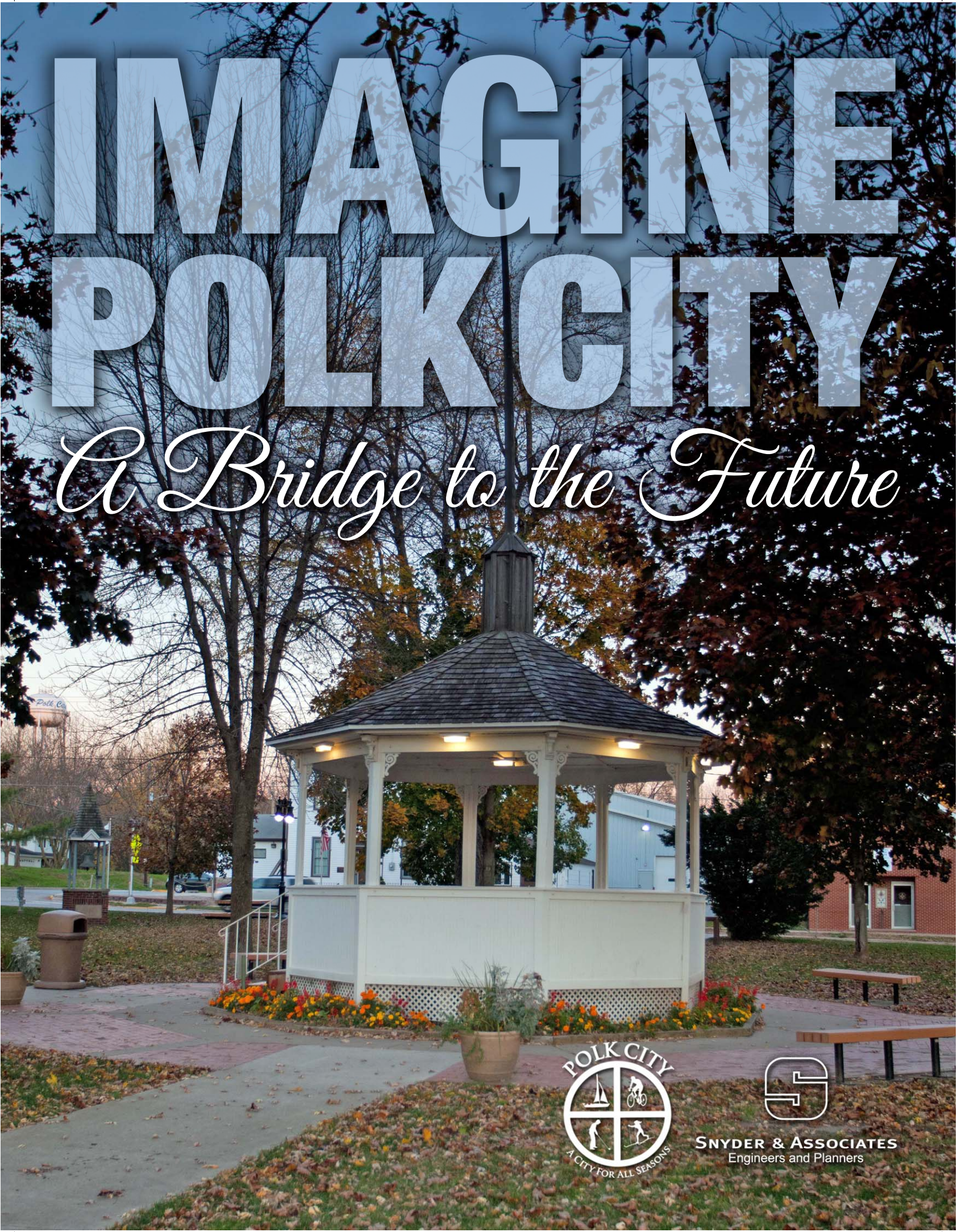
IMAGINE POLK CITY

A Bridge to the Future



POLK CITY
A CITY FOR ALL SEASONS

SNYDER & ASSOCIATES
Engineers and Planners

IMAGINE POLK CITY
- A Bridge to the Future -

April 11, 2016
Adopted – Resolution No. 2016-32

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TABLE OF CONTENTS

PART I – INTRODUCTION AND BACKGROUND

CHAPTER 1 – COMPREHENSIVE PLANNING BASICS

What is a Comprehensive Plan? 4
Evaluation and Amendments 4
Iowa's Smart Planning Principles 5

CHAPTER 2 – PLANNING PROCESS

Steering Committee – Planning & Zoning Commission 8
Stakeholder Committee 8
Key Person Interviews 12
Online Survey 12
Social Media 13
Four Seasons Festival 13
Public Open House 17
City Council 18

CHAPTER 3 – COMMUNITY PROFILE

Regional Setting 20
Planning Area 20
History 23
Demographics 24
Population Trends and Projections 28

PART II – DISCOVER AND VISUALIZE

CHAPTER 4 – COMMUNITY ASSETS AND CHALLENGES

Community Assets 40
Community Challenges 41

CHAPTER 5 - GOALS AND OBJECTIVES

Quality of Life 46

Transportation 48
Environmental 49
Land Use 50
Services and Facilities 51
Governmental 52

CHAPTER 6 – EXISTING CONDITIONS

Environmental Assessment 54
Land Consumption 60
Existing Land Use 63

CHAPTER 7 – FUTURE LAND USE PLAN

Future Land Use Needs 70
Guidelines for Future Land Use 73
Special Development/Re-Development Areas 75
Future Land Use Plan 77
Land Use Designations 81
Future Land Use Recommendations 84

CHAPTER 8 – TRANSPORTATION PLAN

Functional Classification 88
Future Street Network 93
Transportation Recommendations 100

CHAPTER 9 – PARKS, TRAILS, AND BIKEWAYS

Past Planning Efforts 102
Park and Trail Facility Inventory 103
Recreational Programming 106
Level of Service Analysis 108
Future Parks, Trails and Bikeways Plan 111
Park and Recreation Trends 118
Parks, Trail, and Bikeway Recommendations 120

CHAPTER 10 – MUNICIPAL SERVICES AND FACILITIES

Water System 122
Recommendations 125
Sanitary Sewer System 126

Recommendations 129
Drainage and Storm Sewer System 130
Recommendations 134
City Administration / City Hall 135
Recommendations 135
Police Department 136
Recommendations 138
Fire Department and EMS 138
Recommendations 139
Library 139
Recommendations 140
Public Works / Maintenance Facility 140
Recommendations 142
Other Civic Facilities 142
Municipal Facilities Map 143

PART III - STRATEGIZE

CHAPTER 11 – IMPLEMENTATION PLAN

Implementation Plan 148
Recommendations and Responsibilities 149

MAPS

3-1 Regional Setting Map 21
3-2 Planning Area Map 22
6-1 Topographic Relief Map 55
6-2 Environmental Constraints Map 58
6-3 Developable Land Map 59
6-4 Land Consumption Map 61
6-5 Existing Land Use Map 67
7-1 Future Land Use Map 79
8-1 2012 Annual Average Daily Traffic (AADT) Map - Iowa DOT 91
8-2 Major Streets Plan Map 98
9-1 Park Service Areas Map 110
9-2 Parks, Trails and Bikeways Map 115
10-1 Water System Map 124
10-2 Sanitary Sewer System Map 128

10-3 Storm Sewer System and Drainage Map 133
10-4 Municipal Facilities Map 144

APPENDICES

Compilation of Interviews A-3
Resident Survey Results A-5
Business Owner Survey Results A-7

PART 1
INTRODUCTION AND BACKGROUND

CHAPTER 1
COMPREHENSIVE PLANNING BASICS

WHAT IS A COMPREHENSIVE PLAN?

A Guide or Decision Makers

A comprehensive plan is a long-range policy guide to decisions about the physical development of a community. A plan does not provide a detailed design for development of specific sites; instead, it sets out broad policy directions for growth, development and redevelopment. A comprehensive plan is a backbone of the community providing consistent direction over time with valuable information and predictability for residents and developers.

This plan analyzes and incorporates a wide variety of components including the natural environment, population, land use, transportation, parks and trails, infrastructure, public facilities and services, and growth management. As a result, this comprehensive plan provides a vision of Polk City's future, helping to guide the growth of the community.

Since the plan is a guidance document, its recommendations must be implemented through the policies, programs, and ordinances dealing with both current and long term concerns and issues. The plan includes an implementation strategy that will help city officials and staff to implement the goals of the community.

Legal Basis for Land Use Regulations

Under Section 414 of the Code of Iowa, land use regulations such as zoning ordinances and subdivision regulations must be established and enforced in accordance with an approved comprehensive plan. These regulations are designed to promote the health, safety, morals or general welfare of the community and determine how land is developed within a city and in its extra-territorial jurisdiction. This comprehensive plan provides a framework for land use regulations, recognizing that the people of a community live cooperatively and therefore have certain responsibilities to one another.

A Community's Vision for the Future

A successful comprehensive plan represents the community's vision for the future and is therefore heavily dependent upon public participation. Residents, businesses and city staff work together to identify the assets, opportunities, issues and challenges that are facing the community and collaborate on developing a vision of the community in the future. Then they prioritize those items and develop a plan of action to achieve that vision.

EVALUATION AND AMENDMENTS

The time frame of this comprehensive plan for the future vision identified in this plan is an approximately twenty-year period. Each year, the Planning and Zoning Board, Parks and

Recreation Board, and city staff should review the implementation plan and provide a report of accomplishments and recommend amendments, if necessary. Amendments are likely as external forces and conditions change; however, they should not be taken lightly or approved in contradiction to the overall goals that were identified during the public planning process. Any major changes to the comprehensive plan should be carefully prepared and evaluated, with ample opportunity for public input, as was the case with this plan. Needed amendments could be made in accordance with the procedures set forth in the Zoning Ordinance.

IOWA'S SMART PLANNING PRINCIPLES

The Iowa Smart Planning Principles were signed into law on April 20, 2010 as State Code Chapter 18B: Land Use – Smart Planning. The chapter states, "State agencies, local governments, and other public entities **shall consider** and **may apply** the following principles during deliberation of all appropriate planning, zoning, development, and resource management decisions…" Each of these principles has been considered through the development of this Comprehensive Plan.

The Smart Planning Principles include:

1. *Collaboration.* Governmental, community, and individual stakeholders, including those outside the jurisdiction of the entity, are encouraged to be involved and provide comment during deliberation of planning, zoning, development, and resource management decisions and during implementation of such decisions. The state agency, local government, or other public entity is encouraged to develop and implement a strategy to facilitate such participation.

2. *Efficiency, transparency, and consistency.* Planning, zoning, development, and resource management should be undertaken to provide efficient, transparent, and consistent outcomes. Individuals, communities, regions, and governmental entities should share in the responsibility to promote the equitable distribution of development benefits and costs.

3. *Clean, renewable, and efficient energy.* Planning, zoning, development, and resource management should be undertaken to promote clean and renewable energy use and increased energy efficiency.

4. *Occupational diversity.* Planning, zoning, development, and resource management should promote increased diversity of employment and business opportunities, promote access to education and training, expand entrepreneurial opportunities, and promote the establishment of businesses in locations near existing housing, infrastructure, and transportation.

5. *Revitalization.* Planning, zoning, development, and resource management should facilitate the revitalization of established town centers and neighborhoods by promoting development that conserves land, protects historic resources, promotes pedestrian accessibility, and

integrates different uses of property. Remediation and reuse of existing sites, structures, and infrastructure is preferred over new construction in undeveloped areas.

6. *Housing diversity.* Planning, zoning, development, and resource management should encourage diversity in the types of available housing, support the rehabilitation of existing housing, and promote the location of housing near public transportation and employment centers.

7. *Community character.* Planning, zoning, development, and resource management should promote activities and development that are consistent with the character and architectural style of the community and should respond to local values regarding the physical character of the community.

8. *Natural resources and agricultural protection.* Planning, zoning, development, and resource management should emphasize protection, preservation, and restoration of natural resources, agricultural land, and cultural and historic landscapes, and should increase the availability of open spaces and recreational facilities.

9. *Sustainable design.* Planning, zoning, development, and resource management should promote developments, buildings, and infrastructure that utilize sustainable design and construction standards and conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, air, and materials.

10. *Transportation diversity.* Planning, zoning, development, and resource management should promote expanded transportation options for residents of the community. Consideration should be given to transportation options that maximize mobility, reduce congestion, conserve fuel, and improve air quality.

CHAPTER 2
PLANNING PROCESS

STEERING COMMITTEE – PLANNING & ZONING COMMISSION

SMART PLANNING PRINCIPLE: COLLABORATION
Governmental, community, and individual stakeholders, including those outside the jurisdiction of the entity, are encouraged to be involved and provide comment during deliberation of planning, zoning, development, and resource management decisions and during implementation of such decisions. The state agency, local government, or other public entity is encouraged to develop and implement a strategy to facilitate such participation.

The Polk City Planning & Zoning Commission (P&Z) served as the Steering Committee for this Comprehensive Plan. The Steering Committee met monthly, starting in January 2015 and ending in March 2016, at their regularly scheduled P&Z meetings.

The Steering Committee performed the initial review of all project components including maps of existing conditions as well as concept plans for transportation, parks & trails, land use plans, infrastructure plans, and similar elements. The Steering Committee helped plan Stakeholder meetings and events, provided direction for the message used for website updates, surveys, and social media. The Steering Committee reviewed the draft text and exhibits for each chapter of the Comprehensive Plan and made suggestions and refinements before recommending that the plan be moved forward to City Council for adoption.

STAKEHOLDER COMMITTEE

It is important to include a variety of persons representing various groups such as Polk City Chamber of Commerce, Park Board, representatives of recreation leagues, various neighborhood groups, young professionals, city staff as well as the Planning and Zoning Commission and City Council. The following individuals comprised the Stakeholder Committee:

1. Park Commission – Audrey Bell
2. Polk City Development Corporation – John Calhoun
3. Chamber of Commerce President – Shawn Comer
4. Historic Preservation Commission Member - Deanna Deason
5. North Polk High School Student - Nick Miller
6. Local developer/builder - Kyle Hout
7. Polk City Square Newsletter Representative – Kimberly Knapp
8. Youth Recreation Leagues Representative -- Jason Plogg (soccer)
9. Original Town Area Resident – Ken Thornton
10. The Hill Area Resident (Tyler St/Westview Bend) – Joe Butler
11. Tournament Club of Iowa Area Resident – Tony Bolletta
12. Pine Ridge/Marina Cove Area Resident – Marie Stuckel
13. Dorfrank Acres Area Resident - Doug Larson

14. Steering Committee Members (P&Z Commissioners) as desired
15. Mayor & City Council Members as desired

Stakeholders assisted with identification of:

- ✓ Issues considered important to the city
- ✓ Unmet needs within the city
- ✓ Background information relevant to identifying specific issues and unmet needs
- ✓ Under-utilized community resources
- ✓ Development constraints
- ✓ Development opportunities
- ✓ Goals and Objectives

The Stakeholders met two times during the planning process.

Meeting #1 – The agenda for the first Stakeholder meeting included the following:

1. Existing Conditions
    a. Land Use Map
    b. Topographic Map
    c. Environmental Constraints
    d. Water, Sanitary, and Storm Sewer
    e. Street Network
    f. Parks and Trails
    g. Municipal Facilities
2. Population Projections and Demographics
3. Key Person Interviews Summary
4. Survey Results
    a. Resident Survey
    b. Business Owner Survey
5. Discuss Community Wide Goals
6. Next Steps

For agenda item number five, the committee was broken up into three groups, facilitated by a member of the Snyder & Associates, Inc. consultant team. The groups reviewed the possible goals for the community based upon the information provided from the existing conditions, population projects and interview and survey results.

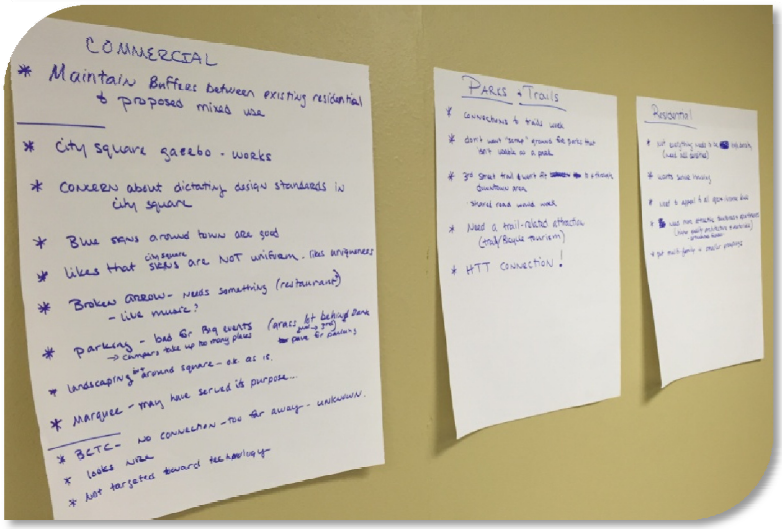
Meeting #2 –The agenda for the second Stakeholder meeting included the following:

1. Public Feedback Results
    a. Online Surveys
    b. Four Seasons Festival
2. Opportunities and Constraints
3. Goals and Objectives
4. Small Group Discussion
    a. Future Land Use Plan
    b. Parks
    c. Streets & Trails
    d. Utilities
5. Next Steps
    a. Public Open House scheduled for November 16th in Community Room from 4:30 pm to 6:30 pm

After a brief presentation of the public feedback results, opportunities and constraints, and goals and objectives, the committee broke into three groups to discuss "What works?" and "What doesn't work?" regarding commercial areas, parks and trails, and residential areas. The committee members reviewed the future land use map, future parks service areas and trails, future streets, and future utilities.

PARK SERVICE AREA
TRAILS AND BIKEWA

TRAILS AND BIKEWAYS


COMMERCIAL
* Maintain Buffers between existing residential & proposed mixed use
* City square gazebo - works
* Concern about dictating design standards in city square
* Blue signs around town are good
* Likes that city square signs are NOT uniform - lack uniformness
* Broken arrow - needs something (restaurant) - live music?
* parking - bad for big events (areas behind bank & post office) → campers take up the many places - park for patrons
* landscaping around square - ok as is.
* Marquee - may have served its purpose...
* BCTC - no connection - too far away - unknown.
* looks nice
* not targeted toward the highlight
PARKS + Trails
* connections & trails work
* don't want "same" around the gate mix - left wards as a park
* go small trail & work to town area
* small road work work
* Need a trail-related attraction (cycle/bicycle tourism)
* HTT connection!
Personal

KEY PERSON INTERVIEWS

In addition to the Stakeholders meetings, we held meetings with people having specific concerns within the planning process. Key person interviews involved staff, elected officials, and other community leaders. The interviews provide insight into the city and are useful in developing implementation strategies.

Key Person Interviews were conducted during January and February 2015.

Mayor	Jason Morse
City Administrator	Gary Mahannah
Public Works Director	Mike Schulte
Fire Chief	Dan Gubbins
Police Chief	Mark Bowersox
Librarian	Kim Kellogg
Former Mayor/Councilmember	Gary Heuertz
Council member	Robert Mordini
Council member	Ron Anderson
North Polk School Superintendent	Dan Mart

ONLINE SURVEY

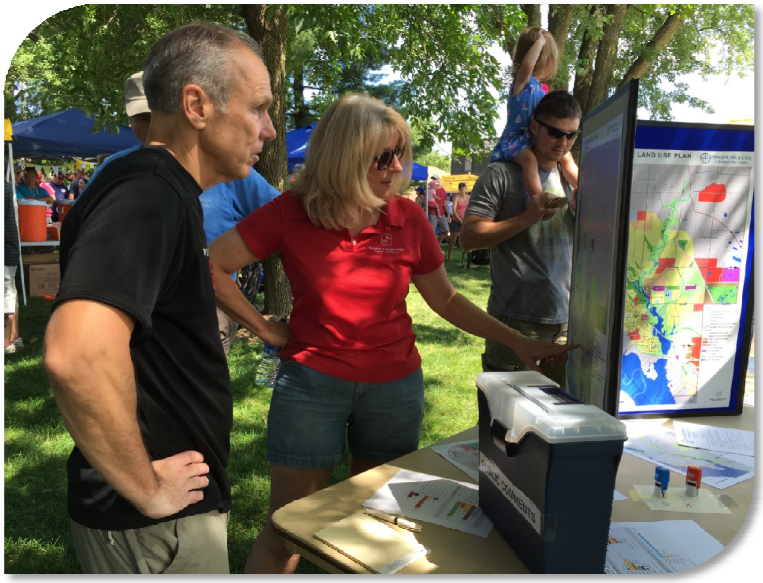
In mid-February 2015, two surveys were created to gather public input. One survey was designed for residents and a second survey was designed for businesses. Both surveys were posted on the City's website and advertised via the City's Facebook page. The survey remained open through the end of July 2015. The resident survey received 389 responses and the business survey received 21 responses. A copy of the survey questions and results can be found in the appendix.

SOCIAL MEDIA

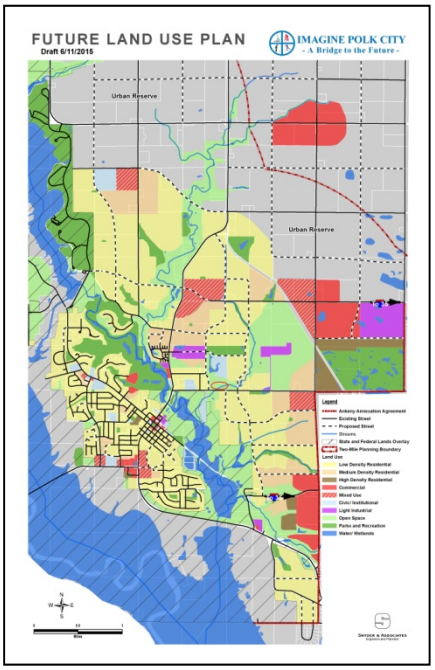
The City's Technical Director spread the word about the Comprehensive Plan, the online survey, and the planning process via the City's website, Facebook, and Twitter accounts.

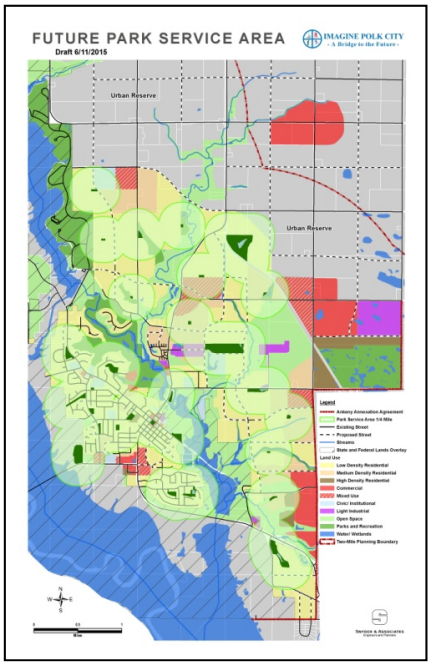
FOUR SEASONS FESTIVAL

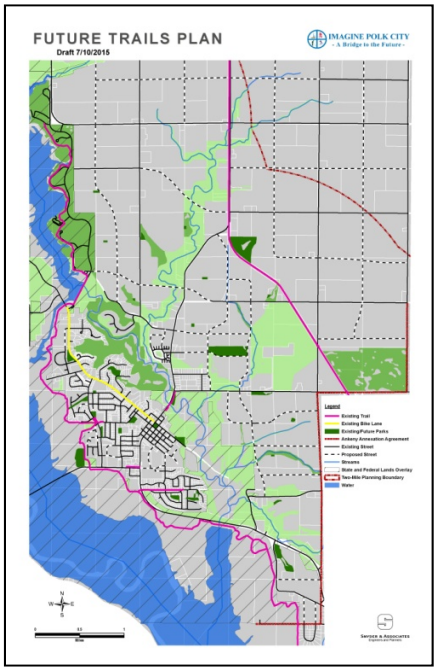
A creative way to gain public input is to include a display area for maps and exhibits at city-wide events. This public outreach increases community awareness of the project and provides the opportunity to gain insight from citizens that might not otherwise have time to attend an Open House. At the Four Seasons Festival, a booth was set up including six display boards and two areas for comment. The table was staffed by the Planning and Zoning Commission and consultant team members from 10:00 am until 2:00 pm.

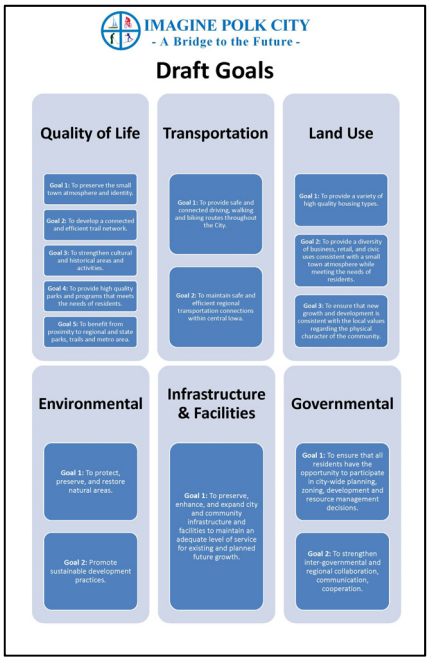


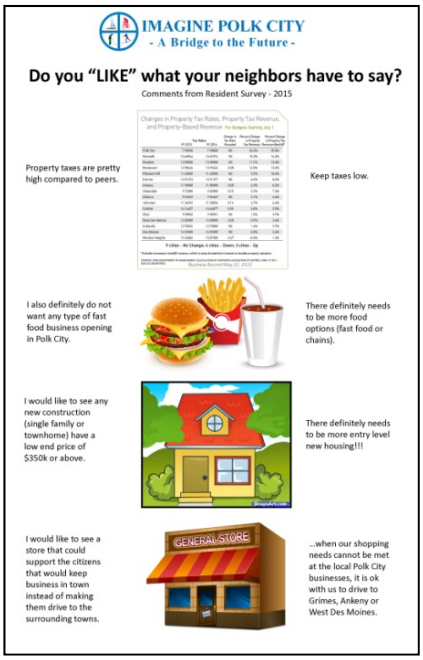
The display boards included three maps: proposed future land use, future park service areas, and future trails. There were three additional boards exhibiting: survey results, goals, and resident quotes. Visitors to the booth were encouraged to write their comments on the displays. They were given a "like" and a "dislike" stamp to indicate what they agreed and/or disagreed with.



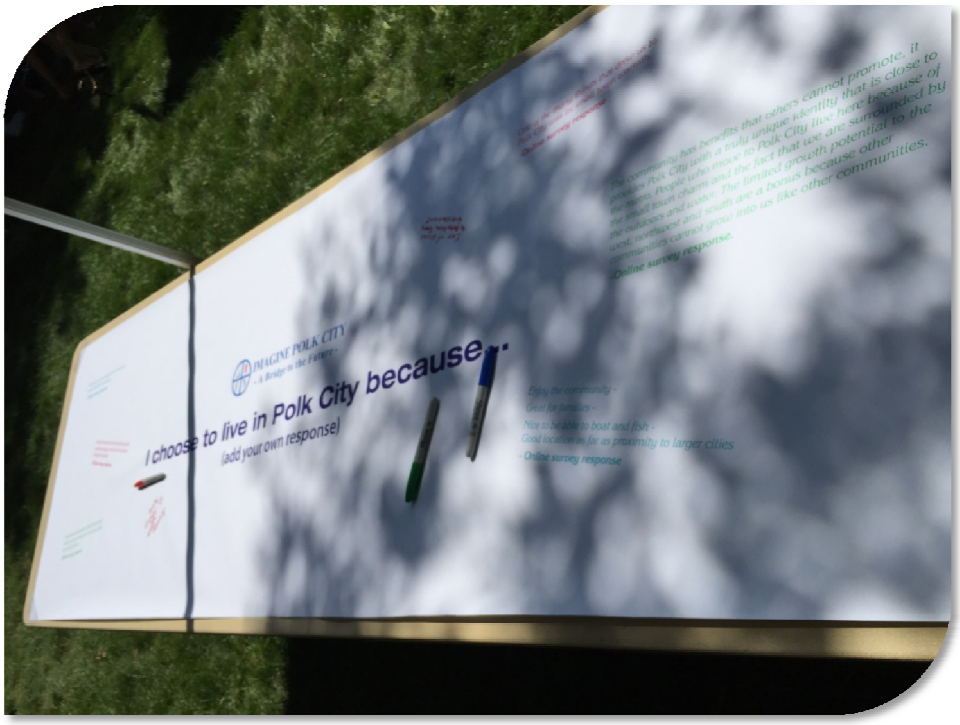


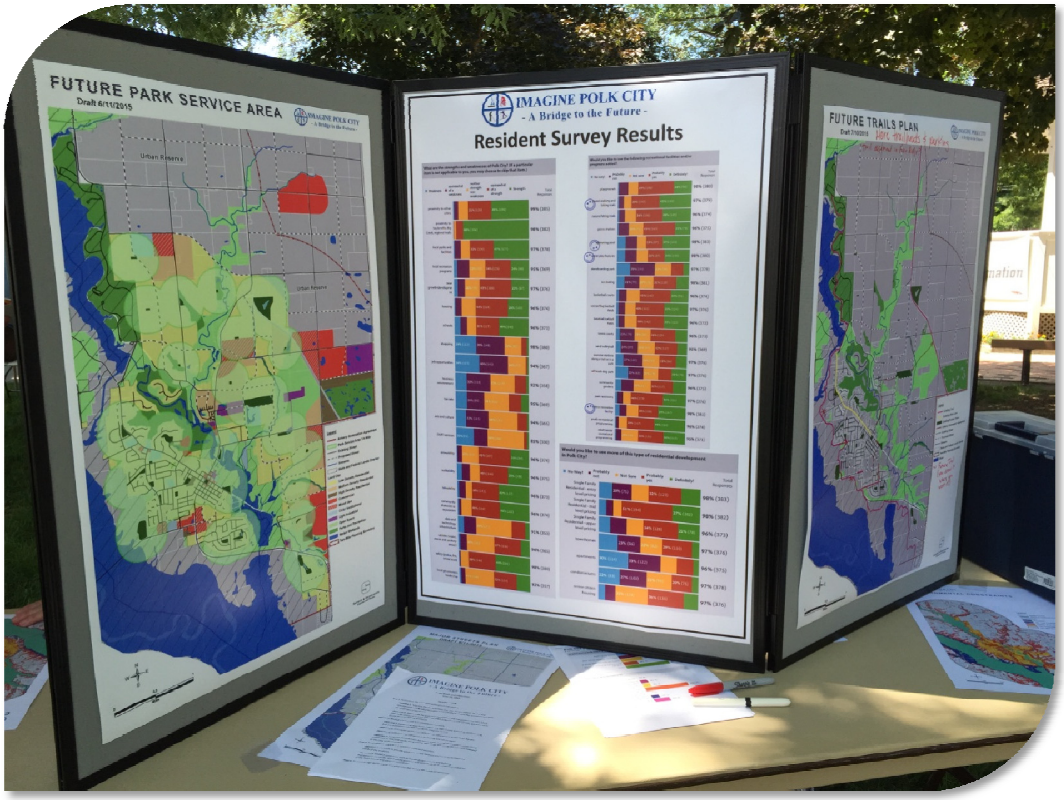






Tables were set up with two banners. One of them said “I choose to live in Polk City because…” The other said, “I imagine a Polk City where I can….” Residents were asked to write down their comments on the banners and use a stamp to “like” other residents’ comments.




FUTURE PARK SERVICE AREA
IMAGINE POLK CITY
- A Bridge to the Future -
Resident Survey Results
FUTURE TRAILS PLAN

IMAGINE POLK CITY
- A Bridge to the Future -
PUBLIC COMMENTS

PUBLIC OPEN HOUSE

A public open house was held on November 16, 2015 between 4:30 pm and 6:30 pm in the Community Room. The informal setting allowed the public to participate at their leisure. Various maps and exhibits were displayed on easels in a large open setting, with a team member at each display. The public visited each display board grouping where they could ask questions and provide comments. A comment box was also available for the public to submit written comments. Approximately 40 people visited the open house. The displays included the following:

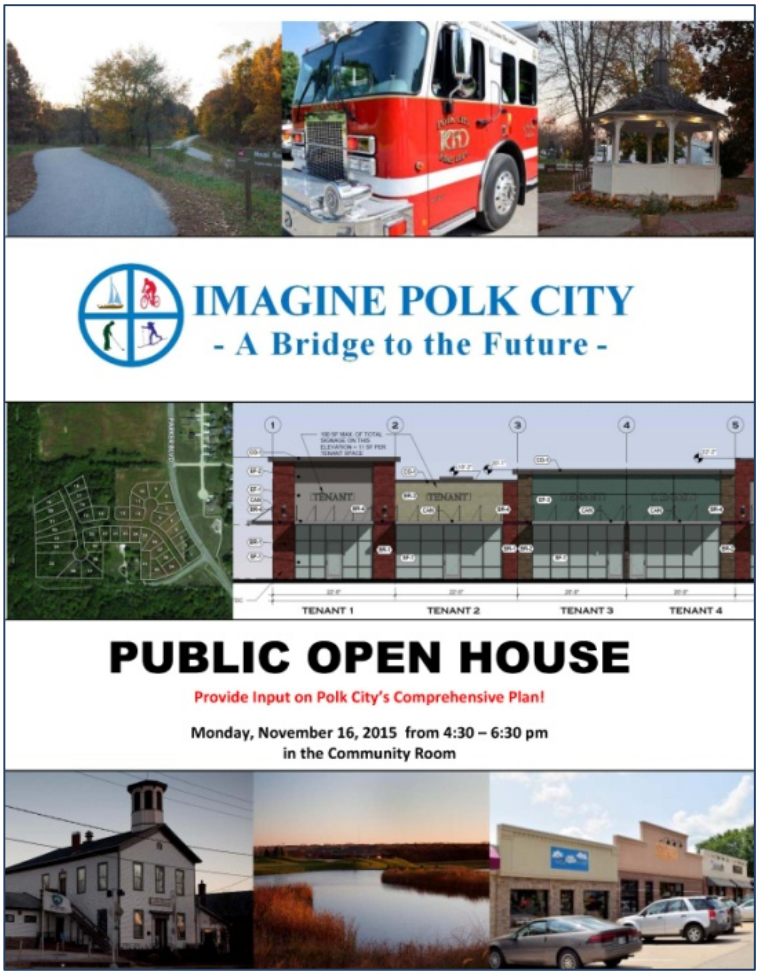
1. *Table Top Boards*
    a. Goal Statements
    b. Public Survey Results
    c. Stakeholders' Comments
    d. Population Projections

2. *Display Board Grouping #1*
    a. Existing Land Use Map
    b. Future Land Use Map
    c. Environmental Constraints Map

3. *Display Board Grouping #2*
    a. Parks & Trails Map
    b. Parks Service Areas Map

4. *Display Board Grouping #3*
    a. Street Network Map
    b. Community Facilities Map
    c. Iowa DOT AADT Map

5. *Display Board Grouping #4 (unmanned)*
    a. Topography Map
    b. Water Service Map
    c. Sanitary Sewer Map
    d. Storm Sewer Map



CITY COUNCIL

City Council provided input at Stakeholder meetings and through key person interviews. Council member attendance was welcomed at the P&Z's steering committee meetings. City Council was updated periodically through the course of the project and monthly via the P&Z meeting minutes.

On April 11, 2016, City Council held a public hearing and formally adopted the Comprehensive Plan. The Council complimented the thoroughness of the plan and the depth of public involvement. They requested minor corrections related to grammar.

CHAPTER 3
COMMUNITY PROFILE

REGIONAL SETTING

Polk City is a suburban community located in central Iowa, approximately 16 miles northwest of downtown Des Moines and 20 miles north of the Des Moines International Airport. Covering 5.14 square miles, Polk City is bordered to the west and south by Saylorville Lake, a 26,000 acre project located on the Des Moines River. Big Creek State Park, a 3,550 acre complex holding an 866 acre lake, borders Polk City to the north. Big Creek flows into Saylorville Lake and the Des Moines River along N. Broadway. The City of Ankeny is located to the east of Polk City, approximately two miles away. As of 2013, an estimated 3,976 people call Polk City "home."

Polk City retains its small town feel, but is well-connected to regional transportation networks. Highway 415 provides transportation to Ankeny and Interstates 80 and 35 to the south and along the "mile-long bridge" across Saylorville Lake to the west, which serves as the primary route to the western suburbs of Des Moines. N Broadway and N 3rd Streets lead to northern destinations including Madrid, Sheldahl and Slater. A short seven-mile drive east provides connectivity to Interstate 35 and Highway 69. All of these landmarks are displayed in the Regional Setting map on the next page.

Polk City is recognized for its environmental and recreational setting. With abundant park and lake opportunities, the community also benefits from one of the most notable trail systems in the state. The Neal Smith Trail, a 26-mile trail system, starts at Big Creek State Park and runs along the west side of Polk City, connecting to the John Pat Dorrian Trail in downtown Des Moines. The High Trestle Trail, a 25-mile trail from Woodward to Ankeny, is also located approximately one mile to the east of the corporate limits and provides additional recreational connectivity in Central Iowa.

PLANNING AREA

The study area for this plan comprises the area within the existing corporate limits of the City of Polk City, as well as the entire area east to the annexation boundary line as defined in the 28E Agreement between Polk City and Ankeny. This boundary is shown on the Planning Area map and runs from Highway 415 north along NW 44th Street to NW 118th Avenue, east to NW 16th Street and then north to NW 126th Avenue. The remainder of the study area is defined by the two-mile extraterritorial jurisdiction boundary, as enabled by the Iowa Code. The City of Polk City is approximately 5.14 square miles in size while the additional planning area consists of 14.8 square miles. Land to the west, northwest and south is owned by the Army Corps of Engineers and consists of Saylorville and Big Creek Lakes; therefore, those areas are not considered part of the planning area.

Map 3-1

REGIONAL SETTING

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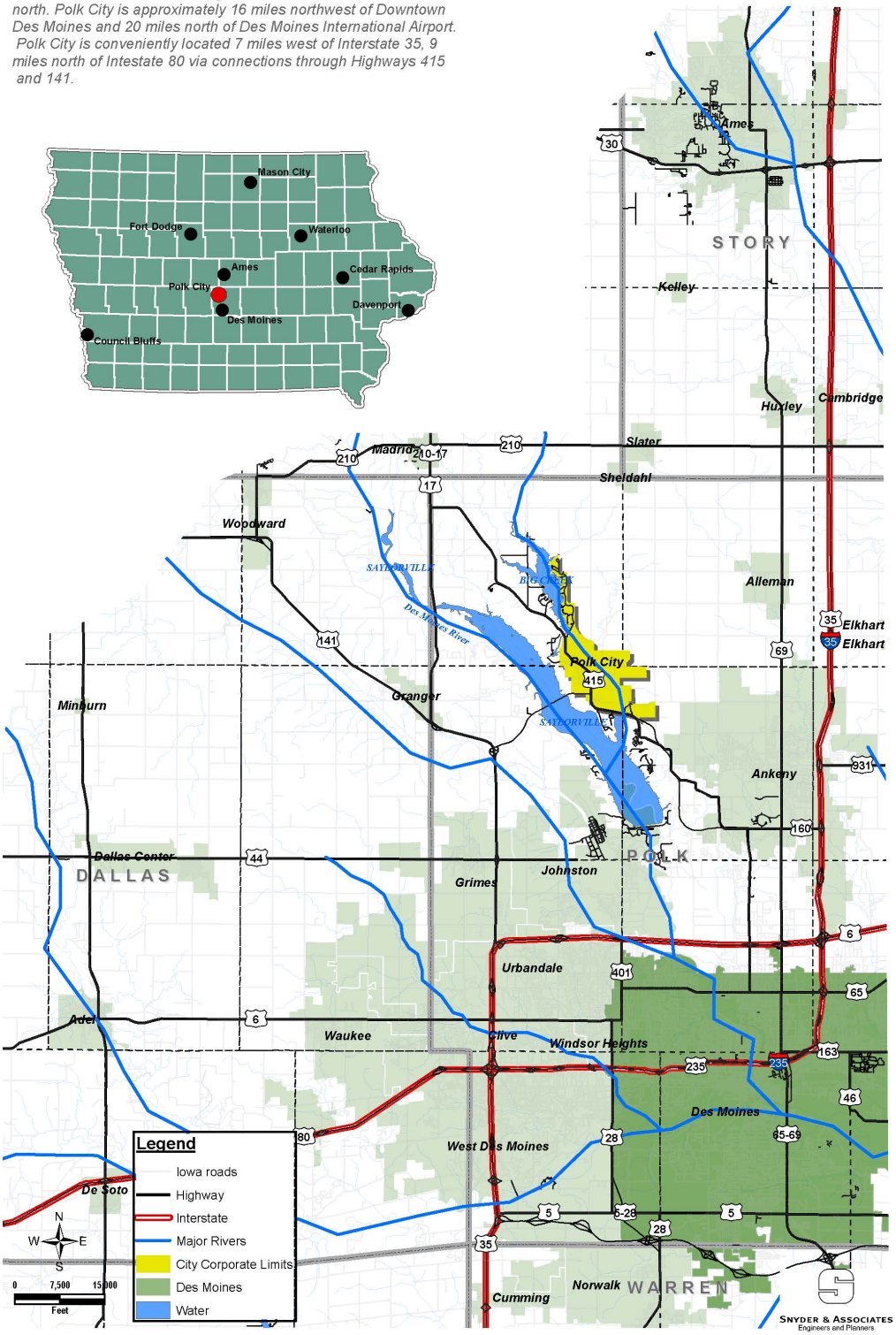
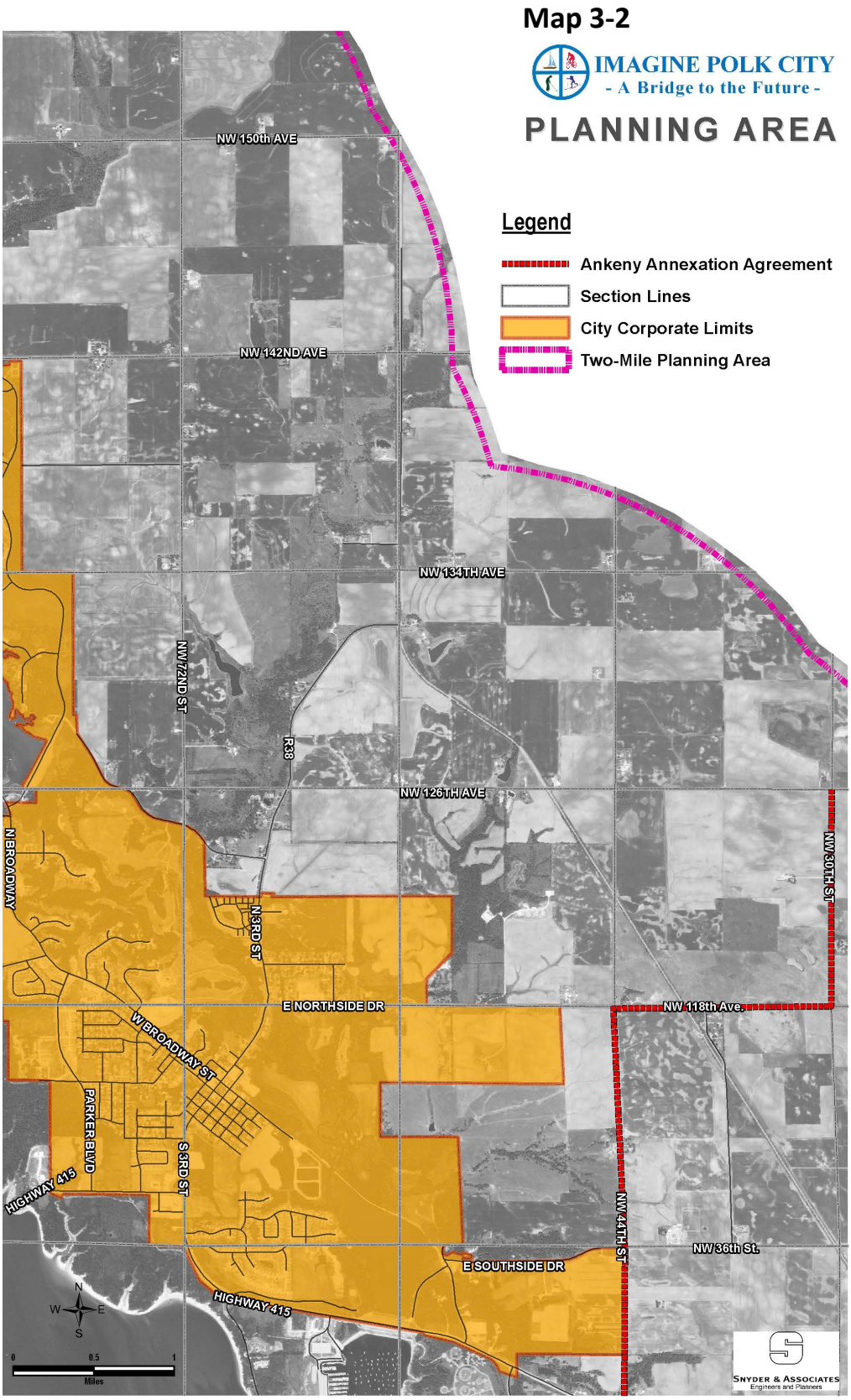
Polk City is located along the eastern shore of Saylorville Lake and the Des Moines River while Big Creek State Park borders to the north. Polk City is approximately 16 miles northwest of Downtown Des Moines and 20 miles north of Des Moines International Airport. Polk City is conveniently located 7 miles west of Interstate 35, 9 miles north of Intestate 80 via connections through Highways 415 and 141.




Map 3-2
IMAGINE POLK CITY
- A Bridge to the Future -
PLANNING AREA
Legend
Ankeny Annexation Agreement
Section Lines
City Corporate Limits
Two-Mile Planning Area
NW 150th AVE
NW 142ND AVE
NW 134TH AVE
NW 126TH AVE
NW 118th Ave.
NW 72ND ST
R38
N BROADWAY
N 3RD ST
E NORTHSIDE DR
W BROADWAY ST
PARKER BLVD
S 3RD ST
HIGHWAY 415
E SOUTHSIDE DR
NW 30TH ST
NW 44TH ST
NW 36th St.
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Miles
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Engineers and Planners

HISTORY

Native Americans first cut through the timber and prairie in the area, followed by white settlers in the late 1840's. The first Polk City settler was George Beebe, who arrived in 1846. Beebe was instrumental in laying out the town and donated land for a town square, which he mandated to be used as a park. The town square still remains the center of the community today.

Polk City was officially recorded as a town in 1850. Only five years later, the town outmatched Des Moines with a flour mill, five shoe shops, three general stores and five saloons. However, Des Moines (then known as Fort Des Moines) still managed to become the county seat of Polk County. Polk City fell just short of becoming Iowa's new state capitol in 1857.

In 1874, the Des Moines and Minneapolis Railroad built a line between Ames and Des Moines through Polk City. That line however did not last long. In 1879, the line was purchased by the Chicago-Northwestern company and the track was removed with a new line installed approximately two miles east in Crocker, bypassing Polk City. In response to protest, a compromise was made and the "Polk City Junction" line was established which was located approximately three miles north of Polk City. The track was eventually abandoned and removed in 1979.

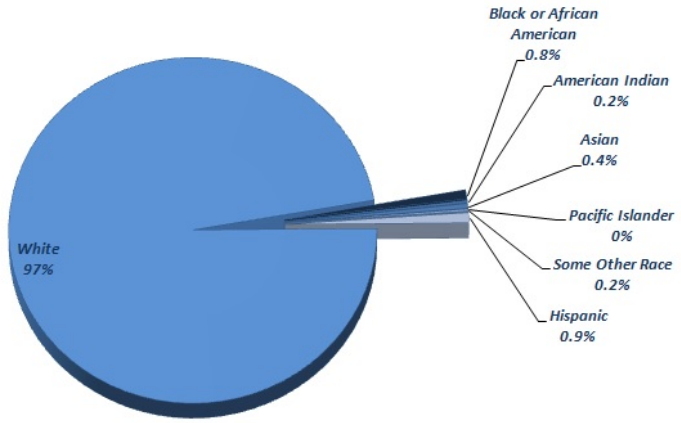
Significant growth was seen after the construction of the Saylorville Reservoir in the 1960's. The Army Corps of Engineers presented two alternative plans. The first option was to buy out and relocate Polk City residents in order to let Saylorville Lake encompass the area. The second option, which was chosen, allowed for the preservation of Polk City by creating a second dam to form Big Creek Lake.

Throughout this growth, the community's identity has gradually shifted from a rural community to a recreational suburban community with strong quality of life and growth opportunities.
(*source: PolkCityia.gov)*

DEMOGRAPHICS

Racial Composition (2010)

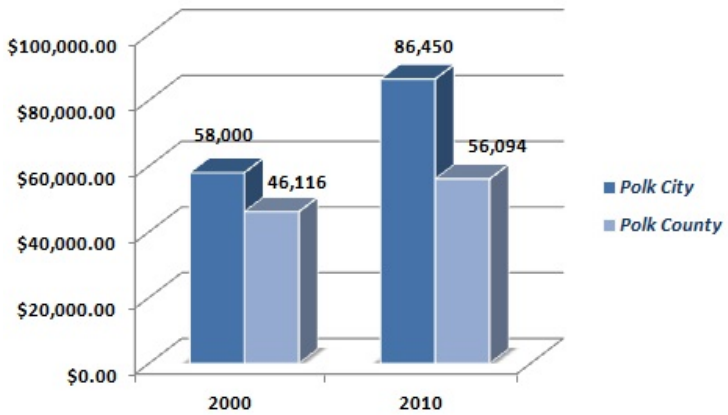
Polk City



Polk City's racial composition is predominantly white as it consumes 97.5% of the total population. This is a very slight change from 98.1% in 2000. No other racial group made up more than 1% of the population. Black or African American and Hispanic categories account for 0.8% and 0.9% of the 2010 population respectively. With the increase in overall population growth, Polk City will likely see some increased diversity; however it will be a slow and minimal increase.

Median Household Income (2000-2010)

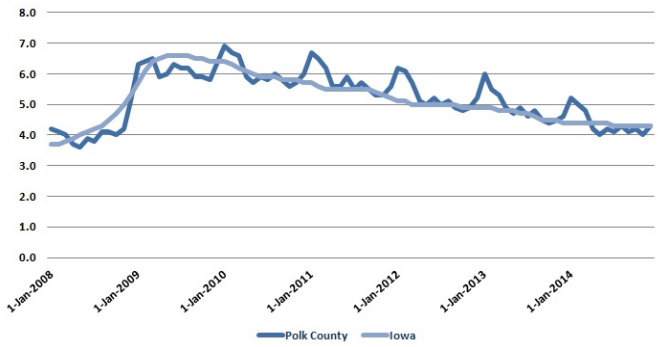
Polk City and Polk County



Polk City incomes are higher than the County level and are increasing at a faster rate. The 2010 median household income in Polk City was $86,450, while Polk County's median household income was $56,094, a difference of $30,356. Polk City has seen a growth of 49% since 2000, while Polk County has experienced a 22% increase in median income. The increase is the result in a positive shift among households in the higher income groups.

Unemployment Rate (2008-2014)

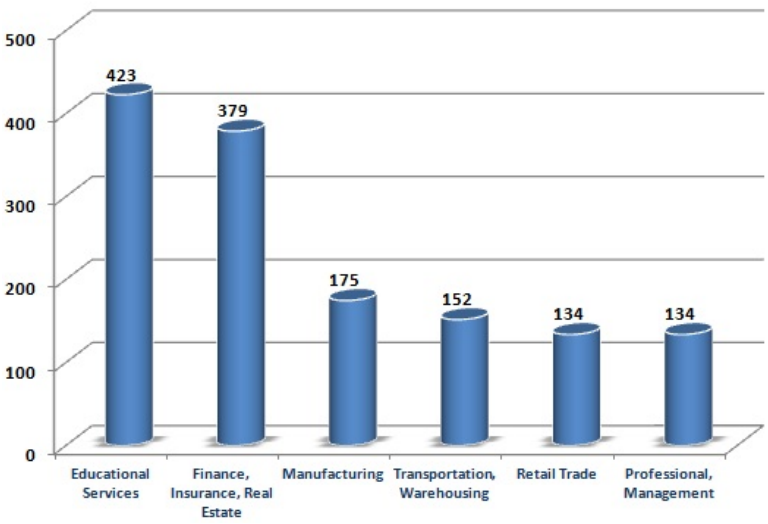
Polk County and Iowa



Unemployment rates are declining. The Bureau of Labor Statistics indicates that the unemployment rate at the end of 2014 for Polk County and the State of Iowa was 4.3%. This number is down from the six year high of 6.9% in January 2010 for Polk County and 6.6% in August 2009 for the State. Polk County trends have fluctuated more than that of the State as rates tend to peak higher in the early months and smooth out the rest of the year.

Top Industries of Employment (2013)

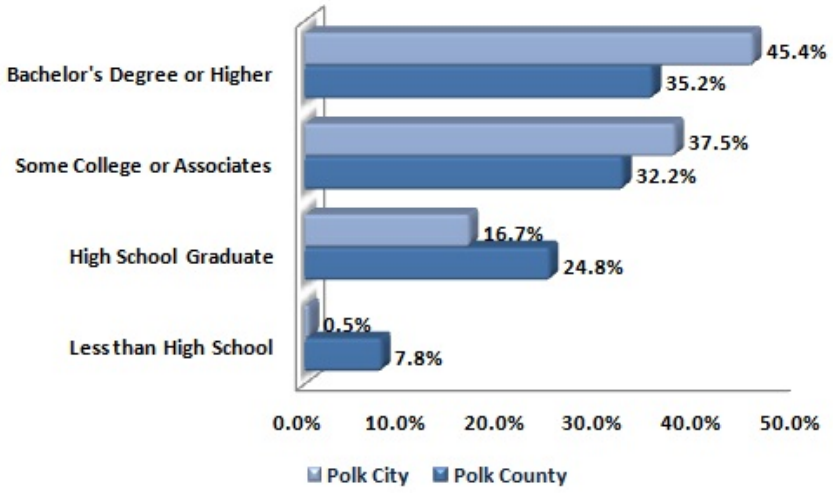
Polk City



Polk City is primarily a residential community, without major employers. As a result, most residents work in the surrounding metro area. These numbers represent the industries Polk City residents work in both in Polk City and the surrounding metro. Polk City has an estimated 2,559 residents age 16 years or older, with approximately 2,017 of those residents currently in the labor force. Educational Services makes up the largest employment sector within Polk City with 21.9% of the jobs. This is common among most small, rural towns across the state. Finance, Insurance and Real Estate sectors account for 379 jobs, or 19.6% of employment. These two industries account for roughly two in every five jobs. Other leading industries by employment include Manufacturing (9.1%), Transportation and Warehousing (7.9%), and Retail Trade and Professional, Management services both with 6.9%.

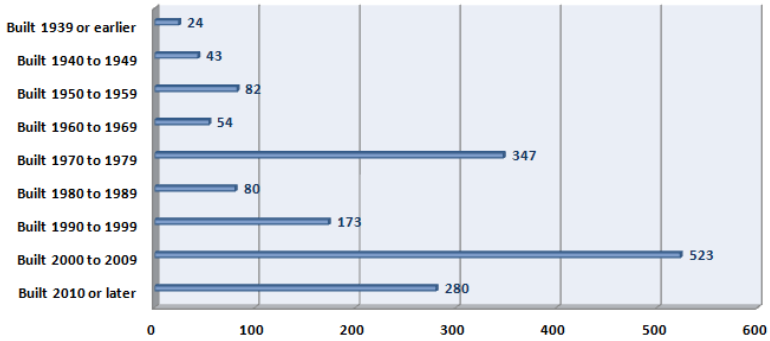
Educational Attainment (25+ Years of Age)

Polk County and Polk City



Polk City residents are well-educated. The 2013 American Community Survey states that 45.4% of Polk City residents have obtained a Bachelor's degree or higher. That's 10% more than Polk County as a whole. An additional 37.5% of residents have some college or an Associate's degree, compared to 32.2% of the County. With the high number of college educated residents, fewer residents have a High School or less than High School as the highest educational attainment. These statistics are also much lower than Polk County. Polk City's well-educated residents provide a highly-skilled workforce and can support emerging opportunities for a growing economy in Polk City and the surrounding metro.

Age of Housing Unit (2013)
Polk City



Polk City's housing stock is relatively new. Roughly 40% of the total housing units were built after 2000 and more than half (53.8%) of all units were constructed after 1990. This is consistent with the increased population within the last 25 years. Only 15% of the housing stock was built prior to 1970. The decade experiencing the most significant housing boom was 2000-2009, during which 38.4% of the housing stock was constructed.

Housing by Value (2013)
Polk City

The median home value in Polk City was $170,000 in 2013 and is projected to increase. At that time, 47.7% of the housing stock was valued between $100,000 and $199,999. An additional 25.8% was valued between $200,000 and $299,999. A total of 132 units were valued above $300,000, while only 44 units (4.3%) of the housing stock was valued below $99,999.

Housing Summary
Polk City (2008-2013)

Total Housing Units	**1,276**	**100%**	**Housing Units by Total Number of Bedrooms**		
Owner Occupied	1,026	80%	**Total Housing Units**	**1293**	**100%**
Renter Occupied	206	16%	Studio	0	0%
Vacant	44	3%	1 Bedrooom	67	5%
Population by Tenure			2 Bedroom	303	23%
Population	**3,418**	**100%**	3 Bedroom	558	43%
Owner Occupied	2,984	87%	4 Bedroom	263	20%
Renter Occupied	420	12%	5+ Bedroom	102	8%
Housing Units by Type			**Other Information**		
Total Housing Units	**1,276**	**100%**	Median Home Value		170,700
Single-Family, Detached	1,017	80%	Median Monthly Rent		791
Single-family, Attached	153	12%	Average Household Size		2.73
Two Units/Duplex	13	1%	Average Family Size		3.11
Multi-Family	93	7%			
Mobile Home	0	0%			

Source: 2008-2013 American Community Survey, U.S. Census

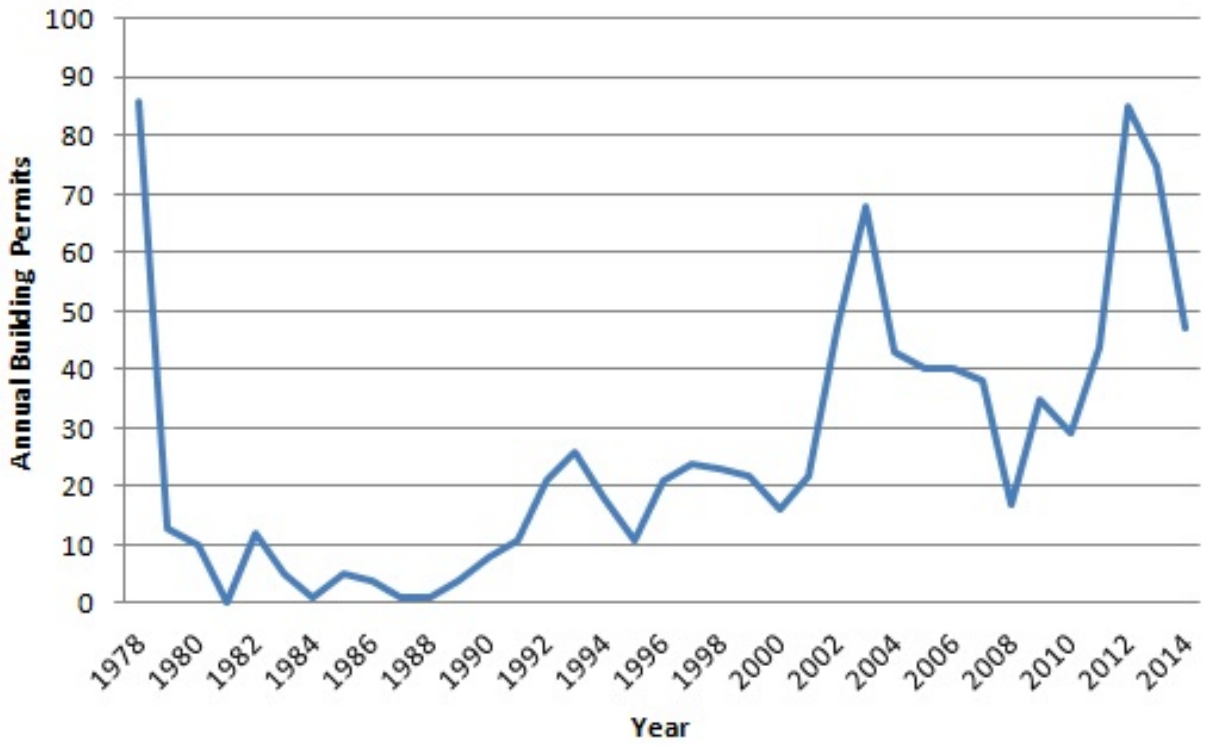
The typical housing unit in Polk City is an owner occupied, single family detached home with 2-4 bedrooms. Of the Polk City's 1,276 units, 1,026 (80%) are owner occupied, 206 (16%) are renter occupied and 44 (3%) are vacant. Eighty-seven percent of the population live in owner occupied housing while 12% rent. The median rent in Polk City is $791. The average household size is 2.73 individuals while the average family size is 3.11 individuals. There are a total of 1,017 single-family detached units in Polk City, 153 single-family attached units, 13 duplexes, and 93 multi-family units.

Percent Households with Children Under 18 Years		
Population	**2000**	**2010**
Polk City	44.6	43.8
Huxley	37.2	45
Slater	35.5	35.5
Nevada	34.6	34
Boone	31.7	29.4
Windsor Heights	24.2	24.7
Polk County	34.5	33.7
State of Iowa	33.3	30.6
Source: 2000-2010 U.S. Census		

Polk City has a large percentage of households with children 18 years old or younger. At 43.8%, Polk City is much higher than the state of Iowa (30.6%), Polk County (33.7%) and many similar sized communities in central Iowa. Only Huxley has a higher percentage (45%) than Polk City. This statistic is important for future planning efforts as it indicates the types of residents and families moving to and living in Polk City. As shown below, the number of housing units has significantly increased since 2000. An increase in housing units and a relatively stable percentage of households with children indicates that many families with children are moving to Polk City.

New Residential Building Permits (1978-2014)

Polk City



Building permits in Polk City have varied historically. The late 1970's experienced high number of building permits due to the addition of the Saylorville Dam and an increased recreational draw. From 1980 to the mid 1990's building permits were issued at a slower rate. By the late 1990's, new construction picked up with the addition of the Tournament Club of Iowa. The average annual building permits issues since 2000 is 59.7 and is expected to remain stable with many new plats in development stages.

POPULATION TRENDS AND PROJECTIONS

In order to plan for the future needs of Polk City residents, it is important to analyze the demographics trends over time and project future demographic characteristics. Forecasting population predicts growth based on past trends and can impact decisions regarding future land use, housing, and various infrastructure projects. This section examines numerous alternatives to project the population for the year 2035 based on Polk City's and Polk County's experienced growth since 1990.

Historical Trends

Polk City did not begin to see significant growth until the 1960's. The population remained steady, between 300 and 400, until an increase of 68.7% in the 1960's brought the population up to 567. At that time, plans for the Saylorville Reservoir were submitted. The construction of the dam to create both Saylorville Lake and Big Creek Lake surrounding the community changed the community's growth pattern. During the 1980's, Polk City more than doubled in size, increasing to 1,658 residents. As of 2010 census, the population was 3,418, indicating growth of 45.8% since 2000.

Despite experiencing a 192% growth between 1960 and 1980, Polk City tracked slower growth than its metro counterparts; compared to Johnston at 1,038% growth, Pleasant Hill at 780%, Clive at 706% and Ankeny at 421%. It is important to note that several of those metro communities (Clive, Johnston and Pleasant Hill) were not incorporated until the late 1950's or 1960's, skewing the data during the first few years of incorporation.

From 1980 to 2000, Polk City was much more consistent, though still grew at a slower rate compared to other cities within the metro area. Johnston saw the largest increase of 242%, followed by Waukee (130%) and Clive (112%). Polk City's growth of 41% was similar to the growth of communities such as Pleasant Hill and Urbandale. Since then, Polk City has increased its share of the metro population and outpaced other metro communities. With a 46% percent change between 2000 and 2010, Polk City reflected a larger growth rate than Altoona (41%), Urbandale (36%), and Clive (20%).

With the increased growth of Polk City, decision makers will need to analyze the population change at a deeper level. By evaluating movements amongst age cohorts, officials can determine what type of infrastructure to invest in for the future. For example, with an increase in younger population, development efforts may be focused on school and recreational infrastructure. Older populations would indicate funding efforts on health care and affordable living.

Total Population Percent Change
Metro Comparison

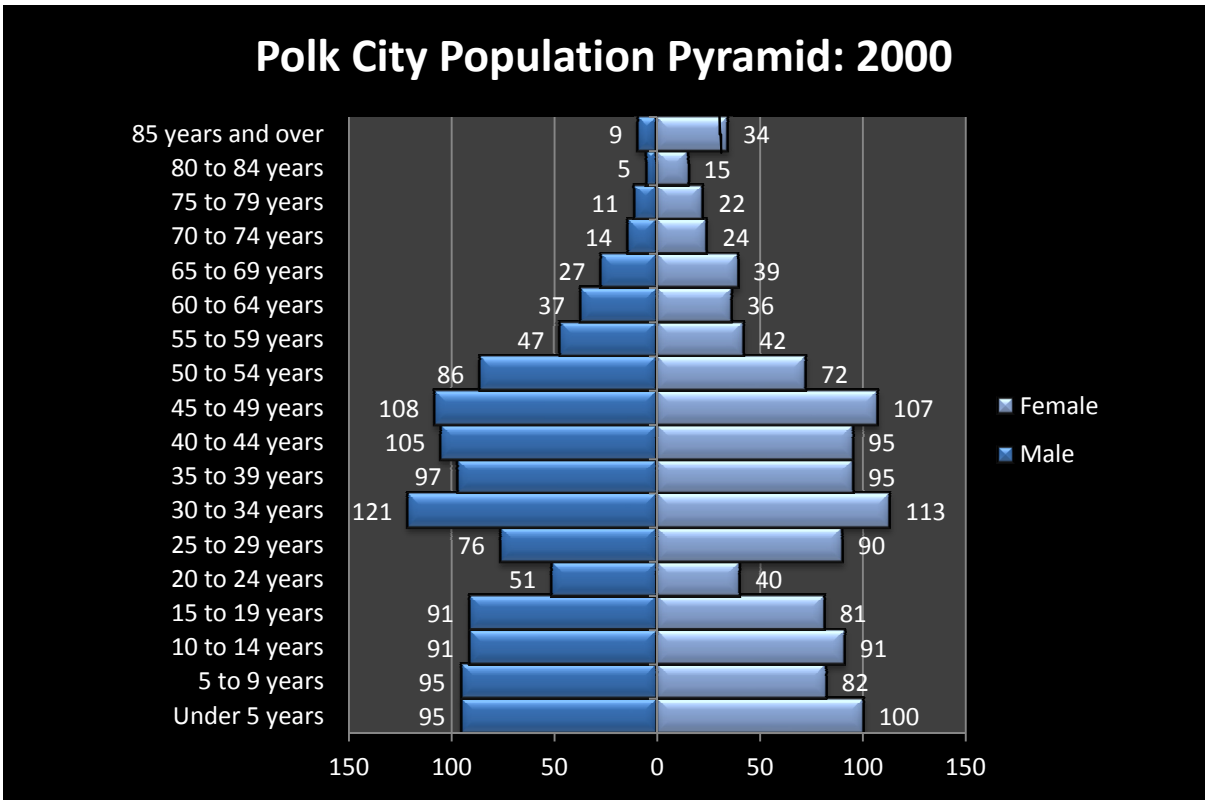
	1960	1970	1980	1990	2000	2010	% Change 1960-1980	% Change 1980-2000	% Change 2000-2010
Polk City	567	715	1,658	1,908	2,344	3,418	192%	41%	46%
Ankeny	2,964	9,151	15,429	18,482	27,117	45,582	421%	76%	68%
Altoona	1,458	2,883	5,764	7,242	10,345	14,541	295%	79%	41%
Clive	752	3,005	6,064	7,462	12,855	15,447	706%	112%	20%
Waukee	687	1,577	2,227	2,512	5,126	13,790	224%	130%	169%
Johnston	N/A	222	2,526	4,702	8,649	17,278	1038%	242%	100%
Urbandale	5,821	14,434	17,869	23,500	29,072	39,463	210%	63%	36%
Pleasant Hill	397	1,535	3,493	3,671	5,070	8,785	780%	45%	73%
Polk County	266,315	286,101	303,170	327,140	374,601	430,640	14%	24%	15%

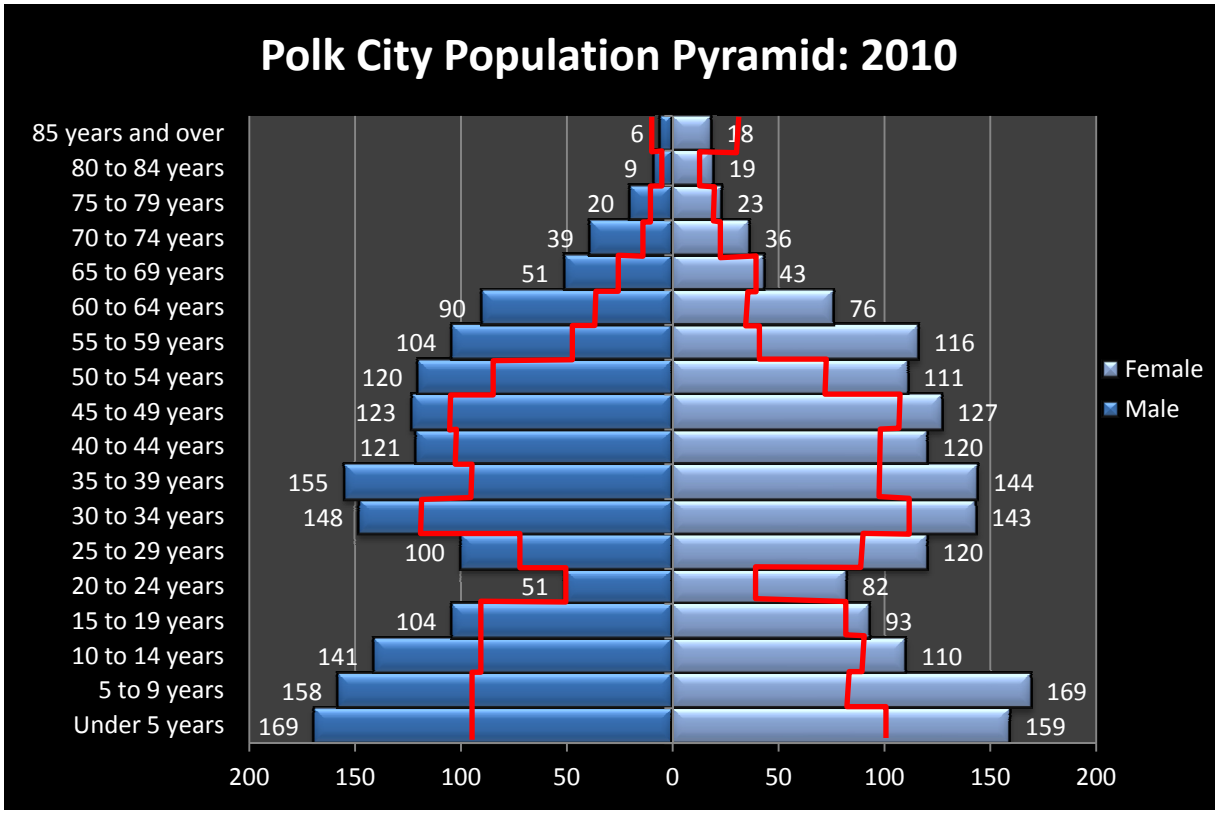
In 2000, the median age of Polk City was 34.1 years. That number has stayed relatively consistent as the 2010 median age was 34.4 years. It is important to look further into the specific age cohorts to determine which age groups are growing, and at what rate. The table below illustrates the percent change and absolute change from 2000 to 2010 amongst various age groups. School-aged children less than 19 years old saw the biggest absolute jump in population of 377 people, resulting in 52% growth. Ages 60 years and over saw the largest percentage increase of 58%, a total of 158 additional residents. Residents aged between 20 to 39 years increased by 38% and ages 40 to 59 years increased by 42%.

Age Cohort Population Change 2000-2010
Polk City

Age Group	2000	2010	% Change	Absolute Change
Under 5 years	195	328	68%	133
5-9 years	177	327	84%	150
10-14 years	182	251	37%	69
Under 19 years	726	1103	52%	377
20-39 years	683	943	38%	260
40-59 years	662	942	42%	280
60 years and over	273	431	58%	158

To further illustrate the movement in population, the population pyramids show the comparison of population change from 2000 to 2010 in five year age groups. The main populations worth noting include residents under the age of 5, which increased approximately 68.2 percent; ages 5 to 9 increased at a rate of 84.7%; and, ages 10 to 14 increased by 37.0%. In 2010, approximately 32% of the population was school-aged residents under the age of 19 years compared to 30% in 2000. This increase is projected to continue amongst the younger school-aged population due to the current development trends and to meet future development goals. Therefore, these trends will need to be addressed when making growth decisions moving forward. The red line on the 2010 pyramid reflects the 2000 population levels to further illustrate the change amongst cohorts.


Polk City Population Pyramid: 2000
85 years and over
80 to 84 years
75 to 79 years
70 to 74 years
65 to 69 years
60 to 64 years
55 to 59 years
50 to 54 years
45 to 49 years
40 to 44 years
35 to 39 years
30 to 34 years
25 to 29 years
20 to 24 years
15 to 19 years
10 to 14 years
5 to 9 years
Under 5 years
9 34
5 15
11 22
14 24
27 39
37 36
47 42
86 72
108 107
105 95
97 95
121 113
76 90
51 40
91 81
91 91
95 82
95 100
150 100 50 0 50 100 150
Female
Male


Polk City Population Pyramid: 2010
85 years and over
80 to 84 years
75 to 79 years
70 to 74 years
65 to 69 years
60 to 64 years
55 to 59 years
50 to 54 years
45 to 49 years
40 to 44 years
35 to 39 years
30 to 34 years
25 to 29 years
20 to 24 years
15 to 19 years
10 to 14 years
5 to 9 years
Under 5 years
6 18
9 19
20 23
39 36
51 43
90 76
104 116
120 111
123 127
121 120
155 144
148 143
100 120
51 82
104 93
141 110
158 169
169 159
200 150 100 50 0 50 100 150 200
Female
Male

2020 Population Estimate

The 2020 population was estimated as a result of numerous contributing factors including U.S. Census Bureau data and current local development trends and studies. According to the American Community Survey's five-year estimates, the population of Polk City was approximately 3,976 people in 2013. This number was used as the base population in which the estimated population over the following seven years was calculated. A *2014 Report on Economic Indicators* of Polk City was published in January 2015. This report outlines historical building permits by year and category, along with average single family housing values. The report indicates that there were a total of 47 residential building permits issued in 2014. The City also completed a study on the *Single Family Active Subdivisions in Polk City* and future development already in the platting stages or in early discussions. Most of these subdivisions will be platted for construction by 2018. The estimated number of additional lots to be built upon is 535, for a total of 582 additional housing units expected to be constructed by 2020.

The 2010 Census indicates that the average family size in Polk City was 2.73 people. Since then, Polk City has experienced a significant influx of young families as indicated by the growth of the school district. Since the community is younger on average than surrounding communities, an estimate of 3.00 people was used to estimate the additional population. Therefore, the addition of 582 single-family residential lots multiplied by 3.00 people per household, amounts to an additional population of 1,746 between 2013 and 2020. Added to the 2013 population of 3,976, the estimated 2020 population of Polk City is 5,722. Numerous projection alternatives were then used to calculate an additional 15 years and result in a 2035 population projection.

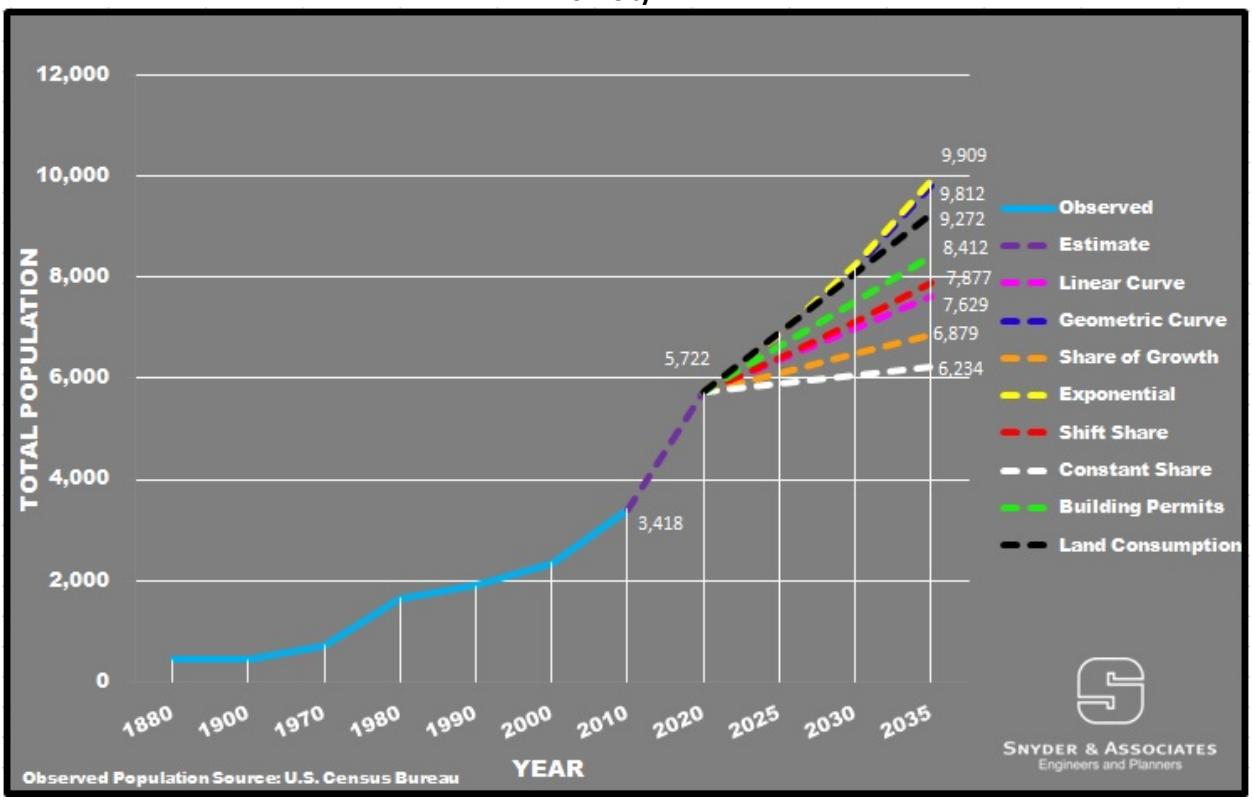
Projection Methods

The following projection methods are using 1990 data as the base year and calculating the population change over the 30 year period to the 2020 population estimate. Projections are prepared for a 20 year time period with an incremental update every five years.

Alternative 1: Linear Curve Projection

The Linear Curve Projection assumes that the future population will change by the same absolute number over a given period of time, as occurred during the base period. The absolute population change between 1990 and 2020 is 3,814. Over the 30 year period, the average change in population per year was 127.13 residents. Using this same growth rate over an additional 15 years, the 2035 population is projected to be 7,679.

Population Projection Alternative Comparisons
Polk City



Alternative 2: Geometric Curve Projection
The geometric alternative is a calculation that assumes that the future population will change by the same percentage rate over a given increment of time, as occurred during the base period. The calculated rate of change between 1990 and 2020 was 1.036% per year. Using this same growth rate over an additional 15 years, the 2035 population is projected to be 9,812.

Alternative 3: Exponential Projection
The exponential alternative is similar to the geometric method but views change as occurring continuously rather than at discrete intervals. It uses the natural logarithm of 2.71828 to calculate the exponential growth annually. This method projects the 2035 population to be 9,909.

Alternative 4: Constant Share Projection
Alternative 4 assumes that the smaller area's share of the larger population is held constant at a level observed during the base period and that small areas will grow at the same rate as the larger area. It is estimated that Polk City was 0.0123% the size of Polk County in 2020. Using the projected population of Polk County in 2013 of 505,656, the total population of Polk City in 2035 will be 6,234 (0.0123% of 505,656).

Alternative 5: Share of Growth Projection

The Share of Growth projection technique or apportionment, assumes the smaller areas share of the percent change in population in the larger area will be the same over the projection horizon, as occurred during the base period. Using a simple linear curve projection for Polk County, the estimated population in 2020 will be 464,097. That is an absolute change of 136,957 people and 41.8% change in growth since 1990. Polk City's absolute change during that time span using the estimated 2020 population was 3,814. Therefore, Polk City holds 2.78% of the total growth throughout Polk County. According to the 2.78% county share, the 2035 population of Polk City will be 6,879.

Alternative 6: Shift Share Projection

The Shift Share alternative is designed to deal with changes in population shares. It modifies the constant share method by adding a shift term to account for differences in population variables and characteristics; for example, population could shift between urban and rural areas. The projected growth is assumed to be equal to the observed growth from the past period. This projection method indicates that the population in 2035 will be 7,877.

Alternative 7: Average Building Permit Projection

Alternative 7 uses the average number of building permits from 2000 to 2020 based off the *Single Family Active Subdivision* study and the *2014 Report on Economic Indicators* provided by the City and developers. Based on this data, the average number of building permits issued per year was 59.7 permits. The year 2000 was used as a base year rather than 1990 in order to provide a better assessment of the recent growth for Polk City. With 59.7 new permits issued per year and an estimated three people per household, the additional population per year would be 179.25 resulting in a 2035 population projection of 8,412.

Alternative 8: Land Use Consumption Capacity

Additional analysis was conducted based on available acres for development. An estimated 567 acres located within corporate limits were used to estimate the current maximum capacity for development. By using an average lot size of 0.33 acres, an additional 1,718 homes could be constructed. With the average household size of 3.0 persons, that calculation of an additional 5,155 people combined with the projected 2014 population of 4,117 would give a max capacity of 9,272 residents. If residential construction continues to increase, this projection could be a reality by 2035. At that time, Polk City will need to annex additional acres for future growth.

Population Projection Evaluation

In attempting to accurately project the population of Polk City in 2035, the alternatives were analyzed. Three methods were selected indicating distinct ranges: low, medium and high projection. Using the alternatives to develop a growth range gives decision-makers and planners tools to use for future development assessments. Choosing an appropriate population projection range is extremely important. Selecting a range that is too high or too low can lead to serious challenges when developing land, housing and infrastructure. Underestimating the rate of population growth can lead to shortages of infrastructure and land, while overestimating can result in unnecessary upgrades and money spent. All alternatives were considered and the selected range in population projections is approximately 8,000 to 9,500 people by 2035. Alternatives methods were selected as low, medium, and high projections with slight alterations.

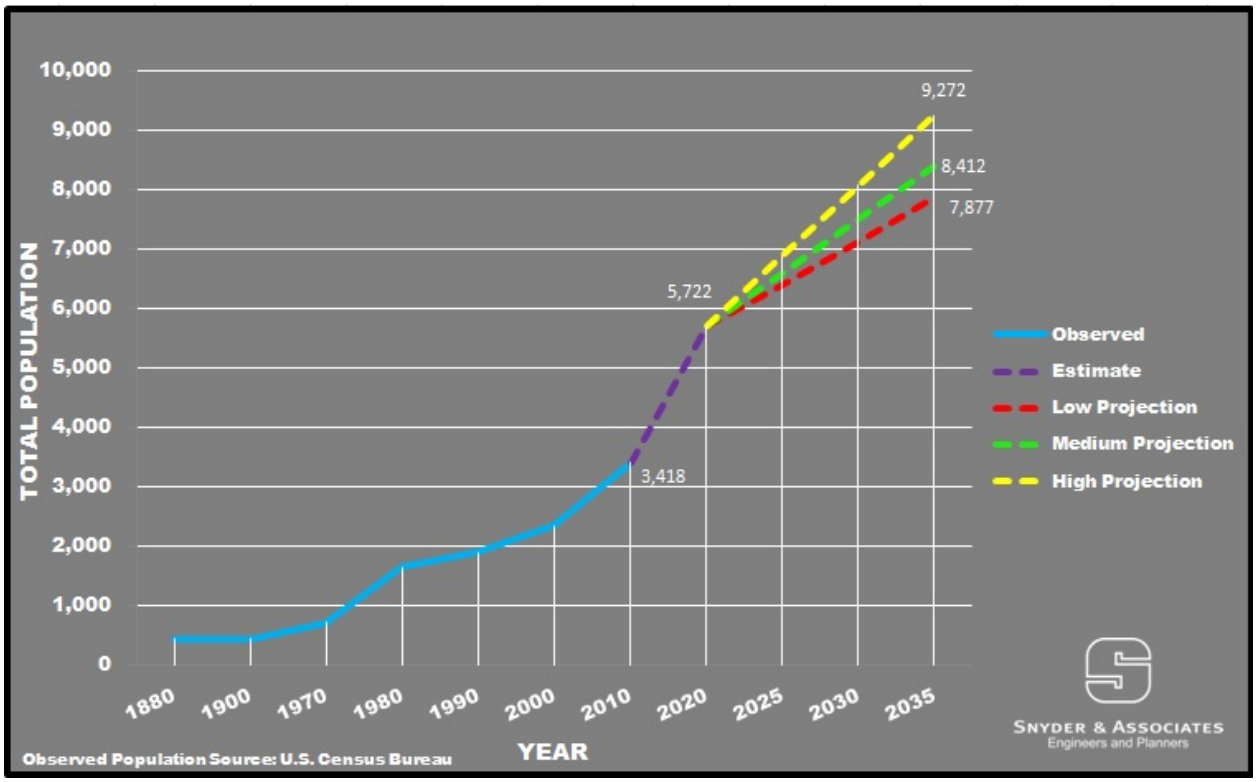
- LOW PROJECTION: Alternative 6 (Shift Share) of 7,877 people was selected as the low alternative. As indicated in Table 1, Polk City has experienced growth rates at a much higher rate than that of Polk County since the 1960's. If that trend continues, Polk City's share of the county population will be increasing at a higher rate than the shift share method projects. Therefore, this method will be considered to be the low end projection.

- MEDIUM PROJECTION: Alternative 7 (Average Building Permits) of 8,412 people was selected as the medium projection due to its actual observed growth trends within the community. This projection is assuming there will be an average of 59.7 building permits per year, with approximately 3.0 persons inhabiting each of the new units. Growth should continue to be monitored through the tracking of building permits and other indicators to determine the accuracy of this projection method.

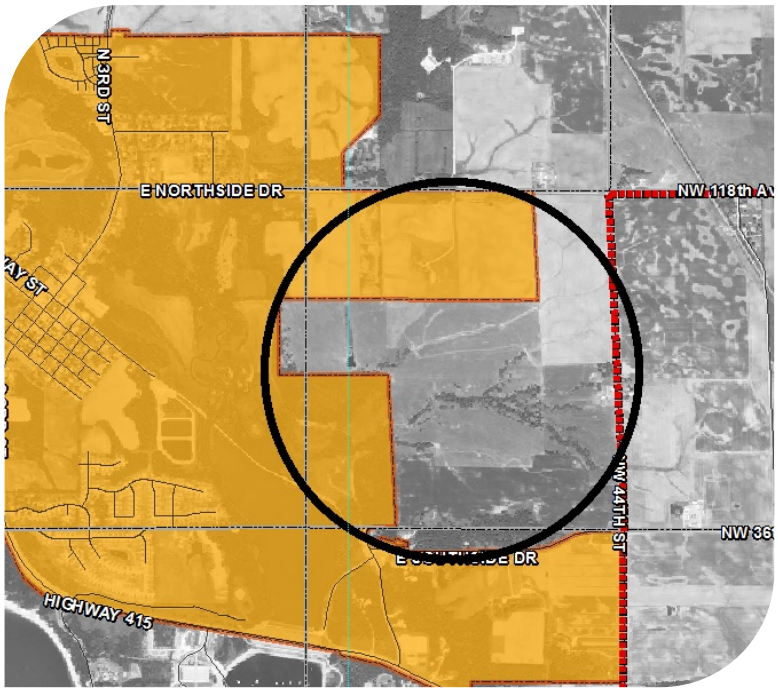
- HIGH PROJECTION: The high projection was selected from Alternative 8 (Land Consumption Capacity). The population was projected at 9,272. This method was used as the maximum growth with the current City owned acres available for development.

The spread between the three projections varies in terms of the average annual population growth rate after 2020, with the low projection assuming a 2.1% annual average growth rate, the medium projection assuming 2.6%, and the high projection assuming 4.1%. If the 2010 age cohort percentages continue, there will be an estimated range of 2,520 to 2,995 school-aged children 19 years or younger, 2,126-2,559 ages 20-39 and 40-59 each, and a range of 945-1,168 ages 60 and over.

Population Projections: Selected Alternatives
Polk City



One of the most desireable areas for future growth includes the land generally located between E Northside Drive and E Southside Drive on the east side of town. This land is located between growing areas of Polk City and Ankeny. The area is currently being used as farmland. If this land does not become available for development, the population projections noted above could be slowed. Undeveloped areas to the north of Polk City are less likely to be immediately attractive for future development because they are farther from the services offered in Ankeny and the Des Moines metro.



PART II
DISCOVER AND VISUALIZE

CHAPTER 4
COMMUNITY ASSETS AND CHALLENGES

The planning process identified the community assets and weaknesses facing Polk City. As a result of the stakeholder and steering committee meetings, public meetings, online surveys with 389 responses and over 158 written comments, and one-on-one interviews, the following assets and weaknesses came to the forefront.

The demographics of the population influence which characteristics they view as assets and which are considered weaknesses. The largest percentage of survey respondents were between 30 and 39 years old (41%) and most (67%) had children under 18 years old living at home. This is clearly a large percentage of households with children; only 33.7% of households in Polk County and 30.6% of households in the State have children under 18 years old. Most respondents (63%) had lived in Polk City for less than 10 years.

COMMUNITY ASSETS

Small town character

The greatest strength of Polk City is its small town character. People noted the high quality of life, family-friendliness, and new residential development as part of what makes Polk City a great place to live. Residents are highly-educated and have higher incomes and a lower median age than the county or state overall. Residents value the character of Polk City and want to be sure to retain that friendly and unique identity and charm. They don't want the City to look and feel like a suburban community. Along with the small town atmosphere comes a sense of safety. People felt that police and fire services were good and appreciated the low crime rates. While some respondents perceived the tax rate as high, comparative data indicates that the City's property tax rate is the lowest in the metro. Overall, 93% of survey respondents were either very satisfied or somewhat satisfied with the quality of life in Polk City.

Changes in Property Tax Rates, Property Tax Revenue, and Property-Based Revenue For Budgets Starting July 1

	Tax Rates FY 2015	Tax Rates FY 2016	Change in Tax Rate, Rounded	Percent Change in Property Tax Revenue	Percent Change in Property Tax Revenue+Backfill*
Polk City	7.90000	7.90000	NC	34.3%	35.0%
Norwalk	15.68944	15.69376	NC	15.3%	16.2%
Waukee	13.50000	13.50000	NC	11.7%	13.4%
Bondurant	13.98626	13.93626	-0.05	12.0%	13.2%
Pleasant Hill	11.65000	11.65000	NC	9.2%	10.6%
Grimes	12.91374	12.91377	NC	6.2%	8.2%
Ankeny	11.90000	11.85000	-0.05	6.3%	8.2%
Urbandale	9.72000	9.82000	0.10	5.2%	7.2%
Altoona	9.94369	9.94369	NC	3.1%	6.4%
Johnston	11.34392	11.50054	0.16	4.7%	6.4%
Carlisle	14.14457	14.64077	0.50	4.0%	5.5%
Clive	9.98952	9.98951	NC	1.5%	3.7%
West Des Moines	12.05000	12.00000	-0.05	0.5%	3.4%
Indianola	12.70045	12.70000	NC	1.4%	2.7%
Des Moines	16.92000	16.92000	NC	0.0%	2.4%
Windsor Heights	15.34886	15.07588	-0.27	-0.6%	1.3%

9 cities - No Change; 4 cities - Down; 3 cities - Up

**Includes increase in backfill revenue, which is state-funded but is based on taxable property valuation.*

SOURCES: IOWA DEPARTMENT OF MANAGEMENT; CALCULATIONS BY TAXPAYERS ASSOCIATION OF CENTRAL IOWA. FY 2016 DATA IS UNCERTIFIED.

Source: Business Record, May 22, 2015

Proximity to regional recreational areas

Residents and businesses cited the proximity to regional recreational amenities of Big Creek State Park, Saylorville Lake, and the regional trails as a major strength of the community. People also noted the beauty of the surroundings, which truly can improve mental well being and quality of life. These amenities provide opportunities to connect with nature, exercise, and reduce stresses of daily life. While regional amenities topped the list, local parks and facilities ranked not far behind.

Proximity to the Des Moines metro

Over half (54%) of survey respondents cited the proximity to the metro as the one of the top three reasons for moving to Polk City. The commute to downtown takes approximately the same amount of time (approximately 25 minutes) as from the western suburbs. For those that do not work in Des Moines, they can easily take advantage of Des Moines' special events, art and culture, shopping, and services. For daily needs that cannot be met in Polk City, residents have an even shorter drive to amenities in Ankeny.

City staff and council

Interviews with City staff and Council members revealed that a mutual respect for the work and leadership of each other. Interviewees cited a genuine desire to make Polk City a great place to live and a sense of teamwork among employees, board members, and elected officials. About half of the residents viewed local government leadership as a strength, but a large percentage (41%) also viewed the local government as neither a strength nor a weakness, possibly indicating a lack of knowledge of local government actions or services.

COMMUNITY CHALLENGES

Job opportunities

Residents felt that the lack of job opportunities was the town's biggest weakness, with 74% of respondents saying this was either a weakness or somewhat of a weakness. The survey respondents showed that about 11% of respondents worked in Polk City and another 8% worked from home (11% were retired or not working). About 63% of respondents commuted to Des Moines (40%), Ames (5%) or another Central Iowa community (18%). While the proximity to the metro and the short commute time were considered an asset, the option to work in town would be viewed as an even greater asset.

Shopping/commercial development

Residents felt that the limited shopping options were one the city's biggest weaknesses. Overall, 80% of respondents wanted to see more retail stores and 87% wanted to see more restaurants or bars. Entertainment was a third-favorite option with about 75% supporting. Some respondents felt like a lot of services were provided in town, while others felt that they had to travel for services. This creates a struggle, as some people cite a need for additional services and conveniences, such as fast food restaurants, others cite the lack of such amenities as what helps Polk City retain the small town character.

City staff and elected officials also noted that commercial development was necessary to provide part of the tax base to support the residential growth and also to provide employment opportunities. They noted that small businesses of approximately 20 to 30 employees would allow growth while keeping the small town atmosphere.

Business environment

Both residents and businesses felt that the local business environment was a weakness. Many (49%) of resident respondents supported the use of tax incentives to attract and retain businesses in Polk City. Another 30% were unsure of this idea. Business owner were more supportive (65%) of the idea of using tax incentives to attract or retain businesses.

Growth-related issues

City staff and elected officials support additional growth in the City, but were concerned about maintaining services and infrastructure and additional demands related to new growth. This included maintaining existing infrastructure as well as funding new infrastructure for future residents. They noted the need to provide quality of life amenities such as new recreational facilities and programming as well as the need to provide necessities such water capacity and storage. They were concerned about city staffing levels such as needing more recreation, police, fire, and administrative staff to keep up with the City's growth. If some services were to be contracted out, they were concerned about the possibility that a contractor's services would be of lower quality than that provided by City staff. City Staff were also concerned about having adequate city facility space and the need to expand. They noted that City Hall was historic and iconic, but not efficient or inviting.

Both interviewees and survey respondents noted a concern about the school being able to accommodate the number of school-age children associated with the additional residential growth. Some residents were also concerned about how additional growth impacts natural areas and the potential loss of the beautiful natural surroundings. Finally, some residents and staff noted that new development seemed to be focused housing priced at higher price points. Some noted a concern about the lack of affordable, entry level housing and senior housing. Generally, residents and business owners were most supporting of additional mid-level single family housing. There was less support for entry level and upper level pricing. Apartments had the lowest level of support.

CHAPTER 5
GOALS AND OBJECTIVES

The following goals were drafted based the opportunities and constraints that were identified during the planning process, which included ample input from stakeholders and the general public. These goals are intended to guide Polk City to achieve the desired future as a vibrant community with a high quality of life and a small town atmosphere.

QUALITY OF LIFE

Goal 1: To preserve the small town atmosphere and identity.

Objective 1: Regulate the characteristics (e.g. size, design, quality, etc.) of new developments and development plan modifications to ensure they are consistent with the small town atmosphere.

Examples:

- Consider zoning changes that:
  - Establish 0-foot setbacks in the town square area
  - Create a highway commercial zoning district for future growth areas to accommodate "big box" stores and limit size of buildings in existing commercial areas.
  - Require that mixed use developments be zoned to Planned Unit Development which is tied to a master development plan.
  - Establish architectural standards for multi-family buildings, including garages, such as articulated building facades and pitched roofs.

Objective 2: Ensure that the goals and objectives of this Comprehensive Plan, which have been written to support the small town atmosphere and identity, are adhered to during decision-making processes.

Examples:

- Include a Comp Plan Compliance section to staff reports for Planning and Zoning Board consideration.
- Establish a Comp Plan Compliance checklist for new developments and rezoning applications.

Goal 2: To develop a connected and efficient trail network.

Objective 1: Connect the Neal Smith Trail to the High Trestle Trail while incorporating Polk City businesses and neighborhoods along the routes.

Objective 2: Investigate options for citywide trail connections to the Town Square.

Objective 3: Complete trail connections to existing and future parks.

Objective 4: Preferred characteristics for future trails, such as width and location (along woodlands, in rear/side yards, along street), should be defined by this plan and followed at the time of development.

Examples:

- Trails should be a minimum of 10 feet wide to allow for users to safely travel side by side and pass oncoming users.
- Trails should be constructed on city-owned property whenever possible. If acquisition of private property is necessary, the City should opt for fee title acquisition rather than an easement.
- The width of property necessary to be acquired should be at least 20 feet, with 30 feet preferred, to accommodate trail design and maintenance.
- Trails should be located along greenways, through scenic areas, and with as few conflict points with motorized traffic as possible.

Goal 3: To strengthen cultural and historical areas and activities.

Objective 1: Maintain City Hall as the hub of the community by retaining its location on the Town Square.

Objective 2: Continue to provide adequate library services and facilities to meet the needs of the residents.

Objective 3: Establish guidelines, such as façade design criteria and building maintenance standards, which would preserve and contribute to the historical character of the Town Square and adjacent businesses.

Goal 4: To provide high quality parks and programs that meets the needs of residents.

Objective 1: Increase recreational programs for all ages and in all seasons while working in conjunction with the City, library, school and other interest groups from throughout the community.

Objective 2: Parks should be available to serve all residents within a safe, continuously paved ¼ mile walk route.

Objective 3: Improve existing or create new amenities within newly acquired park spaces.

Examples:

- Develop a 5-year Capital Improvement Program for parks and establish an annual budget amount.
- Prioritize park improvements throughout the system.
- Designate specific, larger future parks as regional parks with amenities that serve the community as a whole.

Objective 4: Develop a new recreation complex providing additional ball fields, trails and year-round activities.

Objective 5: Include snowmobile routes on trail maps and continue to use ordinances to limit times and location of riders throughout the City.

Goal 5: To benefit from proximity to regional and state parks, trails and metro area.

Objective 1: Include the surrounding recreational amenities and proximity to the metro area in marketing efforts put forth by the City, the Chamber, and Polk City Development Corporation, to the extent appropriate for each marketing effort.
Example:

- The Polk City Guide should include maps and descriptions of surrounding recreational amenities and commute times to downtown Des Moines.

Objective 2: Include surrounding recreational amenities on maps produced by the City to the extent appropriate for each map.

Objective 3: Consider implementing various marketing tools (signage, brochures, art, websites, social media, etc.) to further advertise surrounding amenities.

TRANSPORTATION

Goal 1: To provide safe and connected driving, walking and biking routes throughout the City.

Objective 1: Improve sidewalk connectivity and accessibility throughout the community and specifically along E Southside Drive and 3rd Street connecting to the Town Square.
Examples:

- Encourage a minimum sidewalk width of 6 feet in commercial areas.

Objective 2: Investigate the need for improved traffic control and/or geometrics to improve public safety at heavily trafficked intersections such as:

- S 3rd Street & Broadway
- S 3rd Street & Bridge Road
- Parker & Bridge Road
- E Southside Drive and W Pine Ridge Drive

Example:

- Monitor increases in traffic volumes at S 3rd Street and Bridge Road to determine if a signal or turn lanes are warranted.

Objective 3: Ensure new street designs are supportive of the small town atmosphere while protecting the integrity of roadways in Polk City.

Examples:

- Design new streets in a gridiron pattern to support connectivity, walkablity, alternative routes, and reduce reliance on collector roadways.
- Keep low traffic speeds on most roadways, particularly on local streets, through roadway design (lane widths, curvature, landscaping, etc.) and speed limits.
- Promote complete street development that considers all users (motorists, bicyclists and pedestrians) in design by including sidewalks and bicycle facilities.
- Identify specific major streets as parkways, including elements such as bike lanes, recreational trails, street trees and landscaping, benches, and signage to enhance the street for all users.

Objective 4: When reconstructing existing streets having rural cross sections, install new streets having an urban cross-section with sidewalks, curb, gutters and storm sewers whenever possible.

Objective 5: Transportation Facilities should operate at a "D" Level of Service or better (as defined in the Highway Capacity Manual).

Goal 2: To maintain safe and efficient regional transportation connections within central Iowa.

Objective 1: Investigate metro transit and ride-share options for commuters.

ENVIRONMENTAL

Goal 1: To protect, preserve, and restore natural areas.

Objective 1: Develop a tree preservation ordinance.

Objective 2: Continue planting programs through City development standards.

Objective 3: Ensure that there is quality potable water available to serve existing areas and new development by monitoring usage, capacity and nutrient levels.

Objective 4: Monitor and address erosion and storm water management concerns; utilize erosion prevention techniques such as buffers.

- Strengthen storm water management ordinances
- Encourage regional detention in growth areas north of the city
- Require full detention for per SUDAS for single-family development

Objective 5: Protect environmentally-sensitive areas from negative impacts due to future development and mitigate those which are unavoidable.

- Develop 10 foot buffers on top of embankments.

Goal 2: Promote sustainable development practices.

Objective 1: Ensure that there are adequate and sustainable storm water facilities to serve existing areas and future growth.

Objective 2: Encourage renewable energy use and increase energy efficiency.

Objective 3: Encourage city-wide efficiency in operations and other sustainable practices, including coordination of waste haulers within neighborhoods.

LAND USE

Goal 1: To provide a variety of high quality housing types.

Objective 1: Encourage senior housing options to address the current residents and future growth of the community.

Objective 2: Ensure there is adequate variety of housing types including entry level housing that will meet the affordable housing needs of all income and age levels.

Objective 3: Review the City's ordinances and policies related to multi-family rental options including zoning regulations, market need, potential effects on land use compatibility, and aesthetics.

Objective 4: Establish design standards related to multi-family residential uses.

Goal 2: To provide a diversity of business, retail, and civic uses consistent with a small town atmosphere while meeting the needs of residents.

Objective 1: Establish standards to improve aesthetics of Town Square including façade, streetscape, and landscaping while maintaining the small-town character; concentrate on downtown as a unique area of Polk City and plan accordingly for appropriate land uses, parking areas, pedestrian and bicycle facilities, including bicycle parking.

Objective 2: Identify specific land uses that are needed to serve the citizens and visitors, such as daycares, restaurants, retail, personal service businesses, places of worship, and other civic land uses that are compatible with existing and planned future land uses.

Objective 3: Establish land use policies to proactively encourage/attract new small and mid-sized businesses such as retail and office space that enhance the quality of life in Polk City.

Objective 4: Establish design standards related to commercial and mixed uses.

Goal 3: To ensure that new growth and development is consistent with the local values regarding the physical character of the community.

Objective 1: Create attractive gateways at principal entry points to the City and develop a design theme that can be used throughout the community on items such as signage.

Objective 2: Identify and brand the City and square as a unique destination; utilize its proximity and strengths to develop a marketing scheme in order to attract customers and promote additional growth and development.

Objective 3: Encourage and facilitate development types and sizes that are consistent with the existing character of Polk City neighborhoods.

Objective 4: Strengthen architectural design standards to enhance the community's visual and aesthetic appeal.

SERVICES AND FACILITIES

Goal 1: To preserve, enhance, and expand city and community services and facilities to maintain an adequate level of service for existing and planned future growth.

Objective 1: Ensure that adequate basic services and facilities meet current needs and are available concurrent with new development, including, but not limited to:

- The public safety of residents and visitors should be protected through sufficient fire and police services.
- City Hall and related services should continue to be open for service during normal business hours.
- Public Works should be staffed to a level necessary to provide a safe, clean and efficient community as it relates to services provided for roads, sewers, water, street lighting, and other items that may be assigned to the Public Works Department.

Objective 2: Ensure the City has adequate high speed communication capacity through installation of City-wide fiber optic infrastructure or other equivalent means.

Objective 3: Cooperate with North Polk Schools to provide high-quality educational facilities and opportunities while addressing population growth with facility updates and

expansion; anticipate additional school buildings and encourage communication district wide.

GOVERNMENTAL

Goal 1: To ensure that all residents have the opportunity to participate in city-wide planning, zoning, development and resource management decisions.

Objective 1: Continue efforts to provide community outreach through various avenues such as the City's website, social media, emails, mailings, meetings, signage, and printed materials and encouraging public involvement in decision-making.

Objective 2: Continue to ensure reasonable and competitive tax rates to the extent fiscally possible.

Objective 3: Develop a plan for the use of the City's low and moderate income funds.

Objective 4: Evaluate the status of goals and objectives within this Comprehensive Plan on an annual basis and issue a public report of the findings including recommendations for Comprehensive Plan modifications.

Objective 5: Review existing policies and ordinances related to incentives for development and re-development and modify as necessary to meet the goals of this Comprehensive Plan.

Goal 2: To strengthen inter-governmental and regional collaboration, communication, cooperation.

Objective 1: Continue to enhance the relationship with the North Polk School District.

Objective 2: Foster relationships with surrounding entities such as the Army Corps of Engineers, Iowa Department of Natural Resources, Polk County and surrounding metro and central Iowa communities to improve regional communication and development efforts.

CHAPTER 6
EXISTING CONDITIONS

ENVIRONMENTAL ASSESSMENT

Geographic and Topography

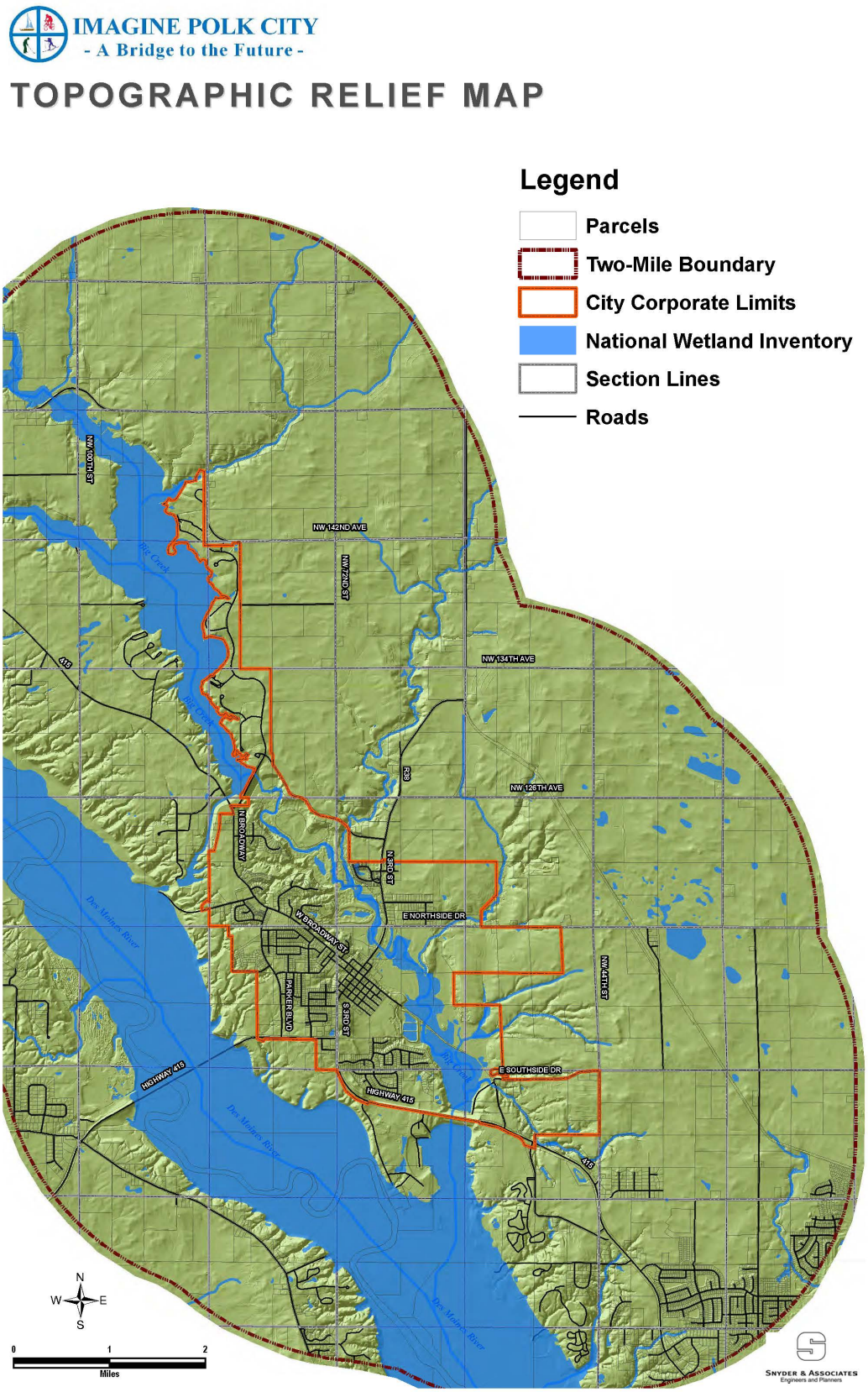
Polk City is an environmentally unique community, set along the banks of Saylorville Lake to the west and Big Creek Lake to the north. Iowa Highway 415 enters the community from Ankeny to the south and continues west over the mile-long bridge towards Grimes and Iowa Highway 141. The area surrounding the city is dominated by rolling terrain, steep slopes, woodlands, rivers and tributaries. These features provide an exceptional and challenging natural environment for the community.

The Des Moines River and Saylorville Lake border the community to the west, flowing southeasterly. Big Creek bisects the community from the north as it flows southeasterly toward the Des Moines River. Eight major tributaries of Big Creek, including Wolf Creek, extend to the north and east of Polk City's planning area. Five-hundred year floodplains follow all lakes, rivers, and tributaries in Polk City's planning area.

Soils

Soils Maps are available from the Natural Resources Conservation Service. Polk City is located within the geomorphic region referred to as the "Des Moines Lobe," wherein the area is typified by Wisconsinan age glacial-derived sediments. These sediments consist of either glacial-derived sand or glacial till, which consists of a mixture of sand, silt, and clay. These soils tend to have higher runoff rates; their slow percolation rates may not be suitable for use as leach fields for septic systems. In addition, clay shale may be found which may cause construction limitations. In areas where the potential for unsuitable soils exists, exploration and analysis by a geotechnical engineer is recommended.

Map 6-1


IMAGINE POLK CITY
- A Bridge to the Future -
TOPOGRAPHIC RELIEF MAP
Legend
Parcels
Two-Mile Boundary
City Corporate Limits
National Wetland Inventory
Section Lines
Roads
NW 100TH ST
NW 142ND AVE
NW 2ND ST
NW 134TH AVE
NW 126TH AVE
R36
N BROADWAY
N 3RD ST
E NORTHSIDE DR
W BROADWAY ST
PARKER BLVD
S 3RD ST
NW 4TH ST
E SOUTHSIDE DR
HIGHWAY 415
Des Moines River
Big Creek
N
W
E
S
0
1
2
Miles
SNYDER & ASSOCIATES
Engineers and Planners

Developable Areas

The following areas are generally not suitable for development:

1. *Flood Hazard Areas* - Flood hazard areas associated with the Des Moines River and Big Creek and their tributaries are designated on the map as 500-year floodplains and floodways. The floodplain map is based on the 1984 FEMA mapping and 2015 Preliminary DFIRM report. The flood hazard areas are generally not suitable for development purposes. Some limited development in these areas may be acceptable if it is properly mitigated. For example, in flood fringe areas, recreational facilities or wood waste recycling may be permitted. Development should not increase the extent of the floodplain, increase erosion, or damage other improvements along the waterways.

2. *Wetlands* - Wetlands provide important ecological functions including accommodating storm water during high rainfall events, slowing storm water runoff rates, reducing erosion and turbidity, filtering impurities from urban and agricultural storm water runoff, and providing habitat for many species of plants and animals. Wetlands recognized by the National Wetlands Inventory and the Waters of the U.S. are denoted on the map; however, not all wetlands have been identified. Where wetlands are present or suspected to be present, proper permitting is required. If identified jurisdictional wetlands are permitted to be disturbed by development, mitigation may be required.

SMART PLANNING PRINCIPLE - NATURAL RESOURCES AND AGRICULTURAL PROTECTION
Planning, zoning, development, and resource management should emphasize protection, preservation, and restoration of natural resources, agricultural land, and cultural and historic landscapes, and should increase the availability of open spaces and recreational facilities.

3. *Severe Slopes* - The rolling terrain and significant water routes surrounding the community comprises areas of extreme slopes that are generally unsuitable for development. The areas of primary concern are steep, having slopes greater than 10%. These areas are generally located adjacent to waterways and woodlands. Since areas having severe slopes typically requires more extensive grading in order to develop the site, erosion is a concern.

The developable land map shows the environmental constraints and will assist with future development and annexation decisions. Currently, Polk City has 567 acres of developable land located within the corporate limits. Approximately half of these acres (244 acres) can be found in the sections north and south of Northwest 118th Avenue in the annexed areas. Other areas consist of planned or platted subdivisions in the community. Additionally, the planning area located outside of the corporate limits consists of 6,967 acres of developable land. Annexation for future growth will need to use this map as a decision-making tool to identify the most cost effective, efficient and construction-ready parcels and sections to purchase for future development.

Environmental Sustainability

Existing environmental policies in the City of Polk City include the recently adopted small wind energy conversion system (SWECS) ordinance. City code now allows property owners to install their own SWECS and allows these privately-owned systems to be connected to the grid owned by either MidAmerican Energy Company or Midland Power Cooperative. The ordinance allows for both freestanding windmills and building-mounted turbines and balances the need for clean, renewable energy resources with public safety.

Solar panels are also allowed as an alternative energy source; however, the City does not have an ordinance to provide guidance on their size or placement. The Planning & Zoning Commission is now beginning to review model ordinances to determine how to encourage, guide and regulate solar panels.

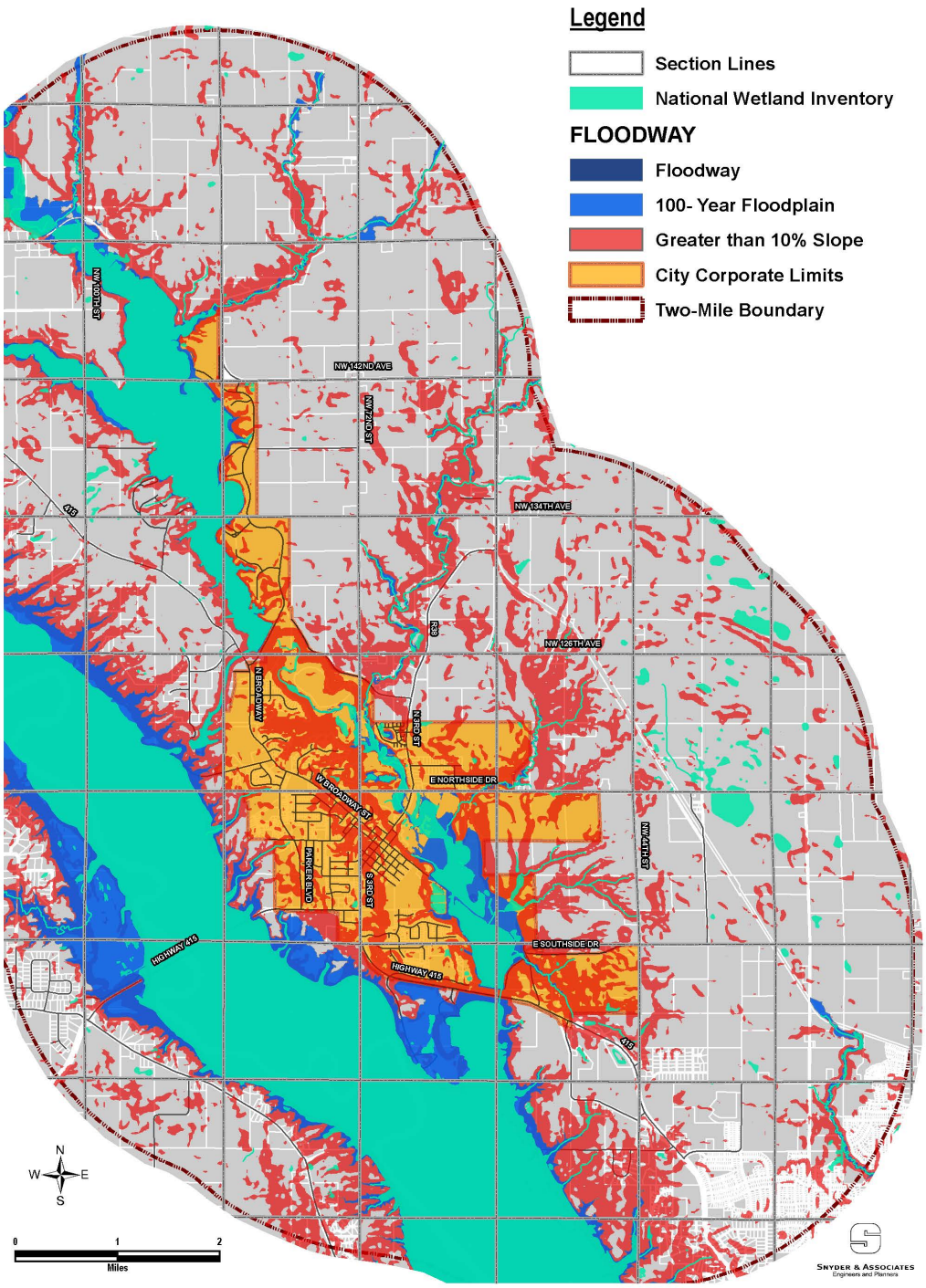
Other environmentally-friendly development techniques for land, such as use of bioswales or permeable paving, or for buildings, such as use of solar panels or recycled materials, are not specifically addressed in existing ordinances. These types of techniques would be implemented at the discretion of the property owner.

There are currently multiple waste-haulers that provide service to Polk City. This presents an apparent redundancy in service as different waste management trucks sometimes travel the same neighborhood street. This results in wasted fuel and excess green-house gas emissions. It also increases wear and tear on the local road system due because multiple trucks are traveling down a road that could be served by a single truck.

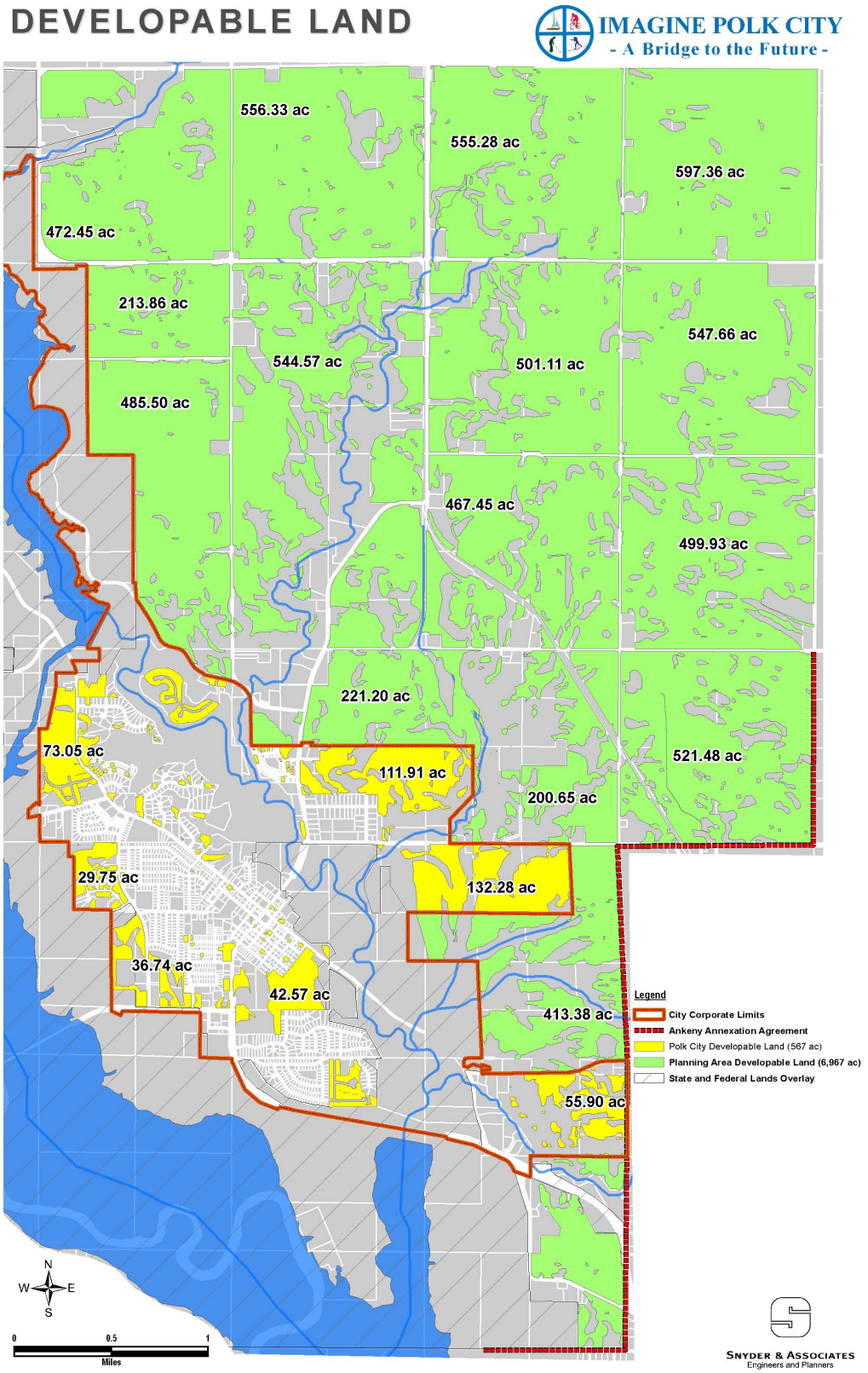
Map 6-2

IMAGINE POLK CITY
- A Bridge to the Future -

ENVIRONMENTAL CONSTRAINTS



Map 6-3


DEVELOPABLE LAND
IMAGINE POLK CITY
- A Bridge to the Future -
556.33 ac
555.28 ac
597.36 ac
472.45 ac
213.86 ac
547.66 ac
544.57 ac
501.11 ac
485.50 ac
467.45 ac
499.93 ac
221.20 ac
73.05 ac
111.91 ac
521.48 ac
200.65 ac
29.75 ac
132.28 ac
36.74 ac
42.57 ac
413.38 ac
55.90 ac
Legend
City Corporate Limits
Ankeny Annexation Agreement
Polk City Developable Land (567 ac)
Planning Area Developable Land (6,967 ac)
State and Federal Lands Overlay
N
W
E
S
0
0.5
1
Miles
SNYDER & ASSOCIATES
Engineers and Planners

LAND CONSUMPTION

In order to accurately plan what type of facilities and land uses are needed for the future, historical land consumption trends and an agreed upon future vision for the community are needed. By analyzing the capacity for a specific land use, you can determine how many additional acres should be designated for future development. If the City has identified a need for additional development of a specific type (e.g. more commercial development to build tax base), then future land uses can be designated accordingly. If the City is running out of developable land or land appropriate for a particular desired use, annexation or rezoning can be considered. This section uses numerous variables to determine past land consumption and estimates on current and future capacities.

Land Consumption by Acres

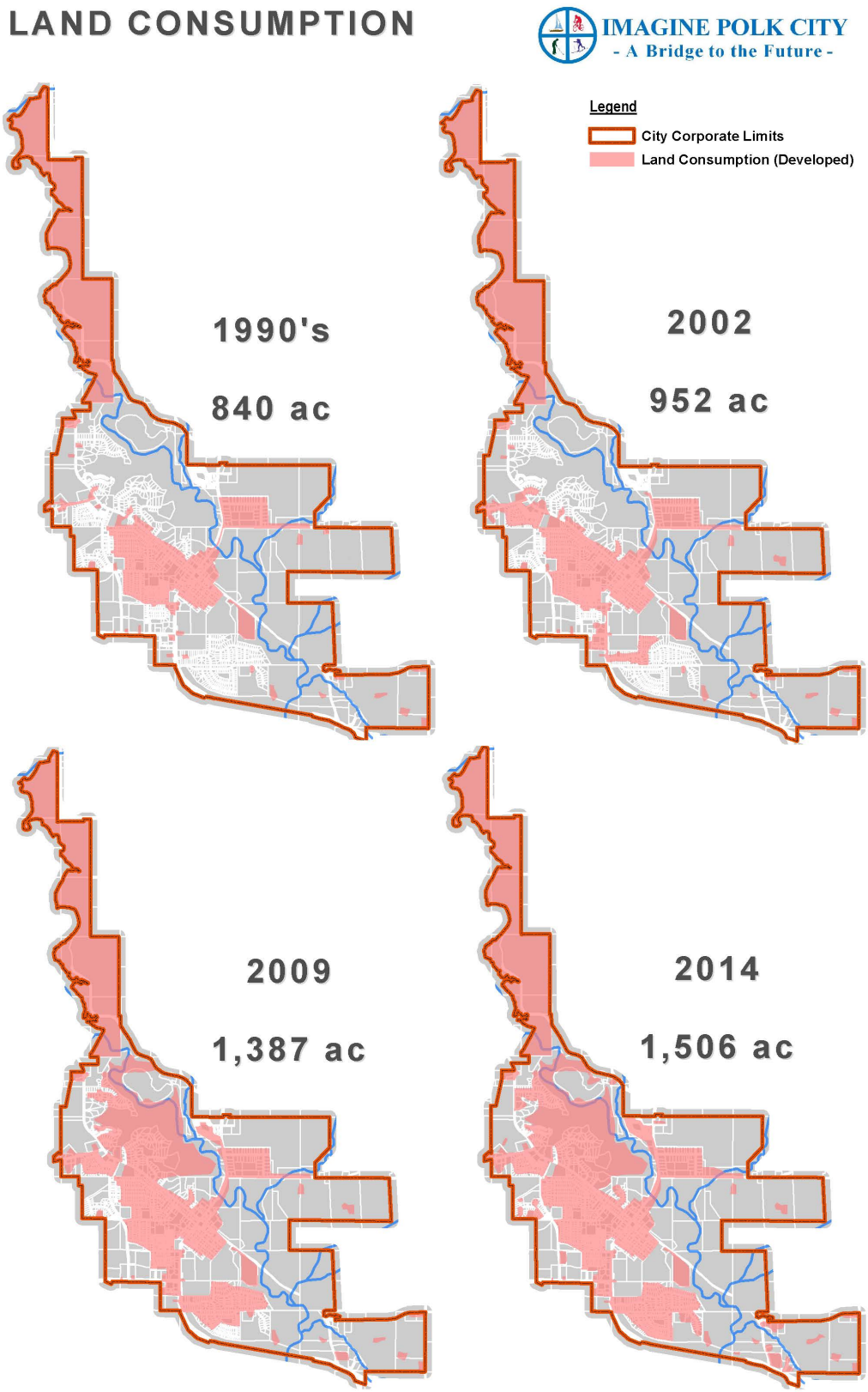
One method of evaluating Polk City's land use consumption is to compare the total developed acres over time. A comparison of historical imagery was used to compile the shift in development from the 1990's to the most recent aerial image of 2014. Acres were calculated based off of what was visible in the imagery and is only an approximation. The map shows that the estimated developed acreage in the 1990's imagery was 840 acres. By 2002, 952 acres were developed. Between 2002 and 2009, an additional 435 acres were developed. This includes all of the Tournament Club of Iowa golf course. Approximately 1,506 acres were developed based on the 2014 aerial image.

Land Consumption by Land Use Classification

Another way to evaluate development trends is to look at the different land use changes over time. A comparison of current land use in contrast to the 2002 Comprehensive Plan is summarized in the table below.

Polk City Land Consumption: Land Use Classification Acres						
Land Use	2001	2015	14 Year Change	2001 % of Total Land	2015 % of Total Land	Average Annual Land Consumption
Residential	292.7	791.0	498.3	16.8%	31.3%	35.6
Commercial	22.4	31.8	9.4	1.3%	1.3%	0.7
Industrial	2.5	15.4	13.0	0.1%	0.6%	0.9
Civic/Institutional	37.4	87.5	50.1	2.1%	3.5%	3.6
Agriculture/Open Space	1365.5	926.3	-439.2	78.6%	36.6%	-31.4
Parks/Recreation	17.9	678.1	660.2	1.0%	26.8%	47.2
Total Urbanized Area	1738.3	2530.1	791.8			56.6

Map 6-4


LAND CONSUMPTION
IMAGINE POLK CITY
- A Bridge to the Future -
Legend
City Corporate Limits
Land Consumption (Developed)
1990's
840 ac
2002
952 ac
2009
1,387 ac
2014
1,506 ac

While there are some differences in the way information was gathered and tabulated for each of the plans, it is still possible to draw some general conclusions about changes in the city's land consumption over the last fifteen years. The number of acres designated as residential has nearly doubled over the last 14 years. If residential land continues to be developed at a higher rate than commercial and industrial land uses, the City's tax base may suffer as a result. The addition of the golf course and Big Creek State Park to the incorporated city limits significantly increased the Parks/Recreation classification. Though this should continue to increase with more residential development, it will not develop at this rate in the future. In the last 14 years, a total of 439 acres have since been developed in Polk City.

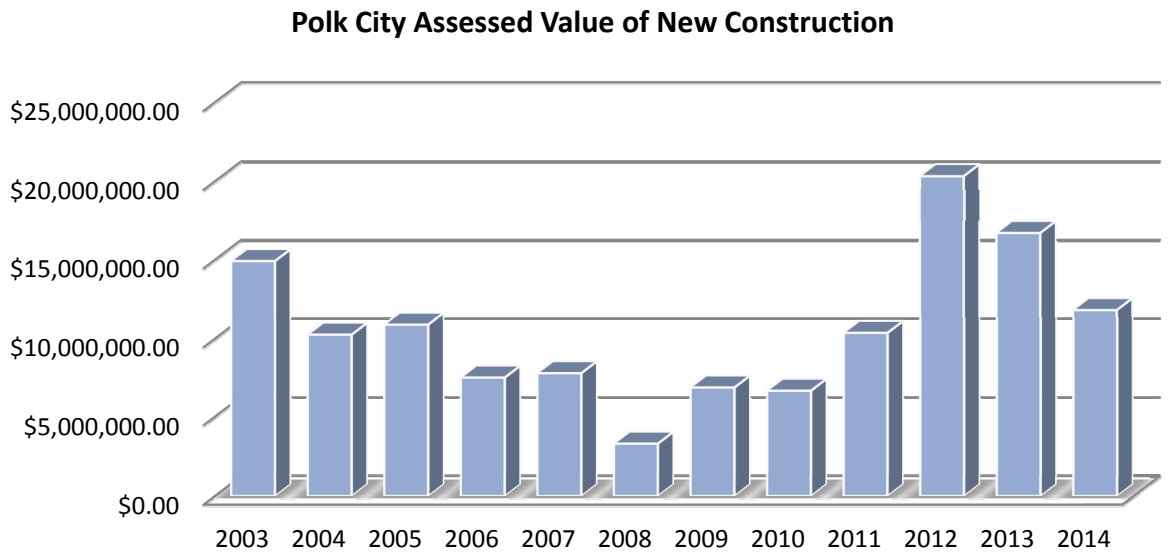
Number of Building Permits by Development Type

A third way to evaluate development trends is to look at the number of building permits issued over time. This provides an alternative way to establish recent development rates, thereby assisting in growth projections. The table below illustrates the number of building permits issued by Polk City since 2003 for both residential and commercial buildings. Permits related to additions, renovations or pools were not included in the data table created. The 12-year average for single-family building permits is 40.2 permits per year for new construction, with a peak of 70 permits in 2012. The average number of commercial permits issued is 1.2 per year.

Year	Single Family Residential	Duplex	Other Residential	Commercial
2003	56	5	7	3
2004	33	9	1	0
2005	32	6	1	1
2006	39	1	0	0
2007	34	2	0	1
2008	17	0	0	1
2009	35	0	0	1
2010	26	4	0	1
2011	44	0	0	1
2012	70	3	12	2
2013	51	6	28	2
2014	45	2	0	1
TOTAL	**482**	**38**	**49**	**14**
AVERAGE	**40.2**	**3.17**	**4.1**	**1.2**

Valuation of New Construction

A final way to look at development trends and the growth of a community is to review the annual increase in building valuations related to new construction. Continued growth in valuation shows that your community is moving forward despite the constant changes in rollback on Polk County's property tax assessments. The graph illustrates the total valuation for new construction on an annually since 2003. As illustrated, Polk City has had a healthy increase in valuation over the last 12 years. The average valuation since 2003 is $10,623,315 with a maximum value in 2012 of $20,318,629. Future trends are projected to look very similar to the previous 12-year period as there are many lots available for development.



EXISTING LAND USE

Understanding a community's existing conditions brings to light various issues and opportunities that can be addressed throughout the Comprehensive Plan. The existing land use pattern within Polk City will influence the character of future development. Polk City is primarily comprised of residential, parks and open space, and agricultural uses with pockets of industrial, commercial, and civic/institutional developments. Residential districts are predominantly comprised of single-family detached homes complemented by a mix of single-family attached and multi-family housing. Commercial uses are located around the Town Square and along Highway 415 and Bridge Road on the south edge of town.

A complete inventory of land use is essential in creating a picture of how the city functions on a day-to-day basis. This section includes a brief summary of the individual land uses that collectively create the functional framework for development throughout the community.

Residential

Because different residential densities exhibit different types of character and have differing infrastructure needs, they are further broken down into low, medium, and high density categories:

- Low Density Residential: Detached single-family homes located on individual parcels make up the low density residential classification. A total of 729.7 acres (28.8% of incorporated acres) of low density housing are located within the Polk City with an additional 426.3 acres of rural low density housing located in the planning area. These areas are characterized by 1 to 3 dwelling units per acre. Low density residential can be found scattered throughout

the incorporated area. Eighty percent of Polk City residents live in single-family detached dwelling units.

- Medium Density Residential: The medium density classification consists of multiple single family dwellings, or attached single-family residential structures including duplexes and townhomes. Polk City has an approximate 52.7 acres (2.1% of incorporated acres) of medium density housing and is characterized by 3 to 5 dwelling units per acre. Medium density neighborhoods include the Parker Townhomes, duplexes along Tyler and Forest Streets, townhomes located along North Cherokee Drive and Tournament Club Way along with the Wolf Creek Townhome Development. Thirteen percent of Polk City residents live in single-family attached dwelling units.

- High Density Residential: In Polk City, high density residential housing is classified as more than 5 dwelling units per acre, such as apartment complexes. A total of 8.6 acres (0.3% of incorporated acres) of high density housing is present in Polk City. High density neighborhoods in Polk City consist of the apartments at Sandpiper Court and South 5th Street, and apartments along Van Dorn Street. An estimated 7% of Polk City residents live in multi-family dwelling units.

Civic/Institutional

Civic and Institutional land uses in Polk City consist of facilities that define Polk City's quality of life and local culture. It includes both public facilities, such as the library, schools and the City Hall, as well as private facilities such as religious institutions. Civic and Institutional uses can be found scattered throughout the City. Polk City has an estimated 87.5 acres (3.5% of incorporated acres) of civic/institutional uses.

Commercial

Commercial uses vary based on acres, parcel size and surrounding land uses. They range from isolated businesses in older neighborhoods, to mixed commercial uses surrounding the Town Square, to larger commercial retail development along Highway 415 and Bridge Road. Common land uses in the commercial classification include retail/service, hotel, office and mixed commercial uses. Polk City has an estimated 31.8 acres (1.3% of incorporated acres) of commercial use.

Industrial

Industrial uses consist of a range of business uses, such as research and development, distribution, light manufacturing, and service and consumer-oriented business. Industrial uses are mostly confined to the Big Creek Technology Campus. A total of 15.4 acres (0.6% of incorporated acres) are classified as industrial use. An additional 36.8 acres of industrial land use is located in the Polk City planning area.

Parks/Recreation/Golf Course

Parks and recreation land use categories include city parks, Big Creek State Park, the Tournament Club of Iowa Golf Course, and other areas designated for recreation and preservation of natural features such as woods, wetlands or bodies of water. These areas can be either public or private. Polk City has an approximate 678.1 acres (26.8% of incorporated acres) of Parks/Recreation/Golf Course uses.

Open Space

Open Space in Polk City is classified as undevelopable land that consists of woodlands, wetlands, bodies of water and other lands owned and maintained by the Army Corps of Engineers. Polk City has a total of 456 acres (18% of incorporated acres) of open space.

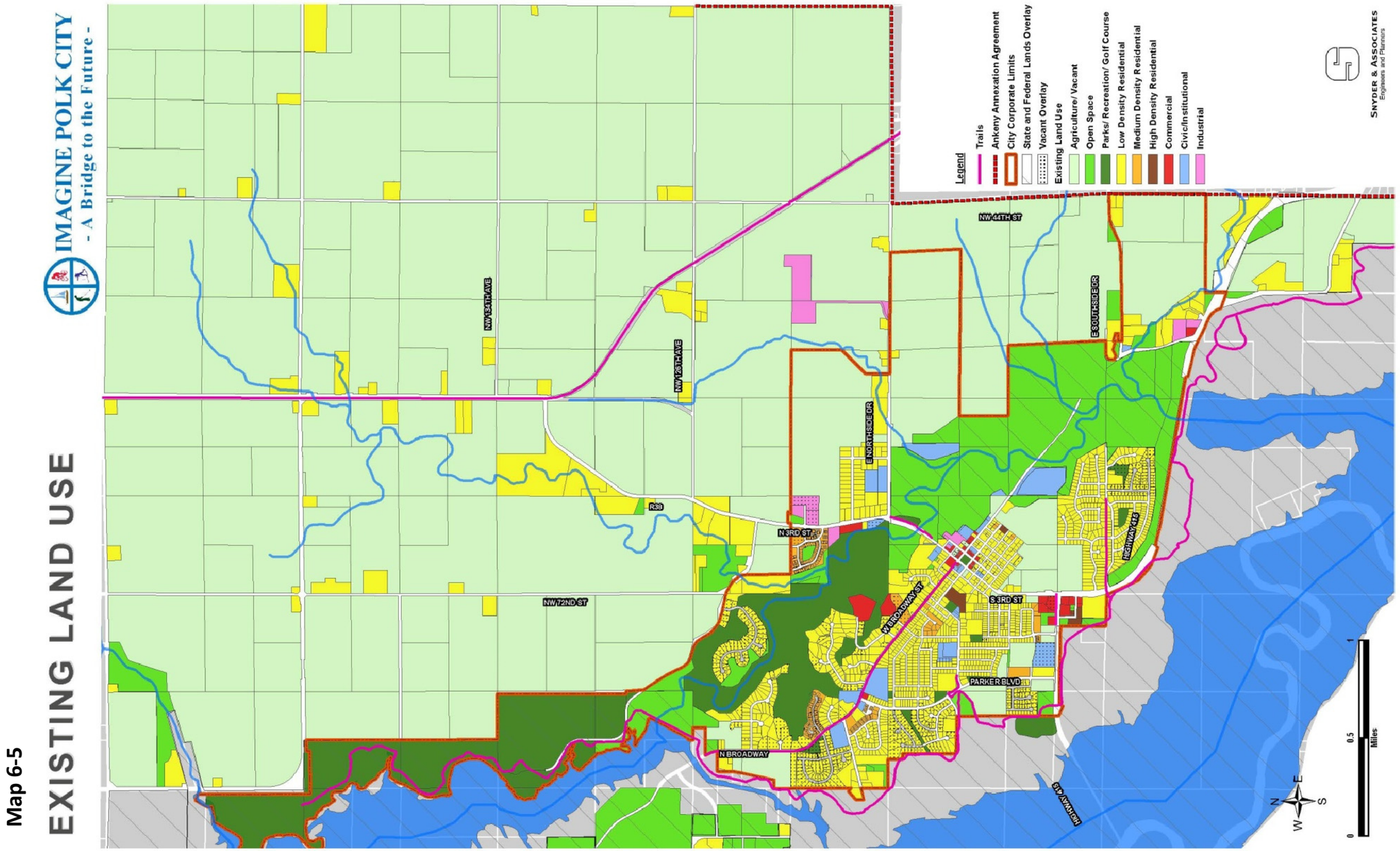
Agriculture/Vacant

An estimated 470.3 acres (18.6% of incorporated acres) of Agriculture or Vacant land is located in Polk City. An additional 8,916.7 acres are located in the Polk City planning area. These land uses are classified by parcels for farming operations such as groves, orchards, farms or pastures, along with empty lots that are suitable for development or redevelopment and currently host no other active use. These areas are scattered throughout the incorporated area.

Existing Land Use Summary

A summary of the existing land use distribution is displayed in the following chart. The Open Space and Agriculture/Vacant land uses were excluded from the calculation resulting in the percentage of urbanized area, since they are not since they are not currently urbanized areas. A total of 1,603.8 acres of urbanized area was used to calculate the percentage. With 49% of urbanized Polk City classified as residential land use and only approximately 2% classified as commercial or industrial, it is apparent that Polk City is a "bedroom community," yet still offers significant quality of life opportunities with 42.3% of the incorporated area classified as parks and recreational uses.

Polk City Land Use Distribution					
Land Use	Area (Acres)	Area (Sq. Miles)	% of Total Area	% of Urbanized Area	Acres per 100 Residents
Low Density Residential	729.7	1.1	28.8%	45.5%	21.3
Medium Density Residential	52.7	0.08	2.1%	3.3%	1.5
High Density Residential	8.6	0.01	0.3%	0.5%	0.3
Commercial	31.8	0.05	1.3%	2.0%	0.9
Industrial	15.4	0.02	0.6%	1.0%	0.5
Civic/Institutional	87.5	0.14	3.5%	5.5%	2.6
Parks/Recreation/ Golf Course	678.1	1.06	26.8%	42.3%	19.8
Open Space	456	0.71	18%	-	13.3
Agriculture/Vacant	470.3	0.73	18.6%	-	13.8


IMAGINE POLK CITY
- A Bridge to the Future -
EXISTING LAND USE
Legend
Trails
Ankeny Annexation Agreement
City Corporate Limits
State and Federal Lands Overlay
Vacant Overlay
Existing Land Use
Agriculture/ Vacant
Open Space
Parks/ Recreation/ Golf Course
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
Civic/Institutional
Industrial
SNYDER & ASSOCIATES
Engineers and Planners
NW 44TH ST
NW 96TH AVE
NW 120TH AVE
E SOUTHSIDE DR
E NORTHSIDE DR
R38
N 3RD ST
NW 72ND ST
W BROADWAY ST
S 3RD ST
HIGHWAY 415
PARKER R BLVD
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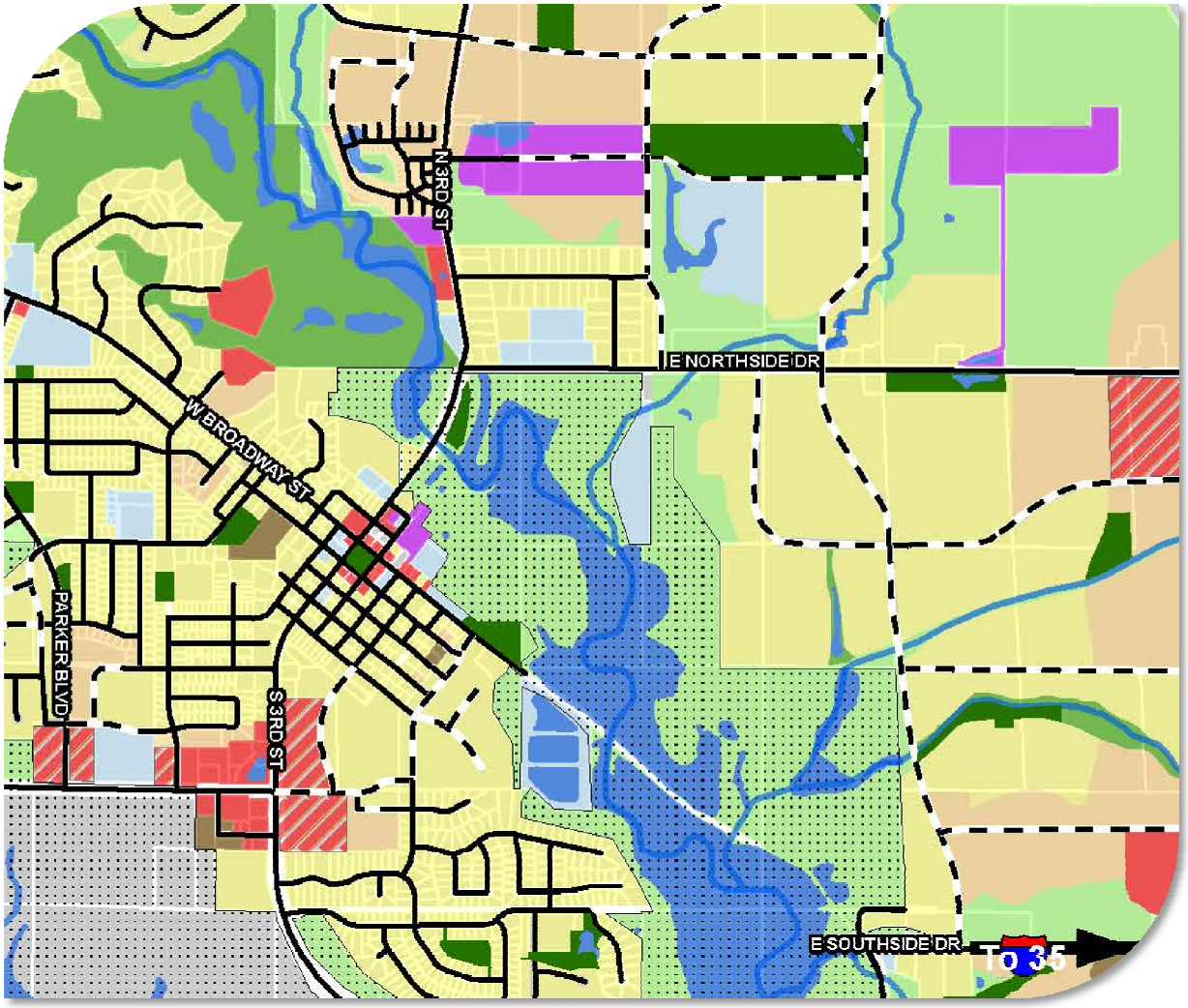
Map 6-5

CHAPTER 7
FUTURE LAND USE



FUTURE LAND USE NEEDS

Identifying future land use needs is one of the most important elements of the Polk City Comprehensive Plan. It outlines where investments and resources should be placed to accommodate the projected growth in Polk City while meeting the Comprehensive Plans' goals and objectives.

Land use needs are assessed based on historic land consumption rates described in the previous chapter, combined with population projections described in Chapter 3. Using the middle range population projection, Polk City will have a 2035 population of 8,412 persons.

Residential

According to the 2020 population estimate described in Chapter 3, Polk City is expected to experience the development of 582 new dwelling units before 2020. Between 2020 and 2035, there is projected to be an additional 896 dwelling units based on the average of 59.7 dwelling units per year. In 2010, 80% of households were single-family detached, 12% single-family attached and 8% multi-family. We will assume these percentages will stay relatively consistent throughout the next 20 years. Therefore, of the 1,478 additional units, approximately 1,182 single family detached units will be needed to meet the demand. An estimated 177 single-family attached units and 118 multi-family units will be needed to meet growth demands.

SMART PLANNING PRINCIPLE - HOUSING DIVERSITY. Planning, zoning, development, and resource management should encourage diversity in the types of available housing, support the rehabilitation of existing housing, and promote the location of housing near public transportation and employment centers.

On average, three single family detached units will require one acre of land, resulting in 394 acres. Six single-family attached units will require one acre of land resulting in 30 acres. The average density of multi-family units per acre of land is 12 units, resulting in an additional need of 10 acres of land.

To meet the residential demands, at least 434 acres of land need to be available for residential uses through 2035. Snyder & Associates, Inc. recommends using a rule of designating land at a rate of two times the "hard demand" this suggests a total reservation of land for residential development of about 868 acres. Designating additional land allows for the land use plan to accommodate for potential growth, preserve competitive land pricing and provide consumer choice.

To calculate the remaining land use needs, it will be assumed that the ratio of residential to other land uses will remain constant, with the exception of commercial development. Therefore, as the residential districts grow, so too will the, industrial, parks and recreation, and

other land uses at a rate that is consistent with the current land use percentages. In order to encourage commercial development in Polk City, and to catch up with the rapidly increasing residential properties in Polk City, a larger demand factor will be used to accommodate the additional commercial property needed. This will help to maintain the small town atmosphere that has been established through provision of low density housing, abundant parks and open space, and thoughtfully-selected commercial and industrial uses.

Civic/Institutional

With 87.5 acres, civic/institutional land uses are approximately 11% the size of existing residential uses. Therefore, an additional 38 acres will be needed to supplement additional residential growth. If the City decides to develop a civic/institutional facility of large scale, such as a new cemetery, additional acres may be needed.

Commercial

With 791 existing residential acres, the commercial classification is roughly 4.0% that size with 31.8 acres. With the addition of 434 new residential acres, an estimated 17 additional acres will be needed to meet the commercial demand of Polk City in the next 20 years. Though, with the goal of attracting new businesses and increasing the economic base within Polk City, it is recommended to reserve 3 times the "hard demand" to provide alternative sites to address the goals set forth by the City. This would require a total of 51 acres of commercial land designation. The city should also consider the use of mixed land uses by establishing standards related to mixed use development of commercial and residential uses, potentially through the use of a Planned Unit Development (PUD).

SMART PLANNING PRINCIPLE - OCCUPATIONAL DIVERSITY
Planning, zoning, development, and resource management should promote increased diversity of employment and business opportunities, promote access to education and training, expand entrepreneurial opportunities, and promote the establishment of businesses in locations near existing housing, infrastructure, and transportation.

Industrial

Currently, industrial uses are approximately 1.9% the size of residential uses with 15.4 acres. To accommodate growth, an additional seven acres will be recommended if the city desires to accommodate more industrial land uses. With expansion available in the Big Creek Technology Campus, light industrial uses will be recommended to continue to be developed in this area. Using the rule of about three times the hard demand for industrial space, this analysis suggests that the plan reserve about 21 acres for industrial uses.

Parks/Recreation

Existing city parks total 37.1 acres. At 4.7% the size of existing residential uses, an additional **17** acres will be needed for new parks. With the proposed Pines Park and new Sports Complex an estimated 35 acres will be designated to accommodate development of these two parks alone. Therefore, to meet additional growth demand, a recommendation of three times the hard

demand will be used, suggesting an additional 52 acres be designated for Future Park and recreation demand.

Future Land Use Summary

The table below assesses the 2035 land use needs based on recommended classification demands and developable land currently within the Polk City corporate limits. A total of 567 acres of incorporated land is classified as developable land taking into account the environmental constraints within Polk City. A hard demand of 513 acres is required to accommodate the projected growth of 2035. This does not consider the need for transportation and ROW uses to provide mobility throughout additional development.

To preserve competitive land pricing, provide consumer choice and to accommodate additional growth, an additional 467 acres be demanded for availability. To meet the growing city's growth and market demand, the City will need to annex an additional 17 acres of parks/recreation, 36.22 acres of civic/institutional and 383 acres of residential land; this totals 467 additional acres of land.

Note that this is based on the medium population projection of 8,412 persons. The City is encouraged to monitor the number of building permits issued annually. Numbers closely resembling 59.7 permits annually will result in a fairly accurate land use needs projection. Permits issued at a slower or faster rate will require changes to the land use demands and will need to be monitored moving forward.

Polk City 2035 Land Use Needs: Existing Land

Land Use	Existing Land Uses	New Development Hard Demand	Demand Factor	Additional Demand	Total Demand
Residential	791	434	x2	434	868
Commercial	31.8	17	x3	34	51
Industrial	15.4	7	x3	14	21
Parks/ Recreation	678.1	17	x3	35	52
Civic/ Institutional	87.5	38	-	-	38
Total	1,603.8	513	-	517	1,030

Polk City 2035 Land Use Needs: Annexation Land					
Land Use	Total Demand	"Zoned" Available Land	Percent Zoned of Total Demand	Annexation Needed	FLUP Land Designation
Residential	868	484.01	56%	383.99	2,547.6
Commercial	51	21.59	42%	29.41	395.3
Industrial	21	24.14	115%	-	172.9
Parks/ Recreation	52	35	67%	17	354.0
Civic/ Institutional	38	1.78	5%	36.22	51.4
Total	1,030	566.52	55%	466.62	3,521.2

GUIDELINES FOR FUTURE LAND USE

Polk City offers a unique blend of opportunities with its small town appeal coupled with its proximity to regional recreation facilities and good accessibility to metro employment and shopping centers. Polk City strives to maintain its unique identity and quaint charm while supporting continued residential and commercial growth.

The Future Land Use Plan reflects Polk City's vision for the future growth and development of their community. Developed with consideration given to environmental constraints, existing land use, transportation corridors, infrastructure demands and the desires of the community based on defined goals and objectives, the Future Land Use Plan cover the entire area within two miles of Polk City, with the exception of areas located on Ankeny's side of the annexation boundary line and areas located on the west side of the Mile Long Bridge over Saylorville Lake.

Specific guidelines for land use include:

1. ***Encourage Service and Retail Development.*** With the neighboring bodies of water, the rolling terrain, and resulting street network, Polk City is relatively limited in desirable locations for commercial growth. However, there is a growing demand for services and retail uses to enhance the quality of life for Polk City's residents. Since the demand for services, retail, and other commercial development follows residential "rooftops", there can be significant pressure to rezone areas designated for commercial use to more urgently-requested residential uses. For the long-term benefit will be important for the city to avoid residential encroachment into designated commercial areas. City policy should proactively encourage and attract new small and mid-sized businesses such as retail and office space that enhance the quality of life in Polk City.
2. ***Promote Light Industrial Uses.*** While heavily transportation-dependent industrial uses will likely not consider locations in Polk City, there are opportunities to attract office/warehouse uses seeking a more pastoral environment. Small businesses that serve the regional recreational facilities are also attracted to Polk City. In order to broaden the

City's tax base, the City should encourage these light industrial uses while implementing design standards that ensure these businesses do not detract from the character of the community.

3. ***Encourage a Variety of Housing Options.*** Polk City's housing choices currently include new homes and townhomes in the high middle to high-end price range as well as offering older homes in the middle to lower-middle price range. The community also offers some apartments and row houses that are available for lease. The City should encourage development of entry level new homes to meet the needs of prospective residents by offering quality new homes to a broader range of income levels. This could be done through the planned unit development process (P.U.D.) by creating smaller lots with more common space, combination of residential with commercial uses in a mixed use plan, or offering incentives to enhance affordability. Locations for entry level housing should be selected based on compatibility with adjoining neighborhoods. Although Polk City's population is relatively young, there is still a need for housing options as people age. This includes encouraging the provision of senior housing options.

4. ***Architectural Character.*** Polk City is growing at a rapid rate and should seize the opportunity to "do it right". New buildings should be compatible with existing neighborhoods while avoiding a cookie-cutter approach that homogenizes the community with surrounding cities. Quality of construction and strength of architectural character should be incorporated into building design. Commercial and civic buildings located adjacent to residential neighborhoods should be designed to reduce building mass to be more compatible with nearby homes. Multi-family townhomes and apartments should include architectural details to enhance their residential character and should provide amenities including decks and usable outdoor spaces.

5. ***Promote Parks and Recreation.*** One of Polk City's greatest strengths is its proximity to Saylorville Lake and its recreation areas, Big Creek State Park, the Neal Smith Trail, the High Trestle Trail and Tournament Club of Iowa golf course. Development projects, as well as municipal projects, should be designed to promote linkage to these facilities and to Polk City Square. This linkage is covered in detail in Chapter 9 of this report.

6. ***Tree Preservation.*** For twenty-two years, Polk City has been designated as a "Tree City USA" and takes pride in that identification. In addition, part of Polk City's charm comes from the natural environment that surrounds the city, particularly the natural woodlands. However, new subdivisions are often associated with the loss of a significant amount of these woodlands. When approving development plans, care should be given to preserving trees to the extent possible and, where tree removal is necessary, require some tree placement to mitigate the development's impact. When commercial sites are developed, trees should be incorporated along public streets to soften the hard lines of commercial buildings and in parking lots to break up large expanses of pavement.

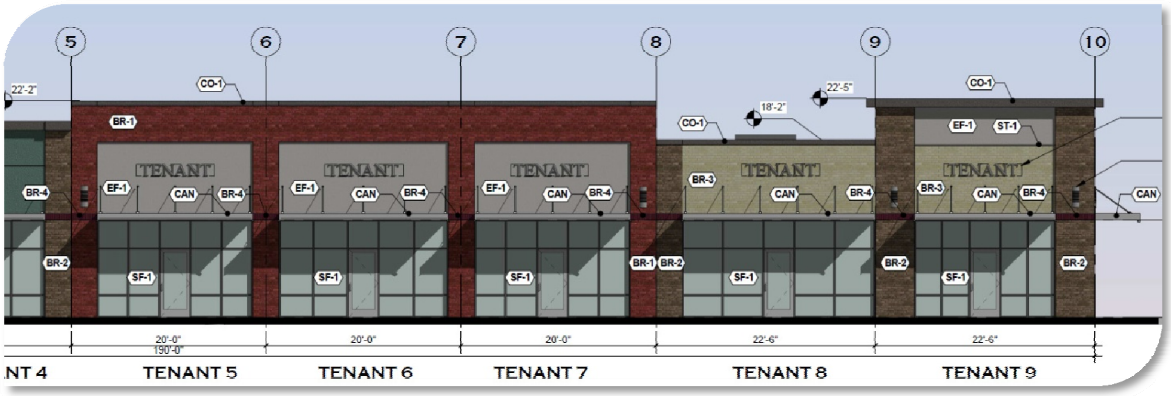
SPECIAL DEVELOPMENT / RE-DEVELOPMENT AREAS

Because of their unique characteristics, certain commercial and mixed use areas warrant special consideration. These areas include:

- **Polk City Square.** As the heart of the community, preserving and enhancing the vitality of the square and its small town charm is critically important to the Polk City. As a result, it is important for the city to maintain a civic presence fronting onto the square. Redevelopment projects around the square should be designed to accommodate offices or apartments on second floors of buildings. Provision of additional parking to serve the businesses surrounding the square should be considered. The architectural character of the square should be in keeping with "Main Street" style of construction, with doors and display windows opening onto the public sidewalks. Features such as coordinated awnings, architectural details, sidewalk cafes, benches, and landscaping can be used to create inviting public spaces.

- **Bridge Road District.** The mixed use/commercial area along W. Bridge Road, including the area on the east side of S. 3rd Street, is perhaps the most visible commercial district in Polk City. Recent construction on the northwest corner of the Bridge Road/S. 3rd. Street intersection includes several new, multi-tenant buildings. These buildings, along with future buildings in this area, include brick in combination with other materials for a cohesive, yet not identical, appearance. Site elements include segments of a 10' wide recreation trail along the north side of W. Bridge Road and east side of S. 3rd Street, designed to provide connectivity between the Sports Complex and the Southside Drive trail connection to the Neal Smith Trail. Retail sites will include bike racks for linkage to

the trail network. Parking lots are interconnected for improved vehicle and pedestrian circulation. Trash enclosures and service areas should be discretely located and screened. Lighting should not be intrusive; decorative fixtures should be encouraged. Sites should incorporate street trees, landscaping, and similar features designed to create a unified retail/commercial district rather than segregated buildings.



- **Big Creek Technology Campus.** Located near the north city limits, Big Creek Technology Campus was started in 2009. To date, only one building has been constructed in this business park. The City should continue to promote development of this area, with a planned transition to adjacent future residential and civic uses on the east.
- **NW 44th Street Corridor.** This street is located on the Polk City/Ankeny annexation boundary line. This municipal arterial street represents the only north-south alternative to 3rd Street and is an important, through connection between the Des Moines metro area and Ames. Planned commercial areas along NW 44th Street should be protected; proposed development projects should be reviewed based on limited access to the street, cohesive development between parcels, and buffers or transitional uses to adjoining residential areas. These commercial areas include a commercial strip on the west side of NW 44th Street, just north of Highway 415. Smaller neighborhood commercial is designated in the vicinity of Northside Drive. A large commercial node, comprised of mixed use and commercial is located at the intersection of NW 44th Street and NW 126th Avenue; this intersection is an important node since NW 126th Avenue has a interchange on U.S. Interstate 35. And, while actually located outside the formal planning area, the NW 44th Street / NW 142nd Street Area intersection has been designated as a future commercial node based on its 2-mile spacing from NW 126th Street.

FUTURE LAND USE PLAN

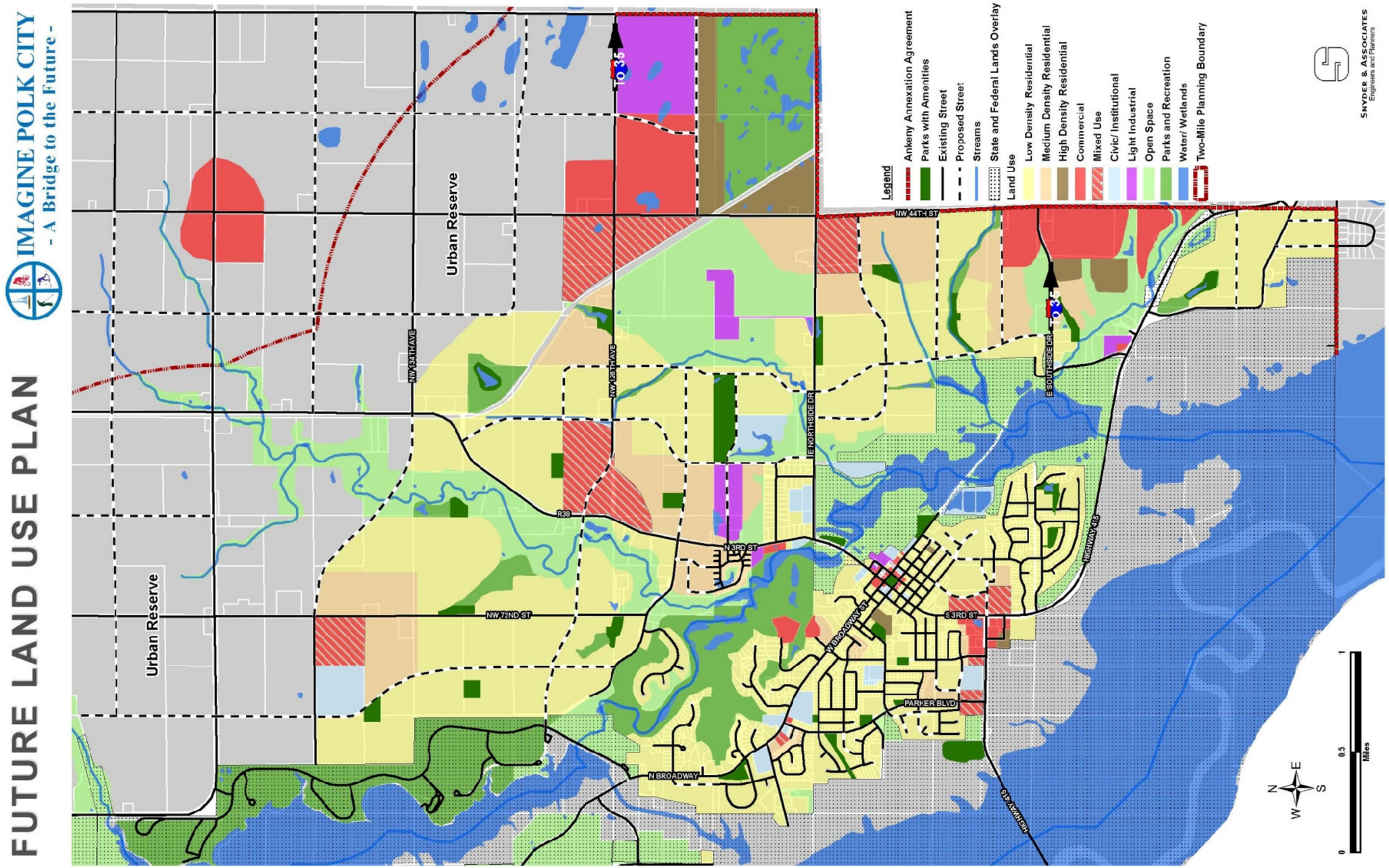
Polk City's vision for the desired use of land as the community grows, develops and redevelops is incorporated into this Comprehensive Plan as the Future Land Use Plan, found on the following page. This Future Land Use Plan identifies more land for development purposes that has been forecasted for the planning period.

Framework for Decision-Making

The Future Land Use Plan is intended to provide general guidelines for future land use. Land use boundaries are conceptual in nature, with the emphasis being on the relationship between adjoining land uses and physical features. The Future Land Use Plan should not be considered too literally since land use boundaries do not necessarily follow property lines as do zoning district boundary lines on a zoning map. The plan cannot anticipate the design or specific situation of every rezoning application. As a result, it should provide a context that helps the city elected officials, commissioners, and administrative officials make logical decisions which implement the overall principals of the Comprehensive Plan.

Map 7-1

FUTURE LAND USE PLAN



LAND USE DESIGNATIONS

The Future Land Use Plan designates a variety of types of land uses. In order to fully understand the intent of the Future Land Use Plan, these land use classifications must be defined in a manner that is understood by city officials, staff and the general public. The table below provides a clear definition for each category. An appropriate density range is indicated for residential classes in order to provide a practical means of differentiating between these classes. The table further establishes specific criteria for each land use classification to provide for their appropriate application in development projects.

Land Use Designations			
Land Use Classification	**Uses**	**Density**	**Application**
Open Space	• Restricted land uses with few or no structures. Includes flood plains, wildlife preserves, steep embankments, and required buffer zones. • Includes recreational trails. • Use must comply with Floodplain Development regulations	n/a	• Applies to FEMA flood plain • Applies to areas of significant environmental constraint
Recreation	• Restrictive land uses with structures to serve recreational purposes • Includes state parks, golf courses, wetlands, and embankments adjacent to public park facilities • Includes recreational trails. • Use must comply with Floodplain Development regulations	n/a	• Applies to publicly-owned facilities • Applies to commercial golf courses
Parks with Amenities	• Restricted land uses • Use should comply with Parks Master Planning efforts • Trails should be provided for connectivity to neighborhoods and facilities	n/a	• Applies to existing city parks • Applies to future city parks
Low Density Residential	• Restrictive land uses, primarily single-family detached dwellings • Agricultural uses may be allowed • Civic uses may be allowed if compatibility standards are met • Open spaces and trails should be encouraged • Large lot rural subdivisions should be avoided where obstructive to future development	1-4 dwellings per acre	• Applies to established residential neighborhoods • Applies to new subdivisions • May require buffering to other land uses • Requires full services; rural SF development may have septic systems but only if public sanitary sewer is reasonably available as determined by City Council

Medium Density Residential	• Limited land uses, primarily single-family attached dwellings (townhomes and row houses) • May include single-family detached dwellings • Multiple-family dwellings permitted if compatibility standards are met • Civic uses are typically allowed if compatibility standards are met • Open spaces and trails should be encouraged	4-8 dwellings per acre	• Applies to established residential neighborhoods • Applies to new projects and/or subdivisions • May require buffering to other land uses • May serve as a transition from single-family to less compatible land uses
High Density Residential	• Limited land uses, primarily multiple family residential (apartments and condominiums) • May include single-family attached dwellings (townhomes and row houses) • May include single-family detached dwellings • Multiple-family dwellings may be permitted if compatibility standards are met • Civic uses are typically allowed if compatibility standards are met • Open spaces and trails should be encouraged • Traffic should have direct access to municipal arterial or collector streets	8-24 dwellings per acre	• Applies to established residential neighborhoods • Applies to new projects and/or subdivisions • May require buffering to other land uses • May serve as a transition from low or medium-density residential to less compatible land uses
Commercial	• Includes retail, services, restaurants and similar uses • Includes office buildings, including office parks • Does not include residential uses • Civic uses are typically allowed if compatibility standards are met • Drive thru banking or dry cleaners may require buffering to residential areas • Drive through restaurants should not be permitted unless the negative impacts can be mitigated • Open spaces and trails should be encouraged	n/a	• Neighborhood retail uses to be residential in character (1-story, pitched roof, no night operations, low lighting and noise levels) • High intensity uses should have direct access to municipal arterial or collector streets • Design should offer good internal traffic flow • Parking should avoid large lots visible from major streets or residential areas
Mixed Use	• Incorporates a mix of commercial and residential uses in one cohesive development. • May include commercial on lower floors and residential on upper floors of the same building • Common open space with amenities	n/a	• Applies to new developments • Uses to be residential-friendly (no night operations, low lighting and noise levels) • Services areas to be situated in non-visible locations

	should be provided • Civic uses are typically allowed if compatibility standards are met • Open spaces and trails should be encouraged		• Requires a Planned Unit Development Plan • Design should offer good internal traffic flow
Civic and Institutional	• Covers public facilities serving the City of Polk City, Polk County including administration, police, fire, water, wastewater facilities • Accommodates centers of community activity, museums, libraries, schools, lodges • Includes religious facilities and cemeteries • High intensity uses should have direct access to arterial or collector streets	n/a	• Applies to existing facilities and new developments • May be permitted in several land use classifications • Special conditions should be met when located in residential areas • Design should consider vehicle and pedestrian circulation
Light Industrial	• Includes office/warehouse businesses • Accommodates technology-related businesses • Heavy industrial uses, including contractor storage yards, should be restricted to the M-2 zoning district	n/a	• Applies to existing facilities and new developments • Special conditions should be met when located adjacent to residential areas • Overhead doors should face the interior of the development when located off major streets or in highly visible locations • Design should offer good internal traffic flow

FUTURE LAND USE RECOMMENDATIONS

1. ***Tree Preservation.*** Develop a tree preservation ordinance to require developers to analyze tree removals when designing new subdivisions and evaluate alternative street layouts to preserve trees. Encourage the use of natural drainage ways for detention and erosion control purposes.
2. ***Street Trees.*** Consider updating the landscaping ordinance to require street trees to be planted along all defined parkways; defining the spacing, species, and caliper of such trees. Trees should be a desirable species for locations near public streets.
3. ***Parking Lot Trees.*** Update the landscaping ordinance to require landscaped islands in large parking lots to break up expanses of pavement and define parking areas.
4. ***Architectural Standards in Commercial Districts.*** Strengthen the architectural design standards by including more specific requirements, reducing subjectivity in interpreting standards. Include more specific design requirements for special development and redevelopment areas, such as architectural compatibility in terms of material and character. Re-evaluate which materials should be considered as acceptable alternatives to brick.
5. ***Architectural Standards in Multi-Family Residential Districts.*** Review architectural design standards for townhomes and apartment buildings, particularly with regard to articulated facades, covered porches or stoops for front entrances, and roof design. Consider stronger requirements for the R-2A townhomes than for the R-3 multi-family district.
6. ***Commercial District Regulations.*** Consider creating additional zoning districts to distinguish big box retail, which may be located along NW 44th Street, from general commercial and neighborhood commercial areas within the current city. Consider establishing an office park zoning district used to designate future commercial areas for offices rather than retail uses.
7. ***Development Incentives.*** Develop a policy to proactively encourage and attract new small and mid-sized businesses such as retail and office space that enhance the quality of life in Polk City. This policy may include items such as incentives through rebates for sought-after businesses or tax increment financing for public improvements such as trail paving or enhancements to existing infrastructure such as reconstructing outdated sanitary sewer lines, looping water mains, or addition of turning lanes.
8. ***Entry Level Housing Options.*** Polk City's housing choices currently include new homes and townhomes in the high middle to high-end price range as well as offering older homes in the middle to lower-middle price range. The community also offers some apartments and row houses that are available for lease, but not purchase. The City should encourage development of entry level new homes to meet the needs of prospective residents by offering quality new homes to a broader range of income levels. This could be done through the planned unit development process (P.U.D.) by creating smaller lots with more common space, combination of residential with commercial uses in a mixed use plan, or

offering incentives to enhance affordability. Locations for entry level housing should be selected based on compatibility with adjoining neighborhoods.

9. ***Senior Housing Options.*** Although Polk City's population is relatively young, there is still a need for housing options as people age. This includes encouraging the provision of senior housing options.

CHAPTER 8
TRANSPORTATION PLAN

FUNCTIONAL CLASSIFICATION

SMART PLANNING PRINCIPLE - TRANSPORTATION DIVERSITY
Planning, zoning, development, and resource management should promote expanded transportation options for residents of the community. Consideration should be given to transportation options that maximize mobility, reduce congestion, conserve fuel, and improve air quality.

Polk City's system of streets and highways is the most visible aspect of the overall transportation system. It includes a series of arterials, collectors and local streets that provide regional and local access to various destinations. The area is currently served by the following hierarchy of roadways:

- *Major Arterials*
  Major Arterials serve centers of metropolitan areas, provide a high degree of vehicular mobility and can also provide vehicular mobility through rural areas. They are generally wide, have high speed limits, and have limited access along the route to allow travel to and through an area. These roads are regional in nature and link interstate, intra-state and regional activity centers. They are built to accommodate the highest traffic volume and longest travel routes. The existing transportation network in Polk City contains 5.45 miles of major arterials, consisting all of Highway 415.

- *Minor Arterials*
  Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher arterial counterparts, and offer connectivity to the higher arterial system. Minor arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level arterial. Parker Boulevard, Broadway Street, 3rd Street, NW 44th Street, and E Northside Drive make up the minor arterials in Polk City, a total of 6.4 miles.

- *Collectors*
  Collectors are responsible for gathering vehicular traffic from local roads and funneling them to the arterial network. Collector streets prioritize access to property over mobility, and are more locally-oriented. E Southside Drive, Deer Haven Street, Davis Street, Washington Avenue, Booth Street, E Madison Street and NW Hugg Drive are all currently classified as collectors in Polk City. A total of 4.55 miles hold this classification.

- *Local Roads*
  Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip. They are often designed to discourage through traffic. Local roads usually have frequent controlled intersections. Compared to other roadway types, local streets are narrower with slower speeds through areas such as residential

neighborhoods and are friendlier to bicycle and pedestrian travel. The remaining 17.68 miles of roadway in Polk City fall into this classification.

- *Civic Parkways*
  Civic Parkways function similarly to a collector-level street, but are designed to accommodate green space, landscaped medians and sides, wide sidewalks or trails or bicycle facilities. Additional amenities such as street furniture, decorative lighting, custom signage, and public art can enhance the environment for all users. The speed limit should be relatively slower than a typically collector street, and the design should encourage traffic to enjoy the experience of travel rather than be focused on its utility alone.

- *Park*
  In the context of the Polk City roadway classification, these roadways are located in the Big Creek State Park limits and are maintained by the Iowa Department of Natural Resources (IDNR). A total of 5.59 miles are classified as Park roadways.

Average Annual Daily Traffic

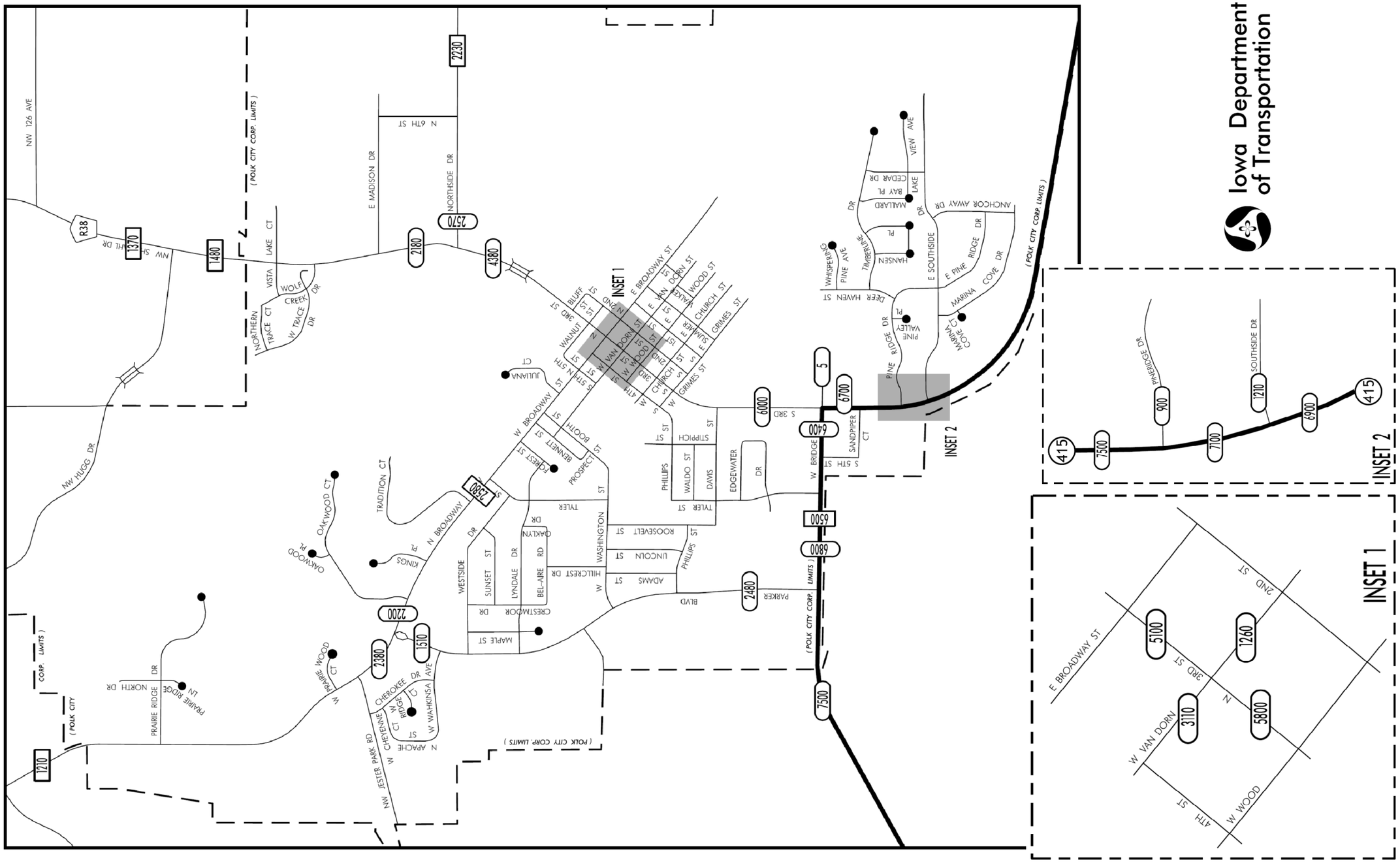
In the public survey, residents were asked what forms of transportation they use regularly (they could choose more than one answer): 95% use a private vehicle, 17% bike, 19% walk and only about 1% use public transit. Improving public transit, bikeability and walkability in town could help improve quality of life and transportation equity in the City. May respondents cited drivability, bikeability and walkability

The map on the following page depicts the Annual Average Daily Traffic in Polk City as counted by the Iowa Department of Transportation in 2012. These traffic volumes help describe the vehicular circulation through and around Polk City. When new traffic counts are presented, the City should review the new information to determine if there is an increase in volume which would warrant an upgrade to facilities or traffic control measures.

Map 8-1

ANNUAL AVERAGE DAILY TRAFFIC

2012 Annual Average Daily Traffic



FUTURE STREET NETWORK

In order to retain the small-town feel that has been identified as a strength of Polk City, the future roadway networks should support slower speeds, walkablilty, bikeablity, and promote safety and comfort in all modes of travel. There are several design methods that can help to retain the small-town atmosphere in Polk City:

1. ***Develop a connected grid system*** - Although challenging with the physical characteristics and landscape of Polk City, it is important to implement a connected grid system to the extent physically possible. A grid system provides easy and predictable navigation within a City and supports connectivity and walkability. Traffic has the ability to easily reroute to the next street over and the connected design provides quick and efficient travel times to and from destinations. The grid system also is friendlier for biking and walking because it creates many options for direct routes with fewer vehicles. The grid system (as shown in the top image) should be implemented as opposed to traditional hierarchies, auto dependent designs, and use of cul-de-sacs (as shown in the bottom image).

2. ***Design neighborhood-friendly streets –*** When reconstructing rural streets and installing new streets with urban cross-sections, roadways should be encouraged to be designed to keep traffic speeds low through curvature, limitation of collector streets, narrow lane widths, and incorporating landscaping and visual interest into the design. On-street parking and street trees can also provide a perceived "friction" that causes vehicular to slow down while also promoting visual interest for pedestrians.

3. ***Design Complete Streets –*** A complete street policy considers all modes of transportation, removing the singular priority of vehicular traffic and balancing that with the needs of pedestrians, bicyclists, transit users, and people of all ages and physical abilities. The City should adopt and implement a complete streets policy that would allow decision makers to plan, design, and construct streets to accommodate all anticipated users. Depending upon the expected type of users on any particular street, the street may be designed with sidewalks, crosswalks, landscaping, street furniture, bike lanes, shared lane markings, trails, bus stops, or other types of accommodations to improve all people to use it for transportation purposes. Discussion of on-street bikeways in included in Chapter 9, Parks, Trails, and Bikeways.

The chart below displays the future street classification network. Existing roads are labeled under the corresponding classification along with their distance. Proposed streets are also

listed in the table. The following future transportation plan map includes recommendations based on land use and the intended character of the community. The future transportation plan map displays the following classifications:

Future Street Network	
Major Arterials	Distance (miles)
Highway 415	5.54
Proposed Major Arterials	0
Minor Arterials	
W. Broadway Street	2.48
3rd Street	4.93
NW 44th Street	5.74
Northside Drive	2.66
NW 126th Street	2.18
Proposed Minor Arterials	23.97
Collectors	
Parker Boulevard	1.05
Washington Avenue	0.34
Booth Street	0.2
NW 134th Street	2
Proposed Collectors	5.45
Local Streets	
Existing Local Streets	46.2
Proposed Local Streets	23.97
Park	
Existing Park	5.59
Proposed Park	0

Commercial Nodes

Commercial nodes are geographic points, typically located at major intersections, where economic or social resources and activities are, or will be, concentrated for the benefit of the community. The commercial nodes should be focused on pedestrian- and neighborhood-oriented development rather than larger "big box" types of stores and should be easily accessible via vehicle, bicycle, or walking. They should be distributed throughout the community such that services are within a reasonable distance of existing and future residential development. The existing commercial node exists at the Town Square. Additional commercial nodes are recommended based off of the future land use plan at the following locations:

- NW 44th Streets and NW 150th
- NW 44th Street and NW 126th Street
- NW 44th Street and E Southside Drive

- N 3rd Street and NW 126th Street
- S 3rd Street and W Bridge Road/Hwy 415

Community Gateways

Community Gateways are simply the main entry points into the City, but they are extremely important to a community's sense of place and vitality.

Polk City's current gateway points are:

- W Bridge Rd/Highway 415 from the southwest,
- Highway 415 from the southeast,
- W Broadway Street from the northwest, and
- Northside Drive/NW 118th Street from the east.

The gateway from the north along N 3rd Street is less defined than the other entry points.

Additional gateways should be designed as the City grows. Future gateways include:

- Along a future north-south street near NW 150th street from the north,
- Along R38/N 3rd Street from the north,
- Along NW 126th Street from the east (which has access to Interstate 35).

City entry signs should be located at these gateways and similar signage should be used throughout the City, and in the Square in particular. This signage can be a significant part of a marketing program that can attract future residents and visitors and promote additional growth and development in the City.

Intersections

The following intersections were identified as areas that should be reviewed for traffic control measures and/or geometrics to improve public safety should be considered.

- S 3rd Street and Van Dorn & Broadway – consider pedestrian crosswalks for crossing S 3rd Street. This may include installing curb bump outs to define the parking areas on 3rd Street, shorten the pedestrian crossing distance, and slow traffic.

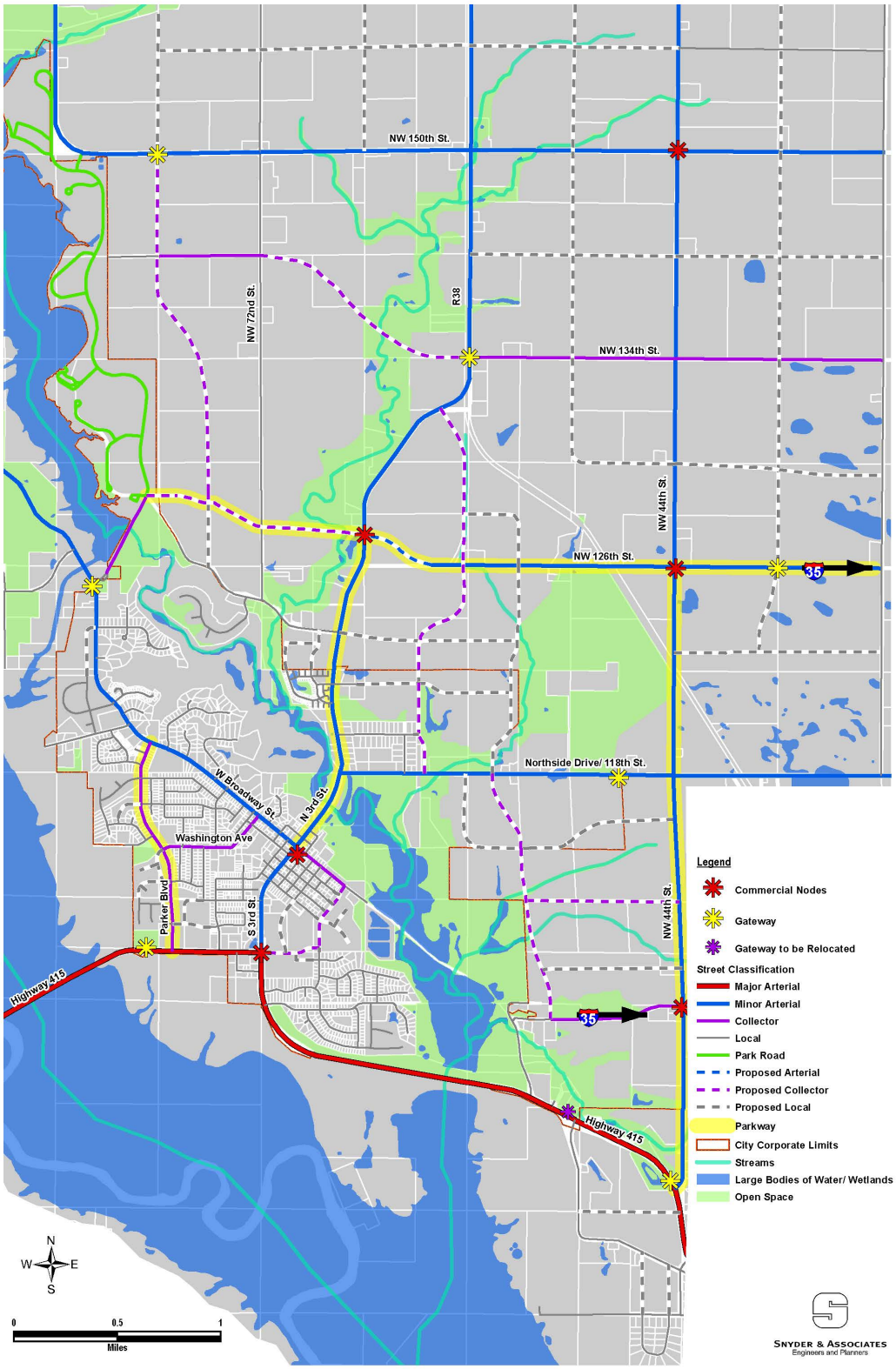
- S 3rd Street and W Bridge Road – including signal warrant analysis and review of intersection geometrics including the need for turn lanes to serve future development east of the intersection.
- E Southside Drive and W Pine Ridge Drive – the city should include turning lanes as part of the Iowa Department of Transportation's Highway 415 overlay project tentatively scheduled for 2016 or 2017.

The Parker Boulevard and W Bridge Road (Highway 415) intersection was also mentioned as an area of potential traffic safety concern. There is both a westbound right-turn lane and a eastbound left-turn lane on W. Bridge Road at Parker Boulevard. Highway 415 is under the jurisdiction of the Iowa Department of Transportation and it is unlikely this t-intersection will meet warrants for a traffic signal in the foreseeable future. Enforcement of speed limits on W. Bridge Road may be the best alternative if the City determines for improving safety at this intersection is an issue.

Map 8-2

MAJOR STREETS PLAN

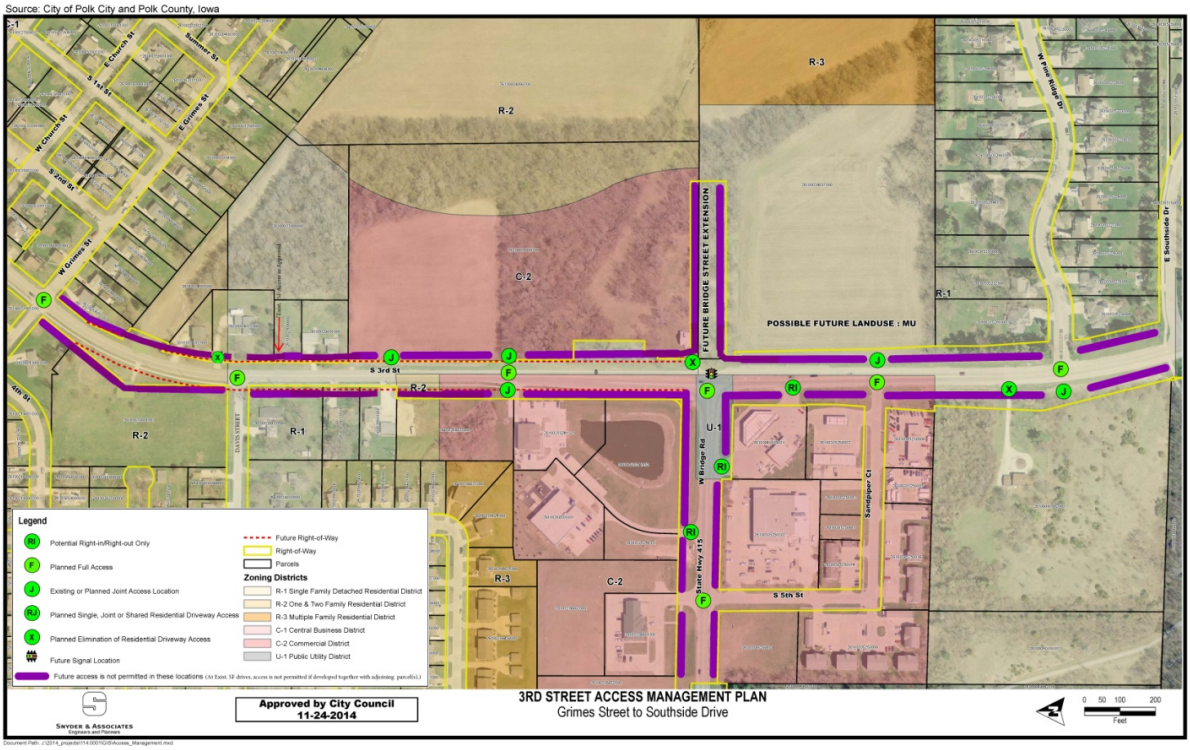
IMAGINE POLK CITY
- A Bridge to the Future -



Access Management Plans

The Council approved the Broadway Street Access Management Policy on November 24, 2014, which addresses driveways for residential and commercial development. For single and two-family dwellings, only one driveway is permitted per parcel. Multi-family, commercial, and industrial development is also limited to a single driveway unless there is a demonstrated need for an additional driveway. The City may require connected parking lots, frontage roads, and/or backage roads between adjacent parcels to limit driveways onto Broadway Street. For all types of development, any non-conforming driveways must be brought into compliance when a site is redeveloped and abandoned driveways must be removed.

The City Council also approved the Access Management Plan for S. 3rd Street (3. Southside Drive to W. Grimes Street) on November 24, 2014. This Plan specifically address commercial and residential lots and their approved access arrangements. It also indicates future access modifications that may be required for individual parcels. Generally, the policy states that access should be provided from a lower order street whenever possible and that all new driveways must be designed with a turnaround to eliminate backing into the right-of-way.



The 2004 Access Management Plan for W. Bridge Road should be updated to include the extension of E. Bridge Road east of S. 3rd Street and to incorporate the recommendations of the February 2016 Traffic Engineering Memorandum prepared by Snyder & Associates, Inc. regarding a future traffic signal and at turning lanes at the S. 3rd Street and Bridge Road Intersection.

New access plans may be necessary as the city expands and new development is contemplated.

TRANSPORTATION RECOMMENDATIONS

1. The Planning and Zoning Commission and City Council should adhere to all the approved Access Management Plans and Policies (AMP) when approving development projects and building permits along that streets where access is limited via an AMP.
2. The Planning and Zoning Commission and City Council should adhere to the approved Access Management Policy for Broadway Street when approving building permits along that street.
3. Continue to require public sidewalks to be installed along the north side of Broadway in conjunction with building permits.
4. Consider installing public sidewalks in gap areas along Broadway Street to facilitate safe pedestrian movement.
5. Continue to follow the recommendations of the April 2014 Highway 415 Corridor Traffic Engineering Assistance Program (TEAP) Study.
6. Coordinate work with the Iowa DOT regarding inclusion of turn lanes at the Saylorville Marina and at McBride Street as part of their Highway 415 overlay project.
7. The city should include turning lanes at E Southside Drive and W Pine Ridge Drive as part of the Iowa Department of Transportation's Highway 415 overlay project tentatively scheduled for 2016 or 2017.
8. Evaluate the intersection located at W. Bridge Road at S. 3rd Street, including signal warrant analysis and review of intersection geometrics including the need for turn lanes to serve future development east of the intersection.
9. Consider the construction of bump outs on S. 3rd Street near the square to improve safety at the crosswalk and to define parking stalls.
10. Consider adopting a Complete Street policy to ensure that all modes of transportation are considered on new street construction and street improvements.
11. Develop street connections in a gridiron pattern whenever possible.
12. Design neighborhood-friendly streets through connectivity, narrow lane widths, curvature, limitation of collector streets, and incorporating landscaping and visual interest into the design.
13. Continue to work with the Des Moines Area Metropolitan Planning Organization and other planning officials to maintain a network of streets that support the efficient and safe movement of traffic in the region.

CHAPTER 9
PARKS, TRAILS, AND BIKEWAYS

PAST PLANNING EFFORTS

The City of Polk City contracted with Snyder & Associates, Inc. to develop a Park & Trail Master Plan, which was completed on March 3, 2008. This plan included public input on desired facilities, areas needed improved, and other comments. At that time, residents were concerned with sledding, updated playground equipment, trail and sidewalk connections and loops, trail signage, trail lighting, pool/aquatic facilities, basketball, town square beautification, elderly activities, community entrances, additional sports facilities, track, skate park, and disc golf. The designs incorporated these concerns and set forth a master plan for parks and trails including a development plan and cost opinion for each of the following parks:

1. Sports Complex
2. Lakeview Acres Park
3. Lakeside Park (now Leonard Park)
4. Lakeside Linear Park (now Woodhaven Linear Park)
5. Lakeside/West Elementary School Park
6. Miller Park
7. Kiwanis Park (concept plan for a future park)
8. The Pines Park
9. Marina Cove Park

The 2008 plan also provided a system of proposed and future trails and sidewalks. This included future trail connections to the Neal Smith Trail and through downtown. The High Trestle Trail was not completed until 2011, so connections to it were not contemplated at the time of the 2008 plan. The plan resulted in either a trail or sidewalk connection to every park in the City.

There is also a master plan for Doc Simmer Memorial Park, which was completed in 2014 and a concept plan for Lost Lakes Estates Park, completed in 2015.

PARK AND TRAIL FACILITY INVENTORY

Different types of parks serve different segments and areas of the community. Polk City has several city parks and a few local trails. There are ten neighborhood parks, which primarily serve the surrounding neighborhood, and one community park, which serves the entire City. Polk City also has one special use park, which is the sports complex. A few local trails provide connections between other parks and trails. Polk City's two cemeteries are also included in the park facility inventory. One of Polk City's greatest assets is its location near regional recreational amenities including Saylorville Lake, Big Creek State Park and regional trails.

City Parks

Neighborhood Parks		
Park Name	Acres	Amenities
Lost Lakes Estates Park	3.81	2015 Concept Plan for basketball, shelter, playground, trail, parking. Not yet developed.
Westside Park	0.55	Graded for use as open field, benches.
Woodhaven Linear Park	3.33	2008 Master Plan shows trail, trailhead parking area shelter, restrooms. Not yet developed.
Leonard Park	1.59	Playground, trail, 2008 Master Plan shows a splash pad, shelter, and parking area which have not yet been constructed.
Miller Park	2.39	Indoor Shelter house, 2 tennis courts, playground, parking.
Kiwanis Park	1.85	Full basketball court, soccer, parking, picnic shelter, sand volleyball
Lakeview Park	1.23	Greenspace. 2008 Master Plan shows planting beds and walking trail which are not developed.
Doc Simmer Park	1.46	2014 Master Plan shows picnic tables, playground, and parking, which has not yet been constructed
Twelve Oaks Park	4.52	Pond. No concept plan developed yet. Preliminary discussions include playground equipment.
Marina Cove Park	2.74	Pond, trail, playground, benches.

Community Parks		
Park Name	Acres	Amenities
City Square Park	1.03	historic bandstand, picnic tables, benches, playground, bell, electrical service for special events

Special Use Parks		
Park Name	Acres	Amenities
Sports Complex	12.63	1 baseball field, 1 softball field, 2 shared fields, 1 full size soccer, 4 pee wee soccer fields, 2 medium soccer fields, 1 playground

Trails		
Name	Length	Location
Southside Drive Trail	0.51	Connects Neal Smith Trail to E Southside Drive
Leonard Park Trail	0.25	Connects Neal Smith Trail, under Parker Blvd., to W Washington Ave.
N 3rd Street Trail	0.21	Connects south end of Kiwanis Park to E Northside Drive

Cemeteries

Polk City Cemetery - Located off of East Northside Drive, the cemetery is the resting place for many of the early pioneers of the area, builders of Polk City and forty five Civil War veterans. The hold vault, originally built in 1880, was restored in 1995.

Beebe Cemetery – Located on East Broadway Street, this cemetery is a burial ground for the children of George and Hester Beebe, who were the town founders. The cemetery was operational from 1846 to 1880 and no longer accepts burials. The City of Polk City restored the cemetery in 2001.

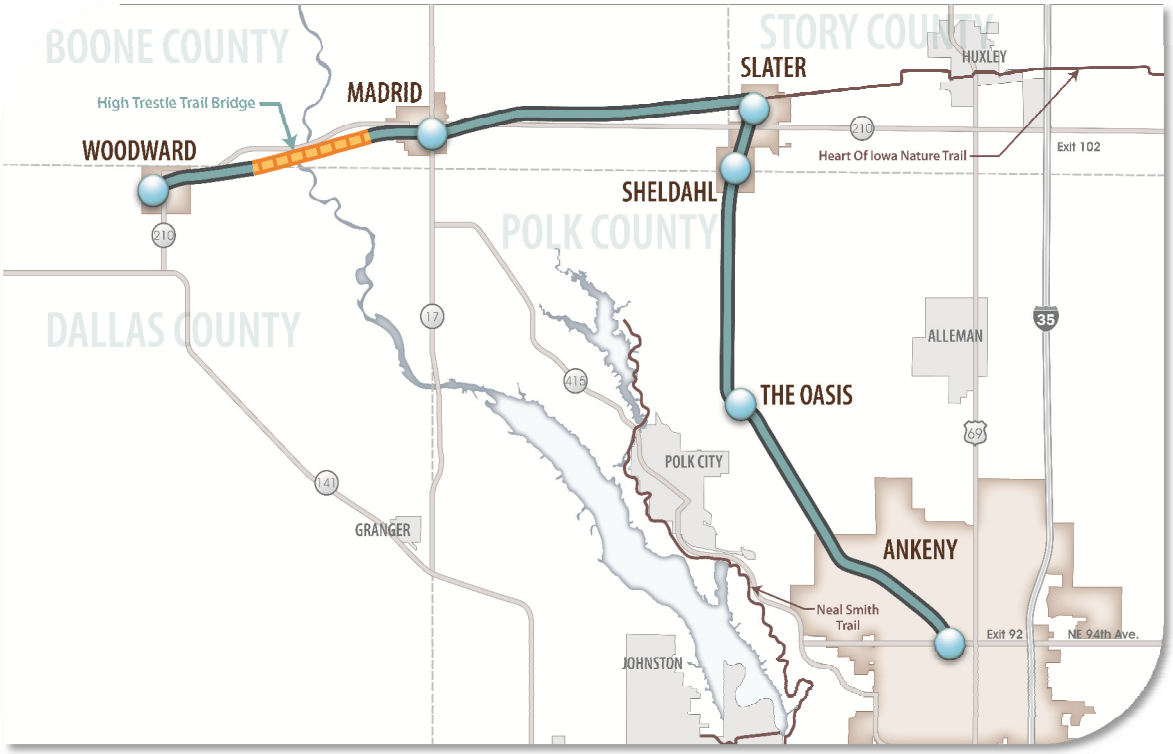
Regional Parks & Trails

Saylorville Lake – managed by the Rock Island District of the US Army Corps of Engineers. In addition to providing flood control, this 26,000 acre project fulfills a truly multipurpose role. The reservoir provides a minimum downstream river flow for water supply and water quality during drought periods. Park Rangers actively manage the natural resources, conserving river, woodland, wetland, and prairie habitats. Saylorville staff, volunteers and contractors take pride in offering quality outdoor recreation including camping, boating, fishing, hiking, biking, wildlife watching and more.

Big Creek State Park – Managed by the Iowa Department of Natural Resources, Big Creek State Lake was created as part of the Saylorville project to protect Polk City from floods. A diversion dam which forms the 866-acre Big Creek Lake was primarily developed as a flood control project but also offers a wide variety of recreation. Big Creek State Park and the adjoining public hunting areas provide recreation for visitors of all ages and interests. The focal point of the 3,550-acre complex is the lake.

Neal Smith Trail – Originally constructed in 1982, the Neal Smith Trail is one of the oldest trails in the Central Iowa Trail Network. It extends 24.7 miles between downtown Des Moines and Big Creek State Park - establishing a portion of the Central Iowa connection of the American Discovery Trail. The Neal Smith Trail is considered to be the north-south “spine” of the 670-mile Central Iowa Trail network, providing connections to numerous other trails and jurisdictions. It is well-known for its hills, curves, and beautiful, natural setting.

High Trestle Trail – The 25-mile long High Trestle Trail connects the cities of Woodward, Madrid, Slater, Sheldahl and Ankeny through Dallas, Boone, Story, and Polk Counties. Since its completion in 2011, the trail has become extremely popular and well-known for the 2,530-foot long, 130-feet high, High Trestle Trail Bridge over the Des Moines River.


BOONE COUNTY
STORY COUNTY
DALLAS COUNTY
POLK COUNTY
High Trestle Trail Bridge
WOODWARD
MADRID
SLATER
HUXLEY
SHELDAHL
THE OASIS
ALLEMAN
POLK CITY
GRANGER
ANKENY
JOHNSTON
Heart Of Iowa Nature Trail
Exit 102
Neal Smith Trail
Exit 92
NE 94th Ave.
210
17
415
141
35
69

RECREATIONAL PROGRAMMING

Recreational programming ensures that the City's park and sports facilities are used while also promoting an active and healthy community. As the City's population grows, the demand for programming and facilities to support those programs also grows. According to the Polk City Development Corporation, there will be a predicted 1,943 youth in Polk City in 2018. This equates to a growth in soccer and baseball/softball enrollment as outlined below. Additionally, the population projections prepared for this Comprehensive Plan indicate that if the 2010 age cohort percentages continue, there will be an estimated range of 2,520 to 2,995 school-aged children 19 years or younger by 2035.

Field Information 2014 Assessment

YOUTH INFORMATION WITH GROWTH IN POLK CITY

	2014	2015	2016	2017	2018
Youth	1,709	1,767	1,826	1,884	1,943
Soccer	447	485	524	562	600
Base/Softball	318	388	427	469	516

These numbers are based on averages for full year soccer and baseball/softball then compared to modeled growth of Polk City with 40 household in 2014 and 60 each year after.

Source: Polk City Development Corporation

Baseball and Softball Programs

The number of Little League (which includes both baseball and softball) participants has grown over the past 6 years as indicated in the chart below:

Year	Number of Little League Participants	Percent Change
2015	295	9%
2014	270	-1%
2013	274	22%
2012	225	22%
2011	185	19%
2010	155	24%
2009	125	-

Despite a small reduction in the number of participants in 2014, in 2015, the number increased once again and an additional increase is expected in 2016. In 2015, the number of teams was as follows:

Level	Baseball Teams	Softball Teams
T-ball (U6)	8	5
Pee-Wee (U8)	3	0
Rookies (U10)	3	4
Minors (U12)	5	1
Majors (U14)	2	1
Total	**21**	**11**

Soccer Programs

The City has two soccer fields, which are located at the Polk City Sports Complex. The North Polk United Soccer Club has grown from about 170 players on 20 teams to over 350 players on over 40 teams since 2003. In 2015, there were 17 U8 teams, ten U10 teams, seven U12 teams, and seven U14 and up teams. The estimated enrollment projection for 2018 is approximately 600 children. Due to the lack of soccer fields, the teams practice and compete at other City parks in open fields, residential back yards, and in softball and baseball fields.

Parks Programs

The Summer Recreation program runs for six weeks in June and July each summer, on Tuesday, Wednesday and Thursday in the afternoons. Average enrollment is 130 to 140 children. This program is open to elementary school age children and offers swimming lessons and involves trips to nearby sites such as:

- Ames Aquatic Center
- Ledges State Park
- Nevada Aquatic Center
- Climb Iowa
- Sky Zone

Additionally, Art Camp classes are offered twice a week at the Community Center. Swimming lessons take place in the City of Johnston, and transportation is provided. Swimming lessons typically have a waiting list due to high demand.

Polk City Community Library Programs

The Polk City Library operates with three full-time and one part time staff and is open 54 hours per week. The facility provides many services to the community such as:

- Wireless public internet access
- Children's story times
- Adult and teen book clubs
- Interlibrary loan
- Copy machine — photocopies 20¢/page
- Public meeting room (available for rent)

In addition to an extensive book collection, the library also checks out:

- Magazines
- Books on tape and CD
- Video's and DVD's
- Music CD's
- Cake pans
- Rubber stamps

Programs include: Story time, Family Movies, Puppet Shows, Magic Shows, Coffee Wednesdays, Book Clubs, Open Cribbage, Men's Coffee, Sit N Stitch, Tween Time, Dinner with the Doctor.

LEVEL OF SERVICE ANALYSIS

The National Recreation and Park Association (NRPA) is the nation-wide resource for parks and recreation research and trends. The NRPA once published the "Recreation, Park and Open Space Standards and Guidelines" to assist agencies in the planning and development of park and recreation facilities. NRPA no longer considers the use of this document to be a best practice for agency management and planning. Instead, NRPA advocates the use of comparative benchmarking. The Parks and Recreation Operating Ratio and GIS (PRORAGIS™)

system is a NRPA-created tool to collect and analyze data about parks and recreation agencies across the country, allowing users to compare themselves to departments that they identify as similar to themselves – whether similar in geography, climate, size, or number of total employees. Users complete a survey that captures data about their agency and its responsibilities, and are then able to analyze their data and compare themselves to individual agencies or aggregated groups of agencies.

Acres of Parkland

A common factor used to analyze level of services is the number of acres of parkland per 1000 population. *NRPA's 2015 Field Report* provides a summary of the resulting number based on the density of each jurisdiction. The City of Polk City has 665 people per square mile and can be compared to other agencies that have between 500 and 1500 people per square mile. According to the report, the median number of acres per 1000 population within this density range is 12.1 acres. The lower quartile is 6.3 acres per 1000 population and the upper quartile is 19.9 acres per quartile. Polk City provides close to the median with 10.85 acres per 1,000 people using the 2010 population.

Walking Distance

Comprehensive plans often set a goal that all homes are within a certain distance (either straight line or walking distance) of a park or recreational facility. When choosing this distance, it is important to take into consideration any major barriers to that route, such as major street crossings or large land uses that one must walk around or through.

The preferred maximum distance varies from community to community based on factors particular to each area, such as climate or land use density. Various studies and planning research have identified quarter-mile, one-third and a half-mile walks all as reasonable distances to expect most people to be able to walk to a destination. An individual's willingness to walk varies depending upon age, health, time availability, quality of surroundings, comfort of the route, safety, weather, and many other factors. Some of these factors can be improved through actions taken by the City such as connecting and maintaining sidewalks and trails.

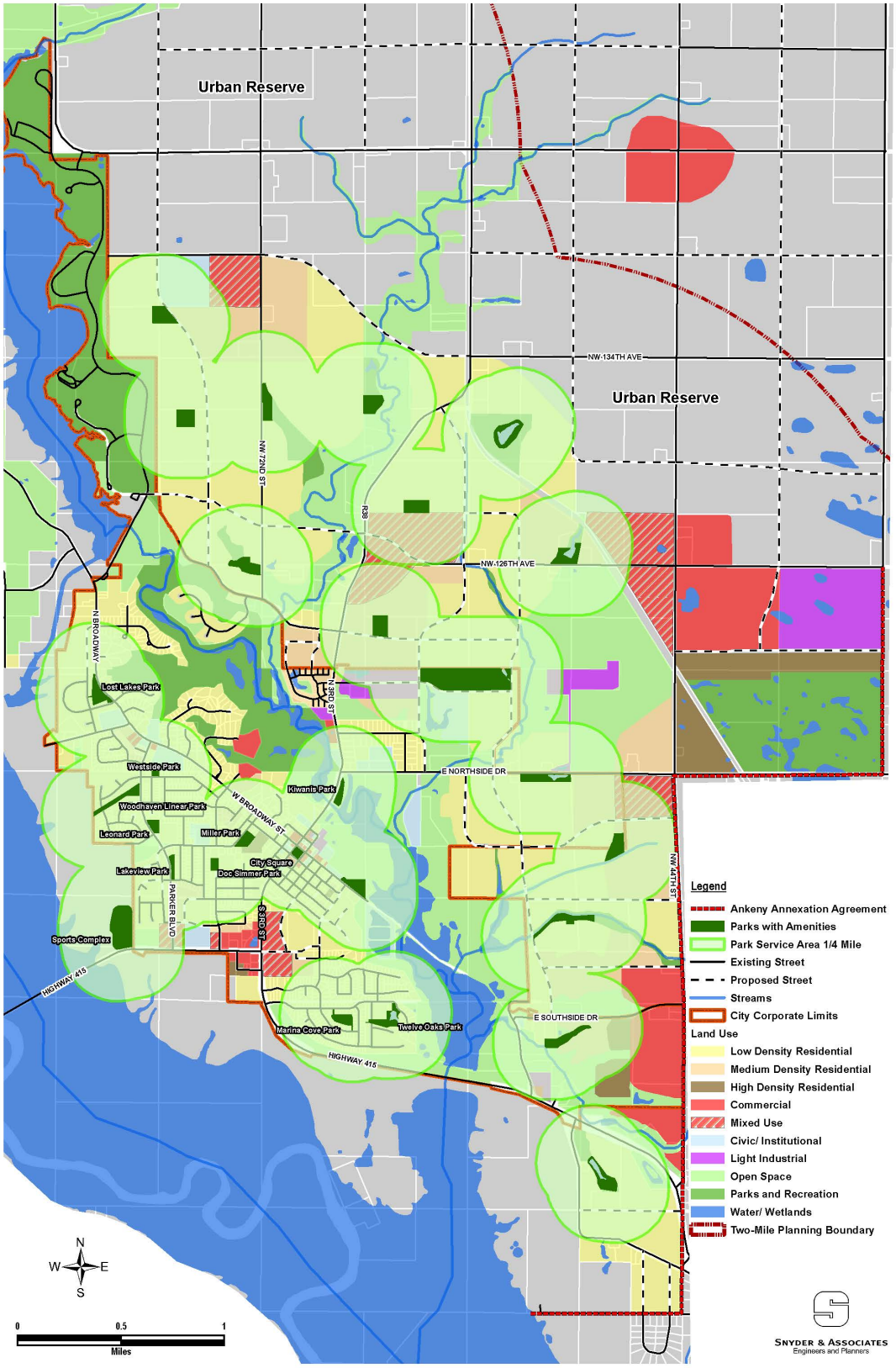
The existing parks and trails map exhibits the quarter-mile service area. The area to the north appears to be void of parkland. This is the location of the Tournament Club of Iowa, in which the golf course surrounds the homes located on the various cul-de-sacs. These residents are benefitting from the view of the golf course itself and several treed corridors that run through the development. Despite the proximity to the green space, parkland is still necessary for these residents to participate in other types of activities such as picnicking, playing on a playground, or participating in other sports.

The other areas outside the park service boundary are the E Madison Drive and N 6th Street areas. This area could better connect to Kiwanis Park via an expanded sidewalk and/or trail system.

Map 9-1

PARK SERVICE AREA

IMAGINE POLK CITY
- A Bridge to the Future -



FUTURE PARKS, TRAILS, AND BIKEWAYS PLAN

Future Parks

The future land use analysis identifies a need for 52 acres of additional park land. This can be distributed among neighborhood or community parks. It is most important that future parks are located such that residents can access them within ¼ mile walk, which is the preferred level of service for Polk City.

To calculate the parks/recreational use, we will only consider the existing city parks, which have acreage of 37.1. At 4.7% the size of residential uses, an additional 17 acres will be needed for additional parks. With the proposed Pines Park and new Sports Complex an estimated 35 acres will be needed to support these two parks alone. Therefore, to meet additional growth demand, a recommendation of three times the hard demand has been used, suggesting an additional 52 acres be designated for future park and recreation demand.

The desire to build a new facility with multi-purpose fields and a public aquatic center has been a matter of discussion and debate in recent years. A bond referendum to acquire the necessary funds for these two projects along with improvements to the existing Sports Complex did not pass in summer 2015. Prior to that, a similar bond referendum to build the new multi-purpose sports fields, but without the aquatic center, and redevelop the Sports Complex also failed in 2011.

In addition to the future sports complex, there is a large, future park space on the eastern edge of the planning area that would be considered a community-level park. This land consists of many wetland areas and would be appropriate for nature trails, a natural playscape, or other low-impact types of park uses. The remainder of the future parks shown on the Park Service Area map are intended to be neighborhood-oriented parks. If there is a desire for larger, more active, community-level parks, then the City may need to purchase additional land to create the park or coordinate adjacent land dedications from developers. A community park can serve a larger area since it may be considered a vehicular destination; however, this should not usurp the goal of having a park within a quarter-mile walk of all residents.

Parks which are dedicated by developers shall be evaluated per the goals outlined in this Comprehensive Plan prior to their acceptance. Dedicated land should be usable and have at least 40 feet of street frontage. The City does not need to accept ponds or draniange ditches, which are high maintenance area and provide little to no recreational benefit. Park acreage which is required or offered to be dedicated in new subdivisions should be grouped into one larger parcel if that is determined to be the best fit for the needs of the area. Parkland dedication may need to be located on the perimeter of the development in order to be combined with adjoining properties, if the City determines this to be the best location.

Future Trails

One of Polk City's greatest assets is its location near regional recreational amenities including two major regional trails – the Neal Smith Trail and the High Trestle Trail. The Neal Smith Trail skirts the western boundary of the City, while the High Trestle Trail is less than a mile from the City boundary to the east. There are multiple areas where Neal Smith Trail users can connect into Polk City, but there is no connection for High Trestle Trail users to get to the City.

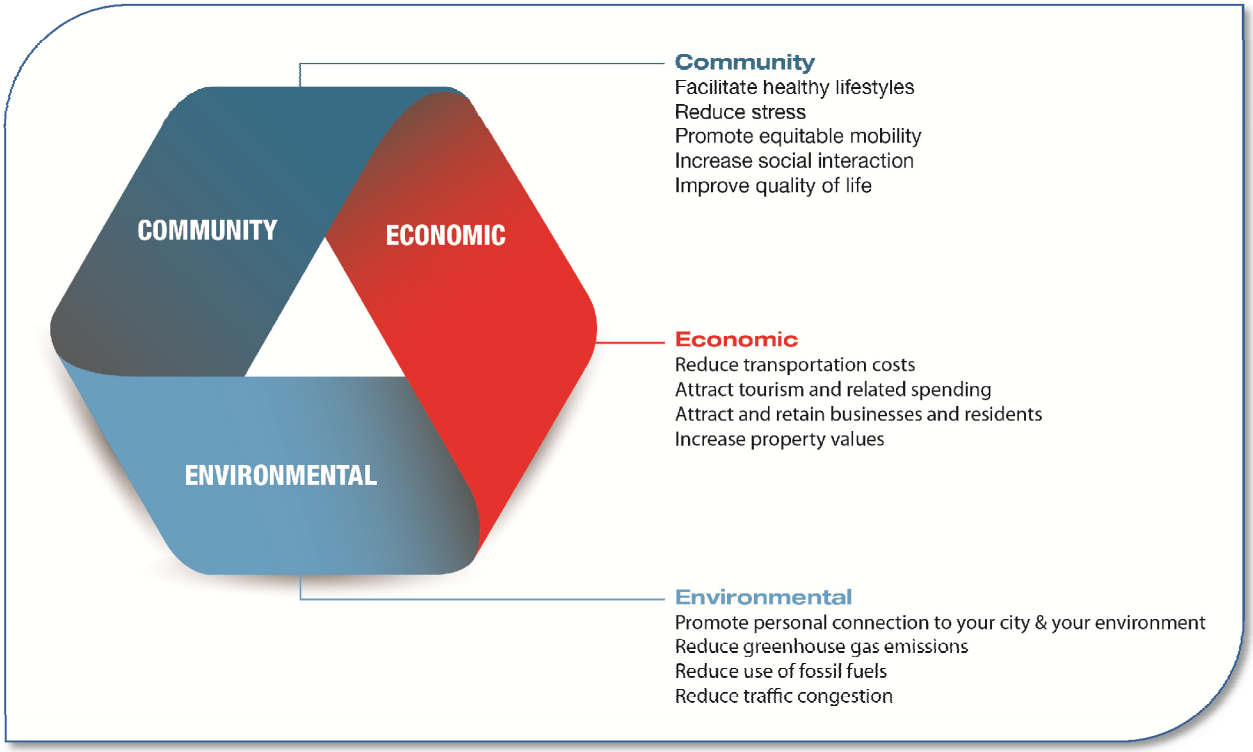
A future trail connection between the High Trestle Trail and the Neal Smith Trail has multiple layers of significance. It will be locally significant as it is important to the economy and quality of life in Polk City. A trail connection through Polk City would help guide trail users to the City Square and local businesses, where they may wish to enjoy a meal or purchase supplies. A trail extension into the City also benefits Polk City residents by expanding their opportunities for recreation, fitness, and transportation. As a potential segment of the American Discovery Trail, a trail route between the High Trestle Trail and the Neal Smith Trail through town gains both statewide and national significance. A similar proposed connection north of Polk City along NW 142nd Avenue is listed by the Des Moines Area Metropolitan Planning Organization (DMAMPO) as a Regional Trail Gap.

To ensure continued connectivity within the trail network, new subdivisions shall provide trail connections to existing trails whenever possible.

Future Trails		
Name	Length	Location
South 3rd Street Trail	0.81	Connects City Square to Southside Drive Trail (east side)
North 3rd Street Trail	.59	Connects City Square to Technology Campus (west side)
Parker Boulevard Trail	1.01	Connects West Bridge Road to West Broadway St. (TBD)
West Bridge Road Trail	0.37	Connects S. 3rd Street to Neal Smith Trail (north side)
Sports Complex Trail	0.98	Connects Technology Campus to Future Sports Complex (north side of E. Vista Lake Avenue)
High Trestle Trail Connector	0.85	Connects High Trestle Trail to Future Sports Complex (independent right-of-way)

On-Street Bikeways

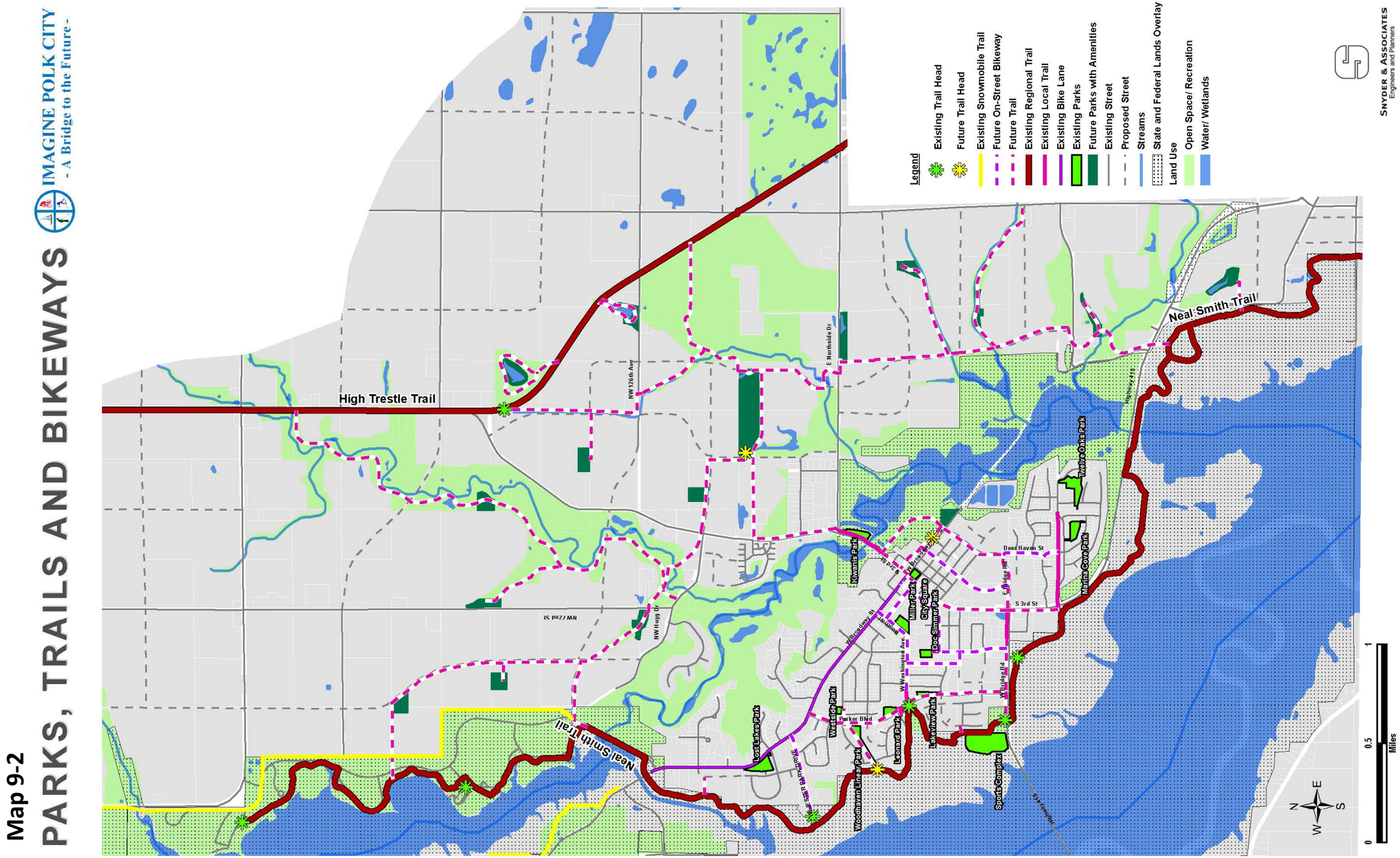
Communities that support bicycling and walking as safe, viable modes of transportation; easy, close-to-home options for exercise; and fun, enjoyable opportunities for recreation, are also supporting happiness, health, and high quality of life for their residents. The various benefits for individuals and communities can be grouped into three categories of environmental, economic, and community benefits.



Bicycle travel should not be confined to trails only. On-street bicycle and pedestrian facilities enable people to bike or walk to meet their daily transportation needs from home to work, school, shopping, and entertainment. Biking and walking offer low-cost, non-polluting, sustainable and healthy forms of transportation. Accommodating bicycling for in-town trips can reduce vehicular traffic congestion and encourage tourism from bicyclists using the Neal Smith Trail on the west side of town or the High Trestle Trail on the east side of town.

Individual benefits include improved health, reduced stress, lower transportation costs, and increased social interaction. These facilities provide transportation options which create an equitable community in which all individuals can meet their daily transportation needs, regardless of their ability or desire to own or drive a car, ride a bicycle, or walk.

The community benefits from improved air quality and reduced vehicular emissions, reduced traffic congestion and reduced health care costs due to a healthier population. Individuals become better connected to the community and to each other, which strengthens community cohesion and can deter crime. Local businesses benefit through tourism and related spending and happier, healthier employees.


Map 9-2
PARKS, TRAILS AND BIKEWAYS
IMAGINE POLK CITY
- A Bridge to the Future -
Legend
Existing Trail Head
Future Trail Head
Existing Snowmobile Trail
Future On-Street Bikeway
Future Trail
Existing Regional Trail
Existing Local Trail
Existing Bike Lane
Existing Parks
Future Parks with Amenities
Existing Street
Proposed Street
Streams
State and Federal Lands Overlay
Land Use
Open Space/ Recreation
Water/ Wetlands
SNYDER & ASSOCIATES
Engineers and Planners
High Trestle Trail
Neal Smith Trail
Neal Smith Trail
NW 126th Ave
NW 126th St
NW High Dr
E Northside Dr
Kiwanis Park
Miller Park
City Square
Doe Simmer Park
Westside Park
Parker Blvd
Lost Lakes Park
Woodbridge Park
Leonard Park
Lakeview Park
Sports Complex
Marina Cove Park
Native Oaks Park
Doe Haven St
S 3rd St
W Bridge Rd
W Westlington Ave
W Broadway St
Highway 415
0
0.5
1
Miles
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W

W Broadway currently has bike lanes on both sides of the road which connect to the Neal Smith Trail to the north at Big Creek State Park. The bike lanes run the length of Broadway to the intersection with S 3rd Street, creating a connection for trail users to access downtown. However, the length of the connection is approximately 1.8 miles, which is a long distance for bicyclists to go off a recreational trail ride to access a food or rest stop.

A shorter connection could be made from the Neal Smith Trail where a trail spur passes under Parker Boulevard and then connects to W Washington Ave. An on-street bikeway could be made by adding shared lane markings and bicycle wayfinding signage to Washington/Booth to connect the Neal Smith Trail toward the downtown area. Polk City already has bike route signage on Washington-Booth and Van Dorn Street. The traffic volumes are low enough to accommodate shared lane markings, which would help guide bicyclists along the route and help make motorists aware of bicyclists on the street. Using shared lane markings on Washington-Booth would connect the Neal Smith Trail to the bike lanes on Broadway (~2800 feet). Shared lane markings on Van Dorn Street, which is also marked as a bike route, would create a direct and bike-friendly route to the square (~1200 feet).

Shared lane markings could also be used on West Jester Park Drive to connect the Neal Smith Trail to the bike lanes on Broadway Avenue (~2470 feet).

Future On-Street Bikeways		
Name	Length	Location
Washington and Booth	0.46	Connects Neal Smith Trail to W Broadway Bike Lanes.
Deer Haven Street	0.3	Connects E. Southside Drive trail to Future E. Bridge Road
Summer Street	0.48	Connects future E. Bridge Road to E. Broadway Street.
Tyler Street	0.34	Connects W. Bridge Road to Doc Simmer Park
Roosevelt and Davis	0.32	Connects Tyler Street to Washington Avenue.
Phillips and 4th Street	0.43	Connects Doc Simmer Park to W. Broadway Street.
Van Dorn Street	0.24	Connects City Square to Booth Street
Jester Park Drive	0.42	Connects W. Broadway Street to Neal Smith Trail

PARK AND RECREATION TRENDS

The *NRPA 2015 Field Report* identifies 5 trends that will impact the future of parks and recreation. Many of these are applicable to Polk City.

Trend 1. Programs are key to great park attendance. This trend indicates that programming is crucial to getting people to visit and support the city's park spaces. It will be important for Polk City and its partners to provide recreational programming within the city's park space to sustain public support of those parks. Some recreational programming can be provided for little to no cost, particularly if the City can partner with other organizations to provide their programs within park space or use volunteers to lead programs for which they are knowledgeable.

Trend 2. The perceived value of distributed services results in agencies functions assigned to various departments. This simply means that parks departments and other departments, such as public works, are taking on additional duties. NRPA advised that the operations are most effective within a single department that carries out all park and recreation responsibilities. However, in a smaller community like Polk City it may be unreasonable and unnecessary to have separate maintenance staff for parks in addition to other municipal facilities. In Polk City, the Public Works department provides all of the park maintenance.

Trend 3. Agencies are pioneering new funding methods. Revenue-producing facilities help park agencies to maintain services during recessions. Other funding mechanism may include value-capture property taxes related to park proximate

values (properties that are near parks and open spaces are valued higher than similar properties that are located farther from park spaces. The additional tax value can be dedicated toward parks and recreation). Another idea that some communities have implemented is a dedicated sales tax on recreation-related goods and equipment. Some of these ideas or others may occur beyond the local government level; therefore, Polk City should be engaged with Iowa Parks and Recreation Association to remain informed of development of new funding methods.

Trend 4. The infrastructure deficit means parks will have to fight harder for public dollars. There are competing needs with maintaining and expanding infrastructure and providing park space. Parks and greenspace should be part of the discussion when looking at the extension and maintenance of roads and sewers. In Polk City, parks and open space need to be considered as vital as other infrastructure such as roads and sewers which serve previously undeveloped areas. Parks and open space should also be considered for their environmental functions such as stormwater management, species diversity, and animal habitat.

Trend 5. Walkable cities draw millennials, fueling a suburban exodus. Millennials are the cohort of people born between the 1980's and the mid-2000s. They represent 1/3rd of the total U.S. population in 2013. Research and trends show that millennials are drawn to walkable environments with cultural amenities. In Central Iowa, this may result in millennials choosing to live in downtown Des Moines and similar areas. One possible impact of that trend is gentrification causing disadvantaged populations to move out of the city and into the nearby suburbs and smaller towns which may be more affordable.

PARKS, TRAIL, AND BIKEWAY RECOMMENDATIONS

1. Develop existing parks according to their approved master plans. Prioritize development by focusing on parks near new residential development, particularly those with higher populations of children.
2. Develop a 5-year Capital Improvement Program for parks and establish an annual budget amount.
3. Connect the Neal Smith Trail to the High Trestle Trail while incorporating Polk City businesses and neighborhoods along the routes.
    a. Develop a trail connection between the City and the High Trestle Trail.
    b. Designate an on-street bikeway route between the Neal Smith Trail and downtown using shared lane markings and signage on Washington/Booth.
4. Complete trail connections to existing and future parks.
5. Adopt an ordinance that requires trail easements to be at least 20-feet wide (30-feet wide preferred).
6. Investigate options for citywide trail or on-street bicycle facility connections to the Town Square.
7. Develop future sports facilities to accommodate soccer, baseball, softball, and flag football programming needs.
8. Redevelop the future Sports Complex to accommodate soccer, baseball, and softball programming needs, including additional parking.
9. Ensure that park space is within a quarter-mile, safe, paved walk of new residential development.
10. Modify the parkland dedication ordinance to require usable park ground in terms of slope, access (including at least 40 feet of street frontage), size and location. Ensure that the location of the parkland helps to meet the geographic needs as indicated on the Future Land Use Plan.
11. Create Park Master Plans for new parks as land is set aside along with new development.
12. Continue to provide adequate library services and facilities to meet the needs of the residents.
13. Increase recreational programs for all ages and in all seasons while working in conjunction with the City, library, school and other interest groups from throughout the community.
14. Include the surrounding recreational amenities and proximity to the metro area in marketing efforts put forth by the City, the Chamber, and Polk City Development Corporation, to the extent appropriate for each marketing effort.
15. Implement on-street bikeway facilities along with street maintenance projects.
16. Develop a policy addressing the maintenance responsibilities and requirements related to ponds, including the water quality and clarity and surrounding vegetation.

CHAPTER 10
MUNICIPAL SERVICES AND FACILITIES

WATER SYSTEM

The City of Polk City's water system provides service to its residents, businesses, and Big Creek State Park. The City connected to the Des Moines Water Works (DMWW) water system in 2003 and currently purchases the majority of the water used from DMWW. The City's water treatment plant continues to be utilized on a daily basis, which decreases the overall cost of providing water. Polk City's current average daily water demand is 361,000 gallons per day and its peak day demand is 797,000 gallons per day. The estimated future peak day water usage for year 2035 has been projected to be between 1.654 and 2.201 million gallons per day (MGD).
A Water Supply Study was recently completed by Snyder & Associates, Inc.; its findings were presented to City Council on June 22, 2015.

Supply
The majority of the water used in Polk City is purchased from DMWW. The water rates for purchase from DMWW are based on the peak day usage from the prior year. Therefore, limiting the peak day usage provides a financial benefit for the remainder of the year through lower water rates. The amount of capacity in DMWW treatment facilities that the City currently owns is also a factor in the water purchase rates from DMWW. The City currently owns 350,000 gallons per day of purchased capacity. It would provide the City a financial benefit to purchase additional capacity if it can be purchased near the cost of the most recent capacity sales (approximately $2.60 per gallon per day). The DMWW transmission main to Polk City has a current capacity of approximately 750 gallons per minute, which is equivalent to 1.08 MGD using a 24 hour basis, which is less than the projected 2035 peak day water demand. Therefore, continued use of the City's water treatment plant or other capacity improvements will be necessary. A Joint Water System Master Plan including Polk City, Des Moines Water Works, and the City of Ankeny is expected to be completed in April 2016. This study is expected to determine capacity improvements in the DMWW system and costs to provide greater water supply capacity to Polk City and to provide a joint water storage facility.

The City's water treatment plant capacity was originally built in 1963 and most recently expanded in 1992. The plant has been maintained very well and is in good condition. The plant is currently run at a flowrate of approximately 250 gallons per minute but has a rated capacity of 408 gallons per minute. The plant treats water through the processes of aeration, detention, filtration, and disinfection.

The City has three wells in use with ages approximately 13 to 36 years old, located north of the water plant and west of NW 3rd Street. The wells are all approximately 60 feet deep and the combined capacity is approximately 577 gallons per minute. Improvements are in progress to improve flood protection for the City's wells.

Storage

The City has one finished water storage tank, which is a 300,000 gallon elevated storage tank located west of the downtown area. This tank was built in 1975, was last repainted in 1999, and was last inspected in 2011. The tank appears to be in good condition, but repainting should be anticipated in the near future. The existing tank does not have enough capacity to meet the current recommended storage capacity. Depending on the storage criteria used and future population growth, at least an additional 500,000 gallons of storage is recommended for the year 2035.

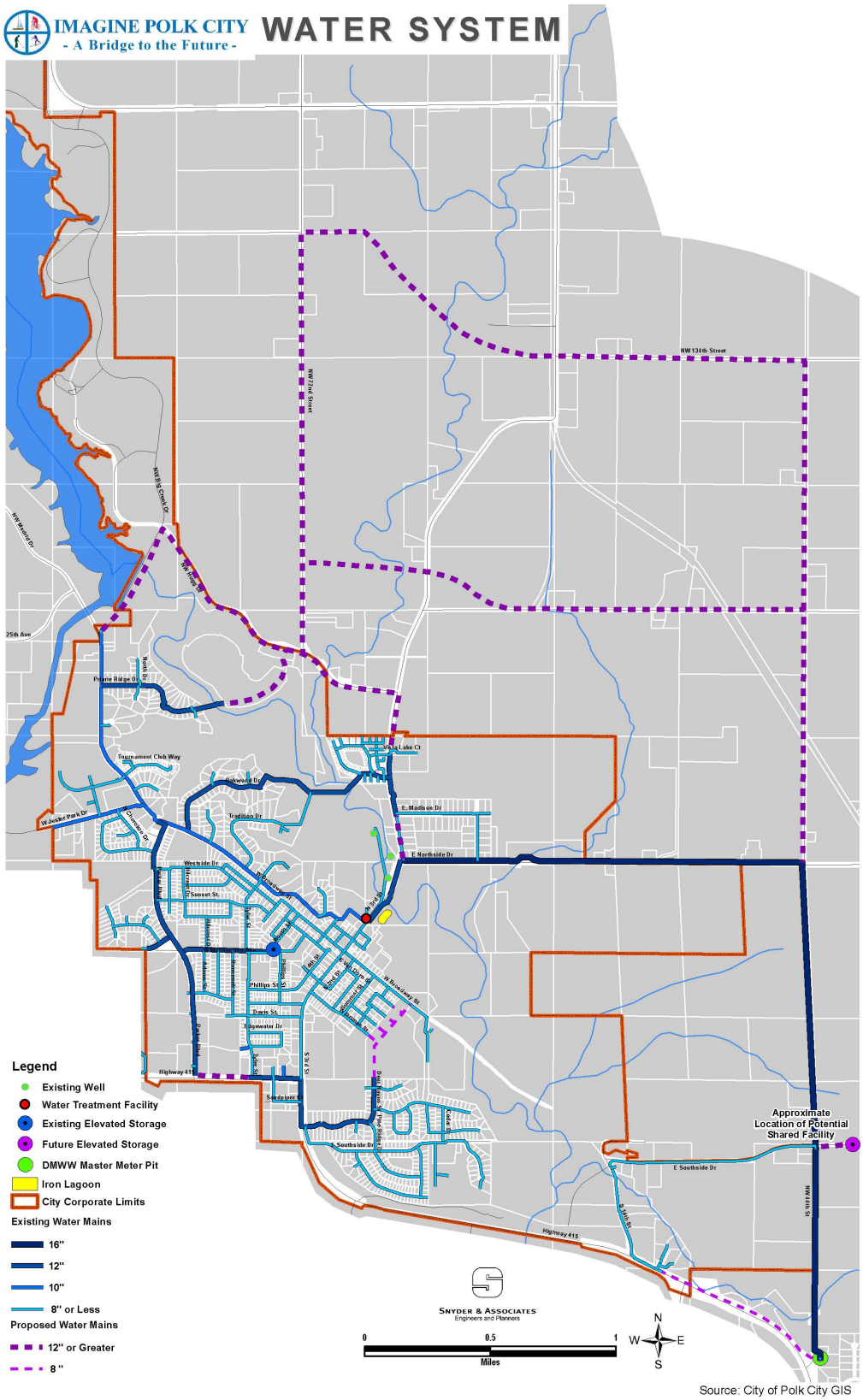
Distribution

The water distribution system conveys water from the DMWW connection and the City's treatment plant to the elevated storage tank and then to the users. A significant portion of the City's distribution system is relatively new due to the large amount of growth and development the City has experienced in the last 15 years. The City conducts annual maintenance including flushing of water mains and valve exercising. A continual program of rehabilitation of older and smaller water mains, valves, and hydrants is recommended to provide the highest degree of distribution system reliability and fire flow capacity.

Water System Map

A map of Polk City's water system is provided on the following page.

Map 10-1


IMAGINE POLK CITY
- A Bridge to the Future -
WATER SYSTEM
NW 134th Street
NW 72nd Street
NW Big Creek Dr
NW Maple Dr
NW Kane
25th Ave
Prairie Ridge Dr
North Dr
Tournament Club Way
Oakwood Dr
Vista Lake Ct
E. Madison Dr
W Jewell Park Dr
Chickasaw Dr
Tradition Dr
E Northside Dr
Westside Dr
E Sunset St
Phillips St
Davis St
Edgewater Dr
W Broadway St
Highway 415
Sandalport Dr
E Southside Dr
Approximate Location of Potential Shared Facility
Legend
Existing Well
Water Treatment Facility
Existing Elevated Storage
Future Elevated Storage
DMWW Master Meter Pit
Iron Lagoon
City Corporate Limits
Existing Water Mains
16"
12"
10"
8" or Less
Proposed Water Mains
12" or Greater
8"
SNYDER & ASSOCIATES
Engineers and Planners
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Miles
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Source: City of Polk City GIS

WATER SYSTEM RECOMMENDATIONS

Supply

1. Continue operation and maintenance of the City's wells and water treatment plant. Consider improvements to increase capacity.
2. Continue purchase of water from DMWW. Purchase additional capacity when available if available at a reasonable cost.
3. Complete a source water protection plan for the City's existing wells.

Storage

4. Continue periodic maintenance of the existing elevated storage tank.
5. Budget for and repaint the existing elevated storage tank in the near future.
6. Construct additional finished water storage capacity. Consider partnering with the City of Ankeny, DMWW, and any other feasible entities as this could significantly reduce the cost for additional storage.

Distribution

7. Continue the annual flushing program, and valve and hydrant replacement and exercising programs.
8. Continue the existing water meter replacement program. Install meters at any properties not currently metered. For any meters not read, begin reading every month to provide data for use in future water leakage calculations.
9. Complete leak location studies periodically and repair any leaks located.
10. Replace undersized and old water mains, valves, and hydrants.
11. Construct approximately 200 feet of water main along West Bridge Road east of Parker Boulevard to finish the major water main loop in this area once 12" water main is constructed by Lakeside Fellowship Church.
12. Construct water main across the Big Creek Diversion Dam and along NW Hugg Drive to complete a northern system loop as development occurs in this area of the City.
13. Construct water main across the Saylorville Lake Barrier Dam to complete a southern system loop and increase redundancy for the DMWW water supply. This would require approval of the US Army Corps of Engineers and Iowa DOT, which may be difficult to obtain.
14. Construct water main along Highway 415/NW Polk City Drive from Winding Creek Circle east to NW 44th Street to complete a system loop and eliminate a long water main dead end.
15. Loop the water mains between the town square and the development to the southeast.
16. Construct 12" water main loops on 0.5 to 1 mile intervals as development occurs.
17. Continue to require new development to adhere to current building codes. Layout of water system improvements should include looped systems with no dead ends wherever possible.

SANITARY SEWER SYSTEM

The City's sanitary sewer system was first constructed in 1963. In 2010, Polk City became a member of the Des Moines Metropolitan Wastewater Reclamation Authority (WRA), in order for the City's wastewater to be treated at the WRF wastewater treatment facility in southeast Des Moines. In March 2013, the final connection in the Rock Creek Trunk Sewer Project was made and all of Polk City's wastewater flow began being conveyed to the WRF for treatment. Although the City is no longer directly responsible for treatment of its wastewater, the City remains responsible for the operation and maintenance of its wastewater collection system.

Collection System

The City's sanitary sewer system includes various piping materials including vitrified clay pipe, concrete pipe, PVC truss pipe, and PVC pipe. The City currently cleans and inspects the sewers by television inspection with a rotation cycle of approximately every 5 years, with a portion of this completed each year. This allows defects to be identified for repair in a more timely manner and minimizing emergency repairs. This also allows prioritization of infiltration and inflow (I&I) mitigation efforts. Preventing infiltration and inflow in the collection system is even more beneficial now since wastewater treatment costs are most likely higher on a per gallon basis than before when the City provided treatment of wastewater. Preventing I&I also preserves the existing sewer capacity so this capacity is available for additional development without extensive improvement projects to increase pipe and pumping capacity.

Lift Stations

The City has three sanitary sewer lift stations, as shown on the existing sanitary sewer map. One is located along West Bridge Road just west of Parker Boulevard, which was constructed in 1993 and not used until recently. More recent development along Parker Boulevard has started contributing flow to this lift station. A much smaller lift station serving the concession stand and restrooms at the sports complex was constructed in 2008, and pumps flow to the lift station near Parker Boulevard. The third lift station is the TCI Plat 6 lift station located just north of Big Creek in the TCI development, which was constructed in 2014. The TCI Plat 6 lift station provides service to the portion of Big Creek State Park east of the lake, as well as the TCI Plat 6 (also known as Big Creek Valley) development planned, and an area of 157 acres north of NW Hugg Drive, west of NW 72nd Street, and east of Big Creek State Park.

There are two WRA-operated lift stations which pump all of Polk City's wastewater flow to the Rock Creek Trunk Sewer, which is the first sewer downstream of Polk City utilized to convey Polk City's flow to the WRF treatment facility. The locations of these lift stations are shown on the existing sanitary sewer map. These two lift stations were constructed in 2012 and became operational in 2013. The WRA also operates the equalization basin at the north lift station which can be used to store excessive wastewater flows for a short time period during times of high flow. Polk City is responsible for site maintenance at the two lift stations and equalization basin including mowing and snow removal.

The two WRA lift stations have experienced issues due to accumulation of fat, oil, and grease (FOG) from Polk City's wastewater system. Due to this, the City must pump the FOG from the pump stations on a periodic basis to prevent operational problems at the lift stations. Polk City should continue working with WRA's FOG group to identify the sources of FOG and minimize the discharge of FOG to the collection system. This should decrease the need for pumping the FOG from the lift stations at Polk City's cost. This would also be beneficial in minimizing sanitary sewer blockages and depending on the location of the sources, may provide benefits in operation of the City's own lift stations.

Future Sewers

The future sanitary sewer map shows selected potential sewer service areas, major sewers, and general drainage patterns for undeveloped land in and near Polk City.

The Northwest Service Area shown in purple in the northwest portion of the City is the service area for the TCI Plat 6 lift station. The lift station is sized for the flow from this area but the third uninstalled pump should be added when necessary due to development.

The North Service Area shown in Yellow in the northern portion of the City is the potential service area for the future Northern Trunk Sewer. This trunk sewer would connect to the existing East Trunk Sewer where Big Creek crosses NW Sheldahl Drive. The sewer would run northerly along NW Sheldahl Drive and Wolf Creek between NW Sheldahl Drive and NW 72nd Street. Depending on the development density, the existing East Trunk Sewer downstream of the connection may need to be upgraded to accommodate the higher flows for this trunk sewer service area.

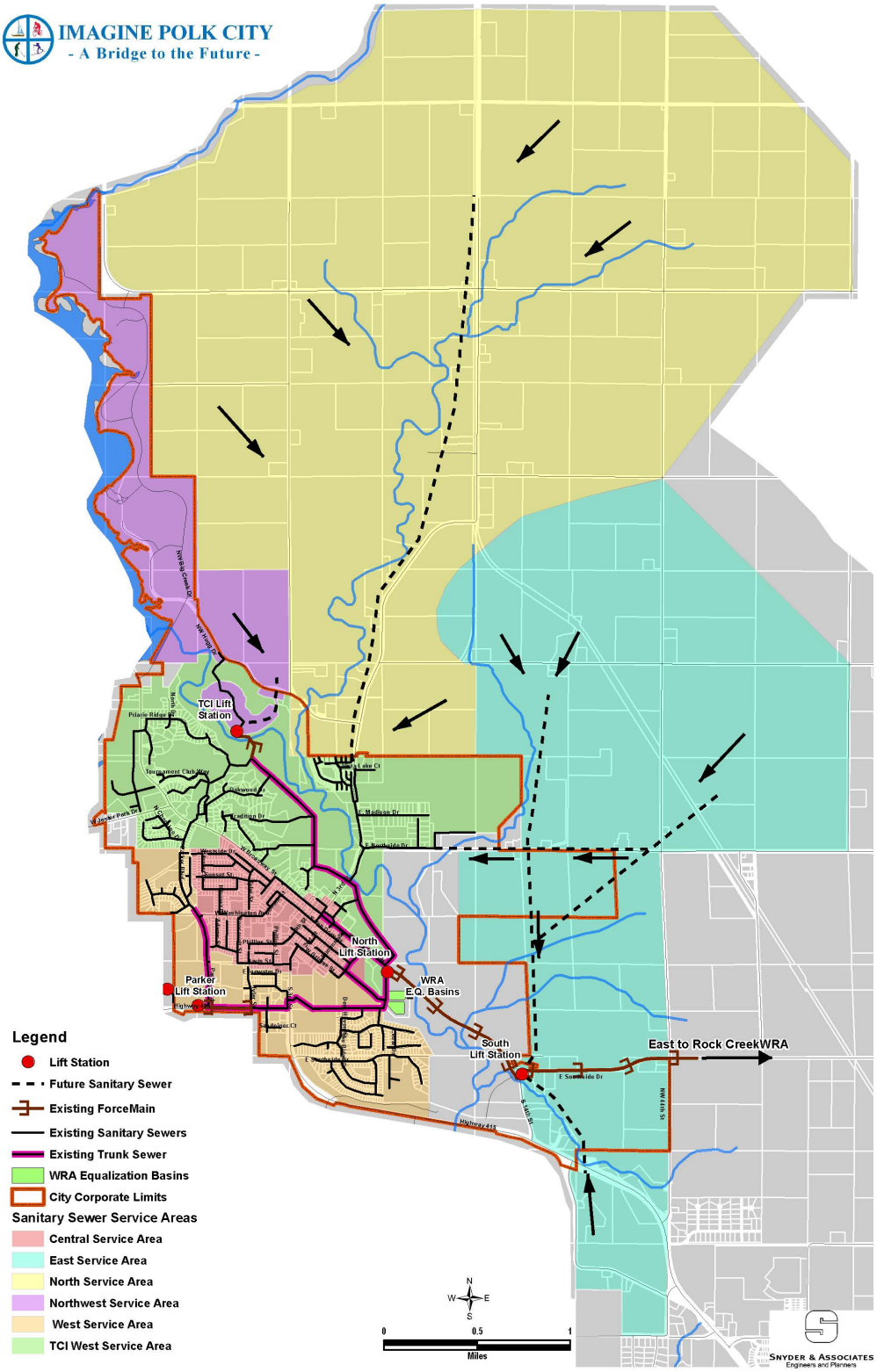
The East Service Area shown in teal in the east portion of the City is the service area that could flow to the WRA Rock Creek South lift station. Of this area, roughly the portion north of the major drainage way south of East Northside Drive could alternatively flow to the sewer on East Northside Drive. Depending on the development density and area, the sewers along and downstream of East Northside Drive may need to be upgraded to accommodate the higher flows under this alternative.

Sanitary Sewer System Map

A map of Polk City's sanitary sewer system is provided on the following page.

Map 10-2

SANITARY SEWER SYSTEM



Source: City of Polk City GIS

SANITARY SEWER RECOMMENDATIONS

Collection System

1. Continue cleaning and televising program.
2. Identify sources of I&I and make repairs to minimize this flow.

Lift Stations

3. Continue efforts to identify and minimize sources of FOG.
4. Monitor flows to the West Bridge Road lift station and upgrade pumps when necessary due to increased development in this area.
5. Monitor flows to the TCI Plat 6 lift station and add the planned third pump when necessary due to increased development in this area.
6. Consider standardizing alarm notification systems to match the TCI Plat 6 lift station. This alarm notification system has benefits including decreased telephone service cost and increased operational data availability.

DRAINAGE AND STORM SEWERS

Drainage

The Polk City is immediately adjacent to Saylorville Lake, a reservoir located on the Des Moines River. This reservoir was placed in operation in 1977 and provides flood control for downstream areas. At that time, a barrier dam was constructed southeast of Polk City, across Big Creek, to protect Polk City's low-lying areas from flooding when water levels in Saylorville are high. Saylorville Lake, including the barrier dam, is operated by the United States Army Corps of Engineers (USACE).

Polk City's entire planning area for this Comprehensive Plan within Saylorville Lake's drainage basin. The majority of this area falls within the Lower Big Creek-Des Moines River watershed. Drainage within this watershed makes it way to Saylorville Lake via Big Creek and its tributaries; draining first to the backwaters of the barrier dam before entering Saylorville Lake. The west side of the city, located in the vicinity of Parker Boulevard area, lies within the Des Moines River - Murphy Branch watershed. This area drains directly to Saylorville Lake. A relatively small area near the northeast portion of the planning area, outside the current corporate limits, is located within the Des Moines River – Rock Creek watershed. This area drains to the east, toward Rock Creek and the City of Ankeny's planning area.

The City of Polk City is not required by the Iowa Department of Natural Resources to comply with the regulations of the small municipal separate storm sewer systems (MS4) program. As the city continues to grow, becoming contiguous with Ankeny according to the Urbanized Area Reference Map prepared by the U.S. Census Bureau, Polk City may be designated as a MS4 community. If that should occur, the City would be required to implement a stormwater management program to control polluted discharges. MS4 requirements can be significant for the City and may include items such as administration of permits, city inspection of erosion control measures at construction sites, public education informing citizens about the impact polluted runoff can have on water quality, and staff training to reduce pollutant runoff from municipal operations. The City may require water quality to be considered as part of subdivision and project design; with water quality features including treatment of the water-quality volume of runoff though infiltration or extended detention.

Detention

Polk City code requires all multi-family, commercial, and industrial developments to provide detention in conformance with the Statewide Urban Design Standards and Standard Specifications (SUDAS). SUDAS require developments to detain runoff from the 100-year rainfall event to the 5-year undeveloped release rate. However, single-family (SF) residential subdivisions are not required to provide this type of full detention. Instead, SF developments are now required to detain runoff such that post-development flows do not exceed pre-development flows for the same rainfall event. In other words, SF developments detain 100-year flows to the 100-year undeveloped release rate.

Flood Plain Management

In 2014, Polk City joined Federal Emergency Management Agency (FEMA) by adopting their Floodplain Management Ordinance which allows the city to regulate development within flood hazard areas. Membership assures that property owners in the city remain eligible to purchase flood insurance through the National Flood Insurance Program. Flood hazard areas are designated on the Flood Insurance Rate Map (FIRM) for Polk County which became effective on March 4, 1984. In addition, Polk City regulates development along Big Creek, west of N. 3rd Street, based on the Tournament Club of Iowa Flood Study completed by Snyder & Associates, Inc. in 2002. At this time, Polk County is working on a county-wide project to update the FIRM maps. When the new Polk County FIRM becomes effective, Polk City will regulate based on those new maps.

Erosion

With its proximity to Saylorville Lake, rolling terrain and significant waterways, Polk City encompasses many natural ravines having steep longitudinal slopes, some in excess of 10%, which are subject to natural erosion. In many places, the natural side slopes of the ravines are also very steep, sometimes in excess of 1:1; these embankments are also prone to erosion. In addition, Polk City's soils are often sandy, may contain sand seams, and erosive. These naturally-occurring conditions make the ravines and embankments vulnerable to erosion. While the City of Polk City is not responsible for maintenance of embankments on private property, or for repairing damage caused by natural erosion, it can be a challenge to convey that information to property owners in a way they can understand. As a result, the City has begun requiring overland flowage easements across all natural drainageways to clarify that maintenance of embankments is the responsibility of the property owner and not the City. These easements also give the city the right to remove obstructions that may block the flow of drainage, but does not obligate the city to remove trees or perform maintenance activities. Private homes and buildings should be setback an appropriate distance from natural ravines, based on geotechnical findings or significantly increased setbacks.

Collection System

Polk City's network of storm sewers and drainage ditches conveys stormwater to natural drainage ways and then to Saylorville Lake. As new public storm sewers pipes, intakes, and manholes are constructed, the city updates their geographic information system (GIS) to include these improvements. In addition, staff is working on mapping the older facilities, adding them to the geodatabase.

The municipal storm sewer system is generally in good condition. Recently developed areas utilize storm sewer pipes to collect surface drainage from streets; subsurface drainage is collected from sump service lines and, in some cases, subdrains running along the street.

In order parts of the city, storm sewer pipes generally do not run continuously along public street as they do in newer areas of the community. As a result, there is no place for sump service lines to connect to the city's system. Therefore, sump pumps may discharge over the curb onto the street, drain into poorly drained rear yards, or even be connected illegally to the

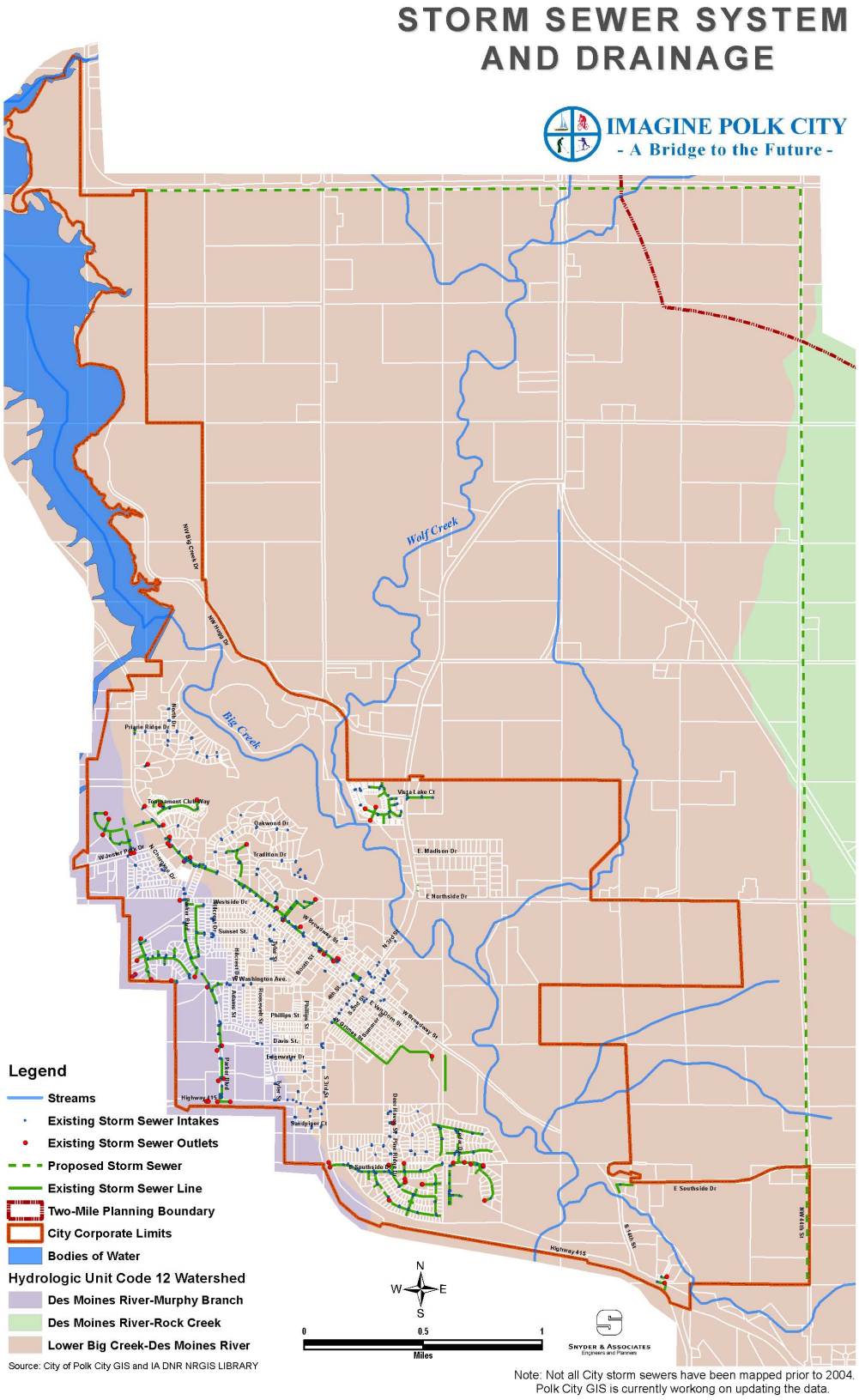
sanitary sewer system. As older streets, such as Grimes Street and Booth Street, are reconstructed, sump pump collector lines are installed to alleviate this problem.

An increased number of residential and commercial properties are installing private irrigation systems. These systems are operated by individual property owners and increase the amount of groundwater within public rights-of-way which can undermine the subgrade of the pavement. Neither City code nor SUDAS require installation of continuous subdrains, such subdrains may help extend the life of the streets' pavement.

Storm Sewer System and Drainage Map

A map of Polk City's major drainage basins and storm sewer system is included on the following page. Information on older pipes and structures is not yet complete.

Map 10-3


STORM SEWER SYSTEM AND DRAINAGE
IMAGINE POLK CITY
- A Bridge to the Future -
Wolf Creek
Big Creek
Legend
Streams
Existing Storm Sewer Intakes
Existing Storm Sewer Outlets
Proposed Storm Sewer
Existing Storm Sewer Line
Two-Mile Planning Boundary
City Corporate Limits
Bodies of Water
Hydrologic Unit Code 12 Watershed
Des Moines River-Murphy Branch
Des Moines River-Rock Creek
Lower Big Creek-Des Moines River
Source: City of Polk City GIS and IA DNR NRGIS LIBRARY
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Miles
Snyder & Associates
Engineers and Planners
Note: Not all City storm sewers have been mapped prior to 2004.
Polk City GIS is currently workong on updating the data.

DRAINAGE AND STORM SEWERS RECOMMENDATIONS

1. Consider amending City Code to require single family subdivisions to provide full detention (i.e. detaining to the 5-year undeveloped release rate as per SUDAS).
2. Update the City's subdivision ordinance to require developers to provide a Geotechnical Report for all developments, including soil borings along natural ravines and recommendations regarding the suitability of soils in those areas for structures.
3. Consider amending City Code to require developers to maintain suitable setbacks from natural ravines, based on their own Geotechnical Report and/or substantially increased setback requirements, to minimize the potential for future homes and buildings to be in jeopardy due to erosion. Require building envelopes to be shown on Final Plats.
4. Continue to require overland flowage easements across natural drainageways that define maintenance of embankments as the responsibility of the property owner and not the City.
5. Consider amending the Subdivision Ordinance to require subdrains on one side of all subdivision streets to improve subsurface drainage, particularly where irrigation systems are prevalent.
6. Continue to include sump pump collection lines as part of major street reconstruction projects.
7. Continue efforts to map the municipal storm sewer system, including intakes, manholes, storm sewer pipes, and culverts in Polk City's GIS system.

CITY ADMINISTRATION / CITY HALL

The City Hall of Polk City is at 112 3rd Street. Originally constructed in 1863 as Big Creek Schoolhouse, the two-story building is on the National Register of Historic Places. Restoration of the second floor to its original use as a theatre was completed in 2009. The hall can be reserved through Big Creek Historical Society and is home to the Big Creek Players, a historical theatre group. The hall is served by its own exterior stairway, with no interior connection to City Hall's offices.

The first floor of City Hall includes the City Council chambers and administrative offices. The administrative space includes a reception desk with work stations for the City Clerk and Deputy City Clerk, a non-private walk-through office for the City Administrator, and an office for the Finance Director. A very small office is currently used for storage. The facility also includes a conference room, kitchenette, restrooms, a vault, and file storage areas.

The first floor has undergone several renovations over the last forty years, including building additions in the 1970's and 1980's to provide more space, including storage and a restroom. Most recently, the building was renovated in 2001 to improve council chambers and provide additional office space. However, the interior space does not function well, primarily because the old part of the building and the new part of the building are connected only via the City Administrator's office. Visitors attending meetings at City Hall must walk through that office to get to the conference room. Additional space is needed for file storage.

City Hall has benefitted from recent upgrades to its technology and equipment. Council meetings are video streamed so these public meetings may be viewed on the internet at any time. This provides residents of the community increased access to their local government. Council chambers is equipped with a ceiling-mounted projector, set up for laptop computer connection, for use in presentations. Staff computers are on a network, improving efficiency.

CITY ADMINISTRATION / CITY HALL RECOMMENDATIONS

1. Continue to maintain City Hall's presence on the square as its most desirable location, and as the hub of the community.
2. Consider constructing a building addition comprised of a hallway to connect City Hall to the Public Safety Building and two new offices.
3. Consider a space planning effort to improve proper utilization of available space based on function. Consider creating a private office for the City Administrator. Consider re-purposing the City Administrator's current area as a file storage room/hallway or as a conference room.
4. Consider relocating Council Chambers to the Community Room, as a shared space, to provide space for more citizens to attend public meetings and thus opening up the current chambers for alternative uses.

5. Continue to evaluate the need for additional staff to meet the needs of a growing community. Consider upgrading the Recreation Director to a full-time Parks & Recreation Director to work in cooperation with Public Works on parks development and maintenance as well as recreation programming.
6. As the City continues to grow, consider adding a Community Development Department that could be grown to include the Building Inspector, Community Development Director, and Engineer, with sustainable new development to support those positions.

POLICE DEPARTMENT

Polk City has their own police force, staffed 24-7 to serve and protect the community. The Police Department respond to calls in the surrounding areas if necessary and serve residents and businesses of the City by providing a variety of services including educational offerings such as car seat installation, programs such as Vacation Watch, and co-hosting the Fall Festival with the Fire Department.

The Police Department is located in the Public Safety Building adjacent to City Hall, in a building that also houses the Community Room and Fire Department. The building was constructed in 1991 by community volunteers. The space allocated to the Police Department measures approximately 30’ x 90’, providing approximately 2,700 square feet of space.

The space includes a lobby and two offices, one for the Polk Chief and the other for the Police Sergeant. A large open area contains work stations for four officers and criminal processing area consisting of benches allowing for handcuffing those in custody. The Police Department does not have a detention/holding cell and plans to continue their policy of transporting prisoners to Polk County. The space also includes a small interview room that is also used for private attorney/client meetings and a bathroom with shower. The building includes one vehicle bay, with two evidence storage rooms, one of which is upstairs.

The current space utilized by the Police Department is adequate for their needs. However, there is a need for more storage space, particularly for evidence storage. There has been some discussion regarding a small building addition on the north side of the vehicle bay to create another evidence storage room. With space at both City Hall and Public Safety building at a premium, the City may want to investigate off-site alternatives for long-term storage. One such alternative may be a secure and dedicated space at the Maintenance Facility for evidence over 5 years old, potentially in a new storage building shared by multiple departments.

The Police Department has six full-time officers, all are sworn officers. Emergency 911 communications are based out of the Polk County Sheriff's Department.

The Police Department operates and maintains 5 vehicles. All patrol vehicles are in good condition. The vehicles are replaced on a rotating basis, considering mileage, service costs, and condition of the vehicle.

The Police Department responded to 3,275 incidents in 2015, a significant increase in responses when compared to the 1,600 incidents handled per year according to the 2002 Comprehensive Plan. In 2015, there were 176 traffic violations, which represent far fewer violations than the 910 violations reported in 2001 per the 2002 Comprehensive Plan.

The Police Department has been successful in acquiring grants to mitigate the cost of equipment, including radios, video cameras and breath testers, and for awareness programs. The department has secured Polk County participation in the funding of equipment such as a speed monitor trailer and speed display signs.

POLICE DEPARTMENT RECOMMENDATIONS

1. Develop a plan for expanding storage for the department. Consider off-site storage options for evidence over 5-years old to conserve valuable space in the City Hall complex.
2. Continue routine maintenance of vehicles and equipment.
3. Continue regular vehicle replacement program.
4. Continue to evaluate the need for additional staff, including police officers and clerical support, to maintain a high level of service as the city continues to grow.
5. Continue to apply of grants to be used for the purchase of equipment.

FIRE DEPARTMENT AND EMS

Founded in 1946, the Polk City Fire Department is a highly skilled organization providing fire suppression, emergency medical services, rescue, fire prevention, public education and other related services to the citizens, businesses, neighbors and visitors to the area.

The Fire Department is located in the Public Safety Building, built in 1991 and shared with the Police Department and Community Room. Approximately 13, 3990 square feet of space is allocated to the Fire Department, with approximately 7,590 sf on the main floor and 6,400 sf on the second floor. The main floor has a private office for the Fire Chief, a second office, and one large vehicle bay area. The second floor, which covers only a portion of the building, includes a large training room, kitchen, break room, and storage room/sleeping quarters. The Fire Department has adequate space to fit their needs.

The garage area has six bays used to store emergency vehicles, emergency support equipment, and firefighter equipment and apparel. Apparatus vehicles include 1 attack pumper truck, 2 pumper tanker fire engines, 2 Lifeline ambulances, and 1 special operations vehicle. However, Polk City currently relies on Ankeny's ladder truck when needed. The department also has a John Deer Gator utility vehicle and a boat. Command vehicles include 3 sports utility vehicles. All vehicles are in good condition; and replaced on a rotating basis, considering mileage, service costs, and condition of the vehicle.

With a response area of approximately 70 square miles in the northwest quadrant of Polk County, the Polk City Fire Department responds to approximately 800 calls for service per year. Polk City Fire Department has 38 members, serving on a volunteer/paid-on-call basis including 21 certified Emergency Medical Technicians (EMT) and 13 paramedics.

Additional employees and physical space will be needed to serve the community as it continues to grow. Opportunities to share a new fire station with Ankeny to address this need should be explored as a way to economically provide services to both cities in the growth area.

FIRE DEPARTMENT AND EMS RECOMMENDATIONS

1. Continue routine maintenance of vehicles and equipment.
2. Continue regular vehicle replacement program.
3. Continue to seek out qualified staff to provide a high level of fire and rescue services as the city continues to grow.
4. Continue to apply for grants to be used for the purchase of equipment.
5. Begin to explore ways to share in the cost of facilities for growth areas with Ankeny.
6. Coordinate with the Building Inspector regarding inspections of new buildings and fire lanes per Fire Code.
7. Continue to construct new cul-de-sacs with 45’ radii to accommodate fire apparatus.

LIBRARY

Located at 1500 W Broadway, the Polk City Community Library is a staple of the community. Opening at its new location in 2005, the accredited facility provides many services to the community such as free computer and Wi-Fi access, meeting room space, online and inter-library research resources, cake pan lending, faxing and copying services, notary services and many other adult and youth centered programs.

The library is overseen by the Library Board, operating on a budget established by City Council. Currently, the library has 3 full time staff members and 1 part time staff member. The facility is open 54 hours per week.

The building is 6,500 square feet in size. The front vestibule opens into the lobby including a display case with ever-changing local exhibits. Off the lobby is the main room that houses the children's collection, adult collection and reference desk. Beyond the reference desk is located a private office, a large work room, and a smaller work room with sink. Also off the lobby is a meeting room with kitchenette, a storage room, and restrooms.

The space serves the community well, but is fully used. As the city continues to grow, plans will need to be made to provide for needed additional space. The site is approximately 0.8 acres in size. However, there is currently no space available for building expansion since the area west of the building is a detention basin. Additional land would need to be purchased to relocate the detention basin if the building is to expand on this site. If adjacent land is not available, alternative locations for some services may need to be pursued.

LIBRARY RECOMMENDATIONS

1. Develop a plan for future expansion of library facilities.
2. Continue to provide programming to meet the needs of the residents and engage the community.
3. Continue to evaluate the need for additional staff to maintain a high level of service as the city continues to grow.

PUBLIC WORKS /MAINTENANCE FACILITY

Located at 301 E. Northside Drive, the Maintenance facility houses the Public Works Department, the Technology & Innovation department, and the City's Recycling Center.

Polk City Public Works is an active department working to keep the community running smoothly. Responsibilities include street-related work including pavement repairs, street cleaning and maintenance, snow removal, and coordinating with affected property owners and the City Engineer on construction projects. Responsibilities also include utility-related work including operation of the water treatment plant, iron lagoons, lift stations; testing and

reporting as required by Iowa Department of Natural Resources; coordination with Des Moines Wastewater Reclamation Authority and Des Moines Water Works; repair of broken water mains; and maintenance of manholes, intakes, and hydrants. Maintenance of city parks, including mowing and pond maintenance, falls under the purview of Public Works.

The Technology & Innovation Department currently consists of the Technology Director as the sole staff member. The department is responsible for maintaining the city's computers and network system, the city's official website and social media sites, the municipal geographic information system (GIS) and mapping, projectors and video streaming, and making recommendations to City Council regarding technology advances.

The Recycling Center provides for citizens of Polk City to discard cardboard, mixed paper, plastic bottles, tin cans and yard waste. The recycling center is open every day from 7:00 am to 7:00 pm.

The facility consists of two buildings and the public works 7-acre storage yard with outdoor sand-and-salt storage shelter and bins. The older building was originally constructed by Polk County as a maintenance shed, but was turned over to the city in 1994. The 7,320 square foot building has two stories. The 2,243 square-foot second story is used for storing records and miscellaneous items from other city departments. The 6,650 square-foot main floor has 9 bays which house the city's fleet of trucks, lawn maintenance equipment, a cold storage area for maintenance supplies, and a parts room. The office of the Technical Director is also located on the main floor of this building.

The new 7,296 square feet building was built in 2010 and includes two offices, one for the Public Works Director and the other for the Supervisor, and one meeting/break room. This building has four bays housing two dump trucks, one end loader, one bucket truck, one large and one small skid loader, and miscellaneous equipment including hand tools and power tools. A loft is located above the offices that is used for storage of vehicle maintenance supplies, building materials, and similar items.

The Public Works Department includes six full-time employees providing a high level of service to a rapidly growing city. Over a recent ten year period in the street department alone, Polk City has grown from 17.5 miles of streets in 2002 to 31 miles of streets in 2015.

PUBLIC WORKS / MAINTENANCE FACILITY RECOMMENDATIONS

1. Continue to evaluate the need for additional staff to maintain a high level of service as the city accepts additional public improvements for subdivisions including streets, sanitary sewers, water main, and storm sewers.
2. Continue routine maintenance of vehicles and equipment.
3. Continue regular vehicle replacement program.
4. Work with City Administration regarding development of newly-acquired parks.

OTHER CIVIC FACILITIES

Storm Sirens
The City of Polk City has installed and maintains a total of five storm sirens located throughout the community to alert residents of severe weather approaching the area. The general locations are:

- W Broadway Street and Prairie Ridge Drive
- Westside Drive and Hilcrest Drive
- N 3rd Street and Wolfcreek Drive
- E Broadway Street and Walker Street
- Tyler Street and W Bridge Road

The city holds a Weather Awareness Week once a year to remind Iowans that severe weather is part of living in the state of Iowa and that understanding the risks and how to respond to them can save lives. This includes tornado siren testing to ensure the continued safety of Polk City residents.

Although not owned or operated by the City of Polk City, the following facilities offer vital services to residents of the community:

Polk City Cemetery (Madison Township)
The Polk City Cemetery is located south of Northside Drive, east of N. 3rd Street and U.S.A.-owned property along Big Creek. The 11.5-acre cemetery was annexed into Polk City is 2009 but remains under the ownership of Madison Township, under the direction of the Board of Trustees. The cemetery is the oldest cemetery in the township and features a vault that was built in the 1800's and refurbished in 1995. The cemetery is maintained in good condition. There are currently very few plots available in Polk City Cemetery. Alternative locations for expansion have been discussed, but not approved by the Board. Expanding the cemetery to the north or west requires approval of the U.S. Army Corps of Engineers.

Beebe Cemetery
The Beebe Cemetery is located along the northside of E. Broadway Street, southeast of Walker Street. This is a very small, privately-owned cemetery and is the resting place for six members

of the Beebe family, founders of the City of Polk City. Plans are in the works for the City of Polk City to take over ownership of this historic site.

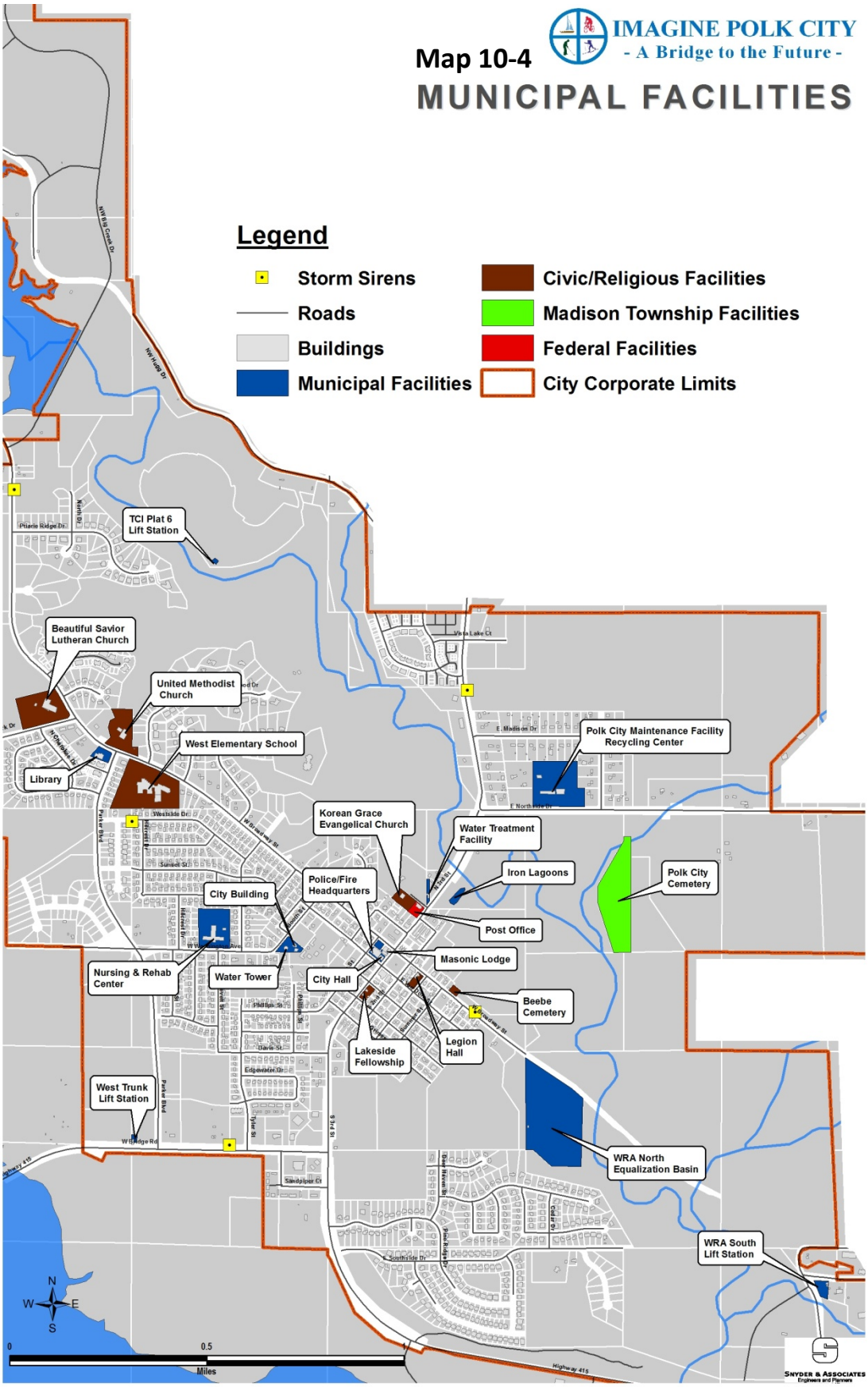
West Side Elementary
This elementary school is located at 1400 W. Broadway and is one of two elementary schools serving the North Polk School District. Originally constructed in 1982, a building addition was constructed in 2008 for additional classroom space. West Elementary educates 637 students attending Kindergarten through 4th grade. The building also educates preschool aged children. While the facility appears to be approaching full capacity, the North Polk School district is responsible for addressing the district's needs through their own facility planning.

Polk City Nursing and Rehabilitation Center
The facility specializes in short-term rehabilitation as well as offering long-term care and Respite care among many other services. The facility is located at 1002 W. Washington Avenue and staffs approximately 11 specialists in their respective fields.

MUNICIPAL FACILITIES MAP

A map of city-owned municipal facilities, discussed in this chapter, is included on the following page. This map also includes other public facilities, including the U.S. Post Office, Madison Township cemetery, and West Elementary School. Civic uses included on the map include religious facilities and the American Legion Hall.

As Polk City continues to grow, identifying and recognizing existing municipal facilities and services and their importance to the City and working to improve facilities when necessary will promote a positive business environment and demonstrate desirable quality of life for City residents.


Map 10-4
IMAGINE POLK CITY
- A Bridge to the Future -
MUNICIPAL FACILITIES
Legend
Storm Sirens
Roads
Buildings
Municipal Facilities
Civic/Religious Facilities
Madison Township Facilities
Federal Facilities
City Corporate Limits
TCI Plat 6 Lift Station
Beautiful Savior Lutheran Church
United Methodist Church
West Elementary School
Library
Polk City Maintenance Facility Recycling Center
Korean Grace Evangelical Church
Water Treatment Facility
Iron Lagoons
Polk City Cemetery
Police/Fire Headquarters
City Building
Post Office
Masonic Lodge
Nursing & Rehab Center
Water Tower
City Hall
Beebe Cemetery
Legion Hall
Lakeside Fellowship
West Trunk Lift Station
WRA North Equalization Basin
WRA South Lift Station
N
W
E
S
0
0.5
1
Miles
SNYDER & ASSOCIATES
Engineers and Planners

PART III
STRATEGIZE

CHAPTER 11
IMPLEMENTATION PLAN

Implementation of a Comprehensive Plan is a process that occurs over time, but is one of the most important components of the planning document. The following table presents a summary of most of the recommendations of this Comprehensive Plan. The recommendations in this table are described based on the following structure.

SMART PLANNING PRINCIPLE - *Efficiency, transparency, and consistency.*
Planning, zoning, development, and resource management should be undertaken to provide efficient, transparent, and consistent outcomes. Individuals, communities, regions, and governmental entities should share in the responsibility to promote the equitable distribution of development benefits and costs.

Type

- Policies which indicate continuing efforts over a long period to implement the plan. In some cases, policies include specific regulatory or administrative actions.
- Action items which require specific efforts or accomplishments by the community.
- Capital improvements which require public investments that will implement the features of the plan.

Many recommendations fit into more than one category, but only the primary type is listed.

Timing

- On-going: Many of the recommendations fit into this category. These are matters related to general policy and operations, and have no completion date.
- Immediate: Implementation should occur within two years
- Short term: Implementation should occur within two to five years.
- Medium term: Implementation should occur within five to ten years.
- Long-term: Implementation should occur within ten to twenty years.

Responsibility & Leadership

The primary audience from this plan is the City Council, City Staff, and the Planning & Zoning Commission. However, effective implementation of this plan will rely on the City partnering with other stakeholders throughout the life of this document. Below is a list of stakeholders that can be utilized as partners in this effort. The implementation table identifies these partners for each recommendation within the table.

- City Council (Council)
- Planning & Zoning Commission (P&Z)
- Polk City Administration, may include staff and City Engineer (Staff)
- Public Works Department (PW)
- Fire Department (Fire)
- Polk City Library (Library)
- Police Department (Police)GIS Department (GIS)
- Building Inspector (Bldg)
- North Polk Community School District (NPCS)
- Polk City Development Corporation (PCDC)
- Polk City Chamber of Commerce (Chamber)
- Polk County (Polk Co)
- Des Moines Area MPO (DMAMPO)
- Iowa Dept. of Natural Resources (IDNR)
- Iowa Dept. of Transportation (IDOT)
- Private Land Developers (Developer)
- Residents and Property Owners (Citizens)

RECOMMENDATIONS AND RESPONSIBILITIES

Implementation Schedule					
		Type	Timing	Lead	Partners
FUTURE LAND USE					
1	Develop a tree preservation ordinance to require developers to analyze tree removals when designing new subdivisions and evaluate alternative street layouts to preserve trees.	Action	Immediate	P&Z *(Subdiv Ord)*	Tree Brd Council Staff
2	Update the landscaping ordinance to require street trees to be planted along all defined parkways; defining the spacing, species, and caliper of such trees.	Action	Immediate /Short	P&Z *(Subdiv Ord)* *(Site Plan Ord)*	Tree Brd Council Staff
3	Update Site Plan regulations to require landscaped islands in large parking lots to break up expanses of pavement and define parking areas.	Action	Immediate	P&Z *(Site Plan Ord)*	Tree Brd Council Staff
4	Implement more specific design requirements for commercial development in special development and redevelopment areas, such as architectural compatibility in terms of material and character. Re-evaluate materials considered as an acceptable alternative to brick where required.	Action	Short	P&Z *(Site Plan Ord)*	Council Staff
5	Review architectural design standards for townhomes and apartment buildings, particularly with regard to articulated facades, covered porches or stoops for front entrances, and roof design.	Action	Short	P&Z *(Site Plan Ord)*	Council Staff
6	Create additional zoning districts to distinguish big box retail from neighborhood commercial areas and establish an office park zoning district.	Action	Medium	P&Z *(Zoning Ord)*	Council Staff
7	Develop an incentive policy and/or program to proactively encourage and attract new small and mid-sized businesses such as retail and office space.	Policy	On-going	Council	PCDC
8	Encourage development of non-traditional housing, including entry-level homes and senior housing options through the planned unit development process (P.U.D.), combining residential with commercial uses in a mixed use plan, and/or the creation of incentives to enhance affordability.	Policy	On-going	Council	P&Z Staff

Implementation Schedule					
		Type	Timing	Lead	Partners
TRANSPORTATION					
1	The Planning and Zoning Commission and City Council should adhere to all approved Access Management Plans and Policies(AMP) when approving development projects and building permits along streets where access is limited via an AMP.	Policy	On-going	P&Z	Council Staff Bldg Ins
2	Install public sidewalks in gap areas along Broadway Street and require installation of new public sidewalks with building permits along Broadway Street.	Capital	Short	Council	Bldg Ins
3	Coordinate work with the Iowa DOT regarding inclusion of turn lanes at the Saylorville Marina, McBride Street, E Southside Drive and W Pine Ridge Drive as part of their Highway 415 overlay project.	Action	Immediate	Council	IDOT Polk Co Staff
4	Evaluate the intersection located at W. Bridge Road at S. 3rd Street, including signal warrant analysis and review of intersection geometrics including the need for turn lanes to serve future development east of the intersection.	Action	Immediate	Council	IDOT Developer Staff
5	Construct bump outs on S. 3rd Street near the square to improve safety at the crosswalk and to define parking stalls.	Capital	Medium	PCDC	Council
6	Adopt a Complete Street policy to ensure that all modes of transportation are considered on new street construction and street improvements.	Policy	Short	P&Z *(Subdiv Ord)*	Council Staff
7	Design neighborhood-friendly streets including connectivity, curvature, limitation of collector streets, and incorporating landscaping and visual interest into the design.	Policy	On-going	P&Z	Council Staff
8	Continue to work with the Des Moines Area Metropolitan Planning Organization and other planning officials to maintain a network of streets that support the efficient and safe movement of traffic in the region.	Policy	On-going	Council	P&Z Staff
PARKS, TRAILS, AND BIKEWAYS					
1	Prioritize park development efforts by focusing on new parks near residential development, particularly those with higher populations of children.	Capital	On-going	Council	Parks Staff
2	Develop a 5-year Capital Improvement Program for parks and establish an annual budget amount.	Action	Immediate	Council	Parks Staff

Implementation Schedule					
		Type	Timing	Lead	Partners
3	Connect the Neal Smith Trail to the High Trestle Trail while incorporating Polk City businesses and neighborhoods along the routes.	Capital	Medium	Council	Staff
4	Designate an on-street bikeway route between the Neal Smith Trail and downtown using shared lane markings and signage on Washington/Booth.	Capital	Short	Council	Staff
5	Complete trail connections to existing and future parks and investigate options for citywide trail or on-street bicycle facility connections to the Town Square.	Capital	Long	Council	Staff
6	Adopt an ordinance that requires trail easements to be at least 20-feet wide (30-feet wide preferred).	Action	Immediate	P&Z *(Subdiv Ord)*	Council Staff
7	Develop future sports facilities to accommodate soccer, baseball, softball, and flag football programming needs.	Capital	Long	Citizens	Council Staff
8	Redevelop the Sports Complex to accommodate soccer, baseball, and softball programming needs, including additional parking.	Action	Short	Council	IDNR Staff
9	Ensure that park space is within a quarter-mile, safe, paved walk of new residential development.	Policy	On-going	Council	Parks Staff
10	Modify the parkland dedication ordinance to require usable park ground in terms of slope, access (including at least 40' street frontage), and location. Ensure that the location of the parkland helps to meet the geographic needs as indicated on the Future Land Use Plan.	Action	Immediate	P&Z *(Subdiv Ord)*	Council Staff
11	Create Park Master Plans for new parks as land is set aside along with new development.	Policy	On-going	Council	Parks Staff
12	Continue to provide adequate library services and facilities to meet the needs of the residents.	Policy	On-going	Library	Council
13	Increase recreational programs for all ages and in all seasons while working in conjunction with the City, library, school and other interest groups from throughout the community.	Capital	On-going	Council	Staff
14	Include the surrounding recreational amenities and proximity to the metro area in marketing efforts put forth by the City, the Chamber, and Polk City Development Corporation, to the extent appropriate for each marketing effort.	Action Policy	On-going	PCDC Chamber	Council Staff
15	Implement on-street bikeway facilities along with street maintenance projects.	Policy	On-going	Council	Staff
14	Develop a policy addressing the maintenance responsibilities and requirements related to ponds, including the water quality and clarity and surrounding vegetation.	Action	Short	Council	Parks Staff

Implementation Schedule					
		Type	Timing	Lead	Partners
WATER SYSTEM					
1	Continue operation and maintenance of the City's wells and water treatment plant. Consider improvements to increase capacity.	Capital	On-going	Council	PW Staff
2	Continue purchase of water from DMWW. Purchase additional capacity when available if available at a reasonable cost.	Capital	On-going	Council	PW Staff
3	Complete a source water protection plan for the City's existing wells.	Action	Short	Council	PW Staff
4	Continue periodic maintenance of the existing elevated storage tank.	Capital	On-going	Council	PW Staff
5	Budget for and repaint the existing elevated storage tank in the near future.	Capital	Short	Council	PW Staff
6	Construct additional finished water storage capacity. Consider partnering with the City of Ankeny, DMWW, and any other feasible entities as this could significantly reduce the cost for additional storage.	Capital	Medium	Council	PW Staff
7	Continue the annual flushing program, and valve and hydrant replacement and exercising programs.	Policy	On-going	PW	Council Staff
8	Continue the existing water meter replacement program. Install meters at any properties not currently metered. For any meters not read, begin reading every month to provide data for use in future water leakage calculations.	Policy	On-going	PW	Council Staff
9	Complete leak location studies periodically and repair any leaks located.	Policy	On-going	Council	PW Staff
10	Replace undersized and old water mains, valves, and hydrants.	Policy	On-going	Council	PW Staff
11	Construct approximately 200 feet of water main along West Bridge Road east of Parker Boulevard to finish the major water main loop in this area once 12" water main is constructed by Lakeside Fellowship Church.	Capital	Short	Council	PW Staff
12	Construct water main across the Big Creek Diversion Dam and along NW Hugg Drive to complete a northern system loop as development occurs in this area of the City.	Capital	Long	Council	PW Staff

Implementation Schedule					
		Type	Timing	Lead	Partners
13	Construct water main across the Saylorville Lake Barrier Dam to complete a southern system loop and increase redundancy for the DMWW water supply. This would require approval of the US Army Corps of Engineers and Iowa DOT, which may be difficult to obtain.	Capital	Long	Council	PW Staff
14	Construct water main along Highway 415/NW Polk City Drive from Winding Creek Circle east to NW 44th Street to complete a system loop and eliminate a long water main dead end.	Capital	Long	Council	PW Staff
15	Loop the water mains between the town square and the development to the southeast.	Capital	Short	Developer	Council Staff
16	Construct 12" water main loops on 0.5 to 1 mile intervals as development occurs.	Capital	On-going	Council	PW Staff
17	Continue to require new development to adhere to current building codes. Layout of water system improvements should include looped systems with no dead ends wherever possible.	Policy	On-going	Council	PW Staff
SANITARY SEWER SYSTEM					
1	Continue cleaning and televising program.	Capital	On-going	Council	PW
2	Identify sources of I&I and make repairs to minimize this flow.	Action	Short	PW	Council
3	Continue efforts to identify and minimize sources of Fats, Oils, and Grease (FOG).	Policy	On-going	PW	Council
4	Monitor flows to the West Bridge Road lift station and upgrade pumps when necessary due to increased development in this area.	Policy	On-going	PW	Council
5	Monitor flows to the TCI Plat 6 lift station and add the planned third pump when necessary due to increased development in this area.	Policy	Long	PW	Council
6	Standardize alarm notification systems to match the TCI Plat 6 lift station. This alarm notification system has benefits including decreased telephone service cost and increased operational data availability.	Capital	Short	Council	PW

Implementation Schedule					
		Type	Timing	Lead	Partners
DRAINAGE AND STORM SEWERS					
1	Amend the City Code to require single family subdivisions to provide full detention (i.e. detaining to the 5-year undeveloped release rate as per SUDAS).	Action	Immediate	P&Z *(Subdiv Ord)*	Council Staff
2	Update the City's subdivision ordinance to require developers to provide a Geotechnical Report for all developments, including soil borings along natural ravines and recommendations regarding the suitability of soils in those areas for structures.	Action	Immediate	P&Z *(Subdiv Ord)*	Council Staff
3	Consider amending Code to require developers to maintain suitable setbacks from natural ravines, based on their own Geotechnical Report and/or substantially increased setbacks, to minimize the potential for future homes to be in jeopardy due to erosion. Require building envelopes to be shown on plats.	Policy	On-going	P&Z *(Subdiv Ord)*	Council Staff
4	Continue to require overland flowage easements across natural drainageways that define maintenance of embankments as the responsibility of the property owner and not the City.	Policy	On-going	P&Z	Council Staff
5	Amend the Subdivision Ordinance to require subdrains on one side of all subdivision streets to improve subsurface drainage, particularly where irrigation systems are prevalent.	Action	Immediate	P&Z *(Subdiv Ord)*	Council Staff
6	Continue to include sump pump collection lines as part of major street reconstruction projects.	Policy	On-going	PW	Council Staff
7	Continue efforts to map the municipal storm sewer system, including intakes, manholes, storm sewer pipes, and culverts in Polk City's GIS system.	Policy	On-going	GIS	Council Staff
CITY ADMINISTRATION/CITY HALL					
1	Continue to maintain City Hall's presence on the square as its most desirable location, to serve as the hub of the community.	Policy	On-going	Citizens	Council Staff
2	Build an addition comprised of a hallway to connect City Hall to the Public Safety Building and two new offices.	Capital	Medium	Council	Staff

Implementation Schedule					
		Type	Timing	Lead	Partners
3	Begin a space planning effort to improve proper utilization of available space based on function. Consider creating a private office for the City Administrator. Consider re-purposing the City Administrator's current area as a file storage room/hallway or as a conference room.	Action	Short	Council	Staff
4	Relocate Council Chambers to the Community Room, as a shared space, to provide space for more citizens to attend public meetings and thus opening up the current chambers for alternative uses.	Action	Short	Council	Staff
5	Evaluate the need for additional staff to meet the needs of a growing community. Upgrade the Recreation Director to a full-time Parks & Recreation Director to work in cooperation with Public Works on parks development and maintenance as well as recreation programming.	Capital	Short	Council	Staff
6	Evaluate the need for additional staff to meet the needs of a growing community. Consider hiring an in-house Building Official/Inspector.	Capital	Medium	Council	Staff
7	As the City continues to grow, consider adding a Community Development Department that could be grown to include a Building Official, Building Inspector(s), Community Development Director, and City Engineer, with sustainable new development to support those positions.	Action	Long	Council	Staff
POLICE DEPARTMENT					
1	Develop a plan for expanding storage for the department. Consider off-site storage options for evidence over 5-years old to conserve valuable space in the City Hall complex.	Action	Short	Council	Police
2	Continue routine maintenance of vehicles and equipment.	Policy	On-going	Police	Council
3	Continue regular vehicle replacement program.	Policy	On-going	Police	Council
4	Continue to evaluate the need for additional staff, including police officers and clerical support, to maintain a high level of service as the city continues to grow.	Policy	On-going	Council	Police Staff
5	Continue to apply of grants to be used for the purchase of equipment.	Policy	On-going	Police	Council

Implementation Schedule					
		Type	Timing	Lead	Partners
FIRE DEPARTMENT					
1	Continue routine maintenance of vehicles and equipment.	Policy	On-going	Fire	Council
2	Continue regular vehicle replacement program.	Policy	On-going	Fire	Council
3	Continue to seek out qualified staff to provide a high level of fire and rescue services as the city continues to grow.	Policy	On-going	Council	Fire Staff
4	Continue to apply for grants to be used for the purchase of equipment.	Policy	On-going	Fire	Council
5	Begin to explore ways to share in the cost of facilities for growth areas with Ankeny.	Action	Short	Council	Fire Staff
6	Coordinate with the Building Inspector regarding inspections of new buildings and fire lanes per Fire Code.	Action	Short	Staff	Fire Bldg
7	Continue to construct new cul-de-sacs with 45' radii to accommodate fire apparatus.	Policy	On-going	P&Z	Council Staff
LIBRARY					
1	Develop a plan for future expansion of library facilities.	Action	Short	Library	Council Staff
2	Continue to provide programming to meet the needs of the residents and engage the community.	Policy	On-going	Library	Council
3	Evaluate the need for additional staff to maintain a high level of service as the city continues to grow.	Policy	On-going	Council	Library Staff
PUBLIC WORKS/MAINTENANCE FACILITIES					
1	Continue to evaluate the need for additional staff to maintain a high level of service as the city accepts additional public improvements for subdivisions including streets, sanitary sewers, water main, and storm sewers.	Policy	On-going	Council	PW Staff
2	Continue routine maintenance of vehicles and equipment.	Policy	On-going	PW	Council
3	Continue regular vehicle replacement program.	Policy	On-going	PW	Council
4	Work with City Administration regarding development of and maintenance requirements for newly-acquired parks.	Policy	On-going	Staff	Council Parks

APPENDICES

APPENDIX 1
COMPILATION OF INTERVIEWS

IMAGINE POLK CITY
- A Bridge to the Future -

Compilation of Key Person Interviews
2/19/2015
10 interviews included

What is Polk City's biggest asset?
RECREATION
- Recreational opportunities (x5)
- Amount of Army Corps property – good because it provides parkland and open space, but it also breaks up the community (need neighborhood connectivity to counteract that separation).

LOCATION
- Proximity to Des Moines metro area and to Ames (x2)

CITY STAFF AND COUCIL – PEOPLE!
- Staff and council, boards and commissions, people working to make Polk City a better place
- Council works well with employees. There is good teamwork.
- Friendly community
- People

OTHER
- School system has a good reputation
- Good reputation for being family friendly
- Low tax rate
- Small town feel (x3)
- Beauty of surrounding natural areas
- Infrastructure (sewer, water, streets)

Why do people want to live/work/visit here?
RECREATION
- Proximity to recreational activities (x4)
- Access to lakes (x4)
- Access to trails

LOCATION

- Commute to downtown is the same time as from western suburbs
- Everything you need is within a short drive
- Proximity to Des Moines
- Beauty and setting of the town

QUALITY OF LIFE

- Small city/town feel (x6)
- Feels safe
- Not trying to be like the suburbs (uniqueness)
- It is a "hidden gem"
- Relatively new community
- Demographics of being highly educated, high income, low median age
- Schools (x2)
- A lot of services are provided in town (don't have to travel)
- Tax rate
- Friendliness of the community

What is Polk City's biggest challenge over the next 20 years?

MAINTAINING SERVICES AND INFRASTRUCTURE

- Ability to provide services for rapids growth (x2)
- Funding the maintenance of existing infrastructure (x3)
- Funding future infrastructure to supply new residents
- Keeping up with infrastructure needs
- Tax dollars won't be enough to fund everything
- Larger homes are a bigger challenge for fire suppression
- Concern that the school will not be able to accommodate the growth (will be overcrowded) (x2)
- School taxes will need to grow
- Servicing quality of life items (sports fields and local trail)

MANAGING GROWTH

- Concern about getting landlocked
- Managing growth (people finding out about the "hidden gem") (x4)
- Where will the growth be located?
- Finding new leadership
- Can't lose its identity and community pride; charm of small town
- Meeting the needs/expectations of long-time residents as well as new residents
- Maintaining small town feel but allowing growth – finding a good balance
- Need for commercial development (x2)

What is Polk City's biggest opportunity over the next 20 years?

GROWTH-RELATED

- Being a nicer/faster growing suburb – "upscale"
- Maintaining quality of life
- Keeping small town feel
- Growth – more people means more opportunities
- Vacant land is being sold
- Additional commercial development will add to the tax base and provide employment opportunities
- Identifying and bringing in small businesses of 20-30 employees
- Managing our growth in a smart way
- More recreational opportunities (x2).
- People want a sense of security and belonging and close-by recreational opportunities.
- Being a destination due to the location
- Have a lot to offer during all seasons
- Small schools
- To become part of the greater metro area – play a bigger role politically

What is Polk City doing right? What works well?

STAFFING/LEADERSHIP

- City leadership (Council and staff) are/have been building infrastructure to prepare for new growth
- City government is forward thinking (thinks about public safety AND quality of life amenities)
- Teamwork between council and employees (x2)
- Communication is open between the public and elected officials and staff
- Staff and elected officials want to give citizens the best that they can
- Have equipment they need
- Watching the tax rate (x2)
- Overall management is good
- Public safety – police and fire
- Public works
- Maintenance for sewer and streets

DEVELOPMENT TYPES

- Getting well-planned, high quality building
- Land use is good
- Have learned from past development issues (ex. Accommodating parking appropriately)
- Growing at a pace that is acceptable to the established older regime (growth is slow enough)
- Infrastructure projects – Polk City doesn't have decaying sewers because we have new infrastructure. Most growth is since 1980.
- Has concentrated on infrastructure in the past (water, sewer, streets)
- Likes the direction the city is headed

- Current move to work on park and recreation amenities

What could Polk City do better?

BUDGET/MAINTENACE

- Budgeting – maintenance of infrastructure and services
- Delaying need for additional staff will reduce essential services to the public

COMMERCIAL

- Could do commercial growth better – need this for tax base, employment, and goods and services
- Attract more commercial – restaurants, hardware, etc. (x2)

RECREATION/QUALITY OF LIFE

- Find more quality of life opportunities for residents (x2)
- Need recreational facilities (x2)
- Need programming for adult and youth (x2)
- Meet the demands of what the residents want/need (e.g. sports fields)
- Take a stronger standpoint with the schools regarding where schools are located

HOUSING

- Need to look at accommodating starter homes
- Should consider multi-family housing/apartments
- Should consider need for senior assisted living housing

OTHER

- Take some risk – push on bond issue for sports complex

How will population growth affect your department/area of expertise (or the city's ability to provide services)? What will your departmental needs be over the next 20 years?

STAFF NEEDS

- Will need more staff/catch up to staffing standards (x10)
    - Police Staff – Midwest average for Cities under 10,000 is 2.7 sworn police officers per 1000 population (this would equal 10.7 officers; have 6)
- Will need a new fire station, but can be shared with Ankeny
- Will have more contract work (cleaning, mowing, fertilization). Some concern with a lower quality of service from contractors vs city staff
- Administrative functions – will need more staff, already stressed
- Will need a full time recreation director
- May need to create a city development department (planning, building, and engineering)
- Public works will be most challenged with overall maintenance needs
- Current leadership will make the right moves at the right times based on population and staffing needs

SPACE/FACILITY NEEDS

- Will need more building space
- Will need more space (can expand in current building if other uses move out)
- Will need more space, but can add on to existing building
- Need to have a one-stop-shop for city services
- Need to give citizens access to services and decision makers
- Current city hall facility isn't inviting (but it is historic and iconic)
- New city hall needs are not immediate – but possibility in the future
- Recreational ball fields
- Will need more water capacity and storage
- Public works maintenance facility is o.k.
- Citizens are not voicing a need for new city hall or other departmental facility

What land use and/or infrastructure needs do we need to keep in mind as we plan for additional growth in order to meet the needs of your department?
(e.g. road width for emergency vehicles / dumpster enclosures in commercial development for public works / curb and gutter for storm sewer / street lights for public safety/sufficient park land for new residential growth / landscaping/ buffers / parking lot islands / setbacks)

- Lighting in commercial areas
- addressing/street naming should carry on as their own (not county addressing)
- Polk City has good quality ordinances and development
- Sign ordinance can be re-visited (can't see business names in square due to trees)
- Curb stops being concreted in
- Manhole castings being concreted in
- Water meters are added after completion, but contractors are using water during the construction process. May use $500 worth of water during construction (e.g. for trenching in).
- Need cul-de-sacs big enough for busses to get around. Some that the busses can't go down.
- Ensure consistency in application of rules/regulations
- Make sure there is enough off-street parking associated with multi-family housing
- Synder provides good guidance on what is working and not working
- Current leadership is willing to accept change when necessary

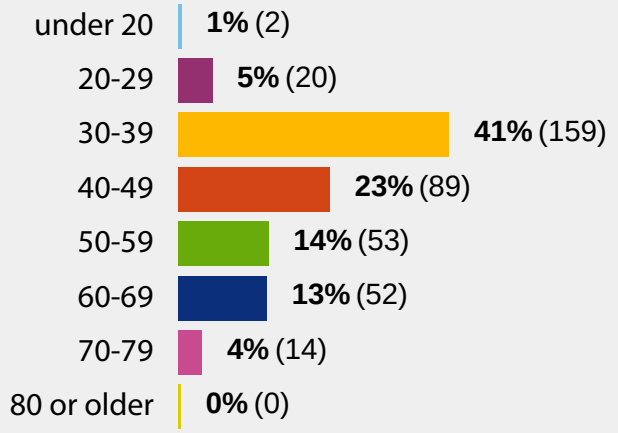
Anything else you'd like to share?

- We have to grow. Staying stagnant is reverse, but growth puts demands on services.
- We should annex up to 142nd street to the north (at least) so that we are not land locked
- We should concentrate on the land to the east that is already within the City limits AND the land to the north
- Keep alert to land use around Hugg Drive.
- Make sure that what the Comprehensive Plan states is reality today.
- Need property in future land use plan to accommodate more facilities (public services)

- Need more commercial areas
- Look at traffic safety
    - 3rd & Broadway
    - 3rd & West Bridge Road
    - Parker and West Bridge Road
    - Turn lane on 415 – with E Southside Drive and W Pine Ridge Dr.
- Importance of maintaining infrastructure
- Will need to plan for more water storage
- Concern about sewer bills expected to triple in cost (according to IDNR)
- Library provides a lot of programming, both within the building and out in the community
- Library provides many services (cake pans, stamps, crafts, coffees, etc.)
- Need safe crosswalks (not safe crossing in front of school; no sidewalk on opposite side of school to get to school)
- Between 40-45 new houses a year keeps the upward trend and allows the city to keep up with services. 80-100 houses a year will be difficult to keep up with

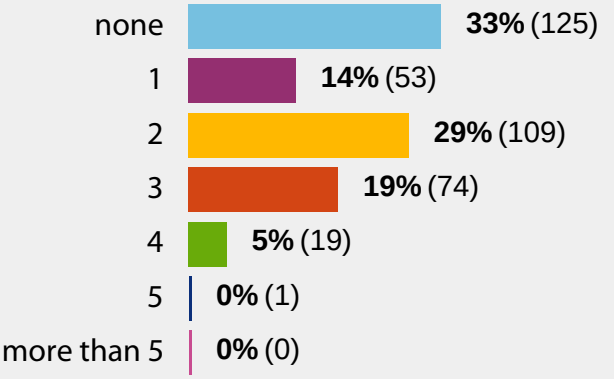
APPENDIX 2
RESIDENT SURVEY RESULTS

How old are you?



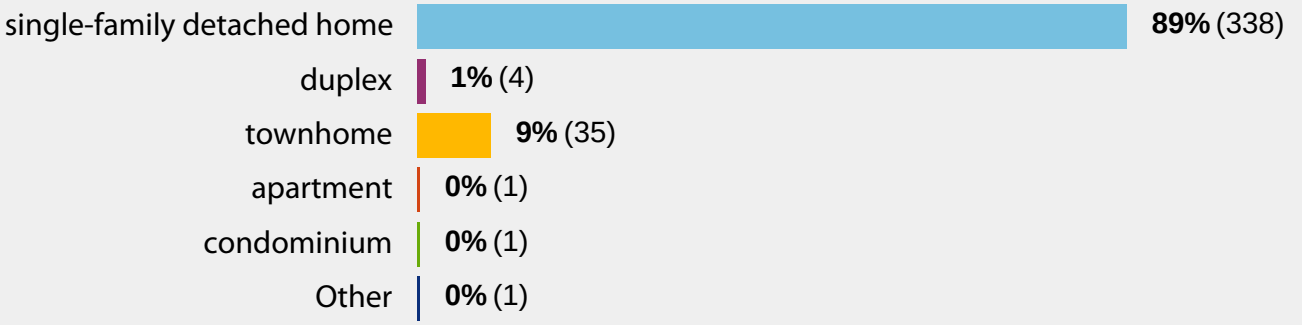
* 389 total responses, 100% of submissions

How many children (18 & under) reside in your home?



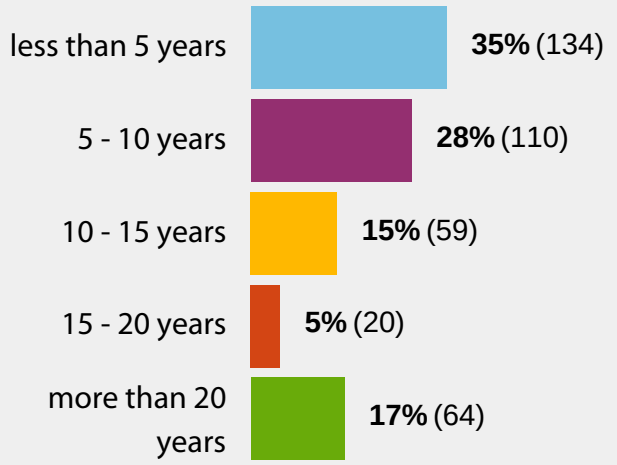
* 381 total responses, 98% of submissions

What type of residence do you live in?



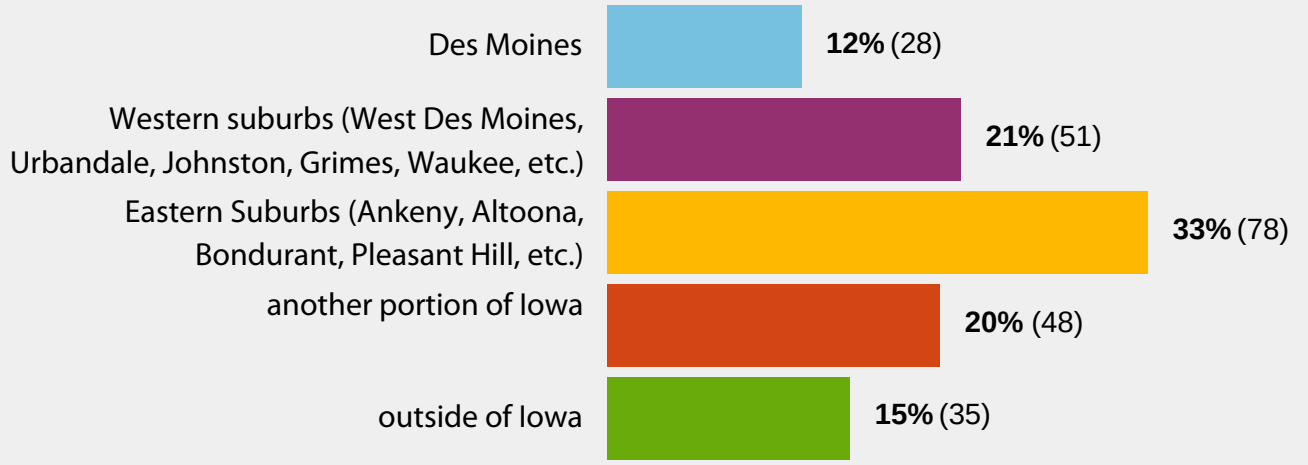
* 380 total responses, 98% of submissions

How long have you lived in Polk City?



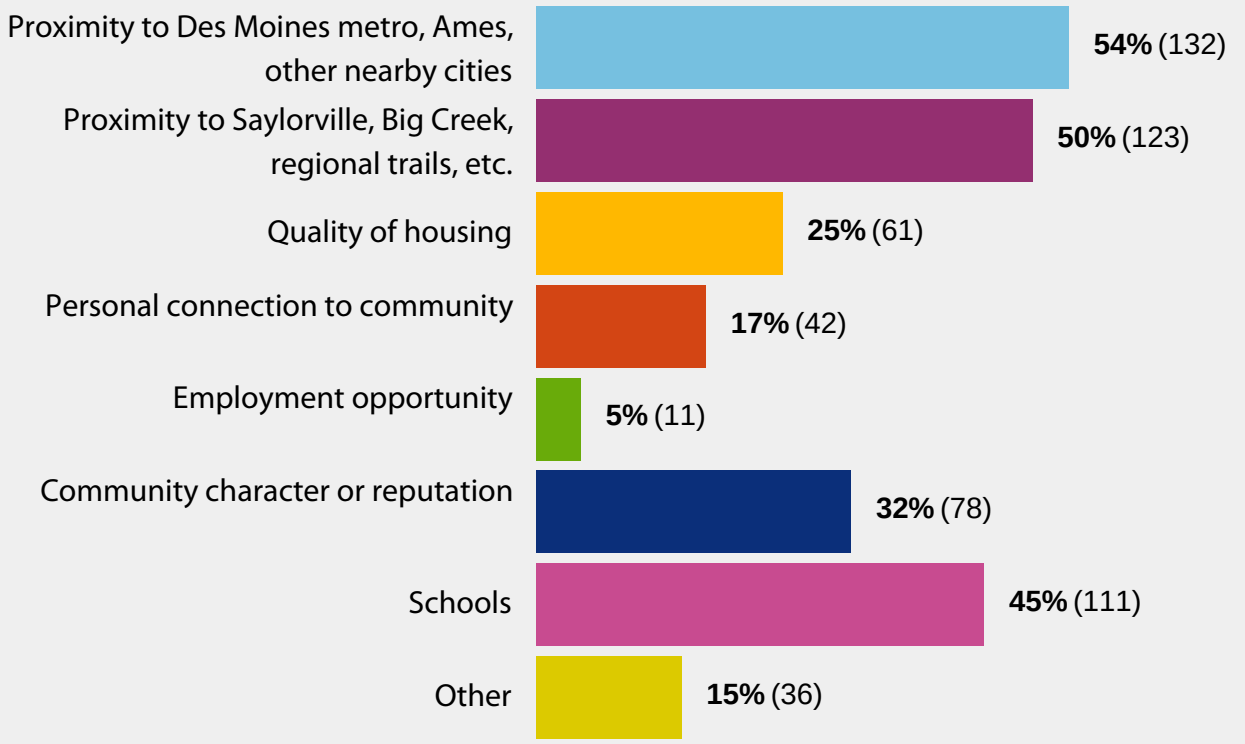
* 387 total responses, 99% of submissions

Where did you move from?



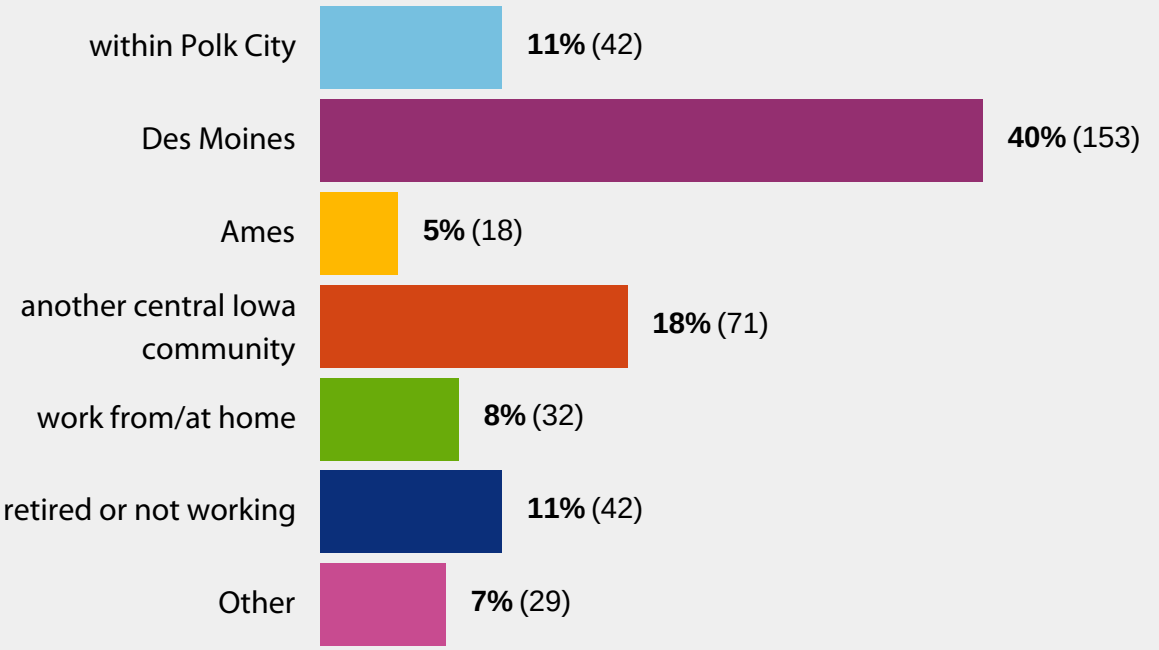
* 240 total responses, 62% of submissions

What were your top three reasons for moving to Polk City?



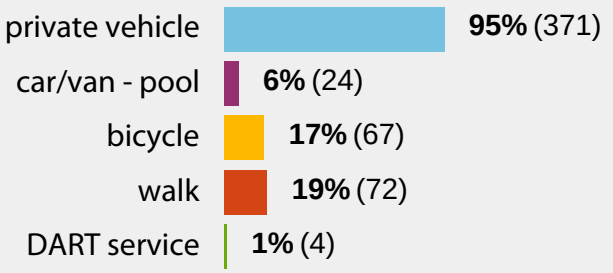
* 244 total responses, 63% of submissions

Where do you work?



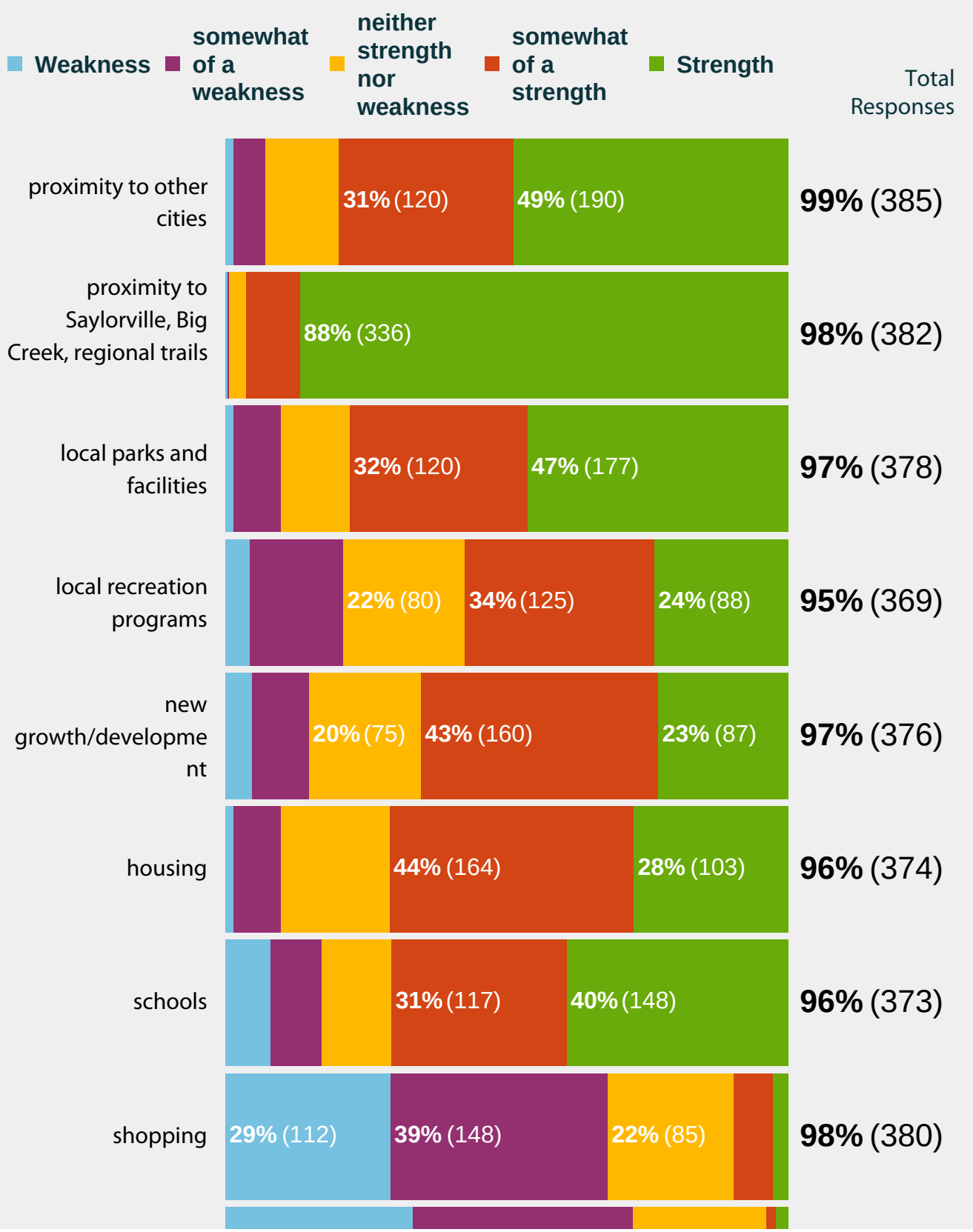
* 387 total responses, 99% of submissions

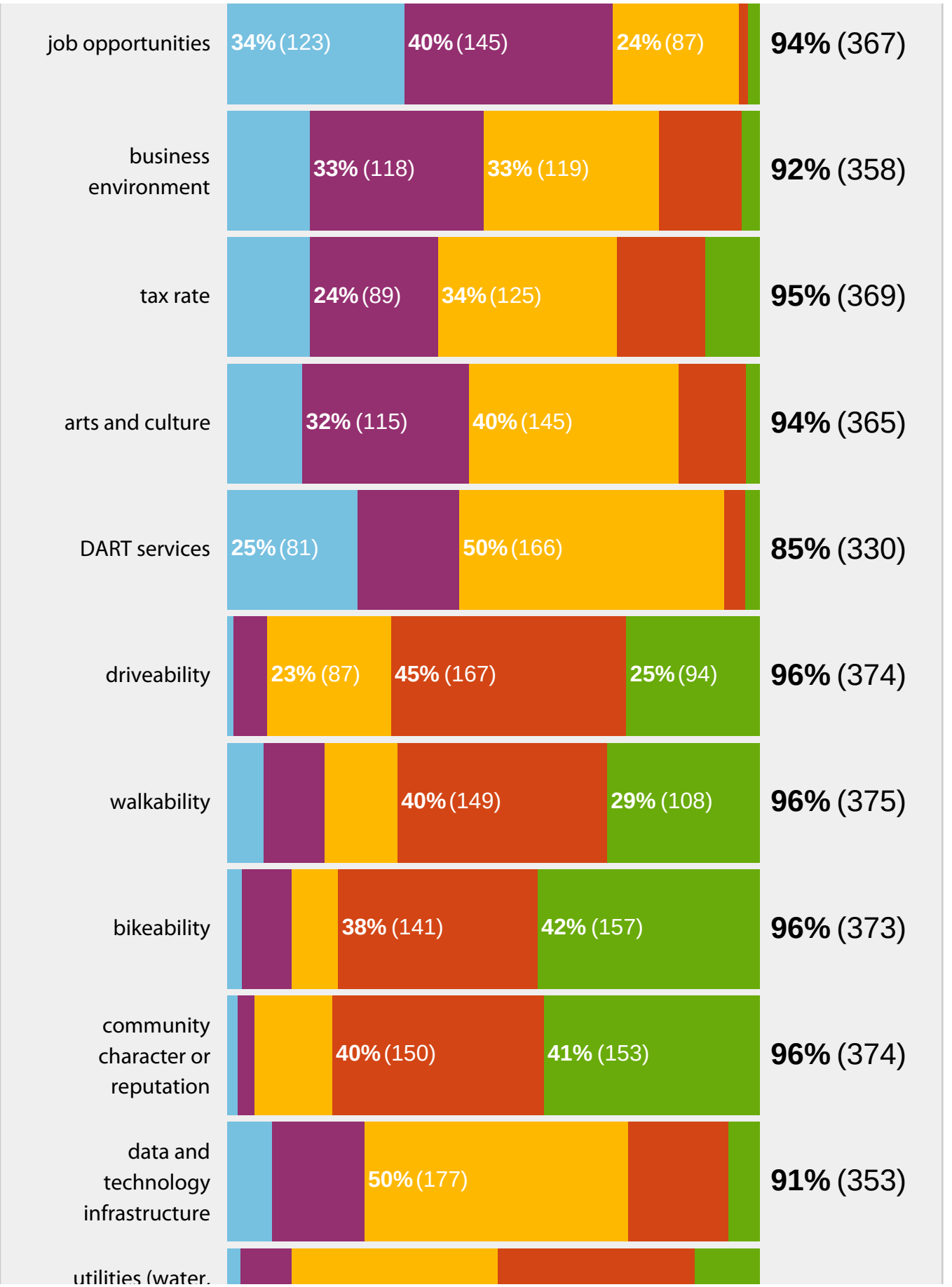
What modes of transportation do you regularly use? (check all that apply)

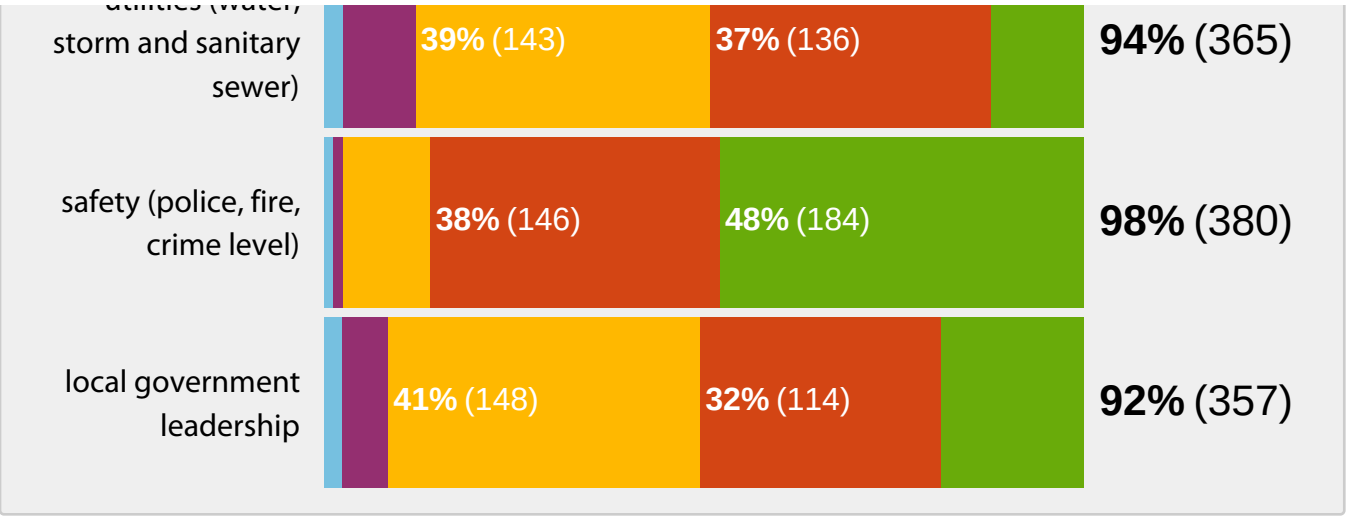


* 389 total responses, 100% of submissions

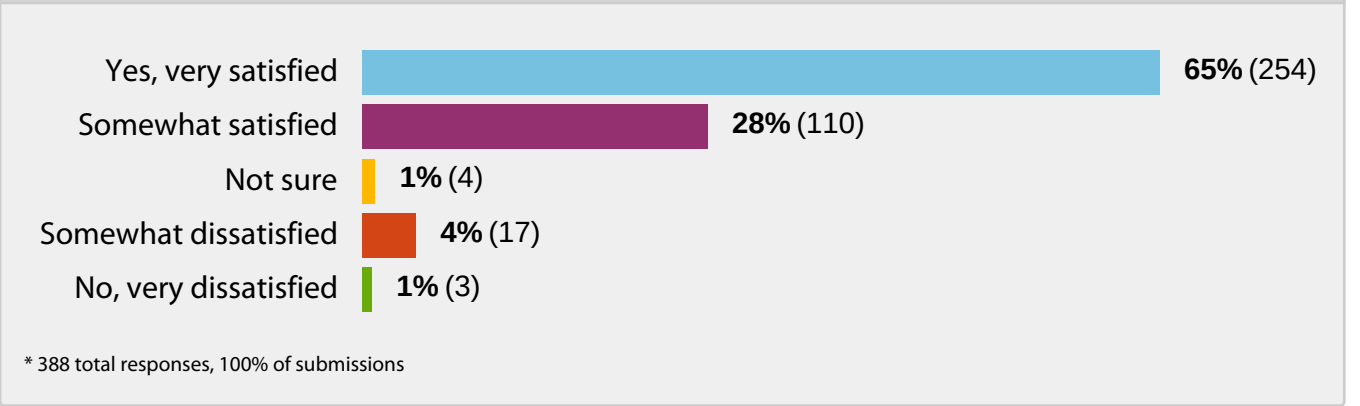
What are the strengths and weaknesses of Polk City? (If a particular item is not applicable to you, you may choose to skip that item.)




job opportunities
34% (123)
40% (145)
24% (87)
94% (367)
business environment
33% (118)
33% (119)
92% (358)
tax rate
24% (89)
34% (125)
95% (369)
arts and culture
32% (115)
40% (145)
94% (365)
DART services
25% (81)
50% (166)
85% (330)
driveability
23% (87)
45% (167)
25% (94)
96% (374)
walkability
40% (149)
29% (108)
96% (375)
bikeability
38% (141)
42% (157)
96% (373)
community character or reputation
40% (150)
41% (153)
96% (374)
data and technology infrastructure
50% (177)
91% (353)
utilities (water,

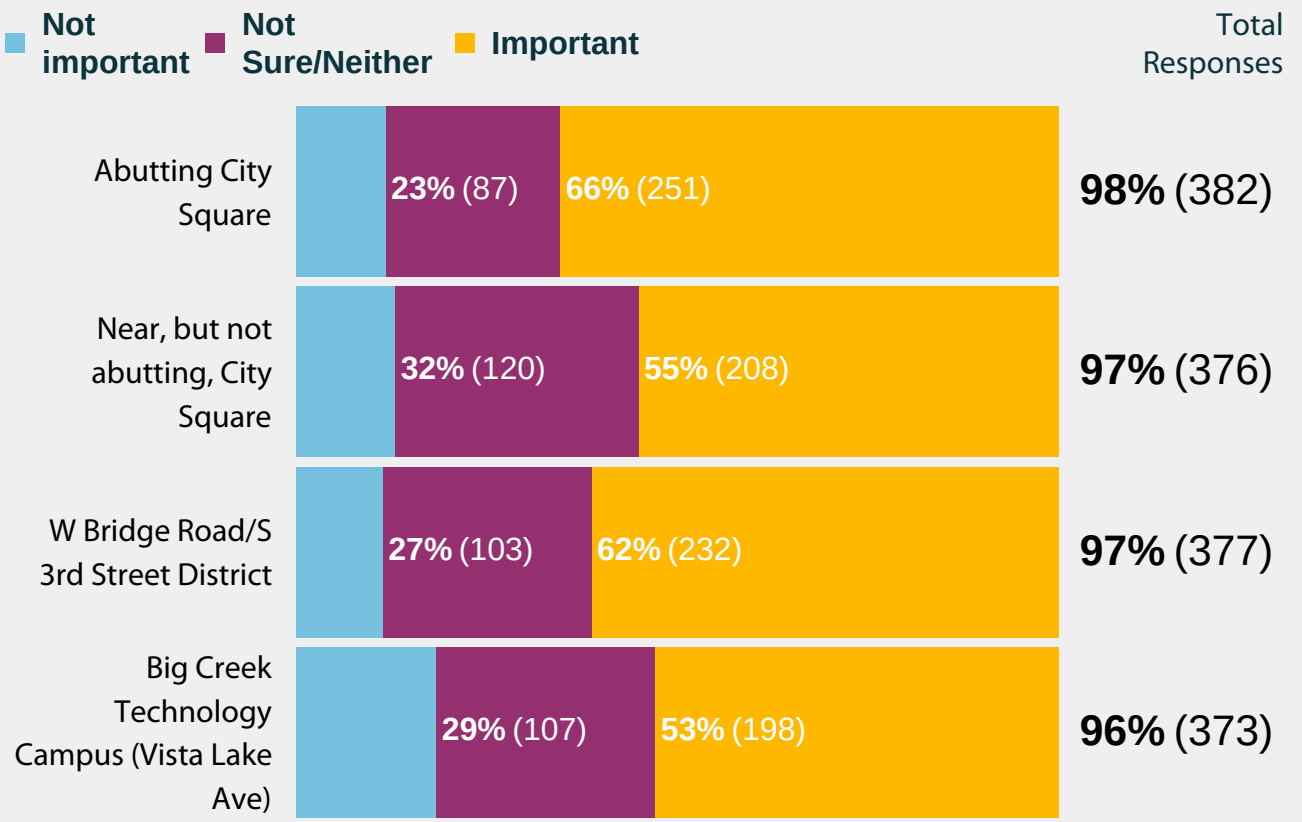


Are you satisfied with the overall quality of life in Polk City?

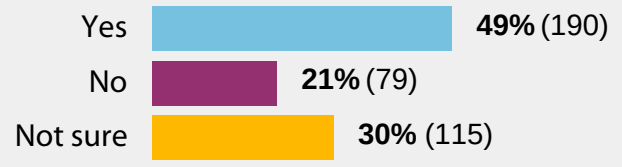


* 388 total responses, 100% of submissions

How important is it for Polk City to attract new businesses/uses to various portions of the City?

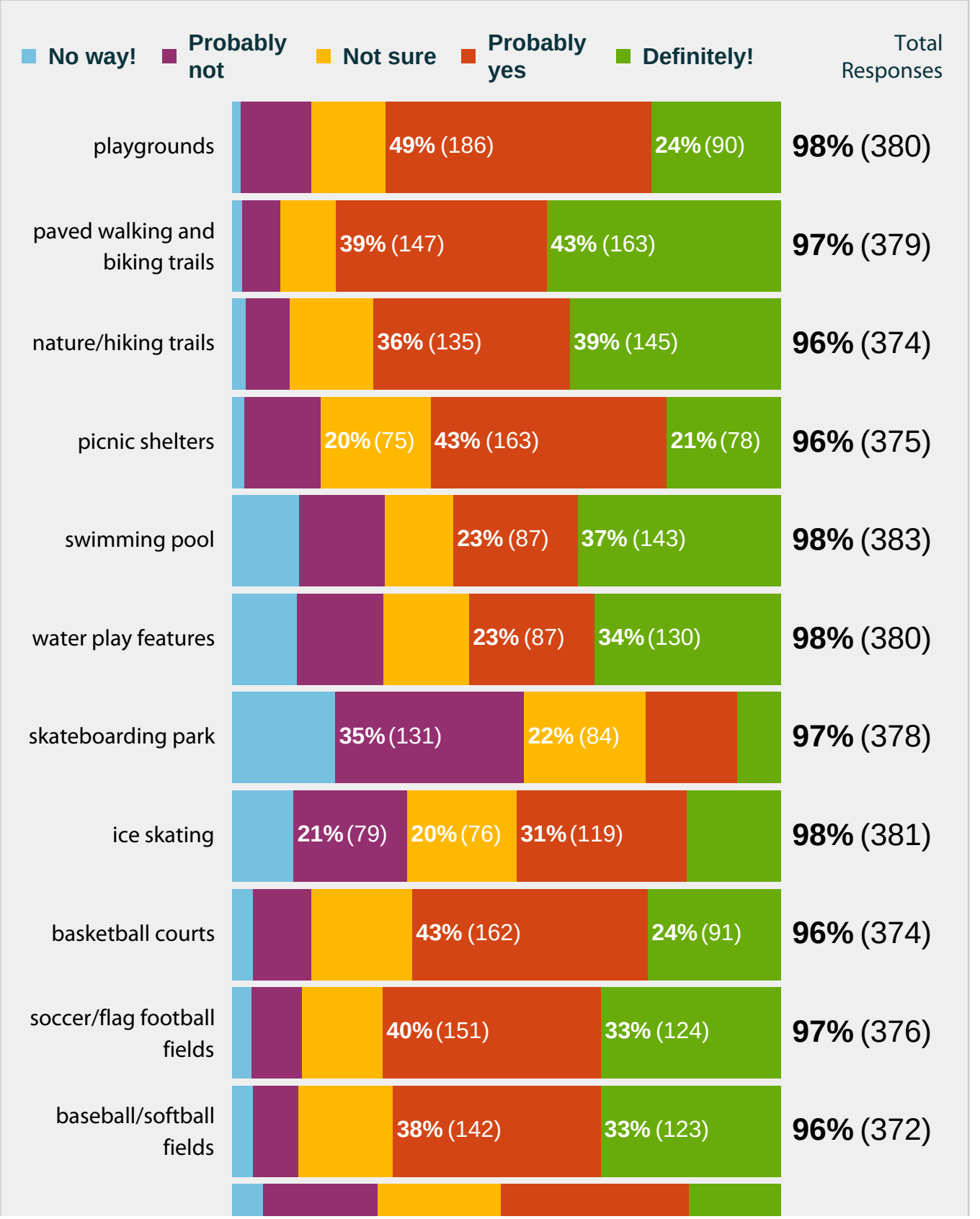


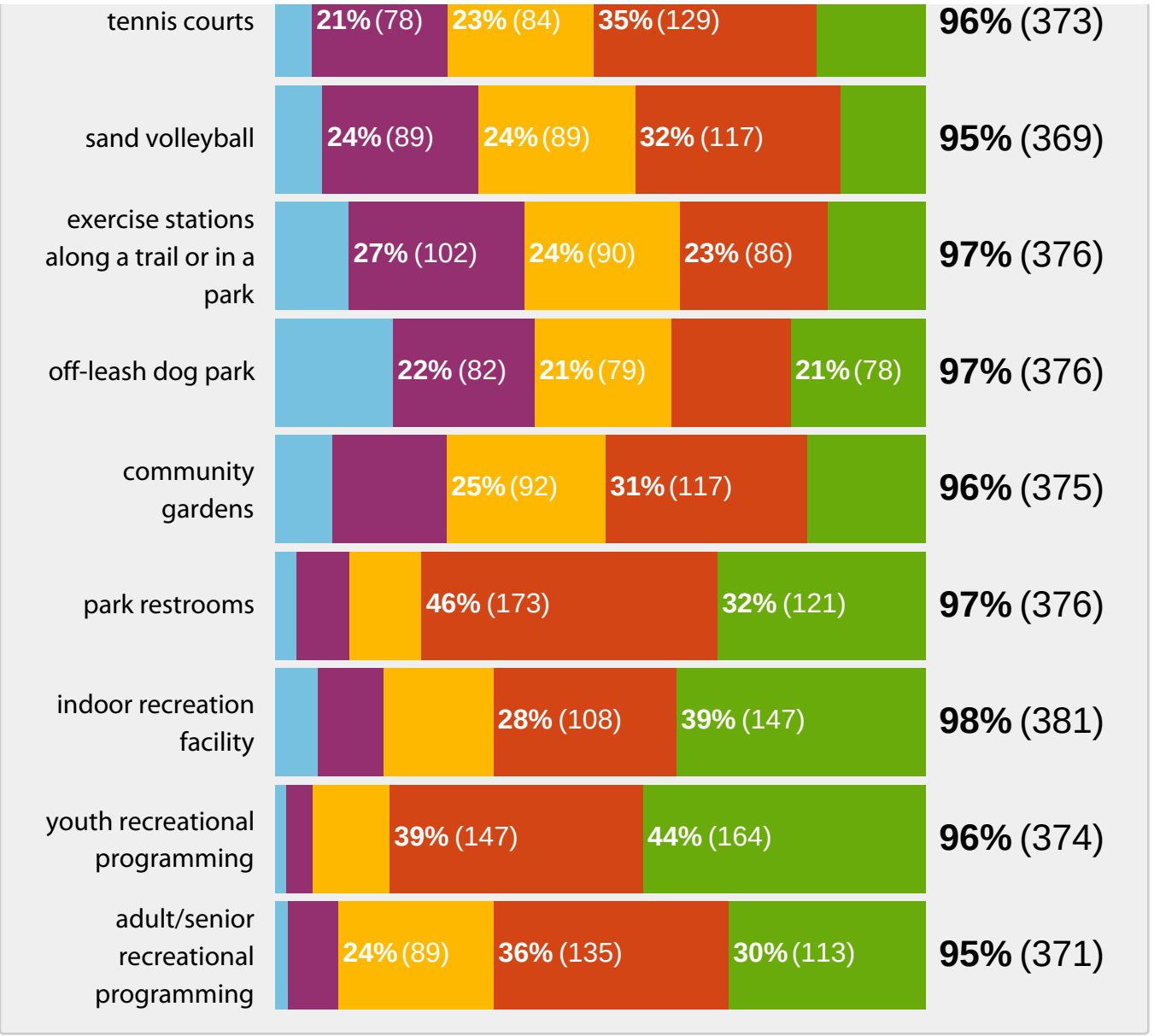
Would you support the use of tax incentives to retain existing businesses and attract new businesses to Polk City?



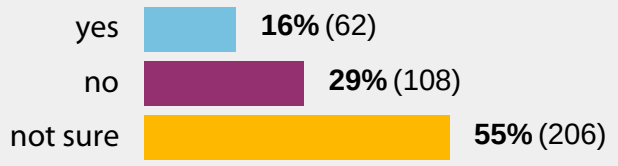
* 384 total responses, 99% of submissions

Would you like to see the following recreational facilities and/or programs added?



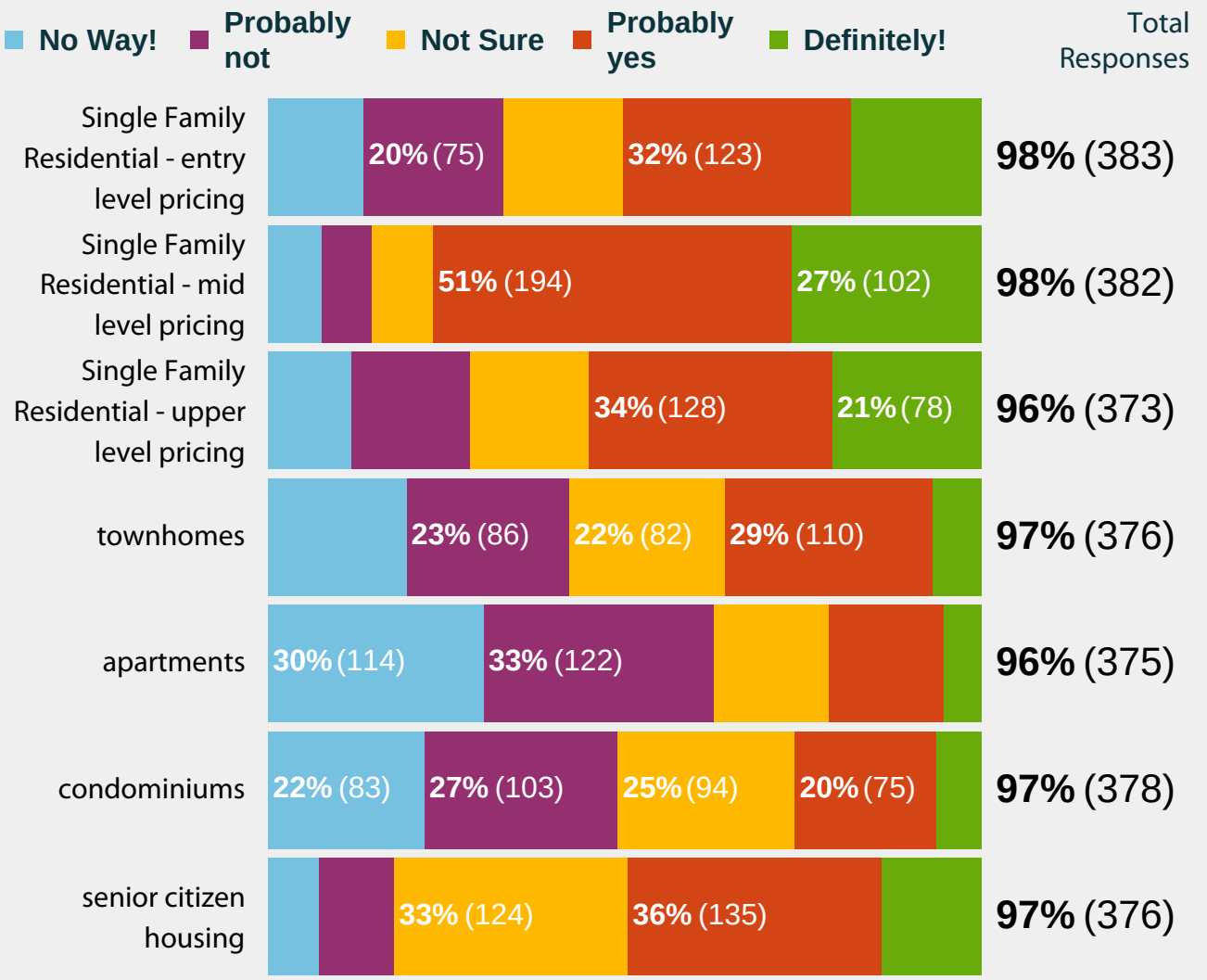


Would you like to see an additional cemetery developed within Polk City?

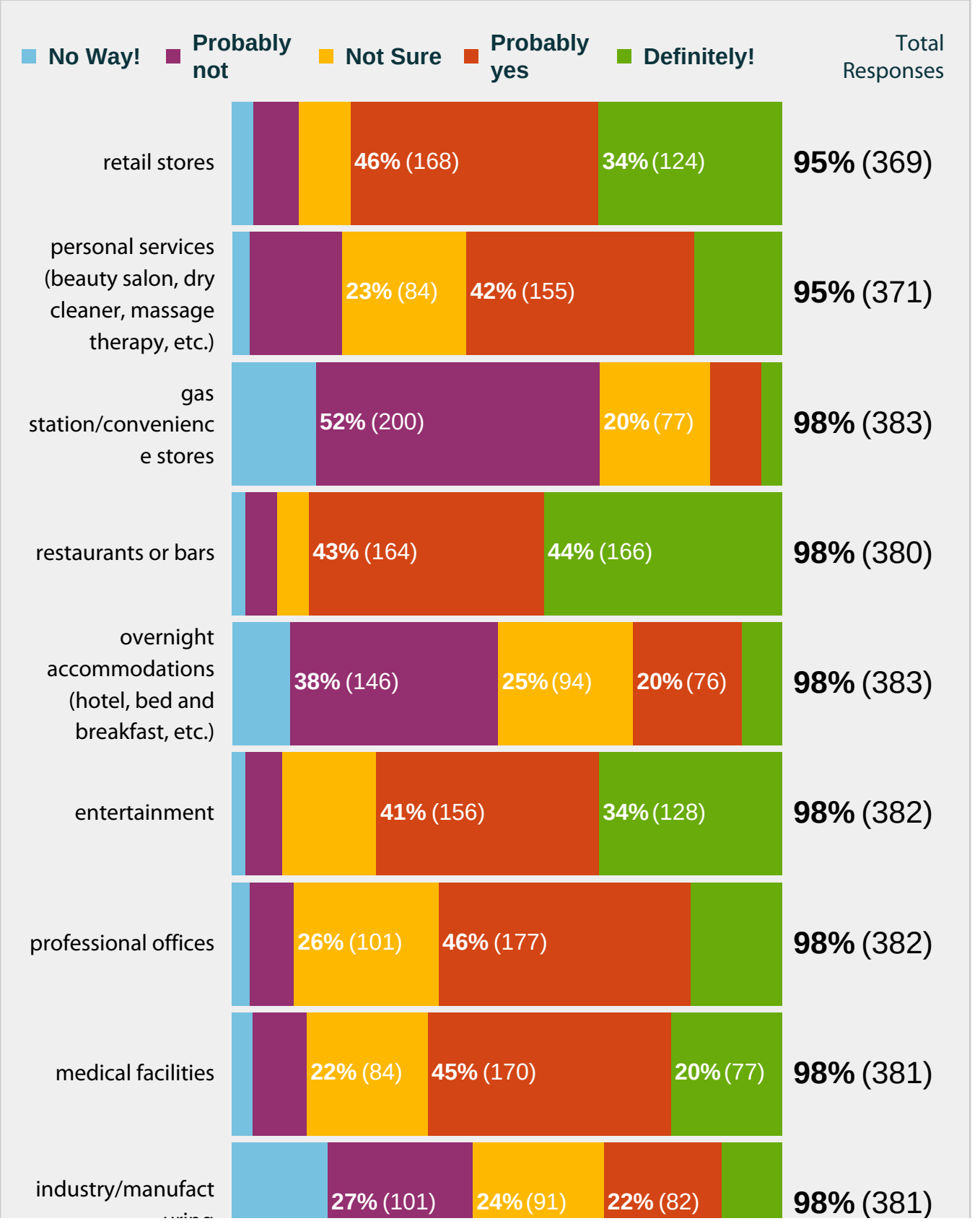


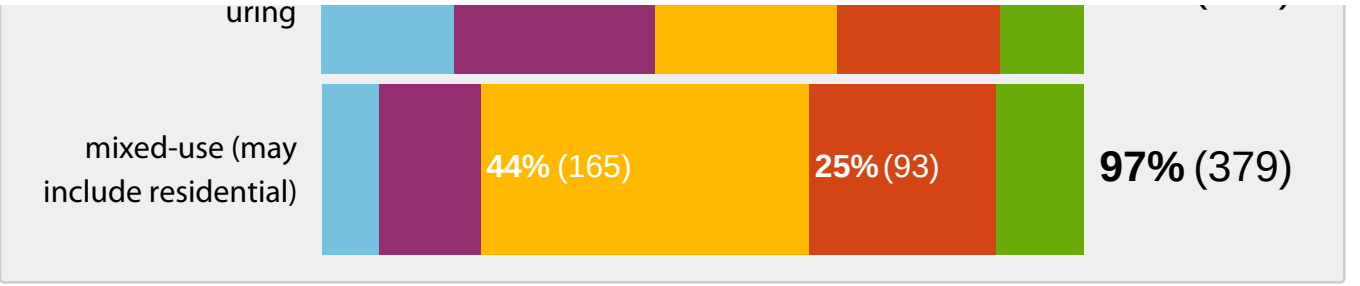
* 376 total responses, 97% of submissions

Would you like to see more of this type of residential development in Polk City?

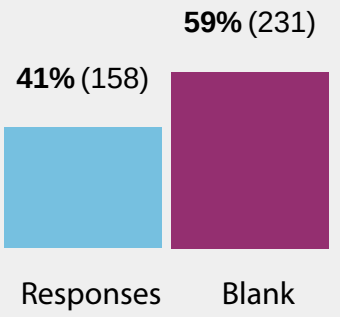


Would you like to see more of this type of non-residential development or services in Polk City?



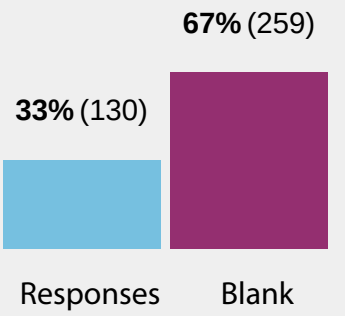


Would you like to comment on your answers for any of the previous questions?



* 158 total responses, 41% of submissions

Please provide your email address if you'd like to be included on future correspondence related to Imagine Polk City. This may include public input opportunities, draft maps, draft goals, and Plannin



* 130 total responses, 33% of submissions

IMAGINE POLK CITY
- A Bridge to the Future -

Compilation of Residents' Written Comments from Online Survey

389 Responses to survey. Not all respondents provided written comments and others provided comments on multiple topics.

1. General Comments:
    a. Value small-town character with proximity to Metro (21)
    b. Don't want Polk City to be just another Metro suburb, celebrate uniqueness (17)
    c. Great place to live (14)
    d. Concerned re: low voter turn-out (1)
2. City Government:
    a. City needs to communicate better so citizens are informed (4)
    b. Appreciate opportunity to take survey (4)
    c. Safety should be a priority (2)
    d. City and facilities are well maintained (2)
    e. Trust City Officials, doing a great job (1)
    f. Encourage inter-departmental cooperation (1)
    g. Make city welcome to all, not just economically-advantaged, homogenous citizenry (1)
    h. Need shake-up on City Council, more youth-minded (1)
    i. New city facilities should be evaluated based on attracting population growth (1)
3. Economic:
    a. Taxes are fairly high, big ticket projects will increase (13)
    b. Keep low taxes, remember tax payers (9)
    c. Don't push growth, focus on quality of life elements (7)
    d. Not in favor of tax abatement (5)
    e. Incentives to business ok but should be limited, tied to criteria, apply to value-added businesses only (4)
    f. Bond referendum should have separate vote for pool and sports fields (3)
    g. Offer financial incentives for startup businesses (2)
    h. Spent too much on PCDC and Big Creek Technology Campus (2)
    i. Invest in business growth (2)
    j. Invest in quality of life (1)

4. Parks & Recreation
    a. Parks
        i. Require developers to donate larger parks (3)
        ii. Would like a Dog Park (2)
        iii. Plan for future park locations, and stick to the plan (2)
        iv. Enhance existing parks (1)
        v. One city park/playground should be handicap accessible (1)
        vi. Port-a-Potties are good; attract less criminals (1)
    b. Athletic Fields
        i. Need for additional ball fields, soccer fields, football fields (23)
        ii. Don't want to spend money on additional rec fields (6)
        iii. Sports Complex needs work; improved parking, drainage (3)
        iv. Keep Adult softball field (1)
    c. Aquatic Center
        i. Do not support pool (30)
        ii. Support pool, include deep water swimming (17)
        iii. Would like indoor pool (7)
    d. Trails/Sidewalks
        i. Improved walkability, especially along N. & S. 3rd Street (18)
        ii. More trail linkage to parks, neighborhoods, major trails (16)
        iii. Connect to High Trestle Trail (7)
        iv. More underpasses, safer crosswalks, especially Hwy 415 (6)
        v. City square and trails should be designed to attract cyclists (3)
        vi. Require developers to include trails (2)
        vii. Enforce snow removal on sidewalks (1)
    e. Recreation
        i. Consider year-round activities and indoor rec center (10)
        ii. Want some inexpensive youth recreation programs (9)
        iii. Become a Resort Town (6)
        iv. Find ways to incorporate golf course, marina, fishing (4)
        v. More fun outdoor activities, including adult activities (4)
        vi. Like City's summer program (1)
        vii. No need for City to be responsible for programming (1)
    f. Cultural
        i. More entertainment options (5)
        ii. Outdoor performing arts center (1)
        iii. Community Garden (1)
        iv. Capitalize more on Town Square (1)
5. Municipal Facilities/Infrastructure/Services

a. Concern re: traffic on W. Bridge Rd and S. 3rd. Street; turn lanes, traffic signal (7)
b. Repair existing streets, including Tyler/Davis, Roosevelt, Lincoln, Juliana (4)
c. Support street grid layout rather than wider streets, alternative routes (3)
d. Polk City is a safe community (2)
e. Too much police presence (2)
f. Lower & post speed limits, including local streets with parking on one side (2)
g. Limit garbage collection to one day per week (1)
h. Major problem with water pressure (1)
i. More high speed internet options (1)
j. Look for opportunities to partner with other cities on facilities/services (1)
k. Plan for future capacity to accommodate growth in water, sewer systems (1)
l. More street lighting on Hwy 415 (1)
m. Improve access to support services for low income families (1)

6. Growth/Development
    a. Businesses:
        i. Desire more restaurants (18)
        ii. Desire more retail stores (11)
        iii. Support Mom & Pop stores, not big box stores (6)
        iv. No more metal buildings, higher architectural standards (5)
        v. Extremely happy that city has a grocery store (5)
        vi. More commercial businesses are not necessary for tax base (3)
        vii. Likely won't get large industrial or commercial (2)
        viii. Encourage businesses to increase tax base (2)
        ix. Some buildings facing Square, and some city-owned items, are dated (2)
        x. More landscaping required for new buildings (2)
        xi. Concern re: golf course usage, maintenance (2)
        xii. Big Creek Technology Campus in wrong location (2)
        xiii. Would like to see Fast food restaurant (1)
        xiv. Do not want Fast Food restaurants (1)
        xv. Want large stores, not just Mom & Pop stores (1)
        xvi. Hotel not needed (1)
        xvii. Any hotels should have indoor pool (1)
        xviii. Too many vacancies on the Square (1)
    b. Residential:
        i. Homes are too high-priced, need more entry-and mid-level homes (10)
        ii. Do not want more cheaply built homes, particularly townhomes (5)
        iii. No more townhomes, condos, or apartments (4)
        iv. More senior housing choices (1)
        v. Current development pattern is pretty desirable (1)
        vi. More large lots for single family homes (1)
        vii. More density, smaller lots (1)

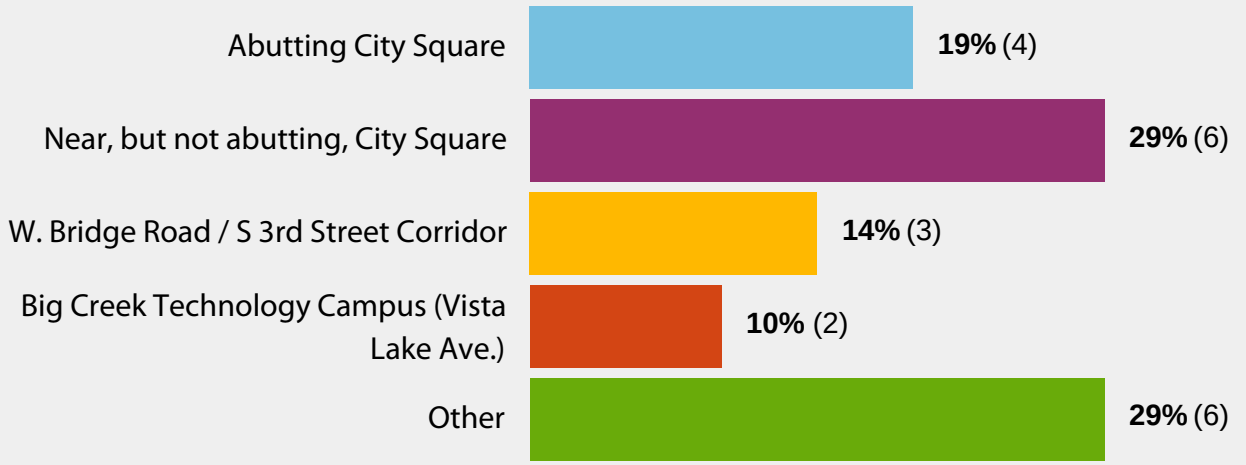
viii. Apartment buildings need to plant more trees (1)

c. School
    i. Concern school is not planning wisely for growth (13)
    ii. New leadership in administration and on school board (3)
    iii. Concerned about growth at West Elementary school and eventual need to bus (3)
    iv. High school and/or middle school should be in Polk City (3)
    v. More pre-school options (1)

7. Environment
    a. Concern regarding trees and wildlife habitat lost due to development (9)
    b. Great setting; Value natural environment, woodlands, lakes (4)
    c. Continue to respect natural environment as development occurs (3)
    d. Manage water resources, improve water quality of nearly lakes (2)

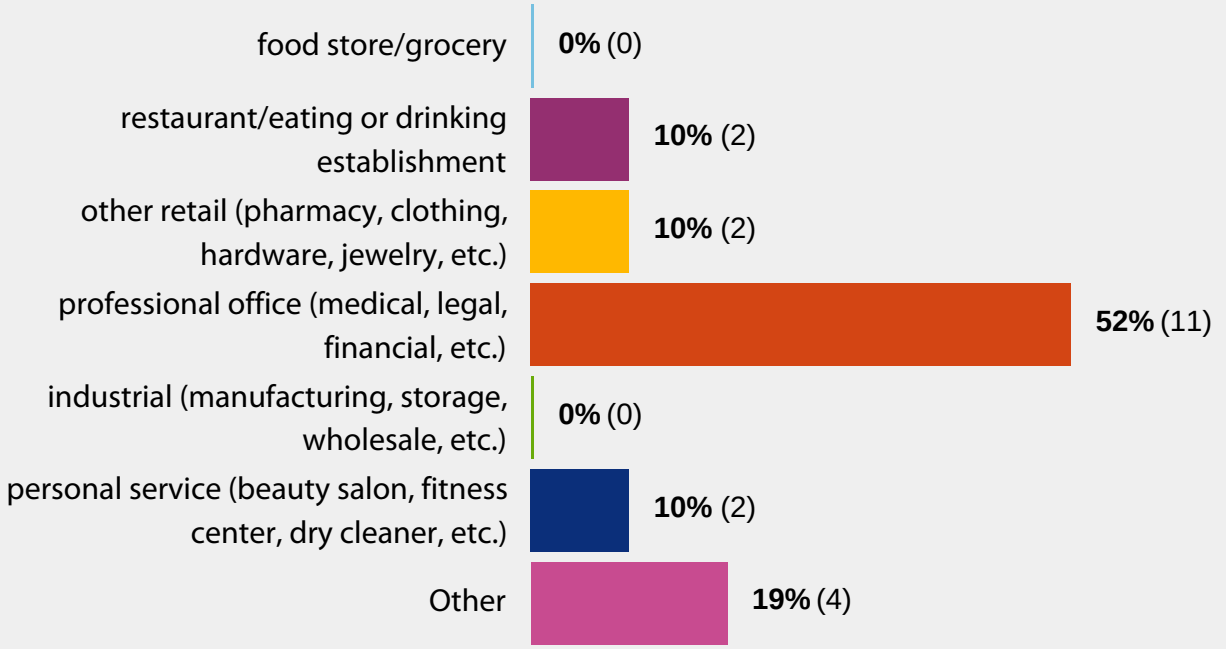
APPENDIX 3
BUSINESS SURVEY RESULTS

In what part of Polk City is your business located?



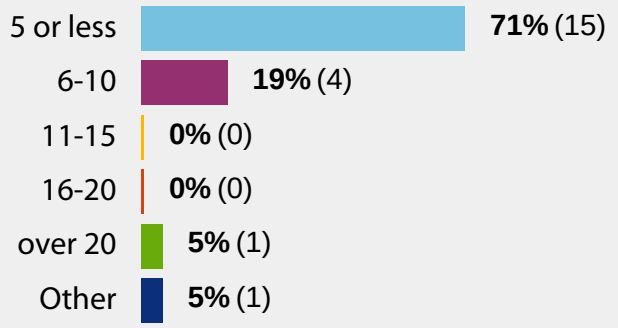
* 21 total responses, 100% of submissions

What type of businesses is it?



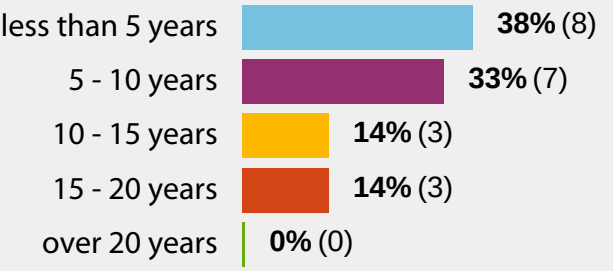
* 21 total responses, 100% of submissions

How many people work at your business (including yourself)?



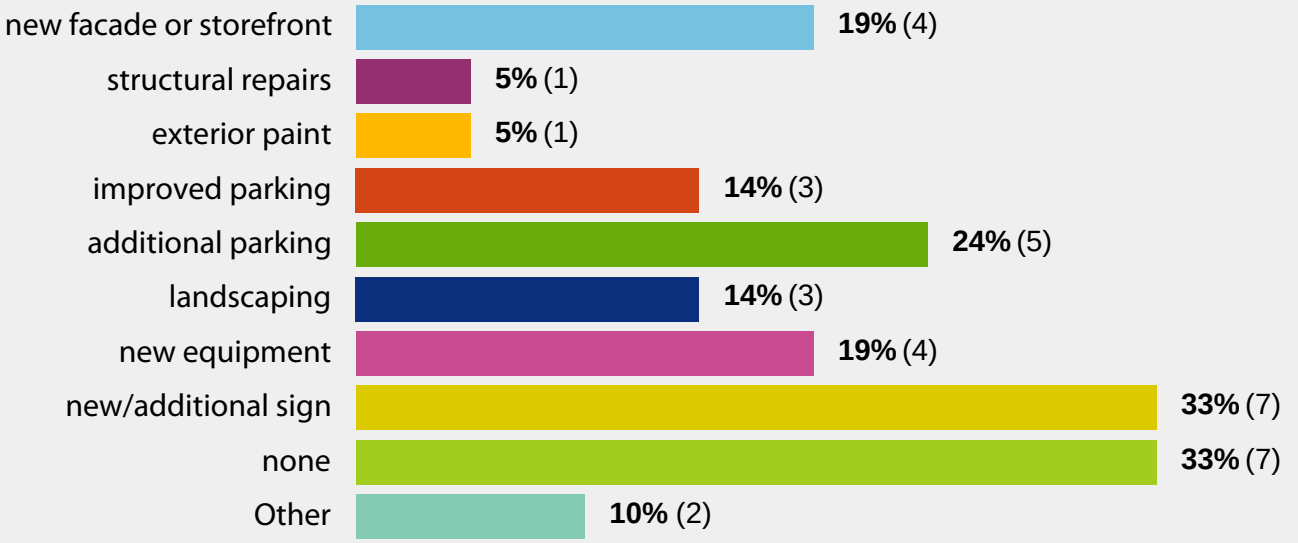
* 21 total responses, 100% of submissions

How long has your business been in Polk City?



* 21 total responses, 100% of submissions

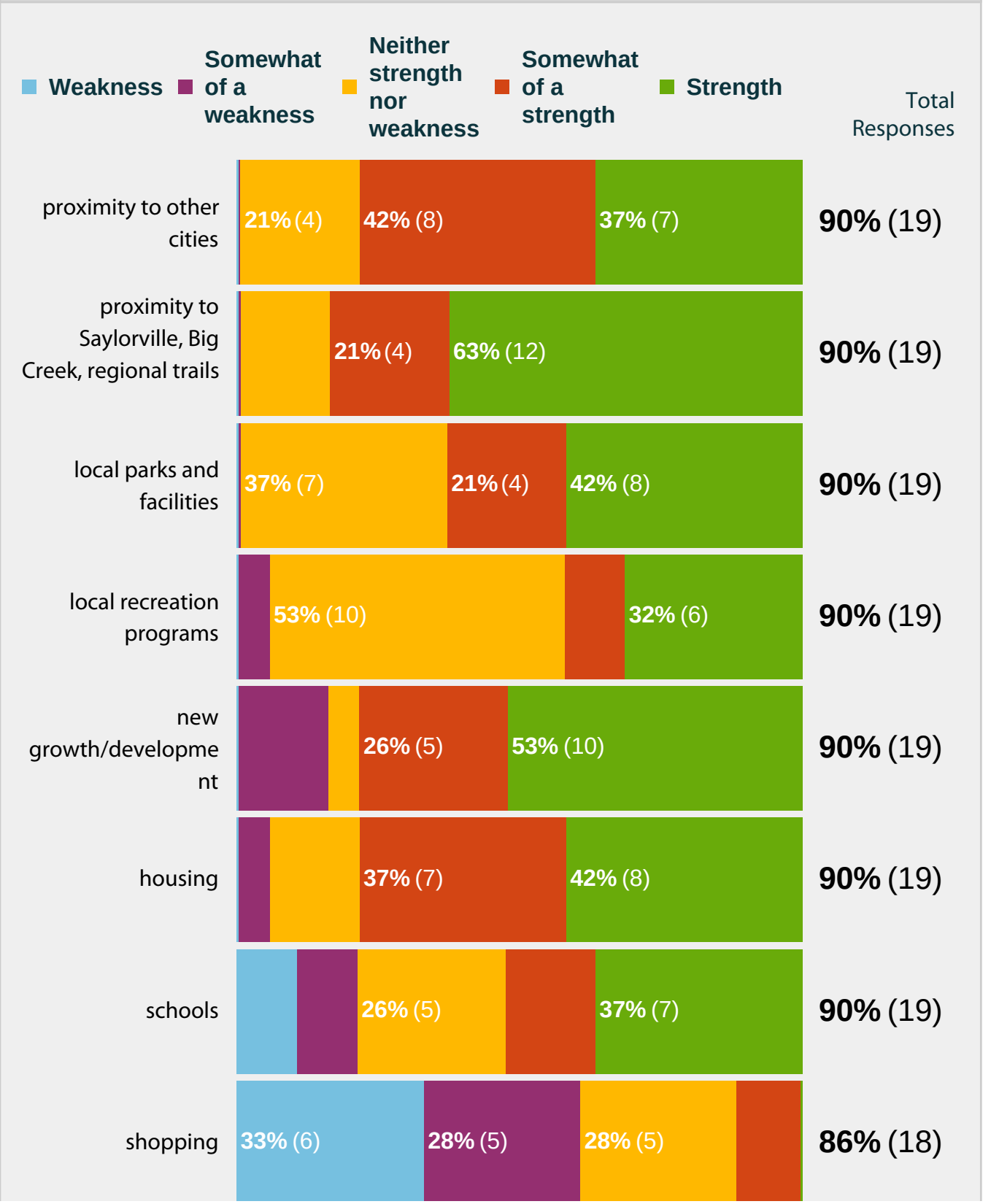
What type of physical improvements would help your business? (check all that apply)

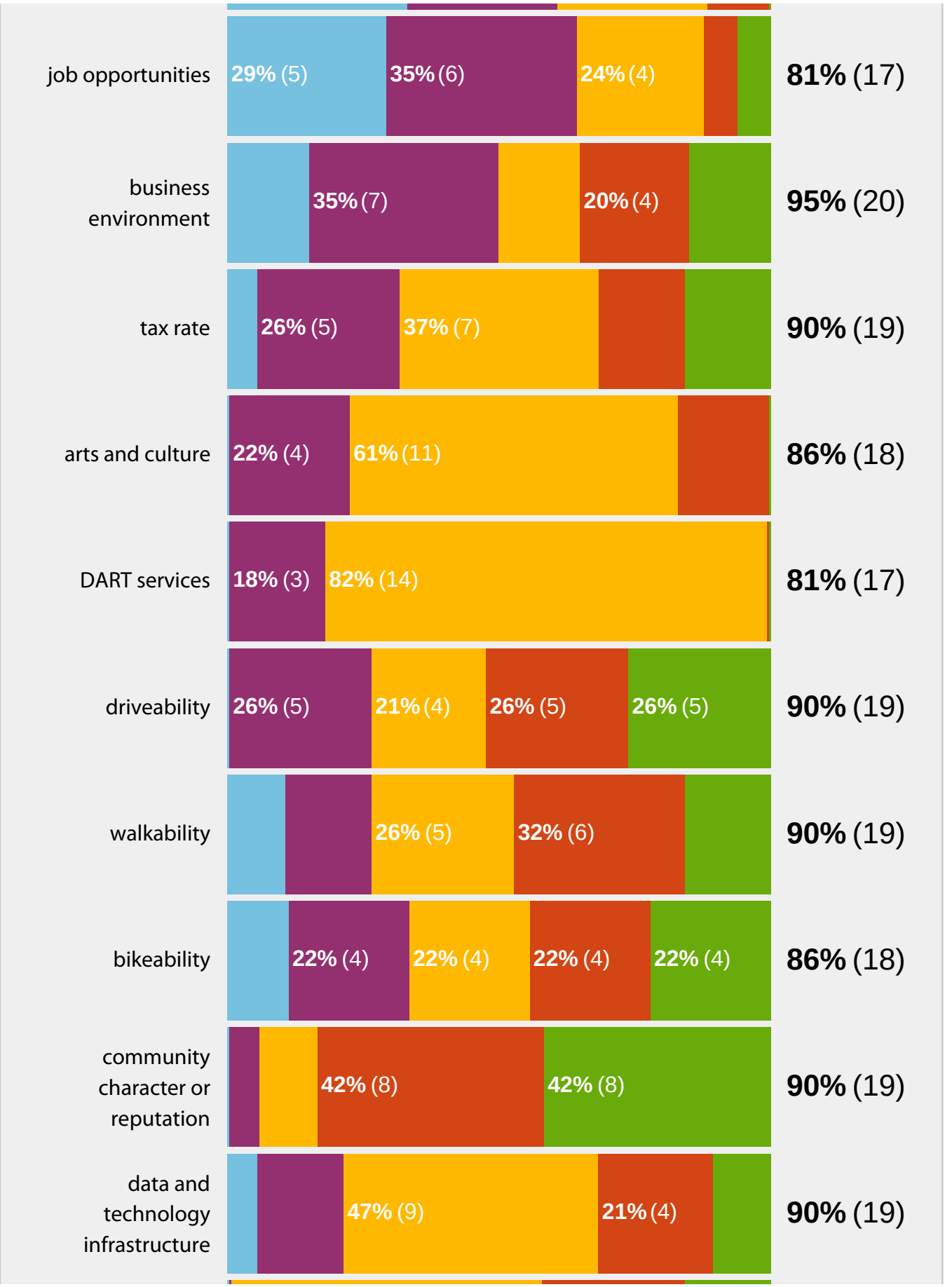


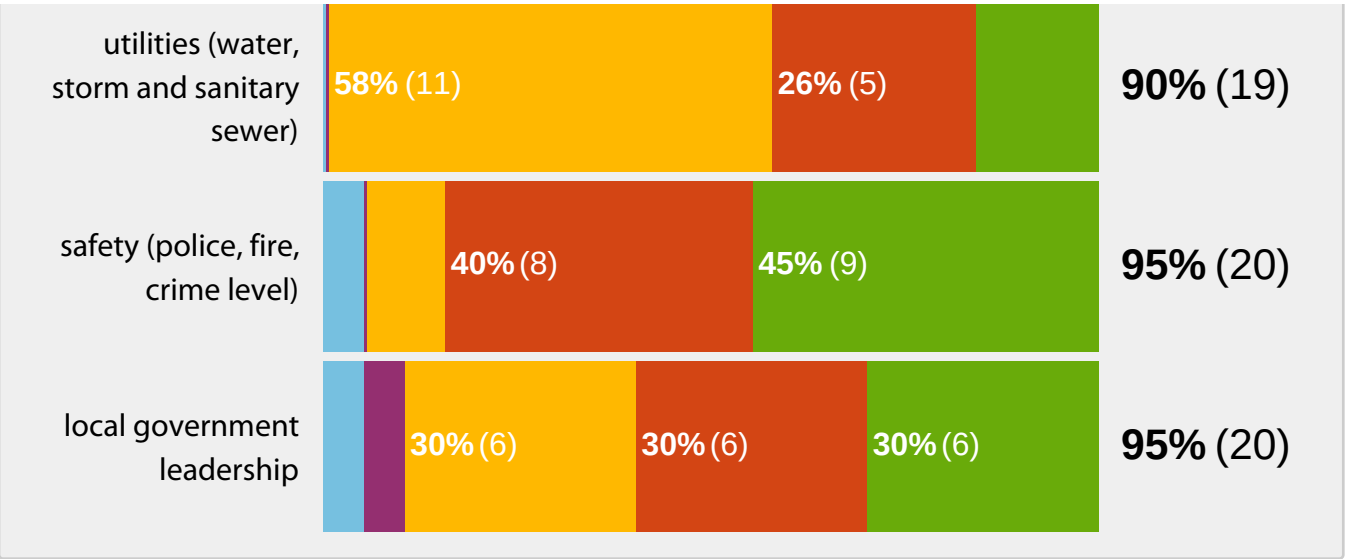
2 additional choices not shown

* 21 total responses, 100% of submissions

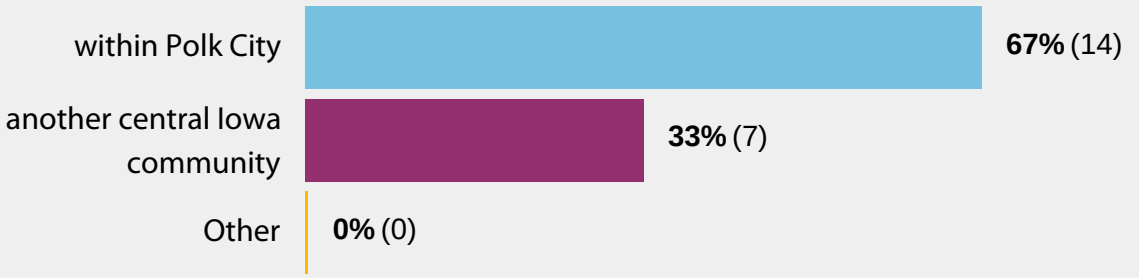
What are the strengths and weaknesses of Polk City overall? (If a particular item is not applicable to you, you may choose to skip that item.)




job opportunities
29% (5)
35% (6)
24% (4)
81% (17)
business environment
35% (7)
20% (4)
95% (20)
tax rate
26% (5)
37% (7)
90% (19)
arts and culture
22% (4)
61% (11)
86% (18)
DART services
18% (3)
82% (14)
81% (17)
driveability
26% (5)
21% (4)
26% (5)
26% (5)
90% (19)
walkability
26% (5)
32% (6)
90% (19)
bikeability
22% (4)
22% (4)
22% (4)
22% (4)
86% (18)
community character or reputation
42% (8)
42% (8)
90% (19)
data and technology infrastructure
47% (9)
21% (4)
90% (19)

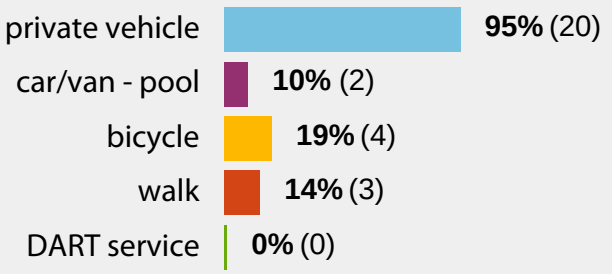


Where do you live?



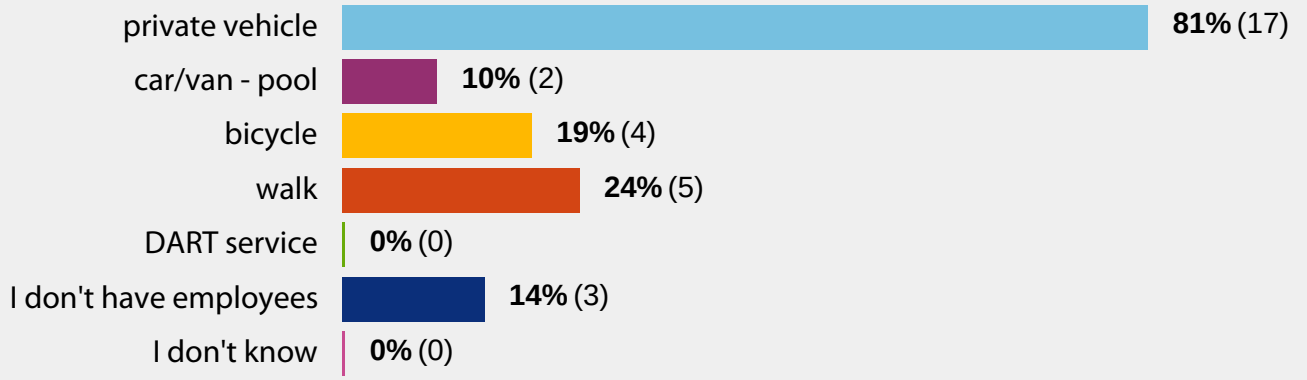
* 21 total responses, 100% of submissions

What modes of transportation do you regularly use? (check all that apply)



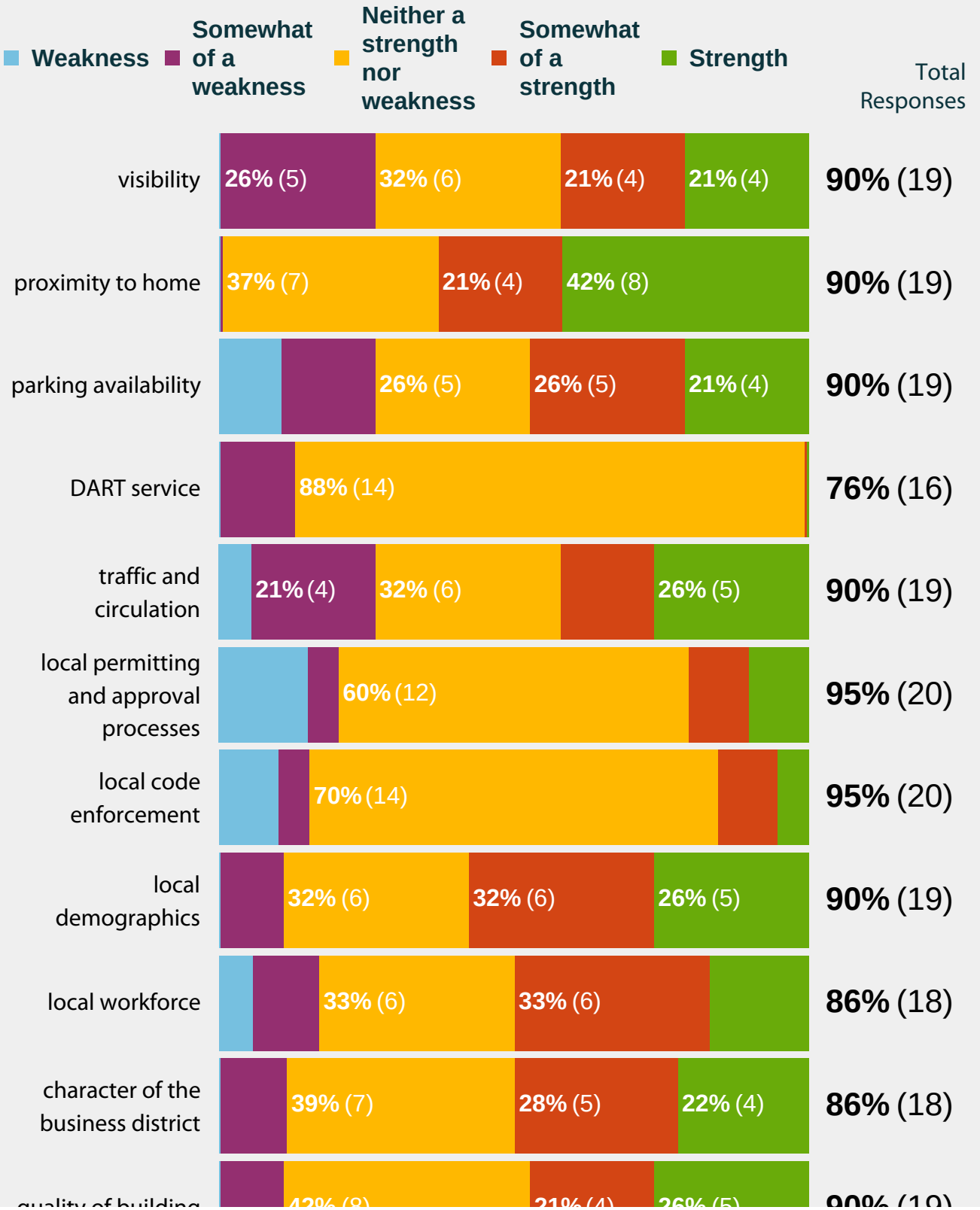
* 21 total responses, 100% of submissions

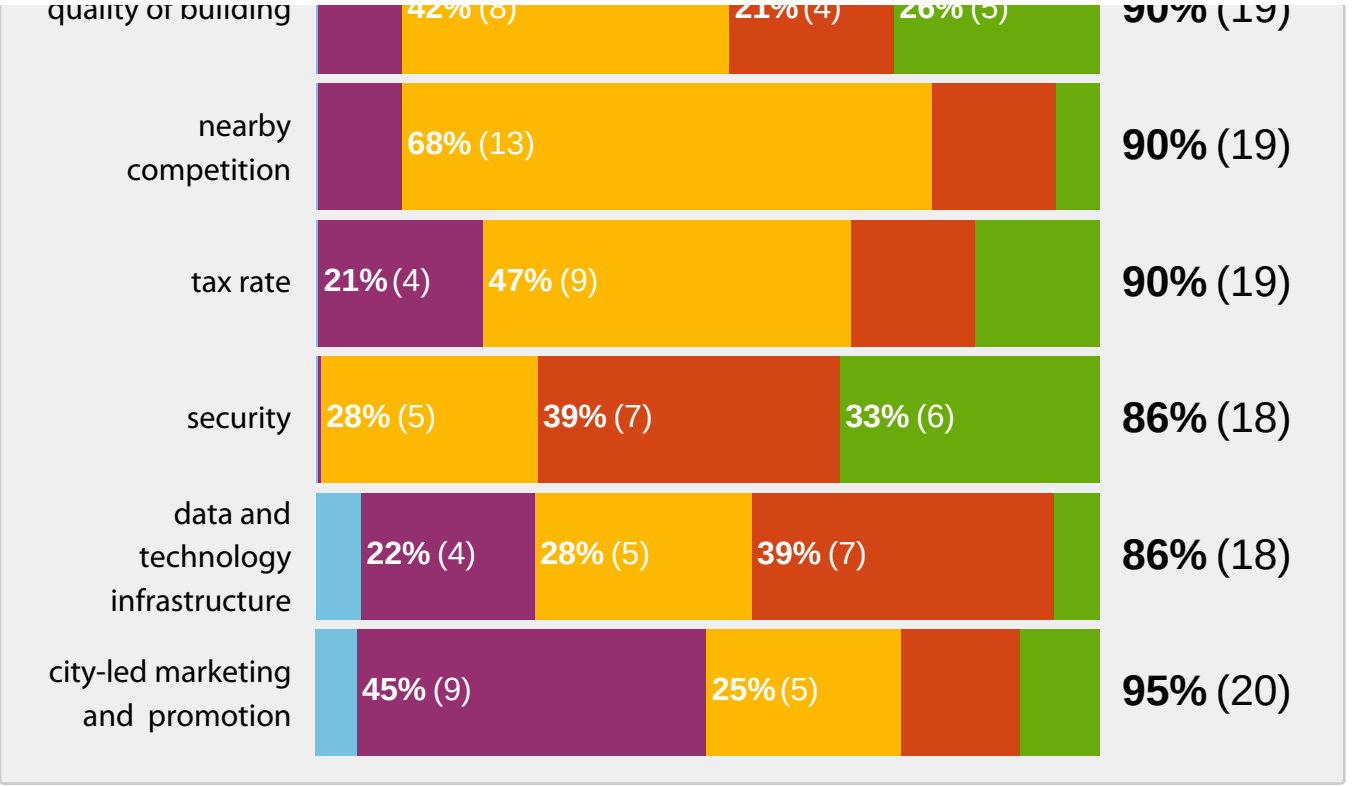
What modes of transportation do your employees regularly use? (check all that apply)



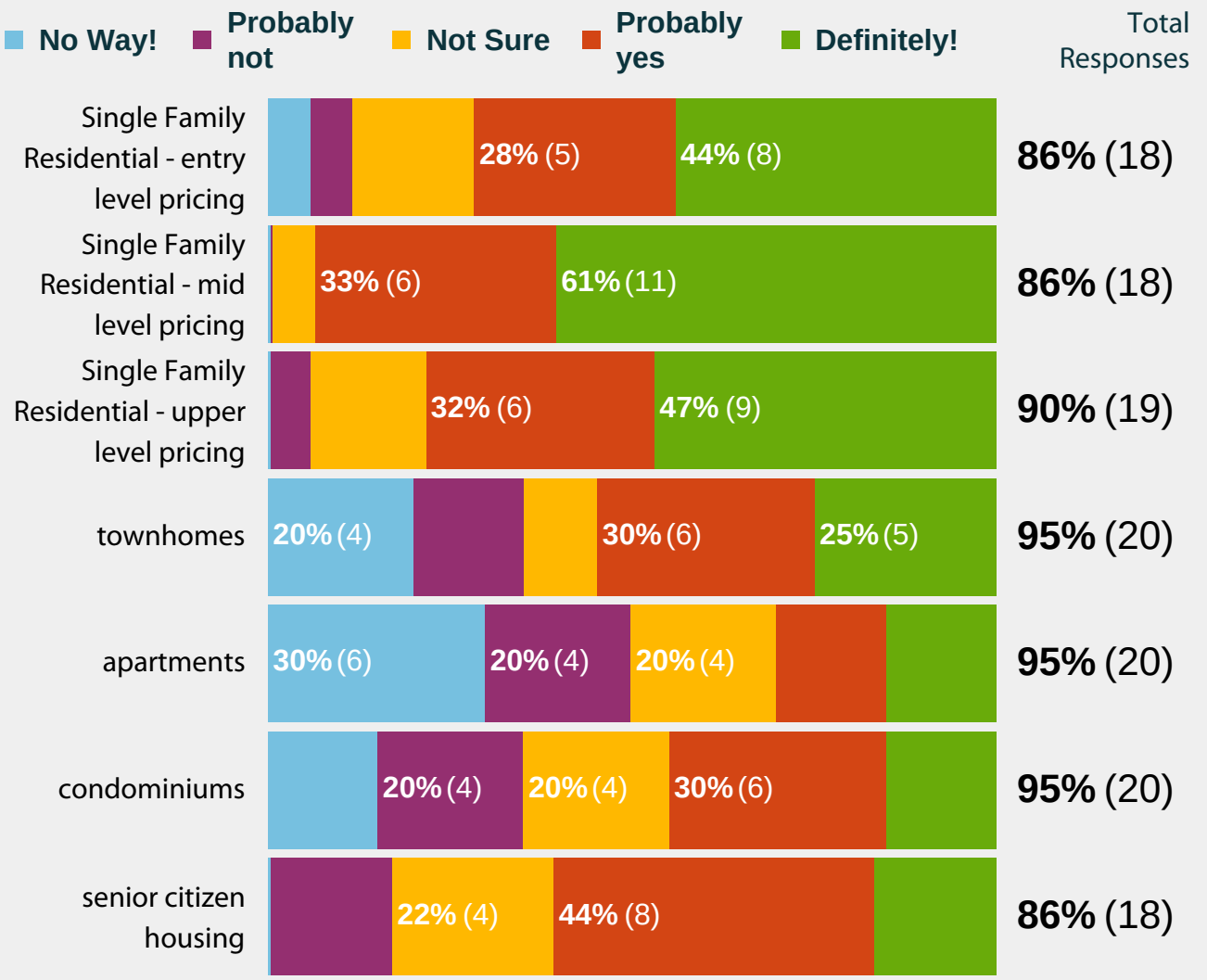
* 21 total responses, 100% of submissions

What are the strengths and weaknesses of how each of the following affects your business in Polk City? (If a particular item is not applicable to your business, you may choose to skip that item.)

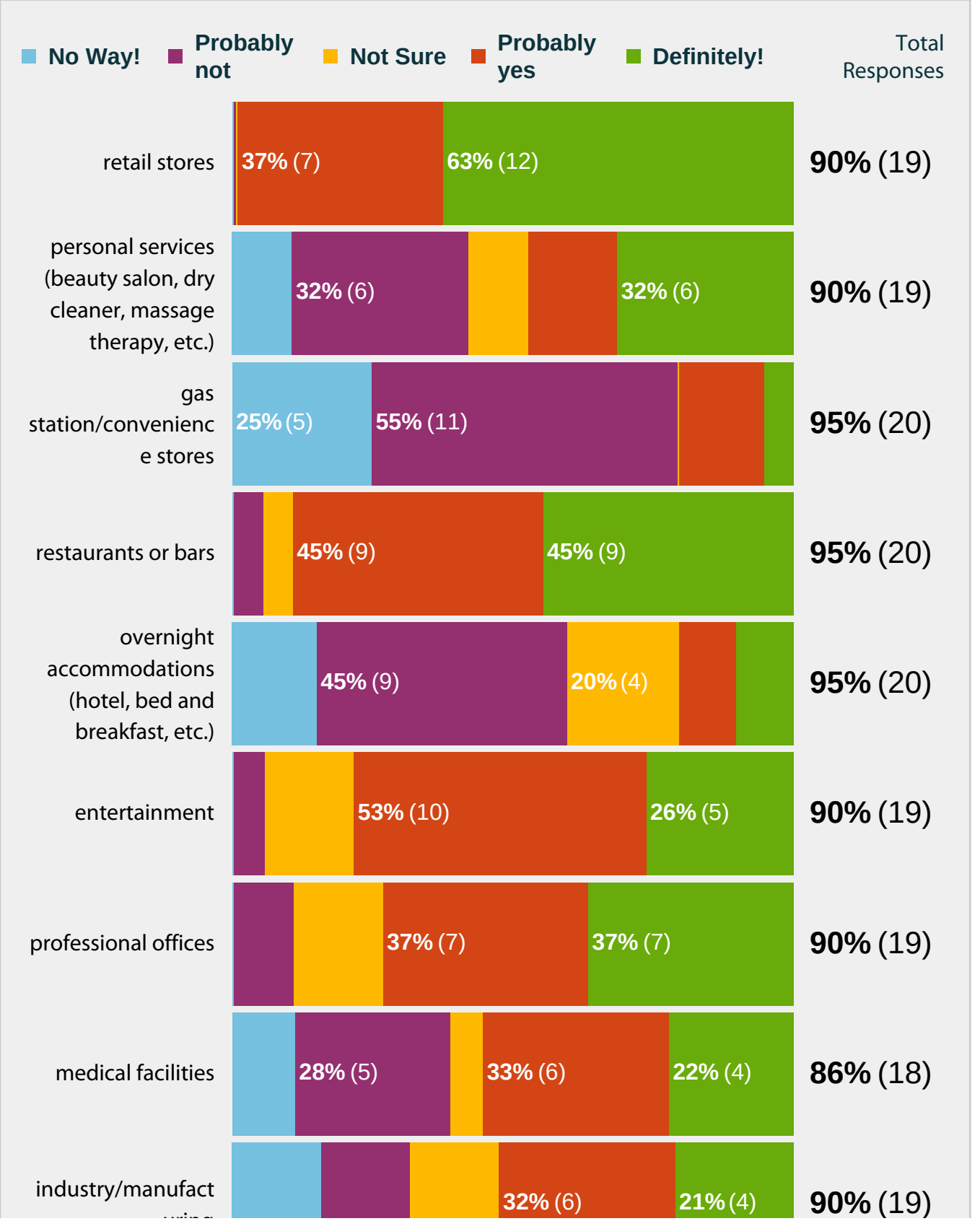


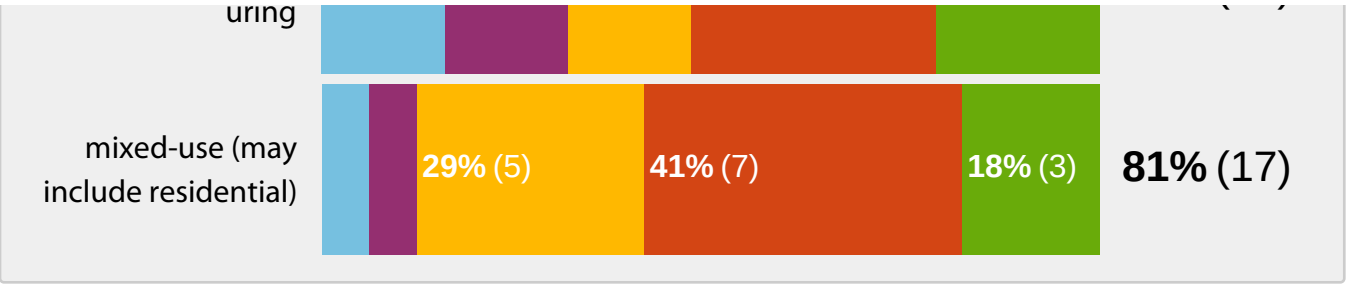

quality of building
42% (8)
21% (4)
26% (5)
90% (19)
nearby competition
68% (13)
90% (19)
tax rate
21% (4)
47% (9)
90% (19)
security
28% (5)
39% (7)
33% (6)
86% (18)
data and technology infrastructure
22% (4)
28% (5)
39% (7)
86% (18)
city-led marketing and promotion
45% (9)
25% (5)
95% (20)

Would you like to see more of this type of residential development in Polk City?

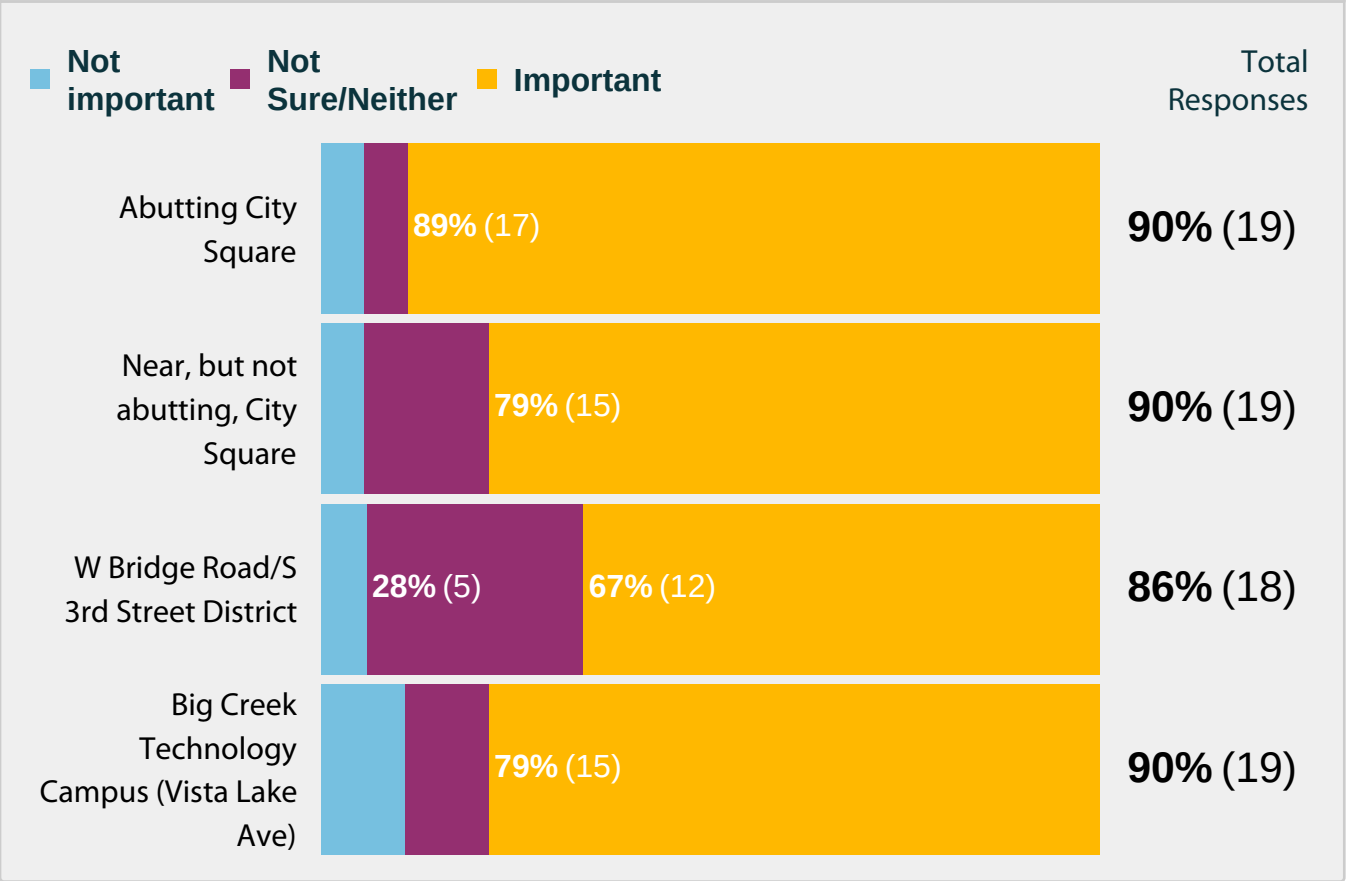


Would you like to see more of this type of non-residential development or services in Polk City?

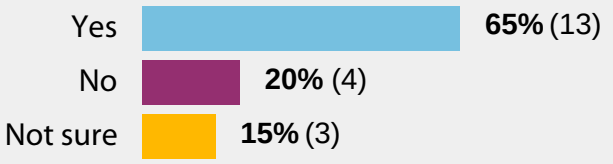




How important is it for Polk City to attract new businesses/uses to various portions of the City?

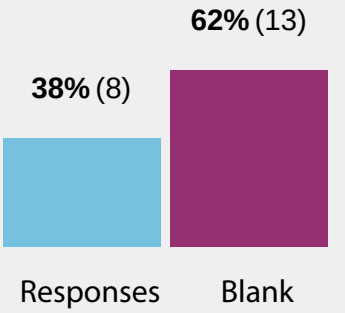


Would you support the use of tax incentives to retain existing businesses and attract new businesses to Polk City?



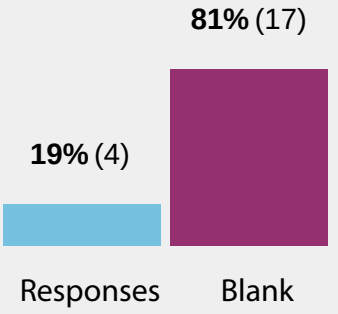
* 20 total responses, 95% of submissions

Would you like to comment on your answers for any of the previous questions?



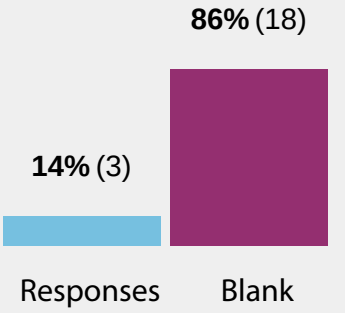
* 8 total responses, 38% of submissions

Is there anything else we should know as we prepare the City's new Comprehensive Plan?



* 4 total responses, 19% of submissions

Please provide your email address if you'd like to be included on future correspondence related to Imagine Polk City. This may include public input opportunities, draft maps, draft goals, and Plannin



* 3 total responses, 14% of submissions

IMAGINE POLK CITY
- A Bridge to the Future -

Compilation of Business Owner's Written Comments from Online Survey

21 Responses to survey. Not all respondents provided written comments and others provided comments on multiple topics.

1. Economic:
    a. Growth is essential to businesses in Polk City(1)
    b. Not in favor of tax breaks for new businesses (1)
    c. Future is bright for long-term growth for businesses (1)
2. Municipal Facilities/Infrastructure/Services
    a. Would like option of mail delivery directly to business instead of P.O.Box (1)
    b. Do not want DART. (1)
    c. Need more signage to address all city has to offer (1)
3. Growth/Development
    a. Businesses:
        i. City should use in-town businesses whenever possible (1)
        ii. Need affordable business sites (1)
        iii. Want to see the City Square thriving with unique businesses (1)
        iv. Want to see more entertainment, recreational, and professional businesses (1)
    b. Residential:
        i. Would like to see assisted living complex (1)
        ii. No low-income housing (1)
    c. School
        i. Advocate for school facilities to be constructed within Polk City (1)
        ii. Concern that high school not in town is counter to attracting new businesses (1)
4. Environment
    a. Concern regarding trees and wildlife habitat lost due to development (1)