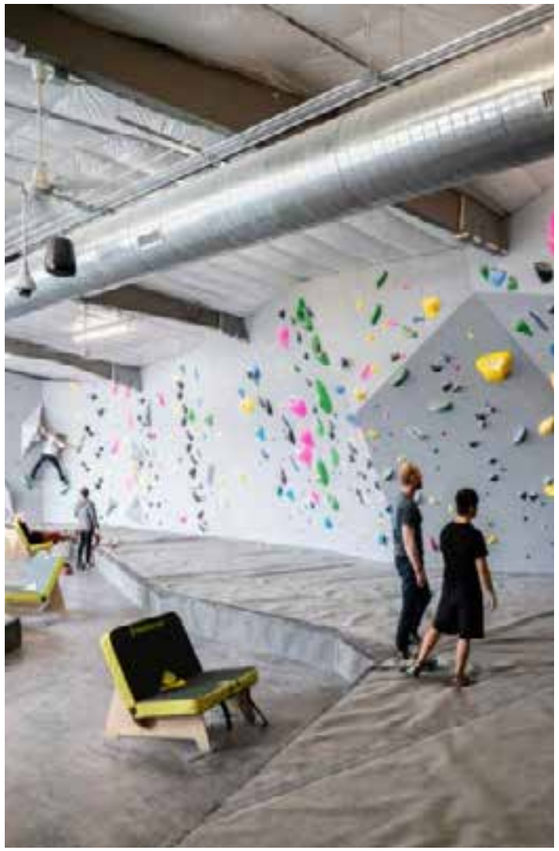
Creative and exciting programming directly adjacent to the ice arena can further activate use of space on the island year-round. Destination play for users of all ages and abilities could be included, such as splash pads, larger climbing structures, bouldering, etc. – a draw for both visitors and long-term residents or workers in the area.

In keeping with the vision for the island, the design(s) of destination play spaces can draw inspiration from the Mississippi to emphasize river-themed play experiences. Creative planning can also make year-round use of some elements, such as a summer splashpad converting in winter to an outdoor community ice-skating rink.

Name	Count	Area (SF)	Interior (SF)
FAMILY FOCUSED ENTERTAINMENT AREA			
01.01 Entertainment Zone	1	12,200	4,350
Skating Ribbon	1	8,000	
Skating Ribbon Equipment	1	1,200	
Skating Ribbon Rental	1	150	
Splash Zone	1	650	
Climbing Wall/Bouldering	1	4,000	
Zip Line Operator/HQ	1	200	
SUBTOTAL			**4,350**

Development Program Details

Destination Play



Development Program Details

Public Promenades

Public promenades that follow the waterfront around the island would greatly expand access to the entire island, which currently does not offer public access around the southern peninsula. Beautifully paved, tree-lined walks with seating at regular intervals, beautiful views and easy access to the island's varied amenities could draw visitors and residents alike.

Development Program Details

Public Fishing Access - Peosta Channel

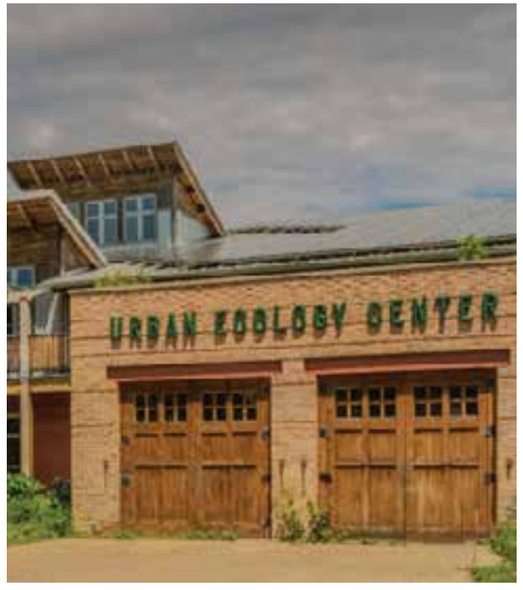
A public fishing barge (a boat, float or dock) installed in the Peosta Channel would offer an additional, free island amenity for all. The channel is already a popular fishing spot; this publicly available feature would be a dedicated place that could be enjoyed by visitors and residents year-round.

Development Program Details

Environmental and Recreation Outpost

In partnership with a local nonprofit or institution, this plan envisions development of a recreation outpost that includes classroom/lab space for learning about ecological restoration. The outpost would have expanded parking, concessions, restrooms and water sports rentals supporting the public boat ramp, and could serve as a destination post for a water taxi that circumnavigates the island and progresses up and down the entire Dubuque waterfront.

Name	Count	Area (SF)	Unit	Interior (SF)
RECREATION OUTPOST				
2.01 LAB/CLASSROOM	1	1,500		1,500
2.02 LANDSCAPE RESTORATION EQUIP GARAGE	1	500		500
2.03 WATERSPORTS RENTAL	1	1,465		1,465
2.04 CONCESSIONS BUILDING	1	100		100
VESSEL STORAGE	1	950		950
EQUIPMENT STORAGE	1	415		415
CONCESSIONS BUILDING	1	300		300
CONCESSIONS	1	200		200
STORAGE	1	100		100
2.05 CONFERENCE/GATHERING SPACE	1	1,100		1,100
2.06 PUBLIC RESTROOMS	1	420		420
CUSTODIAL	1	100		100
2.07 WATER TAXI	1		Dock	
SUBTOTAL				**5,285**
TOTAL				**7,082**



Development Program Details

Observation Tower

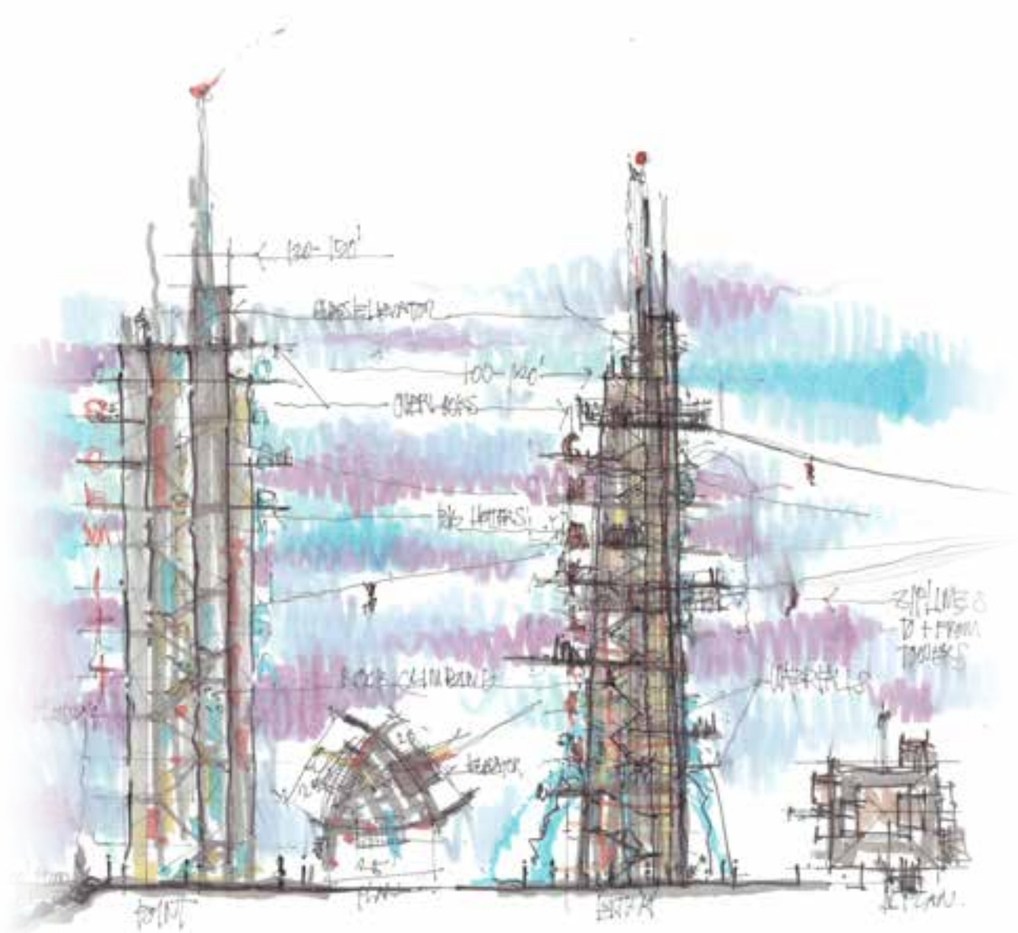
On the island's north side, an observation tower anchors this end of the island and offers some of the most beautiful views in the Dubuque area. The tower flanks the proposed amphitheater project, with a boardwalk connecting the two. The tower is a beacon: a visible welcome and gateway into Schmitt Island, overlooking the Mississippi and the lighted bridge between Dubuque and Wisconsin. The tower is another opportunity for year-round programming, with its observation deck, restrooms and elevator. The observation tower could even be structured to include ziplining or other active recreational opportunities unique to the region.

Boardwalk

The boardwalk idea was part of RDG's 2017 placemaking plan for the island. Miller Riverview Park would be renovated to accommodate both camping and a boardwalk, with camping including RV locations, which could also be scattered around other areas near the casino. Camping is contemplated in and around the amphitheater area as well, with a variety of options including tree house camping and secluded but amenity-rich camping experiences that focus on integrating nature.

Highway 151 Bridge Lighting

The iconic Highway 151 bridge is perfectly situated to be a colorful gateway to Iowa and to Chaplain Schmitt Island. A bridge lighting project could be programmable and lit with brilliant and changing colors.



Development Program Details

Amphitheater

The amphitheater is in the schematic design phase and will continue to be refined. A grand entrance to the amphitheater is envisioned on axis with the stage, along with a cleaned up parking lot and a large events lawn. Performances on the events lawn could accommodate between 8,000 and 10,000. Events would be supported by food trucks on the east side of the lawn, buffered by an earth berm on the south and feature a VIP terrace on the northwest, with connectivity back to the hotel.

Lauridsen Amphitheater – Water Works Park, Des Moines, Iowa

Development Program Details

Gerald "Red" McAleece Park & Recreation Complex

For the next several years, ths plan recommends that the city allow this complex to remain as a sporting complex, but also to remove restrictions related to development on this site. Once other development described in this plan has occurred and matured on the island, this site – as some of the highest ground that is not in the flood plain – will offer significant opportunities for future development.

Gerald "Red" McAleece Park and Recreation Complex

SCHMITT ISLAND

Market & Economic Baseline

4

Market & Economic Baseline

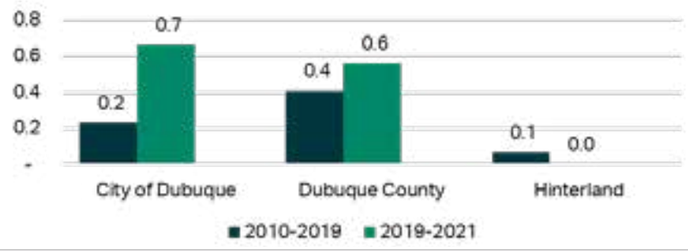
Baseline

This planning project's market analysis reinforced a number of potential opportunities for the island, considering both residential development as well as destination-focused development, with additional consideration of broader factors influencing future use of the island. From a regional development standpoint, given the unique nature of Covid's impacts relative to past recessions, it is important to delineate the following distinctions and their implications for Greater Dubuque and Schmitt Island, specifically the extent to which pre-existing economic trends in place across the city re-emerge post-Covid; or, whether short-term trends due to Covid strengthen and dictate different future trajectories.

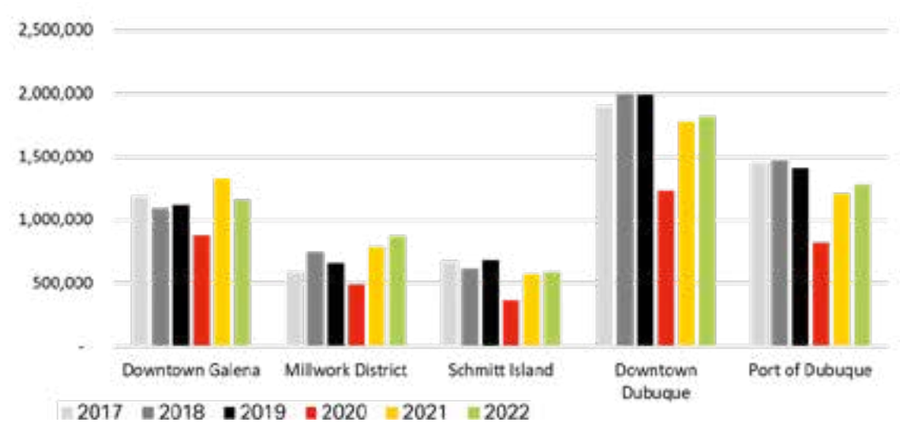
In general, the Dubuque area has experienced a faster pace of population growth since 2010 relative to historic trends, in part due to an apparent increase in remote work. A majority of regional growth has tended to concentrate in the City of Dubuque and Dubuque County, with more rural areas staying largely stable, more so in Iowa than in northwestern Illinois or southwestern Wisconsin, where population and income growth have been more modest since 2010. This point reinforces the need to look at stronger destination markets, including Cedar Rapids, Des Moines, Rochester (MN), Madison, Milwaukee, and Chicago to drive visitor market growth toward Dubuque.

With the region now emerging from economic volatility since 2020, planners leveraged cell phone data from a source called Placer.AI to provide greater clarity regarding how existing destinations in the area – especially Schmitt Island - have recovered since 2020. Planners were able to look at the strength of tourism, how many people visit for events such as hockey games, and how much time they spend on the island. The longer people stay in the area, the greater the economic growth. As shown in the following charts, while Schmitt Island is not the largest visitor destination in the region (Kennedy Mall, Downtown Dubuque, and the Port of Dubuque are larger), the island has sustained significantly longer visitor length of stay relative to peer destinations. In general, effective tourism development strategies seek to extend visitor length of stay.

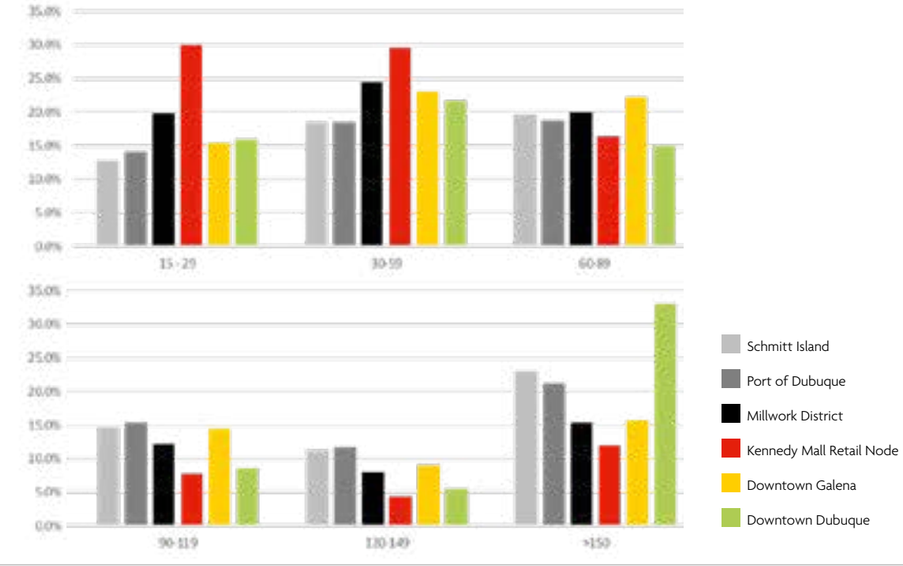
TRADE AREA POPULATION AVERAGE ANNUAL GROWTH RATE



COMPARABLE REGIONS, VISITATION VOLUMES, 2017-2022



COMPARABLE REGIONS, VISITATION TIMES, 2022



Market & Economic Baseline

Team evaluations of local retail, office and industrial markets revealed the following key insights:

Residential

Market data was studied to determine the potential for a strategy that caters to residential development, such as for retirees. One direction could be a strategy that aligns with Dubuque's current residential base, and another could be a strategy aligned with the marina area, which might be most attractive to people in the wider region rather than just the local market. Team market analysis revealed two consequential findings:

1. **Regional Housing Market.** Slow to deliver new housing product relative to increasing population, and home prices have increased.
2. **Local Apartment Market.** Currently, offers a limited supply of premium high-end projects.

Regional market analysis reinforced a similarly limited supply of contemporary premium apartments in the region:

- Built in 2020, Kingston Village (Cedar Rapids, IA) is a 50-unit building with a range of amenities including a green rooftop, high-speed internet as well as high end finishes.
- Built in 2022, 400 River (Davenport, IA) is a 55-unit apartment building with modern finishes. Amenities include a rooftop lounge with grills, TVs and fire pits.

These developments all rent for premiums relative to the market average within their community, as shown below. Residential is seen as an opportunity for Schmitt Island, particularly if supporting amenities (including marina) can be leveraged.

PREMIUM APARTMENT BUILDINGS

Industrial

Consistent with Midwestern trends, local industrial markets have performed well, as evidenced by steadily decreasing vacancy levels and steady rent growth. Growth has been tied to steady demand for e-commerce facilities, as well as growth in third-party logistics services (both in particular during Covid). Given limited land availability on Schmitt Island and typical parcel sizes for modern industrial real estate, industrial use is not seen as appropriate for the island.

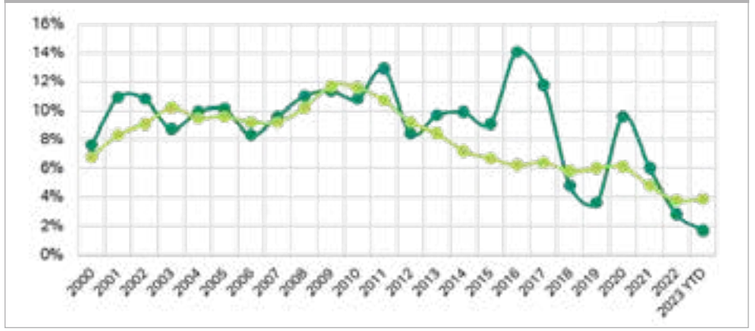
Retail

Consistent with Midwestern trends, demand and supply for retail space have steadily come into better alignment as the impact of the "retail apocalypse" has faded since 2020. At the same time, retail markets are also adjusting to significant growth in the share of transactions which are initiated online (30-50%), which has implications for sales tax revenue. Given these realities, it is expected that future retail opportunities on Schmitt Island will need to be targeted, with emphasis on restaurant and entertainment / destination oriented activities.

Office

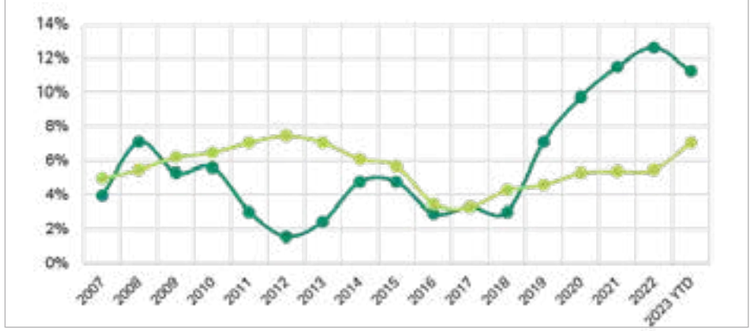
Reflective of growth in remote / hybrid work arrangements since 2020, near term demand for office use has softened, with increasing vacancy for older (pre <2000) office buildings with limited amenities. While office markets are expected to recover, new office projects will likely need to be located in more amenity-rich, mixed-use environments.

INDUSTRIAL VACANCY



RETAIL VACANCY

OFFICE VACANCY



SCHMITT ISLAND

Economic Feasibility

5

Economic Feasibility

Given findings regarding local real estate markets identified in Section 3, our approach for Section 4 "Economic Feasibility", has focused on conceptual financial analysis of potential mixed-use development on Schmitt Island to support public policy development around future development on Schmitt Island. The essential elements which have emerged during the analysis include:

- **Residential Supply.** Does not appear to be keeping pace with demand across the Dubuque region, with an apparent opportunity for roughly 400 units, currently at above-market rents.
- **Housing Market Potentials.** Slowing in part by currently high construction costs (linked to inflationary challenges since 2023). There are reasonable expectations that construction costs will moderate in the next 12-14 months, which will be supportive of project feasibility.
- **Grow Tourism.** The plan is anchored by realistic expectations to expand tourism (both more tourists and extended length of stay), to penetrate a consequential visitor market within a three-hour drive time; roughly 17.2 million people.
- **Retail Market.** These findings indicate that Dubuque is capturing retail activity generally equal to its population, meaning that with growth, additional retail offerings are reasonable. For Schmitt Island, the expectation is that destination retail offerings will be a supporting use on the island.
- **Office Demand.** Expected to remain weak in the near term due to a well-documented increase in remote and hybrid work arrangements.
- **Environmental Constraints.** On this island, environmental constraints will be an important factor to redevelopment costs and focus. Without flood mitigation, the highest and best use options for the island will be limited to activities related to harbor operations. With flood mitigation, we see the highest and best use options expanding to include permanent real estate development.
- **Public Policy.** As land on Schmitt Island remains in public sector ownership, the analysis reinforces the need to clarify public policy expectations regarding the potential sale of public property on the island versus use of ground leases for private development, as well as the term of ground leases (potentially to 75-95 year terms).
- **Net Proceeds.** The project has interesting potential to generate net proceeds for the City of Dubuque across ground lease revenue as well as property & sales tax revenue.
- **City Role.** Clarification of the role of the City in supporting private development on Schmitt Island, inclusive of several inter-related factors:
- Confirming minimum public investment to elevate sites beyond 100-year flood plain minimums alongside additional public infrastructure needs for parks, boardwalks, and open space improvements.
- The extent to which development on the island generates sufficient cashflow to recover public infrastructure costs.
- Need for the City to formally participate in day-to-day project decision-making in real estate development projects.
- The unique role of the Q Casino + Resort, owned by the City of Dubuque, in facilitating master plan implementation.

Financial Analysis Approach

As final policy recommendations for future use of the island remain in debate, the following narrative is intended to summarize possible strategies for structuring redevelopment of Schmitt Island. Specific scenarios within the master plan vision have been tested using conceptual financial analysis approach, presuming either fee simple or ground lease-based developer approaches, as summarized in general terms below:

Developer:
This option includes the sale of the parcels of land to a developer wishing to self-develop the land for either a hold or sale scenario. In this structure, the City of Dubuque would have limited to no share in the design, construction, financing, and implementation responsibilities. Advantages of this structure to the City of Dubuque are that it reduces the development risk by sharing it to the developer. The trade-off of this structure is that it reduces the Island's long-term financial potential by transferring long-term returns with the developer.

Ground Lease:
Dubuque can choose to outsource 100% of the development to a developer. In this scenario, Dubuque would ground lease the entire development to a developer for an annual ground lease payment to be negotiated. The developer would control 100% of the project decisions, including design, construction quality, tenant mix, and delivery method. Dubuque would have the ability to shape some of the project concepts and set some minimum project design standards, through zoning / PUD oversight. While this scenario reduces public sector risk and theoretically provides a basic level of guaranteed income, it also significantly reduces control over design and implementation; it also limits upside financial potential once the project stabilizes.

Economic Feasibility

The conceptual financial analysis is built around a goal seeking approach to identify a tolerable level of private investment based on a minimum rate of return goal for a "typical" developer. By association, identified investment costs that fall beyond the rate of return goal would need to be absorbed by the City of Dubuque through public investment, acting as a catalyst to unlock private investment. The analysis solves for TIF infrastructure need assuming either a minimum 20% unleveraged IRR or an 8% yield on cost (NOI/Capex). Three scenarios have been assessed:

1. Status quo operations for the duration of the marina lease;
2. Improved marina development with residential option; and
3. Improved marina development without residential.

Scenario 1 - Status quo operations for the duration of themarina lease

Scenario 2 - Improved marina development with residential option

Scenario 3 - Improved marina development without residential

Economic Feasibility

Status Quo

Based on City-provided data, the existing ground lease on the marina site covers 19.25 acres and generates annual revenue to the City of Dubuque of $25,493/year or $1,324 per acre per year. We understand that this ground lease value is subject to change based on current appraisals which will be completed near-term.

Existing tax records for 2023 show that the property has an assessed value of $281,993. Over a 75-year period, the existing ground lease would gross a present value figure of approximately $790,000 for the City of Dubuque assuming 2% inflation rate per annum.

Over a 75-year period assuming a 3% inflation rate, the status quo option would gross a present value figure of approximately $80,000 in property taxes to the City of Dubuque, using the FY24 city of Dubuque share of the total levy based on the existing assessed value.

Improved Residential

Comparing the Status Quo model with the Improved Residential model, the Improved Residential option for the island has the potential to result in a much higher present value of property taxes and ground lease payments to the city, over a 75-year period. It also has the potential to create a new residential community in Dubuque, contributing to the island being an integral part of the city's social fabric.

STATUS QUO VERSUS IMPROVED RESIDENTIAL

Variable[1, 3]	Status Quo	Improved Residential
Ground Lease Payment over 75-years	$790,000	$2,790,000
Property Taxes over 75-years[2]	$80,000	$22,660,000

1. Ground Lease and Property Tax Figures shown are present value figures over 75-years.
2. Includes only City of Dubuque share FY24 total levy.
3. Figures are rounded and conceptual based on development scenarios.

75 YEAR PRESENT VALUE BENEFITS

The comparison between the status quo option and the improved residential option indicate that over a 75-year period the improved residential option has the potential to result in a higher present value of property taxes and ground lease payments for the City of Dubuque compared to the Status Quo.

The improved residential option has the potential to:

- Result in a higher amount of ground lease payments as well as property taxes to the City of Dubuque.
- Create a new residential community in Dubuque and contribute to the island being an integral part of the City's social fabric.

Improved Island Marina Area

When we compare the Status Quo with the Improved Island Marina Area model, we find that the Improved Marina option would result in a roughly doubled present value of property taxes and ground lease payments to the city over a 75-year period. Initial analysis of comparable marinas would suggest that higher values are achievable with longer ground lease terms and more investment. Ultimately, this opportunity is driven by city appraisals.

STATUS QUO VERSUS IMPROVED MARINA

Variable[1, 3]	Status Quo	Improved Marina
Ground Lease Payment over 75-years	$790,000	$1,250,000
Property Taxes over 75-years[2]	$80,000	$280,000

1. Ground Lease and Property Tax Figures shown are present value figures over 75-years.
2. Includes only City of Dubuque share FY24 total levy.
3. Figures are rounded and conceptual based on development scenarios.

75 YEAR PRESENT VALUE BENEFITS

The comparison between the status quo option and the improved marina option indicate that over a 75-year period the improved marina option has the potential to result in a higher present value of property taxes and ground lease payments for the City of Dubuque compared to the Status Quo.

- The improved marina option would result in both an increase in ground lease payments and property taxes to the City of Dubuque over the forecast period.
- Initial analysis of comparable marinas would suggest that higher values are achievable with longer ground lease terms and more investment.

Economic Feasibility

Conclusions

Given this analysis, the Improved Residential option results in the largest return to the city of Dubuque, followed by the Improved Marina option, with the lowest return from the Status Quo option.
Additional considerations:

- The Improved Residential scenario will require public infrastructure improvements to elevate the site out of the floodplain.
- Both the Improved Marina and the Improved Residential scenarios likely require longer ground lease terms (>50- 75 years).
- From an employment standpoint, investments in marina enhancements have potential to yield enhanced employment benefits relative to the status quo.

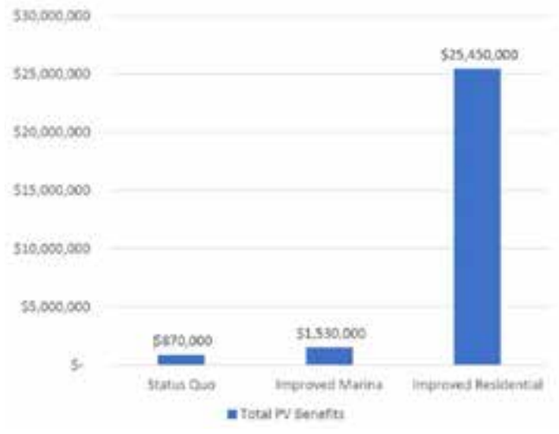
The $25 million total present value 75-year benefits would be associated with the public sector cost to improve the site. A fee simple marina might be worth slightly more than one running on a ground lease.

Our market analysis made comparisons with some benchmark marinas to show what the increase in value might be. These included:

- Patriot Point Marina on Rebel Road in Stover, MO
- Rivertowne Marina and RV in Cincinnati, OH
- A Boutique Restaurant and Marina in Bloomington, IN

Apartment Option	Yield on Cost
Fee Simple Option	6.19%
Ground Lease Options	6.30%

75 YEAR PRESENT VALUE BENEFITS



SCHMITT
ISLAND

Ecological

6

Ecological

Overview

The naturalized areas of Schmitt Island are characterized by low-lying, flat “edge” areas subject to seasonal inundation by the Mississippi River, and medium to densely forested upland zones. Low areas are dominated by invasive woody and non-woody plants, and low-quality opportunistic native species. Upland areas are low-quality successional woodlands of non-native invasive and low-quality opportunistic native species surrounded by dense native and non-native shrubs and vegetation.

Restoration Objectives

Considering restoration of the ecology of the island, these six objectives come into focus:

- Create spaces with improved access and managed vegetation for public use and enjoyment, and a unique outdoor recreational experience for connecting with nature.
- Remove invasive species from all restoration zones.
- Selectively thin low-quality native non-invasive species to promote healthy growth of remaining specimens.
- Plant site-appropriate native tree species to improve woodland quality and diversity.
- Identify and improve potential wildlife habitat sites.
- Develop ongoing maintenance protocol for long-term preservation and enhancement of restoration efforts.

Restoration Zones

In 2023, the naturalized areas of the island were inundated by spring floods followed by drought conditions. In May/June of that year, Impact7G completed a desktop survey and field assessment of ecological conditions and subdivided the island into seven restoration zones. Impact7G walked the naturalized areas, documenting areas of distinct ecological variability and unique ecological components such as distinctive vegetation communities, invasive species, erosion and any other factors of ecological significance. Using this assessment, a series of base maps were developed using ArcGIS PRO software (See Figure 6.1). GIS analysis and mapping provides accurate areas and quantities for use in budget forecasting. Maps also illustrate site conditions, show the visual extent of management needs and are a critical tool for communicating management objectives.

Figure 6.1: Restoration Zones

LEGEND

- King Rail Woods
- Heron Pond
- Woodland Edge
- Naturalized Lowlands
- Hip-Camp
- Open Lowlands
- Open Uplands

0 250 500 1,000 Ft

Ecological

Restoration Zones

In addition to identifying needed timber stand improvements and other vegetation management, researchers found surface trash from previous landfill activities and debris washed in with floods at several locations. Beaver habitat was present in areas. Tree planting plans will need to consider the effects of beavers. Designs could incorporate some places that allow observation and integration of beaver activities into the island experience.

King Rail Woods & Heron Pond

These two areas (See Figure 6.2) are dominated by open water with forested floodplain dominated by silver maple and cottonwood along with invasive white mulberry. Box elder, honey locust and hackberry were also noted.

These zones present an opportunity to restore habitat for the endangered King Rail (Rallus elegans). The King Rail's ideal habitat complex consists of dense, emergent vegetation interspersed with openings that dry out during brood rearing. They prefer shallow freshwater marshes with a dense cover of grasses, cattails, rushes and sedges with water depths ranging from moist soil to 46 (cm) at nest sites and generally <10 (cm) at foraging sites. Foraging habitat before and after breeding is typically dense, emergent vegetation with standing water up to 25 (cm) deep. Foraging habitat for the King Rail during brood rearing consists of more open mudflats with water up to 8 (cm) deep.

This plan recommends that an ISA Certified arborist identify higher value trees to remain. Restoration efforts should focus on King Rail habitat open water (>25%) and emergent herbaceous vegetation, with many open water-vegetation edges. These areas have abundant aquatic invertebrates and there is small variability in ground level to create a mosaic of moisture levels and cover types, such as shallow water, moist soil, hummocks, swales and dry patches. Vegetation management should include removing invasive species, ashes and weedy species and replanting/supplementing with native, drought and flood tolerant tree and shrub species such as sycamore, pecan and river birch, indigo bush, meadowsweet and other native species.

Amenities for this area might include bird blinds, bird identification tools, updated trails and access points along with a connection to the Environmental and Recreation Outpost.

Trash and debris found on the island.

Evidence of wildlife and habitat.

Figure 6.2: King Rail Woods & Heron Pond

Ecological

Woodland Edge

The woodland edge (See Figure 6.3) consists of higher-elevation forested edges and slopes which generally include even-aged, early successional forests dominated by invasive species including buckthorn (Rhamnus cathartica), white mulberry (Morus alba), tree of heaven (Ailanthus altissima), dames rocket (Hesperis matronalis), oriental bittersweet (Celastrus orbiculatus) and Siberian elm (Ulmus pumila). Noted natives include hackberry (Celtis occidentali), cottonwood (Populus deltoides), box elder (Acer nugundo) honey locust (Gleditsia triacanthos), green ash (Fraxinus pennsylvanica), and indigo bush (Amorpha fruticosa). The understory was dominated by raspberry (rubus occidentalis), riverbank grape (Vitis riparia) Virginia creeper (Parthenocissus quinquefolia), nightshade (sp), and Canadian goldenrod (Solidago canadensis). The woodland edge is the most visible to the public and would benefit from more "curb appeal."

This plan recommends that an ISA Certified arborist identify higher value trees to remain and focus on removing invasive species, ashes and weedy species to create an open edge that highlights the adjacent lowland. Replanted trees and shrubs (streetscape sizes) should be selected for shade and interest while keeping an open canopy. In addition, amenities could be added to encourage bird watchers, such as promoting bird and pollinator habitats along with trail improvements that encourage people to explore from the trail and/or enter into the space and explore the lowland forest.

Naturalized Lowlands

The naturalized lowlands (See Figure 6.4) are dominated by cottonwood and silver maple with abundant wooded debris and flood deposits. Invasive species included buckthorn, reed canary grass, Siberian elm, and white mulberry. Areas of native understory were noted and included, elderberry, indigo bush, sedges, prairie ragwort, swamp milkweed, Virginia creeper, water smartweed and wild rose (Iowa state flower). Also noted were blackberry, box elder, green ash, hackberry, honey locust, pin oak, river birch, and riverbank grape (vine).

It is recommended that an ISA Certified arborist identify higher value trees to remain and focus on removing invasive species, ashes and weedy species. The area should be planted with ecologically appropriate native trees and shrubs which are drought and flood tolerant. Trees may need to be protected from deer browsing and beavers. Native woody plantings can help stabilize and diversify the floodplain forests, can provide screening for sensitive wildlife and can begin a trajectory towards a more natural structure and healthier ecological community in this zone. Direct seeding (e.g., acorns) may be effective in this zone, but most woody plantings should be bare root or saplings (restoration grade smaller than 1 inch). It is best to wait a year or two before installing new woody vegetation, until the bulk of invasive management is completed. Material may be left in place or mulched. These would be good areas to add mowed open paths and natural trails to facilitate exploration.

Figure 6.3: Woodland Edge

Figure 6.4: Naturalized Lowlands

Hip-Camp, Open Lowlands and Open Uplands

While these areas are not naturalized, we do recommend that they offer a connection to the adjacent naturalized areas (See Figure 6.5). The Hip-Camp zone includes the existing campgrounds and associated amenities. This area has opportunities for "glamping" and other outdoor experiences. The open upland zone is adjacent to Heron Pond and has outdated playground equipment and some signage in need of updates. The open lowland is a gateway to the island, with a pond which is edged with weedy and overgrown vegetation.

For each of these zones, an ISA Certified arborist should identify higher value trees to remain and focus on removing invasive species, ashes and weedy species. The area should be replanted with ecologically appropriate native trees and shrubs which are drought and flood tolerant. Trees may need to be protected from deer browsing and beavers, and native plants and shrubs (pollinator species) with seasonal interest should be added.

Figure 6.5: Hip-Camp, Open Lowlands & Open Uplands

Timber Stand Improvement

An ISA Certified arborist should survey each restoration zone to identify and mark high value trees and other plant communities to preserve. The arborist should identify hazard trees and inorganic material/litter that needs removal and instruct field staff regarding restoration goals and procedures.

Physical Removal

Improvements noted here will require the use of hand or mechanized equipment to remove plant material. Chainsaws, hand saws and pruners, mechanical brush cutters and other cutting tools may be used to eliminate invasive and low-quality plant material.

Mechanical Mastication/ Mulching

In areas dominated by non-native and invasive species, vertical or horizontal masticators should be used, comprised of a large roller drum with titanium carbide teeth that spins at excessive speed to chop and grind problematic woody vegetation. Track loaders with rubber or steel tracks should be used to clear large patches of area. Primary physical limitations include excessive slope, ground conditions and size of trees. Once masticated, hand crews would follow behind and spray remaining stumps with glyphosate, triclopyr or imazapyr. This is an efficient, effective and practical solution to large areas riddled with unwanted vegetation.

Basal Bark Herbicide Application

A basal bark herbicide application should be used to eradicate invasive and low-quality woody species and may be applied at any time of year. Ester formulation of triclopyr is mixed with an oil-based carrier and applied to the trunk of the plant and absorbed through the bark. This is an effective dormant season control method.

Large Tree Removal

Identify low-quality or non-native trees to be removed. Depending on tree location, structure and potential to cause damage below, trees may be felled by a professional sawyer, girdled (cutting around the full circumference of the trunk to disrupt vascular tissue; may be left standing for nesting and habitat) or eradicated with the "hack and squirt" method that involves cutting into the bark and applying herbicide. Girdling is an effective technique, which would primarily be used for trees larger than 12-inch diameter at breast height. Chainsaws perform a circular cut, around ½-inch deep, to sever the cambium, rhytidome, and sapwood, resulting in loss of nutrients and water from the roots to the canopy. Siberian elms, white mulberry and a portion of black cherries will be eradicated using this technique. Trees can be left for snag recruitment where desirable.

Maintenance (Adaptive Management)

- A minimum of two (2) annual maintenance visits to each restoration zone.
- Tree tube/stake maintenance.
- Herbicide rings around newly planted trees to reduce weed competition.
- Invasive species resprout spraying through all areas.
- Identification of hazard trees and other management priorities.

Ecological

Management Summary

Due to the prevalence of non-native and non-native invasive species, multiple opportunities are present for native species re-introduction on the island, which will benefit wildlife, pollinators and stand resiliency. Pocket areas of shrubland dominated by native plum species can be maintained for native wildlife foraging and habitat value. While aggressive, native gray dogwood does provide habitat and woodland ecotone value, and it can be beneficial to maintain this species in limited areas where appropriate. In addition, there is some benefit to using non-native aggressive herbaceous species such as reed canary grass for shading in some areas.

Habitat/Brush Piles

Most wildlife can benefit from man-made structures used to mimic natural habitat. Common techniques should enhance, restore and promote use by wildlife as escape cover, nesting sites, den sites and resting sites. Large, 8x8 foot brush piles may be placed along fencelines, edges and ridges close to trails to attract wildlife in places where animals can be viewed for educational purposes. Piles can be constructed using the ample source of cut woody biomass available. Largest cut material should be placed at the bottom of the piles to create a solid foundation, with smaller material at the top.

Invasive Species Control

Large swaths of invasive species reside in the restoration zones and will require focused efforts to eliminate them where possible. The level of energy spent on invasive species removal should always be placed in the context of long-term management budgets, expectations and objectives to be sure that those energies are not better served in other management areas. Non-native and invasive species are firmly established in the majority of wood-, shrub- and grass-land areas. The following is not a comprehensive list but includes species that are of particular note due to their widespread abundance on the island and general management tenacity.

1. **Reed Canary Grass.** (Phalaris arundinacea) Holding near total dominance in most grassland areas, this invasive grass allows very few other species to establish except in shady environments where it does not flourish. Native and non-native reed canary species have interbred to the point of being indistinguishable. This plant spreads primarily by rhizome but will also readily inter-seed into downstream areas. For this reason, management efforts should start in the upper reaches of watersheds and work down slope to minimize re-introduction. Chemical-based control methods of this plant are very intensive due to the nature of the rhizome; dormant nodes are not damaged by herbicide and can still activate when other parts of the plant are damaged, sending up new sprouts.

2. **Garlic Mustard.** (Alliaria petiolate) A 3-foot-tall flowering plant, garlic mustard is present to a small degree in many of the central mosaic woodland areas of the island. This plant produces copious seeds that are likely not fully germinating due to the shade but remain viable on the forest floor for up to a decade. With the introduction of more light, managers should fully expect the numbers of this plant to increase exponentially, thus appropriate management measures should be anticipated. Garlic mustard can be managed in a woodland when caught early enough but will become an endless carpet within just a few years. Pulling and removing the plant, spring woodland burns, mechanical destruction and timely spot herbicide applications are good management techniques.

3. **Canada Thistle.** (Cirsium arvense) This invasive thistle is present in scattered yet widespread populations through many of the drier grassland areas and the prairie reconstruction. Dense populations of this thistle are found within the eastern drainageways of the prairie reconstruction and pose a significant threat to the long-term resiliency and diversity of the prairie. This can be managed through appropriately timed mowing and spot herbicide applications. Do not mistake the prairie thistle and other native thistles for invasive Canada and bull thistles. Native thistles provide important habitat for pollinators, insects and food for birds, but are easily caught up in large scale thistle management efforts.

4. **Siberian Elm.** (Ulmus pumila) Native to eastern Asia, this tree quickly forms small to medium diameter tree thickets dense enough to outcompete most native species. Typical management involves removal and cut-stump herbicide treatment.

5. **Oriental Bittersweet.** (Celastrus orbiculatus) This plant is a non-native woody vine that is overly aggressive, and it can overwhelm native trees and shrubs. Oriental bittersweet is currently one of the most destructive non-native invasive plants found in Iowa woodlands (see brochure on management at http://www.iowadnr.gov/Conservation/Forestry/Forest-Health). Pulling the plant out by the roots (be sure to get the entire root) can be a successful management method.

6. **Common Buckthorn.** (Rhamnus cathartica) A tall shrub or small tree that can be introduced into a forested area by birds. This plant can grow 5 to 15 feet tall in the understory of a forested area where it can become invasive and compete for more desirable native plants. Small plants may be hand-pulled and prescribed fire can be used for seedlings. Larger plants can be dug or pulled using a leverage tool such as a weed wrench. Girdling trees requires stripping the bark to expose the inner hardwood at a minimum of six inches, and can occur any time of year. Cut-stump treatment with glyphosate can occur in late fall. Cut-stump or basal bark spray treatment around the stem with triclopyr ester can occur in late fall through the winter.

7. **White Mulberry.** (Morus alba) White Mulberry should be killed standing by cutting flaps or single girdle with a chainsaw all the way around the trunk and treating these wounds with an herbicide labeled for such use. Chemicals used in performing these practices must be applied according to authorized use, label direction, and other federal or state policies and requirements. Do not use any chemical with the active ingredient picloram (i.e., Tordon) for this purpose.

Siberian Elm

Oriental Bittersweet

Common Buckthorn

Ecological

TABLE 6.1: BUDGET ESTIMATE - PROVIDED BY IMPACT7G

Zone	Work Summary	Acres	Restoration Per Acre	Budget Cost Per Zone
Woodland Edge	Selected clear and grub, herbicide application, remove materials and haul off. Shrub, landscape trees or planting.	31.8	$20,000	$636,797
Heron Pond	Selected clear and grub, herbicide application, remove materials and haul off. Shrub, landscape trees or planting.	8.5	$18,000	$153,272
King Rail Woods	Selected clear and grub, herbicide application, remove materials and haul off. Shrub, landscape trees or planting.	10.6	$18,000	$190,475
Naturalized Lowlands	Selected clear and grub, herbicide application, materials left in place. Restoration grade shrubs, trees, or planting.	30.1	$8,000	$240,911
Hip-Camp	Selected clear and grub, herbicide application, remove materials and haul off. shrub, landscape trees or planting (existing less dense).	21.2	$5,000	$105,904
Open Lowland	Selected clear and grub, herbicide application, remove materials and haul off. shrub, landscape trees or planting (existing, smaller trees, less dense).	5.0	$5,000	$24,978
Open Upland	Selected clear and grub, herbicide application, remove materials and haul off. shrub, landscape trees or planting (existing less dense).	1.8	$5,000	$9,162

Grant Opportunities

Impact7G has identified several current and recurring grant and cost-share opportunities that may be leveraged for restoration work.

1. **Water Quality Initiative Urban Conservation Projects Grant.** The Iowa Department of Agriculture and Land Stewardship (IDALS) provides cost-share funding for projects support conservation projects in urban areas. Examples of eligible urban conservation projects include bioretention cells, bioswales, native landscaping, permeable pavement, rain gardens, tree trenches and wetlands. Cities, counties, county conservation boards, Soil and Water Conservation District (SWCDs) or other units of government, not-for-profit non-governmental organizations (NGOs), public water supply utilities or watershed management organizations are eligible to submit pre-applications. https://iowaagriculture.gov/dscwq/requests-proposals

2. **NAWCA 2025-1 Standard Grants.** Recently the Fish and Wildlife Service announced the NAWCA 2025-1 Standard Grants. Applications are available annually. Award ceiling is $3,000,000 and award floor is $250,001. The program has a match requirement. Eligible applicants include institutions of higher education, state governments, special district governments, small businesses, city or township governments, independent school districts, individuals, Native American tribal governments and organizations, nonprofits and county governments.

   The U.S. Standard Grants Program is a competitive, matching grant program that supports public-private partnerships carrying out projects in the United States that further the goals of the North American Wetlands Conservation Act. The program promotes partnerships projects that must involve a) only long-term protection, restoration, enhancement and/or establishment of wetland and associated upland habitats to benefit diversity of wetland ecosystems and b) maintaining an abundance of waterfowl (ducks, geese, and swans) and other populations of wetlands-associated migratory birds consistent with the objectives of the North American Waterfowl Management Plan, U.S. Shorebird Conservation Plan, Waterbird Conservation Plan for the Americas, and Partners in Flight Bird Conservation Plan. The program requires a 1:1 non-federal match and research funding is ineligible. This program supports the Department of Interior and U.S. Fish and Wildlife Service mission of protecting and managing the nation's natural resources by collaborating with partners and stakeholders to conserve land and water and to expand outdoor recreation and access. Also, this program contributes to efforts to reduce climate pollution, support climate resilience, support land conservation and biodiversity efforts and leverage partnerships.

3. **NAWCA FY2X U.S. Small Grant.** The Department of the Interior Fish and Wildlife Service's NAWCA FY22 U.S. Small Grant program. The program has an estimated $3,000,000 in total funding with an award ceiling of $100,000 and an award floor of $1,000. Eligible applicants are unrestricted. This program is a competitive, matching grants program that supports public-private partnerships carrying out projects in the United States that further the goals of the North American Wetlands Conservation Act. Projects must involve only long-term protection, restoration, enhancement and/or establishment of wetland and associated upland habitats to benefit migratory birds. The program requires a 1:1 non-federal match and research funding is ineligible. The program supports the DOI and FWS mission of protecting and managing the nation's resources by collaborating with partners and stakeholders to conserve land and water and

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to expand outdoor recreation areas. https://www.fws.gov/service/north-american-wetlands-conservation-act-nawca-grants-us-standard

4. **Land and Water Conservation Fund (LWCF).** The LWCF Grant Program is a federal grant program that provides funds to incorporated cities and county conservation boards in the form of 50% reimbursement grants. Grants require a 50% match. Assistance ceilings correspond to population size. Eligible projects include acquisition and/or development of land for outdoor recreation. Renovation of existing facilities is also eligible. https://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Land-Water-Conservation-Fund

5. **National LWCF Competition Grant.** Outdoor Recreation Legacy Partnership (ORLP) Program: The purpose of this grant opportunity is to target and fund projects that will create or reinvigorate parks and other outdoor recreation spaces located in Census-delineated urbanized areas with populations over 50,000. Selection priorities are for projects that will directly connect people to outdoor places, particularly in communities that are underserved in terms of parks and other outdoor recreation areas and have significant numbers of individuals who are economically disadvantaged. Projects may create short-term and/or permanent jobs; help stimulate local economic development; engage and empower members of the affected community in the development of the project, create or expand public-private partnerships (particularly to provide for the leveraging of resources) and should rely on high degree of coordination among the public, multiple levels of government and the private sector, to improve recreation opportunities for all. Additionally, projects must advance goals of or otherwise meet priority recreation needs identified in Iowa's SCORP. Outdoor recreation areas and facilities assisted through this program must be open to the general public and may not be converted to other than public outdoor recreation uses. https://www.iowadnr.gov/Portals/idnr/uploads/grants/orlp/NOFO-20210507-ORLP.pdf

6. **Watershed Improvement Grants (Section 319).** The DNR offers Iowa groups looking to improve our state's streams, rivers and lakes the opportunity to apply for grants. These grants allow groups such as Soil and Water Conservation Districts and other organizations to create watershed projects. Watershed projects help individual Iowans make changes to the land in order to improve the quality of water entering our rivers, streams, and lakes. https://www.iowadnr.gov/Environmental-Protection/Water-Quality/Watershed-Improvement/Watershed-Planning

7. **Wildlife Habitat with Local Entities Grant Program (Wildlife Habitat Grant).** This grant is open to county conservation boards for the acquisition of land and/or development of wildlife habitat purposes. The program costs a share of up to 75% of costs. Grant recipients are not permitted to provide use facilities at their own expense for activities such as camping, picnicking and snowmobiling on areas acquired with WHSF funds. Other than hunting, only such activities as fishing, hiking, nature study, cross-country skiing, etc. are permitted. https://www.iowadnr.gov/About-DNR/Grants-Other-Funding/Wildlife-Habitat-Grant

8. **Habitat Management Grants Program.** The Iowa DNR's Wildlife Diversity Program makes small grants available for habitat management projects directly related to wildlife diversity conservation. Approved projects are funded on a single-year basis but can be submitted for additional funding in subsequent years. Projects should be closely related to the goals of Iowa's Wildlife Action Plan. The total grant allotment is $15,000 per year with $7,500 being the maximum amount available per proposal request. https://www.iowadnr.gov/Conservation/Iowas-Wildlife/Wildlife-Diversity-Program/Wildlife-Grant-Opportunities

9. **REAP Conservation Education Program (CEP).** Provides grants for conservation education in Iowa. The program allocates approximately $350,000 annually in funding. https://www.iowadnr.gov/Conservation/REAP/REAP-Funding-at-Work/Conservation-Education

10. **Recreational Trails Program.** The intent of this program is to provide and maintain motorized and non-motorized recreational trails and trail-related projects. Eligible applicants include public agencies and non-profit or private organizations. Non-profit and private applicants require a public agency co-sponsor. The program requires a minimum 20% match and trails resulting from successful applications must be maintained as a public facility for a minimum of 20 years. http://www.iowadot.gov/systems_planning/fedstate_rectrails.htm

11. **State Recreational Trails Program.** This program was established to fund public recreational trails. Eligible applicants include state agencies, counties, cities and non-profit organizations. A minimum 25% local match is required. Trails resulting from this program must be maintained as a public facility for a minimum of 20 years. https://iowadot.gov/systems_planning/Grant-Programs/-Federal-and-State-Recreational-Trails

12. **Certified Local Government Grant Program.** This program is open to Iowa cities, counties, and land use districts that have a signed Certified Local Government Agreement with the State of Iowa and National Park Service. Eligible grant activities include national register nominations, education projects, surveys, planning for preservation and planning projects. https://iowaculture.gov/about-us/about/grants/certified-local-government-grant-program

13. **Iowa Great Places.** Grants for communities with a strong vision for innovation and enhancing vitality and quality of life, while staying true to what makes the community unique. The Iowa Great Places Program can recognize your efforts and help bring those visions to reality. The program provides designation and supports the development of new and existing infrastructure intended to cultivate the unique and authentic cultural qualities of neighborhoods, communities and regions in Iowa. https://iowaculture.gov/about-us/about/grants/iowa-great-places

SCHMITT ISLAND

Floodplain

7

Floodplain

Overview

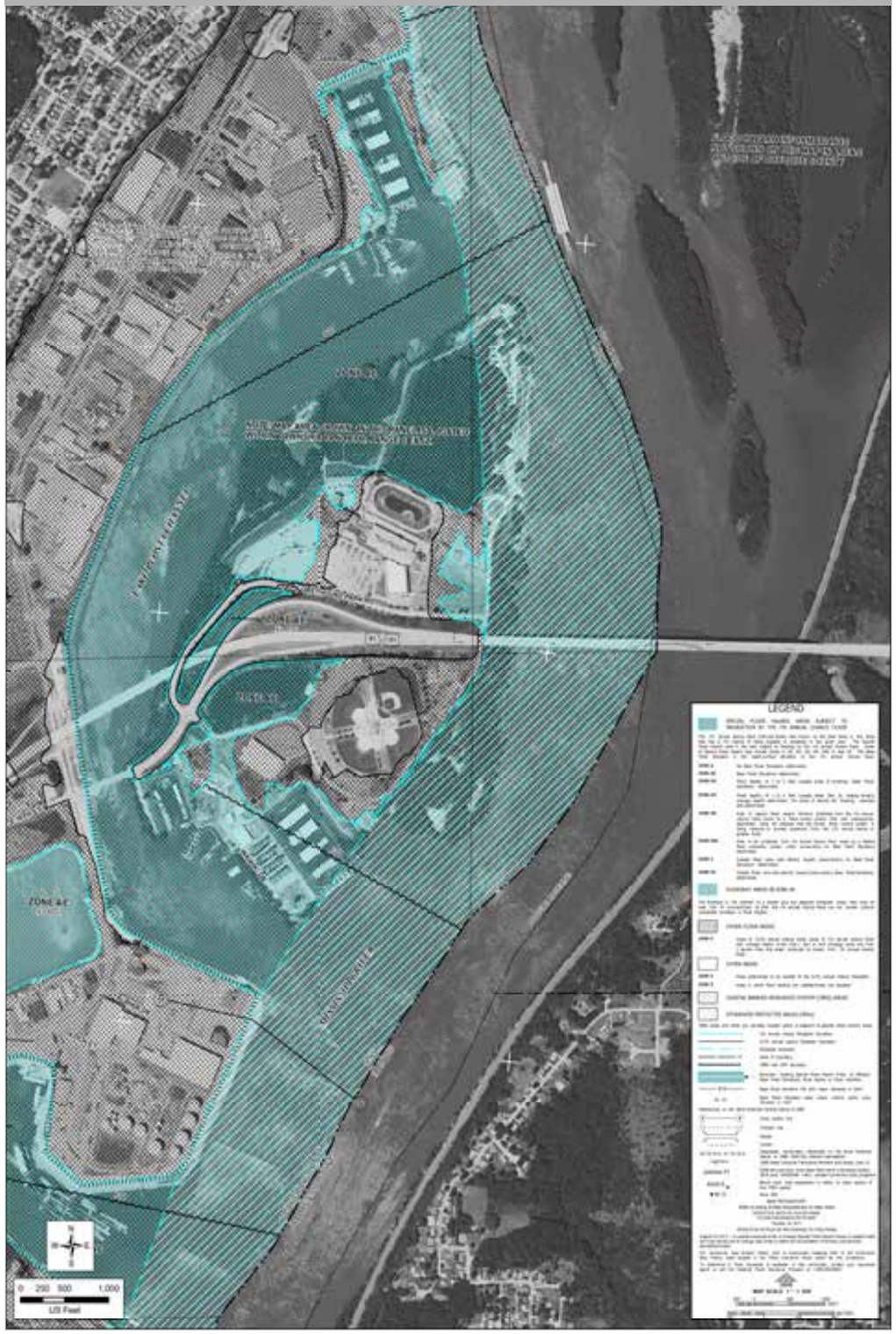
Recent elevated Mississippi River levels in the spring of 2023 have highlighted the fact that portions of Chaplain Schmitt Island are prone to periodic and prolonged flooding. For this reason, as master development planning efforts continue to advance at the island, it will be important to evaluate and understand the impact potential Mississippi River flood risks will have on the feasibility of various improvement projects being considered. This includes confirming compliance with applicable federal, state and local floodplain and floodway regulations that will govern whether potential improvements at the island are feasible from a regulatory, engineering and cost perspective.

Existing Floodplain Mapping Review

Figures 1 and 2 depict the regulatory Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Chaplain Schmitt Island (map number 19061C0244F, August 19, 2013). FEMA produces FIRMs that show areas that are at risk to flooding, also known as floodplains or Special Flood Hazard Areas (SFHA). Figure 1 and 2 show flood zones, floodplain boundaries, floodways and base flood elevations of the Mississippi River.

Communities use these maps to set minimum building and land development requirements for projects in flood prone areas. Given that potential future development improvement projects at the island will need to comply with local, state and federal floodplain management regulations, it is important to gain an understanding of the various flood zones that are present at the island.

FIGURE 1



Floodplain

Special Flood Hazard Areas

Special Flood Hazard Areas (SFHA) are defined as areas that are subject to inundation by the one percent annual chance flood or 100-year flood event. Review of the floodplain mapping at the island indicates presence of SFHAs that cover much of Miller Riverview Park, including the Vietnam Memorial, Riverview Park Drive, the campground and the playground and picnic area at the northern tip of the island. SFHAs also cover northwestern portions of the island including the Dubuque Water Sports Club and Heron Pond. SFHAs also are shown to cover the western portion of the west parking lot of the casino and the eastern portion of the east parking lot of the casino. None of the existing casino buildings are currently located within a mapped SFHA. However, SFHAs do appear to encroach onto some of the existing kennel structures and the northwest wing of the Hilton Garden Inn building. The 500-year floodplain (0.2 percent) also covers the majority of the Hilton Garden Inn building and all of the existing kennel buildings. On the south half of the island, mapped SFHAs cover much of the existing marina, including Catfish Charlie's Restaurant, the marine maintenance building, the marina parking lots, the campground and most of Marina Drive. The existing Mystique Community Ice Center, while not located within a SFHA, is mapped within the 0.2 percent or 500-year floodplain.

Floodway

The floodway is defined as the channel of a waterway plus any adjacent floodplain areas that must be kept free of encroachment so that the one percent annual chance flood (100- year flood event) can be carried without substantial increases in flood heights. Figure 1 is the FEMA regulatory map panel showing the Mississippi River floodway with a diagonal cross hatching pattern. Figure 2 similarly shows the Mississippi River floodway with a light blue color shading. Both maps indicate that the floodway occupies portions of the easterly edge of the island. The floodway on the east end of the island varies in width from approximately 470 feet at the north end of the island, approximately 250 feet at the USH 61/151 bridge, and up to 700 feet wide near the south end of the island.

FIGURE 2

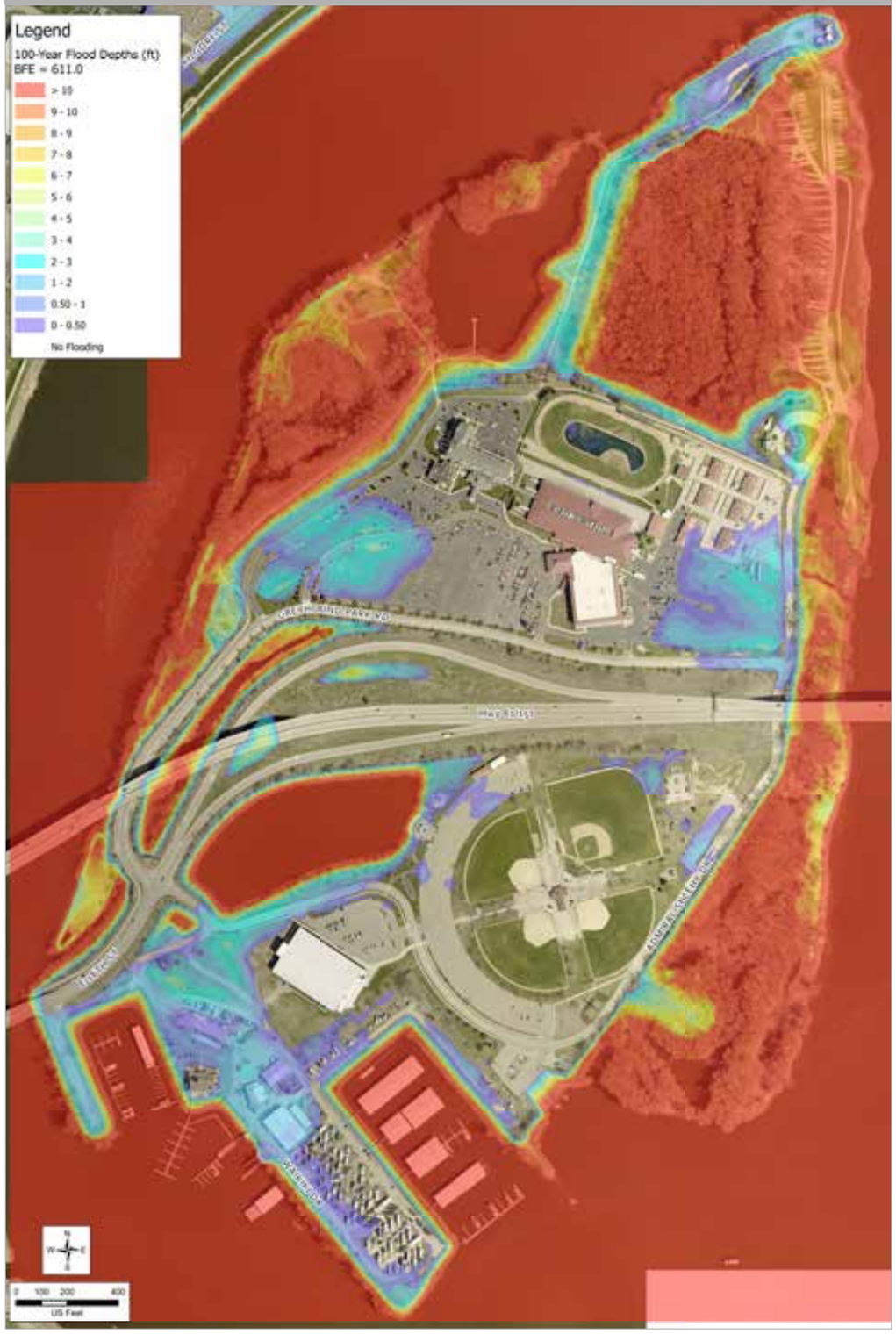
Floodplain

Base Flood Elevations (BFEs) and Flood Depths

The BFE at a particular location is defined as the elevation of surface water resulting from a flood event that has a one percent chance of equaling or exceeding that level in any given year (commonly referred to as the 100-year BFE). The BFEs for the Mississippi River at the island are both depicted on the FIRM floodplain map and also are provided on flood profile exhibits within the city's FEMA Flood Insurance Study (FIS) report. Reviewing these data sources, we see that the 100-year event BFE at the island is 611.0 (North American Vertical Datum of 1988). Figure 3 depicts the estimated depths of flooding for a 100-year flood event (BFE = 611.0). Note that the basis of the ground surface topographic data is available high-resolution light detection and ranging (Lidar) that was obtained and published by the United States Geological Survey (USGS) in 2019.

Figure 3 indicates that the easterly area of the island that is mapped floodway generally has 100-year flood depths that are greater than ten feet. Several areas of the island that are not in the mapped floodway also have flood depths greater than ten feet, including the majority of Miller Riverview Park, the Dubuque Water Sports Club (including Heron Pond) and the eight-acre pond located immediately north of the Mystique Community Ice Center site. Areas on the island that have shallower flood depths (i.e. between zero and four feet) include westerly portions of the casino parking lot, easterly portions of east casino parking lot, an area near the southeast corner of the kennel buildings, portions of Admiral Sheehy Drive located immediately north of the ice center and portions of the south marina area including surrounding parking lots and driveways.

FIGURE 3



Floodplain

Topographic Survey Collection

In order to validate the accuracy and reliability of the USGS 2019 Lidar topographic data, we conducted field topographic surveys at several key locations at the island as follows:

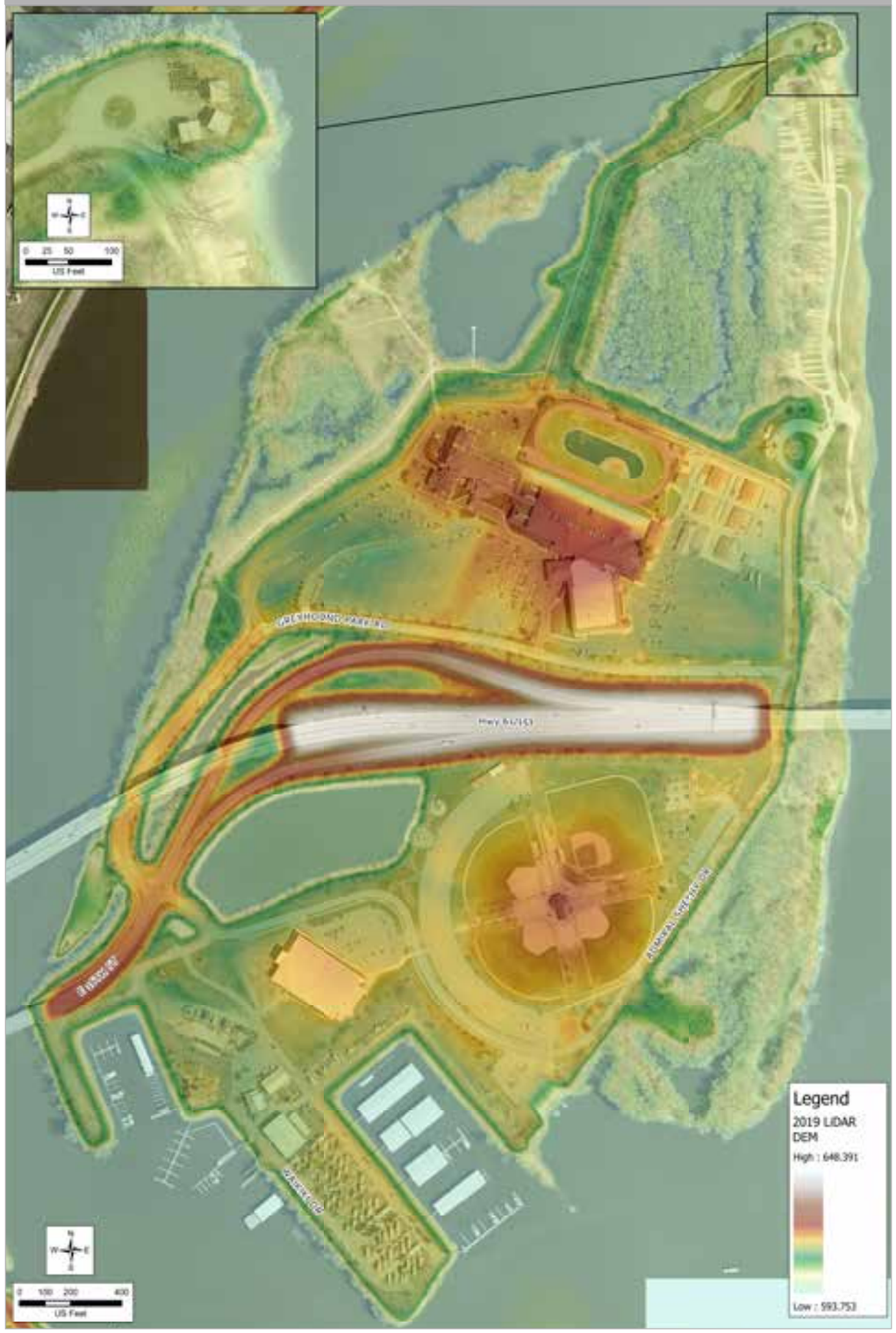
- Northeast area designated as regulatory floodway in the location of the proposed observation tower.
- East parking lot designated as a SFHA floodplain in the vicinity of the "Backwater Stage" area.
- West parking lot and entrance drive area designated as a SFHA floodplain.
- South marina area designated as a SFHA floodplain.

Figure 4 depicts USGS 2019 Lidar ground surface topographic mapping in a color relief format. Figure 5 includes this same Lidar topographic data overlayed with the individual field surface topographic survey data points from the various areas of the island listed above. Within Appendix A, there is a tabular summary of the 379 field survey points that provides a comparison of the surveyed elevation versus the estimated Lidar elevation at the same location. Note that Lidar data is a based on a grid size of one square meter.

Comparison of the survey data versus the Lidar data indicates that the elevation differential between the field surveyed shots and the Lidar data falls mainly between plus or minus 0.25 feet (refer to the histogram that is included as an inset exhibit on Figure 5). 92 percent of the field survey shots fall between plus or minus 0.25 feet of the Lidar elevation.

Review of the data indicates that the elevation differential does not appear to be skewed either up or down, which seems to indicate that there is not a transformational vertical datum issue. Note that the only area where there appears to be elevation differentials that are more significant (i.e. greater than 1.5 feet) are shots that were taken along the northeast shoreline of the island near the proposed observation tower. There appears to be a logical explanation for this, given that when the Lidar data was collected, it is likely that the Mississippi River levels may have been elevated and the true ground surface elevation was therefore, not represented accurately. Based on the results of the comparison of the field surveyed surface topographic data and the USGS 2019 Lidar topographic data, the Lidar topography appears to be reasonably accurate and is suitable for use for planning level engineering analyses, including the floodplain development assessment described later.

FIGURE 4



Floodplain

Floodplain and Floodway Regulation Review

The City of Dubuque floodplain management regulations are stated within Title 16 Unified Development Code, Chapter 6 Overlay Districts, Section 16-6-4: Flood Hazard Overlay District. The provisions outlined in Section 16-6-4 apply to all lands within the jurisdiction of the City of Dubuque shown on the Official Floodplain Zoning Map as being within the boundaries of the Floodway, Floodway Fringe (Flood Fringe), and General Floodplain (Overlay) Districts. Each of these floodplain districts is described in further detail below.

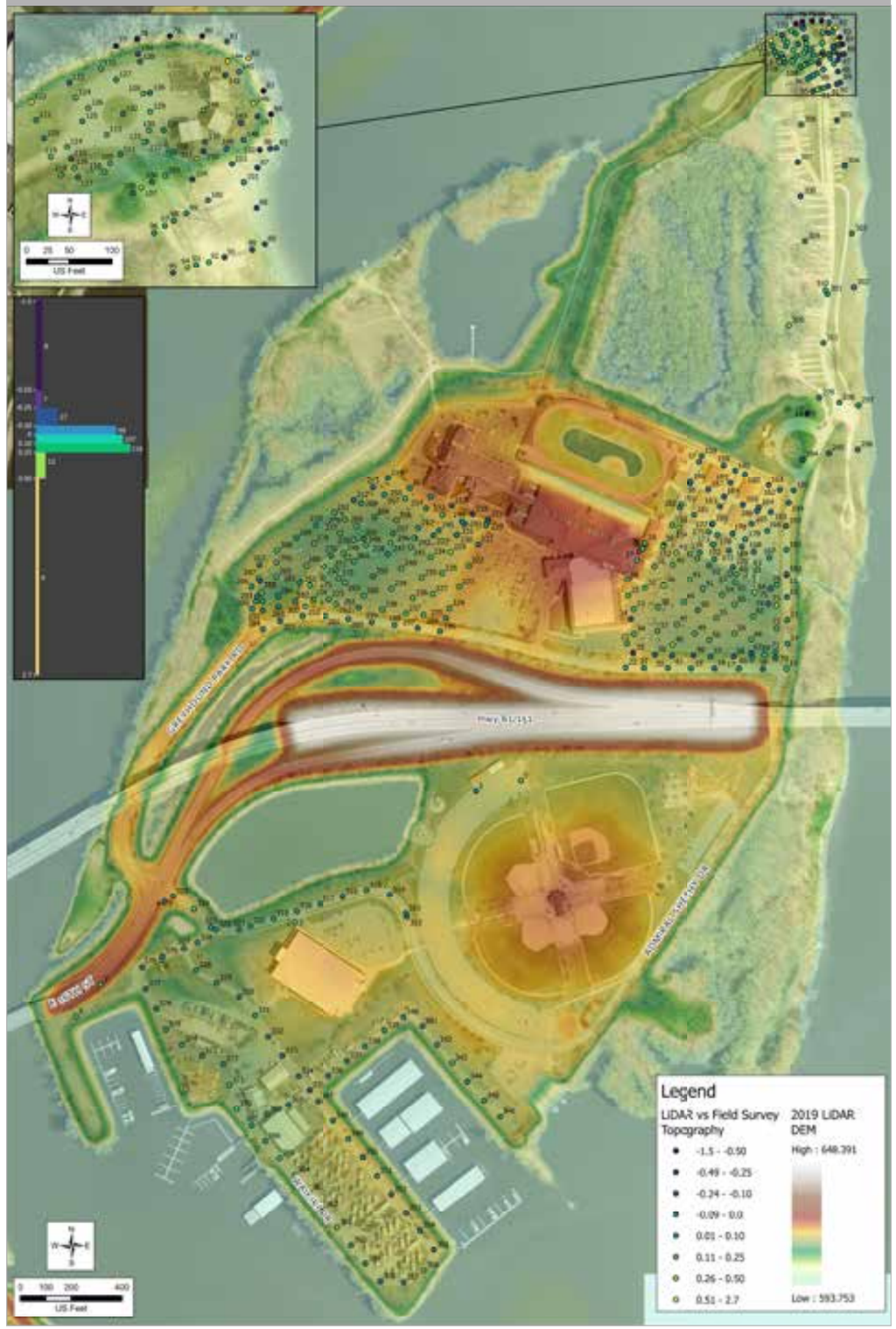
Floodway (Overlay) District (FW). Those areas identified as floodway on the Official Floodplain Zoning Map. These areas are depicted as Zone AE floodplain with diagonal hatched areas on Figure 1 and light blue shaded areas on Figure 2.

If development plans include placement of any structures or fill within these areas, engineering analyses will need to be conducted to reflect the effects of this development on Mississippi River flood levels and to show that no increase in 100-year base flood elevation will result. The following section shares potential development scenarios that could occur within regulatory floodway at the island and the resultant impacts to Mississippi River 100-year base flood elevations.

Floodway Fringe (Overlay) District (FF). Those areas identified as Zone AE on the Official Floodplain Zoning Map and exclude those areas identified as floodway. These areas are depicted as Zone AE floodplain with no diagonal hatched area on Figure 1 and as indigo shaded blue areas on Figure General Floodplain Overlay District (FP). Those areas shown within the approximate 100-year flood boundary or Zone A on the official floodplain zoning map. Note that there are no General Floodplain Overlay Districts within the limits of Chaplain Schmitt Island.

Regardless, any proposed buildings (residential or non-residential) within a SFHA (both floodway and flood fringe areas), must be elevated to be equal to or greater than the flood protection elevation. The flood protection elevation is defined as the regional 100-year storm base flood elevation plus one foot of freeboard. Therefore, the flood protection elevation at the island is equivalent to elevation 612.0.

FIGURE 5



Floodplain

Floodplain Development Assessment

FEMA Effective Hydraulic Model

In order to assess the various potential improvement projects at the island, planners requested and obtained the regulatory FEMA hydraulic floodplain model for the Mississippi River from the FEMA Engineering Library. This HEC-RAS hydraulic model simulates the flood water surface elevations of the Mississippi River during a 100-year return interval flood event. Review of this hydraulic model indicated that three Mississippi River stream cross sections pass through portions of the island. A comparison of topographic data from the hydraulic model cross sections indicates that, generally speaking, the ground surface data represented in the model was reasonably close to ground surface data obtained from the USGS 2019 Lidar data. However, for areas that appeared to show some discrepancies, the three river cross sections were adjusted to reflect the Lidar ground surface data on the island. After making these model cross section adjustments, additional intermediate river cross sections were created in the hydraulic model at an approximate interval of just under 200 feet. It is important to note that the Mississippi River hydraulic model only represents flood flows passing through the regulatory floodway as being effective flood conveyance. Flows passing through areas of the island that are outside the floodway boundary (flood fringe areas) are not represented as effective flood conveyance. Graphic exhibits are included within Appendix B which depict the Mississippi River hydraulic model cross section locations. Subsequent graphic exhibits in Appendix B represent each of the three development scenarios discussed below.

Floodway Encroachment Analysis

The scenarios described below are presented for planning and concept purposes. Specific improvement recommendations will be reviewed during the preliminary and final design phases, along with consideration of permitting issues and relative value.

Scenario 1: Fill Entire Floodway Along the East Side of the Island

This scenario is a highly conservative "worst- case" scenario in which fill would theoretically be placed within all areas of the island that are mapped as regulatory floodway. The current projects being considered in the master plan (boardwalk trails and the observation tower near the north tip of the island) would certainly involve significantly less potential for obstruction of Mississippi River flood flows. However, the if the outcome of this worst-case scenario option indicates no increases in 100-year Mississippi River base flood elevation, it is reasonable to assume that any development project that is contemplated within the mapped floodway on the island would be permissible from a floodway regulation compliance standpoint.

The results of Scenario 1 did indicate some minor base flood elevation increases (approximately 0.04 feet) throughout the stretch of the Mississippi River along the island and points immediately upstream. While these increases seem negligible, the federal, state and local floodway development rules clearly state that no increases in 100-year base flood elevation are to be allowed.

Scenario 2: Fill Entire Floodway Upstream of USH 61/151

This second floodplain development scenario includes theoretically placing fill within all areas of the island that are mapped as regulatory floodway, but only those locations on the island located north of the US 61/151 bridge. This scenario would essentially keep the regulatory floodway areas that are located to the south of the US 61/151 bridge undisturbed. The results of this hydraulic modeling evaluation indicate that the Mississippi River 100-year flood stage would only increase by approximately 0.005 feet. Given that conservative assumptions are still being made for placement of fill that would entirely occupy the floodway north of the US 61/151, it is reasonable to assume that the projects currently being considered in this part of the island would have little to no impact on Mississippi River flood stage.

Scenario 3: Fill Entire Floodway Upstream of USH 61/151 and Perform Minor Regrading South of USH 61/151 to Offset Minor River Flood Elevation Increases

The third floodplain development scenario is generally identical to Scenario 2. However, in an effort to offset the minor Mississippi River flood stage increases resulting from Scenario 2, this model reflects some regrading of floodway areas on the island located south of the US 61/151 bridge. This potential regrading would seek to lower ground surface elevations in this area to near elevation 596. The Scenario 3 hydraulic modeling results indicate that no increases in Mississippi River flood stage would occur.

Other Floodplain Development Considerations

Given that construction within floodway zones is highly restrictive from a regulatory standpoint, it is important to determine what can and can't feasibly be done in these areas. The results of the floodway encroachment analyses summarized in the previous section demonstrate that locating potential projects in the mapped floodway at the island appears to be feasible. However, development projects on other portions of the island also need to be evaluated.

As stated in the regulatory review section, proposed buildings must be elevated to be equal to or greater than the flood protection elevation, which is equivalent to the regional 100-year base flood elevation plus one foot of freeboard (elevation 612.0). This is the minimum flood protection elevation standard that must be met. However, given that storm and flood events are growing in severity and frequency due to the effects of climate change and other threats, consideration should be given to a flood protection elevation standard that improves resilience of future buildings and projects on the island.

The Federal Flood Risk Management Standard establishes a flood standard that helps achieve increased resiliency of future projects against flooding. Currently, the Federal Flood Risk Management Standard applies only to federally funded actions involving new construction, substantial improvement or repairs to substantial flood damage. It also applies to hazard mitigation projects involving structure elevation, dry floodproofing and mitigation reconstruction. If federal funding is sought for future development and improvement projects on the island, applying the Federal Flood Risk Management Standard should be considered. If the Freeboard Value Approach (FVA) is applied, it would involve adding two feet to the base flood elevation for non-critical actions and adding an additional three feet to base flood elevation for critical actions. An alternative is increasing the flood protection elevation to the 500-year base flood elevation, which in this case would be approximately 1.5 feet. Increasing the flood protection elevations for new buildings will result in greater cost to account for placement of additional fill to elevate structures beyond the minimum flood protection elevation standard. The increase in resiliency and mitigation of potential future flood risks will need to be balanced with the estimated increases in construction costs to comply with the more stringent flood protection standards.

SCHMITT ISLAND

Infrastructure & Analysis

8

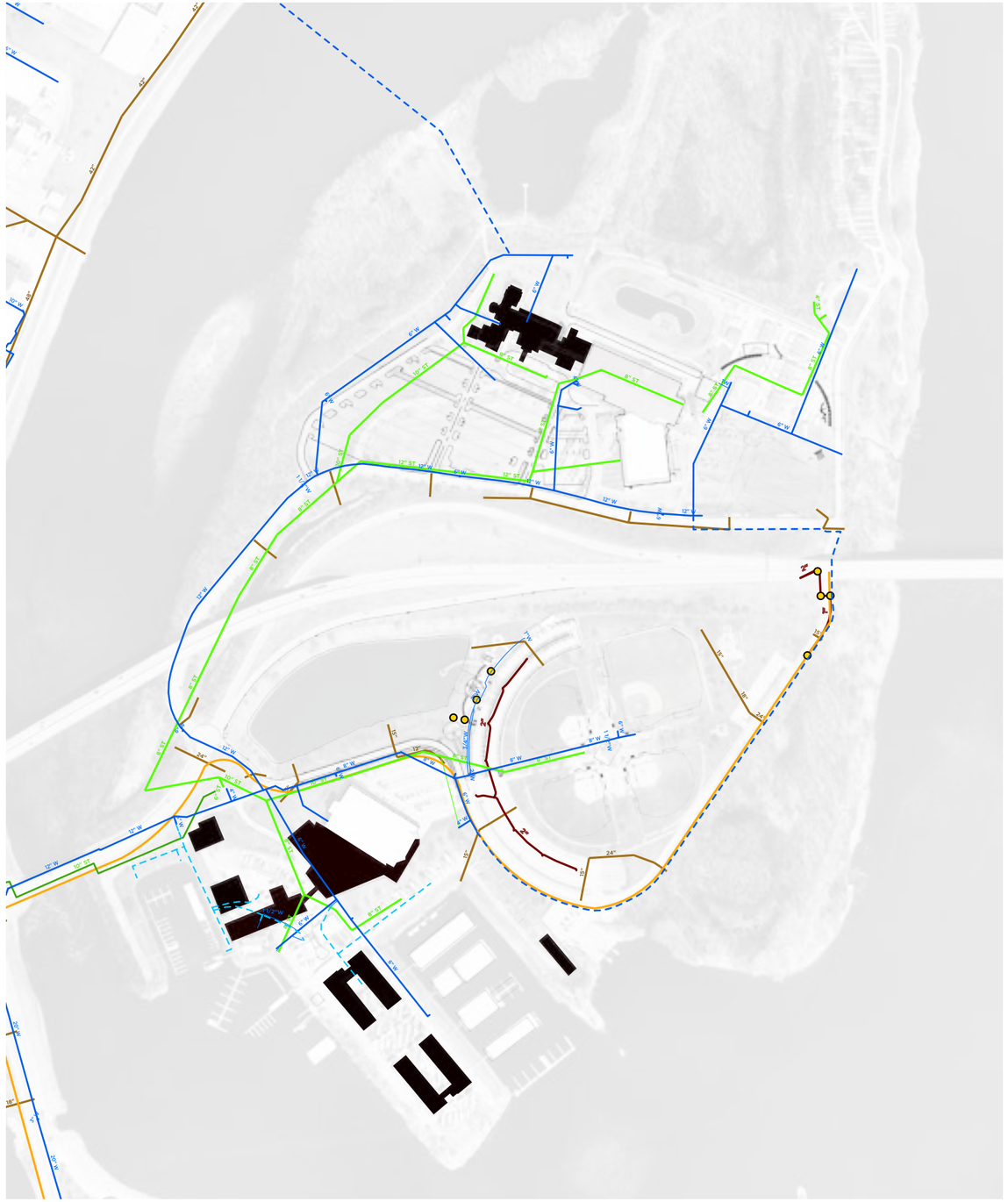
Infrastructure & Analysis

Utilities

The planning and design team interviewed city staff in the water department, sanitary waste division and civil engineering departments to understand potential issues or opportunities from a utility perspective. These conversations helped provide a high level overview of the key items that should be considered as development moves forward.

LEGEND

- Sanitary Line - Gravity Main
- Sanitary Line - Pressurized Main
- Inactive Sanitary Line
- Active Stormwater Line
- Active Water Line
- Proposed Water Line
- Water Destinations
- 18" W — Water Line Diameter
- Fiber Conduit
- Electric Conduit
- 2" — Electric Conduit Diameter
- Fiber Structure
- Electric Underground Structure



Infrastructure & Analysis

Sanitary Sewer Utilities

The sanitary sewer network on the island consists of a series of 6- to 10-inch sanitary sewer gravity mains. The collection system drains to a lift station located near E. 16th Street and Admiral Sheehy Drive. While the original planning assumption was that the system would need the capacity to serve high-density residential land use across the entire island, that assumption is no longer in place. Still, any sewer improvements on the island should be based on the highest and best potential land uses, to ensure new system improvements have proper capacity. While there are no immediate issues to be addressed and no glaring shortfalls, the following actions are still recommended:

- Verify capacity of the lift station to serve land uses required by future development.
- Use flow meters to check the potential risk of flood waters being pushed into the sanitary sewer system via the bolted-down manhole located under the drainage pond that receives geothermal water discharges.

LEGEND

- Sanitary Line - Gravity Main
- Sanitary Line - Pressurized Main
- Inactive Sanitary Line

KEY NOTES

1. Sanitary manhole in pond needs further analysis.

Infrastructure & Analysis

Storm Sewer Utilities

The storm sewer network on the island drains to the river at various locations. Some of the site drains to a long, narrow pond southeast of Greyhound Park Road under the Wisconsin Bridge. The discharge from the casino and hotel geothermal system also drains to this pond. The pond has no direct surface outlet. City of Dubuque stormwater management regulations require that the peak flow rate leaving new construction and redevelopment sites not exceed the existing peak flow rate expected to be generated by the 2-, 10- and 100-year storm events.

While there are no immediate pressing stormwater system needs in terms of the regulatory environment, the development plan for Chaplain Schmitt Island includes a strong natural resources component and would do well to include good management and stewardship of water resources. To that end, these projects are recommended:

- Design pipe outfalls that will prevent erosion near the outlet and along downstream channels resulting from new construction and/or redevelopment.
- Aesthetic and water quality improvements to the pond southeast of Greyhound Park Road under the Wisconsin Bridge.
- Add practices that improve the quality of stormwater runoff, using the Iowa Stormwater Management Manual to select, size and design such practices.

LEGEND

Active Stormwater Line

KEY NOTES

1. Q Casino Geothermal Wells
2. Q Casino Resort Geothermal Discharge
3. Future development associated with the roundabout should consider improving design to eliminate sedimentation issues.

Infrastructure & Analysis

Water Utilities

Currently, water does not circumnavigate the entire island. The island's water supply comes through a 12" water main connection along the E. 16th Street bridge. To ensure a sound, fully functioning system, a backup/redundant supply of water that does circumnavigate the island is needed, allowing repairs anywhere on the island to have access to water.

Improvements to the water supply and distribution system on the island would reduce the potential for service disruptions to individual facilities and to the island as a whole. Recommended projects include the following:

- A second connection point to the city water system, potentially by connecting to a future pedestrian bridge that would span across the Peosta channel of the Mississippi River. The connection could be made near the intersection of Hamilton and Kilgore Streets on the opposite side of the river.
- Potential improvements to provide adequately sized water mains along Hamilton Street to connect to the 24" water main along Kerper Boulevard.
- Additional water valves and new water mains along Greyhound Park Road to provide redundant service connections to the hotel and casino site.
- A looped water main connection along Chaplain Schmitt Drive.

All new water main installations on the island will need water main materials with nitrile gaskets due to past landfill use at this site, consistent with Iowa Department of Natural Resources (IDNR) requirements.

LEGEND

- Active Water Line
- Proposed Water Line
- Water Destinations
- 18" W — Water Line Diameter

KEY NOTES

1. Install a secondary water main loop when the Peosta Channel Bridge is created.
2. Future water main valve to be installed in this location, as Capital Improvement Funds allow.
3. Install hydrants as part of 16th Street Improvements.
4. Develop a redundant water main loop along Chaplain Schmitt Drive.

Infrastructure & Analysis

Electrical and Fiber

LEGEND

- Fiber Conduit
- Electric Conduit
- 2" Electric Conduit Diameter
- Fiber Structure
- Electric Underground Structure

SCHMITT ISLAND

Priorities, Costs & Recommendations

9

Priorities, Costs & Recommendations

As part of the overall development plan's findings – along with the economic analysis, key projects have been identified to help fulfill the plan's mission and vision. These projects – and their associated costs – have been prioritized through an analysis of the following considerations.

Prioritization Factors

1. **Plan Objectives.** Does the project help achieve the Development Objectives and the City of Dubuque's Council Priorities?
2. **Highest and Best Use.** Are the projects financially feasible? Will the project help move the needle and improve the island's appeal for private sector investments? Will the citizens of Dubuque benefit from increased tax or lease revenue?
3. **Readiness.** Is the project "shovel ready" or can it get there quickly? What steps have taken place to advance the project's standing?
4. **Construction Cost.** if the magnitude of the project requires capital that is not readily available, alternative funding streams (e.g. grants, sponsorship) may be a factor in the project's short term feasibility.
5. **Sequence.** Is the project – or is a higher priority project - contingent on infrastructure investments that must occur first to enhance the island's appeal for further development? Does the project "complete" a multi phased project?
6. **Ecological, Beautification.** Does the project help advance the island's appeal from a habitat or beatification standpoint?
7. **Quality of life, Destination Appeal.** Will the project appeal to Dubuque citizens, their families and professionals? Will people travel to spend the day on the island, if the project is constructed?

Regulation & Policy Considerations

In addition to the prioritization considerations, several city policies impacting the island's appeal for development have been uncovered. A brief explanation has been included below.

In 2017, residential development was eliminated as an allowable use within the Planned Unit Development Ordinance that governs the island. After an evaluation of the current market conditions in 2024, there is an opportunity for waterfront living on the island. Considerations were also given to large scale destination retail (e.g. bass pro shops), office (in the short term, office demand is very limited) and industrial (deemed an inappropriate use, given the island's vision and land uses) within the island's development framework, but were ruled out as viable alternatives. Given this, a recommendation of this plan is to update the PUD to include multifamily residential.

Secondly, given the construction complexities of building on the island, along with market conditions related to residential development, an analysis of a fee simple vs. land lease scenario was evaluated (see sections 3 &4). Given the island's waterfront location, the city has had a longstanding position of being only buyers of riverfront land (as opposed to sellers).

While some developers may philosophically not want to lease lands for multifamily residential development, there are some developers who see leasing as a benefit to their business model as it moves the cost to the operational side of the balance sheet.

The challenge with land lease in large part then comes down to time. Given the island's physical characteristics and development history, capital costs are anticipated to be slightly higher than a traditional redevelopment situation in downtown Dubuque, for example. This creates a need to re-evaluate the lease terms. This plan's recommendation is for the City to reconsider land leases that have historically been on a 25 year basis to a 75 year basis, but only for high quality development that meets the intent of the Island's design guidelines, while simultaneously protecting the investments of those who have developed or will develop in the future.

Lastly, In the 1980's, the City received funds for the acquisition and construction of Gerald "Red" McAleece Park through the federal government's Land and Water Conservation Program. With these funds, a land use restriction was enacted by the Department of Interior and provided by the City, limiting use to "outdoor recreation." Removing this restriction is possible and is based on replacing the outdoor recreation uses elsewhere in the city at the present day appraised value. It does not require a sport for sport replacement.

Considering this, as investments are made in Schmitt Island, it is reasonable to assume that the site's value – and appraised value – will go up. Given this, this plan recommends that the city collaborate with the Federal Government to remove the restriction on Gerald "Red" McAleece Park.

Action Plan

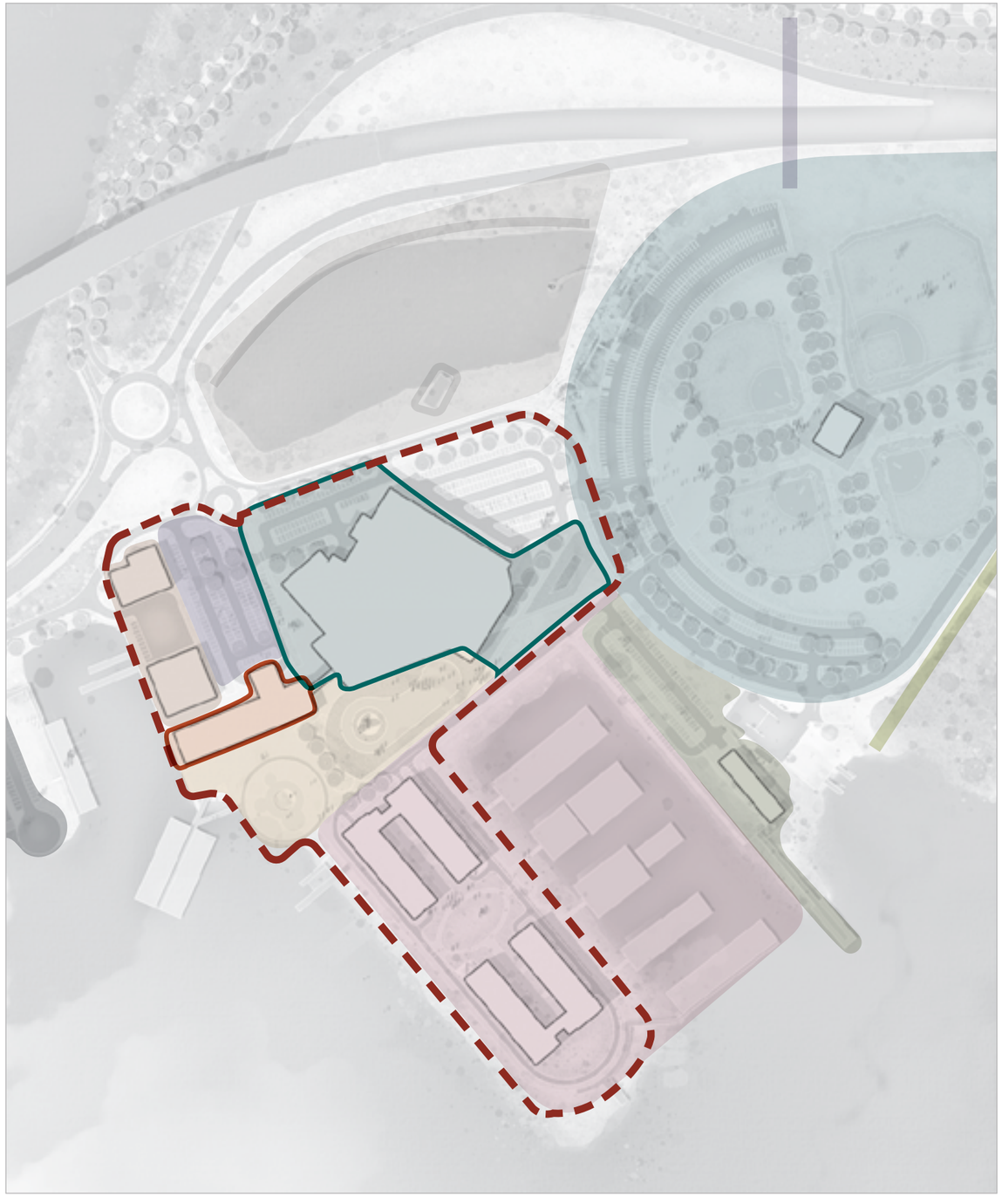
Considering the factors above, the following items have been identified as the highest priority actions:

1. Update the PUD Ordinance to allow multifamily residential.
2. Proceed with developing a value matrix for determining when a seventy-five-year vs. a twenty five year land lease is warranted.
3. Proceed with the initial steps of seeking an appraisal for the ballfield site and removing the restriction over Gerald "Red" McAleece Park.
4. Work with the City of Dubuque to issue an RFI to prospective developers to gauge their interest in redeveloping the island south of Highway 151.
5. Begin the initial geotechnical and environmental investigation within the existing marina and RV Park on the south side of the island.
6. Conduct a feasibility study to determine the appropriate sports program for the Gerald "Red" McAleece Park and Ice Center.

Priorities, Costs & Recommendations

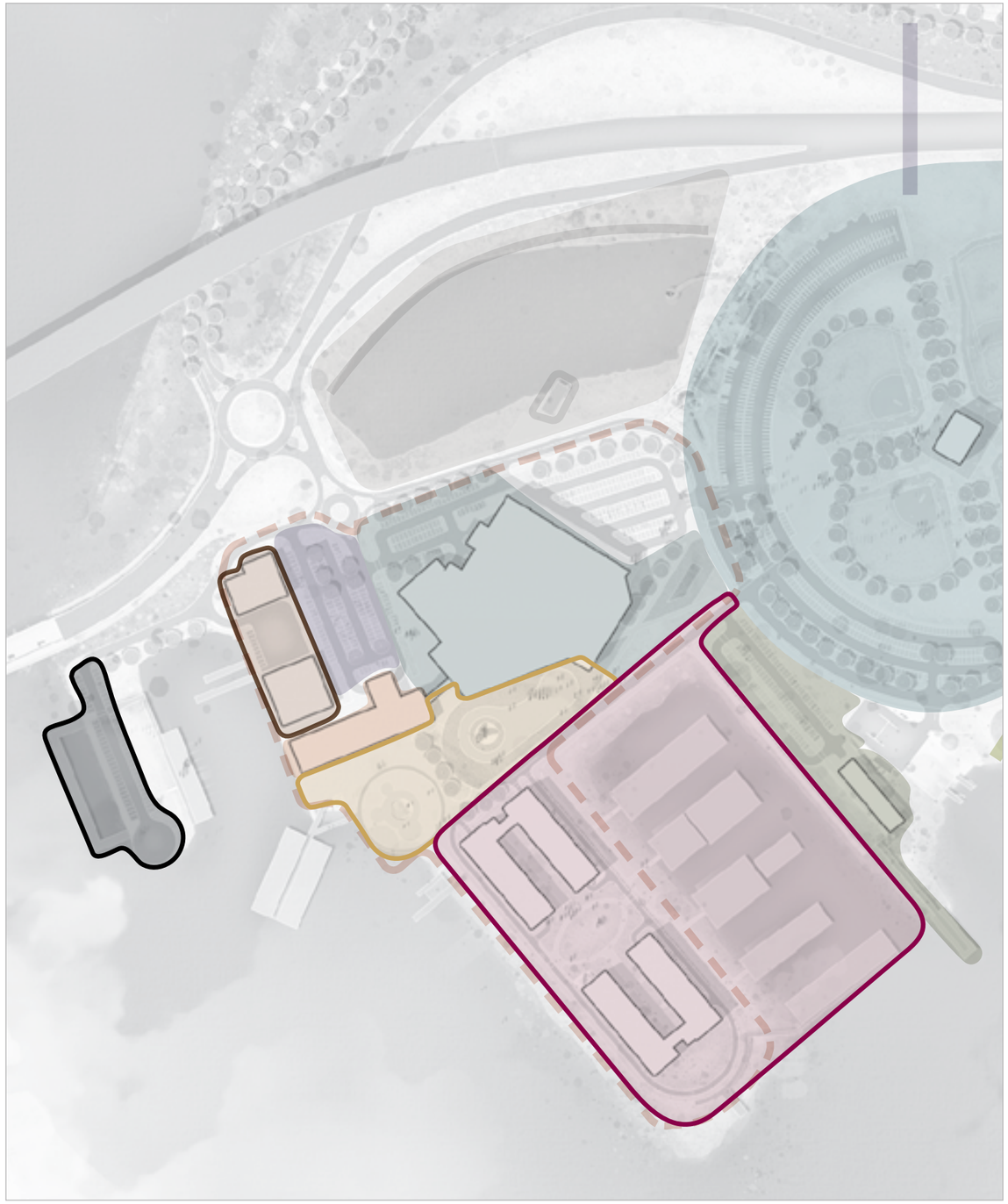
LEGEND:
Public = Federal, State, City
Philanthropic = fundraising, donor-advised
Private = developer, private company
Non-Profit - i.e. DRA, SID, etc.

	Prioritization (in Years)*				*Base year is fiscal year 2026, fiscal year 2031 is 6th year of 0-6 column.		
Project Description	**0-6**	**6-10**	**10-15**	**15-20**	**Funding Partners**	**TOTAL PROJECT COST**	**Remarks**
INFRASTRUCTURE							
RAISE Grant Design and Implementation		X			Public	$43,000,000	Currently funded
Dubuque Pack Site Development		X			Private	$TBD	Property owner coordinated development efforts with Chaplain Schmitt Island
Prepare Site for Redevelopment - Marina, Ice							
Floodplain Improvements	X				Public	$ 1,509,600	Suitable fill, site preparation to elevate out of floodplain
Utility Improvements	X				Public	$180,000	Storm, sanitary, water, electric
Water Utilities - City of Dubuque	X				Public		Create redundancy in system
Redundancy Within Water System	X				Public	$TBD	
Sanitary Utilities - City of Dubuque	X				Public	$TBD	
Stormwater Utilities - City of Dubuque	X				Public	$TBD	
Admiral Sheehey - Trails, Streetscaping & Lighting	X				Public	$TBD	
Site & Floodplain Preparation - Peninsula							
Floodplain Improvements	X				Public	$510,000	Net Fill
Utility Improvements	X				Public	$ 180,000	Storm, sanitary, water, electric
ICE CENTER EXPANSION							
Second Sheet of Ice	X				Pub, Phil, Priv, NP	$20,054,520	Decision will need to be made about city sources of funds, including possibility of a referendum requiring a funding source.
Exercise Facility Enhancements	X				Pub, Phil, Priv, NP	$ 4,800,000	
Eaterytainment Zone	X				Pub, Phil, Priv, NP	$3,780,000	Confirm scope is not included in Ice Center expansion
Entertainment Zone - Exterior	X				Pub, Phil, Priv, NP	$1,080,000	
Site Improvements	X				Public	$3,600,000	
MARINA HOTEL							
Inn & Suites		X			Private For Profit	$22,570,812	Private development
Bistro		X			Private For Profit	$1,350,000	



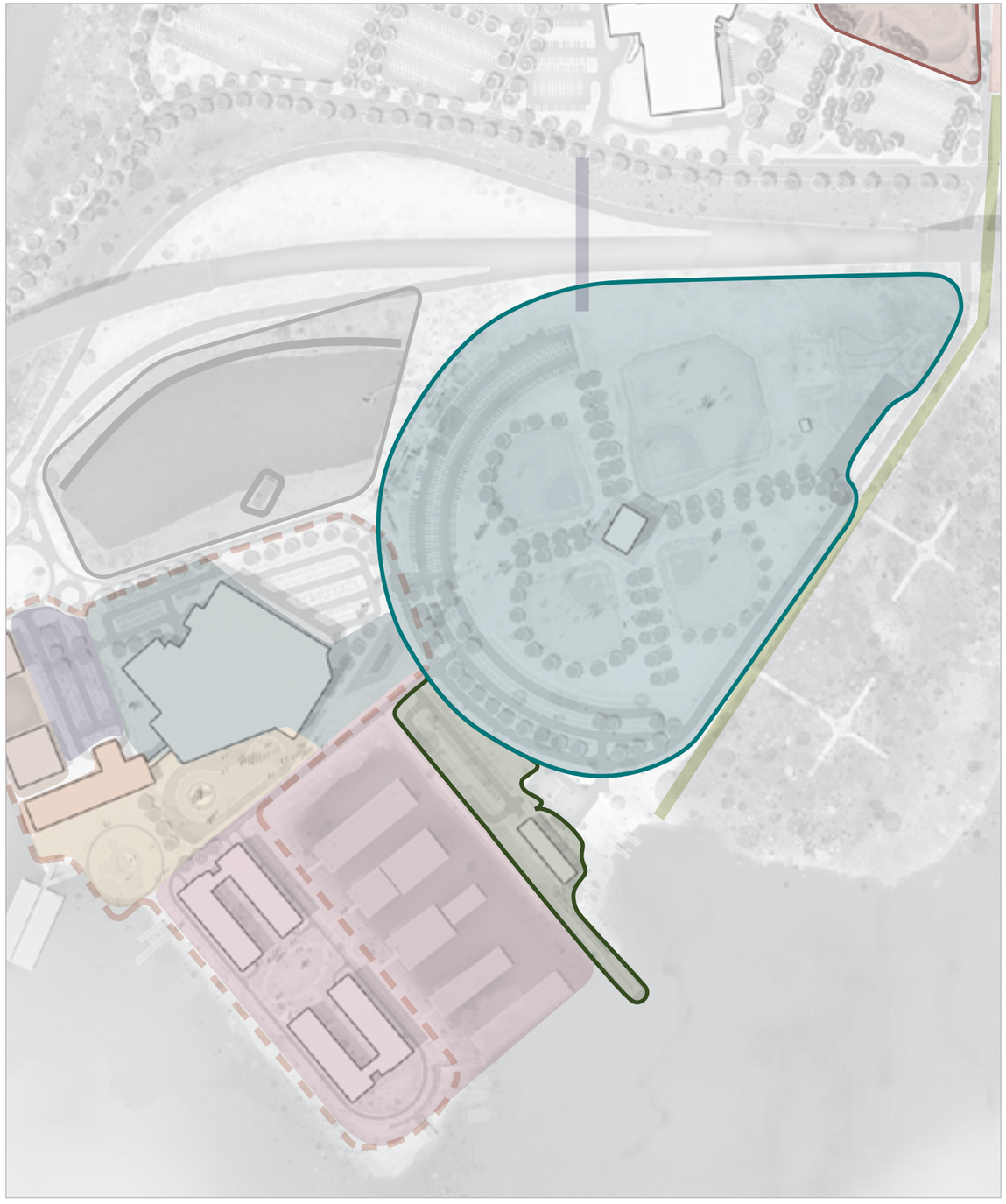
Priorities, Costs & Recommendations

	Prioritization (in Years)						
Project Description	**0-6**	**6-10**	**10-15**	**15-20**	**Funding Partners**	**TOTAL PROJECT COST**	**Remarks**
MARINA PARK							
Destination Play	X				Pub, Phil, Priv, NP	$10,800,000	River centric
Skating Rink - Outdoor		X			Pub, Phil, Priv, NP	$3,600,000	All season
MARINA VILLAGE							
Residential Apartments	X				Private	$29,745,540	Includes garden level parking
Building Site Improvements	X				Private	$3,600,000	
Dock Facilities	X				Private	$3,600,000	
Marina Drive	X				Private	$1,716,000	Curb, street, 31' B - B, 7" thick pavement, 6" base course (no utilities)
Marina Drive Walk	X				Private	$327,600	
Marina Drive Lighting	X				Private	$312,000	
Island Promenade	X				Pub, Phil, Priv, NP	$7,142,400	Pavement, lights, landscape, furnishings - no fill
FISHING BARGE							
Floating Barge		X			Pub, Phil, Priv, NP	$1,200,000	
Parking/Trail Head		X			Pub, Phil, Priv, NP	$1,200,000	
BOAT SALES, STORAGE, AND SERVICE (RETAIL)							
Retail Showroom	X				Private	$3,456,000	
Boat Storage & Service	X				Private	$4,320,000	
Site Work	X				Private	$1,080,000	
Promenade	X				Public	$3,072,000	
Hoist	X				Private	$600,000	
Renegotiate Lease	X				Public	-	



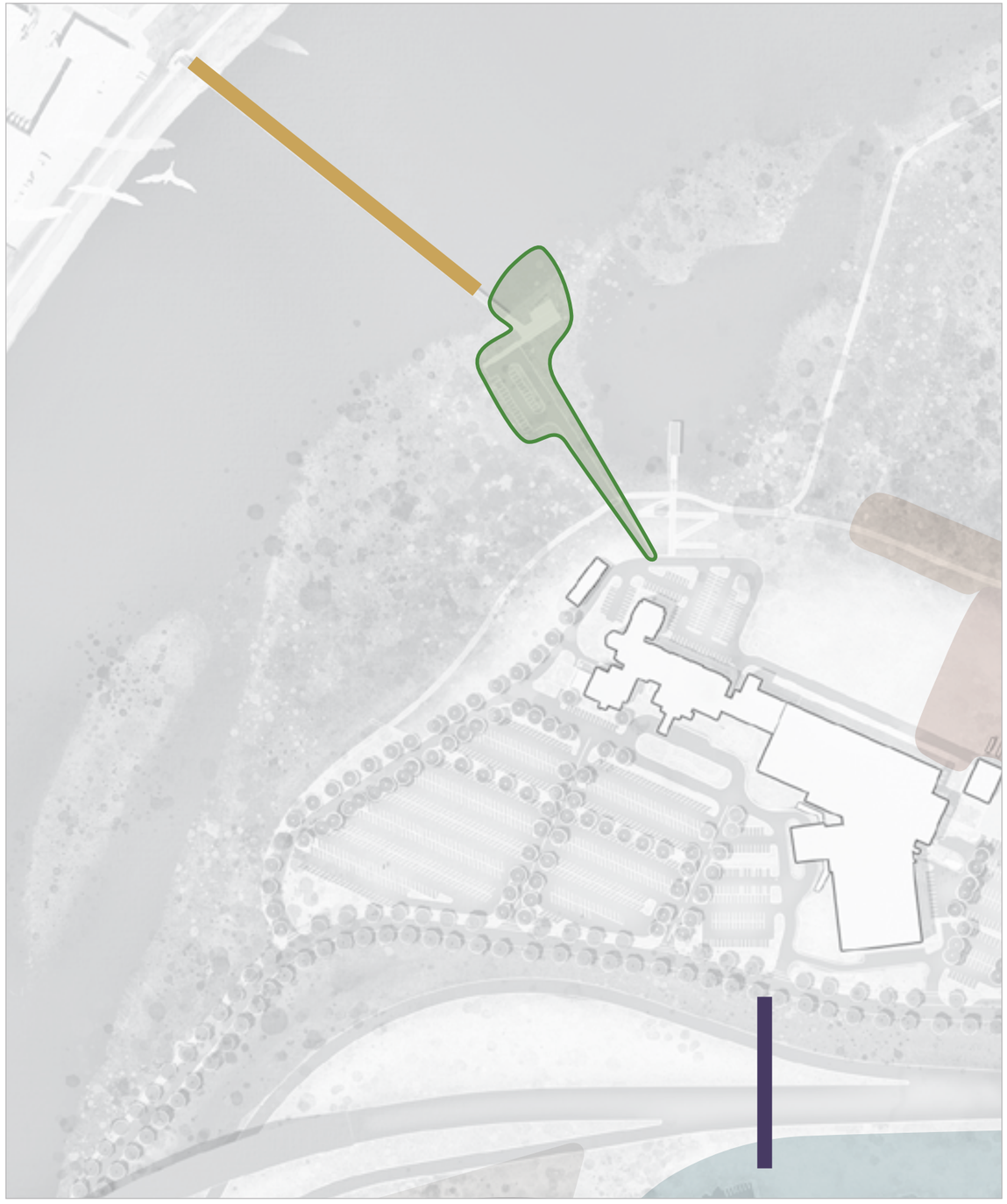
Priorities, Costs & Recommendations

	Prioritization (in Years)						
Project Description	**0-6**	**6-10**	**10-15**	**15-20**	**Funding Partners**	**TOTAL PROJECT COST**	**Remarks**
VETERANS MEMORIAL PARK							
Overlook /Trail	X				Pub, Phil, Priv, NP	$1,200,000	Currently funded
THE LANDING							
Concession, Learning Lab, Restoration HQ	X				Private, Phil, NP	$3,240,000	Museum Outpost with integrated rental, concession, restrooms
Site Work	X				Pub, Phil, Priv, NP	$1,200,000	
Parking	X				Public	$768,000	
Pier	X				Pub, Phil, Priv, NP	$912,000	
Watersports Rental	X				Private, Phil, NP		
BALLFIELD RENOVATION - INDOOR /OUTDOOR REC CENTER							
Competition Baseball	X				Priv, Pub, NP, Phil	$3,480,000	Synthetic turf, netting, competition lighting, new fencing, dugouts, batter's eye, scoreboard
Competition Softball	X				Priv, Pub, NP, Phil	$3,480,000	Synthetic turf, netting, competition lighting, new fencing, dugouts, scoreboard
Recreation Center	X				Private, NP, Phil	$TBD	Indoor sport courts, turf, pre-engineered metal building
Landscape Enhancements	X				Priv, Pub, NP, Phil	$3,000,000	Pavements, pedestrian lighting, trash cans, seating, furnishings, etc.
TRAILS							
Single Track	X				Public, Nonprofit	$1,140,480	7 miles of destination trail, location TBD
Paved Trails	X				Public, Nonprofit	$937,800	Connect Veterans Memorial to boardwalk
ISLAND ENHANCEMENTS							
Signage	X				Public, NP, Phil	$600,000	
Lighting	X				Public, NP, Phil	$600,000	
Street Beautification	X				Public, NP, Phil	$600,000	
Bike Rentals	X				Public, NP, Phil	$300,000	



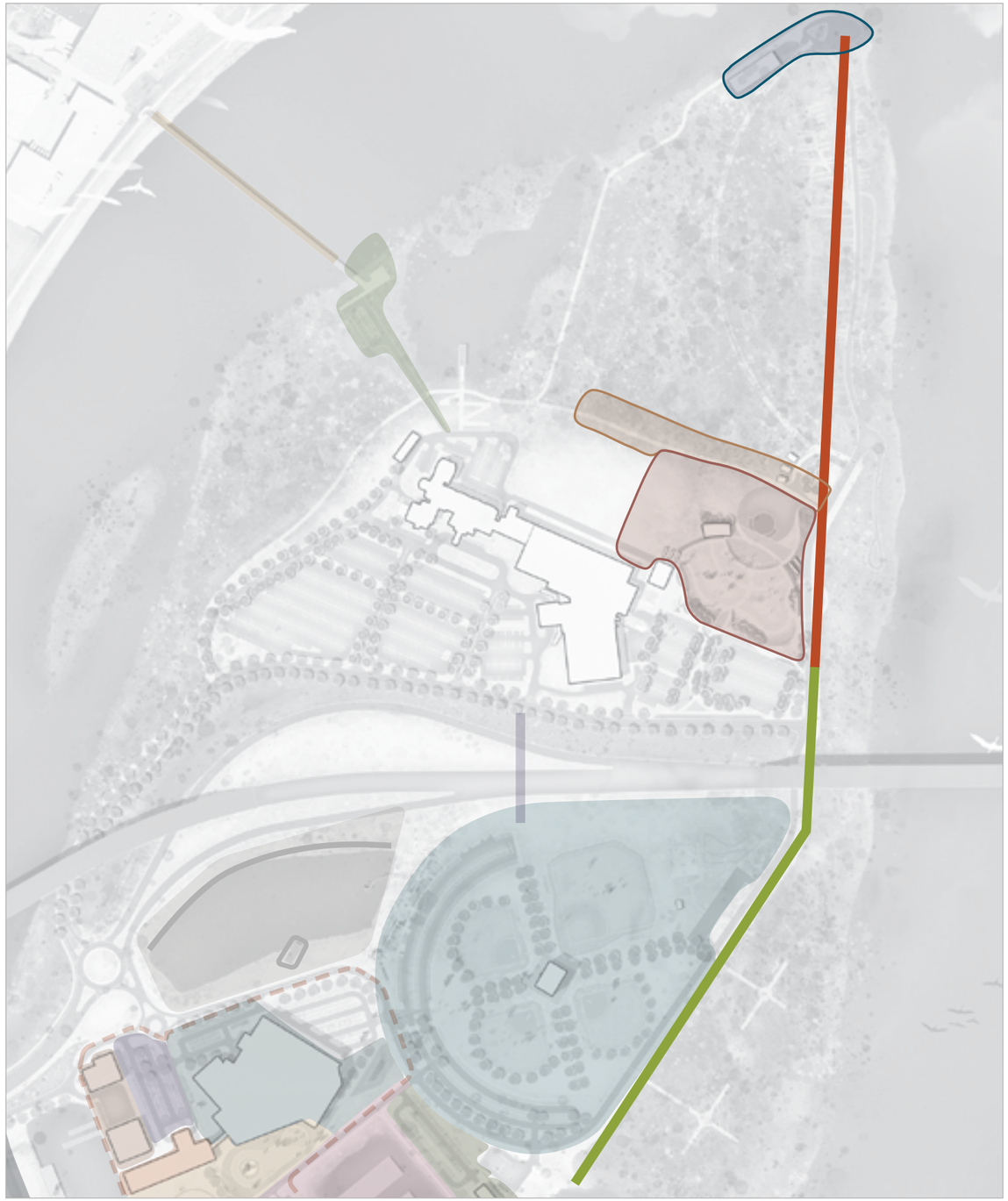
Priorities, Costs & Recommendations

	Prioritization (in Years)						
Project Description	**0-6**	**6-10**	**10-15**	**15-20**	**Funding Partners**	**TOTAL PROJECT COST**	**Remarks**
PEOSTA CHANNEL BRIDGE							
Peosta Channel Bridge				X	Pub, Phil, Priv, NP	$24,000,000	
BEACH							
Shelters		X			Public, Phil, NP	$1,800,000	
Parking		X			Public	$480,000	
HIGHWAY 151 BRIDGE LIGHTING							
Reach & Graze Lighting		X			Public Nonprofit	$6,000,000	
MARINA DREDGING							
Area 1	X				Public	$2,357,838	
Area 2	X				Public	$1,707,321	
ECOLOGICAL RESTORATION							
Woodland Edge	X				Public	$763,200	
Heron Pond	X				Public	$183,600	
King Rail Woods	X				Public	$228,960	
Naturalized Lowlands	X				Public	$288,960	
Hip Camp	X				Public	$127,200	
Open Lowland	X				Public	$30,000	
Open Upland	X				Public	$43,200	
PEDESTRIAN TUNNEL							
Pedestrian Tunnel				X	Public	$24,000,000	



Priorities, Costs & Recommendations

	Prioritization (in Years)						
Project Description	**0-6**	**6-10**	**10-15**	**15-20**	**Funding Partners**	**TOTAL PROJECT COST**	**Remarks**
RV PARK							
Location TBD		X			Public Private	TBD	
CAMPING							
Tree House Platforms	X				Private, NP, Phil	$1,440,000	20 x 20 Elevated Platform, Timber Construction
Tree House Cabins	X				Private, NP	$5,760,000	
AMPHITHEATER							
Amphitheater	X				Public Nonprofit	$15,600,000	
OBSERVATION TOWER							
Tower with Elevator				X	Public, NP, Phil	$9,600,000	75' tall. Elevator.
Site Improvements				X	Public Nonprofit	$1,200,000	
ISLAND PROMENADE							
South of 151			X		Pub, Priv, NP, Phil	$9,000,000	Pavement, lights, landscape, furnishings, including fill
ISLAND BOARDWALK							
North of 151 - elevated				X	Pub, Priv, NP, Phil	$34,944,000	Veterans Memorial Boardwalk precedent/price to match Peosta Channel bridge timing goals



SCHMITT ISLAND

Appendix

A

SCHMITT ISLAND

RDg PLANNING • DESIGN

DEVELOPMENT PLAN

SEPTEMBER 2024