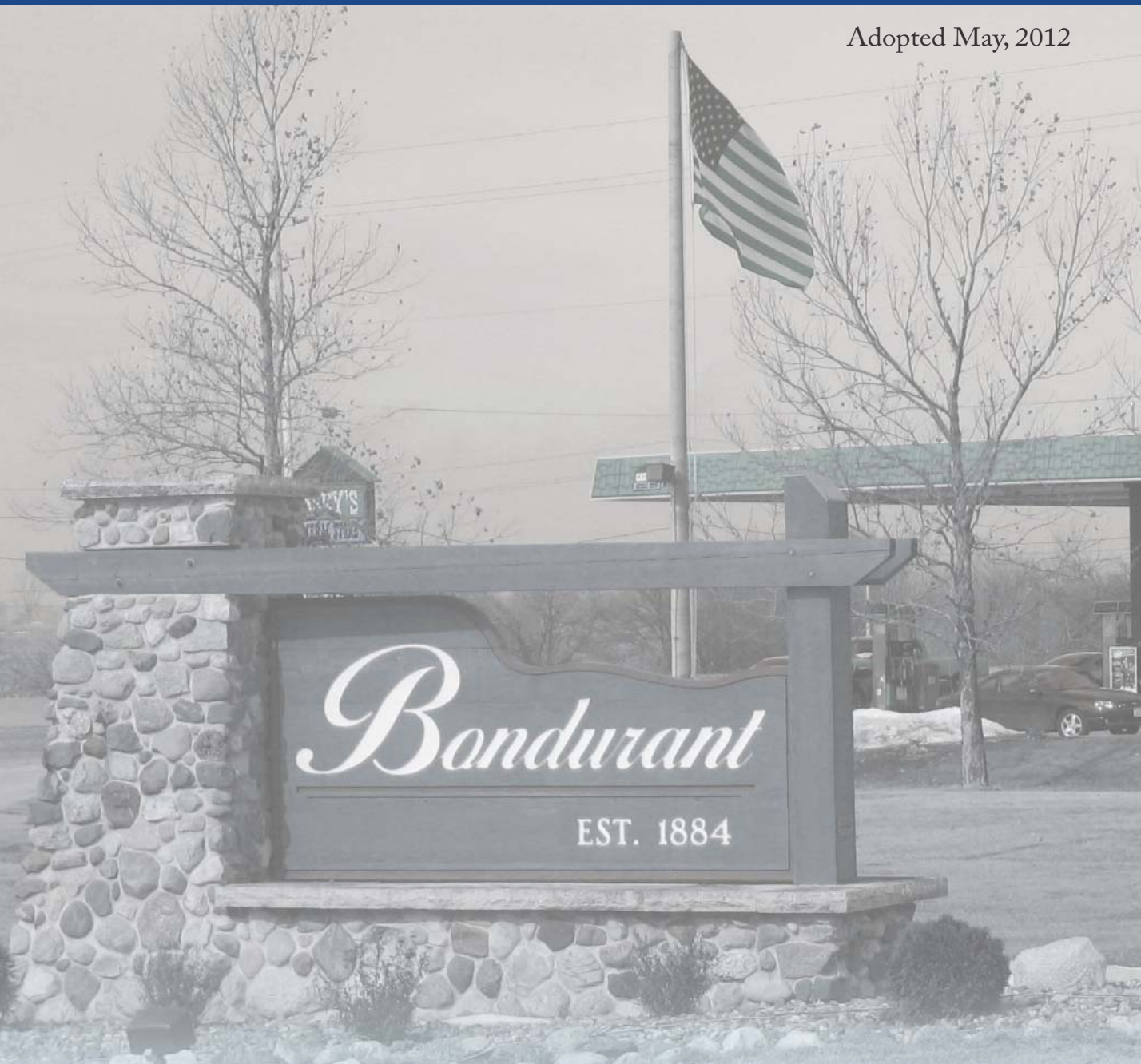


City of Bondurant Comprehensive Plan

Adopted May, 2012



2011-2030

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The Bondurant Community

We especially thank the citizens, business owners and other stakeholders. Your input and feedback throughout the process strengthened the plan and will help Bondurant as we look to the future.

Consultant Team

Hoisington Koegler Group Inc. 
Planning Landscape Architecture Urban Design

Engineering & Science 

Resolution: #12-62					Agenda Item: #09																																		
Date: May 07, 2012																																							
BE IT RESOLVED, by the City Council of the City of Bondurant, Polk County, Iowa:																																							
Whereas , the City of Bondurant is authorized to prepare and implement a comprehensive plan, pursuant to Iowa Code 414.3; and																																							
Whereas , the comprehensive plan has been prepared in accordance with the Iowa Smart Planning Act (Iowa Code 188.1), including the 13 elements outlined by the Act of public participation, issues and opportunities, land use, housing, public infrastructure and utilities, transportation, economic development, agricultural and natural resources, community facilities, community character, hazards, intergovernmental collaboration and implementation, as well as considering and applying the principles outlined by the Act; and																																							
Whereas , the Planning and Zoning Commission of the City of Bondurant has approved resolution PZ-12-05, recommending the adoption of the plan pursuant to Iowa Code 414.6 at its regular meeting on April 26, 2012; and																																							
Whereas , the City of Bondurant has structured the planning process with opportunities for public input including surveys, community meetings, a booth at Summerfest, and opportunities to communicate directly with City Staff, and used that input to influence the directives of the plan; and																																							
Whereas , the City Council reviewed the plan at a public hearing held on May 7, 2012; and																																							
Whereas , the City of Bondurant published notice of the public hearing on May 7, 2012 to adopt the comprehensive plan, pursuant to Iowa Code 362.3; and																																							
Be it further resolved that the City of Bondurant Comprehensive Plan, Bondurant 2030, dated May 07, 2012 is adopted and replaces all earlier adopted Comprehensive Plans.																																							
Moved by <u>Bogaards</u> Second by <u>Lohse</u> to adopt.																																							
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Motion carried																																							
Keith Ryan, Mayor																																							
					CERTIFICATE																																		
					I, Mark J. Arentsen, City Administrator of said City hereby certify that at a meeting of the City Council held on the above date, among other proceedings the above was adopted.																																		
					IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.																																		
					Mark J. Arentsen, City Administrator																																		



Introduction

1

Contents:

- **What is a Comprehensive Plan?**
- **Why Plan?**
- **Iowa Smart Planning**

What is a Comprehensive Plan?

The Comprehensive Plan is a statement of what the community of Bondurant wants to become. It is a set of goals and policies designed to achieve a community wide “vision” that is based upon a series of community defined “guiding principles.”

The Plan is based on a composition of concepts, patterns and relationships that deal with integrating the social aspects of a community with its physical development. Unlike the Zoning Ordinance, the Comprehensive Plan is futuristic in that it guides decisions that have yet to be made. The word “comprehensive” provides meaning to the Plan: it deals with the whole community and not just the parts.

The Comprehensive Plan is the blueprint for the future of Bondurant. It guides the use of every parcel of land (public and private) in the community. Land use is only the foundation of the Comprehensive Plan. The way land is used creates implications for City investments in infrastructure, facilities and services.

What are complete streets?

Complete streets are streets that are designed to meet the needs of all users. Bicyclists and pedestrians as well as automobiles and trucks use streets in Bondurant. A complete street in Bondurant considers the driver's experience, the pedestrian's experience, and the bicyclist's. People of all ages and abilities should be able to move safely and easily throughout a community on streets, trails and sidewalks. As the city grows, public transportation may take a larger role as a transportation option. It is important to make decisions now that will allow transit to work well in the future.

Chapter 6 shows what this could look like in Bondurant.

Why plan?

Streets provide the capacity for land to develop and for movement within Bondurant. Planning seeks to ensure that Bondurant has a street system with the design and capacity to support future development. The character of streets and the volume of traffic also affects adjacent land uses and the ability to move people. The Comprehensive Plan must balance the transportation and land use aspects of the street system. Consideration of “complete streets” can maximize the value and impact of streets on the community.

Development requires service by municipal sanitary sewer and water systems. Development can only occur within the capacity of the Bondurant's sewer system. The City seeks to provide a safe water supply at pressures needed to provide adequate fire protection.

Parks are an important part of the quality of life in Bondurant. Planning must consider the type and location of parks needed to meet the current and future needs of the community. A system of trails and sidewalks should allow people to move throughout the community on foot and bicycle, thus promoting active living and a healthy lifestyle.

The pattern of development and the characteristics of the population influence the nature of public services. All of these factors create financial implications. Land use creates the value used for property taxation - the primary source of revenue for the City. Many revenues used to build public improvements come directly from new development.

These factors make the process of updating the Comprehensive Plan critically important for Bondurant.



Comprehensive plans help communities understand and provide for the needs they will face in the future.

The Comprehensive Plan & the Zoning Ordinance

Characteristics of a Comprehensive Plan:

- Broad in scope
- Visionary
- Principles and policy oriented
- It's a guiding document
- Conceptual and idealistic
- Focus is on neighborhood, community and regional scale
- More flexible in its interpretation

Characteristics of a Zoning Ordinance:

- Narrow in scope
- More rigid standards
- It's the law
- Detail oriented, specific
- Focus on the district and site level

So which one rules? Iowa Code 414.3 states that Zoning Ordinance regulations "shall be made in accordance with a comprehensive plan" and designed to protect the welfare and interests of the community. Case law over the years has shown that a zoning ordinance in sync with a comprehensive plan is a more defensible ordinance than one that is not in sync or is not based on an approved comprehensive plan.

A review of zoning and subdivision ordinances always follows the planning process and the adoption of an updated Comprehensive Plan, resulting in minor or major modifications depending on the new directions forged by the comprehensive plan.

Iowa Smart Planning

The Iowa Smart Planning Act was signed into law on April 26, 2010. The act is in place to emphasize the important principles that need to be included in every Iowa local government comprehensive plan and guide the comprehensive planning process. The principles outlined in the act are in place to improve outcomes on a number of issues, including economics, the environment, public health and quality of life. They are also intended to ensure that the plans that are created are equitable, inclusive and fair.

When one of the ten Iowa Smart Planning Principles is referenced in the Bondurant Comprehensive Plan, a Smart Planning Principle icon will help notify the reader.



The Iowa Smart Planning Principles are:

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.

2. Efficiency, Transparency, and Consistency

Planning, zoning, development, and resource management should be undertaken to provide efficient, transparent, and consistent outcomes.



Our plan is stronger when we all work together in order to achieve it.

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.



We enjoy living here and would like housing options that allow us to stay here at different stages of life.

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.



Agriculture has been an important part of Bondurant's history and it helps define our identity.

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.

According to the act, there are 13 additional elements that may be included in the plan. These are:

- Public Participation
- Issues and Opportunities
- Land Use
- Housing
- Public Infrastructure and Utilities
- Transportation
- Economic Development
- Agriculture and Natural Resources
- Community Facilities
- Hazards
- Intergovernmental Collaboration
- Implementation



Bondurant in 2030

2

Contents:

- **Setting up the Framework**
- **Taking the Long View**
- **Public Participation**
- **Vision**
- **Guiding Principles**

Setting up the Framework

Our vision suggests a way of thinking about possible directions and solutions, while a set of guiding principles helps guide us toward a plan that fundamentally fits Bondurant. We use these principles to help shape this plan and inform those plans forged by others as new projects are considered by the community.

Our vision and guiding principles are not rules, regulations, or laws. Rules can be changed to better fit the vision as the community learns how to best implement the plan, but changing a principle without engaging the community in the evaluation of the principle can diminish the community's good intentions. Together with the vision statement, the guiding principles become critical tools for measuring the fit of proposals for change and for defining the more traditional rules spelled out in our zoning and subdivision regulations.

Our guiding principles do not set out an order of priority. Rather they are statements of community direction based on a common vision of where Bondurant wants to go and how it intends to get there.

Taking the Long View

The decisions we make as a community right now affect our quality of life for years to come. It is necessary to understand what we want Bondurant to be in 2030 in order to set benchmarks for actions we take today. We do this by defining a vision and a set of guiding principles. These make up the foundation of the Bondurant 2030 comprehensive plan. Like Bondurant, the plan will change and adapt, but it must always respect the core tenets of the vision and guiding principles.

Collaboration

Smart
Planning
Principle

Public Participation



This plan is formed and directed by the community input received from surveys, gameboards, discussions and meetings.

Community input shaped and defined the plan for Bondurant. Nearly 300 residents, business owners and neighbors filled out surveys addressing a wide range of issues and opportunities for Bondurant. Community groups such as the Bondurant-Farrar School Board and the Boy Scouts completed participation game boards to add their input. Summerfest attendees gave their ideas about Bondurant and the Comprehensive Plan.

The meetings, surveys, game boards and discussions helped form a vision of what Bondurant values and what it wants to become. Community members identified assets, issues and opportunities that will affect the way Bondurant grows in the next twenty years. This information drove the vision and the guiding principles that will act as the basis for growth and change in Bondurant.

Vision

We are a friendly, tranquil, growing community with rural qualities and small town values. With our close proximity to Des Moines and our location on the edge of the growing metropolitan region, we recognize that our community will continue to change. We have many desires for what that change might bring for the future of our community: a full service grocery store, restaurants, more efficient services (and thus lower taxes), lower costs for water and sewer services, improved stormwater management, stronger walking and biking connections and great community spaces where we can gather as a community of neighbors.

We will be a community that embraces growth by planning for our future. Through our planning efforts, Bondurant will shape future development in a way that preserves our small town qualities, our rural heritage and builds upon the quality of life that makes Bondurant a great place to live. Our vision for our community is to realize a pattern and form of community growth that is “on our terms” and that defines Bondurant as a unique place that is connected socially, economically and environmentally.

Guiding Principles

The guiding principles represent the basic goals of the plan as directed by the citizens of Bondurant. They reflect the needs, concerns and desires of our city and provide direction for achieving the vision. The guiding principles shape the plan, as well as its implementation in the future.

1. We will preserve our small town feel

Bondurant will retain our small town, community atmosphere. We enjoy living here because it provides a home where neighborly interaction still occurs, open spaces still define much of the landscape, and our community rallies around each other.

2. We are part of a greater region

Bondurant will recognize the role we play in the region. As part of the Des Moines Metropolitan Area, we have advantages that are not available to other towns our size. We understand there are potential “spill-over” effects and competition from neighboring communities and that many of our citizens regularly travel and work outside of our city limits.

3. We will work toward a vibrant and local downtown area

Bondurant will focus on developing a vibrant downtown area that serves the local community. It will be a place that we can gather as a community or spend time with a neighbor. Small scale retail, mixed use buildings and community gathering spaces will be aimed at the needs of our citizens, and not as a regional center. We recognize that large scale development is more appropriate elsewhere and our land use decisions will reflect that understanding.

Smart Planning Principle Community Character



We love living in a place “where everybody knows your name.”

Smart Planning Principle Collaboration

Smart Planning Principle Revitalization



Events like Summerfest give us an opportunity to come together as a community to celebrate our city.

Efficiency,
Transparency,
Consistency

Smart
Planning
Principle

Housing Diversity

Smart
Planning
Principle

Revitalization

Smart
Planning
Principle



We are interested in having retail that is focused on serving the local community, especially a grocery and a pharmacy.

4. We will grow thoughtfully, in a planned manner

Bondurant will consider the positive and negative implications of growth before we allow development. New developments will not happen haphazardly, but rather in locations that are appropriate to the ecological constraints, resource and energy use considerations, and our community's identity. It will fit and respond to our vision of growth for the city.

5. We will develop healthy housing mixes

Bondurant will offer residential choices that serve our community's families and individuals with varied housing needs. A mix of quality housing options will allow us to continue calling Bondurant home.

6. We will encourage business growth in appropriate locations

Bondurant recognizes the significance of expanding our job and tax base while making sure that growth is appropriate and in locations that do not detract from the quality of life of our citizens or the character of our city. We will address challenges for new and existing businesses, and capitalize on our advantages in order to improve the business climate and foster job growth in Bondurant.

7. We will encourage retail that meets the needs of the city

Our population has grown to a level that will support additional retail services. Grocery, restaurants, and small retail will be targeted for development in Bondurant. Development will be done in a way that retains our city's community atmosphere and identity.

8. We will treat natural elements as amenities, not hazards

Bondurant understands the value of our creeks, lakes, wetlands and topography as well as the potential hazards they can present. We will emphasize enhancement, protection, preservation and restoration of our natural resources, agricultural assets and cultural/historic landscapes.

9. We will create abundant, connected parks

Bondurant will continue to develop our park system to create a linked network of parks that are accessible to all neighborhoods. Our parks will serve multiple functions, addressing the needs of individual neighborhoods and the community as a whole.

10. We will encourage active, healthy living choices

Bondurant is a great place to live. As we continue to grow and change, we will ensure a vision and policy that shapes our built environment so that it encourages active lifestyles: biking, walking, recreating and gardening.

11. We will promote safe and efficient transportation

Bondurant will make sure that our transportation system serves to connect the city to the rest of the region while also providing safe alternatives for local automobile trips, public transportation, bicyclists and pedestrians.

12. We will utilize appropriate, affordable infrastructure options

Bondurant will ensure our infrastructure system grows with the city in a cost effective, affordable way. When possible, we will utilize existing infrastructure to meet the needs of our city. Public investment in water, sewer and other services will be done in a thoughtful way that matches our development patterns and recognizes short and long term costs.

13. We will support our great schools

Bondurant will support and assist the Bondurant-Farrar school district's efforts to maintain the high quality of our schools and strive for even higher academic achievement for our children. We will work collaboratively with the school district to adapt to changing conditions to ensure that our children receive great educational opportunities.

14. We will have an involved and responsive local government

Bondurant's elected officials and hired staff will continue to respond to the needs of our community. They will conduct business in a timely and transparent manner and value citizen and stakeholder input.

(The numbering of the principles does not reflect preference or ranking)

Smart Planning Principle Natural Resource and Ag Protection



Trail networks can help connect parks & natural areas and serve as buffers from potential natural hazards.

Smart Planning Principle Clean, Renewable, Efficient Energy

Smart Planning Principle Transportation Diversity



The Bondurant - Farrar school system is well respected in the Des Moines Area.

Smart Planning Principle Efficiency, Transparency, Consistency



Bondurant City Hall



Community Context

3

Contents:

- History of Bondurant
- Physical Context
- Regional Context
- Demographics
- Growth

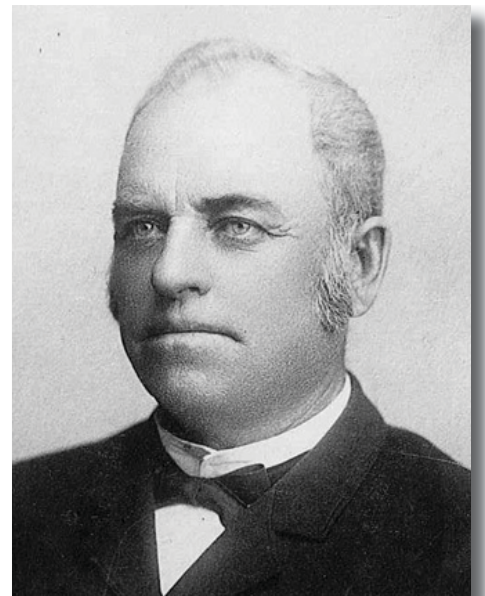
History of Bondurant

Alexander C. Bondurant

Bondurant was originally settled in 1857 by Alexander C. Bondurant, a pioneer from Illinois, who traveled across the prairie to lay claim to 320 acres. By 1884 the town had emerged from wetlands and prairies into a productive agricultural town. Through the generosity of A. C. Bondurant, the town secured land for a church and a school. Bondurant also subdivided some of his property, offering it to settlers who would build homes and businesses.

Relationship to Des Moines

Much like today, Des Moines served as the business hub in the area. It was where the early settlers of Bondurant sold their livestock and crops.



Alexander C. Bondurant - Founder of Bondurant



The home of A. C. Bondurant
(picture from *The Des Moines Register*, 12/5/2001)

Chicago Great Western Railway

In 1892, the Chicago Great Western Railway was laid through Bondurant's land. A station was built on his property, bearing his name. The provision of land from A. C. Bondurant also allowed more industry to sprout up in the area. In 1897 Bondurant incorporated as a city.

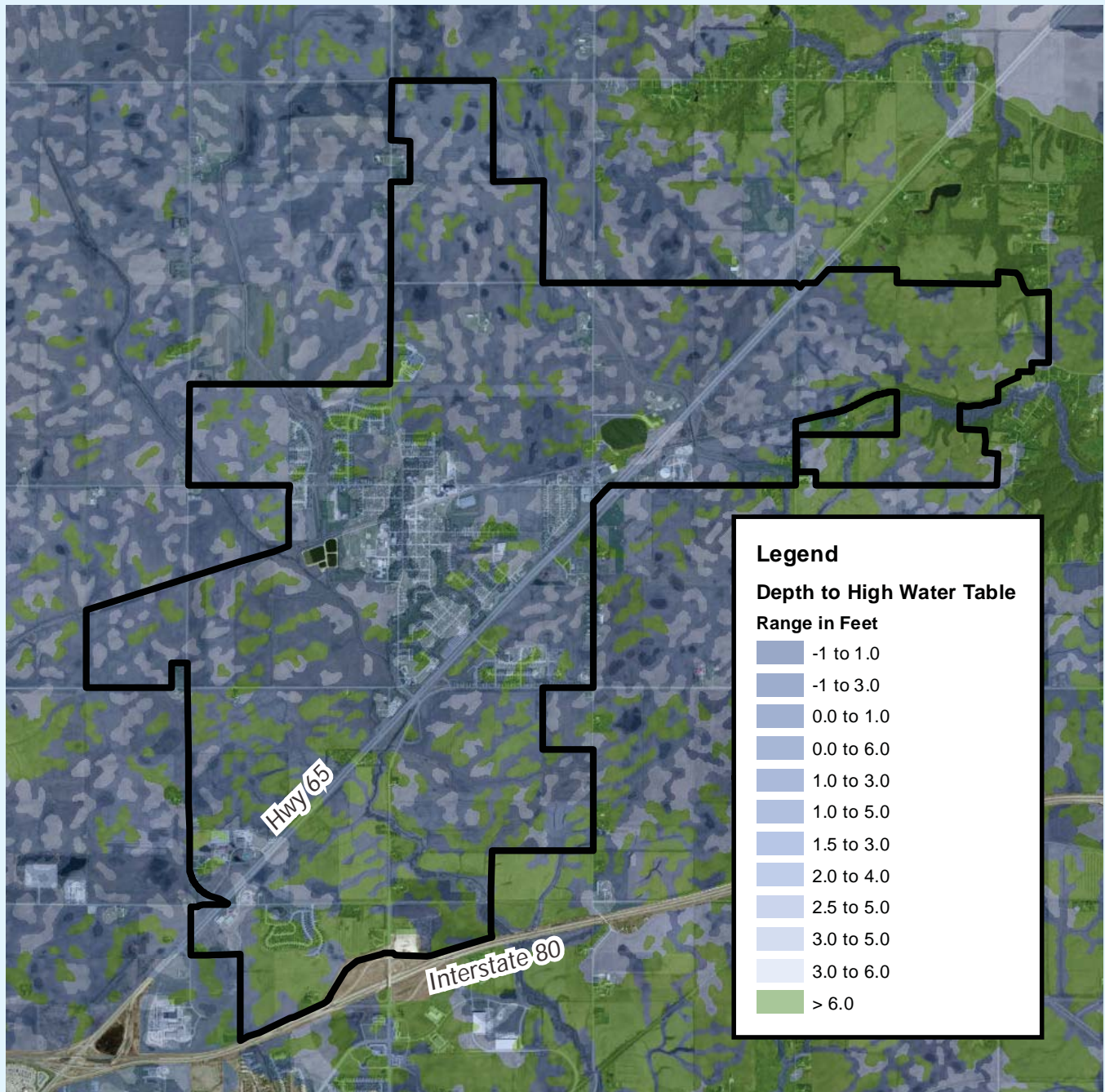
New Amenities

As Bondurant grew, so did the amenities for the citizens. By 1901 Farmer's Mutual provided the city with telephone service. 1915 brought electricity to the city in order to power the interurban passenger rail system through Altoona.

Physical Context

When A. C. Bondurant established his town on the banks of Mud Creek, he left a legacy that still shapes Bondurant today. One of the notable things about the location Bondurant chose was the presence of numerous ponds and swamps. One account of the city's history recalls other settlers dubbing the area "Bondurant's Frog Ponds." While Bondurant's ability to drain the land is a testament to his hard work, the story corroborates the high water table that exists throughout much of the city. Over 75% of the city is within 6 feet of the water table. This has implications for the city today from viability of in-ground septic systems to complications in the construction of basements.

Bondurant Water Table

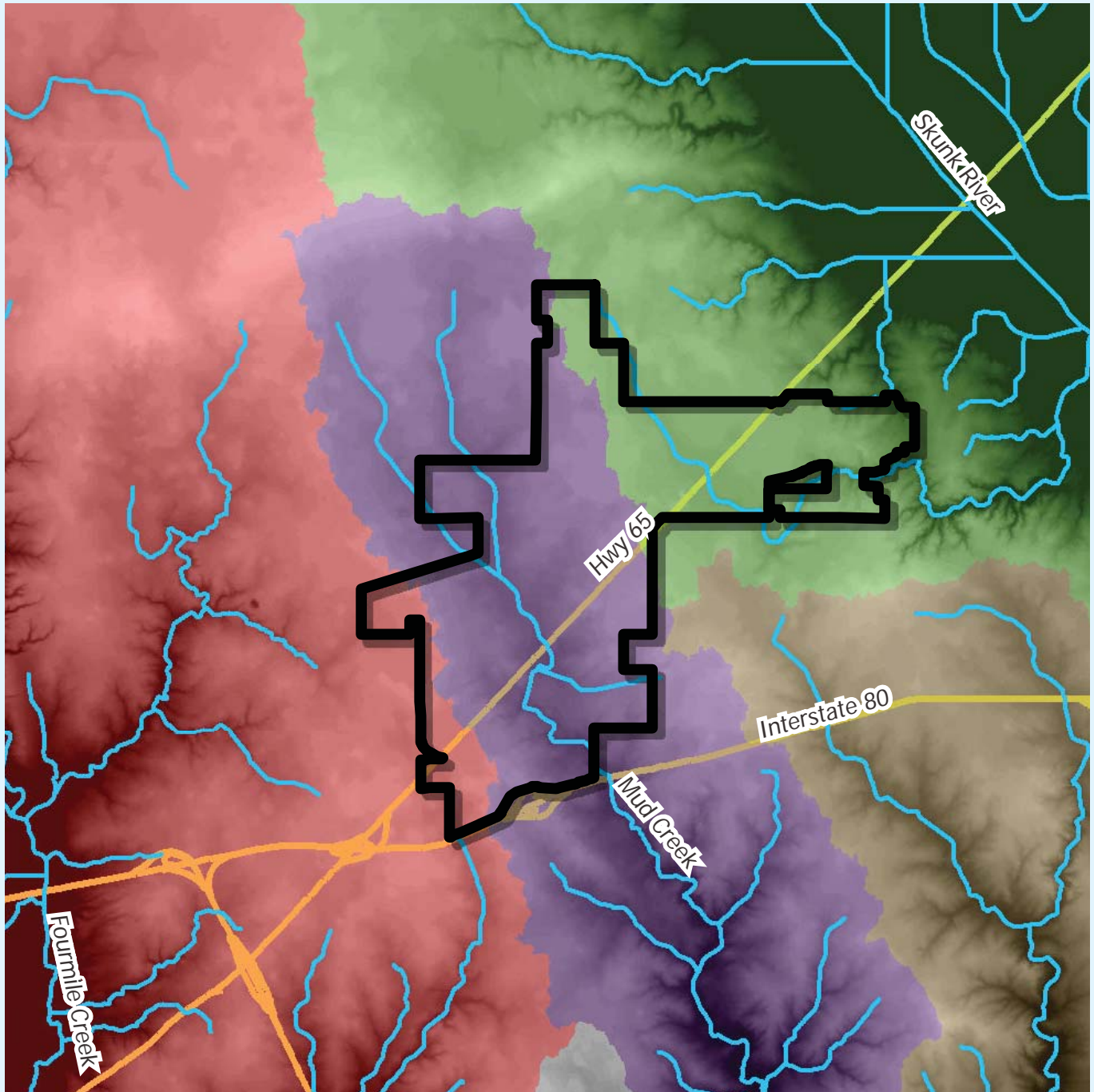


The depth to the seasonal high water table is relatively high throughout much of Bondurant. This has impacts on what land is developable, what types of construction can occur and stormwater management practices.

Figure 3.1 - Bondurant Water Table

The topography of Bondurant is fairly flat throughout most of the city limits. Some of the land at the eastern end of the city has more varied topography formed by the Chichaqua Bottoms area draining into the Skunk River. The city drains mainly through Mud Creek which flows southeast to the Des Moines River. Much of the drainage throughout the city is by flume which feeds into Mud

Bondurant Watersheds



The majority of Bondurant (in purple) drains into Mud Creek. Portions also drain to the Skunk River (green) and Fourmile Creek (red). Any impacts to Mud Creek from Bondurant will be carried into the east side of Altoona and beyond.

Figure 3.2 - Bondurant Watersheds

Creek. Agricultural land has developed shallow drainageways for the excess water that does not infiltrate into the soil. Drainage tile is utilized in some areas to remove excess water from the land.

Regional Context

Since its founding, Bondurant has been influenced by its proximity to Des Moines. Bondurant lies about 10 miles northeast of downtown Des Moines along U.S. Route 65, just north of Interstate 80. This regional road network helps connect the city to the rest of the Des Moines Metropolitan Area.

It is bordered by Altoona and Clay Township to the south, Douglas Township to the north/northwest and Franklin Township to the north/northeast. The next closest towns are Ankeny to the west and Mitchellville to the east. Currently, there are no binding agreements about annexation policies with adjacent and nearby cities, although the cities do coordinate on matters of new growth.

With its proximity to Des Moines and a total of 8.6 square miles of land, Bondurant provides a pastoral setting with convenient access to the bigger city. The location comes with unique opportunities. Because of the proximity to Des Moines, Bondurant residents have access to employment and cultural amenities that would not ordinarily be available in a small town. Community members enjoy being able to get into the city with a 15-20 minute drive, while retaining the “small town community with a rural atmosphere.”

Bondurant is also located near other entertainment and natural amenities that make it a great place to live. Just south of Interstate 80, Adventureland Amusement Park and Prairie Meadows Racetrack and Casino provide unique entertainment options. To the east of the city, the Chichaqua Valley Trail connects to the Skunk River and the Woodcock Wildlife Area. In addition to the natural corridor and parks to the east, the Chichaqua Wildlife Habitat Park is an amenity for those who enjoy outdoor recreation.



Figure 3.3 - Neighboring Cities
Bondurant shares a border with Altoona along Interstate 80 and in the southwest corner near the intersection of I-80 and Hwy 65.

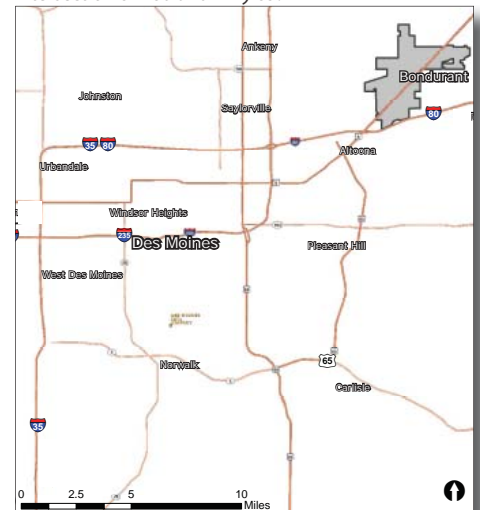


Figure 3.4 - Des Moines Metro Area
Ever since the founding of Bondurant, the relationship between the city and Des Moines has been important.

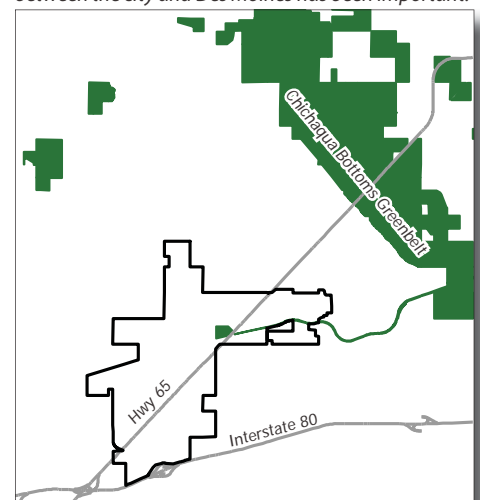


Figure 3.5 - Chichaqua Bottoms Greenbelt
Chichaqua Bottoms Greenbelt is made up of a number of parks including the Woodcock Wildlife Area and the Chichaqua Wildlife Habitat Park. The Chichaqua Valley Trail connects Bondurant to this natural amenity.

Demographics

As Bondurant has grown, the dynamics of the population have changed as well.

Households

From 2000 to 2010, the number of households in Bondurant grew from 659 to 1,362. Interestingly, the proportions of household types stayed roughly the same, with each group approximately doubling in size. Size of households also stayed fairly constant at 2.8 for the average household with 2.99 people per household for owner-occupied units and 2.0 people per household for renters.

	<i>2010 Census</i>			<i>2000 Census</i>	
	<i>Number</i>	<i>Percent</i>		<i>Number</i>	<i>Percent</i>
Total households	1,362	100.00%	Total households	659	100.00%
Family households	1,021	74.96%	Family households	508	77.09%
Husband-wife family	842	82.47%	Husband-wife family	408	80.31%
Male householder, no wife present	44	4.31%	Male householder, no wife present	20	3.94%
Female householder, no husband present	135	13.22%	Female householder, no husband present	80	15.75%
Nonfamily households	341	25.04%	Nonfamily households	151	22.91%
Householder living alone	256	75.07%	Householder living alone	131	86.75%
Householder over 65 years living alone	96	28.15%	Householder over 65 years living alone	43	28.48%
Households with individuals under 18 years	672	49.34%	Households with individuals under 18 years	326	49.47%
Households with individuals over 65 years	193	14.17%	Households with individuals over 65 years	90	13.66%

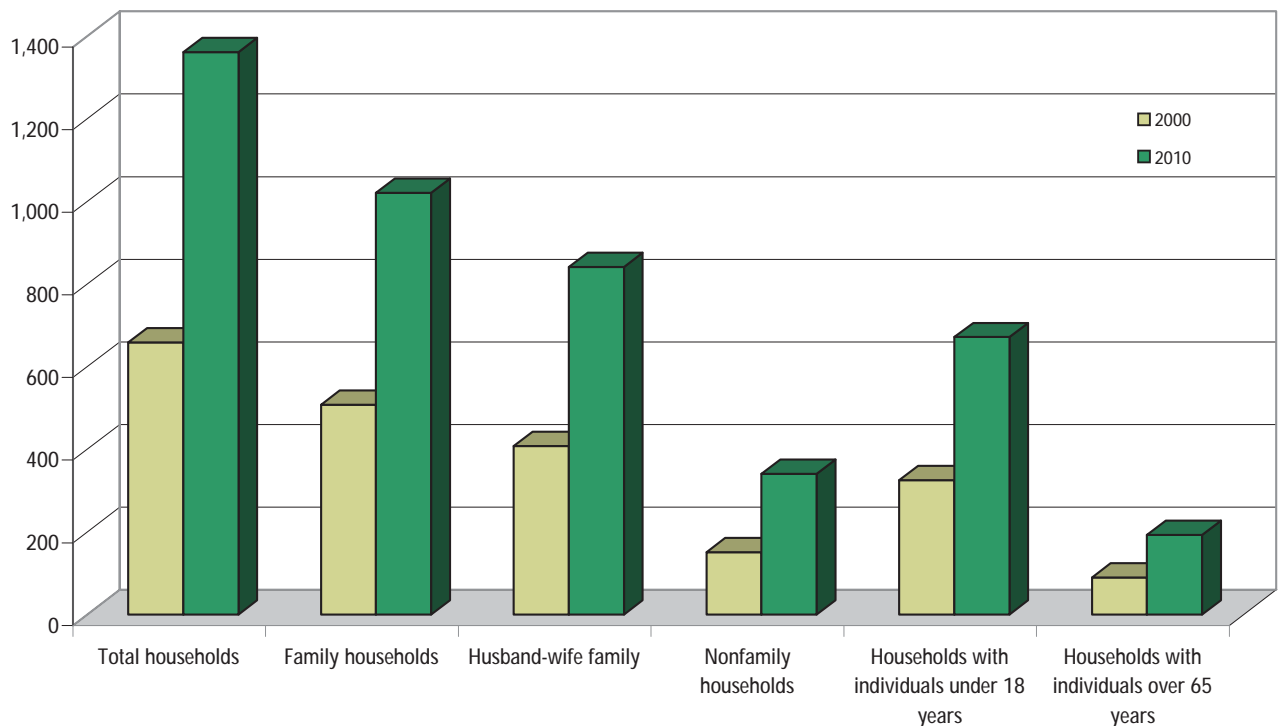


Table 3.1 - Household Characteristics

Age

With respect to age, every segment of the population grew from 2000 to 2010. Children under 5 and adults aged 25-34 grew faster than any other segments of the population.

<i>2010 Census</i>			<i>2000 Census</i>			<i>2000 to 2010</i>	
	<i><u>Number</u></i>	<i><u>Percent</u></i>		<i><u>Number</u></i>	<i><u>Percent</u></i>	<i><u>Percent Change</u></i>	
Total Population	3,860	100.00%	Total Population	1,846	100.00%	Total Population	109.10%
Under 5 years	427	11.06%	Under 5 years	147	7.96%	Under 5 years	190.48%
5 to 14 years	696	18.03%	5 to 14 years	384	20.80%	5 to 14 years	81.25%
15 to 19 years	231	5.98%	15 to 19 years	122	6.61%	15 to 19 years	89.34%
20 to 24 years	189	4.90%	20 to 24 years	76	4.12%	20 to 24 years	148.68%
25 to 34 years	829	21.48%	25 to 34 years	313	16.96%	25 to 34 years	164.86%
35 to 44 years	555	14.38%	35 to 44 years	332	17.98%	35 to 44 years	67.17%
45 to 54 years	409	10.60%	45 to 54 years	233	12.62%	45 to 54 years	75.54%
55 to 64 years	282	7.31%	55 to 64 years	122	6.61%	55 to 64 years	131.15%
65 to 74 years	138	3.58%	65 to 74 years	66	3.58%	65 to 74 years	109.09%
Over 75 years	104	2.69%	Over 75 years	51	2.76%	Over 75 years	103.92%

Median Age (years) 29.7

31.9

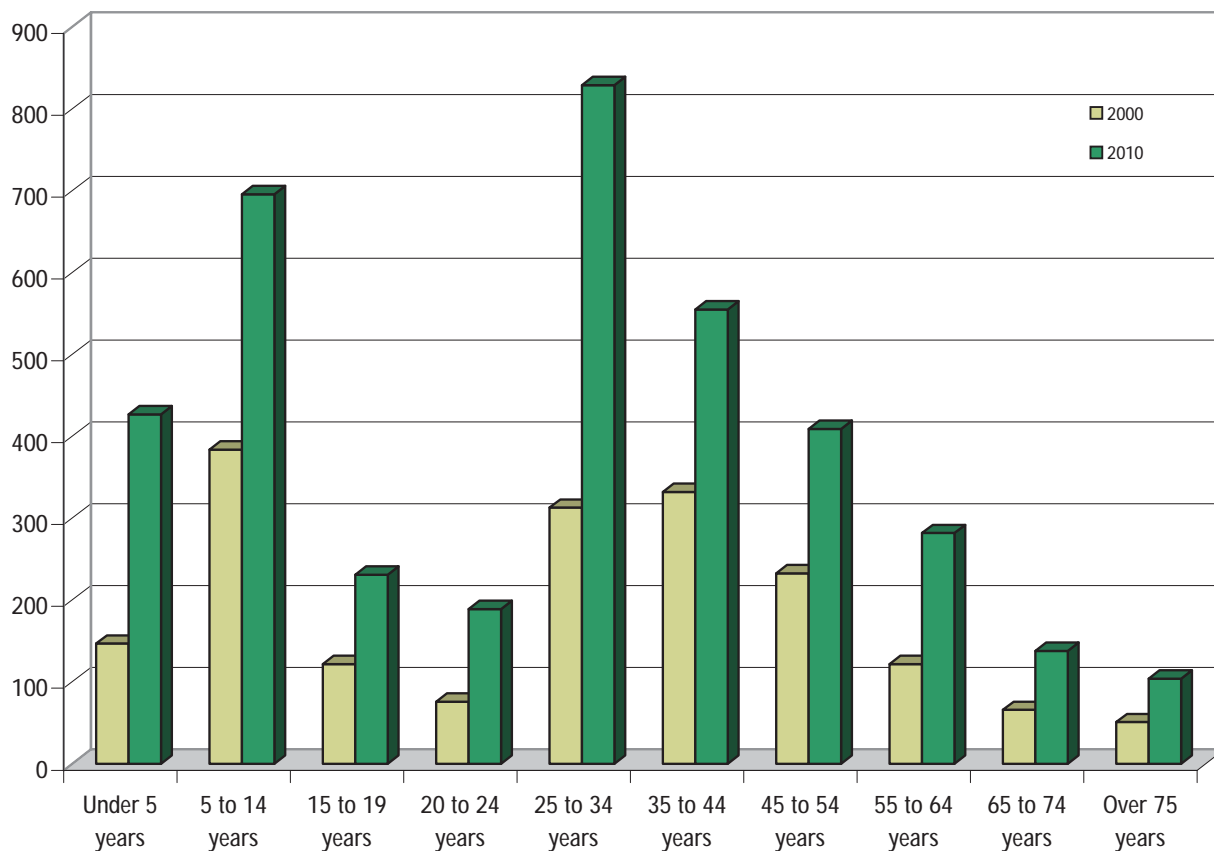


Table 3.2 - Age Characteristics

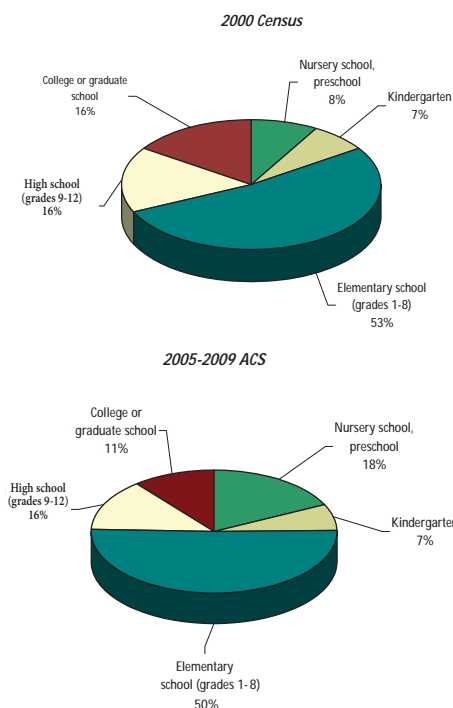


Table 3.3 - Education Levels

School Enrollment

School enrollment questions also come along with the changing ages of Bondurant's residents. As the age demographics above would suggest, day care and preschool enrollment has been the fastest growing sector for school enrollment, expanding from 8% to 18%. This has implications now as well as in the future as the children who are currently in preschool will be moving through the Bondurant-Farrar school system later.

Growth

From 1900 to 1970 Bondurant settled into a stable existence maintaining a population between 274 and 461. This changed in the 1970s. The expansion and improvement of the Interstate Highway System allowed people to live farther away from job centers and it became easier to live in rural Bondurant while working in Des Moines. This resulted in a new period of growth for the city, with the population nearly tripling at the same time that Des Moines was losing population. After this, Bondurant maintained accelerated growth through the 1980s and 1990s. In the 2000s Bondurant experienced another period of rapid growth, doubling the population over a 10 year period. This growth brings both challenges and opportunities for the city.

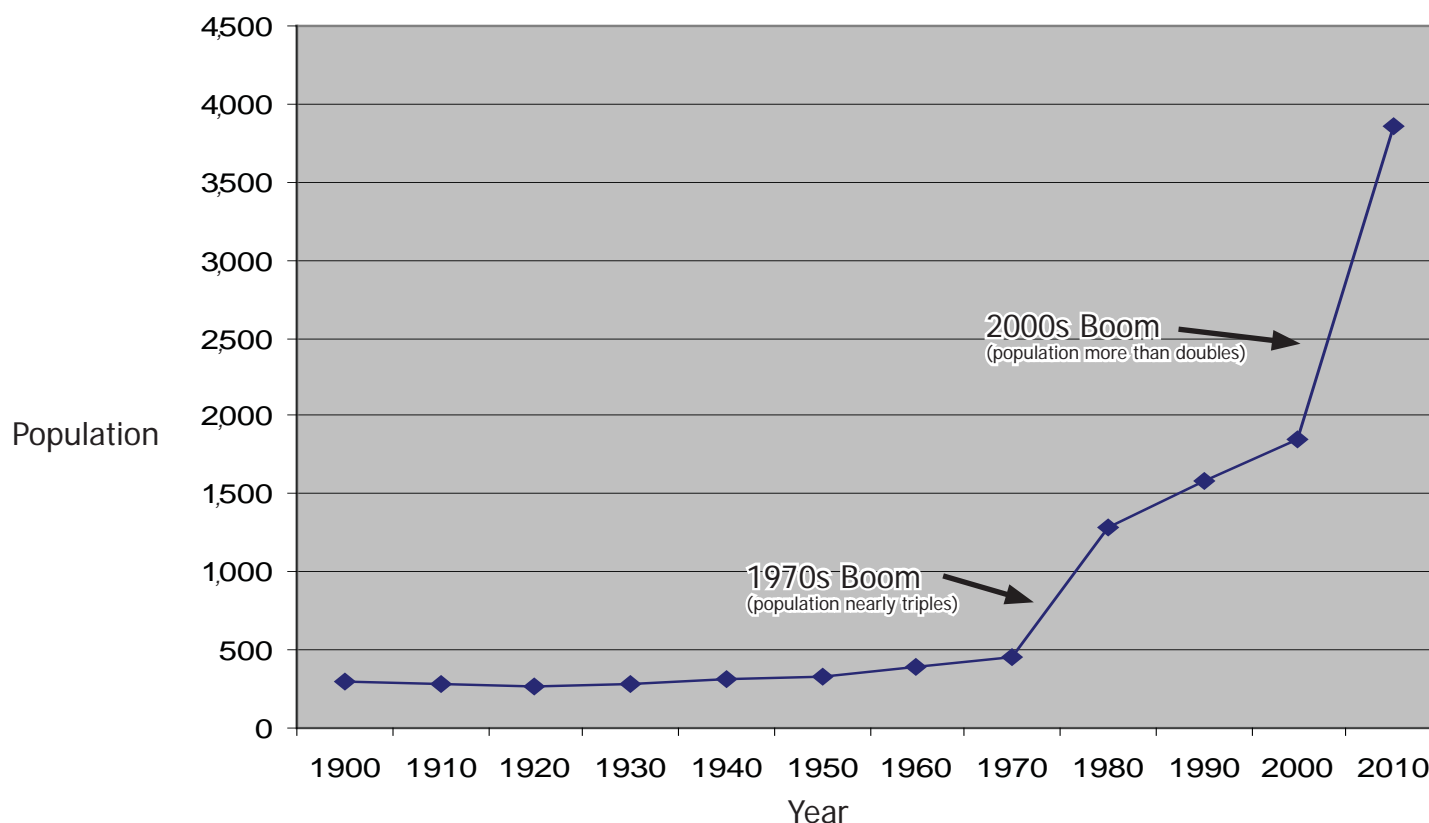


Table 3.4 - Population Growth

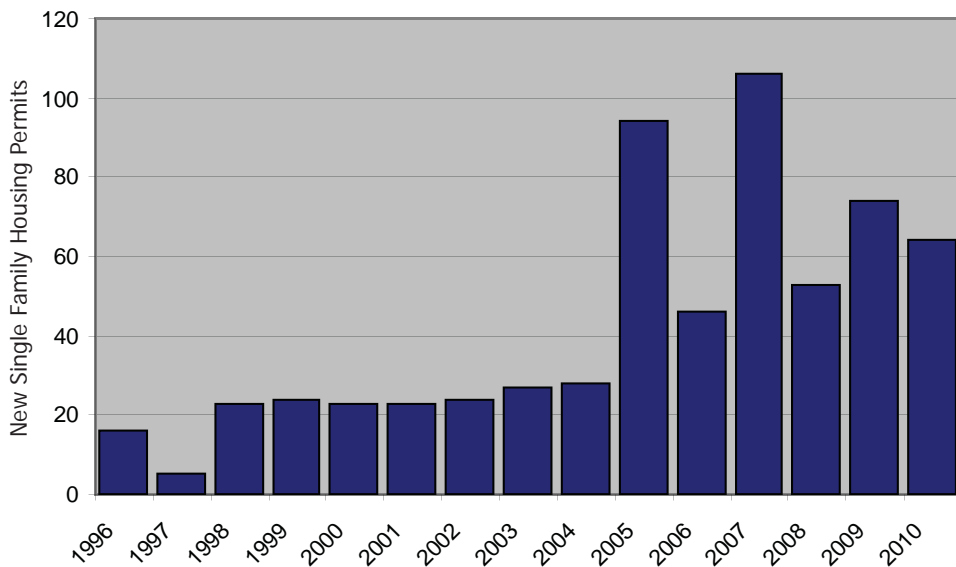


Table 3.5 - New Single Family Housing Permits

Housing Permits

New single family housing permits have increased dramatically in the last decade. 2005 and 2007 were both remarkably high in terms of housing starts, but even without those years, the trend remains an upward trend. Throughout much of the early 2000s Bondurant was typically adding 3-4 times as many houses per capita compared with Iowa as a whole. In 2005 that number jumped to 11.6 and has continued to grow.

Projections

Based on historic population growth and available land supply in the community (which will be discussed in the Land Use Chapter), it can be expected that Bondurant will continue to see significant population growth in the range of 60 to 100 housing units per year. The rate of population growth in Bondurant will be heavily dependent on the recovery of the economy as well as the ability to obtain mortgages for new housing construction with lenders tightening qualifying criteria for mortgages.

Housing growth of 60 to 100 units per year will yield population growth in the range of 180 to 300 person per year, 1,800 to 3,000 over a decade. Given the uncertain economic conditions, the City should annually check and adjust estimated population.

Employment

Bondurant is a bedroom community with more people in the workforce (1,140) than available jobs in the community (475). As the community grows in the future, it will be important to increase opportunities for commercial development that will support the growth of local jobs and create opportunities for people to reduce commuting times and work closer to home.

Year	Population
2010	3,860
2020	5,500 (low) 6,850 (high)
2030	7,300 (low) 10,000 (high)

Table 3.6 - Population Projections

Population estimates for 2020 and 2030 are rough estimates based on potential housing starts of 60 to 100 new housing units per year and an estimated 3 persons per housing unit. Total housing unit growth is estimated at 3,600 to 6,000 new units by 2030.

In measuring job growth we might look at a desirable ratio of the number of jobs per household. Based on current census data, Bondurant has less than 0.35 jobs per household. For future growth, we might target closer to 0.5 or 0.75 jobs per new household as an economic development strategy. A free standing growth center might have a ratio of 1.0 to 1.5 jobs per household as a comparison.



Land Use

4

Contents:

- **Current Land Use Patterns**
- **Planned Land Use**
- **Land Use Categories**
- **Area Vignettes**

Current Land Use Patterns

Subdivision

The majority of our developed land is in the form of typical single family residential subdivisions. The availability of land paired with tax abatement incentives has helped our community double in size in the last 10 years, with much of that growth in single family houses in subdivision neighborhoods.

Downtown

The original town of Bondurant was laid out just east of the current elementary and junior high school. The age of this area is evidenced by the traditional block layout of the streets. While the area is mainly single family residential, there is also commercial, civic and park space throughout the downtown area.



Downtown Bondurant

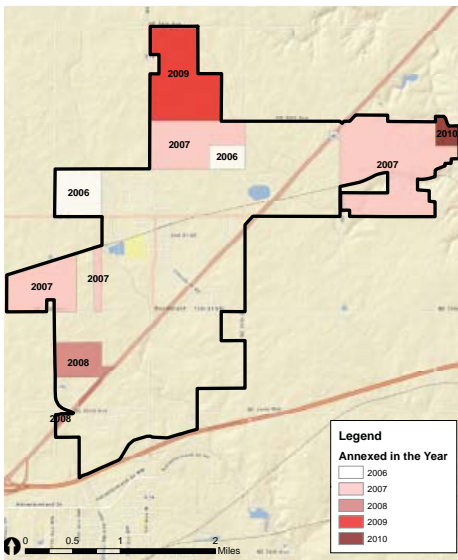


Figure 4.1 - Annexations
Annexations since 2005



Bondurant Business Center along Hwy 65

Agriculture

The majority of the land inside of the current city limits is agricultural land. The percentage of agricultural land has grown as the City has annexed nearly 2,000 acres of land since 2006. The land use implications are discussed below, but it is worth noting the amount of annexed land that is still undeveloped. This has both positive and negative ramifications in terms of the character of the city, managing growth, and the required financial outlays to maintain services within the city limits.

Highway 65

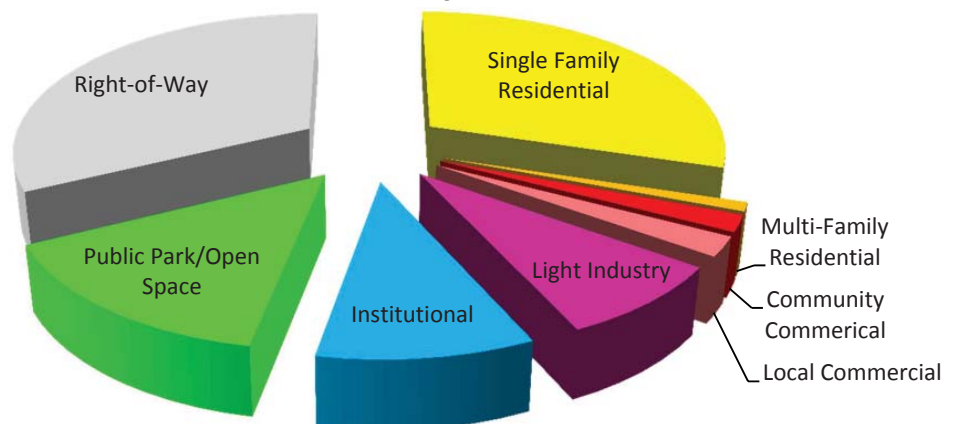
Highway 65 runs diagonally through Bondurant, connecting with Interstate 80 to the southwest of the city. The access afforded by this roadway has made it an attractive location for business and higher density development, especially along the northwest side of the highway. The higher traffic counts and visibility for buildings fosters commercial land uses. Offices, multi-family residential, industrial and commercial land uses have all developed fronting the highway. This has the potential to be a strong growth area for the city in the future.

Existing Land Use

Within the city limits the vast majority (74.9%) of the land is undeveloped farmland or vacant land. Right-of-way (such as roads and railway) and Single Family Residential land uses make up the majority of the developed land in the city, followed by Public Parks/Open Space, Institutional, and Light Industry. Commercial and Multi-Family Residential takes up a small portion of the land in Bondurant.

Existing Land Use	Acres	% of Total
Single Family Residential	413	7.5%
Multi-Family Residential	14	0.3%
Community Commercial	26	0.5%
Local Commercial	31	0.6%
Light Industry	115	2.1%
Institutional	136	2.5%
Public Park/Open Space	204	3.7%
Right-of-Way	448	8.1%
Undeveloped	4,133	74.9%
Total	5,519	100%

Distribution of Developed Land Area



Developed land area inside of the city limits

Table 4.1 - Developed Land Use Distribution

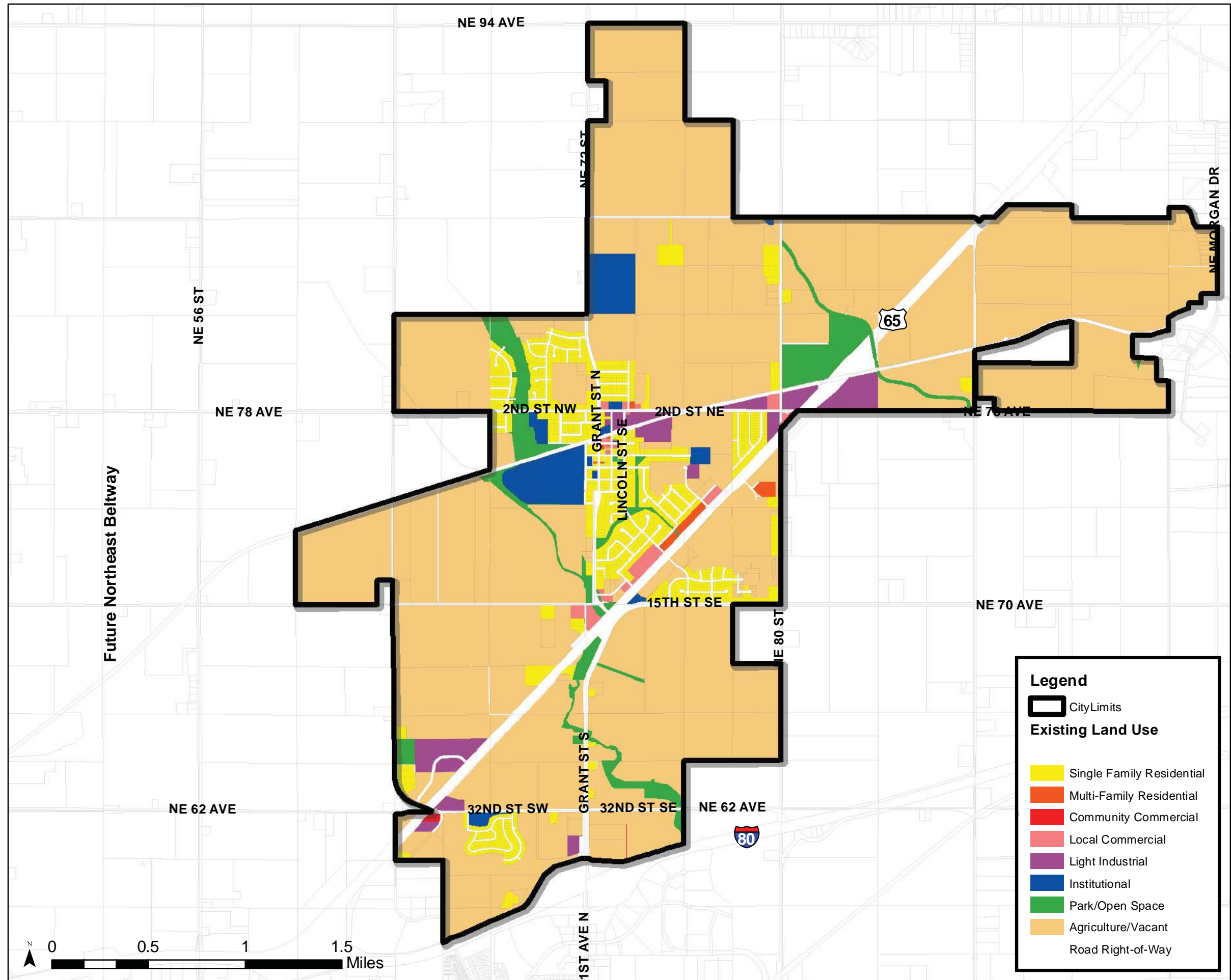


Figure 4.1 - Existing Land Use

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Planned Land Use

The 2030 Planned Land Use map guides Bondurant towards a desired future land use pattern. The map gives some degree of predictability and reasoning to private and public investment. It encourages development of different types in places that will minimize conflict and nuisances, while also encouraging positive relationships between residential neighbors and other districts. Future land use plans are important to save land for markets that have not yet matured. In Bondurant, commercial growth has not yet taken off, but will be an important part of the city in the future. If we let all the best commercial land be used for residential, we may see short term returns but lose out on higher long term benefits.

The 2030 Planned Land Use map was developed responding to the following considerations:

Market Considerations:

- Existing and future access points and transportation corridors
- Appropriate parcel sizes and depths for different land uses
- Nearby activity centers
- Trade areas, population/household densities and household purchasing power

Public/City Considerations:

- Current annexation boundaries & growth capabilities
- Locations and capacities of existing and planned utilities
- Feedback from surveys, open houses, and listening sessions

Environmental Considerations:

- Drainageways, topography, and depth to water table
- Mud Creek and other greenspace as a visual amenity for offices and residential as well as a functioning drainage corridor
- Preservation of agricultural land
- Habitat corridors



**Efficiency,
Transparency,
Consistency**



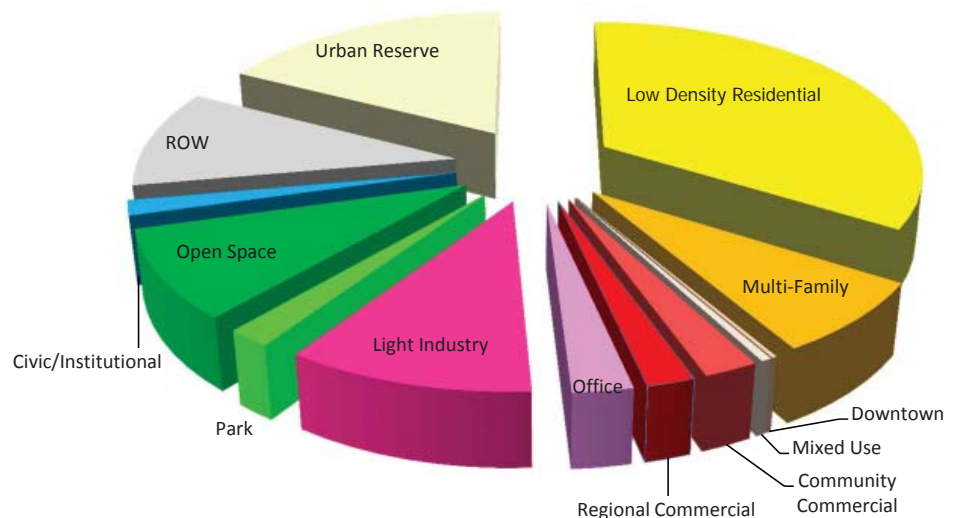
Collaboration



**Natural Resource
and Ag Protection**

As Bondurant grows in the future it is important to plan for a balanced mix of land uses. The balance takes into consideration market demands for housing growth, increasing opportunities for a variety of housing forms and styles, job/employment oriented land uses to create places where residents can work in Bondurant and retail areas to provide local service needs. The distribution of land uses also provides a greater balance of market valuations which in turn contributes to City revenues that cover the delivery of community services.

Future Land Use Guided within current City Limits



Future Land Use	In City Limits	% Of Total
Low Density Residential	1,874	34.0%
Multi-Family	432	7.8%
Downtown	12	0.2%
Mixed Use	24	0.4%
Community Commercial	115	2.1%
Regional Commercial	111	2.0%
Office	140	2.5%
Light Industry	573	10.4%
Park	103	1.9%
Open Space	512	9.3%
Civic/Institutional	88	1.6%
ROW	574	10.4%
Urban Reserve	961	17.4%
Total	5,519	100.0%

Note: Park land is shown as a low percentage in the table at right. Future parks will be developed in residential neighborhoods and will be part of the land area guided for low density residential uses.

Table 4.2 - Planned Land Use Distribution

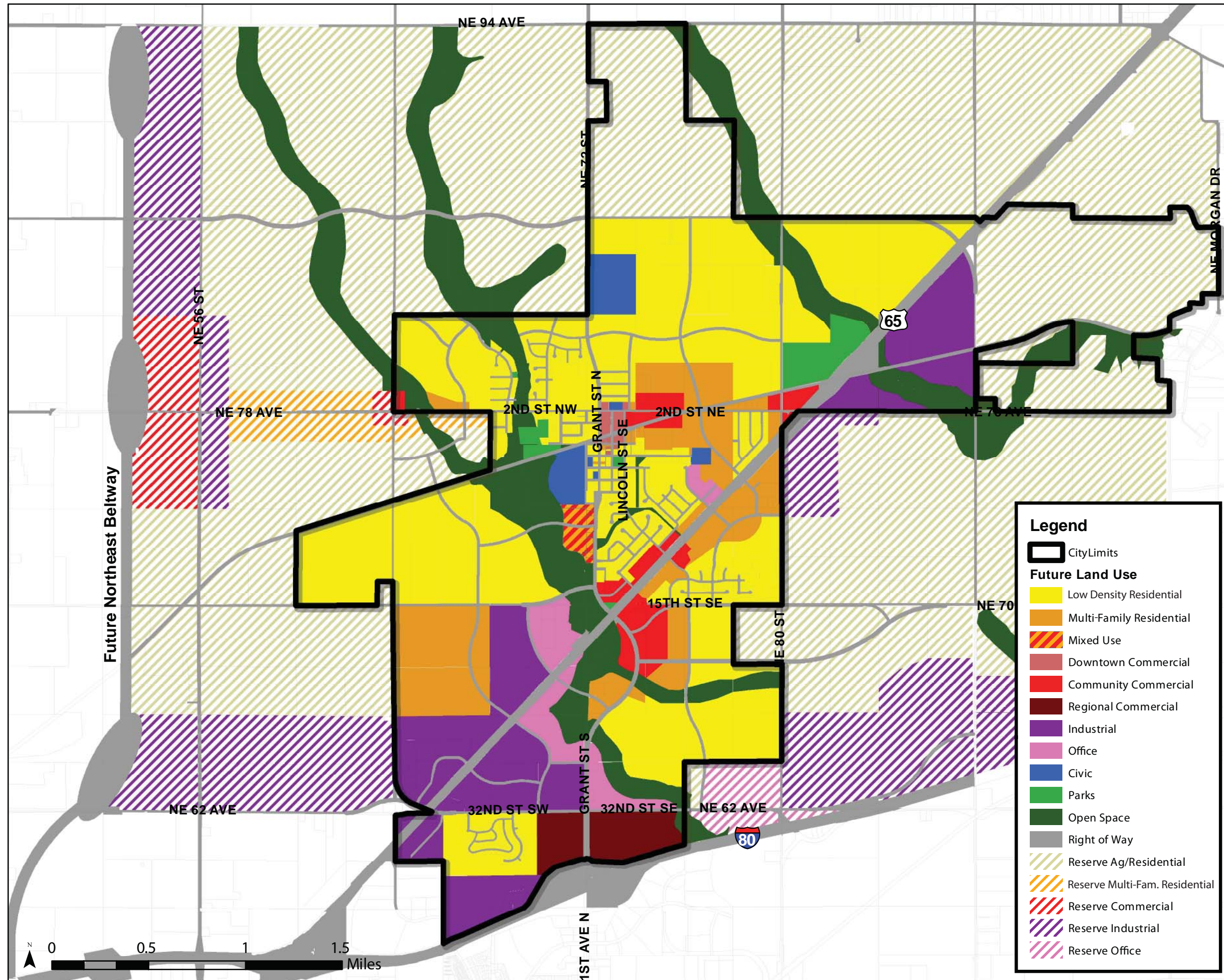


Figure 4.3 - Planned Land Use

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Residential

Low Density

Single-family housing makes up the majority of the housing stock in Bondurant. The buildings should be detached houses in a mix of styles and designs. Two to four unit side-by-side residential buildings are also appropriate when mixed into detached housing stock in limited amounts. Densities of 2-6 units per acre with varying lot sizes are appropriate to justify connecting the housing to City utilities.

Multi-Family

Multi-family housing offers housing diversity for pre-first time home buyers, seniors, young professionals or people who prefer a more maintenance free lifestyle. It is usually in the form of attached housing and can be horizontally oriented such as townhomes and row houses or vertically oriented such as condominiums and apartments. Densities for this style of housing can range from 6 units per acre for typical duplex townhouses to greater than 12 units per acre for some vertical forms. This increased density is best suited near transportation corridors, park and open spaces and commercial service centers.

Mixed Use

Mixed use designated areas are generally higher density and intensity of use than typical residential areas. Similar to the multi-family housing, increased density works well near activity centers where walkability is important. The uses may be mixed in the same building such as residential or office on the second story over a retail space, or be separated horizontally (in different buildings), but in the same planned community.

Residential Goals and Policies

Goal

Provide varied stock of life cycle housing options to attract and retain a growing, diverse mix of people and families.

Policies

- 4.1 Maintain a diversity of single-family and multi-family housing that provide ample choices in housing style.
- 4.2 Encourage housing development in areas that are already served by utilities such as infill development, skipped over land, or downtown properties.



An example of single family, detached residential. This house shares a driveway with its neighbor to minimize the number of access points onto the street.



Horizontal multi-family housing (top) compared with vertical multi-family housing (bottom).



An example of mixed use development with service retail on the lower level and housing or office space above.



Efficiency, Transparency, Consistency

Smart
Planning
Principle

Revitalization

Smart
Planning
Principle

- 4.3 Ensure 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.
- 4.4 Explore opportunities to collaborate with lending institutions to fund rehabilitation and remodeling of aging housing stock.
- 4.5 Support the development of housing in a wide range of prices, so that people can stay in Bondurant at different points in their life (this includes affordable housing, move up housing and higher end housing).

Commercial



Downtown commercial should be locally focused and built to a human scale with an emphasis on gathering spaces.



Community commercial is often auto-oriented, but should take pedestrian and bike traffic into account as well.



Regional commercial is characterized by large footprint retail that draws customers on a regional basis.

Downtown Commercial

The downtown commercial area is made up of small scale, locally focused commercial development. This could include restaurants, bars, boutiques, small scale service and specialty retail. Buildings should be oriented to the street and designed to a human scale with a high level of architectural finish and an emphasis on a strong pedestrian environment. This will distinguish downtown Bondurant as a unique destination.

Community Commercial

Community commercial areas include retail and service commercial uses, including grocery, restaurants, pharmacy, gas/convenience, etc. These areas will generally be of an auto-oriented design but should also accommodate pedestrian and bike traffic access. Designed to meet the day to day needs of Bondurant residents, these areas are close to collector and arterial roadways. Community commercial areas are typically 5-15 acres in size and accommodate 30,000 to 150,000 square feet of space.

Regional Commercial

Regional commercial areas are for the development of larger footprint retail users. Sites usually range from 15 acres for an individual store to 40 acres for a complex of stores. Roughly 200,000 – 500,000 square feet of floor space is typically found in regional commercial nodes. These uses draw customers from a larger region (10 to 15 miles) and rely on an adjacent critical mass of other similar retail uses. They require an advanced level of transportation infrastructure with proximity to high traffic and high visibility roadways. For Bondurant, these uses would be proximate to the I-80 corridor.

Commercial Goals and Policies

Goal

Provide location appropriate commercial development that serves the residents of Bondurant and diversifies tax base and jobs.



Revitalization

Policies

- 4.6 Match downtown development to a small town scale with linear stores. Typical sizes may be in the 7,000-10,000 square foot range with a possible 20,000-40,000 square foot anchor such as a grocery store.
- 4.7 Guide commercial land in areas that are most conducive to commercial developments such as high traffic, high visibility areas.
- 4.8 Balance the long term needs for commercial land with demand for new household growth by guiding enough land area to provide roughly 0.5 to 0.75 jobs per new household.
- 4.9 Encourage better design of the public realm for commercial spaces such as shared parking (park once – shop twice), reduction of impervious surfaces, creation of landscaped islands, pedestrian connections (both to the site and within the site) and understanding land use adjacencies.



Sustainable Design

Jobs

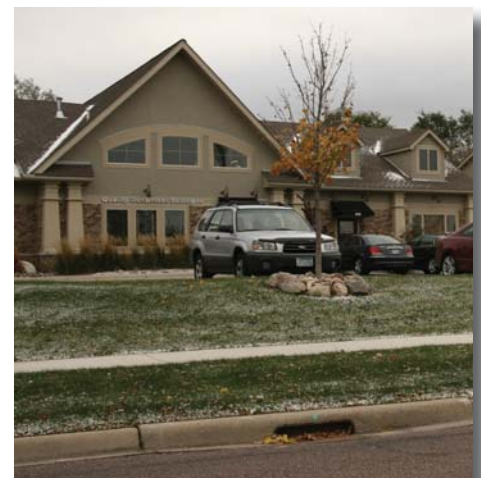
While our population has been expanding rapidly, job creation in Bondurant has been relatively low. This is an opportunity for us to improve in the coming years. Our increased population can now support the economic development that may have been reluctant to locate here previously. We should also be working to improve the business climate for the companies that are here already by guiding land for supporting services and building community amenities that attract a strong labor force.



Larger scale retail user with a pedestrian circulation plan internal to the site.

Office

Office land uses include parcels that contain professional offices and services. These could include medical, legal, financial, real estate, and other similar businesses. Office areas generate most of their automobile trips at two times a day with morning and afternoon peaks. They should be located in places that will minimize traffic conflicts with other land uses. One of the benefits to locating job centers in Bondurant is that there will be a reverse commute for workers, who will be heading the opposite direction of most commuters in the mornings and afternoons.



An example of smaller scale, professional office.



Existing industrial land use in Bondurant.

Industrial

The Industrial land use category includes parcels that contain manufacturing, wholesale trade, warehousing, storage and transportation. These land uses are also best if buffered from residential land uses as noise, traffic and other byproducts may conflict with housing. Industrial land uses are most likely to succeed in areas with easy access to transportation, such as highways. Access to regional highways is a vital need for many industrial land uses and Bondurant has two, Highway 65 and Interstate 80. Industrial land uses should be located to take advantage of this infrastructure. Public investment along Highway 65 has prepared the area for industrial investment and the City should work to fill those locations. An industrial/office park would likely be in the 150-300 acre range. Industrial land uses will be another important tax and job generator for the city of Bondurant in the future.

Jobs Goals and Policies

Occupational Diversity



Goal

Expand and diversify employment options and economic development in appropriate locations in Bondurant.

Policies

- 4.10 Locate industrial and office land uses so as to minimize traffic conflicts with the rest of the community.
- 4.11 Guide industrial and office land uses to areas that are easily serviced by utilities and transportation infrastructure.
- 4.12 Support the establishment of industrial, office, and commercial service land uses that benefit from being adjacent to each other.
- 4.13 Where possible, avoid siting industrial uses in areas surrounded by or adjacent to residential neighborhoods.
- 4.14 Use screening and buffers between office/industrial land uses and residential neighborhoods.
- 4.15 Connect office and industrial districts to neighborhoods and retail service nodes by trails and sidewalks.
- 4.16 Encourage efficiency of land usage by promoting good site design that maximizes the use of a site's buildable area incorporating strategies such as regional stormwater ponding, shared parking, shared drives or loading areas.
- 4.17 Maintain enough land area guided for business and commercial uses to support a jobs to household ratio of at least 0.5 new jobs for every new household created in Bondurant.

Efficiency, Transparency, Consistency



Community Facilities

Civic

Civic land uses are the buildings and infrastructure that the City and other institutions use to raise the quality of living for residents, providing governance, services, education and a place to worship. This includes City buildings such as the library, the city hall and the public safety building. Bondurant-Farrar School District buildings would also fall into this category. Lastly, quasi-public buildings such as churches or museums would be considered civic land uses.

Parks & Open Space

Green infrastructure includes parks, trails and other open space that provides community and ecological benefits, whether actively or passively. Parks and trails are intended for active use. Other pieces of green infrastructure such as riparian buffers and stormwater management areas provide benefits for the community, but are sometimes on private land and need to be treated as such. These areas are discussed in more depth in Chapter 5 – Green Infrastructure.

Community Facilities Goals and Policies

Goal

Provide and improve Bondurant’s system of public institutions and facilities in order to effectively and economically serve all community members.

Policies

- 4.18 Collaborate with public and quasi-public institutions to provide a wide range of educational, recreational and cultural opportunities, consistent with projected population growth.
- 4.19 Explore partnerships with existing community institutions to provide cost effective public facilities, including joint community facilities such as recreation fields or a community center.
- 4.20 Coordinate with different institutions and agencies such as the Bondurant-Farrar School District, Polk County, the Des Moines Area Metropolitan Planning Organization (MPO), and Iowa state agencies to ensure that expansion and reinvestment projects are cost effective and appropriate for the community.

Smart Planning Principle Community Character



Schools are one of the civic land uses. These uses must keep up with population growth to maintain a high quality of life in a community.



Parks and trails add to the quality of life of an area, provide open space and gathering space, and help define a neighborhood's identity.

Smart Planning Principle Collaboration

Revitalization

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Sustainable Design

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- 4.21 Leverage momentum from the development of civic buildings into private development in the downtown area of Bondurant.
- 4.22 Prioritize walking and biking infrastructure when determining new locations and designs for civic land uses.

Natural Resource and Ag Protection

Smart
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Principle

Community Character

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Principle

Agriculture

Since the city's founding, agriculture has defined the landscape in Bondurant. Citizens repeatedly identify farmland as one of the characteristics that give the city its small town feel. Iowa Smart Planning Principles call for the protection of agricultural land.

The Ag Belt

The Ag Belt is in place to acknowledge the importance of farming as an element of our community's character and economy. In order to maintain the rural feel of our city, we should strive to preserve agriculture and open space in the Ag Belt area. Bondurant encourages any development in the Ag Belt to consider conservation of agricultural land as an important part of the development. Ideally, development can be steered closer to the city where infrastructure is already provided. One way to preserve agricultural land and open space is through cluster development and conservation subdivision that holds larger tracts of land intact for farming and horticulture uses.



Agriculture plays a big part in the rural feel of our community. Development of agricultural land should be orderly and emphasize conservation.

Conservation Subdivision & Cluster Development

Undeveloped Farmland



As a small city grows, **farmland** usually faces pressures from development. Many growing communities started out as agricultural centers. In these cases, the heritage and culture of the city is usually based in farming.

Typical subdivision with larger lots has the ability to consume large tracts of farmland as well as habitat or natural areas. It requires significant investments in infrastructure.

Typical Subdivision



Conservation subdivision and **cluster development** are similar concepts based on clustering development areas in order to retain and protect open space. This could include farmland and natural areas. Built areas should respond to natural indicators by preserving prairie and forest, minimizing disturbance of topography, continuing to use the best farmland for agriculture, and retaining wide, unbuilt areas along streams and creeks.

Conservation Subdivision / Cluster Development



In Bondurant, **development should first occur within the city limits, preferably in infill areas** and locations already served by roadway and utility networks. If new development occurs in the Ag Belt area, cluster development or conservation subdivision should be encouraged.

(Images from Minnesota Land Trust)

Agriculture Goals and Policies

Goal

Preserve agriculture as an important part of our community's character and economy.

Policies

- 4.23 Guide new development to occur adjacent to other neighborhoods, rather than in a “leapfrog” pattern which can lead to the premature consumption of farmland.
- 4.24 Encourage farmers to preserve their land as agriculture by utilizing programs such as the National Resources Conservation Service (NRCS) Farm and Ranch Protection Program or the American Farmland Trust.
- 4.25 Develop a farmer's market in the city of Bondurant to support agriculture, sustenance crops and farming culture.
- 4.26 Support zoning that allows for cluster development or conservation subdivision in areas outside of Bondurant's long term growth areas.

Natural Resource
and Ag Protection

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Character

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Land Demand

An integral part of the planning process is to identify areas for future growth of the community. Growth opportunities in Bondurant are somewhat unconstrained in all directions with the exception of to the south where the city abuts Altoona and I-80. The amount of land area needed to accommodate future growth can vary based on several factors including:

- Projected growth in housing units or commercial/industrial square footage. Population and housing growth projections provide a basis for understanding future development demands.
- Density of development. Density is represented in terms of units per acre for residential development and floor area ratio (FAR) for commercial and industrial uses. The greater the overall density of development, the less land area is needed to accommodate growth demand. A proper balance in density results in an efficient use of public funds to provide quality infrastructure and government services. Density is a function of public policy and zoning as well as market preferences.

While we may prefer to see a two or three story office building, demand for a second or third story office space and the construction costs for vertical building elements will often drive single story building form in suburban settings such as Bondurant. As land prices increase, more intense development patterns become more likely and financially feasible.

- Capacity and availability of municipal infrastructure (streets, sanitary sewer, potable water and storm sewer). A current limitation on new growth in Bondurant is a lack of capacity in the City's waste water treatment facilities. When the 2013 connection to the Des Moines Wastewater Reclamation Authority (WRA) is complete, capacity and availability of municipal infrastructure will no longer be an issue for the near term. Careful monitoring and planning needs to be done as new projects come in to continually plan for maintenance and investment in infrastructure systems.

20 Year Projection	Low	High
Household Growth (units)	3,600	6,000
Job Growth (jobs)	1,800	4,500
Density	5 units/ acre 0.3 FAR	3 units/ acre 0.2 FAR
Land Demand (in acres)	800	2,175
Vacant or undeveloped land in current city limits (in acres)	3,000	4,000

Table 4.3 - Projected Land Demand

**This represents a broad range of assumptions. Actual usage should be monitored on an annual basis and projections adjusted as needed.*

Growth District Diagrams

The following diagrams are explorations of possible growth patterns. The maps are not prescriptive, but rather offer insight into what form the land might take when following the policy directions outlined for different growth areas in Bondurant. Areas of Bondurant are identified and policies are put forth that will accentuate the assets that exist already such as proximity to schools, access points onto the highways or infrastructure that has already been provided. By capitalizing on these existing assets, growth should happen in a way that is orderly, beneficial to the community, and cost effective.

These are not development proposals, but rather ideas about how Bondurant may mature and grow with policy outlines for different growth areas.

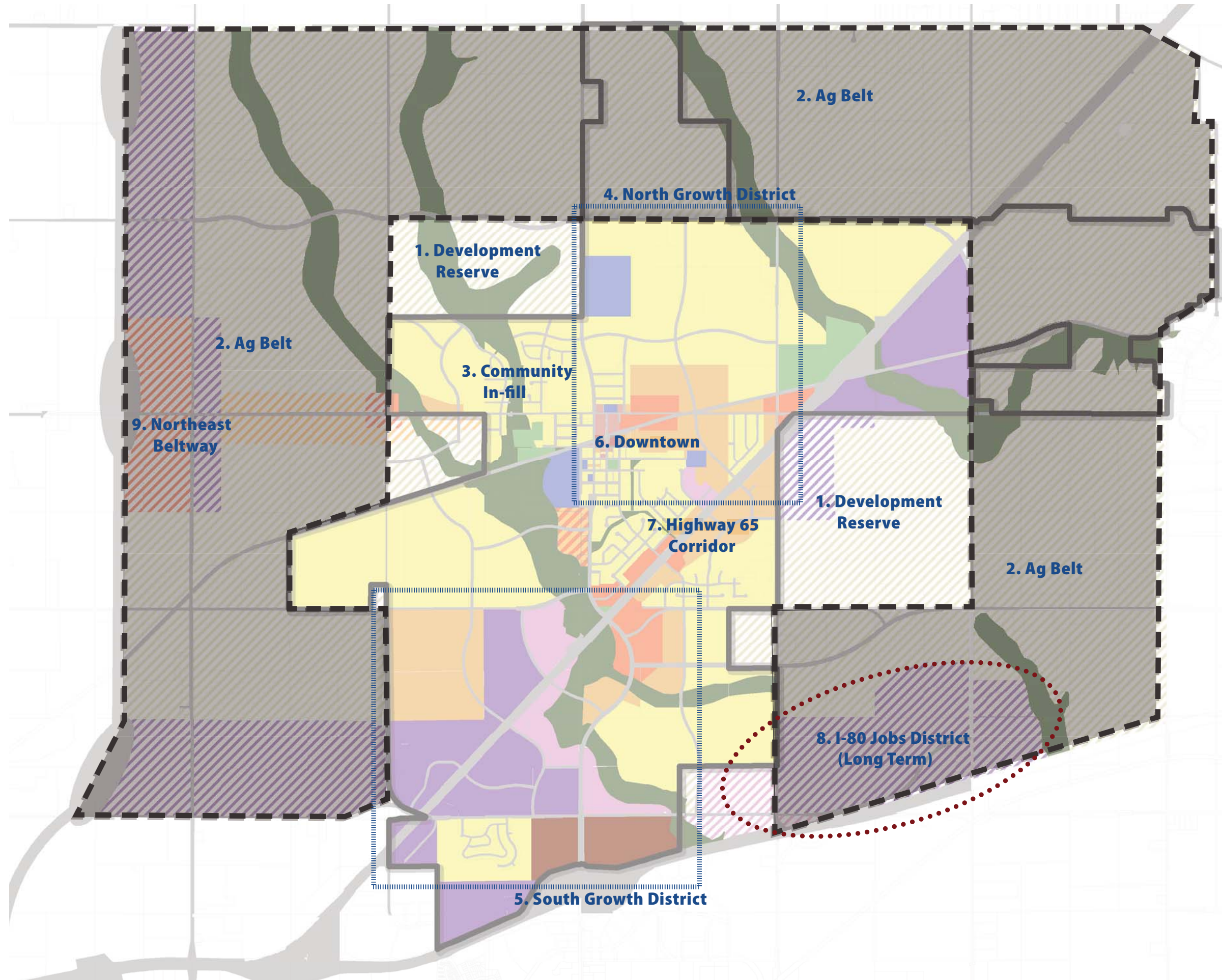


Figure 4.4 - Growth District Diagrams

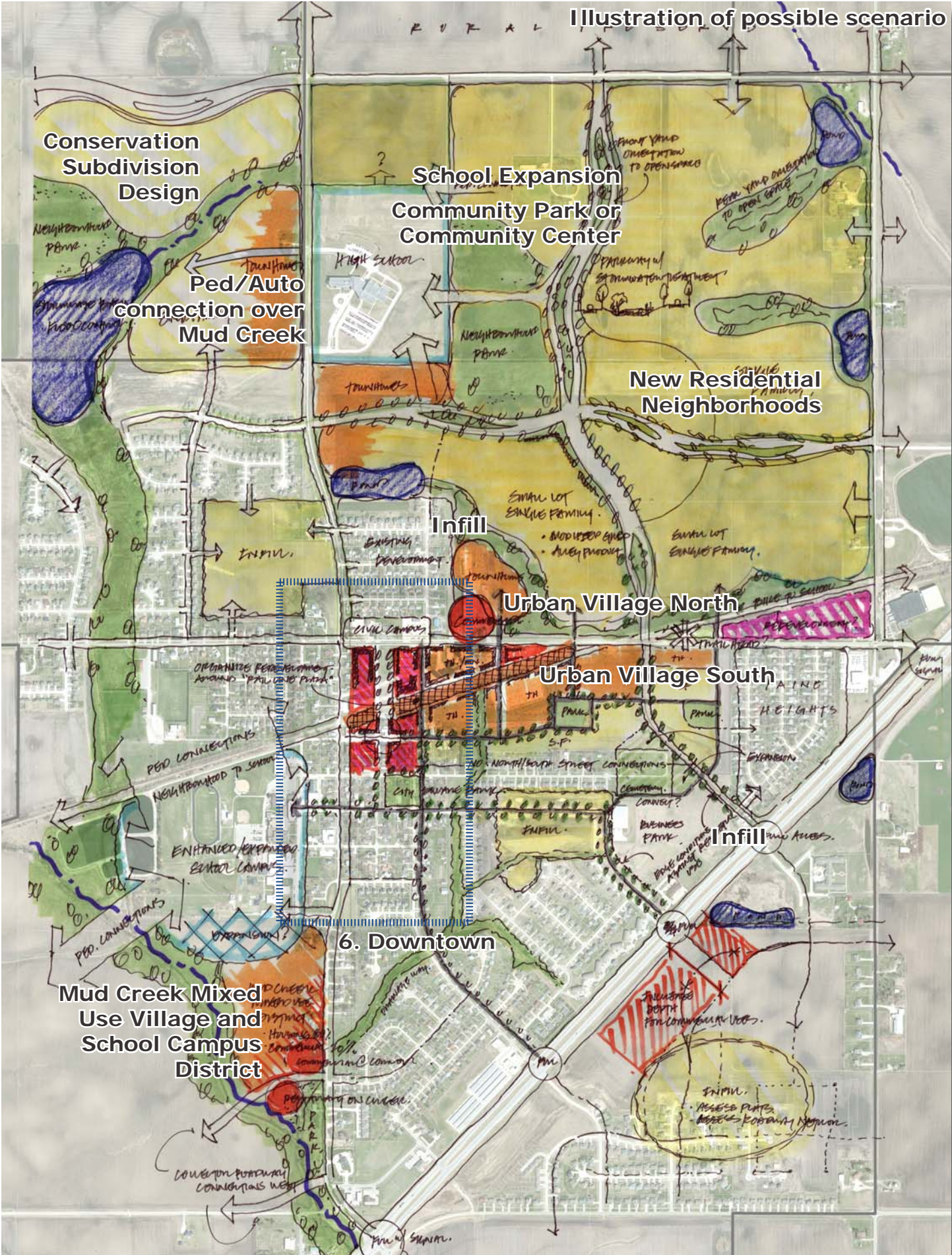


Figure 4.5 - North Growth District

North Growth District

The North Growth District focuses on the extension of residential land uses to NE 86th Avenue. The natural drainage should be accentuated with landscaped stormwater treatment, retention and conveyance methods, paired with a parkway road network. Neighborhood commercial uses could extend down 2nd Street NE along with a mix of residential densities, developing the “urban village” concept. The urban village idea is based on residents being able to meet immediate needs quickly and easily, without an automobile. Public space facilitates neighborly interactions and helps develop community. Increased densities should be allowed and encouraged near destinations such as schools and downtown.

Key Aspects of the North Growth District:

Urban Village North & South

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

Mud Creek Mixed Use Village & Expanded School Campus

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

In-fill Housing around the Downtown

- Predominantly single family housing, in-fill connects with the existing street network.

New Residential Neighborhoods

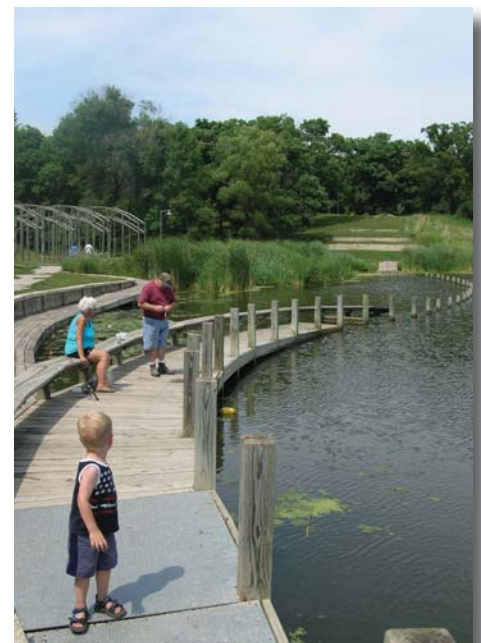
- Mixed density residential neighborhoods focus on open space.
- Collector streets should be designed as parkways.
- Potential exists for conservation subdivision design in areas outside of the current city limits.



Residential housing along the parkway integrates stormwater treatment.



Urban village housing examples are illustrated above.



Stormwater infrastructure can be designed as a neighborhood amenity.

[illegible]

Figure 4.6 - South Growth District

South Growth District

The South Growth District is centered around employment. This area is well positioned between Interstate 80 and Highway 65, making it attractive for potential enterprise. Bondurant's ability to capitalize on the strength of this location should create more jobs, a stronger tax base, and convenience for shoppers. It also helps to separate the heavier commercial/industrial part of the city from the more residential areas, maintaining the small town and agricultural character of the city.

Key Aspects of the South Growth District:

Mixed Use Center at Mud Creek

- Commercial / Retail / Service should be developed at the intersection of Highway 65 & Grant Street (actively pursue a grocery use).
- Mix housing density and products including apartments, townhomes and single family.
- Re-align NE 72nd Avenue for improved access, circulation and intersection function at Highway 65.
- Enhance the creek edge to create an open space amenity while controlling flooding and erosion.

I-80 Gateway District

- Encourage larger format retail and commercial uses near the interchange.

Enterprise Business Park

- The industrial / business park should include development patterns organized around drainage features.
- Manage development so that higher quality buildings are located near the major roadways and entrances to the business park.

Mud Creek Office District

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

Southwest Community Park

- Consider ballfields for baseball, softball, and soccer (lighted).
- Include parking lots, picnic areas and shelters and playground facilities.
- Position the park with direct access to Highway 65.



Encourage commercial / retail uses at the Mud Creek Mixed Use District.



Locate larger footprint commercial / retail uses at the I-80 Gateway District.



The Enterprise Business Park should include development based on job creation.



The community park could include elements such as the example above.

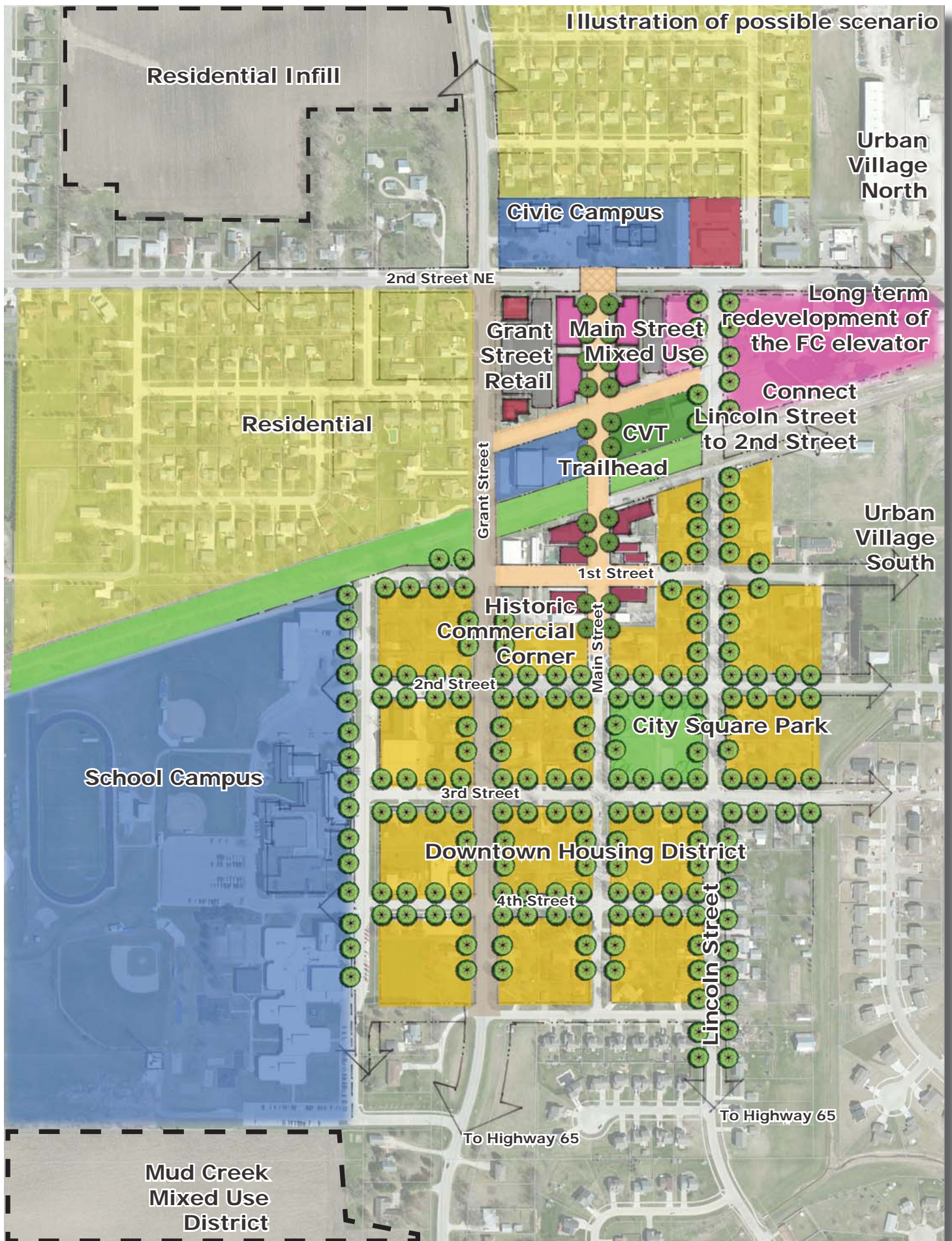


Figure 4.7 - Downtown Growth Area

Downtown Growth Area

The downtown growth area is about the creation and improvement of the Main Street area. It will serve as a community gathering place where residents could grab a cup of coffee or attend Summerfest. The area should provide basic service needs such as insurance, a haircut, real estate, a restaurant or specialty retail. Investment has begun at the corner of 2nd and Main Street with the building of the library and the city hall. This should continue on the south side of 2nd with mixed use local destinations. City Park should be expanded and a trailhead should be constructed as Bondurant is connected to the Chichaqua Valley Trail system.

Key Aspects of the Downtown Growth Area:

Civic Campus

- Maintain the city hall, library and post office as a civic campus at the north end of Main Street.
- As the library grows, explore opportunities for a museum to share the history of Bondurant.

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

- Develop retail and mixed use infill along Main Street with a sense of place.
- Create an enhanced Downtown streetscape connecting all elements of Downtown (civic campus, commercial areas, neighborhoods, etc...).

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 and for events and gatherings.

Downtown Housing Improvements

- Create housing improvement programs to rehabilitate older homes.
- Allow for infill housing development and accessory uses such as live/work home offices.

Railway Greenway

- Convert the railway corridor to an open space trail corridor as the opportunity presents itself based on FC Coop long term operational needs.
- Develop the CVT trailhead facility at Main Street.
- Museum/history component could fit into this identity.



Public gathering areas should be integrated into downtown commercial areas.



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



Main Street should have vibrant, mixed use character.



Grant St. & 2nd could support commercial / retail uses.

Illustration of possible scenario

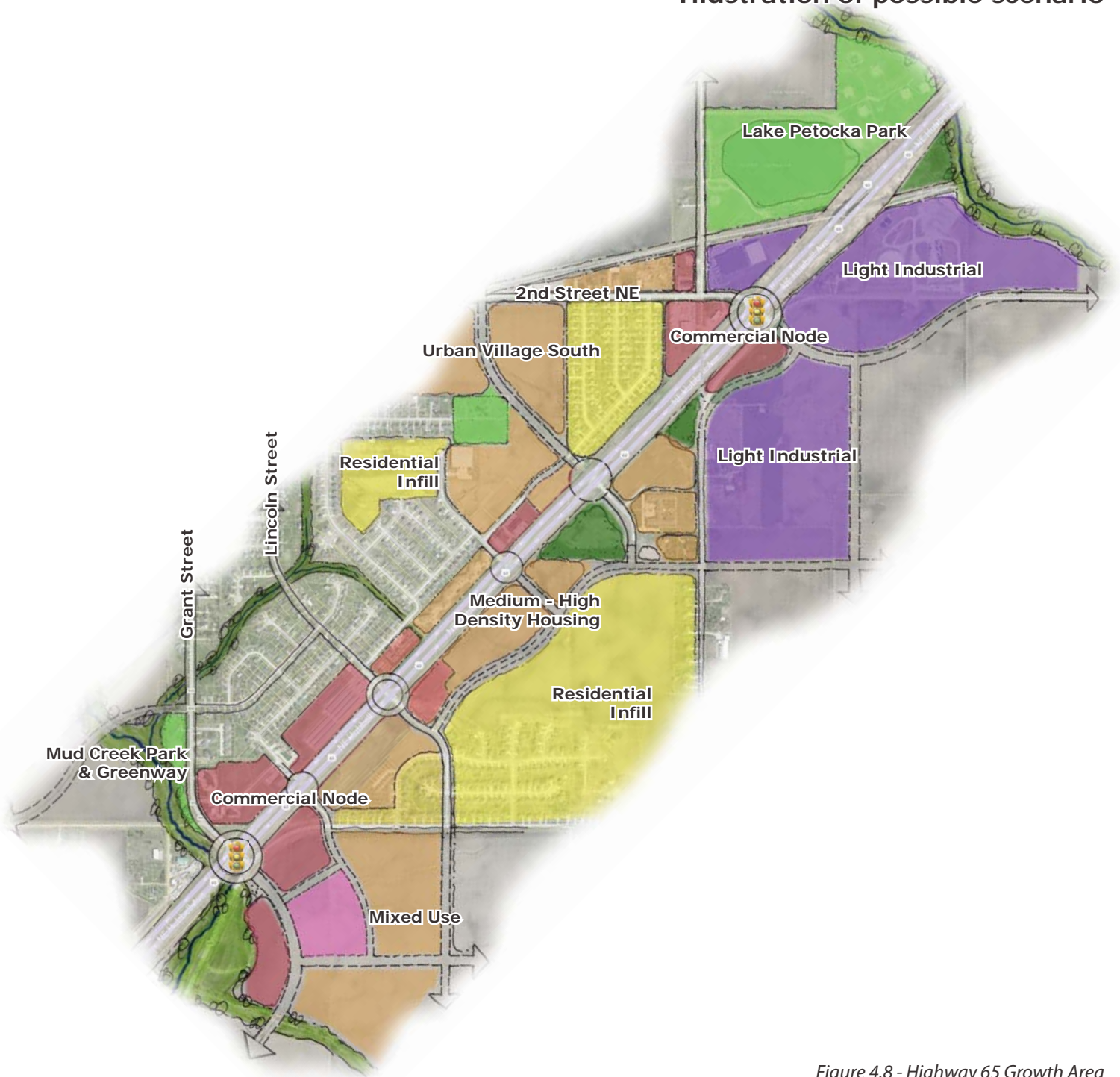


Figure 4.8 - Highway 65 Growth Area

Highway 65 Growth Area

As mentioned in the South Growth District, Highway 65 is a valuable asset for Bondurant in our efforts to attract business. It is a main thoroughfare into Des Moines and is the first point of entry into the metropolitan area for people coming from Marshalltown. Industrial land uses at the northeast end of Highway 65 take advantage of the access and the infrastructure that is already in place in the area. Commercial zone locations provide easy access for shoppers and are sized appropriately for commercial development. The residential areas should provide diverse housing options for the community and continue infill on projects that are in process.

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.

Northeast Industrial Park

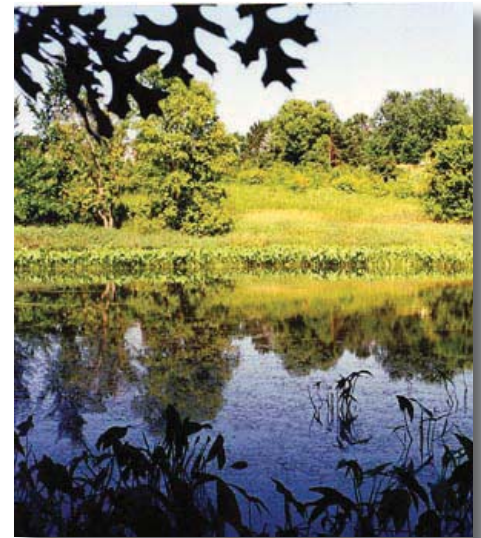
- Create a jobs based industrial park to the east of the 2nd Street and Highway 65 intersection to take advantage of transportation corridors along the highway and 2nd Street.
- Realign the intersection at Highway 65 and 2nd Street to allow for a commercial node and create a safer intersection.
- Align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

Interim Uses

- In order to preserve land for later commercial development, consider options for interim uses that create value, but can be easily replaced or moved when permanent, higher intensity uses arrive.



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



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



Create/enhance commercial/office uses along Highway 65.



Explore interim light industrial uses.



Green Infrastructure

5

Contents:

- **Benefits of Green Infrastructure**
- **Parks**
- **Trails**
- **Stormwater/Flood Management**

What is Green Infrastructure?

Green infrastructure is a connected system of open spaces that use ecological functioning to provide benefits to both humans and the environment.

Just as sewers (a gray infrastructure element) add quality of life to the human experience, so too can parks or streams improve the well being of people and the environment. Similar to gray infrastructure, green infrastructure functions best when it is set up as a network of connected pieces rather than individual elements.

Examples could include:

- Daylit (unpiped) Stormwater Management
- Parks
- Trails
- Habitat Corridors



Benefits of Green Infrastructure

Impervious surfaces are surfaces such as roads, roofs, driveways, and parking lots that do not allow water to infiltrate into the ground. This means that a higher percentage of rain that falls on these surfaces will reach drainageways such as Mud Creek.

Parks and trails are an important part of life in Bondurant. They encourage active and healthy living, community and family connections, and a greater appreciation of the natural environment. Parks can also define the identity of a neighborhood or community and increase property values. Stretches of land with streambeds, prairie, or forest become habitat corridors for wildlife. This allows animal and plant diversity to exist in built-up environments. Utilizing green infrastructure is also a cost effective, environmentally appropriate way to minimize some natural hazards such as flooding. Parks and open space can provide temporary capacity for stormwater, releasing it more slowly into drainage ways such as Mud Creek. This delay reduces the stress on the waterways, both in terms of erosion and risk of overflow. As the city develops, impervious surface increases and green infrastructure can be an effective way of dealing with increased runoff.

Parks

Bondurant has a series of parks designed to meet the needs of its citizens. These parks can be broken up into different classifications based on programming, location and size.

Neighborhood Parks

Neighborhood parks are set up to serve people who live and work in close proximity to the park. They are designed to meet the needs of local people and often include things like picnic tables, play equipment, and lawn areas. Typically, any household should be within a quarter (1/4) mile of a neighborhood park. This is generally defined as a five minute walk, the distance that the average person will travel by foot before choosing to drive.

Bondurant Neighborhood Parks:

- City Park
- Mallard Pointe Park
- Gateway Park



Bondurant City Park has programming to meet the needs of nearby residents, including a play structure, picnic areas, a basketball court, pleasant landscaping and an open area.

Specialty Parks

Specialty Parks often serve a larger group than a neighborhood park. These parks are designed to meet the needs of the community in consolidated areas that are programmed with a specific purpose in mind. Often times these parks have an athletic component to

them such as a soccer complex or a set of baseball fields. Specialty parks also include highly programmed activity areas such as dog parks, skate parks or an aquatic center. Performance spaces such as bandshells or amphitheaters would fall into the specialty parks category as well.

Bondurant Specialty Parks:

- City Park - Future expanded programming
- Bondurant Recreational Sports Complex (formerly Kinney Park) – Baseball/Softball
- Bondurant Youth Soccer Complex
- Athletic Fields at Bondurant-Farrar Schools

Community Parks

Community parks are designed to serve all members of the city. They are usually larger (15+ acres) and this size allows them to serve as parks, as well as natural resource areas. Community parks may include elements from other types of parks (baseball fields, aquatic center, playgrounds, etc...). These parks often require off-street parking and may necessitate additional facilities such as restrooms or storm shelters. All Bondurant households should be within one mile of a community park.

Bondurant Community Parks:

- Lake Petocka Park

Parks Goals and Policies

Goal

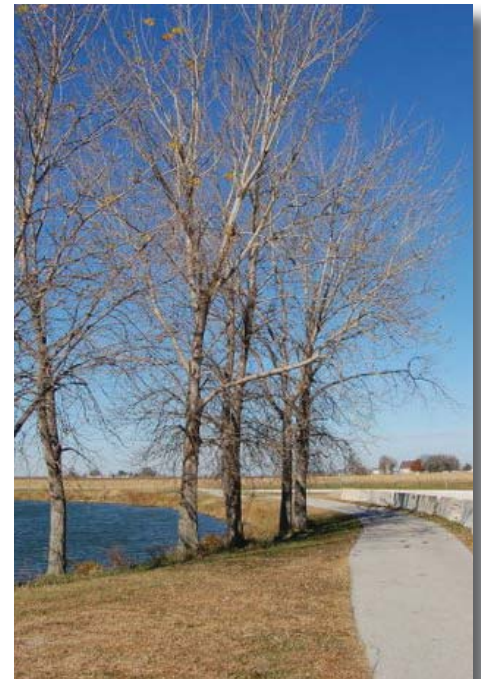
Foster healthy living, community interaction and mental health through the provision of parks throughout the city.

Policies

- 5.1 Distribute parks throughout the community so that most households are within ¼ mile of a neighborhood park and all households are within ½ a mile of a neighborhood park.
- 5.2 Encourage parks to be a central or defining feature of a neighborhood rather than an outlot or leftover land.
- 5.3 Provide adequate access to parks by locating them with at least one side fronting a public street.
- 5.4 Develop community gathering spaces in parks.
- 5.5 Create new community parks as the population grows so that most residents live within one (1) mile of a community park.
- 5.6 Where possible, connect parks by the trail system.



Sport focused parks such as the Bondurant Recreational Sports Complex provide a setting for children and adults to get outside, be active, participate in athletics, and learn about teamwork and competition.



Natural amenities such as Lake Petocka provide communities with natural outdoor recreation opportunities. These opportunities are improved when partnered with trail connections.





Trails encourage active, healthy living. They can also facilitate safe, non-motorized forms of transportation.

Transportation Diversity



Trails

Gateways and Trail Connections

Trails can be used to tie parks together and allow for safer and more enjoyable non-motorized transportation. They help promote active living such as walking and biking as well as greater appreciation of natural amenities.

Bondurant Gateways and Trail Connections:

- Chichaqua Valley Trail
- 2nd Street Trail
- Proposed Mud Creek Trail
- Proposed Connection to Chichaqua Valley Trail

Trails Goals and Policies

Goal

Encourage active living and transportation alternatives for community members by maintaining and expanding our trail network.

Policies

- 5.7 Ensure that new major collector and arterial roads are built with associated off street trails.
- 5.8 Ensure that new minor collector streets are built with on street bike lanes.
- 5.9 When possible, include trails where right-of-way is being acquired for infrastructure projects such as road realignments and sewer construction.
- 5.10 Provide grade separated crossings over high speed and traffic roads, specifically Highway 65, for increased safety and to connect the southeast side of the city to the rest of Bondurant.
- 5.11 Where possible, connect destination areas (schools, Main Street, parks, etc...) by the trail system.
- 5.12 Connect the trail system to regional trail networks, especially the Chichaqua Valley Trail.
- 5.13 Explore partnerships with interested bike groups to promote and help maintain the new trails and trail extensions.
- 5.14 Connect new developments to the greater trail network as they are built.

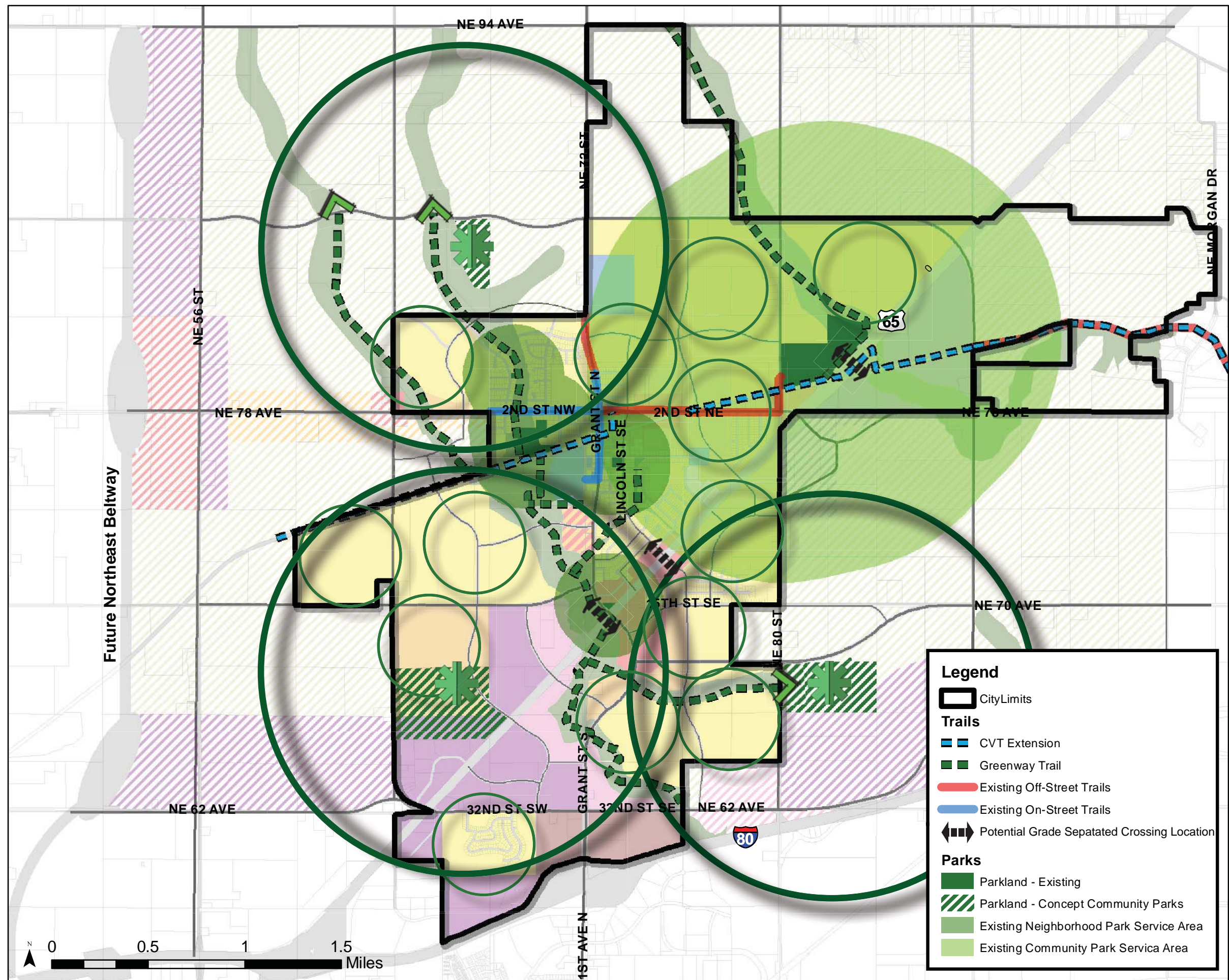


Figure 5.1 - Parks & Trails Map

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Best Management Practices - Pedestrians and Bicyclists



Medians offer pedestrians and bicyclists refuge points when crossing a wide or busy street. These are especially important for children, the elderly, and disabled people.

Signage can help direct trail users (including those using the trail from out of town) to destinations in Bondurant.



It is important that crossing spots are safe for pedestrians. Countdown signals are one way to increase safety.

Street trees and site furnishings such as lights and benches can help define the pedestrian realm and separate it from automobile traffic.



Grade separated crossings on high traffic roads allow bicyclists and pedestrians to move safely and efficiently throughout a community.

Intersections that are well marked with bright striping and signage increase safety for pedestrians and drivers.



Develop use and maintenance plans that incorporate seasonal changes. This could mean allowing winter vehicles in appropriate locations or setting up plans for keeping trails plowed or shoveled.



By dedicating a buffer/park area along the banks of a creek, it is possible to create a natural amenity and protect development from flood waters. (Images from the Metropolitan Design Center Image Bank)



Stormwater Management

Bondurant is not immune to natural hazards such as flooding. In 2010 heavy rains caused the ordinarily small Mud Creek to rise over its banks and flood a substantial part of the city.

One way to deal with these hazards is to acknowledge the potential that it will happen again and consider the effects when planning future development. Stormwater is a major concern in Bondurant, and new development must address the issue or it will exacerbate the problem. Traditionally, the easiest way to deal with stormwater has been to put it in a pipe that runs directly to a stream or river. As development has increased, however, it has become apparent that this method has consequences. Development means more impervious surfaces such as roofs, roads and driveways. Prior to development, rain that fell on these areas would have infiltrated into the ground, or at least taken a slower, more meandering path to the stream. Now the water flows over the roof or road, rushes down a gutter and through a pipe emptying into a creek. Increased flow means water levels rise higher and quicker immediately after a rain event, leading to more issues with flooding and erosion. More water is reaching the creeks and higher water levels after storms reflect that.

The flooding hazard from Mud Creek and other drainage ways in Bondurant should be mitigated using green infrastructure as well as traditional gray infrastructure. By building temporary capacity along the creek, Bondurant can slow the discharge of water into the creek. While there has already been development along the creek in the Mallard Pointe neighborhood, it is important to protect the areas further upstream and downstream in order to reduce the impacts on development around the Grant/Hwy 65 interchange and in Altoona.

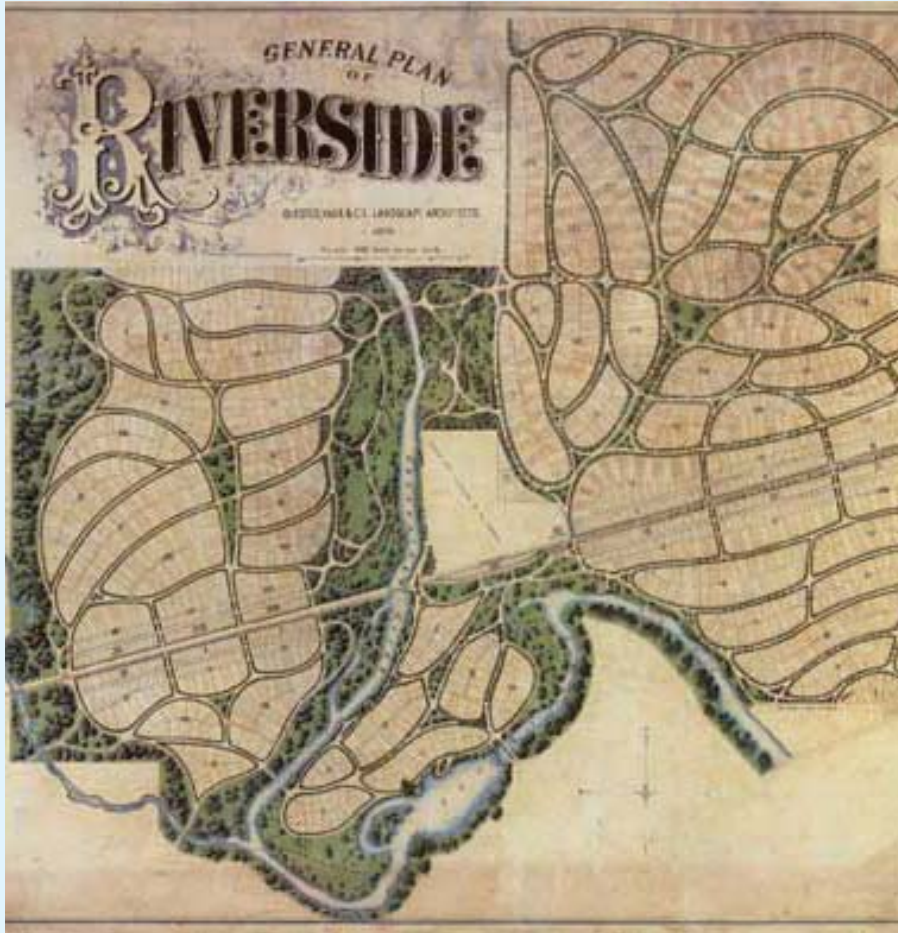
Collaboration

Smart
Planning
Principle



The Metro Waste Authority (MWA) Regional Collection Center facility in Bondurant is a good example of development that created an amenity with stormwater treatment.

There is the potential for regional collaboration as Bondurant will be mitigating stormwater impacts for downstream communities. Mud Creek drains into the Des Moines River near Runnels, Iowa. The Des Moines River joins the Mississippi River below Keokuk, Iowa before traveling to the Gulf of Mexico.



from *Landscape Design: A Cultural and Architectural History* by Rogers

Case Study: Riverside, Illinois

In 1869, Chicago was growing and transportation had improved enough that there was a market for a rural, mainly residential community about 10 miles from the city. Development began taking shape along the Des Plaines River, known for its tendency to flood. In order to protect the community from the ill effects of rising water, Frederick Law Olmsted laid the city out with topography and drainage in mind and a park along the river. This served to buffer the buildings from the floodwaters that would occasionally come. The park also became an amenity that added value to the community.

Stormwater/Flooding Goals and Policies

Goal

As more and more land area is developed to an urban pattern, less stormwater is able to infiltrate into the ground and more water is running off the land at higher rates. Our goal is to manage stormwater runoff to minimize degradation of water quality (surface waters and ground water) and damage to developed properties and community infrastructure.

Policies

- 5.15 Support collaborative efforts with the development community to plan for stormwater management improvements at a more district wide or sub-watershed district level and program future capital investments in stormwater infrastructure.
- 5.16 Support surface water management strategies that incorporate the use and integration of natural drainage ways to the greatest degree possible for water quality enhancements, volume control and rate control.



Collaboration



**Natural Resource
and Ag Protection**

Sustainable Design

Smart
Planning
Principle

5.17 Require land use and zoning regulations to integrate stormwater management improvements as both a functional and aesthetic element of master planned communities or planned developments. These features should be especially prominent in areas that are most susceptible to flooding such as adjacent to or just outside of flood plains and areas where the high water table greatly reduces the rate of infiltration.

Natural Resource and Ag Protection

Smart
Planning
Principle

5.18 Prevent development from occurring within floodplain areas.

5.19 Sustain or improve Bondurant's current rating with the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP).

Collaboration

Smart
Planning
Principle

5.20 Support collaborative efforts with regional agencies, jurisdictions, and farm operations to explore regional stormwater management improvements that help address quality and volume of stormwater before it enters public waterways or bodies.

Sustainable Design

Smart
Planning
Principle

5.21 Encourage and support the use of appropriate best management practices (BMPs) that contribute to enhanced water quality and runoff control (i.e. bio filtration swales, ponding, cisterns, rain barrels, alternative paving materials, rain gardens, etc.)

5.22 Incorporate bio filtration swales and native landscaping materials as stormwater strategies as part of public improvement projects where appropriate, such as roads, parks, and facilities.

5.23 Support educational efforts and programs that inform the community of available BMPs and techniques that can be applied at the local level.

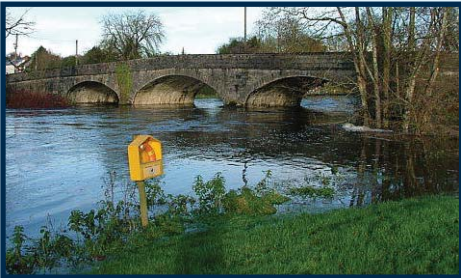
5.24 Continue the use of the stormwater utility and regularly evaluate the effectiveness of the utility to fund programmed stormwater improvements.

Best Management Practices - Stormwater Management



Stormwater retention areas can also be attractive assets in a community when incorporated into greenspace.

Permeable paving and porous asphalt, where appropriate with the water table, can reduce runoff over hard surfaces, infiltrate water, and slow the movement of water into drainageways. Here it is used at the MWA facility in Bondurant.



Use areas that will flood for purposes that can flood. Parks, natural spaces, trail corridors, golf courses, and ballfields can all handle occasional inundation. They will hold up much better to water than structures and should be strategically located.

Green roofs can be an effective way to slow the movement of stormwater into traditional drainageways, while also providing additional insulation for buildings.



Bioswales planted with native vegetation are an attractive way to move water and treat pollutants in runoff.

Rain barrels are a small scale option for home owners to retain and recycle some of the rainwater that would otherwise wind up in the stormwater system. Bondurant could encourage their use with a credit applied to the stormwater utility.





Gray Infrastructure



Contents:

- **Stormwater**
- **Transportation**
- **Sanitary Sewer**
- **Potable Water**

What is Gray Infrastructure?

Gray infrastructure is the system of constructed “hard” infrastructure elements. They include the traditional infrastructure components that improve safety, health, and quality of life. They facilitate economic activity and connect us to other communities.

Examples could include:

- Storm Sewers
- Sanitary Sewer
- Roads
- Potable Water
- Electric Lines
- Telephone/Broadband





Stormwater can be used in an engineered way to create amenity for the community.

Stormwater

For the purposes of this plan, stormwater is dealt with first as a “Green Infrastructure” element. In reality there must be both green and gray infrastructure components to it. Flooding is a frequent event in areas of the city because Bondurant is situated in a very flat area with very little slope to properly drain areas during storm events. A high ground water table and heavy clay soils in the area also compound the drainage problems within the community. Bondurant needs to consider all options for mitigating the effects of stormwater. Some treatment options are already in the early planning stages, such as a large regional stormwater retention facility northwest of the community. It will reduce overland flow into the city. This type of facility may greatly reduce the occurrence of flooding and property damage once implemented. The Federal Emergency Management Administration (FEMA) has been involved in the discussions and they generally are interested in the concept.

The understanding of green and gray infrastructure could be intentionally blurred on a project such as this one. The facility will likely require gray infrastructure components with culverts and liners, but the City could also take the opportunity to create a valuable open space, natural amenity for the community by incorporating green infrastructure principles as well. This is an example of a project that would incorporate the guiding principle: “We will treat natural elements as amenities, not hazards.”

City Regulatory Powers

The City has implemented a Storm Water Utility, which has been in place for approximately one year. This utility provides a revenue source for making improvements to the storm sewer system. A county drainage district (now operated by the City as a separate entity) also extends through the community, but was designed originally to provide drainage of farm land and does not provide for effective storm drainage. The City has been delegated by the Iowa Department of Natural Resources (IDNR) the authority to issue local flood plain permits for development in the community. Also, plans for new developments in flood-prone areas are required to include green space or buffer areas to protect properties from flooding events. Some newer developments have stormwater detention facilities incorporated on-site to help alleviate stormwater issues. The City is evaluating the appropriate approach to ownership of these on-site detention facilities taking into consideration liability and proper/adequate maintenance.

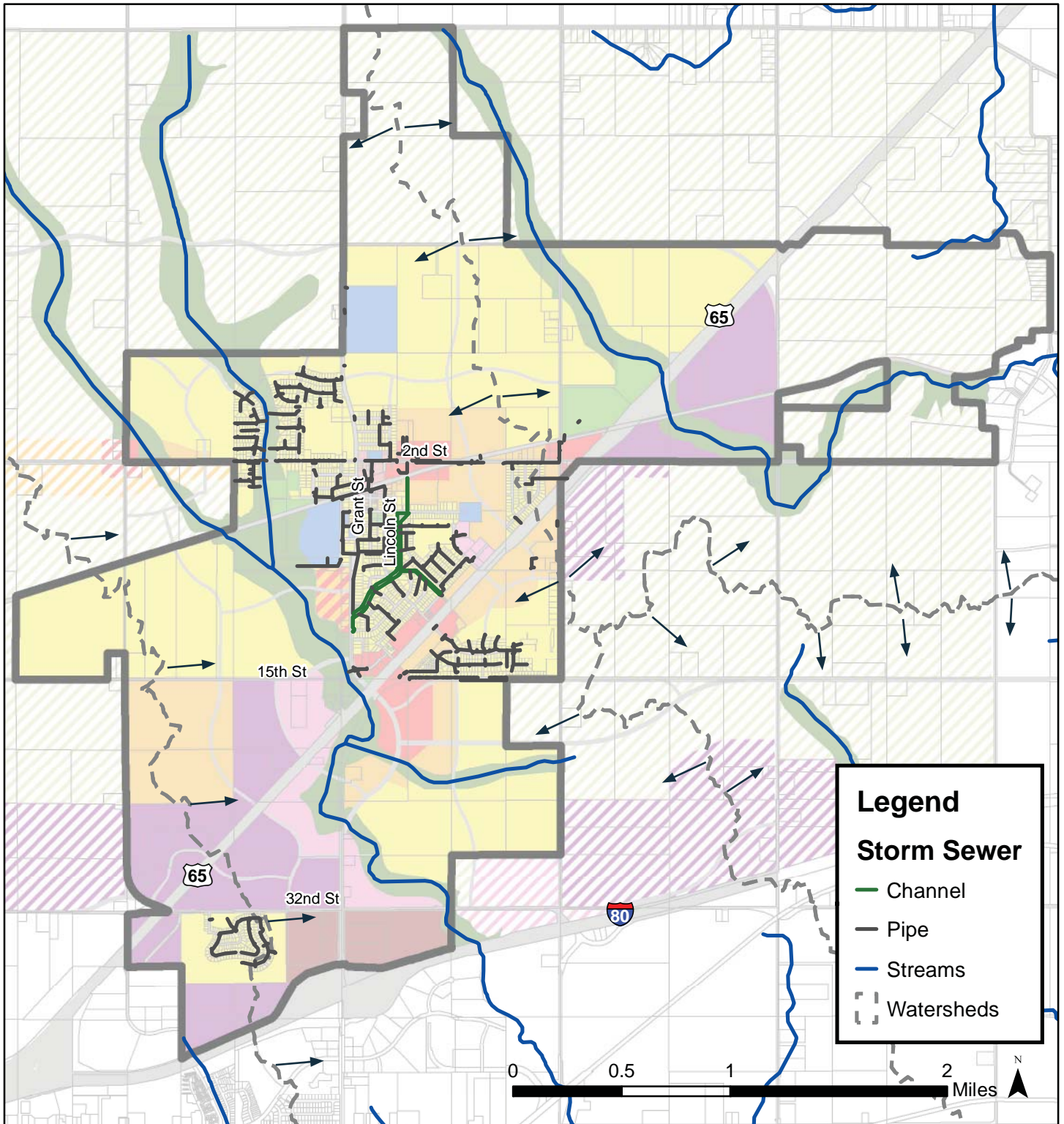


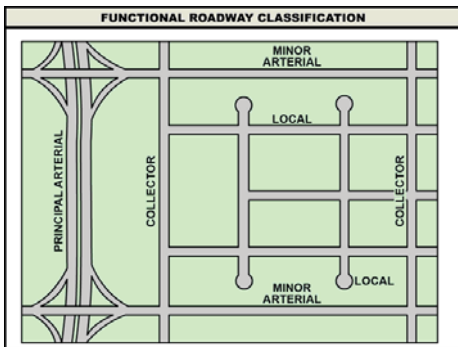
Figure 6.1 - Storm Sewer System

Transportation

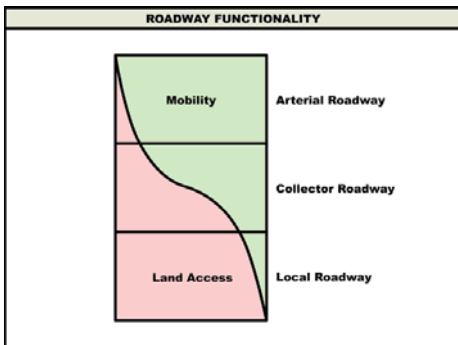
Our street system is an essential aspect of community development. It has largely shaped the development pattern that exists today in Bondurant and will continue to be a great influence on future community growth. The street system today is mostly about vehicle movement. Tomorrow, it will be more about moving people whether that be by car, bike, bus or our own two legs.

Our streets provide several key functions:

- They provide access to property and enable land to develop.
- They provide access to commercial and business property in order to conduct business.
- They enable people to move throughout the community by driving, walking, running, biking or other means of movement.
- They provide neighborhood identity based on the physical design, signage or even names of streets.



A functional class system of streets provides guidance on the role that each street plays in a larger community system.



The balance between providing access for land development and providing safe and efficient mobility is addressed through the functional class system.

The City currently applies state roadway design standards in combination with City ordinances for new subdivisions. These state standards follow a federally defined system of "functional classification." Functional classification information has limited application to Bondurant and is contained in this plan for informational purposes and consistency with regional planning efforts. The system is based on how particular roadways function in relation to the community and metro area.

Access and Mobility

All streets provide a degree of access and mobility. Access is the ability of a road user to enter or exit the roadway. A neighborhood street with driveways at every house would be a roadway with high access. An interstate on the other hand only has low access, with exits a mile or more apart. Opposite of access, mobility is the ability of the road user to move along the roadway. That same interstate is much easier to move along over any significant distance than the neighborhood road. These two concepts are in conflict, and it is important to set up the roadway system with different types of streets to serve different purposes.

Arterials

Principal and minor arterials carry high traffic volumes for significant distances and are part of a larger regional network. Freeways, expressways and major highways are classified as

principal arterials. Bondurant has two principal arterials: Interstate 80 on the south side of the city and U.S. Highway 65 running through the city diagonally.

Minor arterials are roads not classified as Interstate or other major arterials. They contain more opportunities for access rather than focusing only on mobility. They are still designed to move people efficiently and often at higher speed. The main minor arterials in Bondurant are Grant Street and 2nd Street. As the city develops, it may make sense to characterize other roads such as 32nd St/62nd Ave, 94th Ave, 56th St, and 88th St as minor arterials.

Collectors

Major and minor collectors are considered roads that are relevant to county and local travel, rather than statewide. Because travel distances are shorter, these roads tend to have more access points and speeds are often reduced. Bondurant should aim to have collector streets every $\frac{1}{4}$ to $\frac{1}{2}$ mile. By improving the collector street network, traffic pressure will be taken off of arterials and local streets.

Local Streets

Local streets are those that connect the larger roadway system to other land uses, especially residential areas. The short distances that are traveled on local streets allow for much slower speeds, which also fits well to reduce noise and danger in neighborhoods. The majority of roads in Bondurant are local streets.

Challenging Traffic Areas in Bondurant

Grant Street Corridor

As in many communities, traffic operations around the community schools are becoming more challenging due to increased drop-off/pick-up traffic including individual cars and buses. As schools get larger and serve a larger population, this trend is going to continue to prevail. Bondurant has some unique circumstances with the locations of the schools within town; access and circulation are limited due to the existing street network and layout of the school buildings. The school traffic does impact a minor arterial and a major collector. A potential site master plan by the School District within the next five years may address some of these issues and include rework of 4th Street SW and Garfield Street among other improvements. It will be important to ensure the creation of additional routes to the high school as the intersection of Grant

Access Management

Having arterial and collector streets designed to be free of individual private driveways helps relieve congestion and improve safety on major streets.

A Connected Network of Major Streets

A connected network of collector and arterial streets can help alleviate congestion at key intersections (such as Grant and 2nd) by providing alternative routes for local and regional trips.

Street and 2nd Street as it is today struggles to handle the number of vehicles that pass through it.

As new development occurs to the south and west, Grant Street should be studied in depth and plans established to reconfigure the street, consolidating access points and exploring resultant redevelopment opportunities.

US Highway 65

US Highway 65 is a four lane divided rural cross-section road maintained and operated by the Iowa Department of Transportation (DOT). The section of US 65 through the city is signed as 55 miles per hour speed limit. In the past, there have been fatalities and major injury crashes along this corridor making it a safety concern. The US 65 corridor bisects the city at a diagonal, causing the traditional street grid system to connect to the highway at a skew. The draft Streets Plan makes reference to an access management plan along the highway. Full access and future traffic signal locations have been defined by the Iowa DOT in 2009 through an Access Control Plan (ACP).

The Northeast Beltway

Future planning headed by Polk County has identified a path for the Northeast Beltway. Interchange locations have been identified along a north-south corridor between NE 56th Street and NE 46th Street: slightly north of 32nd Avenue SW, at 2nd Street NW, and NE 94th Avenue. All three locations will provide a direct connection into Bondurant. The Northeast Beltway will change area traffic patterns. As this corridor becomes more defined, the City should set up the road system to meet both the traffic demand for the interchange connections and continued connectivity to allow traffic to flow through the city efficiently while also providing safe access to housing, schools, and other amenities.

Access Management

Developing consistent access management on the varying functional classification of streets will be an important consideration for Bondurant as we continue to develop new corridors. US Highway 65 has a defined access plan by the Iowa DOT. Future growth along this corridor will need to fit within the constraints of the defined plan.

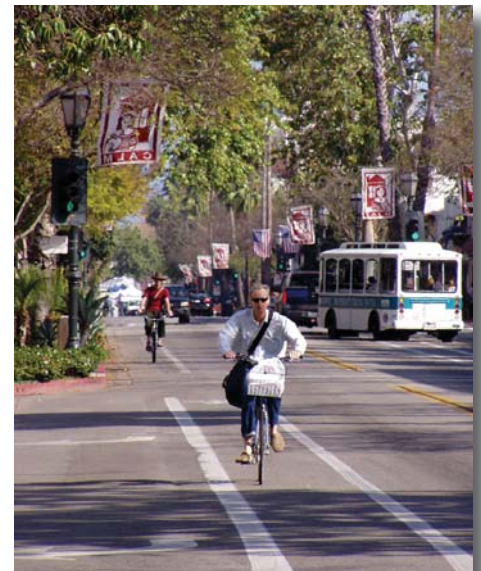
2nd Street has single family home and business accesses along its corridor. Currently, the corridor is a major east-west route through Bondurant. Future traffic growth impacts include decreased safety of the accesses for both the driveway and through traffic operations. Entering Bondurant on 2nd Street from the west is the most challenging location for correcting access conflicts due to the narrow right-of-way and the number of newer single family homes constructed in the last 10 years. Alternatives to explore for this corridor include longer term redevelopment and relocation of homes and driveway consolidations.

Future Design Guidelines

New developments change the city and as this occurs, it is important to consider the larger roadway network. Site layouts that only function for new subdivisions without an understanding of the larger context create a disjointed network. This in turn puts more traffic pressure on existing collectors and arterials, and may have potential spill over effects onto neighborhood local streets. Traffic is an increasing concern in Bondurant, and future development needs to help address the additional impacts they cause by fitting into a coherent traffic pattern. Layout of the street network also acknowledges major destinations as well as access points when determining the locations of major roadways.

Developing the concept of complete streets for Bondurant

As future corridors and streets are developed in Bondurant, consideration needs to be given for more than just the automobile. Research has shown that more and more Americans are interested in driving less and walking or biking more. The high costs of insurance and unpredictable cost of gas suggests a more sustainable community is one where walking and biking are safe and desirable alternatives to driving. Therefore, our plan supports the idea of designing future street corridors that include bike facilities and sidewalk/trail corridors, landscape design features that enhance the pedestrian environment particularly at key intersections, travel lanes that support safe and efficient traffic flow and longer term considerations for bus transit infrastructure. The idea that a street is a “complete street” means that the street will accommodate every mode of travel for all users of all ages and abilities.



The idea of a complete street is to accommodate all modes of traffic within a street corridor, bike, walk, car and bus or transit.

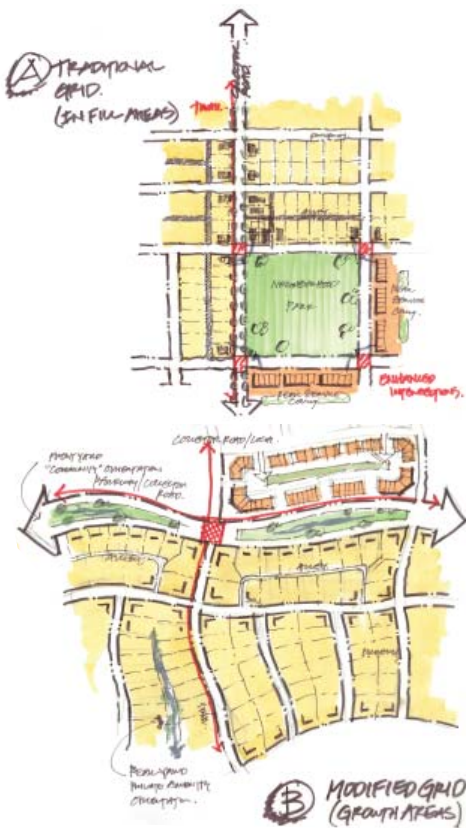


Figure 6.2 - Block Layout Concept
New roads do not have to follow a traditional street grid, but they should be designed to allow for high connectivity throughout Bondurant.

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 creating a high degree of connectivity. We should 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. This means we will discourage the use of dead ends and cul-de-sacs, which create disorderly circulation systems. The new roads should be paired with sidewalks and trails to encourage alternative forms of transportation and a reduction in the reliance on the automobile as the only means of getting around Bondurant.



Figure 6.3 - Roadway Hierarchy Example

This example from Stapleton, Colorado shows a thoughtfully considered transportation network that fits multiple land uses by designing different streets and roadways to fit their proper role.

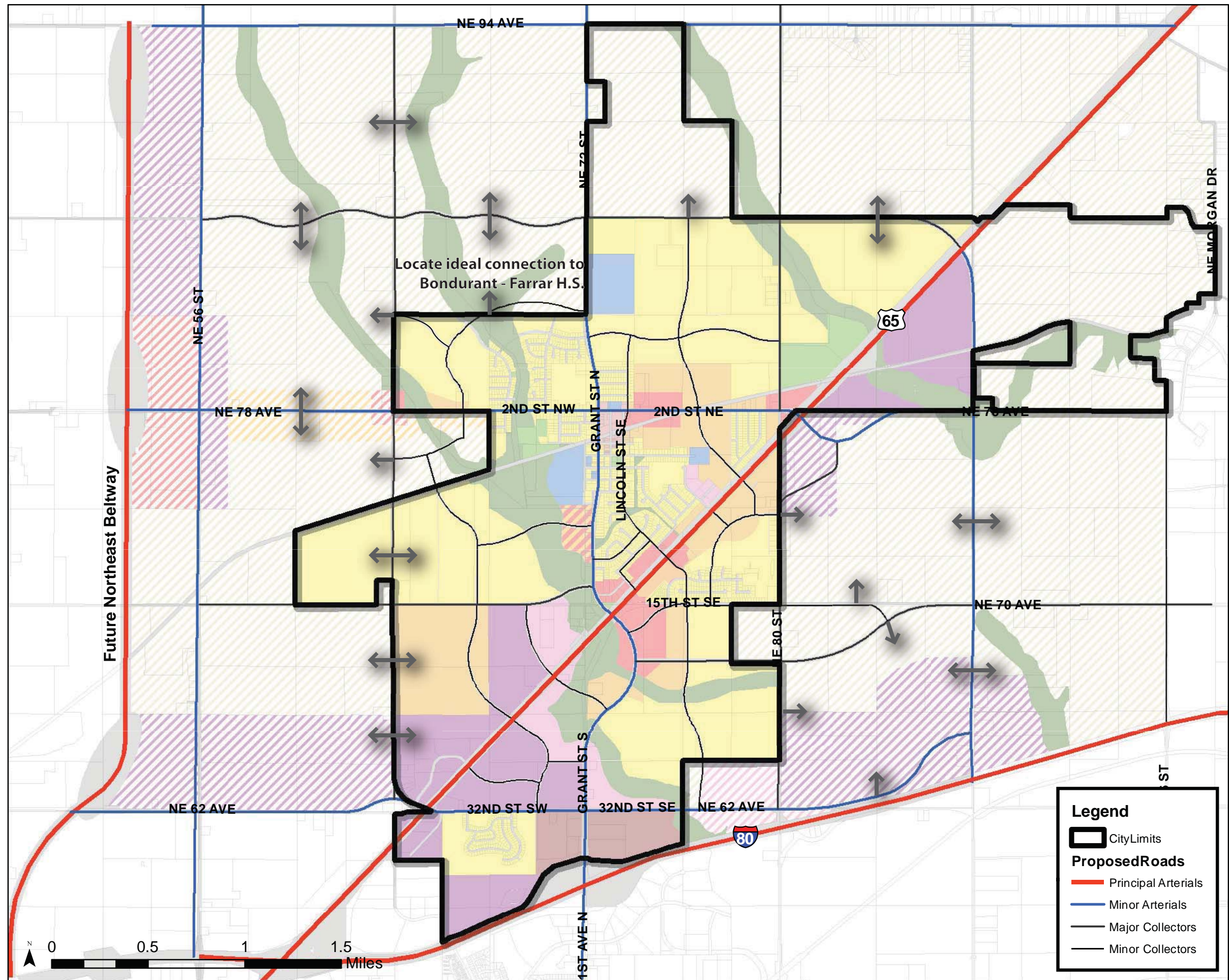


Figure 6.4 - Roadways Network

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Examples of Arterial and Collector Streets



A future condition representing a complete minor arterial street with auto, transit and bike/walk elements.

Minor Arterials



appx. 120' ROW

Four-lane minor arterial street with off-street trails - future condition



A good example of a minor arterial with an off-street trail. It could be enhanced with tree plantings and landscaping.



appx. 80' ROW

Two-lane minor arterial street with sidewalk (left) and off-street trail (right) - similar to existing condition



Example of a collector street with bike lanes, controlled access and enhanced landscaping treatments.

Collectors



appx. 80' ROW

Boulevard collector street with bike lanes and sidewalks. Boulevard area may become a left hand turn lane at intersections - future condition



Example of a neighborhood collector street with sidewalks, well marked pedestrian crosswalks and controlled access. Street dimension is modified at intersection to enhance pedestrian safety.
Figure 6.5 - Street Section Examples



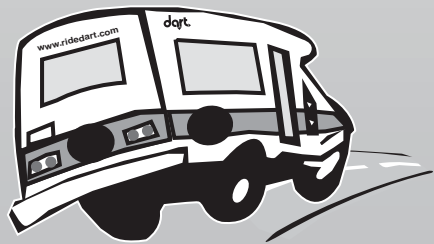
appx. 66' ROW

Two-lane collector street with center turn lane, sidewalk (left) and off-street trail (right) - future condition

Transportation Diversity

Smart Planning Principle

Call service.



ridedart.com

Bondurant is currently served by an "on-call" service to connect riders with the Des Moines Area transportation network.

Transportation Diversity

Smart Planning Principle

Developing a current street inventory and pavement management system

Having a current street inventory and pavement management system helps with programming and budgeting for future transportation improvement projects (reconstruction or overlays) to help efficiently operate and maintain the transportation system. Regional transportation agencies such as the Des Moines Area MPO currently have model programs available.

Public Transit

Bondurant is currently only provided transit service through a dial a ride program. As growth continues to occur in Bondurant and the region, the market for public transit will grow and ultimately warrant consideration for regional bus service connecting Bondurant to downtown Des Moines and other areas in the region. As we continue to develop new transportation corridors, we must consider the long term possibility of transit infrastructure and evaluate transit facilities along key corridors in the city.

Roadway Goals and Policies

Goal

Develop a roadway system that is well connected, safe and adequately balances access and mobility.

Policies

- 6.1 Establish a system of collector streets that serve as the primary traffic corridors connecting neighborhoods to arterial systems.
- 6.2 Build streets to meet broad community values of traffic management as well as pedestrian and bicycle accommodations, traffic calming, on-street parking, aesthetics and beautification and environmental protection/enhancement.
- 6.3 Build a community wide sidewalk and trail network that links households, schools, parks, commercial services, and job centers.
- 6.4 Be innovative with alternative street designs that help implement the community's vision and principles without compromising safety and increasing long term maintenance costs.
- 6.5 Establish and follow a program of street maintenance, repair, and reconstruction throughout the city to ensure quality and enduring street infrastructure.

- 6.6 Use a context-sensitive approach that integrates design, safety, cost considerations, environmental stewardship, and aesthetics when planning roadway and infrastructure improvements.
- 6.7 Streets should be designed to connect neighborhoods, minimizing the use of dead ends and cul-de-sacs to those areas where such a street design serves as a way to preserve open space or protect the integrity of the greenway system.
- 6.8 Streets should connect with one another to form blocks that are walkable in size and thus offer greater opportunities for connectivity. A walkable block size would be in the range of 440 to 600 feet in length.
- 6.9 Local streets should be the primary access point for individual homes. Neighborhood collectors should move people out of residential areas and connect people to the arterial street system. Neighborhood collectors should have an attractive frontage and should utilize unique design strategies that provide a stronger aesthetic street frontage.
- 6.10 Collectors should be “complete streets.” Roads within neighborhoods should be thought of as places to build image and identity for the neighborhood through landscaping, street lighting and design of bikeways and trails.
- 6.11 Monitor street condition over time and plan (design and budget) long term for their reconstruction once they have reached the end of their useful life.
- 6.12 Explore opportunities to improve the long term maintenance of streets by optimizing pavement width, managing access (driveway widths and access points), and designing collector and arterial roads without individual driveway accesses.
- 6.13 Preserve planned connection points to adjacent undeveloped lands to protect the long term integrity of a connected roadway system.
- 6.14 Develop a consistent street naming policy that fits into the larger regional context to improve emergency response services and wayfinding in Bondurant.



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Consistency**

Sanitary Sewer System

Today, the City of Bondurant owns, operates and maintains its own sanitary sewer collection and wastewater treatment system. The existing sanitary sewer system is comprised of a gravity collection system with seven existing pump stations at different locations. Wastewater is transported to the existing wastewater treatment lagoon system that is located south of the railroad right-of-way and west of the present middle school location. At the lagoons, wastewater is treated by an aerated treatment system and is discharged into a drainage ditch which then discharges to Mud Creek. The existing lagoon treatment system is currently at capacity and has difficulty meeting IDNR requirements due to stringent winter effluent limitations.

The City has entered into an agreement with the Water Reclamation Authority (WRA) of Des Moines to transport all wastewater via a new gravity trunk sewer, to be installed adjacent to Mud Creek, to the regional wastewater treatment system in Des Moines, where it will be treated and its effluent discharged into the Des Moines River. It is anticipated that the connection to the new trunk sewer will take place by the end of 2013. At that time, the existing wastewater treatment lagoon system will be taken off line and redevelopment of the site can be explored. Problems and costs associated with operating and maintaining a wastewater treatment facility will no longer exist and operations personnel will be able to focus on other infrastructure priorities within the community. Four out of the seven existing lift (pump) stations will no longer be needed and will be removed. This will significantly reduce the costs of operating and maintaining the sewer collection system. The City recently installed a pump station in the northeast portion of the community to allow development to occur there. A force main was installed to transport wastewater from that area to the gravity collection system. This area has yet to develop and therefore the pump station is not in use to date.

Construction is currently under way to install a new storm sewer system in the Paine Heights area to collect sump pump and footing drain discharges. This new storm system will eliminate illicit connections to the sanitary sewer in that area.

Excessive infiltration and inflow (I/I) in the collection system continues to be a problem in the community. This occurs when unpolluted water sources such as sump pumps or roof drains are connected to the sanitary sewer system or aging pipes allow for

surface water or stormwater to leak into the sanitary sewer pipe. During major storm events, the capacity of the system is stressed. It also affects the costs incurred to treat water that does not need the same level of treatment. The City should continue to budget for rehabilitation of existing sanitary sewer manholes and piping on an annual basis and implement a community-wide program to disconnect illicit connections to the public sanitary sewer system to reduce I/I in the system. Reduction of I/I will result in lower costs to transport and treat wastewater which in turn lowers the costs to the users in the community. Reduction of I/I will also lessen the occurrences of basement backups. Lastly, the City should evaluate the existing sanitary sewer collection system to determine pipe segments that are under-sized or are bottle necks in the system that result in sewer backups. Once identified, these areas can then be part of a capital investment program for improvements and can be coordinated with other infrastructure or property redevelopment.

Sanitary Sewer System Goals and Policies

Goal

Ensure a cost effective, efficient, and environmentally responsible system for collecting and treating wastewater from currently developed neighborhoods and future growth within the city of Bondurant.

Policies

- 6.15 Continue to work with the regional WRA in connecting Bondurant's wastewater treatment system to the regional system and support the regional agency's efforts to improve management and technologies of wastewater treatment to improve cost effectiveness of providing the service and environmental benefit.
- 6.16 Continue to monitor inflow and infiltration rates to plan for and implement capital improvements that minimize the amount of stormwater or clean water entering the sanitary sewer collection system.
- 6.17 Monitor aging infrastructure systems and plan for upgrades in areas where systems are inadequate or degraded.
- 6.18 Where feasible, require all new development within the city of Bondurant to be connected to the municipal sanitary sewer system.



- 6.19 Promote the orderly extension of the sanitary sewer system to serve proposed urban development that is adjacent to existing serviced development before leap frogging over vacant undeveloped land.
- 6.20 Encourage urban design and density patterns that maximize the effective use of existing and proposed sanitary sewer systems from the standpoint of capacity utilization and cost effectiveness.

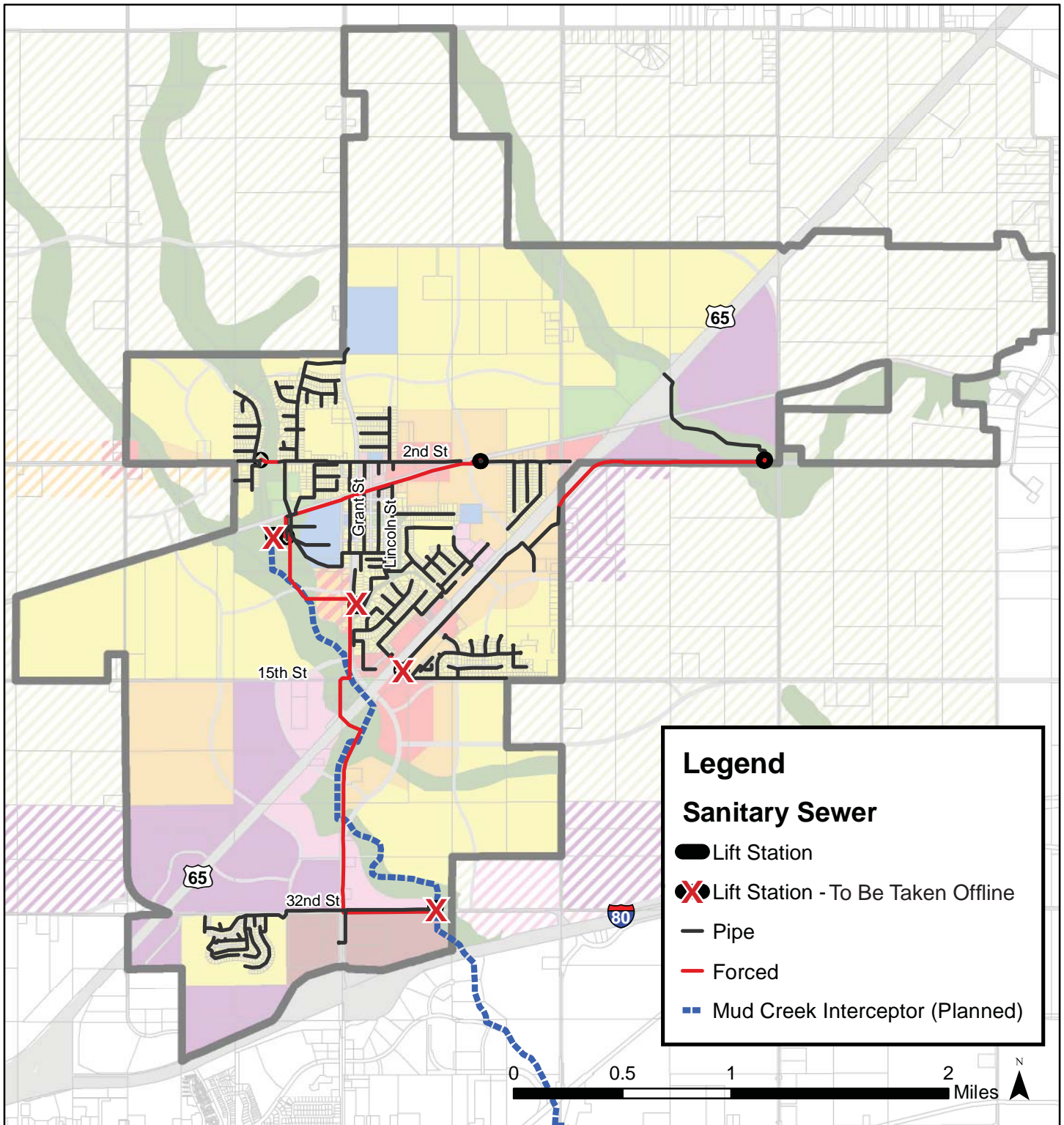


Figure 6.6 - Sanitary Sewer System

- 6.21 Plan for and make joint use of infrastructure right-of-ways for uses such as trail corridors or collocating of utilities. (i.e. Mud Creek Greenway, Trail Corridor and Trunk Sanitary Sewer Line)
- 6.22 Ensure installation and construction of sanitary sewer systems are done with a longer term plan for how future areas are served and connected, factoring in such criteria as pipe size and depth of pipe to support gravity flow.
- 6.23 Monitor existing on-site septic systems to ensure they are working properly and implement a program to connect any existing development with on-site systems to the municipal system.



Water System

Potable water is purchased from the Des Moines Water Works via two separate connections in the community. The City of Bondurant owns and maintains the distribution system within the community. In general, the system is in good condition physically and functionally and provides adequate service in both flow and pressures throughout. In 1995 a Comprehensive Water Study was prepared by Stanley Consultants that presented recommendations for various improvements within the system. The City has implemented many of those recommendations over the years. Two recommendations of the 1995 Study yet to be implemented in full are:

- Complete the installation of a 12-inch diameter water main loop around the community to provide enhanced water service throughout, as well as to position the community for expansion. The loop in the north and northeastern portion of the community has yet to be installed, and should be coordinated with new developments in that area.
- Consider the construction of a future elevated tank on the southeast side of Highway 65 as long term growth creates additional demand.

In addition to the above system improvements, certain distribution system issues were noted that should be addressed through capital improvement planning or maintenance budgeting:

- Certain areas of the community are served by transite (asbestos cement) water mains, which tend to be brittle and often break during adjacent construction or during freeze-thaw. A potential health hazard also exists when the asbestos cement pipe breaks down over time. These pipe segments should be replaced with modern technologies to bring the system up to current standards.

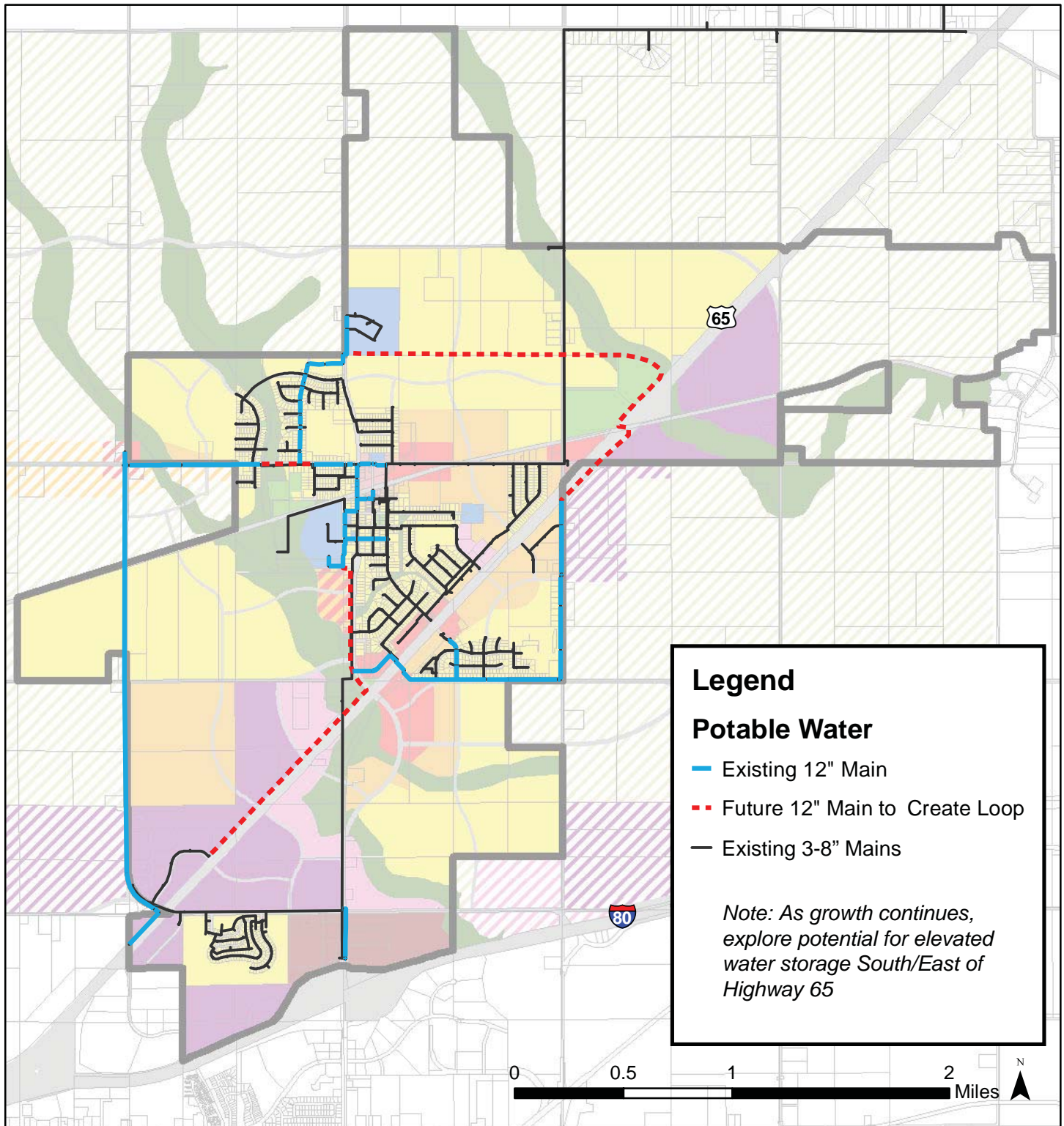


Figure 6.7 - Potable Water System

- Certain water pipe segments are undersized (less than 6-inch diameter) and do not provide adequate fire protection. The City should consider replacing these segments with larger mains.

Water System Goals and Policies

Goal

Ensure an abundant supply of safe drinking water within the community and a distribution system with adequate storage and pressure for emergency needs.

Policies

- 6.24 Practice environmentally responsible land use and zoning methods to protect water quality within the Des Moines metropolitan area.
- 6.25 Ensure adequate storage capacity and water distribution systems are in place to accommodate future growth and development such that existing developed areas are not negatively affected by new water usage demand.
- 6.26 Support and promote water conservation initiatives such as: education materials and programs that support alternatives to watering lawns (drought tolerant landscaping, stormwater reuse or planting of shade trees) and installation of water conserving fixtures (toilets, faucets, shower-heads, etc.) for new construction and renovation projects.
- 6.27 Ensure new development on the edge of the community is provided with a water distribution system that is looped and provides adequate pressure for fire protection.
- 6.28 Colocate water distribution infrastructure within other utility easements where possible.
- 6.29 Monitor water usage on a regular basis to ensure an efficient, cost effective and safe supply of clean water.



Sustainable Design



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Private Utilities

While some of the gray infrastructure elements are provided by government or public utilities, others are handled by the private sector. As Bondurant grows, additional demands will be placed on the privately provided utilities. The City should work with developers and private utilities to ensure that the design and placement of these utilities is adequate to meet the needs of residents. By collocating these private utilities in right-of-way areas, space will be used efficiently while providing the necessary access points for installation and maintenance. The utilities should be installed to meet design and aesthetic regulations to minimize the nuisances to residents and protect the visual characteristics of the city.

Private Utilities Goals and Policies

Goal

Work with utility providers to ensure the provision of electricity, communications, and broadband to meet the needs of Bondurant's residents and allow local companies using these services to stay competitive.

Policies

- 6.30 Colocate utilities in right-of-way areas for efficient use of space and ease of access for maintenance.
- 6.31 Enforce design guidelines to ensure the aesthetics of the city are protected.
- 6.32 Work with developers and utility providers to ensure the capacity of utilities keeps pace with population and business growth.

Collaboration



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Implementation



Contents:

- **How to use the Plan**
- **Action Steps**

How to use the Plan

The Bondurant 2030 Comprehensive Plan serves as the policy framework to guide the physical, economic and social changes in the city over the next 20 years. If the plan is to be successful and effective as a guide to Bondurant’s future private development and public investments, the implementation chapter is perhaps the most important. This chapter identifies and describes the actions, efforts and initiatives that will make the vision and guiding principles a reality.

This plan will be mainly used in three ways:

- A guide for decision making
- A tool for marketing and leveraging/securing funding
- A “to-do” list

Using the plan as a guide for decision making

The Bondurant 2030 plan is a guidebook for the day-to-day operations of Bondurant's local government. Staff will reference the plan, its goals, and its principles to inform elected officials how to carry out their duties, advising on public investment and private growth. There should be no doubt about which copy of the plan belongs to City staff, as it will be the one with frayed edges, coffee stains, sticky notes and dog-eared corners.

Elected officials will use the plan to make the difficult decisions we have elected them to make. When faced with challenging choices, they will have to ask the question, "is this the pathway we agreed upon as a direction for Bondurant?" and the plan should provide clear directions toward an answer. It should be sitting open at City Council and Planning and Zoning meetings as a reference on issues from zoning and annexation to growth, redevelopment, and infrastructure improvements.

The plan is also important in the development community. It provides direction for new projects, informs development strategies and lays out the "rules of the game," providing consistency and removing ambiguities. Developers, brokers, realtors and investors will look to the plan to anticipate future markets, evaluate a project in context with adjacent land uses, and understand infrastructure needs and issues.

Lastly, the plan protects and informs the members of the greater Bondurant community. Someone who buys a house or opens a business will know what is desired out their back door. They can anticipate the efforts of the City when it comes to taxes to pay for new or updated infrastructure and what kinds of public services they might expect.

Using the plan as a tool for marketing and funding

The process of re-evaluating the comprehensive plan has begun to build community momentum for change. In order to maintain this momentum, the plan should be promoted and celebrated within the Bondurant community. Maintaining momentum will be vital for the implementation of this plan, whether it is a small project to be completed, or garnering support for a major infrastructure investment.

The plan is also a valuable tool when it comes to leveraging outside financial support. When applying for grants, it is helpful to be able to show that Bondurant is committed to making the changes the funding will go to support. Having the comprehensive plan to reference is a valuable way to show that the City has the foresight to plan for the project and the community backing to support it.

Using the plan as a “to-do” list

Whether it is on a scrap of paper, written on a chalkboard, tucked away in a PDA or just sitting in the back of your mind, we all have “to-do lists.” You are reading Bondurant’s to-do list. The plan is a resource for City departments, elected officials, and the community as they set annual goals, work programs, and budgets.

If the plan is being implemented, there will be a few more items checked off every year. At the same time, the plan is intended to be a living document, changing and adapting as the community grows and faces new challenges. There may be new goals and items added to the list. The plan should periodically be revisited and reevaluated.

Action Steps

Action steps are the initiatives that the City takes to implement the plan. They are intended to be the actions we can take to carry out the policies outlined throughout the previous chapters. These steps relate directly to the vision and guiding principles, determined by public input, that shape the plan. Action steps have both tangible and intangible effects. Some steps may improve the quality of life of residents, while not changing the built environment. Other actions may result in a very visible change. Both can be implementations of the plan.

In the process of describing the steps, the plan identifies the goals and guiding principles that are associated with each action step. Action steps are laid out as an initiative or action, tied to an entity or person who is responsible for that step. A time frame, general cost implications, and potential funding sources are identified. As these steps are completed, it is worth evaluating them to see how effective they are in achieving the guiding principles and vision.

Comprehensive Plan Projects

Update Bondurant's Regulations

The planning process ultimately shapes two physical products: plans and regulations. The comprehensive plan is a roadmap, while zoning and subdivision ordinances are the vehicle that gets Bondurant to where we want to be as a community. The zoning and subdivision ordinances should match the agreed upon land use from the comprehensive plan, giving regulatory “teeth” to the way land is used in Bondurant.

As part of this regulatory updating, the City should also consider re-examining the current parkland dedication ordinance (ordinance 07-216). It is important to understand the relationship of the type of park needed in an area and the type of land (size, topography, dimensional characteristics) required to meet that need. The dedication of land is not always what is needed for smaller developments that might be within a ¼ mile or so of a park. Instead, cash dedication should be a consideration consistent with Iowa statutes governing park dedication. In addition to the current ordinance, some things that should be considered in the evaluation of land would be:

- Access: provision of access should be a necessary component of any dedicated land. The park parcel should be immediately adjacent to public roadway on at least one side.
- Explicit mention of the Parks & Rec Board as an evaluator of suitability.

Responsible Entities:

City Council, City Staff

Timing:

Immediate (<1 year)

Cost Implications:

Staff time to prepare updates – Minimal budget impacts

Funding Sources:

General fund

Key Measurements:

Updated zoning code, updated park dedication ordinance

Establish a “Future of Bondurant Forum”

Establish an event to review and update the Comprehensive Plan on an annual basis. This event or forum should facilitate a discussion about what has been successful with the plan and where it could be improved. Annual or biannual community based reviews of the plan are an important evaluation tool, as well as a way to “keep the plan alive” and in the public discussion. The forum should involve an assessment and updating of the “to-do” list, checking off the actions that have been completed and possibly setting new actions in motion. This process could be completed through a set of regular surveys or through a process designed to celebrate Bondurant’s accomplishments and look to the future.

Responsible Entity:

Planning and Zoning Commission

Timing:

Year 1 and annually or biannually after that

Cost Implications:

Requires staff time to initiate the process – Minimal budget impacts

Funding Sources:

General fund, philanthropy

Key Measurements:

Number of total participants, new participants to the community dialogue, action steps completed, modified and created

Develop Project Specific Community Task Forces

In the process of developing the plan, the citizens of Bondurant had the opportunity to take part in shaping the future of the city. Many residents participated and had their voices heard. The momentum that has been started by the planning process provides an opportunity to keep increasing citizen involvement.

We are also a city of talented individuals with different skills that could be dedicated to various projects. As the city develops new ideas and endeavors, community input should be solicited and local expertise should be tapped. Task forces, made up of residents, should be formed to help inform and shape projects. The City will develop a process for creating project specific task forces, and utilize them to improve implementation efforts.

Responsible Entities:

City Staff, City Council, Citizen Task Forces

Timing:

Connected to project timing

Cost Implications:

Requires staff time to initiate the process – Minimal budget impacts

Funding Sources:

General fund, philanthropy

Key Measurements:

Successful implementation efforts, number of task forces formed, number of involved members of the community

Planning Projects

Establish a Capital Improvement Plan (CIP)

As Bondurant grows, the stresses placed on the infrastructure will grow as well. The needs for improvement are evidenced by recent and upcoming projects such as the Mud Creek Interceptor and the Paine Heights Storm Sewer Project. As the expenditures needed to fund these projects rise, it makes sense to plan for and manage the timing of these costs. When the costs are anticipated, the City can better prepare for them and explore alternative funding opportunities such as grants or bonding options.

The Comprehensive plan is good jumping off point for a CIP. It identifies both the gray and green infrastructure that exists and what will be needed in the future. It also begins to develop priorities according to the community.

Responsible Entities:

City Council and City Staff

Timing:

Annual updates, ongoing review

Cost implications:

Staff time – Minimal budget impacts

Funding Sources:

General fund

Key Measurements:

Projects identified and funded, projects completed, dollar value of completed projects/investments

Develop a Parks and Trail System Master Plan

Our comprehensive plan identifies parks and trails as an important part of life in Bondurant. We recognize the wide reaching values that parks and trails deliver, from higher property values to better health outcomes. The plan also establishes a broad framework for the development of parks and the trail system. Moving forward, we will develop a parks and trails master plan to look at how we are investing in our parks, what strengths we can build off of, and where deficiencies need to be corrected.

Responsible Entities:

Parks & Recreation Board, City Council

Timing:

Short-Mid term (1-3 years)

Cost implications:

Technical staff / consultant – Moderate cost

Funding Sources:

General fund, grants

Key Measurements:

Creation of a parks & trail system master plan

Develop a Stormwater Management Plan

Bondurant's high water table and flat topography make dealing with stormwater a challenge. When this is combined with the increased impermeable surfaces of new development, the challenge gets bigger. Development of a stormwater management plan will help protect properties in Bondurant as well as downstream. Steps directed by this plan may vary from the individual level (such as allowing/encouraging rain barrels) to a citywide infrastructure level (addressing storm sewer capacity and building in more detention areas). The planned retirement of the septic lagoons may offer the opportunity for additional innovation for stormwater management and could be further investigated through this process.

Responsible Entities:

City Council, City Administration

Timing:

Short term (1-3 years)

Cost Implications:

Staff time and consultant fees – Moderate cost

Funding Sources:

General fund, grants

Key Measurements:

Creation of a stormwater management plan

Reduction in per capita runoff levels

Develop a Downtown Master/Action Plan

Downtown Bondurant is a central feature of the community. While it is not a major destination for everyday shopping and recreation today, the potential for downtown to be that kind of place in the future is good. Today it hosts community festivals such as Summerfest. It is the location of civic attractions such as the library and city hall. It is a place of identity represented by historic grain elevators and buildings at Main and 2nd Street. It is connected by planned trails along the historic rail corridor. It is home to the City's sole fire station. And it has vacant land with infrastructure already provided. A focused effort to define a vision for downtown and a strategic action plan to attract the right development with the right character and identity will prove a valuable long term asset.

Responsible Entities:

City Council, City Staff, Parks and Recreation Board, Bondurant Chamber of Commerce

Timing:

Short term (1-3 years)

Cost Implications:

Staff time and consultant fees – Moderate cost

Funding Sources:

General fund, grants, land owner contributions

Key Measurements:

Creation of a downtown master plan, development of vacant lots in downtown, reinvestment of private property

Infrastructure Projects

Plan construct a grade separated crossing over Highway 65

While Highway 65 is a valuable asset for our community, connecting us to the greater Des Moines metro area, it also can disconnect the south side of town from the rest of Bondurant. This is a growing area of town with many families that have no choice but to drive their children to school, despite living less than a mile away, because the students cannot cross Highway 65 safely. Many residents on both sides of the highway identified the highway crossing as a safety issue, as well as having a dividing effect on the community.

Responsible Entity:

City Council, City Staff, Iowa DOT

Timing:

Mid-Long term dependent on growth and funding opportunities (5-10 years)

Cost implications:

Design, engineering, construction – High cost – \$500,000 to 2,000,000

Funding Sources:

Capital funds, grants

Key Measurements:

Creation of a grade separated crossing across Highway 65

Number of students who walk to school

Pedestrian/vehicle accident reductions

Conduct Corridor Study of Grant Street

As the main north/south thoroughfare in Bondurant, Grant Street is now handling more traffic than it should. The current design could be improved to make the corridor safer and more efficient. This could include limiting access points to private driveways, realigning the Grant/Hwy 65 intersection, and improved traffic management at Grant & 2nd Street. It also should include the development of alternate routes through town so that all trips are not funneled onto Grant. In order to understand the feasibility, costs, and benefits of such actions, Bondurant should commission a corridor study of Grant Street. This will help refine solutions and allow the City to improve the functioning of the corridor.

Responsible Entities:

City Council, City Staff

Timing:

Short term (1-3 years)

Cost Implications:

Staff time and consultant fees – Moderate cost

Funding Sources:

General fund, grants

Key Measurements:

Completion of report, implementation of report actions, improved traffic management on Grant Street

Realign roadways in undeveloped areas to improve intersections and development potential

Some of the roadway network in Bondurant does not function as efficiently or safely as it could. In addition, key locations, such as the intersection of Grant and Highway 65, can deter economic development because they cannot handle additional traffic demands placed upon them by more intense land uses. As development begins to occur around them, it will become more difficult to realign the intersections and roadways. The first step will be to determine new alignments and make sure that any new development respects and responds to them. Key areas include: Grant Street/NE 70th/Highway 65 (including replacing the bridge at NE 70th and Grant Street) and 2nd Street NE/Highway 65/NE 80th Street SE.

Responsible Entities:

City Council, City Staff, Public Works, Iowa DOT

Timing:

Mid-Term (1-5 years) in collaboration/anticipation of development projects

Cost implications:

Technical staff / consultant – Moderate cost

Paving & construction - High cost

Funding Sources:

Capital improvement budget, general fund, grants, developer funds

Key Measurements:

Realignment and construction of new roadways

Explore the Creation of a Community Center

The desire for a place unique to Bondurant that provides for gathering, recreation, or entertainment is not a new desire. It has been echoed through community dialogues at least back to the last comprehensive plan update and continues to be a frequent topic in the community. Development of a community center will require a significant investment and thus warrants an involved and thorough vetting process. The following steps provide a general process for exploring the creation of a community center in Bondurant:

Assemble a task force of citizens

This group should be a diverse representation of stakeholders including the skeptics as well as the advocates. It should seek involvement from potential partners in the implementation such as the school district, athletic clubs, civic groups/organizations, or the business community. It should include citizens that can bring expertise to the table and it should be driven by tangible objectives to move the process forward.

Define the program for the center

What purpose does it serve: gymnasium, swimming pool, indoor track, fitness center, golf practice facility, banquet room, meeting rooms, education, workshop, etc.

Based on the program, define site and space needs

How big of a site is needed? What locational criteria are important in deciding where it should be located? What are the infrastructure needs?

Understand the financial implications

What are the land acquisition costs? What are the site development costs? What are the construction costs? What will be the projected ongoing operating costs?

Understand funding options and impacts

Where will capital funds come from? Where will ongoing maintenance funds come from? How will funding be sustainable over time?

Document findings and agree to move forward

The work of the task force will be an historical moment that will be looked back on as the project unfolds. It will also be the framework for decision making as the implementation of the idea occurs.

Key to the success of this project will be a process that it is inclusive and transparent to the public through each step of the process.

The City will need to dedicate initial funding for the planning process to provide for technical consulting and design services.

Responsible Entities:

Community Center Task Force, City Council

Timing:

Short term (1-3 years) for planning efforts

Mid term (3-5 years) for construction

Cost Implications:

Planning efforts – Low to moderate cost

Land Acquisition – High costs

Construction – High cost – (\$50-150/SF depending on uses)

Funding Sources:

Public/private partnerships, capital funds, grants, operating revenues (fees, taxes)

Key measurements:

Creation of a plan to develop a community center

Construction and operation of a community center

Economic Development Projects

Work with the private sector to bring a full service grocery store and restaurants to Bondurant

With the growing population in Bondurant, the city is coming closer to matching the market requirements of grocers and restaurants. Many grocery stores have minimum store size requirements, intersection and signal needs, population and household purchasing power requirements, and other specific needs. Bondurant can take two approaches to moving this desire forward. One approach is to work with local corporate grocers to better understand market needs and demands and develop a strategic plan to begin developing that market. A second approach is to assemble an investment group and business development group with the sole purpose of creating a grocery store and follow a food co-op model or other locally owned and operated community store. This approach depends less on meeting traditional market demands and more on sound business development models and strategies.

Responsible Entity:

City Council, City Staff, Bondurant Chamber of Commerce, Bondurant Development, Inc. (BDI) and potentially Eastern Polk Regional Development, Inc. – Establish a new Committee

Timing:

Short-Mid Term (2-5 years)

Cost Implications:

Staff time to establish relationships and determine needs, potential additional costs to meet needs (such as traffic improvements), consulting or business development services

Funding Sources:

General fund, grants

Key Measurements:

A grocery store and restaurants in Bondurant

Implementation Action Steps Summary

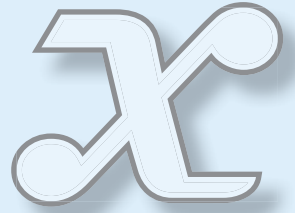
	Timing	\$,\$,\$,\$\$	Responsible Entity
Comprehensive Plan Projects			
Update Bondurant's Regulations	<1 year	\$	City Council City Staff
Establish a "Future of Bondurant Forum"	Annual	\$	Planning & Zoning Commission
Develop Project Specific Community Task Forces	Varies	\$	City Council City Staff Citizens
Planning Projects			
Establish a Capital Improvement Plan	Annual	\$	City Council City Staff
Develop a Parks and Trail System Master Plan	1-3 Yrs	\$\$	Parks & Rec Board City Council City Staff
Develop a Stormwater Management Plan	1-3 Yrs	\$\$	City Council City Staff
Develop a Downtown Master/Action Plan	1-3 Yrs	\$\$	City Council City Staff Parks & Rec Board Chamber of Commerce
Infrastructure Projects			
Plan and construct a grade separated crossing over Highway 65	5-10 Yrs	\$\$\$	City Council City Staff Iowa DOT
Conduct Corridor Study of Grant Street	1-3 Yrs	\$\$	City Council City Staff
Realign roadways in undeveloped areas to improve intersections and development potential	1-5 Yrs	\$\$\$	City Council City Staff Public Works Iowa DOT
Explore the creation of a Community Center	1-3 Yrs for planning 3-5 Yrs Built	\$-\$\$\$ for planning \$\$\$ Built	Community Center Task Force City Council
Economic Development Projects			
Work with the private sector to bring a full service grocery store and restaurants to Bondurant	2-5 Yrs	\$-\$\$\$	City Council City Staff Chamber of Commerce BDI Citizen Task Force

Table 7.1 - Implementation Action Steps

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Appendixes



Contents:

- **Demographics**
- **Survey Responses**

A Note about The U.S. Census and The American Community Survey

Data from the United States Census and The American Community Survey (ACS) is included in the following demographics. The Census attempts to count everyone in the United States at one time, while the ACS collects smaller samples across different years and uses this information to generalize about the broader population. Both methods have their benefits and drawbacks.

The Census

In 2010 the Census did away with the “Long Form” that collected more detailed information about respondents. Now everyone receives the same form to fill out, formerly known as the “Short Form.” This form asks about basic information, but leaves the long, more intense questioning to the ACS. This means that hard numbers (population, counts, etc...) are more accurate than the ACS as the sample size is almost identical to the actual numbers. Because of the scale of the Census, it is only done once every 10 years. This means that data from the Census is a snapshot of a community at a certain time and not necessarily representative of changing conditions, especially those that change more frequently than every 10 years. It is also not as in depth as the ACS.

American Community Survey

The ACS data in the plan was collected from 2005 to 2009, with surveys being administered continually for the 5 years. The information derived from ACS data is an average across these years. It is centered on the year 2007, although this does not mean the figures are representative of the year 2007.

The ACS is sent out to about 3 million people each year. Because it is not a counting tool, and must estimate population size, the ACS is not as accurate as the Census, especially in calculating totals. The strength in the ACS is its ability to estimate distributions (percentages of the population, averages, etc...), not hard counts. Because of this, it is a helpful tool in understanding rates and ratios of characteristics of a population. The ACS also gives more up to date information. Analysis of an area in 2009 no longer requires the use of data from the 2000 Census.

Comparing 2000 Census data to the 2005-2009 ACS data

In the future, it will be possible to compare ACS data from previous years with more recent data. Currently, however, there is no earlier ACS data. The closest dataset available is the 2000 Census data taken from the “Long Form.” The biggest issue with comparing them is the collection time windows of the surveys. The Census represents the character of Bondurant at one point in time, while the ACS portrays the city generalized over 5 years. Because they both asked many of the same questions, comparing them is imperfect, but can still provide valuable insight.

Summary of Demographic and Economic Factors (U.S. Census)
City of Bondurant

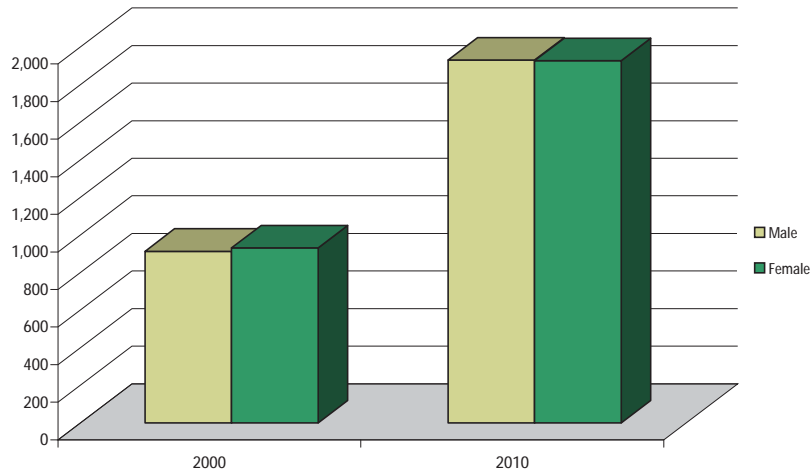
<u>Page</u>	<u>Contents</u>
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27	GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME

Notes:

- 1) 2010 Census refers to Summary File 1 data
- 2) 2005-2009 ACS refers to the 2005-2009 American Community Survey
- 3) 2000 Census data is from both Summary Files 1 and 3 depending on topic

GENDER

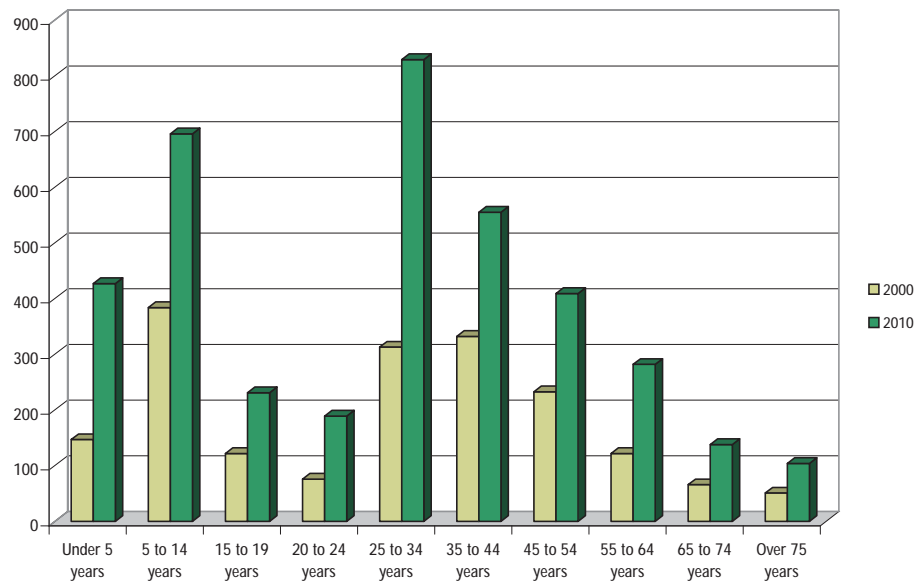
	2010 Census			2000 Census			2000 to 2010
	<u>Number</u>	<u>Percent</u>		<u>Number</u>	<u>Percent</u>		<u>Percent Change</u>
Total Population	3,860	100.00%	Total Population	1,846	100.00%	Total Population	109.10%
Male	1,931	50.03%	Male	914	49.51%	Male	111.27%
Female	1,929	49.97%	Female	932	50.49%	Female	106.97%



AGE

2010 Census			2000 Census			2000 to 2010	
	<u>Number</u>	<u>Percent</u>		<u>Number</u>	<u>Percent</u>	<u>Percent Change</u>	
Total Population	3,860	100.00%	Total Population	1,846	100.00%	Total Population	109.10%
Under 5 years	427	11.06%	Under 5 years	147	7.96%	Under 5 years	190.48%
5 to 14 years	696	18.03%	5 to 14 years	384	20.80%	5 to 14 years	81.25%
15 to 19 years	231	5.98%	15 to 19 years	122	6.61%	15 to 19 years	89.34%
20 to 24 years	189	4.90%	20 to 24 years	76	4.12%	20 to 24 years	148.68%
25 to 34 years	829	21.48%	25 to 34 years	313	16.96%	25 to 34 years	164.86%
35 to 44 years	555	14.38%	35 to 44 years	332	17.98%	35 to 44 years	67.17%
45 to 54 years	409	10.60%	45 to 54 years	233	12.62%	45 to 54 years	75.54%
55 to 64 years	282	7.31%	55 to 64 years	122	6.61%	55 to 64 years	131.15%
65 to 74 years	138	3.58%	65 to 74 years	66	3.58%	65 to 74 years	109.09%
Over 75 years	104	2.69%	Over 75 years	51	2.76%	Over 75 years	103.92%

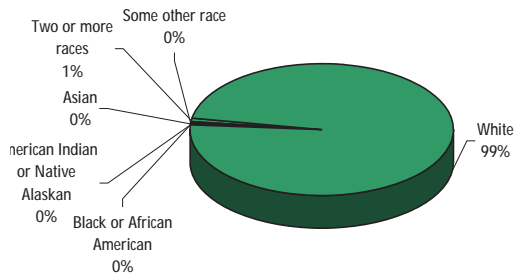
Median Age (years) 29.7 31.9



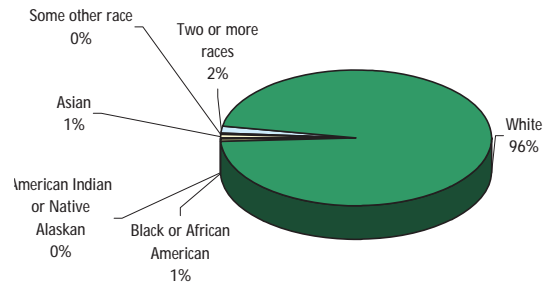
RACE

	2010 Census		2000 Census		2000 to 2010
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Percent Change</u>
Total Population	3,860	100.00%	1,846	100.00%	109.10%
White	3,723	96.45%	1,817	98.43%	104.90%
Black or African American	22	0.57%	0	0.00%	#DIV/0!
American Indian or Native Alaskan	5	0.13%	4	0.22%	25.00%
Asian	31	0.80%	3	0.16%	933.33%
Some other race	18	0.47%	6	0.33%	200.00%
Two or more races	61	1.58%	16	0.87%	281.25%
Hispanic or Latino (of any race)	66	1.71%	16	0.87%	312.50%

2000 Census



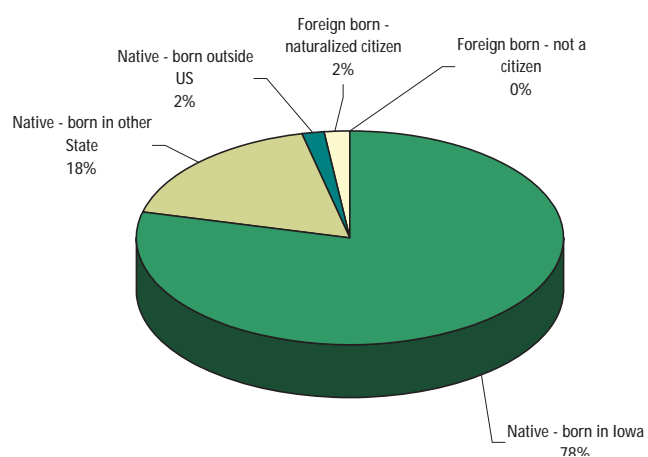
2010 Census



PLACE OF BIRTH

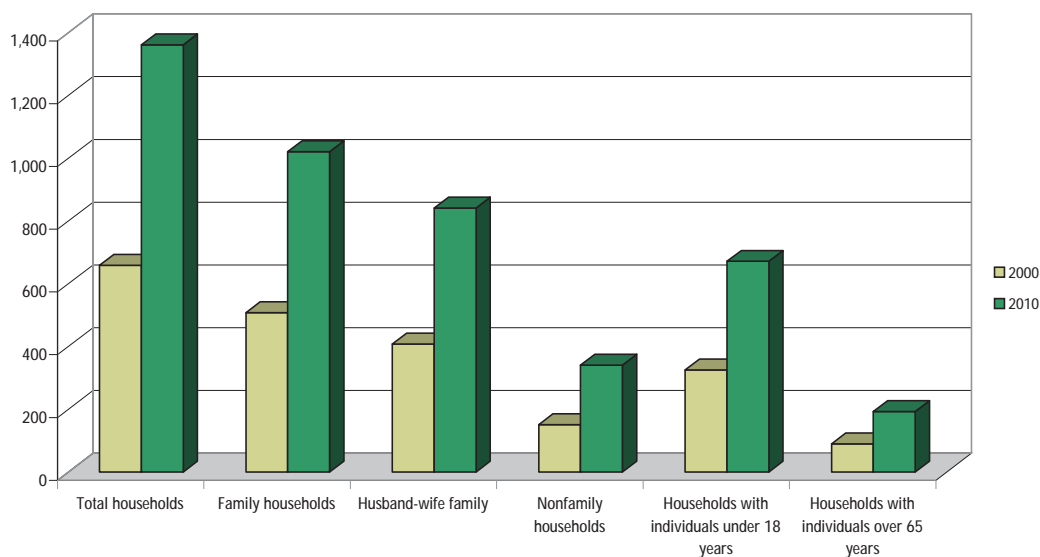
	2005-2009 ACS		2000		2000 to 2009
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Percent Change</u>
Total population	2,630	100.00%	1,857	100.00%	41.63%
Native	2,630	100.00%	1,845	100.00%	42.55%
Born in United States	2,578	98.02%	1,841	99.78%	40.03%
State of residence	2,109	81.81%	1,559	84.68%	35.28%
Different state	469	18.19%	282	15.32%	66.31%
Born outside United States	49	1.86%	4	0.22%	1125.00%
Foreign born	49	1.86%	12	0.65%	308.33%
Naturalized citizen	49	100.00%	10	83.33%	390.00%
Not a citizen	0	0.00%	2	16.67%	-100.00%

2005-2009 ACS



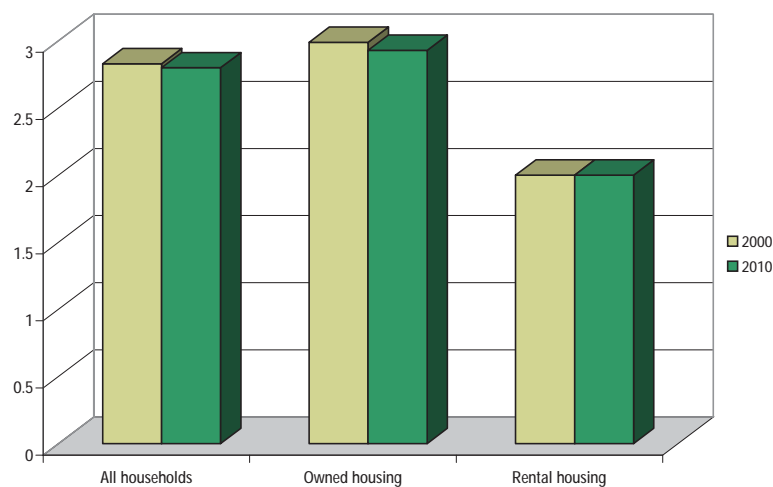
HOUSEHOLDS

2010 Census			2000 Census		
	<u>Number</u>	<u>Percent</u>		<u>Number</u>	<u>Percent</u>
Total households	1,362	100.00%	Total households	659	100.00%
Family households	1,021	74.96%	Family households	508	77.09%
Husband-wife family	842	82.47%	Husband-wife family	408	80.31%
Male householder, no wife present	44	4.31%	Male householder, no wife present	20	3.94%
Female householder, no husband present	135	13.22%	Female householder, no husband present	80	15.75%
Nonfamily households	341	25.04%	Nonfamily households	151	22.91%
Householder living alone	256	75.07%	Householder living alone	131	86.75%
Householder over 65 years living alone	96	28.15%	Householder over 65 years living alone	43	28.48%
Households with individuals under 18 years	672	49.34%	Households with individuals under 18 years	326	49.47%
Households with individuals over 65 years	193	14.17%	Households with individuals over 65 years	90	13.66%



HOUSEHOLD SIZE

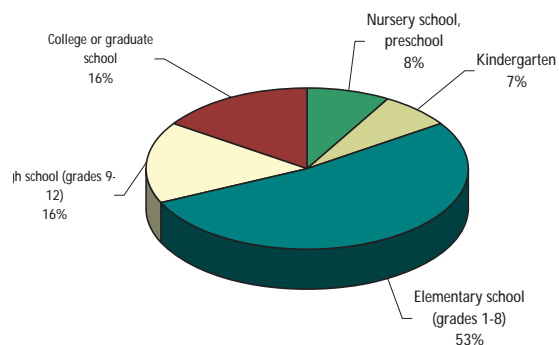
Average Household Size (persons per household)	<u>2010 Census</u> 2.83	Average Household Size (persons per household)	<u>2000 Census</u> 2.8
Persons per owner-occupied unit	2.99	Persons per owner-occupied unit	2.93
Persons per renter-occupied unit	2	Persons per renter-occupied unit	2



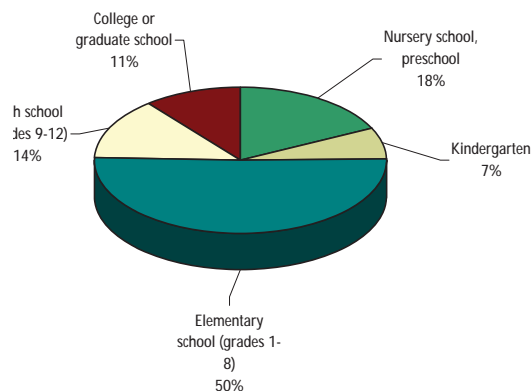
SCHOOL ENROLLMENT

	2005-2009 ACS			2000 Census		2000 to 2009 Percent Change
	Number	Percent		Number	Percent	
Population 3 years or older enrolled in school	869	100.00%	Population 3 years or older enrolled in school	568	100.00%	52.99%
Nursery school, preschool	154	17.72%	Nursery school, preschool	48	8.45%	220.83%
Kindergarten	61	7.02%	Kindergarten	41	7.22%	48.78%
Elementary school (grades 1-8)	442	50.86%	Elementary school (grades 1-8)	298	52.46%	48.32%
High school (grades 9-12)	119	13.69%	High school (grades 9-12)	92	16.20%	29.35%
College or graduate school	93	10.70%	College or graduate school	89	15.67%	4.49%

2000 Census

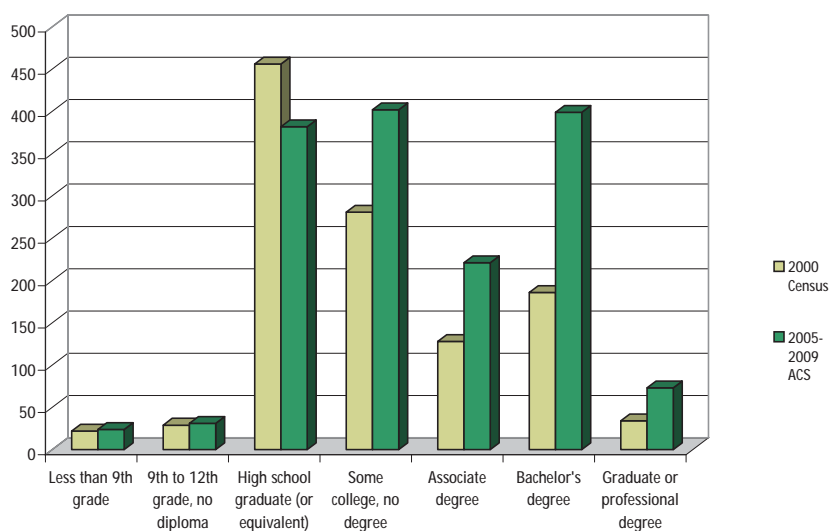


2005-2009 ACS



EDUCATIONAL ATTAINMENT

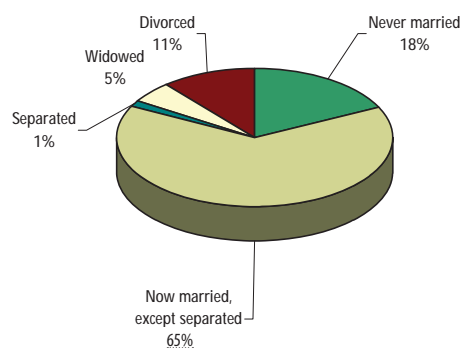
	2005-2009 ACS		2000 Census		2000 to 2009 Percent Change
	Number	Percent	Number	Percent	
Population 25 years and over	1,532	100.00%	1,136	100.00%	34.86%
Less than 9th grade	24	1.57%	22	1.94%	9.09%
9th to 12th grade, no diploma	31	2.02%	29	2.55%	6.90%
High school graduate (or equivalent)	382	24.93%	456	40.14%	-16.23%
Some college, no degree	402	26.24%	281	24.74%	43.06%
Associate degree	221	14.43%	128	11.27%	72.66%
Bachelor's degree	399	26.04%	186	16.37%	114.52%
Graduate or professional degree	73	4.77%	34	2.99%	114.71%
Percent high school graduate or higher		96.40%		95.50%	
Percent bachelor's degree or higher		30.80%		19.40%	



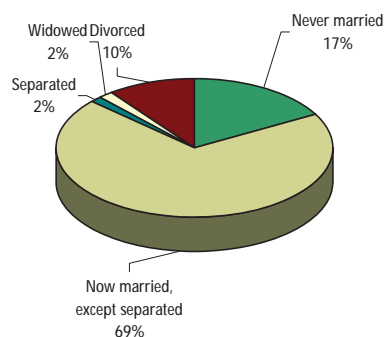
MARITAL STATUS

	2005-2009 ACS		2000 Census	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Population 15 years and over	1,735	100.00%	1,337	100.00%
Never married	294	16.95%	236	17.65%
Now married, except separated	1,208	69.63%	867	64.85%
Separated	28	1.61%	17	1.27%
Widowed	28	1.61%	67	5.01%
Divorced	177	10.20%	150	11.22%
Males 15 years and over	822	100.00%	NA	
Never married	134	16.30%	NA	
Now married, except separated	603	73.36%	NA	
Separated	9	1.09%	NA	
Widowed	12	1.46%	8	
Divorced	64	7.79%	72	
Females 15 years and over	913	100.00%		
Never married	160	17.52%	NA	
Now married, except separated	605	66.27%	NA	
Separated	19	2.08%	NA	
Widowed	16	1.75%	59	
Divorced	113	12.38%	78	

2000 Census

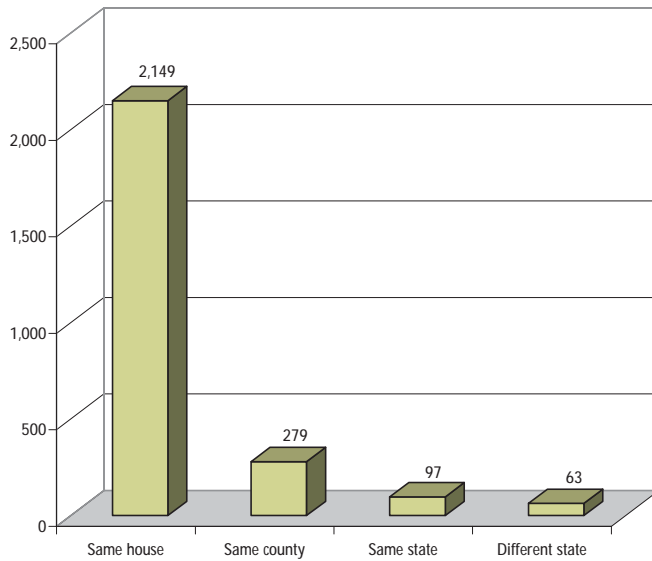


2005-2009 ACS



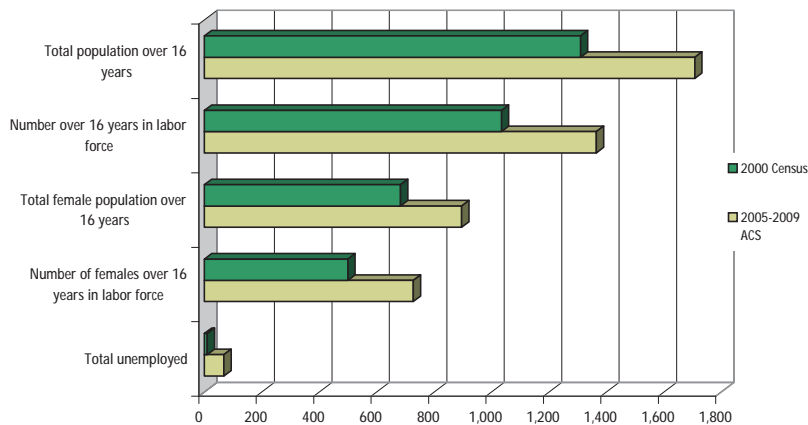
RESIDENCE PREVIOUS YEAR

	2005-2009 ACS	
	<i>Number</i>	<i>Percent</i>
Population 1 year and over	2,588	100.00%
Same house	2,149	83.04%
Different house in the U.S.	439	16.96%
Same county	279	10.78%
Different county	160	6.18%
Same state	97	3.75%
Different state	63	2.43%
Abroad	0	0.00%



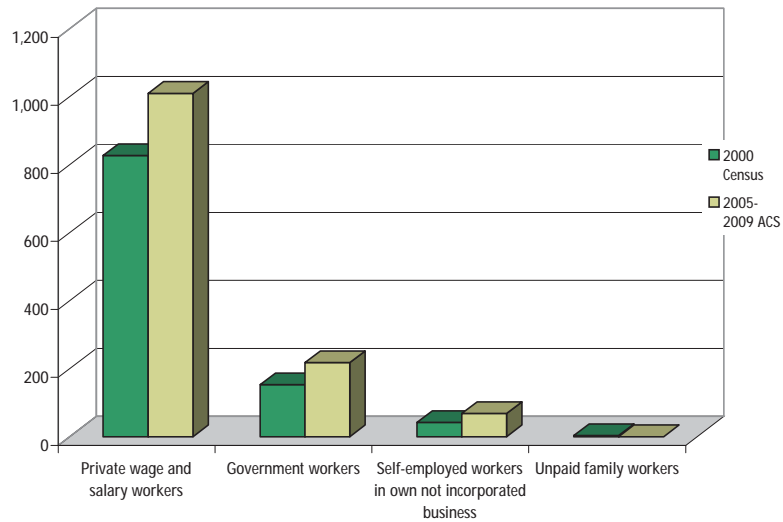
EMPLOYMENT STATUS

	2005-2009 ACS		2000 Census		2000 to 2009 Percent Change
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	
Population 16 years and over	1,708	100.00%	1,310	100.00%	30.38%
In labor force	1,365	79.92%	1,035	79.01%	31.88%
Civilian labor force	1,364	79.86%	1,035	79.01%	31.79%
Employed	1,296	75.88%	1,025	78.24%	26.44%
Unemployed	68	3.98%	10	0.76%	580.00%
Not in labor force	343	20.08%	275	20.99%	24.73%
Females 16 years and over	896	100.00%	683	52.14%	31.19%
In labor force	728	81.25%	500	73.21%	45.60%
Civilian labor force	727	81.14%	500	73.21%	45.40%
Employed	687	76.67%	497	72.77%	38.23%
Own children under 6 years	375	27.47%	183	17.68%	104.92%
All parents in labor force	240	17.58%	149	14.40%	61.07%
Own children 6 to 17 years	585	42.86%	NA	NA	
All parents in labor force	553	40.51%	NA	NA	



CLASS OF WORKER

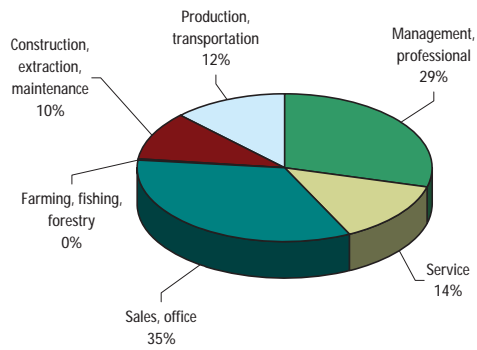
	2005-2009 ACS		2000 Census		2000 to 2009 Percent Change
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	
<i>Civilian employed population 16 years and over</i>	1,296	100.00%	1,025	100.00%	26.44%
Private wage and salary workers	1,010	77.93%	827	80.68%	22.13%
Government workers	218	16.82%	153	14.93%	42.48%
Self-employed workers in own not incorporated business	68	5.25%	42	4.10%	61.90%
Unpaid family workers	0	0.00%	3	0.29%	-100.00%



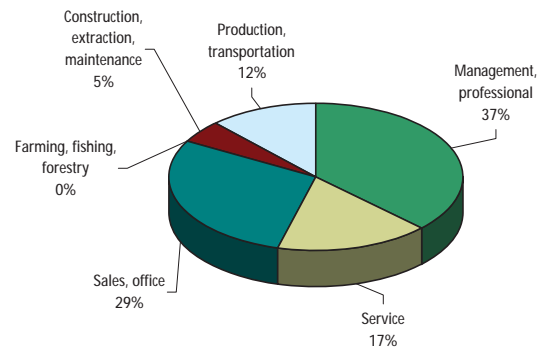
OCCUPATION

	2005-2009 ACS		2000 Census		2000 to 2009
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Percent Change</u>
<i>Civilian employed population 16 years and over</i>	1,296	100.00%	1,025	100.00%	26.44%
Management, professional, and related occupations	482	37.19%	299	29.17%	61.20%
Service occupations	220	16.98%	139	13.56%	58.27%
Sales and office occupations	373	28.78%	347	33.85%	7.49%
Farming, fishing, and forestry occupations	0	0.00%	5	0.49%	-100.00%
Construction, extraction, and maintenance occupations	66	5.09%	107	10.44%	-38.32%
Production, transportation, and material moving	155	11.96%	128	12.49%	21.09%

2000 Census

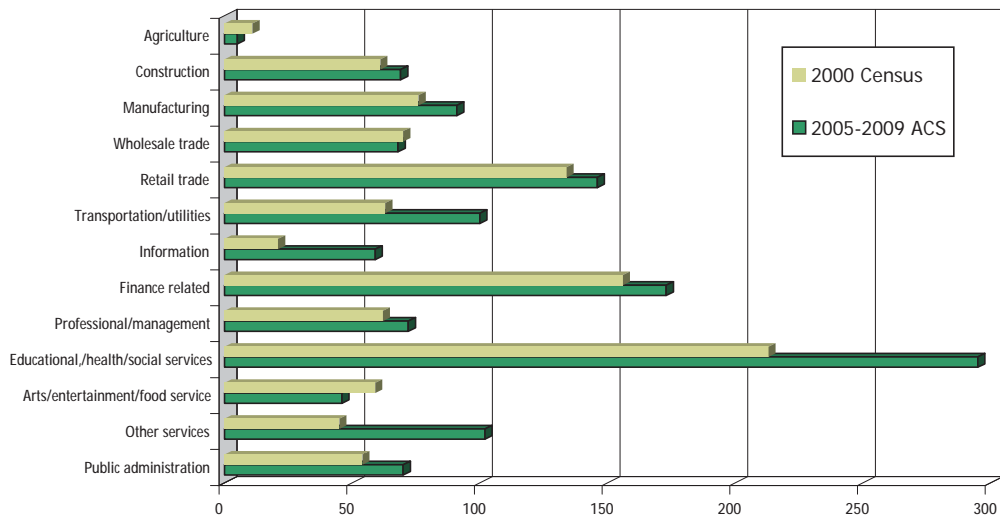


2005-2009 ACS



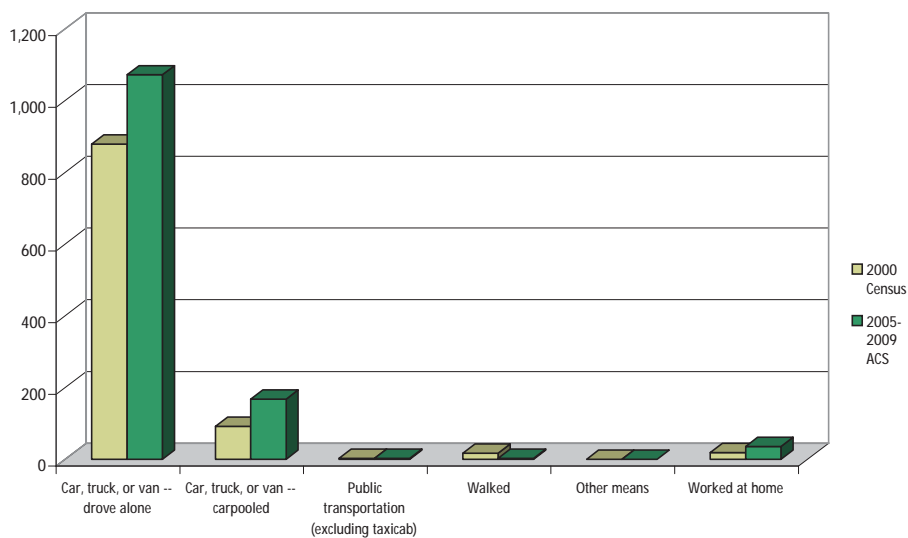
INDUSTRY

	2005-2009 ACS		2000 Census		2000 to 2009 Percent Change
	Number	Percent	Number	Percent	
Civilian employed population 16 years and over	1,296	100.00%	1,025	100.00%	26.44%
Agriculture, forestry, fishing and hunting, and mining	5	0.39%	11	1.07%	-54.55%
Construction	69	5.32%	61	5.95%	13.11%
Manufacturing	91	7.02%	76	7.41%	19.74%
Wholesale trade	68	5.25%	70	6.83%	-2.86%
Retail trade	146	11.27%	134	13.07%	8.96%
Transportation and warehousing, and utilities	100	7.72%	63	6.15%	58.73%
Information	59	4.55%	21	2.05%	180.95%
Finance and insurance, and real estate and rental and leasing services	173	13.35%	156	15.22%	10.90%
Educational services, and health care and social assistance	72	5.56%	62	6.05%	16.13%
Arts, entertainment, and recreation, and accommodation and food services	295	22.76%	213	20.78%	38.50%
Other services, except public administration	46	3.55%	59	5.76%	-22.03%
Public administration	102	7.87%	45	4.39%	126.67%
	70	5.40%	54	5.27%	29.63%



COMMUTING TO WORK

	2005-2009 ACS			2000 Census		2000 to 2009 Percent Change
	Number	Percent		Number	Percent	
Workers 16 years and older	1,282	100.00%	Workers 16 years and older	1,010	100.00%	26.93%
Car, truck, or van -- drove alone	1,072	83.62%	Car, truck, or van -- drove alone	879	87.03%	21.96%
Car, truck, or van -- carpooled	168	13.10%	Car, truck, or van -- carpooled	92	9.11%	82.61%
Public transportation (excluding taxicab)	3	0.23%	Public transportation (excluding taxicab)	3	0.30%	0.00%
Walked	3	0.23%	Walked	17	1.68%	-82.35%
Other means	0	0.00%	Other means	0	0.00%	0.00%
Worked at home	36	2.81%	Worked at home	19	1.88%	89.47%
Mean travel time to work (minutes) Service occupations	21.6		Mean travel time to work (minutes)	21.3		1.41%

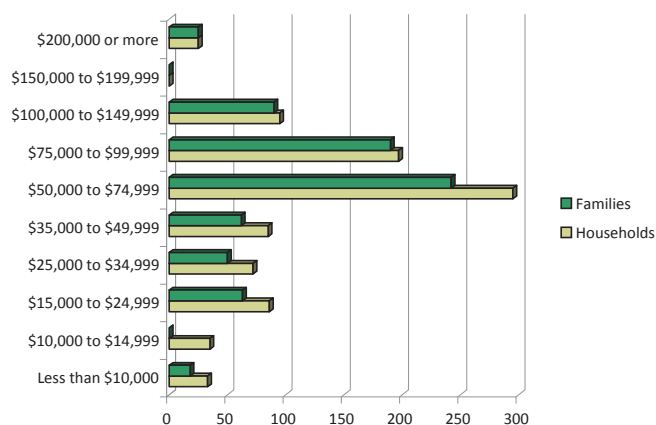


Income

2005-2009 ACS

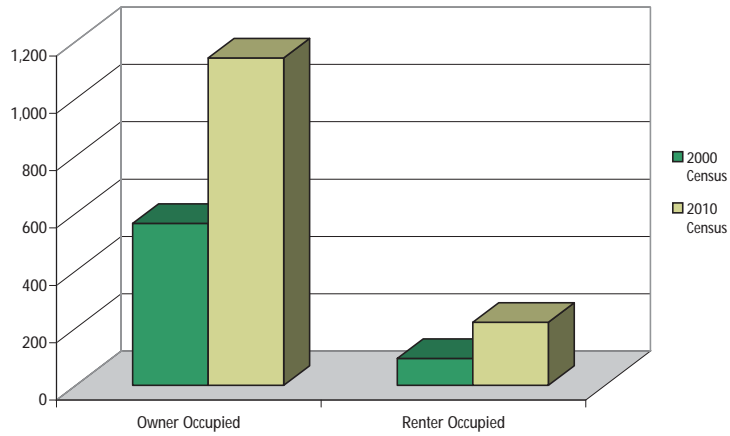
	<u>Number</u>	<u>Percent</u>
Total Households	923	100.00%
Less than \$10,000	33	3.58%
\$10,000 to \$14,999	35	3.79%
\$15,000 to \$24,999	86	9.32%
\$25,000 to \$34,999	72	7.80%
\$35,000 to \$49,999	85	9.21%
\$50,000 to \$74,999	295	31.96%
\$75,000 to \$99,999	197	21.34%
\$100,000 to \$149,999	95	10.29%
\$150,000 to \$199,999	0	0.00%
\$200,000 or more	25	2.71%
Median household income (dollars)	\$60,865	
Mean household income (dollars)	\$64,565	
Households with earnings	836	90.57%
Households with Social Security Income	170	18.42%
Households with retirement income	125	13.54%
Households with Supplemental Security Income	1	0.11%
Households with cash public assistance income	8	0.87%
months	23	2.49%
Total Families	740	100.00%
Less than \$10,000	18	2.43%
\$10,000 to \$14,999	0	0.00%
\$15,000 to \$24,999	63	8.51%
\$25,000 to \$34,999	50	6.76%
\$35,000 to \$49,999	62	8.38%
\$50,000 to \$74,999	242	32.70%
\$75,000 to \$99,999	190	25.68%
\$100,000 to \$149,999	90	12.16%
\$150,000 to \$199,999	0	0.00%
\$200,000 or more	25	3.38%
Median family income (dollars)	\$67,266	
Mean family income (dollars)	\$70,949	
Per capita income (dollars)	\$22,580	
Median earnings for male full-time, year-round workers (dollars)	\$47,625	
Median earnings for female full-time, year-round workers (dollars)	\$36,853	

<u>Percent in poverty</u>	<u>Percent</u>
All people	3.00%
Under 18 years	2.60%
18 years and over	3.30%
18 to 64 years	3.50%
65 years and over	0.00%
People in families	2.00%
Unrelated individuals 15 years and over	14.10%



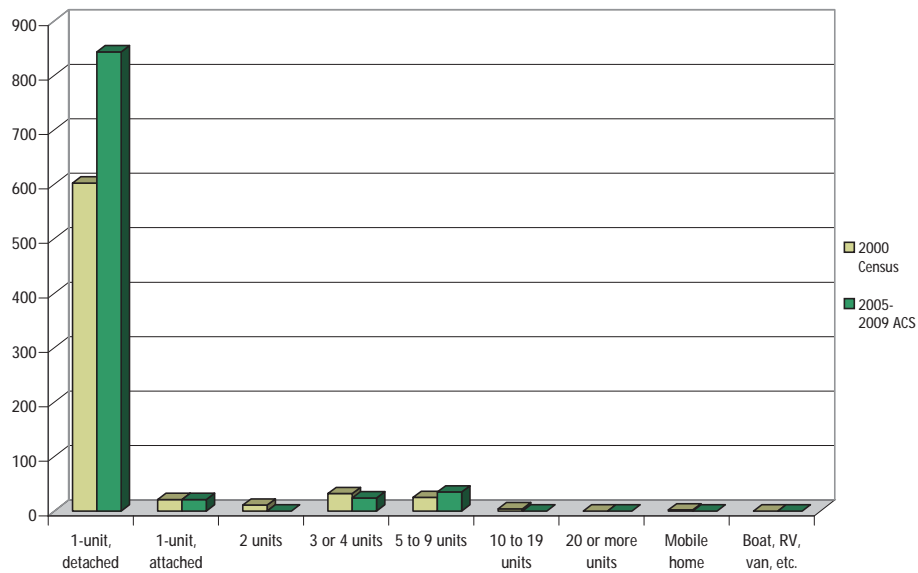
TENURE OF OCCUPIED HOUSING

2010 Census			2000 Census			2000 to 2010	
	<u>Number</u>	<u>Percent</u>		<u>Number</u>	<u>Percent</u>		<u>Percent Change</u>
Occupied Housing Units	1,362	100.00%	Occupied Housing Units	659	100.00%	Occupied Housing Units	106.68%
Owner Occupied	1,142	83.85%	Owner Occupied	565	85.74%	Owner Occupied	102.12%
Renter Occupied	220	16.15%	Renter Occupied	94	14.26%	Renter Occupied	134.04%



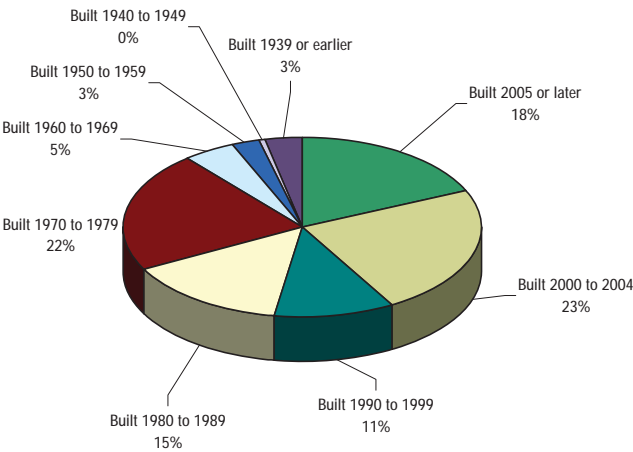
UNITS IN STRUCTURE

2005-2009 ACS			2000 Census			2000 to 2009	
	<u>Number</u>	<u>Percent</u>		<u>Number</u>	<u>Percent</u>		<u>Percent Change</u>
Total housing units	923	100.00%	Total housing units	697	100.00%	Total housing units	32.42%
1-unit, detached	843	91.33%	1-unit, detached	602	86.37%	1-unit, detached	40.03%
1-unit, attached	21	2.28%	1-unit, attached	21	3.01%	1-unit, attached	0.00%
2 units	0	0.00%	2 units	11	1.58%	2 units	-100.00%
3 or 4 units	24	2.60%	3 or 4 units	32	4.59%	3 or 4 units	-25.00%
5 to 9 units	35	3.79%	5 to 9 units	25	3.59%	5 to 9 units	40.00%
10 to 19 units	0	0.00%	10 to 19 units	4	0.57%	10 to 19 units	-100.00%
20 or more units	0	0.00%	20 or more units	0	0.00%	20 or more units	#DIV/0!
Mobile home	0	0.00%	Mobile home	2	0.29%	Mobile home	-100.00%
Boat, RV, van, etc.	0	0.00%	Boat, RV, van, etc.	0	0.00%	Boat, RV, van, etc.	0.00%



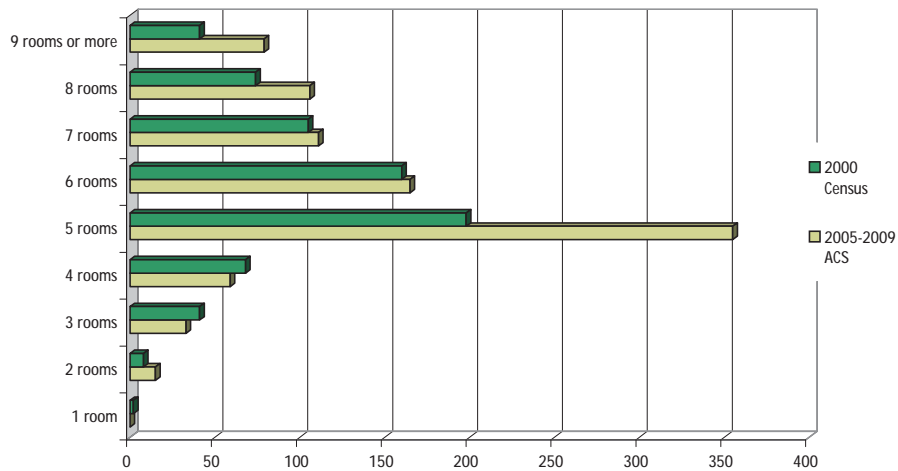
YEAR STRUCTURE BUILT

	<i>2005-2009 ACS</i>	
	<i>Number</i>	<i>Percent</i>
<i>Total housing units</i>	923	100.00%
Built 2005 or later	170	18.42%
Built 2000 to 2004	215	23.29%
Built 1990 to 1999	100	10.83%
Built 1980 to 1989	136	14.73%
Built 1970 to 1979	200	21.67%
Built 1960 to 1969	42	4.55%
Built 1950 to 1959	25	2.71%
Built 1940 to 1949	3	0.33%
Built 1939 or earlier	32	3.47%



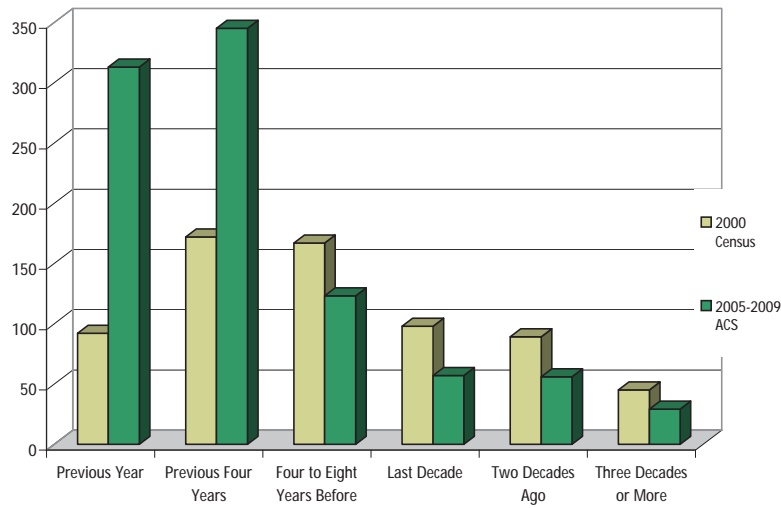
NUMBER OF ROOMS

	2005-2009 ACS		2000 Census	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Total housing units	923	100.00%	697	100.00%
1 room	0	0.00%	2	0.29%
2 rooms	15	1.63%	8	1.15%
3 rooms	33	3.58%	41	5.88%
4 rooms	59	6.39%	68	9.76%
5 rooms	355	38.46%	198	28.41%
6 rooms	165	17.88%	160	22.96%
7 rooms	111	12.03%	105	15.06%
8 rooms	106	11.48%	74	10.62%
9 rooms or more	79	8.56%	41	5.88%
Median rooms	5.50		5.7	
Total housing units	923	100.00%		
No bedroom	0	0.00%		
1 bedroom	40	4.33%		
2 bedrooms	192	20.80%		
3 bedrooms	482	52.22%		
4 bedrooms	191	20.69%		
5 or more bedrooms	18	1.95%		



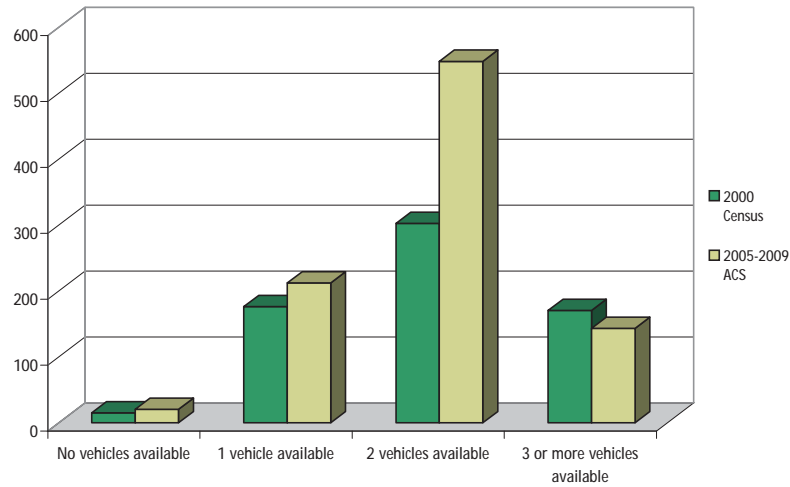
YEAR HOUSEHOLDER MOVED INTO UNIT

2005-2009 ACS			2000 Census		
	<i>Number</i>	<i>Percent</i>		<i>Number</i>	<i>Percent</i>
<i>Occupied Housing Units</i>	923	100.00%	<i>Occupied Housing Units</i>	663	100.00%
Moved in 2005 or later	313	33.91%	1999 to March 2000	92	13.88%
Moved in 2000 to 2004	345	37.38%	1995 to 1998	172	25.94%
Moved in 1990 to 1999	123	13.33%	1990 to 1994	167	25.19%
Moved in 1980 to 1989	57	6.18%	1980 to 1989	98	14.78%
Moved in 1970 to 1979	56	6.07%	1970 to 1979	89	13.42%
Moved in 1969 or earlier	29	3.14%	1969 or earlier	45	6.79%



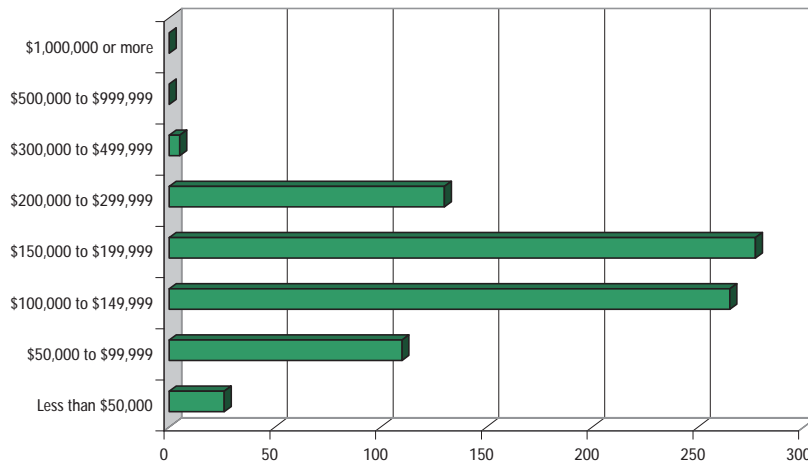
VEHICLES AVAILABLE

	2005-2009 ACS		2000 Census		2000 to 2009
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Percent Change</u>
<i>Occupied Housing Units</i>	923	100.00%	663	100.00%	39.22%
No vehicles available	20	2.17%	15	2.26%	33.33%
1 vehicle available	212	22.97%	176	26.55%	20.45%
2 vehicles available	548	59.37%	302	45.55%	81.46%
3 or more vehicles available	143	15.49%	170	25.64%	-15.88%



VALUE OF OWNED HOUSING

	2005-2009 ACS	
	<i>Number</i>	<i>Percent</i>
Total Owner-occupied units	813	100.00%
Less than \$50,000	26	3.20%
\$50,000 to \$99,999	110	13.53%
\$100,000 to \$149,999	265	32.60%
\$150,000 to \$199,999	277	34.07%
\$200,000 to \$299,999	130	15.99%
\$300,000 to \$499,999	5	0.62%
\$500,000 to \$999,999	0	0.00%
\$1,000,000 or more	0	0.00%
Median (dollars)	\$150,900	

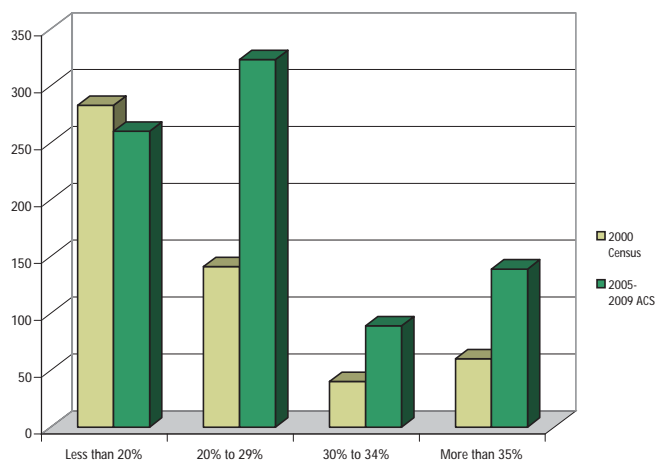


SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME

	2005-2009 ACS		2000 Census		2000 to 2009 Percent Change
	Number	Percent	Number	Percent	
All owner occupied housing units	811	100.00%	527	100.00%	53.89%
Less than 20.0 percent	260	32.06%	283	53.70%	-8.13%
20.0 to 24.9 percent	183	22.56%	101	19.17%	81.19%
25.0 to 29.9 percent	140	17.26%	40	7.59%	250.00%
30.0 to 34.9 percent	89	10.97%	40	7.59%	122.50%
35.0 percent or more	139	17.14%	60	11.39%	131.67%
Not computed	0	0.00%	3	0.57%	0.00%

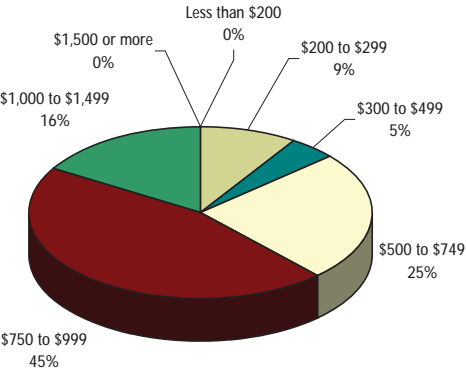
Housing units with a mortgage	741	91.37%
Less than 20.0 percent	206	27.80%
20.0 to 24.9 percent	179	24.16%
25.0 to 29.9 percent	136	18.35%
30.0 to 34.9 percent	85	11.47%
35.0 percent or more	135	18.22%
Not computed	0	0.00%

Housing unit without a mortgage	70	8.63%
Less than 10.0 percent	7	10.00%
10.0 to 14.9 percent	28	40.00%
15.0 to 19.9 percent	19	27.14%
20.0 to 24.9 percent	4	5.71%
25.0 to 29.9 percent	4	5.71%
30.0 to 34.9 percent	4	5.71%
35.0 percent or more	4	5.71%
Not computed	0	0.00%



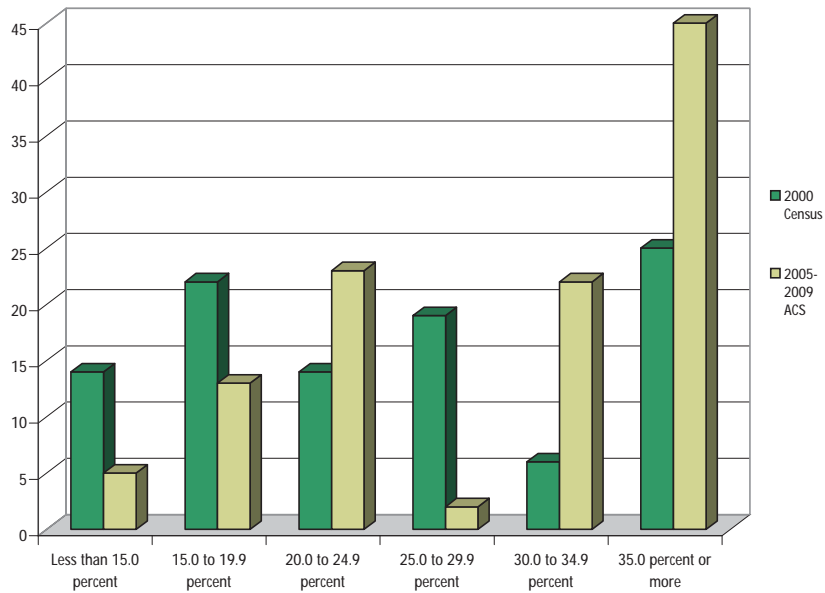
GROSS RENT

	2005-2009 ACS	
	<i>Number</i>	<i>Percent</i>
Occupied units paying rent	110	100.00%
Less than \$200	0	0.00%
\$200 to \$299	10	9.09%
\$300 to \$499	5	4.55%
\$500 to \$749	27	24.55%
\$750 to \$999	50	45.45%
\$1,000 to \$1,499	18	16.36%
\$1,500 or more	0	0.00%
Median (dollars)	806	
No rent paid	0	0.00%



GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME



	2005-2009 ACS			2000 Census			2000 to 2009 Percent Change
	Number	Percent		Number	Percent		
Occupied units paying rent	110	100.00%	rent	104	100.00%	paying rent	5.77%
Less than 15.0 percent	5	4.55%	Less than 15.0 percent	14	13.46%	percent	-64.29%
15.0 to 19.9 percent	13	11.82%	15.0 to 19.9 percent	22	21.15%	15.0 to 19.9 percent	-40.91%
20.0 to 24.9 percent	23	20.91%	20.0 to 24.9 percent	14	13.46%	20.0 to 24.9 percent	64.29%
25.0 to 29.9 percent	2	1.82%	25.0 to 29.9 percent	19	18.27%	25.0 to 29.9 percent	-89.47%
30.0 to 34.9 percent	22	20.00%	30.0 to 34.9 percent	6	5.77%	30.0 to 34.9 percent	266.67%
35.0 percent or more	45	40.91%	35.0 percent or more	25	24.04%	35.0 percent or more	80.00%
Not computed	0	0.00%	Not computed	4	3.85%	Not computed	-100.00%









Bondurant 2030 Comprehensive Plan: Public Participation





1. Do you live within the city limits of Bondurant?

		Response Percent	Response Count
Yes		79.6%	226
No		20.4%	58
answered question			284
skipped question			0






2. What is your age?

		Response Percent	Response Count
under 15		0.7%	2
15-24		5.0%	14
25-39		42.6%	120
40-59		38.7%	109
60-84		12.8%	36
85+		0.4%	1
answered question			282
skipped question			2





3. What is your gender?

		Response Percent	Response Count
Male		40.9%	115
Female		59.1%	166
answered question			281
skipped question			3





4. How many people are in your household?

		Response Percent	Response Count
1		3.5%	10
2		31.1%	88
3		17.7%	50
4		30.0%	85
5+		17.7%	50
answered question			283
skipped question			1



5. How long have you been a resident of Bondurant?

		Response Percent	Response Count
Less than 5 years		29.8%	67
5-10 years		31.6%	71
11-20 years		18.7%	42
More than 20 years		20.0%	45
answered question			225
skipped question			59





6. How far do you live from Bondurant?

		Response Percent	Response Count
Within 2 miles of the city limits		17.9%	10
Within 5 miles of the city limits		50.0%	28
Within 10 miles of the city limits		17.9%	10
More than 10 miles from the city limits		14.3%	8
answered question			56
skipped question			228

7. Do you own or rent your home?

		Response Percent	Response Count
Own		91.7%	255
Rent		8.3%	23
answered question			278
skipped question			6

8. Where do you expect to live ten years from today?

		Response Percent	Response Count
Same home		57.0%	159
A different home in Bondurant		16.8%	47
Somewhere other than Bondurant		7.2%	20
Don't know		19.0%	53
If you do not plan to stay in Bondurant, briefly explain why:			26
answered question			279
skipped question			5

Page 5, Q8. Where do you expect to live ten years from today?

1	Larger home	Oct 21, 2011 6:46 PM
2	Not happy with the development that's occurring around my home.	Oct 11, 2011 2:14 PM
3	may retire somewhere else	Oct 7, 2011 12:57 PM
4	job promotion	Oct 7, 2011 11:27 AM
5	moving to warmer climate in south.	Oct 7, 2011 11:17 AM
6	We are not from Iowa originally and plan to move to a warmer climate eventually.	Oct 7, 2011 11:13 AM
7	#1: Did for 16 years Would like to move back to Bondurant, it's the gem of Iowa.	Oct 7, 2011 9:15 AM
8	same home or different home in Bondurant	Oct 7, 2011 8:02 AM
9	Go to college	Oct 5, 2011 2:47 PM
10	old age	Oct 5, 2011 12:23 PM
11	price of swere/water and extremely high tax base	Oct 5, 2011 9:21 AM
12	Don't know	Oct 5, 2011 8:15 AM
13	Depends on age and health	Oct 5, 2011 8:02 AM
14	Separated--moving closer to kids	Oct 5, 2011 7:47 AM
15	We have considered moving due to the property taxes.	Oct 4, 2011 1:47 PM
16	If property taxes keep rising in Polk County, we won't be able to afford it.	Oct 4, 2011 1:34 PM
17	I would love to move out of state and hope to within the next 5-8 years.	Oct 4, 2011 11:47 AM
18	Great community	Oct 3, 2011 1:29 PM
19	I hope to retire in the next ten years. I won't be able to afford the property taxes in Bondurant after I retire.	Oct 3, 2011 12:01 PM
20	Don't like the public schools and the shopping is far away because Altoona does not have any good shopping.	Oct 1, 2011 5:27 PM
21	We will probably move back to where we used to live or close (Polk City) - our kids will be grown.	Sep 2, 2011 1:06 PM
22	Retiring down to Springfield area in Missouri.	Sep 2, 2011 11:35 AM
23	Family live in other state.	Sep 2, 2011 11:11 AM
24	Want my kids to go to a bigger school	Sep 1, 2011 11:18 AM
25	The reason being is I paid \$115,000.00 for my home and am paying almost \$300.00 a month in property taxes alone, while I sit and watch people buying up the new houses with tax abatements and then when the tax abatements are up, sell their home, move to Altoona and open enroll their kids to stay in Bondurant-Farrar Schools. So, they are not paying their fair share while the rest of us are paying a lot to make up for it.	Aug 19, 2011 12:54 PM
26	We like the small town feel with the close proximity to bigger cities.	Jun 28, 2011 8:53 AM

9. How important are the following factors to you when choosing where to live?

	Very important	Somewhat important	Not important	Response Count
Being close to a job	35.9% (99)	53.3% (147)	10.9% (30)	276
Good school districts	87.1% (242)	6.5% (18)	6.5% (18)	278
Proximity to Des Moines	35.1% (97)	52.9% (146)	12.0% (33)	276
Property values	54.7% (150)	41.6% (114)	3.6% (10)	274
Cost of Living	63.9% (175)	33.6% (92)	2.6% (7)	274
Small town feel	68.2% (189)	25.6% (71)	6.1% (17)	277
Neighborhood feel	73.1% (201)	25.1% (69)	1.8% (5)	275
Availability of desired housing type	57.6% (155)	35.3% (95)	7.1% (19)	269
Access to outdoors (parks, fishing, hunting, hiking, etc...)	46.7% (128)	46.0% (126)	7.3% (20)	274

Other important factors: 15









answered question	280
skipped question	4

Page 5, Q9. How important are the following factors to you when choosing where to live?

1	Don't plan to move	Oct 4, 2011 2:18 PM
2	would like a golf course	Oct 3, 2011 1:44 PM
3	decrease in our water bills	Sep 12, 2011 8:19 AM
4	Community and school spirit.	Sep 7, 2011 6:46 PM
5	Tax rates, availability of services (grocery, doctors, fuel, etc)	Sep 6, 2011 5:55 PM
6	More ranch style homes are needed	Sep 6, 2011 9:19 AM
7	Access to stores, such as grocery store.	Sep 1, 2011 3:34 PM
8	Keep the small town feel. Do not become over developed.	Sep 1, 2011 11:22 AM
9	I like the fact that there is so much new housing in Bondurant. It is VERY important to me that it is decent housing, not cheap housing. I like that we haven't allowed builders to throw together 50 houses that look exactly the same as cheaply as possible.	Sep 1, 2011 7:03 AM
10	Active Community; Churches close, library	Sep 1, 2011 7:01 AM

11	properly maintained infrastructure (streets, sidewalks, water, sewer, parks, safety.	Aug 31, 2011 2:51 PM
12	Recreational opportunities near or in town	Aug 21, 2011 1:49 PM
13	Good environments for pets & children.	Aug 11, 2011 12:56 PM
14	We home school so schools don't play as big a roll for us. We are in Bondurant School Dist and would like to see Bondurant get a home school network.	Aug 11, 2011 12:14 PM
15	Visionary community, moral values of community	Jul 26, 2011 7:39 AM

10. Where do you work?

		Response Percent	Response Count
Bondurant		15.0%	42
Des Moines		30.0%	84
Ankeny		8.2%	23
Marshalltown		1.1%	3
Ames		0.7%	2
West Des Moines		12.5%	35
Retired/Student/Homemaker		16.8%	47
Other (please specify)		15.7%	44
answered question			280
skipped question			4

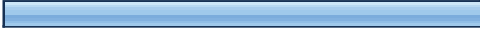





Page 6, Q10. Where do you work?

1	Johnston	Oct 21, 2011 6:47 PM
2	Newton	Oct 7, 2011 2:18 PM
3	Newton	Oct 7, 2011 1:34 PM
4	Johnston	Oct 7, 2011 1:02 PM
5	Altoona	Oct 7, 2011 12:57 PM
6	Urbandale	Oct 7, 2011 12:48 PM
7	Bondurant, Des Moines, Ankeny	Oct 7, 2011 9:01 AM
8	Metro Wide	Oct 7, 2011 8:03 AM
9	truck driver/owner operator	Oct 7, 2011 7:02 AM
10	Altoona	Oct 5, 2011 2:48 PM
11	Altoona	Oct 5, 2011 2:12 PM
12	south of DM	Oct 5, 2011 9:22 AM
13	Paint all over Polk County	Oct 5, 2011 9:05 AM
14	Altoona	Oct 5, 2011 8:55 AM
15	Bondurant & Altoona	Oct 5, 2011 6:54 AM

Page 6, Q10. Where do you work?

16	Johnston	Oct 5, 2011 6:46 AM
17	Perry	Oct 4, 2011 2:50 PM
18	Office in Ottumwa, drive to St. Paul daily	Oct 4, 2011 2:42 PM
19	Des Moines & Ankeny	Oct 4, 2011 2:38 PM
20	Des Moines & Ankeny	Oct 4, 2011 1:48 PM
21	Mitchelville	Oct 4, 2011 1:42 PM
22	Altoona	Oct 4, 2011 1:34 PM
23	Bondurant & Ankeny	Oct 3, 2011 2:28 PM
24	Altoona	Oct 3, 2011 1:35 PM
25	Altoona	Oct 3, 2011 1:17 PM
26	Osceola	Sep 14, 2011 8:55 AM
27	at home in Bondurant	Sep 13, 2011 8:33 PM
28	Altoona	Sep 9, 2011 7:22 AM
29	work out of my home	Sep 7, 2011 6:06 AM
30	Urbandale	Sep 6, 2011 9:16 AM
31	all the above	Sep 2, 2011 1:55 PM
32	various areas	Sep 2, 2011 12:24 PM
33	Urbandale	Sep 2, 2011 11:53 AM
34	Des Moines Area (all over)	Sep 2, 2011 11:31 AM
35	Self Employed	Sep 2, 2011 9:23 AM
36	Newton	Sep 1, 2011 4:33 PM
37	Bondurant & Mitchellville	Sep 1, 2011 5:24 AM
38	Johnston	Aug 31, 2011 1:45 PM
39	Altoona	Aug 31, 2011 1:30 PM
40	Newton	Aug 20, 2011 3:21 PM
41	Clive	Aug 19, 2011 12:56 PM
42	Altoona	Aug 12, 2011 7:55 PM
43	Altoona	Aug 11, 2011 3:37 PM
44	Altoona	Aug 11, 2011 1:17 PM





11. How do you usually commute to work or school?

		Response Percent	Response Count
Drive alone		81.7%	219
Carpool/Van pool		3.4%	9
Bus/Transit		0.7%	2
Bike		0.0%	0
Walk		1.5%	4
Work at home		8.2%	22
Other (please specify)		4.5%	12
answered question			268
skipped question			16

Page 6, Q11. How do you usually commute to work or school?

1	retired	Oct 7, 2011 12:38 PM
2	retired	Oct 7, 2011 12:32 PM
3	Drive alone & bike (as much as I can at least, a bit dangerous to get downtown DSM)	Oct 7, 2011 12:13 PM
4	Drive alone, carpool/van pool & bus/transit	Oct 5, 2011 2:48 PM
5	retired	Oct 5, 2011 12:23 PM
6	Drive alone & work at home	Oct 5, 2011 6:54 AM
7	retired	Oct 4, 2011 12:36 PM
8	motorcycle	Oct 3, 2011 2:28 PM
9	Bus in morning and given a ride after school	Sep 14, 2011 9:00 AM
10	Drive alone or walk	Sep 6, 2011 9:20 AM
11	Walk or drive alone	Sep 2, 2011 9:19 AM
12	homemaker	Aug 11, 2011 2:26 PM

12. Where do you usually shop for day to day goods and services?

		Response Percent	Response Count
Bondurant		0.0%	0
Des Moines		2.1%	6
Ankeny		18.9%	53
Altoona		53.2%	149
Other (please specify)		25.7%	72
answered question			280
skipped question			4

Page 6, Q12. Where do you usually shop for day to day goods and services?

1	Newton	Oct 7, 2011 2:18 PM
2	Newton	Oct 7, 2011 2:06 PM
3	Ankeny & West Des Moines	Oct 7, 2011 2:03 PM
4	Ankeny & Altoona	Oct 7, 2011 1:34 PM
5	Ankeny & Altoona	Oct 7, 2011 1:21 PM
6	Ankeny & Altoona	Oct 7, 2011 1:13 PM
7	Ankeny & Altoona	Oct 7, 2011 1:10 PM
8	All of the above	Oct 7, 2011 1:06 PM
9	Ankeny & Altoona	Oct 7, 2011 12:57 PM
10	Ankeny & Altoona	Oct 7, 2011 12:38 PM
11	Ankeny & Altoona	Oct 7, 2011 12:32 PM
12	Ankeny & Altoona	Oct 7, 2011 12:28 PM
13	Ankeny & Altoona	Oct 7, 2011 11:44 AM
14	Ankeny & Altoona	Oct 7, 2011 11:32 AM
15	Ankeny & Altoona	Oct 7, 2011 11:28 AM
16	Des Moines, Ankeny, & Altoona	Oct 7, 2011 11:22 AM
17	Ankeny & Altoona	Oct 7, 2011 8:03 AM
18	Bondurant & Altoona	Oct 7, 2011 7:48 AM
19	Bondurant & Altoona	Oct 7, 2011 7:02 AM

Page 6, Q12. Where do you usually shop for day to day goods and services?

20	Ankeny & Altoona	Oct 7, 2011 6:57 AM
21	Ankeny & Altoona	Oct 6, 2011 1:27 PM
22	Ankeny & Altoona	Oct 5, 2011 2:48 PM
23	Bondurant & Altoona	Oct 5, 2011 2:43 PM
24	Bondurant & Altoona	Oct 5, 2011 2:36 PM
25	Ankeny & Altoona	Oct 5, 2011 12:46 PM
26	Ankeny & Altoona	Oct 5, 2011 12:40 PM
27	DM & Ankeny & Altoona	Oct 5, 2011 10:43 AM
28	Ankeny & Altoona	Oct 5, 2011 9:14 AM
29	Ankeny & Altoona	Oct 5, 2011 8:55 AM
30	Ankeny & West Des Moines	Oct 5, 2011 8:52 AM
31	Des Moines & Altoona	Oct 5, 2011 8:16 AM
32	All of the above	Oct 5, 2011 8:12 AM
33	Ankeny & Altoona	Oct 5, 2011 8:03 AM
34	Bondurant & Altoona	Oct 5, 2011 7:04 AM
35	Des Moines & Altoona	Oct 5, 2011 6:50 AM
36	Des Moines & Altoona	Oct 5, 2011 6:34 AM
37	Ankeny & Altoona	Oct 5, 2011 6:30 AM
38	Bondurant-medical/doctor, Altoona	Oct 4, 2011 2:47 PM
39	Bondurant-medical, Altoona	Oct 4, 2011 2:42 PM
40	Ankeny & Altoona	Oct 4, 2011 2:38 PM
41	Des Moines, Ankeny & Altoona	Oct 4, 2011 2:19 PM
42	Bondurant, Ankeny & Altoona	Oct 4, 2011 2:15 PM
43	Ankeny & Altoona	Oct 4, 2011 2:00 PM
44	Ankeny & Altoona	Oct 4, 2011 1:48 PM
45	Ankeny & Altoona	Oct 4, 2011 1:01 PM
46	Ankeny & Altoona	Oct 4, 2011 11:54 AM
47	Ankeny & Altoona	Oct 4, 2011 11:48 AM
48	Des Moines, Ankeny, & Altoona	Oct 3, 2011 2:28 PM
49	Bondurant, Ankeny & Altoona	Oct 3, 2011 1:45 PM
50	Pleasant Hill	Sep 12, 2011 10:28 AM
51	Ankeny/Altoona - nothing in Bondurant to offer	Sep 9, 2011 10:41 AM
52	Ankeny/Altoona	Sep 9, 2011 9:23 AM

Page 6, Q12. Where do you usually shop for day to day goods and services?

53	Des Moines/Altoona/Ankeny	Sep 6, 2011 9:23 AM
54	Des Moines/Ankeny/Altoona	Sep 6, 2011 9:20 AM
55	Bondurant/Ankeny/Altoona	Sep 6, 2011 9:12 AM
56	Ankeny/Altoona	Sep 6, 2011 9:05 AM
57	Ankeny/Altoona	Sep 6, 2011 8:32 AM
58	Ankeny/Altoona	Sep 2, 2011 2:45 PM
59	Ankeny/Altoona	Sep 2, 2011 2:29 PM
60	Ankeny/Altoona	Sep 2, 2011 2:25 PM
61	Ankeny/Altoona	Sep 2, 2011 2:21 PM
62	Ankeny/Altoona	Sep 2, 2011 1:12 PM
63	Des Moines or Altoona	Sep 2, 2011 12:56 PM
64	Bondurant/Altoona	Sep 2, 2011 12:24 PM
65	Des Moines/Ankeny/Altoona	Sep 2, 2011 12:06 PM
66	Ankeny/Altoona	Sep 2, 2011 11:46 AM
67	Ankeny/Altoona	Sep 2, 2011 11:36 AM
68	Ankeny/Altoona	Sep 2, 2011 11:16 AM
69	Bondurant (gas), Ankeny (doctor/groceries)	Sep 2, 2011 11:11 AM
70	Bondurant (gas), Altoona, Ankeny	Sep 2, 2011 8:25 AM
71	West Des Moines	Jul 26, 2011 7:19 PM
72	Depends, I combine trips whenever possible	Jul 26, 2011 7:41 AM

13. Which of the following development types are the most important to have in Bondurant?

	Very important	Somewhat important	Not important	Is best provided elsewhere in the region	Response Count
Single family detached homes	78.7% (214)	16.2% (44)	3.7% (10)	1.5% (4)	272
Townhomes	19.8% (51)	50.4% (130)	24.8% (64)	5.0% (13)	258
Apartments/Condos	16.6% (43)	44.0% (114)	29.7% (77)	9.7% (25)	259
Offices	38.3% (101)	47.3% (125)	11.0% (29)	3.4% (9)	264
Manufacturing	35.2% (92)	35.2% (92)	19.5% (51)	10.0% (26)	261
Warehouse/Distribution	28.8% (75)	40.8% (106)	20.0% (52)	10.4% (27)	260
Medical/Hospital	33.6% (89)	45.3% (120)	14.3% (38)	6.8% (18)	265
Big Box retail	15.8% (41)	31.3% (81)	34.0% (88)	18.9% (49)	259
Small scale retail	53.5% (139)	38.5% (100)	6.2% (16)	1.9% (5)	260
Restaurants and Services	70.1% (188)	24.6% (66)	3.7% (10)	1.5% (4)	268
Schools	93.4% (256)	5.1% (14)	1.5% (4)	0.0% (0)	274
Churches	71.7% (190)	20.8% (55)	6.8% (18)	0.8% (2)	265
Comments					17

answered question 280

skipped question 4










Page 6, Q13. Which of the following development types are the most important to have in Bondurant?

1	slow growth, controlled growth	Oct 27, 2011 9:30 AM
2	want nice independent retirement community/living -- Altoona and Ankeny have these	Oct 7, 2011 12:28 PM
3	would like to see retirement community with 2-3 bedroom ranch homes	Oct 7, 2011 11:44 AM
4	Entertainment like a band stand	Oct 5, 2011 12:46 PM
5	Need to get small scale manufacturing and retail to offset	Oct 5, 2011 9:22 AM
6	Don't care	Oct 5, 2011 7:47 AM
7	salon	Oct 4, 2011 1:15 PM

Page 6, Q13. Which of the following development types are the most important to have in Bondurant?

8	As we grow fast enough as a community and school system, please limit the influx of Apartments/Codos, we need more upper-end housing developments to have somewhere for people to upgrade to as they move from the housing that is typical in Bondurant City Limits today to what they may be able to afford in the future, and attract upper income residents into Bondurant City Limits	Sep 11, 2011 7:22 PM
9	Need a grocery store!	Sep 2, 2011 2:45 PM
10	Semi-permanent homes are the best value for Bondurant, less transient younger population/more workforce would help bring in more jobs. More jobs in the area are definitely needed. A combination hotel/restaurant would be greatly beneficial.	Sep 2, 2011 12:56 PM
11	Need more commercial in our town	Sep 2, 2011 12:24 PM
12	Pharmacy also somewhat important. Even with the close proximity of Altoona & Ankeny, a pharmacy unique gift shops, and quick/healthy fast food would be a plus.	Sep 2, 2011 11:36 AM
13	I can't shop for day to day goods because we have no grocery store. That is something I'd be most interested in.	Sep 1, 2011 10:49 AM
14	Without diversity in housing we cant expect to attract a diverse business base, nor have a mix of qualified employees for a local business to employee residents	Aug 21, 2011 1:52 PM
15	Would love to patron more Bondurant businesses. Grocery would be my first choice.	Aug 12, 2011 7:55 PM
16	I am not sure where a grocery store would fit in but it is very important and something that the city is really lacking	Aug 11, 2011 1:00 PM
17	We REALLY need more restaurants and some place that sells groceries	Aug 11, 2011 12:58 PM

14. From the list below, choose the three most significant assets/strengths of Bondurant—those things that make the community a desirable place to live, work, and play? (If you think the most significant assets/strengths are not identified, please add them below)

		Response Percent	Response Count
Small town feel		79.8%	221
Proximity to Des Moines		66.8%	185
Good Schools		84.8%	235
Parks		10.8%	30
Cost of Living		27.1%	75
Recreational opportunities		8.7%	24
Trails		9.0%	25
Lake Petocka		10.5%	29
Financial incentives (home loan programs, tax abatement, TIF, etc...)		17.0%	47

Other (please specify) 9












answered question	277
skipped question	7

Page 7, Q14. From the list below, choose the three most significant assets/strengths of Bondurant—those things that make the community a desirable place to live, work, and play?

(If you think the most significant assets/strengths are not identified, please add them below)

1	financial incentives (circled and marked "stupid")	Oct 27, 2011 9:30 AM
2	I also think the fact that we have Fire and EMS services is a significant strength that should not be overlooked.	Oct 25, 2011 7:07 AM
3	library	Oct 7, 2011 12:30 PM
4	city library	Oct 7, 2011 11:46 AM
5	Business	Sep 15, 2011 8:08 AM
6	Move library to transportation corridor/proximity to I-80 and HWY 65	Sep 9, 2011 9:24 AM
7	Library	Sep 7, 2011 11:36 AM
8	Good recreational and school sports programs	Sep 6, 2011 1:04 PM
9	We have ample area to expand and need to do better at building out the infrastructure to utilize our space in attracting business	Aug 21, 2011 1:58 PM

15. From the list below, choose the 3 most significant issues/challenges that threaten the ability of the City to sustain a high quality of life into the future. (If you think the most significant issues/challenges are not identified, please add them below)

		Response Percent	Response Count
Too much growth		29.3%	80
Not enough growth		15.0%	41
Not enough room to grow		6.2%	17
Not enough jobs		44.3%	121
Not enough housing		5.9%	16
Not enough services		57.5%	157
Competition with other towns/cities in the region		42.1%	115
Crime		3.3%	9
Taxes are too high		37.7%	103
Cost for sewer services are too high		35.9%	98
Environmental issues (pollution, etc...)		2.6%	7
Other (please specify)			33
answered question			273
skipped question			11

Page 7, Q15. From the list below, choose the 3 most significant issues/challenges that threaten the ability of the City to sustain a high quality of life into the future.

(If you think the most significant issues/challenges are not identified, please add them below)




1	cost for sewer -- way too high in comparison to other towns	Oct 7, 2011 1:28 PM
2	no upscale housing developments in town-people ahve to go to Ankeny or Altoona for these.	Oct 7, 2011 12:30 PM
3	too much growth--"without proper planning" not enough housing--"upscale in-town developments"	Oct 7, 2011 11:46 AM
4	Strain on current sewer systems	Oct 7, 2011 9:08 AM
5	Next to "taxes are too high" -- "getting there"	Oct 5, 2011 6:51 AM
6	Need grocery store	Oct 4, 2011 1:54 PM
7	*Need for manufacturing *Need for more retail	Oct 3, 2011 12:20 PM
8	water bills OUTRAGOUS!	Sep 12, 2011 8:21 AM
9	Not enough housing means not enough diversity on the upper end of the housing spectrum in town (home values \$225,000 and up). Also, competition with other towns to me means we'll need to be larger to attract retail/manufacturing/etc. with our proximity to Altoona and Ankeny.	Sep 11, 2011 7:28 PM
10	Lack of infrastructure, inability to attract industry, commercial interests	Sep 9, 2011 9:24 AM
11	The school district	Sep 8, 2011 11:15 AM
12	Keeping up with infrastructure (roads, sewer, etc)	Sep 7, 2011 6:54 PM
13	Recognizing when growth is NECESSARY and paying for those projects RESPONSIBLY	Sep 7, 2011 2:39 PM
14	School crowding	Sep 7, 2011 6:07 AM
15	I feel most new familes have moved to Bondurant to get away from the "big city" feel. Altoona and Ankeny have both grown so big. Its nice to have that so close and come home to quiet town.	Sep 4, 2011 3:08 PM
16	Over reliance on financial incentives such as tax abatement. Inadequate planning to appropriately accommodate growth.	Sep 2, 2011 11:47 AM
17	Need our OWN police force.	Sep 2, 2011 11:37 AM
18	Lack of commercial development	Sep 2, 2011 9:23 AM
19	the creation of housing at wolf creek and across highway 65 was a bad move and really gives those living there difficult access to city services. the poor planning in the past decades in regards to housing, storage sheds, etc immediately along highway 65 instead of frontage roads where people could pull off and patronize businesses has left limited high traffic locations for businesses to build.	Aug 31, 2011 2:58 PM
20	Hwy 65 splitting the town in two - makes it feel like 2 separate towns	Aug 31, 2011 12:31 PM
21	quality housing	Aug 31, 2011 12:23 PM

Page 7, Q15. From the list below, choose the 3 most significant issues/challenges that threaten the ability of the City to sustain a high quality of life into the future.

(If you think the most significant issues/challenges are not identified, please add them below)

22	Small, cheaply constructed, inexpensive housing on very small lots that have been going up in recent years. It very much impacts our demographics long-term!!	Aug 31, 2011 11:47 AM
23	Not enough growth in commercial opportunities. Fees are way too high. It's almost like Bondurant doesn't want businesses in town. Altoona and Ankeny make it a lot easier!	Aug 22, 2011 9:10 AM
24	Poor schools really worry me. I question some recent decisions.	Aug 14, 2011 10:03 PM
25	Noisy, dusty, commercial busines *right* across the street from Paine Heights!	Aug 13, 2011 12:09 PM
26	Not enough of a commercial / manufacturing tax base	Aug 11, 2011 3:32 PM
27	Quality of schools	Aug 11, 2011 2:00 PM
28	Poor planning of growth. For example housing along NE 78th Ave / Co Rd F38 was built directly off that road instead of off a side street. This seemed to be the reason the speed limit was reduced in this area. The problem is that this is one of the few routes between Ankeny and Bondurant. The other route got the new high school reducing the speed limit along that road. More thought needs to be given to the connection to nearby cities. Another example is not connecting Paine St SE in Paine Heights to the Paine St SE behind the buisnesses along 65 which creates problems getting in or out of the neighborhood during street construction along NE 78th Ave	Aug 11, 2011 1:16 PM
29	FLOODING	Aug 11, 2011 1:01 PM
30	Services = grocery store, shopping, etc.	Aug 11, 2011 12:54 PM
31	The cost of living in Bondurant is incredibly high, the cost of water alone is a reason not to live here.	Aug 11, 2011 12:50 PM
32	Water is too high. Might be the reason I leave bondurant.	Aug 11, 2011 12:21 PM
33	Not having a great plan or vision for quality growth. Lack of strong leadership from elected officials and other community leaders, thus lacking a conhesive community. Being satisfied with the status quo or having a "good enough" attitude, so having low quality development.	Jul 26, 2011 8:07 AM

16. Bondurant has been characterized by some as a small town community with a rural atmosphere. Do you agree with this description?

		Response Percent	Response Count
Strongly agree		26.6%	73
Agree		65.7%	180
Disagree		7.7%	21
Strongly disagree		0.0%	0
answered question			274
skipped question			10

17. If you agree, what characteristics contribute to the small town feel?

	Response Count
	160
answered question	160
skipped question	124

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

1	size	Oct 27, 2011 9:30 AM
2	The resources and established businesses are "quaint" and contribute to the small town feel.	Oct 25, 2011 7:07 AM
3	big box retail being kept 3 miles away in Altoona	Oct 23, 2011 2:50 PM
4	Size of town	Oct 21, 2011 6:49 PM
5	friendly neighbors, ability to walk throughout town and people talk to you as you pass	Oct 18, 2011 12:54 PM
6	People are so friendly	Oct 10, 2011 11:17 AM
7	I love living in a small town. I am from southern Iowa and grew up on a farm so I love that Bondurant has the same kind of feeling. And that when I start a family, they will have somewhat the same experience I did growing up.	Oct 7, 2011 2:32 PM
8	low crime	Oct 7, 2011 2:24 PM
9	the people know each other	Oct 7, 2011 2:19 PM
10	Friendly people, large turn outs for city functions, people knowing each other/helping when needed.	Oct 7, 2011 2:07 PM
11	friendly people	Oct 7, 2011 2:03 PM
12	no businesses	Oct 7, 2011 1:47 PM
13	Friendly people, neighbors know their neighbors, people are involved within the community, city not so big, rural America is within 1 mile of anywhere in town.	Oct 7, 2011 1:39 PM
14	great neighbors, the schools	Oct 7, 2011 1:34 PM
15	smaller population, small class sizes in schools, low crime rate	Oct 7, 2011 1:22 PM
16	local schools	Oct 7, 2011 1:10 PM
17	community activities and school	Oct 7, 2011 1:07 PM
18	People are mostly friendly and there is somewhat of a sense of community	Oct 7, 2011 1:02 PM
19	no downtown / shops	Oct 7, 2011 12:58 PM
20	Volunteer fire department that the city strongly supports; separation from Des Moines	Oct 7, 2011 12:49 PM
21	the size	Oct 7, 2011 12:46 PM
22	The ability to have multi-generations in the same place i.e. grandparents, parents, adults and kids. In too many communities when kids grad from HS/College they leave the area.	Oct 7, 2011 12:43 PM
23	community activities	Oct 7, 2011 12:33 PM
24	small enough so it feels like a cohesive unit-more so years ago still lots of open countryside, Lake Petocka not enclosed/surrounded by industry	Oct 7, 2011 12:30 PM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

25	The town currently maintains it's own identity even while being on the edge of Iowa's largest metro area.	Oct 7, 2011 12:14 PM
26	Agree and Disagree: It's becoming a small town with an urban feel. We are competing very well with surrounding communities with our library and recreational opportunities. We need a golf course.	Oct 7, 2011 11:46 AM
27	Co-op	Oct 7, 2011 11:32 AM
28	surrounded by farmland	Oct 7, 2011 11:28 AM
29	all areas of town are well connected small size of the town	Oct 7, 2011 11:23 AM
30	slower pace of life/ a lot of people doing recreational activities	Oct 7, 2011 11:18 AM
31	The atmosphere created by people knowing each other and helping each other. this does not exist in large towns or even many smaller towns.	Oct 7, 2011 9:16 AM
32	community activities with high attendance	Oct 7, 2011 9:08 AM
33	no metro attitude toward individuals, each person really counts and is "listened to"	Oct 7, 2011 9:02 AM
34	quit building tax abatement housing	Oct 7, 2011 8:58 AM
35	traffic is low bedroom community	Oct 7, 2011 8:20 AM
36	People are friendly -- many walk the trails	Oct 7, 2011 7:48 AM
37	ice cream truck	Oct 6, 2011 1:28 PM
38	close group, everyone knows everyone	Oct 5, 2011 2:13 PM
39	good neighbors	Oct 5, 2011 12:40 PM
40	Whole grade school, neighborhood	Oct 5, 2011 12:19 PM
41	neighborhoods, whole grade schools	Oct 5, 2011 10:48 AM
42	small population, small classroom sizes, fire department, neighborhoods	Oct 5, 2011 9:15 AM
43	community dinners	Oct 5, 2011 7:53 AM
44	No grocery store; people sharing conversation	Oct 5, 2011 7:41 AM
45	nice small town, easy going	Oct 5, 2011 7:04 AM
46	kind people who care	Oct 5, 2011 6:51 AM
47	Local restaurants, parks, community activities	Oct 5, 2011 6:47 AM
48	small school and friendly	Oct 4, 2011 2:51 PM
49	Library close by and nice neighbors	Oct 4, 2011 2:47 PM
50	Neighborly feeling, people are friendly	Oct 4, 2011 2:39 PM
51	Small churches so you know lots of people. size of our schools	Oct 4, 2011 2:19 PM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

52	Friendly neighborhoods, community events	Oct 4, 2011 2:00 PM
53	1 4-way stop sign & 1 stop light	Oct 4, 2011 1:54 PM
54	No services	Oct 4, 2011 1:49 PM
55	Nice, neighborhoods are roomy, getting to know all the people around you	Oct 4, 2011 1:35 PM
56	Friendly people	Oct 4, 2011 1:28 PM
57	No fancy restaurant or grocery stores. Corn fields everywhere.	Oct 4, 2011 1:16 PM
58	I can go 1/2 mile and be in serene country -- no traffic.	Oct 4, 2011 1:02 PM
59	Since there are few business and manufacturing here, traffic is easy to manage; walking is very easy to do. No crime so feel more safe to walk early a.m. or late p.m.	Oct 4, 2011 12:38 PM
60	Not very much commercial property and services. This will change as the town grows. Ankney was smaller in 1950.	Oct 4, 2011 12:02 PM
61	Not much for businesses and no grocery store.	Oct 4, 2011 11:48 AM
62	People know people. We have corn fields next to houses.	Oct 3, 2011 2:45 PM
63	Everyone knows each other and the whole community goes to the home football games	Oct 3, 2011 2:29 PM
64	Everyone in the community knows everyone and everyone in the community comes together when needed.	Oct 3, 2011 2:15 PM
65	School Pride, Community unites when people are in need.	Oct 3, 2011 1:46 PM
66	Quiet. Friendly people. Not too much growth. Surrounded by rural.	Oct 3, 2011 1:24 PM
67	*A sense of community *Neighbors working together *Friendly atmosphere	Oct 3, 2011 12:20 PM
68	I think Bondurant is beginning to lose the feel of being a small town.	Oct 3, 2011 12:07 PM
69	The lack of businesses and city landscaping.	Oct 1, 2011 5:35 PM
70	you know your neighbors. people are very friendly and helpful.	Sep 19, 2011 10:23 AM
71	knowing the people who live around you.	Sep 19, 2011 7:51 AM
72	doesn't take long to travel from one side of town to the other and also the fact that the school is still a small school district	Sep 14, 2011 9:04 AM
73	relationships with people and everyone is generally nice	Sep 14, 2011 9:00 AM
74	good people, friendly neighbors	Sep 14, 2011 8:57 AM
75	Small school and town compaired to others	Sep 13, 2011 5:22 PM
76	Everyone knows pretty much everyone	Sep 12, 2011 10:29 AM
77	good schools, nice city parks	Sep 12, 2011 8:21 AM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

78	Events of the community have a 'local' feel to them, small enough that you know lots of folks at the events. School activities and churches foster the community feel, good attendance and membership.	Sep 11, 2011 7:28 PM
79	We have older parts of town, and in school we only have a hundred kids compaired to the four hundred at SEP in each grade.	Sep 9, 2011 7:24 AM
80	Walking Trails, Lake Petoka, Activities through school and church.	Sep 7, 2011 6:54 PM
81	All the teachers at school know my kids by name.	Sep 7, 2011 2:39 PM
82	The neighbors and there aren't stoplights at every corner.	Sep 7, 2011 6:07 AM
83	People pull together, open areas, low density population	Sep 6, 2011 6:00 PM
84	population, city activities	Sep 6, 2011 1:04 PM
85	A lot of people own large dogs. Very little business and restaurants.	Sep 6, 2011 9:20 AM
86	Farmland near housing developments, elevator	Sep 6, 2011 9:16 AM
87	Small community everyone is familiar with each other	Sep 6, 2011 9:13 AM
88	No big businesses, main street, friendly people, just doesn't have big city feel	Sep 6, 2011 9:01 AM
89	Small businesses, good school, farm community	Sep 6, 2011 8:44 AM
90	Closeness of citizens in support of community/school initiatives. Lack of desired/specific retail/commercial entities	Sep 6, 2011 8:40 AM
91	quiet community	Sep 6, 2011 8:36 AM
92	neighborhoods, small school district	Sep 6, 2011 8:33 AM
93	Bedroom suburb	Sep 6, 2011 8:29 AM
94	No big box stores. Still open fields to see.	Sep 4, 2011 3:08 PM
95	Community focused events including Summerfest, parades, school activities	Sep 3, 2011 8:06 AM
96	My kids know everybody in their grade. People know and talk to their neighbors.	Sep 2, 2011 2:52 PM
97	Elevator	Sep 2, 2011 2:45 PM
98	No big business	Sep 2, 2011 2:42 PM
99	community involvement	Sep 2, 2011 2:29 PM
100	need rest, store	Sep 2, 2011 2:22 PM
101	Coop and lack of retail business	Sep 2, 2011 1:56 PM
102	lower population, small classes in school	Sep 2, 2011 1:25 PM
103	nice people	Sep 2, 2011 1:21 PM
104	lack of retail	Sep 2, 2011 1:18 PM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

105	friendliness	Sep 2, 2011 1:15 PM
106	Well, it's just small	Sep 2, 2011 1:07 PM
107	Strong feeling of community, but it is more of a bedroom/suburb of Des Moines.	Sep 2, 2011 12:57 PM
108	Family oriented, community involvement, school supportive.	Sep 2, 2011 12:51 PM
109	You still see kids by themselves. Lots of volunteers.	Sep 2, 2011 12:24 PM
110	Small school size - fields - elevator, co-op	Sep 2, 2011 12:06 PM
111	central downtown area	Sep 2, 2011 12:01 PM
112	Population, little to no crime, spread-out community.	Sep 2, 2011 11:47 AM
113	The noise and dust of the grain elevator makes it feel like a small rural town (not necessarily in a good way). People are generally friendly. Schools are small enough to feel personal. Quiet atmosphere.	Sep 2, 2011 11:47 AM
114	Size, community involvement, school district, friendliness of residents.	Sep 2, 2011 11:43 AM
115	You don't have all the traffic that you would in bigger towns. But it does seem it is getting worse with the small mischief.	Sep 2, 2011 11:25 AM
116	Small, everybody knows each other, safe.	Sep 2, 2011 11:22 AM
117	Everyone is friendly and [it is] small enough to know mostly everyone.	Sep 2, 2011 11:17 AM
118	Closeness of neighbors, but getting too big!	Sep 2, 2011 11:12 AM
119	Seperate neighborhoods divided by 2nd St., Grant & Hubbell Ave. make them all feel distinct from each other.	Sep 2, 2011 10:37 AM
120	Small population, and ability to get involved in activities if you want to.	Sep 2, 2011 9:23 AM
121	Small town - size, safety. More of a bedroom community, not rural.	Sep 2, 2011 8:26 AM
122	Not a lot of businesses. It is a bedroom community and not over run by business.	Sep 1, 2011 4:37 PM
123	Its a small town	Sep 1, 2011 11:20 AM
124	The feel of a neighborhood where people greet each other even if they don't know them. The traffic flow through town is realatively light. No busy highways through the main part of town.	Sep 1, 2011 7:10 AM
125	farmer elevator, surroundings of farms, involved school faculty. people care about the town and school and each other	Sep 1, 2011 7:05 AM
126	Samll town, away from everything but at the same time close enough for shopping.	Sep 1, 2011 5:25 AM
127	The strong community	Aug 31, 2011 2:20 PM
128	Size of school, not too much commercialization	Aug 31, 2011 1:31 PM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

129	Not many services which tend to make a town feel bigger.	Aug 31, 2011 12:31 PM
130	surrounded by countryside; few retail shops; smaller population	Aug 31, 2011 12:23 PM
131	Knowing your neighbors, their children.	Aug 31, 2011 12:15 PM
132	Size fo community; a strong and successful school district; neighborhood feel	Aug 31, 2011 11:47 AM
133	The city keeps us informed as to what is happening. We can talk to an actual person if there are any problems, of which there are few.	Aug 31, 2011 11:02 AM
134	Smaller class room sizes. Community activities involve most of the town. Farming community.	Aug 31, 2011 10:52 AM
135	i agree it has a rural atmosphere becouse each house is like living in the country, "no body around" and nothing to do, i feel sorry for the kids.	Aug 30, 2011 6:12 PM
136	Neighbors who actually know one another, seeing the same people over and over-ball field, library, school, etc	Aug 23, 2011 3:47 PM
137	Everyone knows and supports each other (Chris Norton, The Kula's, Joe Englebrecht, Grace Heydon)	Aug 22, 2011 9:10 AM
138	It's not that big of a city, not a lot of crime, very good schools and a lot of people know each other and help each other as neighbors.	Aug 19, 2011 12:59 PM
139	friendly people	Aug 19, 2011 8:15 AM
140	Walking community for the westside of town, single school, no traffic issues and slower pace of commercial development.	Aug 14, 2011 10:03 PM
141	Corn fields blocking the view of the high school as you drive down that road. Makes me laugh every time.	Aug 13, 2011 12:09 PM
142	Safe community - unlocked doors, kids playing in the neighborhood, lots of families, community events that are for the people of Bondurant (not too huge and don't draw in others from other communities)	Aug 12, 2011 7:59 PM
143	Outside of larger cities, somewhat in the country	Aug 11, 2011 7:35 PM
144	Small school district	Aug 11, 2011 3:32 PM
145	Small population	Aug 11, 2011 2:28 PM
146	Knowing everyone you see up until the growth started happening, now drug dealers as neighbors.	Aug 11, 2011 2:28 PM
147	It is actually small.	Aug 11, 2011 2:00 PM
148	People are friendly and know each other	Aug 11, 2011 1:49 PM
149	size	Aug 11, 2011 1:01 PM
150	Friendly neighbors, small class sizes in school	Aug 11, 2011 12:54 PM
151	very few businesses	Aug 11, 2011 12:50 PM

Page 7, Q17. If you agree, what characteristics contribute to the small town feel?

152	Lack of commercial business	Aug 11, 2011 12:44 PM
153	No big retailers, low # of stop lights, friendly people, sense of safety	Aug 11, 2011 12:20 PM
154	Just the closeness of schools and the nice paths for children to roam around town on bikes.	Aug 11, 2011 12:17 PM
155	less of everything	Jul 28, 2011 6:05 AM
156	small, nice neighbors	Jul 27, 2011 12:28 PM
157	No big buildings---	Jul 26, 2011 8:27 AM
158	Not sure	Jul 26, 2011 8:07 AM
159	get to know everyone in town - feel part of the community - seeing the farms out my back door	Jul 11, 2011 8:52 AM
160	its quaint and not too spread out	Jun 28, 2011 7:32 AM

18. If you disagree, how would you describe Bondurant today?

**Response
Count**

19

answered question 19

skipped question 265

Page 7, Q18. If you disagree, how would you describe Bondurant today?

1	A bedroom community of Des Moines-Rural atmosphere is almost gone.	Oct 7, 2011 1:51 PM
2	I do believe there is a small town fee, but my description of rural is different than just small town. this feels like a small town because of the lack of stores and the one school system.	Oct 7, 2011 11:15 AM
3	A small community trying to be larger than it needs to be and likes to spend too much money on items the city doesn't need.	Oct 5, 2011 9:23 AM
4	I think people think of Bondurant as a Bedroom town. No business. People go to work somewhere else and come home.	Sep 28, 2011 12:23 PM
5	A Future suburb of Altoona or Ankeny. Since our growth seems random it's likely that we will always be at a disadvantage in competing for resources and drawing quality businesses to our town.	Sep 26, 2011 7:01 AM
6	very boring not many things to do	Sep 14, 2011 8:56 AM
7	not enough community activities for families	Sep 12, 2011 8:21 AM
8	I would describe Bondurant as a suburb of Des Moines that has excellent schools, but could use some more retail.	Sep 9, 2011 4:30 PM
9	no longer a small town just a average town to me now	Sep 9, 2011 11:59 AM
10	Too much emphasis on parks and trails	Sep 9, 2011 9:24 AM
11	Suburb of Des Moines	Sep 2, 2011 11:37 AM
12	Growing too big with not enough services such as eating establishments or stores. Too many kids in the school district to have a small town feel.	Sep 1, 2011 6:54 AM
13	i would ask someone from anita iowa how the town should function correctly because anita is a well run community, this is what i want for my home town of bondurant. :)	Aug 30, 2011 6:12 PM
14	A bedroom town	Aug 23, 2011 10:19 AM
15	We are a bedroom community that lacks the normal things in many small towns (cafes, restaurants, pharmacy, clothiers, etc). Many want the community to grow while others fight the growth.	Aug 21, 2011 1:58 PM
16	As a suburb without the conveniences found in other suburbs which are lacking.	Aug 20, 2011 3:25 PM
17	However, I wish I could have selected an answer more neutral that 'agree' because I do believe that Bondurant is growing and although still a small town feel, it is not 'rural'. The sheer number of young families that do not have farm backgrounds living in town give it a modern feel.	Aug 12, 2011 7:59 PM
18	Is enjoy it as I did if we could get rid of the crime more than we are!!	Aug 11, 2011 2:28 PM
19	more community events	Aug 11, 2011 1:01 PM

19. Rate the following statements about Bondurant.

	Very important	Somewhat important	Not important	No way	Response Count
Protect the natural environment and open space in Bondurant.	55.4% (149)	39.8% (107)	4.5% (12)	0.4% (1)	269
Improve access to healthy foods in Bondurant.	37.0% (100)	45.9% (124)	16.3% (44)	0.7% (2)	270
Increase opportunities for community interaction and gathering in Bondurant.	51.3% (139)	43.9% (119)	4.8% (13)	0.0% (0)	271
Create more opportunities for people to live in Bondurant.	40.2% (107)	48.5% (129)	10.5% (28)	0.8% (2)	266
Create more opportunities for people to shop in Bondurant.	62.9% (171)	28.3% (77)	7.7% (21)	1.1% (3)	272
Create more opportunities for people to work in Bondurant.	60.1% (161)	30.6% (82)	9.0% (24)	0.4% (1)	268
Improve the ability to travel by foot and bicycle.	38.3% (102)	48.5% (129)	12.4% (33)	0.8% (2)	266
Ensure a balance of housing that meets the needs for all lifecycles (singles just entering the workforce, young families, growing families, empty nesters, seniors, etc.).	47.2% (126)	44.9% (120)	7.1% (19)	0.7% (2)	267
Increase services that allow the elderly to stay in Bondurant.	42.8% (115)	50.9% (137)	5.9% (16)	0.4% (1)	269
Create more opportunities for recreational programs (leagues, activities, etc...) for youth in Bondurant	54.0% (141)	41.8% (109)	4.2% (11)	0.0% (0)	261
Create more opportunities for recreational programs (leagues, activities, etc...) for adults in Bondurant	38.1% (101)	50.2% (133)	11.7% (31)	0.0% (0)	265
Continue to grow library space & services consistent with population growth	59.6% (161)	34.8% (94)	4.4% (12)	1.1% (3)	270
Provide local municipal police service	40.6% (108)	39.5% (105)	15.8% (42)	4.1% (11)	266

19. Rate the following statements about Bondurant.

	Very important	Somewhat important	Not important	No way	Response Count
Expand the Bondurant city limits for future development in a planned manner	38.7% (103)	39.1% (104)	15.4% (41)	6.8% (18)	266
Comments					40
answered question					275
skipped question					9

Page 8, Q19. Rate the following statements about Bondurant.

1	Few apartments, better housing. Internet will/has replaced library. I haven't been impressed with current growth.	Oct 27, 2011 9:31 AM
2	libraries should be with the school. Not a welfare bookstore!	Oct 7, 2011 1:11 PM
3	Increase opportunities for community interaction and gathering in Bondurant- "currently seems ok for the town's current size"	Oct 7, 2011 12:16 PM
4	very expensive to equip and retain a local police force	Oct 7, 2011 11:47 AM
5	slow growth is ok	Oct 7, 2011 8:21 AM
6	My opinion Polk County Sheriffs are doing a very good job so far.	Oct 7, 2011 7:04 AM
7	Currently the city does not need it's own police force, Polk County continues to do an excellent job policing the city	Oct 5, 2011 9:27 AM
8	I work in WDM, take tai chi/martial arts classes in Des Moines, and buy gas at Casey's in Bondurant. By the time I get home, everything is closed, so I do very little in Bondurant.	Oct 5, 2011 8:53 AM
9	Too many problems associated with the town having own police--not as professional as Polk County	Oct 5, 2011 7:43 AM
10	We need a grocery store	Oct 4, 2011 2:16 PM
11	The next time a developer builds so many houses that it puts a strain on the city, put the cost on the builder and not the residents.	Oct 4, 2011 1:37 PM
12	Controlled growth--plan for the future growth	Oct 3, 2011 1:47 PM
13	The city is spending too much money on the library and sewer system. It is pushing property taxes too high for the people who don't have tax abatements. I would like to see the tax abatements done away with.	Oct 3, 2011 12:10 PM
14	I think Bondurant would grow faster if there was a Freeway in town.	Oct 1, 2011 5:41 PM
15	Balance of housing: We won't attract singles in large numbers, we have a good number of options and price ranges in developments for young families. We need to focus on the next level of housing options for growing families to move into as their incomes and life circumstances allow them to 'move up' in the housing market (\$225,000 range and up).	Sep 11, 2011 7:33 PM
16	Can't take care of annexed parts of City now (the shape of roads/bridges)	Sep 9, 2011 10:42 AM
17	Opportunities for the youth are very disorganized in Bondurant. Each sport has their own board and there is no communication between programs, etc.. Everyone is just out for themselves and they don't like any new input.	Sep 8, 2011 11:20 AM
18	Major roads that are in the plans need to be completed (for example Tailfeather connecting NW development).	Sep 7, 2011 6:59 PM
19	Let's stick with what we really NEED, and can pay for.	Sep 7, 2011 2:40 PM
20	Don't want to see Bondurant get too big	Sep 6, 2011 9:02 AM
21	Need our own City pool	Sep 2, 2011 2:26 PM

Page 8, Q19. Rate the following statements about Bondurant.

22	We need commercial growth, retail, more parks and trails	Sep 2, 2011 1:08 PM
23	City needs to provide more recreational opportunities, library services provide too much non-related to reading skills or personal improvement.	Sep 2, 2011 1:00 PM
24	want to keep the small town	Sep 2, 2011 12:51 PM
25	(Library question was emphasized)	Sep 2, 2011 11:18 AM
26	Definately (library). Our library is running out of room!	Sep 2, 2011 11:13 AM
27	Need a walk bridge over Highway 65	Sep 1, 2011 4:37 PM
28	While I would encourage more people to live in Bondurant, I feel that that need has to be balanced with existing houses. I would rather have fewer new houses, rather than lots of cheaply built "cookie-cutter"houses.	Sep 1, 2011 7:14 AM
29	Bondurant does not need to grow anymore. People move here for a small town, not Ankeny or Altoona	Sep 1, 2011 6:56 AM
30	we don't need to grow like Waukee has over the past decades. Then we would no longer be a desirable SMALL community!	Aug 31, 2011 11:50 AM
31	We all know we can't have everthing and this is why planning for the future is so much better than reacting to our circumstances like has been the case for a long time.	Aug 21, 2011 2:02 PM
32	I think the Polk County Sherrif does a great job patrolling Bondurant. I have been unemployed for 2 years. More job in Bondurant would be awesome!	Aug 13, 2011 12:12 PM
33	Really like the 'expand the Bondurant city limits for future development in a PLANNED manner'	Aug 12, 2011 8:02 PM
34	Do not want it to get too big	Aug 11, 2011 7:38 PM
35	wheres the small town of bondurant	Aug 11, 2011 2:37 PM
36	It feels like the future growth of the city has been poorly planned. The new library meets current needs but doesn't seem to have the ability to be expanded. This will require the abondonment of the building or demolisihing it when growth is needed. This is poor planning. A better idea would have been to consider a larger building that would do more for the city. Incorporating the city hall, library, and post office into one building. This would have allowed them to share resources saving money overall as well as creating a community center.	Aug 11, 2011 1:30 PM
37	I think the new sidewalks have helped a lot! I see a lot more traffic through our neighborhood now (Paine Heights).	Aug 11, 2011 1:04 PM
38	What about trying to lower the cost of living taxes and water are outrageous.	Aug 11, 2011 12:53 PM
39	get a PD -quit paying for sheriff	Jul 27, 2011 12:30 PM
40	would be nice to use mobile speed cameras on hwy	Jul 11, 2011 8:53 AM

20. Rate the following community characteristics related to Bondurant on the scale below.

	Very Good	Good	Okay	Bad	Very Bad	Response Count
Quality of life	52.1% (86)	44.8% (74)	2.4% (4)	0.6% (1)	0.0% (0)	165
Quality of Bondurant-Farrar school system	56.9% (153)	36.4% (98)	5.9% (16)	0.4% (1)	0.4% (1)	269
Availability of park and recreation services	23.0% (62)	46.8% (126)	24.9% (67)	4.1% (11)	1.1% (3)	269
Ability to drive around town	43.1% (116)	40.1% (108)	16.0% (43)	0.4% (1)	0.4% (1)	269
Ability to walk around town	38.1% (103)	36.3% (98)	20.4% (55)	4.4% (12)	0.7% (2)	270
Ability to walk to key destinations (schools, parks, shopping, etc.)	32.6% (86)	33.3% (88)	23.9% (63)	7.2% (19)	3.0% (8)	264
Ability to bike around town for recreational purposes	35.0% (93)	33.8% (90)	23.7% (63)	6.0% (16)	1.5% (4)	266
Ability to bike to key destinations (schools, parks, shopping, etc.)	29.5% (76)	30.2% (78)	29.5% (76)	8.1% (21)	2.7% (7)	258
Comments						40
answered question						272
skipped question						12














Page 8, Q20. Rate the following community characteristics related to Bondurant on the scale below.

1	B-F school system going down hill	Oct 27, 2011 9:31 AM
2	"the cove" development has no access to other parts of town	Oct 23, 2011 2:52 PM
3	Need something across Hwy 65	Oct 7, 2011 2:16 PM
4	There are lots of areas that have no sidewalks or poor sidewalks	Oct 7, 2011 2:04 PM
5	We live in the Cove and there's not an easy way to get to town other than drive.	Oct 7, 2011 1:35 PM
6	The Cove is disconnected from the rest of the town. No easy way to get kids into town due to 65/19.	Oct 7, 2011 1:31 PM
7	Grant St - more lanes around school areas	Oct 7, 2011 1:22 PM
8	Poor connection of bike paths to Ankeny, Altoona and Des Moines	Oct 7, 2011 12:16 PM
9	I love these schools and the teachers.	Oct 7, 2011 11:15 AM
10	I raised two kids in Bondurant and the school system which makes me very proud.	Oct 7, 2011 9:18 AM
11	excited for the new bike trails!	Oct 7, 2011 9:09 AM
12	The cove is disconnected from town especially for kids	Oct 7, 2011 8:40 AM
13	We live on east side of Hwy 65	Oct 5, 2011 10:49 AM
14	need walk over hwy 65 from cove to in town	Oct 5, 2011 9:16 AM
15	finished sidewalk to jefferson is ???	Oct 5, 2011 7:48 AM
16	Need sidewalks along Grant ST to Casey's and the school	Oct 4, 2011 1:37 PM
17	Would like more sidewalks between Grant Street Casey's and 2nd Ave NE	Oct 4, 2011 1:10 PM
18	too many stop signs for bikes	Oct 4, 2011 12:03 PM
19	I think the town still needs more sidewalks in some of the older areas.	Oct 4, 2011 11:50 AM
20	It is really hard for the people thet live in Wolf Creek to walk or ride their bike to any key destinations.	Oct 1, 2011 5:41 PM
21	City is doing good job with adding sidewalks but its a death trap walking on the side of certain roads	Sep 28, 2011 12:25 PM
22	keep it a small town! please!	Sep 14, 2011 9:02 AM
23	sidewalks are not finished throughout town	Sep 12, 2011 8:23 AM
24	Thank you to the city for making improvements on sidewalks/bike trails/etc. This is great work and is apprecaited, and the future planned improvemetns will make that move from 'okay' to 'good' or 'very good'. Nice Job!	Sep 11, 2011 7:33 PM
25	Too much emphasis on trails and parks. More emphasis needed on incenties for commercial/industry.	Sep 9, 2011 9:25 AM

Page 8, Q20. Rate the following community characteristics related to Bondurant on the scale below.

26	Again, Tailfeather connection to NW development from High School.	Sep 7, 2011 6:59 PM
27	We are on the south side of Mallard Pointe so we have to cross the busy road to access a sidewalk into 'town'	Sep 7, 2011 6:10 AM
28	Side walk system needs to be expanded to include entire city limit area.	Sep 6, 2011 6:03 PM
29	Would be nice to see other roads connect Bondurant to Hwy 65	Sep 6, 2011 9:02 AM
30	Sidewalks and trails are improving	Sep 2, 2011 11:50 AM
31	New sidewalks are great - please get them finished and messes cleaned up before winter on Lincoln Street!	Sep 2, 2011 11:38 AM
32	Our family bikes on the new 2nd St. trail out to Lake Petocka and back 2-3 times a week in the evenings ad on weekends and we typically see 8-10 other people walking dogs, jogging or biking so people definitely seem to be using the new trails and teh more length that can be added, the better!	Sep 2, 2011 10:41 AM
33	Need a walk bridge over Highway 65. The road is too dangerous to walk or bike across.	Sep 1, 2011 4:37 PM
34	Hwy 65 prevents travel to other parts of the city	Aug 31, 2011 12:34 PM
35	we would like to see the bike path not cross 2nd street multiple times. It's too busy and not safe.	Aug 31, 2011 11:50 AM
36	We live in the COVE. We have to drive our kids there so they don't have to cross Hubbell. I think the school should bus them free since it's such a dangerous crossing!!!	Aug 22, 2011 9:12 AM
37	need more sidewalks!!!!	Aug 12, 2011 8:02 PM
38	more trails and complete trail ro Chichaqua!	Aug 11, 2011 1:52 PM
39	I still think there should be some sort of frontage road connecting the area near Plaza RV to the south side area from the housing area all the way down to Casey's	Aug 11, 2011 1:04 PM
40	I think there is a problem for kids walking to school at grant and 2nd st. Also there is no safe way for youth across the highway to walk to school yet parents do not get bus service.	Aug 11, 2011 12:24 PM

21. What specific types of services would you like to see in Bondurant?

		Response Percent	Response Count
Grocery stores		83.7%	221
Convenience stores		18.2%	48
Clothing shops		18.2%	48
Hardware		43.2%	114
Hotel/Hospitality		14.8%	39
Entertainment		36.0%	95
Casual restaurants		81.8%	216
Fine dining		15.2%	40
Health clinic		40.2%	106
Financial services (banks, insurance, accountant, real estate, etc...)		22.0%	58
Government services		7.6%	20
Office supply/printing/mailing		12.1%	32
Beauty services (salon, barbershop, etc...)		26.5%	70
Other (please specify)			49
answered question			264
skipped question			20





Page 9, Q21. What specific types of services would you like to see in Bondurant?

1	Casey's,Cory's and Bear Neccessities already here	Oct 23, 2011 2:53 PM
2	gift shop/botique	Oct 10, 2011 11:21 AM
3	Commercial Service/ business	Oct 7, 2011 2:28 PM
4	Commercial Services/ Business	Oct 7, 2011 2:20 PM
5	Commercial Services/ Business	Oct 7, 2011 2:16 PM
6	Commercial Services/ Business	Oct 7, 2011 2:09 PM
7	Commercial Service/ Business	Oct 7, 2011 1:32 PM
8	Commercial Services/ Business	Oct 7, 2011 1:12 PM
9	Commercial Service/ Business	Oct 7, 2011 12:59 PM
10	Commercial Services/ Business	Oct 7, 2011 12:50 PM
11	Commercial Services/ Business	Oct 7, 2011 12:40 PM
12	Commercial Services/ Business	Oct 7, 2011 11:57 AM
13	Truthfully, I already have close access to these services in Ankeny and Altoona.	Oct 7, 2011 11:48 AM
14	Commercial Services/ business	Oct 7, 2011 11:24 AM
15	Commercial Services/ Business	Oct 7, 2011 9:13 AM
16	Commercial Services/ Business	Oct 7, 2011 9:10 AM
17	Commercial Services/ Business	Oct 7, 2011 9:03 AM
18	Commercial Services/ Business	Oct 6, 2011 1:59 PM
19	Commercial Service/ Business	Oct 5, 2011 2:45 PM
20	Commercial Services/ Business	Oct 5, 2011 2:41 PM
21	health club	Oct 5, 2011 10:50 AM
22	Commercial Services/ Business	Oct 5, 2011 9:27 AM
23	pool, parks, ice cream, farmers market	Oct 5, 2011 9:16 AM
24	Commercial Services/ business	Oct 5, 2011 9:12 AM
25	Commercial Services/ Business	Oct 5, 2011 7:54 AM
26	Commercial Services/ Business	Oct 4, 2011 2:20 PM
27	Commercial Service/ Business	Oct 4, 2011 2:01 PM
28	Commercial Services/ Business	Oct 4, 2011 1:38 PM
29	Written by "Government services" -- Having a post office	Oct 4, 2011 1:12 PM

Page 9, Q21. What specific types of services would you like to see in Bondurant?

30	Commercial Services/ Business	Oct 4, 2011 12:44 PM
31	Commercial Services/ Business	Oct 3, 2011 2:30 PM
32	Ben Franklin -- 5 and 10 cent type store -- Dollar Store	Oct 3, 2011 1:20 PM
33	*Commercial Services/ Business	Oct 3, 2011 1:01 PM
34	*Commercial Services/Business *A health quality for all ages similar to the Altoona Campus	Oct 3, 2011 12:23 PM
35	fast food	Sep 8, 2011 11:21 AM
36	Health Club	Sep 7, 2011 7:01 PM
37	PLEASE GET A GROCERY STORE!!!!!!!!!!	Sep 7, 2011 6:10 AM
38	GROCERY STORES!!	Sep 2, 2011 2:47 PM
39	(Grocery stores circled a few times)	Sep 2, 2011 1:26 PM
40	A small doctor's office/pharmacy would be very beneficial to the town. Also, a hotel with a nice indoor and outdoor pool and small but gourmet-style restaurant/bar would do well in Bondurant, being relatively close to Adventureland but far enough away from the bustle (and residents would like to use the pool and restaurant/bar).	Sep 2, 2011 1:03 PM
41	Unique specialty stores	Sep 2, 2011 11:44 AM
42	Nothing. Please do not bring a bunch of businesses to Bondurant. We do not need to turn into Ankeny/Altoona.	Sep 1, 2011 4:39 PM
43	Ice Cream Shop	Aug 31, 2011 11:44 AM
44	Would like to see a grocery store, like a dollar general, dollar tree, little ceaser's pizza, a hardware store, actual mechanic shops.	Aug 19, 2011 1:05 PM
45	business	Aug 19, 2011 8:20 AM
46	Hope the city can entice any sort of business big or small. Surprised that more businesses haven't settled along the southern part of town along Hwy 65 and near the I-80 exits. Great locations really for future expansion in Polk County (one of the last frontiers of expansion along the interstate).	Aug 12, 2011 8:07 PM
47	Little food places	Aug 11, 2011 7:40 PM
48	Community rec center or health club	Aug 11, 2011 1:33 PM
49	Value added local foods and products. Small grocery that would also carry locally grown foods and items produced locally, including healthy alternatives. Bookstore/giftstore	Jul 26, 2011 12:03 PM











22. Today jobs in Bondurant are somewhat limited. How important is it for Bondurant to increase its employment base?

		Response Percent	Response Count
Very important		50.2%	134
Somewhat important		38.2%	102
Not important		8.6%	23
Nuetral		3.0%	8
Comments?			10
answered question			267
skipped question			17

Page 9, Q22. Today jobs in Bondurant are somewhat limited. How important is it for Bondurant to increase its employment base?

1	perfect as a "bedroom town"	Oct 23, 2011 2:53 PM
2	close enough to populated cities that it is	Oct 5, 2011 6:52 AM
3	Most work outside of Bondurant and is not what brought us here.	Sep 7, 2011 7:01 PM
4	It would be nice to see more small businesses, but it's a bedroom community with easily accessed businesses nearby.	Sep 2, 2011 11:54 AM
5	Having employment opportunities in town will draw more individuals to live here and help with the sense of community.	Sep 1, 2011 3:40 PM
6	With both Ankeny and Altoona very close it may be difficult to increase employment. There are not many locations I am aware of to put new buisnesses without new construction. New buisnesses having to pay to conctruct a location for themselves is costly up-front as well as long term. Additionally most new construction would have to be at the end of town, not in the heart of it. Location would be a bit of an issue.	Sep 1, 2011 7:19 AM
7	If it is going to keep going residentially it needs more business to support the town.	Sep 1, 2011 6:57 AM
8	I have been unemployed for 2 years. More jobs in Bondurant would be awesome.	Aug 13, 2011 12:13 PM
9	We need commerical businesses not only for jobs, but for commerical property taxes! Both jobs and commerical property taxes will greatly improve the sustainability of Bondurant and our schools and all of the good projects going on to modernize the city via sewers, sidewalks, trails, and developments.	Aug 12, 2011 8:07 PM
10	it's ok to be a bedroom community	Jul 27, 2011 12:31 PM














23. What kind of non-retail jobs/businesses should Bondurant try to attract?

		Response Percent	Response Count
Industrial		38.4%	91
Financial		41.4%	98
Commercial		50.6%	120
Health Care		45.1%	107
Manufacturing		41.4%	98
Construction		19.4%	46
Agricultural		37.1%	88
Information Technology		48.1%	114
Transportation		15.2%	36
Hospitality		29.1%	69
Other (please specify)			19
		answered question	237
		skipped question	47

Page 9, Q23. What kind of non-retail jobs/businesses should Bondurant try to attract?

1	none	Oct 23, 2011 2:53 PM
2	All the above	Oct 7, 2011 1:52 PM
3	restaurants	Oct 7, 2011 12:26 PM
4	I dont' think the type of industry is important, just that there are some.	Oct 7, 2011 11:40 AM
5	retail--give 16-20 year olds place to work in Bondurant	Oct 7, 2011 11:30 AM
6	restaurants	Oct 4, 2011 2:48 PM
7	Grocery Store	Oct 4, 2011 11:50 AM
8	All of the above. Any would help.	Oct 3, 2011 1:49 PM
9	The decision that business in Bondurant will NOT focus downtown was made LONG ago. Too late to fight that battle.	Sep 7, 2011 2:41 PM
10	Small business (locally owned)	Sep 6, 2011 9:03 AM
11	retail	Sep 2, 2011 1:09 PM
12	Small businesses	Sep 2, 2011 11:38 AM
13	Grocery store should be placed somewhere along the diagonal.	Sep 2, 2011 9:25 AM
14	General handyman	Sep 2, 2011 8:29 AM
15	Again, none. We specifically moved here because of the small town feel, but close to a bigger town. I would hate to have Bondurant turn into a commercial town.	Sep 1, 2011 4:39 PM
16	Not really sure.	Sep 1, 2011 10:54 AM
17	stores or restaurants	Aug 31, 2011 2:23 PM
18	I hate to pick between the choices, as I'm not that picky. I'd be supportive of any kind of new businesses, but would appreciate planners to ensure that businesses are located on roads wide enough to handle increased traffic, or heavy loads, and to ensure that commercial districts don't intrude on residential areas.	Aug 12, 2011 8:07 PM
19	I am not sure.	Jul 26, 2011 12:03 PM

24. What services do you desire to have in downtown Bondurant in 2030? (Compared with other places in Bondurant)

		Response Percent	Response Count
Grocery stores		77.1%	195
Convenience stores		18.2%	46
Clothing shops		28.9%	73
Hardware		44.7%	113
Hotel/Hospitality		14.2%	36
Entertainment		41.5%	105
Casual restaurants		82.2%	208
Fine dining		20.2%	51
Health clinic		30.0%	76
Financial services (banks, insurance, accountant, real estate, etc...)		28.5%	72
Government services		11.1%	28
Office supply/printing/mailing		13.8%	35
Beauty services (salon, barbershop, etc...)		33.2%	84
Other (please specify)			22
		answered question	253
		skipped question	31










**Page 10, Q24. What services do you desire to have in downtown Bondurant in 2030?
(Compared with other places in Bondurant)**

1	maintain current businesses	Oct 23, 2011 2:54 PM
2	government services: "post office/city hall" You have to be realistic about this. The type of businesses in this list need space and more visiability than the "downtown" can give them. Ain't gonna happen--space isn't there; traffice isn't there.	Oct 7, 2011 11:49 AM
3	Ma & Pa small town stuff	Oct 7, 2011 8:22 AM
4	health club	Oct 5, 2011 10:50 AM
5	ice cream, farmers market, parks	Oct 5, 2011 9:17 AM
6	Nothing in "downtown." Move to north of town on Grant--where our main growth is headed.	Oct 5, 2011 9:07 AM
7	Fabric & crafts	Oct 5, 2011 8:07 AM
8	Next to grocery store -- "but on the highway" Availability does not mean old downtown Bondurant	Oct 5, 2011 7:44 AM
9	once again close enough--does not matter to big towns	Oct 5, 2011 6:52 AM
10	3 miles from Altoona & 6 miles from Ankeny -- hard to compete.	Oct 3, 2011 1:50 PM
11	Movie Theater	Oct 3, 2011 1:21 PM
12	Downtown as it is currently known will need to be demolished. The recent planning was very short sighted when looking to long term development of the area and obviously benefited a specific building owner. Why it was allowed is very suspect. Beyond that, because of the style of car parking, the intersection provides poor visibility for vehicles approaching from east or west. Since that area of town is the hub of activity for civic events and events associated with the pub the citizen who live around "downtown" are inconvenienced regularly thought they are the least likely to participate. It would seem extremely obvious that if there is to be a downtown that it would be better suited further north away from the residences where the area could be developed to handle the potential traffic and business diversity.	Sep 26, 2011 7:21 AM
13	I don't really agree that we have a DOWNTOWN. City Bar with nice trees???	Sep 12, 2011 8:25 AM
14	Too much money spent on downtown area "beautification". Created dangerous intersection at 1st & Main (narrow, impaired visibility, stop signs obscured). Lampposts in middle of sidewalk. Lack of parking is a huge issue during events.	Sep 9, 2011 9:27 AM
15	See previous response.	Sep 7, 2011 2:41 PM
16	none focus for areas with these services should be in a completely different area	Sep 7, 2011 11:39 AM
17	POOL	Sep 2, 2011 12:52 PM
18	Unique specialty shops	Sep 2, 2011 11:44 AM
19	Unique specialty shops, flower/gardening shop (gift shop)	Sep 2, 2011 11:39 AM

**Page 10, Q24. What services do you desire to have in downtown Bondurant in 2030?
(Compared with other places in Bondurant)**

20	skating rink or bowling alley, steak house, community center for kids also,ice cream shop for the kids, anything that would give the children a place to walk to.!	Aug 30, 2011 6:23 PM
21	don't care if it's downtown - just want it somewhere	Jul 27, 2011 12:32 PM
22	don't care where located, Bondurant is small enough to go anywhere	Jul 11, 2011 8:55 AM







25. What activities/uses do you see occurring in Downtown Bondurant in 2030?

		Response Percent	Response Count
Parades		64.3%	151
Shopping		63.0%	148
Jobs		51.1%	120
Farmers market		79.1%	186
Festivals		57.0%	134
Housing		21.3%	50
Performances (music, theater, etc...)		40.4%	95
Dining		69.8%	164
Public market		34.5%	81
Other (please specify)			11
		answered question	235
		skipped question	49
















Page 10, Q25. What activities/uses do you see occurring in Downtown Bondurant in 2030?

1	town celebration during the week is not ideal	Oct 23, 2011 2:54 PM
2	small scale farmer's market	Oct 7, 2011 1:08 PM
3	Friday eve music/festival	Oct 5, 2011 9:28 AM
4	Where is downtown?	Oct 5, 2011 6:36 AM
5	NONE	Oct 4, 2011 11:51 AM
6	Full-time Fire Dept.	Oct 3, 2011 2:31 PM
7	None of the above - most will occur along highway corridor.	Sep 9, 2011 9:27 AM
8	none	Sep 7, 2011 11:39 AM
9	(Farmers Market box had four exclamation points)	Sep 2, 2011 1:09 PM
10	would like to see farmer's market or a band shell or a more distinguished city park that is larger and more conducive to larger functions (with parking and ammenities). I'm thinking south of the high school would still be close to 'downtown' for a new, larger city park.	Aug 12, 2011 8:10 PM
11	I dont see any of that for Bondurant especially if bondurant wants to keep the small town feel. No need for any of it considering how close we are to ankeny altoona and des moines. Focus more on making this wonderful small community that people can go home to. To get away from all the above.	Aug 11, 2011 12:55 PM

26. How often do you use the Bondurant park system?

		Response Percent	Response Count
Multiple times per week		11.1%	27
Once a week		14.4%	35
A couple times a month		18.5%	45
Monthly		14.0%	34
Rarely		34.2%	83
Never		7.8%	19
answered question			243
skipped question			41






27. If you could add new park facilities to Bondurant, which kind of facilities would you add? Choose as many as you think are necessary.

		Response Percent	Response Count
Picnic/BBQ Facilities		53.8%	128
Frisbee golf course		24.4%	58
Skate park		10.1%	24
Playgrounds		52.5%	125
Adult softball/baseball fields		21.0%	50
Youth softball/baseball fields		16.0%	38
Football/soccer/lacrosse fields		17.2%	41
Basketball courts		32.4%	77
Natural areas (arboretum, hiking, etc...)		44.1%	105
Aquatic center		58.4%	139
Dog park		30.7%	73
Unprogrammed open space		13.4%	32
Ice rink		13.0%	31
Bandshell/Gazebo		33.2%	79
Other/Comments		10.9%	26
answered question			238
skipped question			46






Page 11, Q27. If you could add new park facilities to Bondurant, which kind of facilities would you add? Choose as many as you think are necessary.

1	tennis court	Oct 10, 2011 11:23 AM
2	tennis courts	Oct 7, 2011 2:28 PM
3	definitely need aquatic center	Oct 7, 2011 1:29 PM
4	bike trail to chichaqua	Oct 7, 2011 1:19 PM
5	Beach at Petocka	Oct 5, 2011 6:56 AM
6	Bench at Petocka	Oct 5, 2011 6:36 AM
7	link bike trail to the Baxter trail	Oct 4, 2011 12:07 PM
8	I don't care!	Oct 4, 2011 11:51 AM
9	fire rings at lake	Oct 3, 2011 2:12 PM
10	Tennis Courts	Sep 11, 2011 7:36 PM
11	Indoor recreation facility like Altoona Compus or Ankeny YMCA	Sep 9, 2011 9:27 AM
12	Theatre / Drive in Theatre	Sep 7, 2011 6:12 AM
13	Tennis courts!	Sep 6, 2011 1:09 PM
14	tennis court	Sep 2, 2011 12:34 PM
15	Improved maintenance of existing facilities would be a nice first step.	Sep 2, 2011 11:56 AM
16	Bandshell/gazebo would be great	Sep 2, 2011 11:39 AM
17	A bike trail would be a great use of the old railway line.	Sep 1, 2011 7:20 AM
18	current playgrounds are built in low spots or too low and don't drain well.	Aug 31, 2011 3:05 PM
19	Wading Pool/Splash Area	Aug 23, 2011 4:20 PM
20	Links style Golf Course	Aug 23, 2011 10:24 AM
21	Splash Park	Aug 16, 2011 7:36 PM
22	We need a pool!!!! Ankeny and Altoona are ridiculously busy. We need a place for our kids at a discount to Bondurant residents and increased rates for those surrounding us.	Aug 12, 2011 8:12 PM
23	I would like to see more green space set aside.	Aug 11, 2011 2:05 PM
24	Need to have more things for teens to do. If they have things to do they will be less likely to be getting in trouble. Also they will spend more money in the area making retail more attractive to the area.	Aug 11, 2011 1:41 PM
25	Tennis courts. Aquatic center is a MUST	Aug 11, 2011 12:49 PM
26	TRAILS - multi purpose	Jul 26, 2011 12:05 PM





28. How often do you walk or bike for recreational purposes?

		Response Percent	Response Count
Everyday		14.5%	35
2-3 times a week		30.3%	73
Once a week		22.0%	53
Once a month		19.9%	48
Never		13.3%	32
answered question			241
skipped question			43

29. How often do you walk or bike as an alternative to driving to a destination?

		Response Percent	Response Count
Everyday		3.3%	8
2-3 times a week		5.8%	14
Once a week		14.9%	36
Once a month		21.5%	52
Never		54.5%	132
answered question			242
skipped question			42

30. Generally, how safe do you feel walking and biking around in Bondurant?

		Response Percent	Response Count
Very safe		70.9%	188
Somewhat safe		26.0%	69
Not safe		2.3%	6
I don't bike or walk due to not feeling safe		0.8%	2

Comments 24

answered question	265
skipped question	19

Page 12, Q30. Generally, how safe do you feel walking and biking around in Bondurant?

1	It's fairly dangerous when there is no access to a sidewalk or trail/bike lane. Some parts of town are poorly lit for people who enjoy walking/biking closer to the evening time period.	Oct 7, 2011 2:36 PM
2	some areas not lit well at night but daytime is great	Oct 7, 2011 1:00 PM
3	bike/walk trail to DM	Oct 7, 2011 12:44 PM
4	depends on the part of town	Oct 7, 2011 12:31 PM
5	Kids cannot safely visit town or walk/bike to school. No park near cove. Charged to bus to school.	Oct 7, 2011 8:41 AM
6	I don't bike at all	Oct 5, 2011 2:56 PM
7	No way to bike or walk from the cove to town.	Oct 5, 2011 2:50 PM
8	Don't really walk or bike much -- nowhere to go!	Oct 4, 2011 1:51 PM
9	Defintely need more police services!!	Oct 4, 2011 1:40 PM
10	Safe and consistent traffic rules -- Currently the road west of town has a lower speed limit than out by the new high school.	Oct 3, 2011 12:56 PM
11	the sidewalk system is a joke and I don't let my children ride around due to that	Sep 12, 2011 8:26 AM
12	Very safe walking (even for children) in Bondurant.	Sep 7, 2011 7:04 PM
13	No sidewalk on my street and cars speed and do not move over	Sep 6, 2011 6:07 PM
14	Full time Fire& EMS in near future with projected growth.	Sep 2, 2011 12:04 PM
15	Need a walk and bike bridge across Highwat 65 as the road is unsafe to cross.	Sep 1, 2011 4:41 PM
16	It would be safer if there were designated bike trails so we wouldn't have to worry about cars.	Sep 1, 2011 3:43 PM
17	Not safe to cross Hwy 65	Aug 31, 2011 12:37 PM
18	The streets in town are unsafe due to having to ride with traffic and cars turning and so forth.	Aug 31, 2011 12:10 PM
19	it's hard for kids to ride bikes to school due to the busy traffic on the main streets. We do enjoy the recent new sidewalks	Aug 31, 2011 11:52 AM
20	I live on a dead end street, but it seems to have more traffic on it then Grant Street and cars are parked all along side, so there isn't much room for anything other than one car to pass through. Very frustrating.	Aug 19, 2011 1:17 PM
21	great town for biking. kudos for the planning that keeps bikes and separate and safe.	Aug 14, 2011 10:08 PM
22	Lake Petocka can be creepy during the week if no one is around. With the new bike path, it has been busier, and starting to feel safer.	Aug 13, 2011 12:15 PM
23	I don't like taking my kids on walks very far due to lack of sidewalks. There just isn't a good way to get from one side of town to the other.	Aug 11, 2011 2:06 PM
24	from "down town" bondurant to old Bondurant it's fine, to the newer developments I wouldn't feel safe at all.	Aug 11, 2011 1:52 PM

31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

**Response
Count**

71

answered question 71

skipped question 213

Page 13, Q31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

1	stoplights near wolf creek, its very unsafe pulling out onto hwy 65	Oct 21, 2011 6:56 PM
2	Tax incentives for business growth.	Oct 7, 2011 2:21 PM
3	The best use of planning would be to avoid idiotic moves like allowing a builder to locate a house thirty feet from a road, then tear up half a home owner's yard for a bike path five years later. It would be nice to see some small-scale business in town, but it will be pretty hard to build a retail presence when most of us pass stores selling anything we want on the way home. Better focus would be to keep living here affordable than focusing on keeping up with other towns in the area with a much broader tax base.	Oct 7, 2011 1:59 PM
4	Need a plan to grow Bondurant smartly; and need to maintain and improve existing infrastructure, roads, sewers, drainage.	Oct 7, 2011 1:46 PM
5	flooding issues	Oct 7, 2011 12:34 PM
6	While Bondurant needs to maintain it's own identity into the future we still need to stay connected to the larger metro community. Granted, it's not an easy balance. We have a great resource in the railway that would be easy to upgrade to a trail... all the way into DSM! I bike into downtown DSM, when i get the nerve. It's very dangerous to get there even adding many extra miles on to use what trails or roads that are semi safe. If the Chicachwa trail was extended, it would be one of the best in the metro and serve Bondurant well. Please continue to improve the sidewalks...nice job on what has been done. I have always biked and walked. Too many places in town, the state, nation and worl are car friendly but not friendly to walkers and bicycles. This town and area have a good start on changing that but please keep pushing ahead!!! Mike Clark 1200 Michael St SE	Oct 7, 2011 12:20 PM
7	I think Polk County should improve the traffic signals on Hwy 65 into and out of town.	Oct 7, 2011 11:58 AM
8	I think filling in and connecting the neighborhoods by street and paths are key to helping Bondurant grow in a smart way. I love having the library, post office, park and fire station all close together. I hate taht the now high school is isolated out in a field, where almsot everyone has to drive to get there. i appreciate the efforts to improve trail connectivity in and around town, including plans for the trailhead near the fire station.	Oct 7, 2011 11:43 AM
9	schools are the most important asset to the town!	Oct 7, 2011 11:37 AM
10	Road conditions--sand still left on roads after last winter, and the general conditions of the roads (pot holes, etc.)	Oct 7, 2011 11:20 AM
11	I think with a little employment and entertainment, Bondurant being a jewel of Iowa will only shine brighter. My wife chose Altoona 8 years ago, and I have not forgiven her yet. Love this town. I always tell people our house is in Altoona, but Bondurant is home.	Oct 7, 2011 9:25 AM
12	Sewer and water as well as storm sweres, when I was mayor we believed the sewer and ?? leaks gallons and were going to do some repair and as far as I know, this has not been done.	Oct 7, 2011 9:05 AM
13	quit building tax abatement housing	Oct 7, 2011 8:59 AM
14	Growth of Emergency Services and our own police force as the city gets	Oct 7, 2011 7:57 AM

Page 13, Q31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

	bigger.	
15	The current businesses should not decide who else can open a business -- especially if it would be a direct competitor.	Oct 7, 2011 7:50 AM
16	I would like to see a dog park added to the empty lot north of the legion hall and have city residents volunteer to maintain. :)	Oct 6, 2011 1:29 PM
17	Growth of Emergency Services and our own police service as the town continues to grow.	Oct 5, 2011 12:49 PM
18	Good job!	Oct 5, 2011 12:44 PM
19	keep schools as whole grade schools	Oct 5, 2011 10:51 AM
20	Comment #25: too far to walk/drive to none in the cove. Need to have a plan to reduce taxes, also need to have a plan to reduce the cost of water/sewer and our water/sewer is three times actual cost from DM waterworks and the same gallons used in DSM or Altoona; this is simply ridiculous.	Oct 5, 2011 9:30 AM
21	Comment for #25: Park sucks & too far from cove. Water & sewer cost too high, property taxes too high, paying for busing to school outrageous, and school registration too high.	Oct 5, 2011 9:19 AM
22	I would like to see a beach and swimming area at lake Petocka. Also a bait shop with retail at the lake--I would be interested in pursuing this. A local farmer's market.	Oct 5, 2011 6:57 AM
23	More sidewalks. Enforce muffler laws. In Newsletter Bondurant puts out, list crimes that have taken place. Want post office to stay. Would like to see a farmers market.	Oct 5, 2011 6:33 AM
24	I really want to see a grocery store, more parks, and better sidewalks. Due to how close we live to the school, my child will be forced to walk to kindergarten next year and will have to go six blocks out of the way just to stay on sidewalks because you have yet to get all of Grant done all the way to Casey's.	Oct 4, 2011 1:45 PM
25	I love Bondurant. I have nothing to complain and never want this small to change to a big city. The rural environment is what makes it Bondurant.	Oct 4, 2011 1:20 PM
26	Not all residential areas have sidewalks, so have to use the streets in those areas. Snow removal is slow making walking on the packed snow dangerous. Not everyone cleans off their sidewalk.	Oct 4, 2011 12:41 PM
27	Bondurant has little choice but to keep growing. However, at some time it will become like Ankeny or Waukee. The key may be to keep the areas properly zoned. Non-residential property is needed for the tax base more than for citizens' use. Altoona is too close for open competition. Low cost housing is unlikely to help the school system. In Iowa, the suburbs always outperform their cities. This is much more based on the students than on the schools.	Oct 4, 2011 12:12 PM
28	Full-time Fire Dept.	Oct 3, 2011 2:32 PM
29	The lights on highway 65 should be in favor of the cross traffic to increase flow into town.	Oct 3, 2011 2:24 PM

Page 13, Q31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

30	Cross Point would be honored to do joint ventures with city, school, business to build a facility like the "Altoona Campus" which could be used 24/7 for multiple purposes. This would benefit the whole community, and help draw others to Bondurant.	Oct 3, 2011 1:56 PM
31	Would love to see bike trails to Ankeny and Altoona so people could have the option of biking to work. Also would love to see bike trail repaired--that's one of the great things Bondurant has!	Oct 3, 2011 1:27 PM
32	The city should have more updates for local projects.	Oct 3, 2011 12:57 PM
33	I think the city should not spend money they don't have. I don't believe in borrowing to pay for things.	Oct 3, 2011 12:12 PM
34	I think Bondurant needs better transportation to Des Moines and W.DSM because all of the jobs are mainly out there and it would be easier to get there if there were a bus system or tram that came through Bondurant.	Oct 1, 2011 5:48 PM
35	1. Would like to see a pedestrain bridege similiar to the one over Jordan Creek parkway over HWY 65 to allow kids to safely cross that 4 lane highway. 2. I also would like to see a downtown created and the street redone on Main Street from the rail road tracks to the post office. You could put business on both sides of the road and make it look like we actually have a town :) There could be 20 businesss located there. Streetlights to match existing mainstreet remodel. You would have to work with the Coop on some land issues, but woudl be doable. 3. Would LOVE to see a smaller grocery store across from corys. May have to take out a house to make that work. 4. By 2030 a place similar to THE ORANGE PLANET (litle bigger) so people could join a membership. have a gym to shoot hoops in and have raquetball, swimming, weights and walking, batting cages. Something similar to The ALtoona campus.	Sep 28, 2011 12:35 PM
36	Maintaining quality postal service.	Sep 26, 2011 7:24 AM
37	Bike lanes to/from Altoona, to/from Chichaqua	Sep 17, 2011 7:22 PM
38	Infrastructre to handle a new business - business to help tax base. Fix existing roads and bridges (south end of town) so buesiness on south end of town doesn't have bridge closed 2 months out of the year (or more). What a way to show off town as people come in to town from the south!! How many years has it been that we were told bridge would be replace (10 years)? Plan future development so water (sewer) doesn't back up into homes and businesses. City pickups sometimes 4 trucks go by same location in 1 hr (is this cost effective)?	Sep 9, 2011 10:45 AM
39	Plan for specific areas - industrial, commercial, retail, variet of housing developments. Need to address transportation needs: improve grant St, 2nd St NE/NW, pave and asphalt all City streets, bridge repairs, sidewalks. Need to address parking needs at City Hall and Library, Post Office, Caseys.	Sep 9, 2011 9:28 AM
40	should have an organized system for youth sports/activities...not everyone on their own.	Sep 8, 2011 11:27 AM
41	Garbage pickup - Encourage not putting out the night before and having garbage blow around town as a result. Thank you for this opportunity to participate.	Sep 7, 2011 7:06 PM

Page 13, Q31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

42	As new areas of town are developed - please resist the urge to let developers do as they please. Since my arrival in town, ths city has spent far too much fixing problems that should never have existed - or were ignored for FAR too long. The infrastructure we HAVE must be maintained - and anything we add to it - we must budget to maintain!	Sep 7, 2011 2:43 PM
43	yes	Sep 7, 2011 11:40 AM
44	I think the lights at Hubbell need to be reviewed, you can sit at that light for 5+ minutes at night especially.	Sep 7, 2011 6:14 AM
45	Add street signs to 32nd St SW	Sep 6, 2011 6:08 PM
46	There should be questions related to the helpfulness and responsiveness of city staff.	Sep 3, 2011 8:19 AM
47	STOPPING the sewer backups!	Sep 2, 2011 2:32 PM
48	Make soccer field parking bigger - restaurants, grocery store.	Sep 2, 2011 2:23 PM
49	Need tornado sirens in north part of Bondurant with all the houses being built. If strong NW wint can't hear current sirens.	Sep 2, 2011 12:53 PM
50	Too much of a bedroom town, need more jobs in town.	Sep 2, 2011 12:34 PM
51	Full time Fire& EMS in near future with projected growth.	Sep 2, 2011 12:04 PM
52	When walking, there is quite a bit of trash around. Could there be more trash bins other than just the ones on Main St? I don't like to pick it up without somewhere to dispose of it. **Begin to plant trees because the large older shade trees have serious decay problems. When older trees come out, maybe require owners to plant a replacement (city \$ incentive to help).	Sep 2, 2011 11:41 AM
53	Has the city planned or created a business district where they hope businesses will eventually locate? Is there a planned industrial area? Bondurant's current downtown doesn't seem adequate to handle larger businesses and an increased population would seem to put a strain of festivals and events such as Summerfest. There do seem to be limited options for growth or available space so there may not be much that can be done but wondered if any ideas or plans had been formed?	Sep 2, 2011 10:54 AM
54	Vandalism on rise - need more patrols. Property taxes should be lowered. More low income housing for 60+ single women that includes lawn/snow maintenance. Grocery delivery, casual restaurants for those who can't or don't want to drive or cook. More general handymen businesses for people fixing up older homes - add info on City website listing local businesses like this.	Sep 2, 2011 8:32 AM
55	Too many people, kind of a bedroom town where it supports a lot of people, but we don't support the town and take business elsewhere. Quality of houses are pretty cheap. Not enough higher scale houses to choose from. Newer neighborhoods are starting to look unkempt. A lot of foreclosures after tax abatements up. I think the tax abatement should stop.	Sep 1, 2011 7:00 AM
56	Main negative I have heard about the town is the hwy through town splitting it in 2 and creating noise pollution	Aug 31, 2011 12:39 PM

Page 13, Q31. Are there areas we did not address or ask about that you think should be addressed in the comprehensive plan update? If so, please describe or list.

57	yes, the problem is and always has been a place for the children to go to. if we want to raise happy healthy kids then we must create a main street atmosphere for our children, thank you for listening.	Aug 30, 2011 6:30 PM
58	Please get a grocery store soon. A town of 4000 could easily support a Fareway or something of that nature.	Aug 20, 2011 3:30 PM
59	I believe there are certain streets that need to be looked at, whether parking should be allowed or not.	Aug 19, 2011 1:18 PM
60	plan for traffic getting worse. the answer is not just lowering speed limits.	Aug 14, 2011 10:10 PM
61	I don't think commercial businesses, like Synergy should be allowed directly across from a residential area. They would be better south of the newer Caseys. It's ruining the quality of the neighborhood (the noise at all hours and the dust).	Aug 13, 2011 12:17 PM
62	Concerned about the lack of space available (in my opinion) in the downtown area considering future growth. Bondurant grew 109% in population in the past 10 years. We need a planned city. One with a MUCH larger and useful city park for festivals and music concerts and shelters for families to use. We need a larger community center to accommodate groups and meetings and clubs and weddings (which is a potential business idea). Our baseball fields need to have a new traffic plan developed (one entrance and the same exit is ridiculous!) and I think having a pool would be dynamite! I know Bondurant is squeezed by two powerhouses for retail/commercial centers only 3 and 6 miles away, but a population of 4,000 and growing can sustain more business than what we currently have. I love this town. Can't wait to see it grow.	Aug 12, 2011 8:17 PM
63	need to get crime under control before anything please!	Aug 11, 2011 2:43 PM
64	Paine St SE should be connected to give greater connection to Paine Heights. This would create more traffic by the businesses that are currently along 65 possibly boosting their business. It would also reduce the amount of traffic at the intersection of 65 and 78th which would benefit the semi traffic from Diamond crystal foods. A grocery store would be a great addition to the city. As there are no grocery stores to the north or east of bondurant it would get use from other communities as well as our own.	Aug 11, 2011 1:53 PM
65	Lower the taxes and water, its way to high. If you want those of us that are already living here to stay give us a reason to. Once the kids are out of school I see no point in staying. In fact we are looking into open enrolling and moving to a small town that has lower taxes and water.	Aug 11, 2011 12:59 PM
66	I'd like to see Tennis Courts someday.	Aug 11, 2011 12:22 PM
67	need something where people can cross hwy 330 safely	Jul 27, 2011 12:33 PM
68	How will Bondurant be unique as compared to other neighboring communities?	Jul 26, 2011 12:06 PM
69	fix the bike trail have to drive to Valeria to get on	Jul 26, 2011 8:33 AM
70	need a walkway over the hwy for kids to walk to school	Jul 11, 2011 8:56 AM
71	Rate the current city services. Please CLEAN the streets of the sand left from winter. Its July!!!!	Jun 28, 2011 1:10 PM