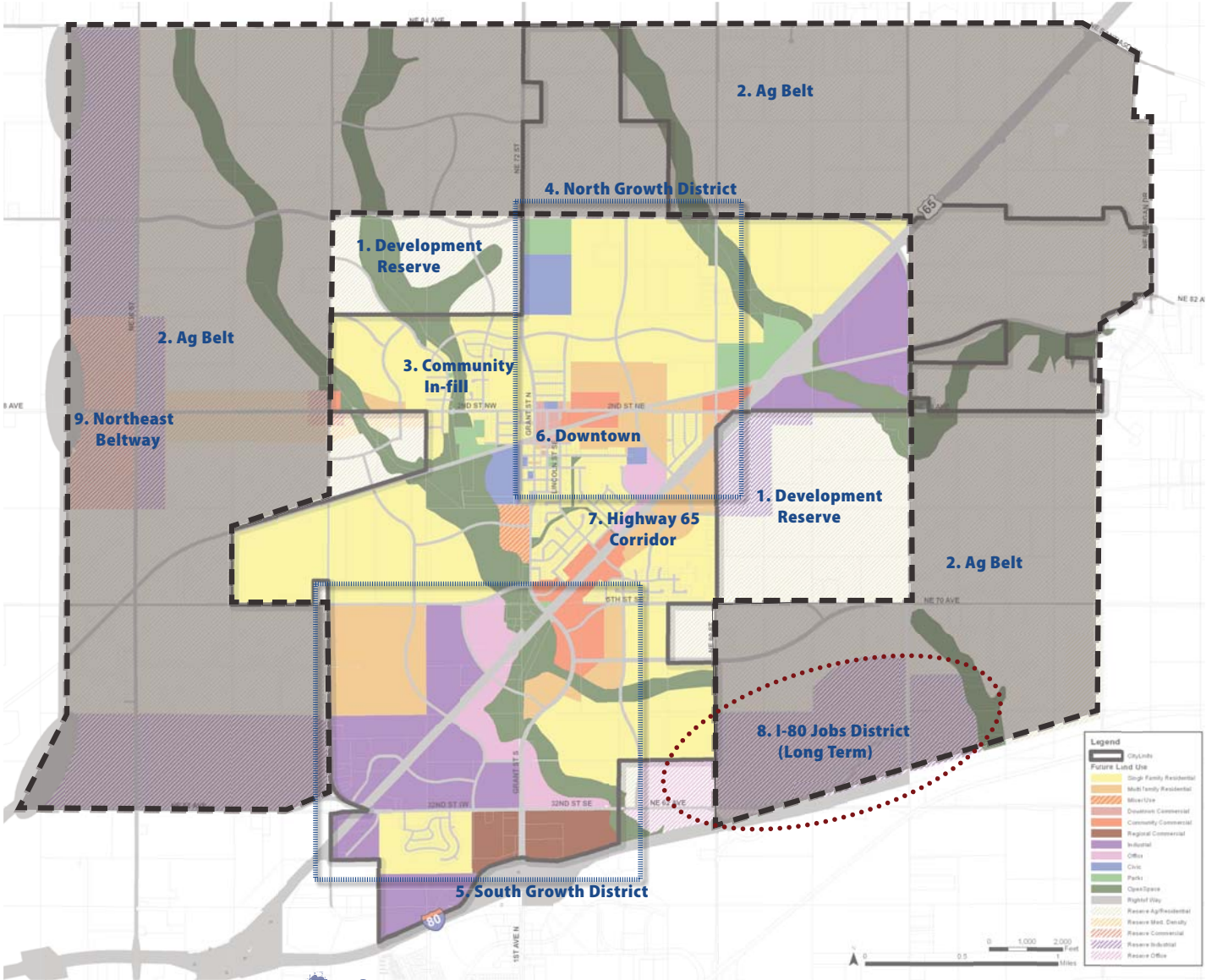


# GROWTH POLICIES



## Growth Policy Directions:

- Growth should be guided by the ability to efficiently serve future development with municipal infrastructure systems: sanitary sewer, potable water and regional storm water management infrastructure.
- We should keep our edges close, avoiding leap frog development that skips over logically developable areas.
- Our growth patterns should connect to regional infrastructure systems (highway corridors, sewer systems, transit, parks/natural resources, trail corridors) that afford us opportunities to advance our vision while respecting the operation needs of the regional infrastructure system.
- Growth on the edges will be the most likely area where private investment will occur, and the areas with the fewest development barriers/obstacles. We should make sure that our infrastructure systems are adequate to serve that growth; however, the extension of infrastructure to new growth on the edges, should be driven by benefiting property owners/developers.
- Growth will also occur on parcels that have been skipped over either due to physical development barriers or property owners who are not ready to develop. Our priority for future growth will be to direct development first to these areas. Areas in need of redevelopment may require greater public resources to facilitate new growth, redevelopment and revitalization.
- Market pressures may continue to attract more residential development (single family or multi-family). We must collaborate with landowners and developers to make sure that commercial lands are held until the market matures and can support it. Interim uses should be considered for these areas that are low intensity uses such as landscape nurseries, horticulture, community gardens etc.

## Key Growth Strategies:

- 1. Development Reserve**  
The urban reserve concept considers the areas beyond our current city limits that at some point well into the future, could be considered development expansion of Bondurant. This is a function of the market place (both development pressures as well as land owner/farmer investments). Development Reserve would carry a policy directive to shape any future rural subdivision development in a way that factors in future infill or intensification and the extension of urban services. Interim uses would continue as is, of an agricultural nature.
- 2. Ag Belt**  
Like the development reserve, this concept would shape rural subdivisions. However, in this concept, the policy would be to shape them more as farmsteads that continue to promote an agricultural them of a more long term nature and not necessarily development with municipal infrastructure. Uses with the Ag Belt might become more unique and take on less of a commodity crop and more consumable foods or other local agriculture products.
- 3. Community In-fill**
- 4. North Growth District (see board)**
- 5. South Growth District (see board)**
- 6. Downtown (see board)**
- 7. Highway 65 (see board)**
- 8. I-80 Jobs District (Long-Term)**
- 9. Northeast Beltway (Long-Term)**



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# north District Diagram



## Key Aspects of the North Growth District:

### Urban Village North & South

- Commercial / Retail along 2nd Street NE closer to the downtown
- Mix of residential housing including townhomes, small lot single family and traditional single family

### Mud Creek Mixed Use Village & Expanded School Campus

- Mix of high and medium density housing, some commercial uses along Grant Street
- Integrate possible school expansion
- Enhance the creek edge and develop linear park corridors

### In-fill Housing around the Downtown

- Predominantly single family housing, connecting with existing street network

### New Residential Neighborhoods

- Mixed residential neighborhoods focused on open space
- Collector streets designed as parkways
- Potential for conservation sub-division design in areas outside of the current city limits

## Residential Neighborhood Design Policies:

Our original neighborhoods were designed following a grid pattern. This resulted in walkable blocks and a high degree of "connectivity". We have since moved away from that pattern, opting for a bit of a modified grid with longer blocks and more cul-de-sacs and ultimately less connectivity. Future neighborhoods do not have to maintain a strict grid pattern, but key design features that we encourage for future neighborhoods include:

- Create a high degree of connectivity: design streets with a logical hierarchy that includes local neighborhood streets providing access and neighborhood character and neighborhood collector streets that provide connectivity and circulation.
- Minimize the use of dead ends and cul-de-sacs.
- Respond to natural features and topography.
- Create a high degree of walkability. Sidewalks should connect homes to destinations: parks, schools, shopping areas, regional trail systems.
- Front housing on public spaces, particularly parks but also neighborhood collector streets.
- Provide neighborhood parks within a ½ mile or ¼ mile walking distance.
- Connect to the regional trail system.
- Connect to community schools.
- Explore the idea of neighborhood retail or service nodes in the long-term.
- Connect neighborhoods to a community wide greenway infrastructure system (manage storm water runoff & neighborhood open space).
- Develop neighborhoods with a mix of uses, including civic institutions, parks, a range of housing products.



Residential Housing along the parkway with integrated stormwater treatment



Urban Village Housing



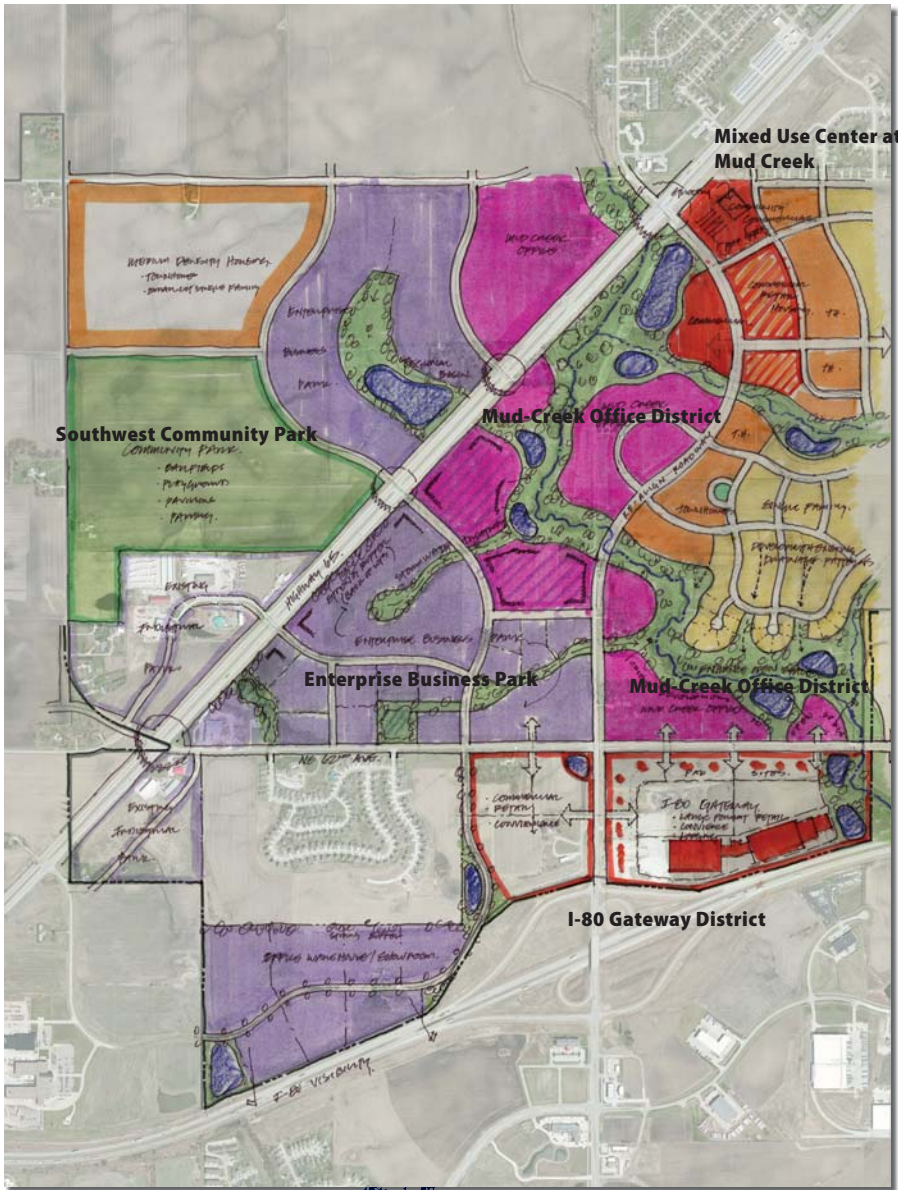
Stormwater infrastructure designed as a neighborhood amenity

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# South District Diagram



## Key Aspects of the South Growth District:

### Mixed Use Center at Mud Creek

- Commercial / Retail / Service at intersection of Highway 65 & Grant Street (actively pursue a grocery use)
- Mix of housing density and products from apartments, townhomes and single family
- Re-alignment of NE 72nd Avenue for improved access, circulation and intersection function at Highway 65
- Enhancement of creek edge to create open space amenity while controlling flooding and erosion control

### I-80 Gateway District

- Larger format retail and commercial uses near the interchange

### Enterprise Business Park

- Industrial / business park with development patterns organized around drainage features
- Higher quality buildings located near the major roadways and entrances to the business park

### Mud Creek Office District

- Small office sites organized around the enhanced amenity of Mud Creek
- Connect businesses to trail network for day time use

### Southwest Community Park

- Ballfields for baseball, softball, soccer (lighted)
- Parking lots, picnic areas and shelters and playground facilities
- Direct access to Highway 65

## Commercial Development Policies:

Commercial development in our community currently consists of industrial or service commercial uses along key corridors (Highway 65, downtown and 2nd Street NE). In order to maintain our quality of life and the economic balance of our community we will continue to support and encourage future commercial development but in a way that focuses on serving the needs of Bondurant and our rural residents.

- **Downtown:** Downtown will be our specialty niche and will serve as a gathering place with small scale service retail, restaurants, bars, and boutiques. We will encourage redevelopment and revitalization in our downtown to match a small town scale, be pedestrian friendly and incorporate a mix of uses.
- **Highway oriented:** Commercial uses are most likely to emerge along Highway 65. We should compress our commercial uses around key nodes along the corridor so that they can draw from the traffic along the corridor and reach into the neighborhood creating a mix of auto oriented and pedestrian oriented commercial uses.
- **Nodes:** we should look long term at neighborhood nodes and collaborate with the development community to allow for smaller scale neighborhood services that can provide walkable destinations for basic goods or can reduce the need to take longer auto trips for basic goods and services.
- **Job/Tax Base:** our greatest opportunity for larger scale economic development potential is afforded by regional transportation corridors, particularly I-80 and adjacent critical mass in Altoona. We will plan for long term job/economic expansion along the I-80 corridor and even more long term, the Northeast Beltway.
- **Job/Tax Base:** more challenging, but of greater importance is to work on a local scale to attract a grocer and restaurants. We will collaborate with our private and public institutions (chamber, BDI, brokers, businesses, developers) to work to attract such uses to our downtown or our planned commercial growth areas.



Commercial / Retail use at the Mud Creek Mixed Use District



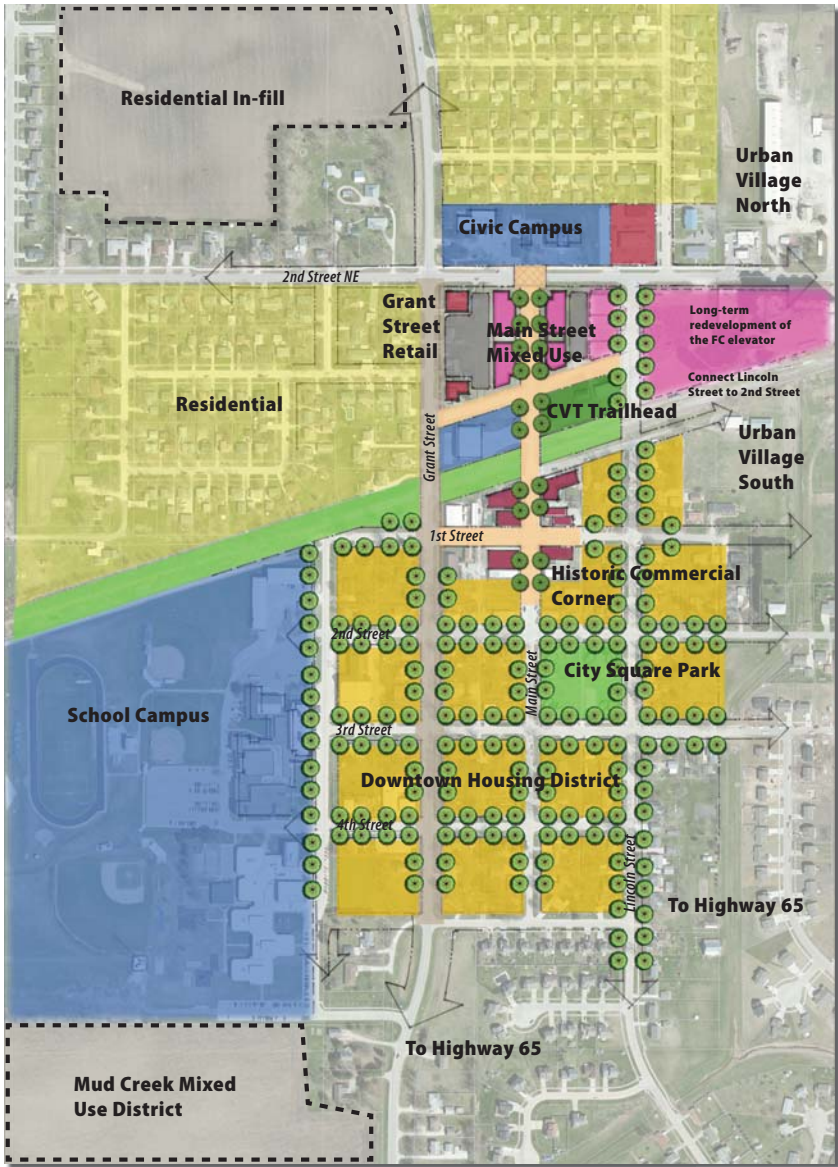
Employment uses in the Enterprise Business Park



Commercial / Retail uses at the I-80 Gateway District

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# Downtown District Diagram



## Key Aspects of the Downtown Growth Area:

### Civic Campus

- Maintain City Hall, Library and Post Office as a Civic Campus at the north end of Main Street

### Mixed Use & Retail Redevelopment & In-fill on Main Street

- Develop retail and mixed use in-fill along Main Street with a sense of place
- Create an enhanced Downtown streetscape connecting the all elements of the Downtown

### Historic Commercial Corner

- Continue improvements and reinvestments at Main Street and First Street SE to create a four corner retail intersection
- Celebrate history - rehab older buildings and design new structures with historic character

### City Square Park

- Develop a full block "City Square Park" as a primary park for downtown residents

### Downtown Housing Improvements

- Create housing improvement programs to rehabilitate older homes
- Allow for in-fill housing development and accessory uses

### Railway Greenway

- Conversion of railway corridor to open space trail corridor
- Development of CVT trailhead facility at Main Street
- Long term - timing driven by FC Coop operations



Architecture could combine more modern styles with agrarian and railroad inspired themes.



Public gathering areas should be integrated into the Downtown commercial areas.



The character of Main Street Mixed Use area.



Adaptive reuse of existing buildings for open air market space or retail establishments.



Grant Street commercial / retail uses



The character of the Historic Commercial Corner.



Main Street Mixed Use buildings should be reflective of historic character

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# Highway 65 Corridor

## Key Aspects of the Highway 65 Corridor Growth Area:

### Commercial Nodes

- Create focused, condensed areas of commercial development at strategic intersections along Highway 65.
- Grant Street, Lincoln Street and 2nd Street NE are key intersections for community connections.

### Mixed Residential

- Provide a range of housing alternatives along the corridor including high and medium density and senior housing.
- Create an enhanced Downtown streetscape connecting the all elements of the Downtown

### Northeast Industrial Park

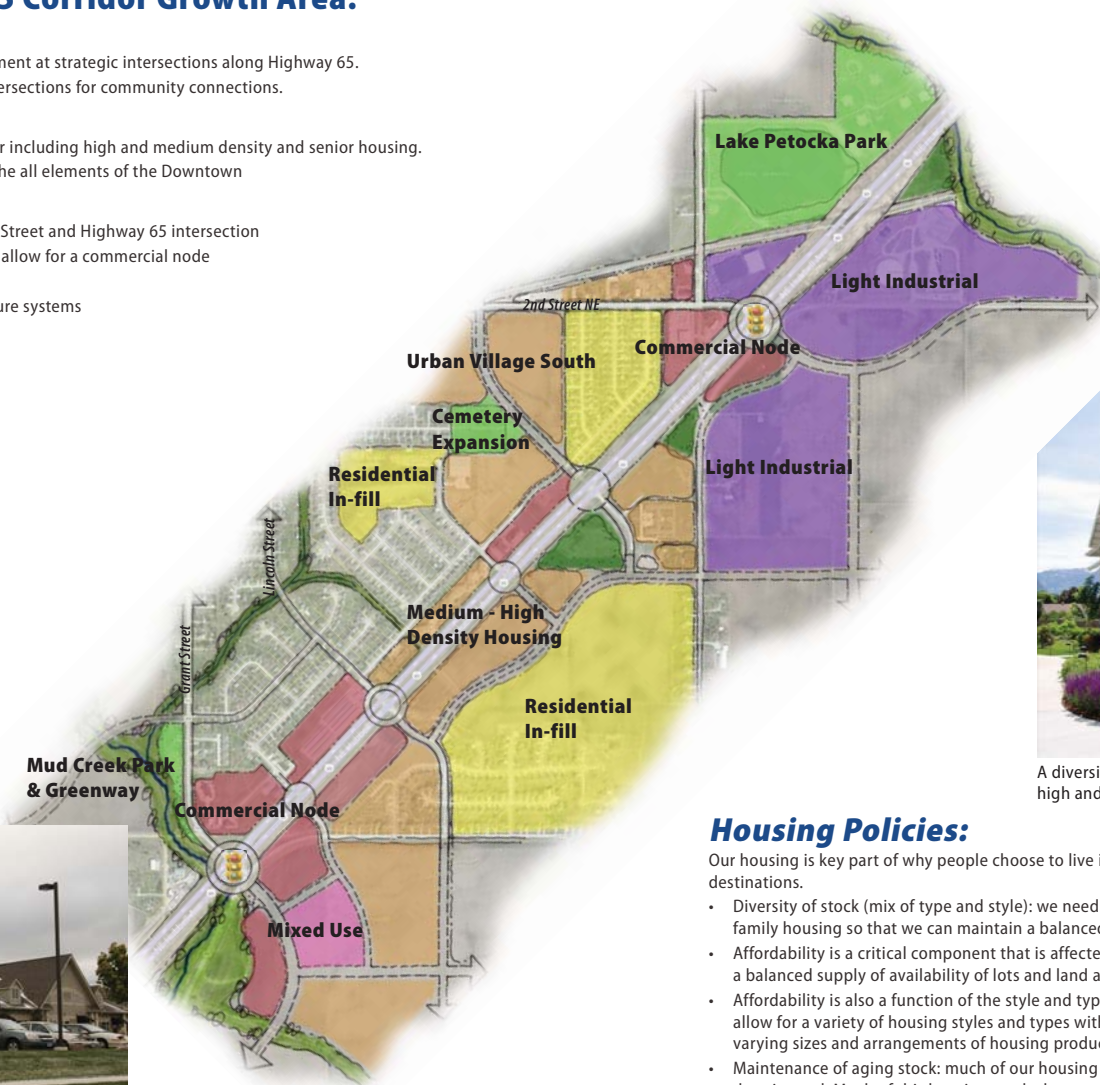
- Create a jobs based industrial park to the east of the 2nd Street and Highway 65 intersection
- Realign the intersection at Highway 65 and 2nd Street to allow for a commercial node
- Align development parcels with roadway alignment
- Explore annexation and utilization of existing infrastructure systems



Light Industrial uses/interim



Commercial / Office uses along Highway 65.



Wetland / stormwater areas should be designed as amenities along Highway 65



A diversity of housing stock should exist through the corridor including high and medium density housing and senior housing products

## Housing Policies:

Our housing is key part of why people choose to live in Bondurant. It's affordable and located close to many key destinations.

- Diversity of stock (mix of type and style): we need to maintain a diversity or balance of single family and multi-family housing so that we can maintain a balanced population and provide ample choices in housing style.
- Affordability is a critical component that is affected by managing the supply and demand of housing units. Ensuring a balanced supply of availability of lots and land areas with urban utilities helps keep land prices in check.
- Affordability is also a function of the style and type of housing. We will make sure our zoning and regulatory tools allow for a variety of housing styles and types within the community varying lot sizes and densities to accommodate varying sizes and arrangements of housing products.
- Maintenance of aging stock: much of our housing stock in original parts of Bondurant can be outdated or deteriorated. Much of this housing stock also poses desired characteristics such as walkable neighborhoods or unique architectural features. We will explore opportunities to collaborate with lending institutions to fund rehab and remodeling of existing housing stock to meet current housing trends/desires.

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