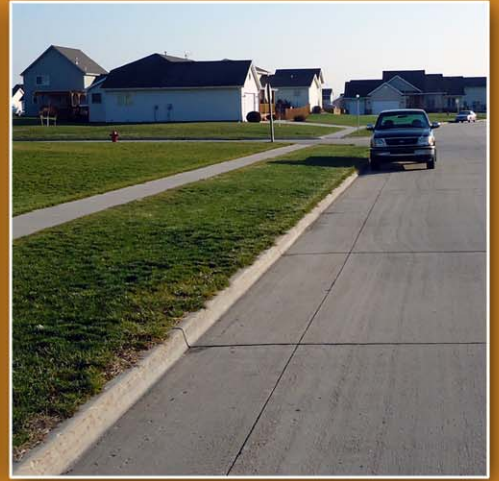


HUXLEY 2013 COMPREHENSIVE PLAN UPDATE



March 2013



HUXLEY
— HEART OF THE PRAIRIE —



SNYDER & ASSOCIATES
Engineers and Planners

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A COMPREHENSIVE DEVELOPMENT PLAN

Prepared with the Citizens of Huxley, with special thanks to the Steering Committee including the following members:

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Introduction

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INTRODUCTION

Huxley is a community of 3,317 people (per the 2010 Census) located in central Iowa approximately midway between Ankeny, Iowa (2010 population 45,582) and Ames, Iowa (2010 population 58,965). Huxley is also part of the Ballard Community School District which contains a population of nearly 5600 residents. Specifically located in south central Story County, Huxley contains many unique characteristics and has experienced unprecedented growth trends recently. In the five-year span between 2001-2007, over 300 residential lots and nearly 20 commercial/industrial lots have been platted. In the subsequent five-year span; 2007-2012; 92 single family lots, 26 townhome lots, and 20 commercial/industrial lots have been platted. Currently one-third of the residential lots have been built and all of the commercial/industrial lots remain. Five commercial/industrial businesses, however, have been built in Huxley since 2002 on previously platted lots throughout town, and one business, Kreg Tools, constructed a considerable expansion in 2005.

Since 2003, the City of Huxley has experienced a period of unprecedented growth in the residential, commercial and light industrial areas including Monsanto and Blue Sky development. With growth occurring in all of those areas, in 2011 Ballard Community School completed construction of a new High School Building and associated sport facilities. City parks also expanded with the addition of Trail Ridge Park and the nearly doubling of Centennial Park. The City of Huxley has also completed the construction of a new Water Treatment and Supply Facilities and a new Wastewater Treatment Facility.

The period of time between 2007 and 2012 proved to be a turning point in the history of Huxley. In order to ensure proper planning is maintained and smart development remains the focus of the community, it was determined the 2007 Comprehensive Plan for the City of Huxley needed to be updated. Since that time, a number of improvements have occurred and the City has refocused their vision on growth management and on their parks and trails systems.

Huxley remains poised for continued growth consistent with recent trends for several reasons. First, Huxley's location is ideal due to its proximity to the Des Moines metropolitan area and the City of Ames. In addition, the City is surrounded by high capacity transportation systems in Interstate Highway 35, US Highway 69 and Iowa Highway 210. And finally, the new Wastewater Treatment Facility, that came online October 2010, has opened an additional 2,500 to 3,000 acres of development area east and south of the current City limits to gravity sewer service. With new water supply and treatment facilities in place, the City is prepared for growth at nearly every level.

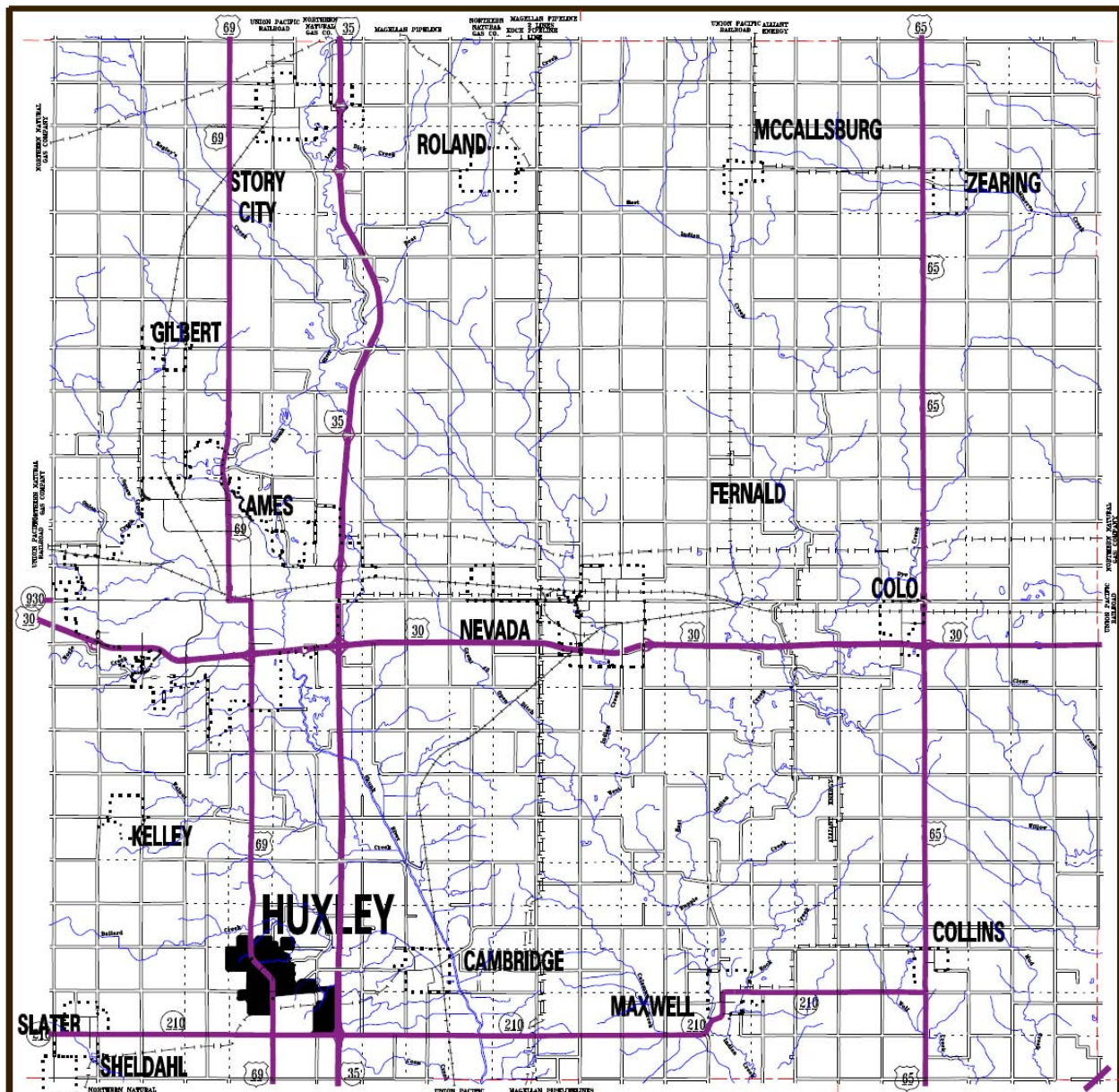
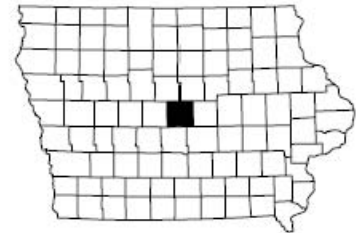
Vicinity Map

On the following page is a map illustrating where Story County is located in the State of Iowa and where Huxley lies within Story County. Specifically, the map outlines the routes of Interstate, US, and State Highways within Story County and the proximity of each highway to Huxley and the other communities. Huxley is one of two communities within Story County that has direct access to three separate highway systems. Interstate Highway 35, US Highway 69 and Iowa Highway 210 all service this community, which provides excellent opportunities for not only commuters, but also growth potential for the City. Ames is the second Story County community with direct access to three highway systems.

City of Huxley, Story County, IOWA



NOT TO SCALE



PURPOSE OF THE COMPREHENSIVE PLAN

At its most basic level, a Comprehensive Plan is a statement of policy and intent. It gives direction to the community as to the location, form, and function of growth. Since the Plan is a policy document, its recommendations must be implemented through the policies, programs, and ordinances dealing with both current and long term concerns and issues. Planning can result in budgetary savings and a more efficient, workable and attractive City. A Comprehensive Plan is a backbone of the community providing consistent direction over time with valuable information and predictability for residents and developers.

The Plan consists of several chapters, which include information on growth management, land use planning, parks and recreations, population, housing, public facilities and services, infrastructure and transportation. Each chapter contains factual based discussion, an analysis of future needs, and associated goals. As a result, this Comprehensive Plan provides a vision of Huxley's future, helping guide the growth of the community.

The Comprehensive Plan also provides a framework for land use regulations, recognizing that the people of a community live cooperatively and therefore have certain responsibilities to one another. These regulations determine how land is developed within a city and in its extra-territorial jurisdiction. Under Iowa law, land use regulations such as zoning ordinances must be established and enforced in accordance with an approved Comprehensive Plan. The zoning and subdivision ordinances should be designed to be supportive and consistent with the Comprehensive Plan.

Comprehensive planning does not end with adoption of the plan so an important aspect of any plan is its implementation. This Comprehensive Plan presents an integrated action program that will help city officials and staff to implement the goals of the community.

PLAN ADOPTION, UPDATE AND AMENDMENT

The time frame of this Comprehensive Plan is an approximately twenty-year period. However, the Plan does not present a snapshot of how Huxley will look at any specific point in time, since plan implementation will occur incrementally throughout the planning period. Furthermore, amendments to this document are likely to occur periodically during this time frame, as external forces and conditions change.

An important task for the Planning and Zoning Board, Parks and Recreation Board and staff is to continually assess growth and development trends, identify priority issues and, when necessary, propose amendments or supplements to this Comprehensive Plan. It is recommended that the Plan be updated as needed annually. Such amendments should be carefully prepared and evaluated, with ample opportunity for public input, as was the case with this plan. Needed amendments could be made in the interim in accordance with the procedures set forth in the Zoning Ordinance.

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Chapter 1

Strategic Planning Process

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STEERING COMMITTEE PROCESS

The 2013 Huxley Comprehensive Plan represents an update to the 2007 Huxley Comprehensive Plan which included a detailed Strategic Planning Process that called on Huxley's citizens to define its objectives for the next five, ten and, potentially, twenty years. At that time, a Community Resource Committee, representing a wide variety of interests in the community, coordinated this process. The strategic planning process involved the evaluation of six areas; Growth and Development, Infrastructure/Transportation, Community Issues, Housing, Quality of Life/Community Services, and Economic Development. A questionnaire was sent out to residents to evaluate the above mention areas. Ultimately over 200 citizens within the community and immediately outside the City limits responded to the questionnaire and returned them to the City for tabulating the data. The findings from this original Strategic Planning Process have been amended in the 2013 Comprehensive Plan Update to reflect changes that have occurred since the 2007 Plan was adopted.

On September 17, 2012 a meeting was held with City Staff to discuss the 2013 Comprehensive Plan objectives and goals. A process was developed for the 2013 Comprehensive Plan Update which includes a detailed study of the parks and trails systems. After this meeting, the procedure for the Growth/Development study diverged from the parks/trails study since different stakeholders were involved. Committee members were involved. The Steering Committee for the growth/development study was comprised of members of the Planning and Zoning Board (P&Z), the Zoning Board of Adjustments (ZBA) and City staff. The Steering Committee for the Park/Trails study was comprised of members of the Parks and Recreation Board (P&R) and City staff.

The first meeting on the Growth/Development portion of the project was held at the P&Z meeting on October 18, 2012 to review the Future Land Use Plan, Major Streets Plan and utility service areas. A follow up meeting was held at the P&Z meeting on November 19, 2012 to review revised maps. On December 17, 2012, a joint P&Z and ZBA meeting was held to review the draft report of the 2013 Comprehensive Plan Update. The Planning and Zoning Board held a Public Hearing on January 21, 2013 to present the comprehensive plan to the public and obtain feedback from the citizens of Huxley after which P&Z recommended City Council approval of the 2013 Comprehensive Plan Update.

The first meeting on the Parks/Trails portion of the project was held on October 3, 2012 to review the park inventory, survey findings and collect input. Prior to this meeting a questionnaire had been sent out to residents that produced a very low response from the public. The Parks and Recreation Board then held a public open house on November 7, 2012. The residents were very vocal at the open house and after the meeting a questionnaire was posted on Survey Monkey to gain community input. A follow up meeting was held with P&R on December 5, 2012 to review the summary of survey results and the proposed updates to the Parks/Trails portion of the comprehensive plan. A follow up meeting was held on January 9, 2013 to review the concepts for each park. P&R subsequently recommended City Council approval of the 2013 Comprehensive Plan Update.

Upon receiving recommendations from P&Z and P&R, the City Council met in a work session on January 29, 2013 to review the 2013 Comprehensive Plan Update. Revisions were made to the maps and report based on input from City Council. City Council then held a public hearing on March 12, 2013 on all aspects of the plan. Following the Public Hearing, City Council approved the 2013 Comprehensive Plan Update.

IDENTIFICATION OF HUXLEY'S ISSUES

As mentioned above, the 2007 Comprehensive Plan identified the community's strengths and weaknesses to develop Huxley's opportunities and constraints. Following is a summary of the opportunities available and constraints facing the community in a six distinct areas. This list has been updated to reflect changes that have occurred since the 2007 plan was adopted.

Growth and Development

Opportunities

- Commercial corridor through town (US Highway 69).
- Parks available for expansion (See Chapter 5).
- Available subdivision infrastructure for housing, commercial and light industry.
- Exposure to Interstate Highway 35, US Highway 69, and Iowa Highway 210.
- Relationship between City and Huxley Development Corporation.
- Annexed to I-35 with sewer and water services complete in 2007.
- Traffic signals at Centennial Drive allow better access.
- Traffic signals will be installed at E. First in 2013.
- New Larson Family Sports Fields.
- Prairie Ridge offers affordable house programs to households meeting low to moderate income guidelines.
- Now a safe pedestrian crossing at US 69/Oak/Main intersection with installation of signals in 2008.
- Ambulance service.

Constraints

- Utilities in Old Towne area and storm sewer in east part of City.
- New Fire Engine needed.
- School revenues impacted by Tax Increment Financing (TIF).
- Perception of a "bedroom community".
- Low number of jobs/commercial businesses.

Infrastructure/Transportation System

Opportunities

- New water supply and treatment facilities to accommodate growth.
- Heart of Iowa Trail through town.
- New wastewater treatment facility became operational in October 2010.

- Traffic signals added at US 69 at Oak/Main and Centennial
- Traffic signals proposed for US 69 at E. 1st Street in 2013.

Constraints

- With growth requires more maintenance personnel and equipment.
- Sidewalks in poor condition or completely missing need to be repaired/completed.
- Storm sewer system in Old Towne area needs improvements made.
- Need to continue with secondary storm systems through town to relieve sanitary sewer system.
- Storm water infiltration into the sewer system throughout town.
- Costs associated with the new wastewater treatment facility.
- Costs associated with the reconstruction of E. 1st Street.
- Gas service – outside franchise utilities (team).
- Closure of N. 5th Avenue poses multiple constraints through town.
- Access control on US 69 (new accesses require possible frontage road w/combined accesses)
- Interchange at E. First Street and Interstate 35 is a remote possibility.

Community Issues

Opportunities

- Heart of Iowa Trail through town.
- Inter-urban line potential.
- Big development partnering on trails/open spaces and green belts.
- Neighborhood vs. regional parks, variety in town.
- Newly constructed Ballard High School.
- Improved communication though online availability of Council minutes and communications thru utility bills.

Constraints

- New trails in existing part of town, low usage likely.
- Sharing of school/City facilities.
- Park land dedication process with new developments vs. bank park sites for future.
- Small town limitations for big town amenities.
- Pedestrian safety throughout town.
- Lacking a common identity or strong identity for Huxley.
- No formal yard waste collection program in town.
- Communication between City and community needs improvement.
- Lack of public involvement/volunteerism.
- Need to improve on disaster preparedness for citizens and City.
- Increase services with lower taxes and fees.

Housing

Opportunities

- Recommit to South Story County Alliance.
- Multiple types, zoning, densities available.
- Huxley is considered a clean City.
- Inspectors free up staff time and ensure quality/continuity.
- Prairie Ridge housing subdivision.

Constraints

- Perceived problem with TIF/school relationship.
- New homes being constructed are comparable in cost to homes being built in Ankeny.
- Inspectors enforcing codes with contractors.
- Need for more commercial/industrial developments to support housing.
- New lot prices need to be lower.

Quality of Life/Community Services

Opportunities

- Availability with new commercial and industrial will help to broaden tax base.
- Residential growth is strong.
- Community vision and partnerships (School and City share 3C's building).
- Churches, police and other services are adequate and poised for growth.
- Visionary Parks and Recreation Board with active programs.
- Large pool of volunteers.
- Service clubs – Heros/Kiwanis/Lions/Habitat for Humanity/etc...
- New ambulance service.
- City cemetery.

Constraints

- Two-year term for mayor is too short.
- Lighting in parks is needed.
- Heart of Iowa Trail through town needs to be paved.
- Fire and first responders work out of town during the day (BR community).
- Cost of training is inhibitive.
- Pedestrian safety is a concern and finishing the sidewalks program is critical.
- No Catholic Church in town.
- Yard waste collection vs. burning.

Economic Development

Opportunities

- Land is available for grocery store.
- Clothing/book stores.
- Restaurants.
- Lawyers and practices.
- Vision centers and practices.
- Sporting goods.
- Light industrial (computer business) “Clean Industry”.
- Ag-related backbone for support system.
- Security business.
- Cemetery/Funeral home.
- TIF/Tax abatement incentives.
- Specialized health care.
- Potential for partnering with similar developments (Van Wall and Case IH).
- Great employee pool with seven Universities/Colleges within 20 miles.

Constraints

- Water supply for certain types of development is limited.
- Potential need for a second water tower.
- Parks and recreation programs are lacking.
- Need for more commercial and manufacturing types of development.
- Common strategy known and communicated by all parties.
- Limit incentives to certain types of development.

CREATING THE VISION FOR THE FUTURE

Members of the Steering Committee are being asked to closely review the 2007 Strategic Plan and evaluate the outlined opportunities and constraints in light of the changes that have occurred and to evaluate the current relevance of each. This process provides a fresh look into the future, while acknowledging the strength of the original vision.

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Chapter 2

Community Profile

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PHYSICAL ENVIRONMENT

Geography

The City of Huxley is located in central Iowa, specifically south central Story County midway between Ames and Des Moines. The City lies on a plateau at 1040 feet in elevation, and is surrounded by agricultural land to three sides, and Ballard Creek and its tributaries to the northeast. The City is also in close proximity to other rural communities with Slater/Sheldahl to the west, Kelley to the northwest, Cambridge to the east, and Alleman to the south. All of these smaller communities are within a 4-mile radius of Huxley. A Federal and State highway system feeds City traffic to and from Interstate Highway 35.



View of agricultural land with Blue Sky development in background

Natural History

The natural history of the Huxley area is such that warm shallow seas once covered it. A constantly shifting shoreline left sedimentary layers of bedrock, which underlie the City today. Later, glaciers covered the site of Huxley, leaving in their wake some of the most fertile soil on the North American continent. When the last glacier retreated some 11,000 years ago, prehistoric animals returned, followed by Native American Indians, who used the area as a hunting ground for approximately 10,000 years.

The Ballard family first settled in the Huxley area in 1848. Known as “Ballard Grove”, it was the first settlement in Story County. Rebecca McDaniel was the first person to buy land on the actual site of Huxley today. A large group of Norwegian immigrants made a second settlement in the Huxley area in 1855. Huxley was platted and given its present name in 1881 by S.S. Merrill, a surveyor for the Milwaukee Railroad. He named the City after his uncle, Henry Huxley, a well-known British biologist and writer. In 1882, the Chicago, Milwaukee and St. Paul Railroad was constructed through the town. Huxley grew into a farm services community and a shipping point for the surrounding farm area, and was incorporated on August 28, 1902.

Soils

The bedrock underlying Huxley is an interbedded sequence of shale, siltstone, sandstone, clay, coal and limestone. The fertile soil covering the bedrock is comprised of loess, which is wind-deposited silt, and glacial till, which is pebbly clay deposited by glaciers. Virtually all the soil underlying and immediately surrounding Huxley is rated by the U.S. Soil Conservation Services as Classes I and II – the very best agriculture soils. Some of these soils have development constraints, ranging from slight to severe. The most common constraint is wetness, followed by shrink-swell, ponding, low strength and slope. The highest soils with the most severe development constraints are located to the south. Another area with severe development constraint is the low lying land locked area between E. 1st Street and E. 3rd Street and also between US Highway 69 and Circle Drive. Areas containing the fewest constraints are located to the east and northwest of the City.

Wildlife Habitat

White-tailed deer, raccoons, fox and other small wild birds and animals populate the Ballard Creek area, including portions within the City limits. Because there are relatively few such wooded areas in Iowa, it is important that this habitat be protected. One method of protection is to require new developments, both within the City and within the two-mile jurisdictional boundary, which are located along the creek, to include structural and vegetative setbacks, which would allow for a wildlife corridor or greenbelt.



Other Natural Resources

According to state officials and the City, Huxley and the area immediately surrounding it have no other known natural resources in need of documentation or protection, such as mineral or aggregate deposits, scenic or natural areas, or historic buildings or sites. If the existence of any such natural resources becomes known, the City will amend its plan and implement measures appropriate to document and protect these resources.

Energy Use

The City of Huxley conserves energy by virtue of its compact size and shape, which minimizes the need to travel. However, because of many of its residents commute to work in Ames and the Des Moines areas, it uses energy for this purpose. The City conserves energy through the recent development of a number of multifamily dwellings, by allowing smaller lots for some residences, by encouraging new industrial uses in the City, by encouraging compact and orderly urban growth, by adopting solar access provisions, and by encouraging energy audits and education.

Certain recent single family subdivisions such as Trailridge and Northview Heights have developed larger lots, which encourage larger homes. Energy consumption in those areas may appear above the average for the remaining parts of the City.

Pollution

The only significant source of air pollution and noise in Huxley is vehicular traffic, particularly US Highway 69 and Interstate Highway 35. No industries in the City contribute in any significant way to pollution. Water drawn from the City's wells must be demineralized, softened and chlorinated before use. The City's new sewer facility uses an oxidation ditch to treat sewage and dumps the effluent into a tributary to Ballard Creek. There are no solid waste disposal sites in or around Huxley. The City meets all state and federal air and water quality standards.

POPULATION TRENDS

Historical Population

The City of Huxley, located in Story County, Iowa; had a population of 336 at the time of its first census in 1910. The community grew fairly steadily until 1970 when the population of the city nearly doubled. This very high rate of growth continued thru 1980. As a result, the city saw a nearly 200% increase population through the 1960's and 1970's.

Reflective of the national recession in the real estate industry in the mid 1980's, Huxley's growth rate slowed but remained reasonably steady for two the next two decades. Beginning in 2000, the City has experienced a period of robust growth. It is important to note that this rapid growth has occurred in spite of the recent downturns in the real estate market both in Iowa and in the nation.

Table 2-1: Census Data		
Year	Population	% Increase for Decade
1910	336	-
1920	366	8.9
1930	362	-1.1
1940	392	8.3
1950	422	7.7
1960	486	15.9
1970	937	92.8
1980	1884	101.1
1990	2047	8.7
2000	2316	13.1
2006*	2959	*
2010	3317	43.2
		*Special Census
Source: United States Census Bureau: factfinder2. Census.gov		

As of 2010 Census, there were 3,317 people residing in Huxley. Historical census data, including special census, and the percentage of increase per decade is listed in Table 2-1 above.

Table 2-2 below contrasts Huxley's growth since 1980 with that of Story County and the State of Iowa, based on information provided by the US Census Bureau.

Table 2-2 – Population, 1980 – 2010

	Population				Percent Change			
	1980	1990	2000	2010	'80-'90	'90-'00	'00-'10	'80-'10
Huxley	1,884	2,047	2316	3,317	8.7	13.1	43.2	76.1
Story County	72,326	74,252	79,981	89,542	2.7	7.7	11.9	23.8
State of Iowa	2,913,808	2,776,755	2,926,324	3,046,355	-4.9	5.4	4.1	4.5

*Source – US Census Bureau

As the table above indicates, Huxley has consistently achieved higher growth rates than Story County and the State of Iowa over the last three decades. Location, amenities, services, ease of travel, and affordability all play key roles in attracting new people. For a city of its size, Huxley ranks high in all of the areas previously listed making Huxley an attractive place to live and work. The growth potential of a City is largely a function of its current population, size, composition, characteristics and spatial distribution. Many outside factors also influence growth especially in smaller towns, such as Huxley. Factors such as; commuting traffic, neighboring cities employment rates and job facilities affect the growth potential of every community.

Future Population

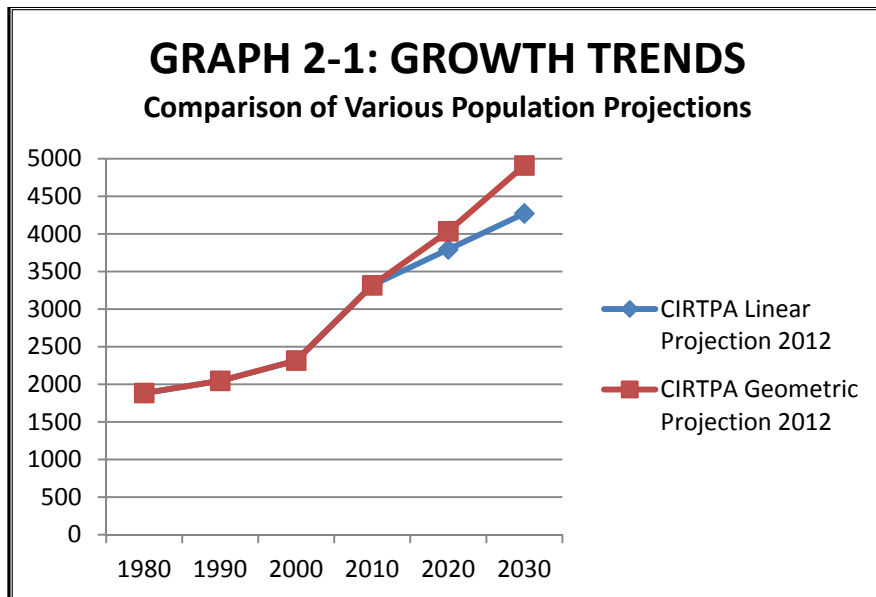
This Comprehensive Plan is intended to create a framework for the planned growth of the community. This means the future growth areas designated in the Growth Management Plan should reflect development the city can reasonably expect within the timeframe of the plan. While population projections are an inexact science, they are important in helping a city establish priorities.

This plan includes two projections for future growth provided by the Central Iowa Regional Transportation Planning Alliance (CIRTPA), prepared by transportation planners with the Des Moines Metropolitan Planning Organization (MPO) and based on demographic changes seen between 1980 and 2000. The geometric projection simply projects the most recent rate of change per decade forward. The linear projection instead utilizes the average rate of change per decade. The geometric project is more aggressive, due to the recent high growth rate the city experienced. Both population projections are included in the table below.

Table 2-3 – Population, CIRTPA Population Projections 2012

	Huxley Population Projections					
	1980	1990	2000	2010	2020	2030
Linear	1,884	2,047	2,316	3,317	3,795	4,272
Geometric	1,884	2,047	2,316	3,317	4,036	4,910

*Source – CIRTPA and Des Moines Area MPO



*Source – CIRTPA and Des Moines Area MPO

The growth potential of a City is largely a function of its location, population, and characteristics. Outside factors also influence growth especially in smaller towns like Huxley. Factors such as commuting distance and ease to neighboring cities, employment rates and opportunity, and amenities such as parks and recreation affect the growth potential of every community.

EMPLOYMENT

Huxley's workforce, according to the 2000 Census, consists of 1,641 employed citizens over 16 years of age. This is up 24.2% from 1,321 workers employed in 2000. Below, Table 2-4 illustrates the breakdown of the workforce of the community. Of the employed citizens, 32.1% are in educational services and public administration and 7.37% are in other service related occupations. 15.4% are in finance, insurance, professional, and related occupations.

Table 2-4 – Huxley Residents Employed by Industry, 2010

Occupation	Total
Employed civilian population 16 years and over	1,641
Agriculture, forestry, fishing and hunting, and mining	115
Construction	153
Manufacturing	178
Wholesale trade	26
Retail trade	194
Transportation and warehousing, and utilities	55
Information	20
Finance and insurance, and real estate and rental and leasing	112
Professional, scientific, and management, and administrative and waste management services	141
Educational services, and health care and social assistance	441
Arts, entertainment, and recreation, and accommodation and food services	42
Other services, except public administration	79
Public administration	85

*Source – US Census Bureau

Without possessing a high number of jobs located inside the City, Huxley's close proximity to Ames and Des Moines allows for a high percentage of citizens to commute to work located outside of the community. As evidenced in the 2007 plan, the number of commuters has increased to the point that over 85% of workers living in Huxley drive more than 10 minutes to work. That indicates there may be a need for additional jobs within the community of Huxley in order to adequately balance different land uses as the community grows.

Given the percentage of commuters living in Huxley, the City needs to maintain a continued focus on generating jobs within the community. Too high of a percentage of residential land use burdens the City from a revenue perspective. The City is required to maintain more infrastructure using residential taxable valuations as compared to commercial/retail or industrial uses. Thus, user rates may be higher for services such as water, sewer and possibly storm sewer in order for the City to complete an adequate maintenance program or Capital Improvements Program.

HOUSEHOLD SUMMARY

Based on the 2010 Census, the City of Huxley was comprised of 1,194 households. Of these, 43.5% had children under the age of 18 living with them. The average household size was 2.78 persons while the average family size was 3.25.

Given the number of households with children, it is not surprising the median age of the city was relatively young, at 31.2 years of age. As a breakdown, 34.1% of residents were under the age of 18; 7.2% were between the ages of 18 and 24; 29.4% were from 25 to 44; 20.4% were from 45 to 64; and 9% were 65 years of age or older. The gender makeup of the city was 48.6% male and 51.4% female.

The median household income in Huxley for the year 2010 is \$65,492. For comparison, the household income for 2000 was \$48,068; while 1990 was \$29,924; and 1980 was \$18,864.

Table 2-5 – Huxley Household Income Levels, 2010

INCOME AND BENEFITS (IN 2010 INFLATION-ADJUSTED DOLLARS)	
Total households	1,011
Less than \$10,000	49
\$10,000 to \$14,999	46
\$15,000 to \$24,999	29
\$25,000 to \$34,999	74
\$35,000 to \$49,999	145
\$50,000 to \$74,999	252
\$75,000 to \$99,999	207
\$100,000 to \$149,999	145
\$150,000 to \$199,999	32
\$200,000 or more	32
Median household income	\$65,492
Mean household income	\$78,568

*Source – US Census Bureau

Public Library

Huxley is served by a local library, located on the second floor of the 3C's facility, which also houses Parks and Recreation, City Hall, and a workout center. As of 2005/2006 the total number of volumes owned is 39,340 with the number of audio/video volumes totaling 2,580 and the number of reference volumes totaling 120. The number of checkouts during the 2005/2006 fiscal year was 74,565 as compared to 18,465 in 1995/1996, which computes to a 404% increase in library usage.

Volunteerism from Public

The City of Huxley is blessed with a fairly active contingent of volunteers throughout the City. Volunteers have donated time, talent, and materials for projects such as concession stand in Centennial Park and similar projects. Organizations and civic groups volunteer their time and effort to make improve the quality of life in Huxley. Focusing on opportunities presented by these active groups for smaller type projects that make the City a stronger place to live is something the City should continue to encourage.

Chapter 3

Growth and Development

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BACKGROUND INFORMATION

Huxley's incorporated City limits include 2,016 acres, approximately 1,024 acres, or 51%, is developed, with the remainder primarily in agricultural use. Approximately 49% of the developed land is in residential use, a higher proportion than that for most cities, other than bedroom communities. Approximately 4% of the developed land is in commercial or office use and another 5% is in industrial use. Nearly 9% of the developed land is being used for public facilities or schools and over 22% is used for parks and recreation. The remaining 11% is used as streets and alleys or other public rights-of-way.

As summarized in the Introduction section of this Plan, Huxley has recently experienced unprecedented growth. Most of Huxley's growth has occurred in two general areas, the north and the southeast. The Growth Management Plan indicates a fairly large amount of potential for growth, as Story County has zoned much of the surrounding land A-1, agricultural. The only exception is Deer Creek, which is zoned R-1, residential.

To further define Huxley's land usage, most of the industrial usage has occurred in the Huxley Development Park to the south side of the City and in the Monsanto/Blue Sky development area. Four distinct commercial/retail uses are located along Main Avenue toward the south center portion of the Olde Towne area, Ballard Plaza along the north side of US 69 east of the Oak Blvd/Main Ave intersection, south along US 69 on the east side of the highway toward the E. 1st Street intersection, and the medical services in Huxley Development Park along Highway 69.

The Existing Land Use Plan identifies current land uses, based upon the land use classifications and parcel designations assigned by Story County. The Existing Land Use Plan illustrates land uses within the corporate limits of Huxley as well as the surrounding planning area. The Existing Land Use Plan is included on the following page.

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








HUXLEY

— HEART OF THE PRAIRIE —

EXISTING LAND USE

Legend

-  Agricultural
-  Parks_Recreation_Resource
-  Rural Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Commercial
-  General Industrial
-  Public Facilities

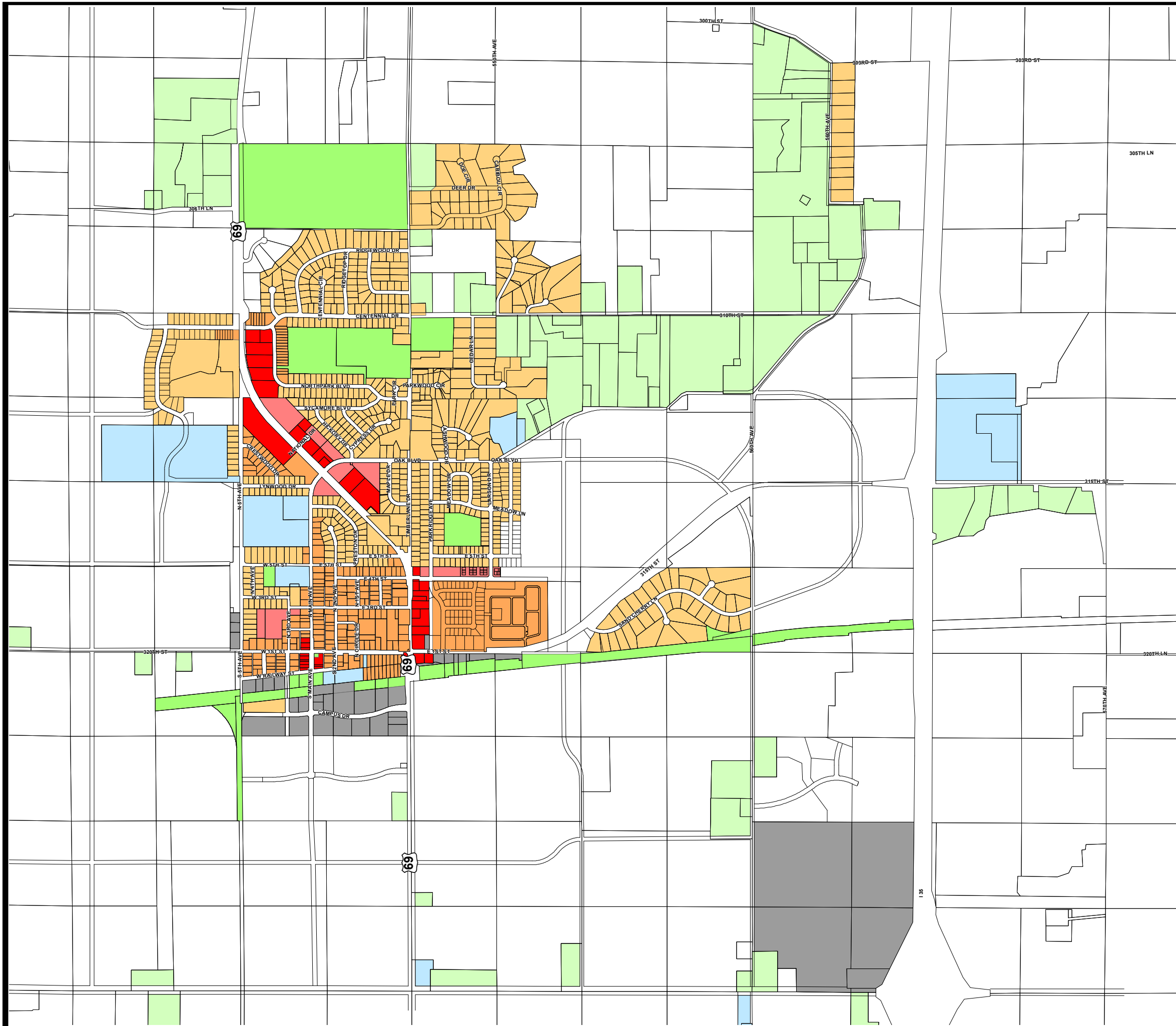
**2013 Comprehensive
Plan Update
Figure 3-1**



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SNYDER & ASSOCIATES
Engineers and Planners



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RECENT ANNEXATION HISTORY

In 2004, the City of Huxley annexed approximately 338 acres in the north central and northwest areas of the City. The primary purpose of this annexation was to facilitate additional residential and minor commercial developments being planned as well as an expansion to Centennial Park by local landowners. Of the 338 acres, nearly 105 acres has been developed into a residential and commercial subdivision with approximately 25 homes recently having been or currently being built. Also, included in the development of the portion of the annexation area west of US Highway 69, a church has been constructed and the Ballard Community School District has expanded its sports practice facilities to the west.

In 2005, a unique subdivision by Huxley's standards was developed east of town. Trail Ridge subdivision included an annexation of approximately 65 acres to facilitate the large lot residential development. The land immediately adjacent and to the east is of similar, if not more conducive, topography for a similar development of the same or near the same size.

Early in 2006, the City of Huxley expanded its corporate limits to Interstate Highway 35 and Iowa Highway 210. The primary purpose in annexing to the southeast was to accommodate a request by both Monsanto and Van Wall Industries to be served with Huxley sewer and water. The annexation included nearly 340 acres and includes a \$5 million public improvements project to construct the sewer and water mains as well as nearly a mile of street paving. By the time the Monsanto and Van Wall facilities are complete, tens of millions of taxable infrastructure will have been added to the City of Huxley.



Monsanto Development near Interstate 35 on Iowa Highway 210

Approximately 38 acres was also recently annexed to the south of town and west of US Highway 69. This annexation is necessary to accommodate an expansion to the Huxley Development Park immediately south of the current park. The project is currently under construction and is being sponsored through a joint partnership between the City of Huxley and the Huxley Development Corporation.

Since 2007, the City of Huxley annexed a large tract of land adjacent to the northeast corner of the city. This annexation brought the Wastewater Treatment Facility into the city as well as land on the east side of 560th Street, just to the northwest of Blue Sky development.

PAST GROWTH

As indicated previously, Huxley has experienced recent growth trends that are similar to those of the 1960's and 1970's. Since 1986, the City of Huxley has issued 382 new housing start permits and 41 new commercial permits. Of those totals, 128 permits have been issued for new housing and 6 for new commercial since January 1, 2007. However, the City has a reasonable inventory of residential lots, in a variety of locations and price-ranges, waiting for homes to be built. With the recent platting of Huxley Development Corporation Plat 3, there are and additional 11 commercial/light industrial lots available for construction.

Table 3-1 – Huxley Building Permit History

Year	Houses	Commercial	Other
1986	2	1	11
1987	2	1	11
1988	2	2	7
1989	2	1	11
1990	4	3	16
1991	5	4	10
1992	8	2	17
1993	10	1	13
1994	11	1	28
1995	7	2	17
1996	9	3	32
1997	7	0	30
1998	3	0	36
1999	11	1	32
2000	10	2	33
2001	23	2	33
2002	10	2	56
2003	16	2	41
2004	23	2	47
2005	57	1	50
2006	32	2	35
2007	39	2	63
2008	12	0	44
2009	16	1	36
2010	11	1	28
2011	16	2	34
2012	34	0	36
TOTAL	382	41	807



*Source – City of Huxley

LAND USE PLAN GUIDELINES

Huxley's plan for Future land use, illustrated on the following page, is incorporated into the Comprehensive Plan Update as Future Land Use Plan. This Future Land Use Plan identifies more land for development purposes than has been forecasted for the planning period. Identification of more land for each use than is necessary provides flexibility, allowing for multiple development opportunities. A variety of choice avoids giving an unfair advantage to a limited number of property owners in the real estate market. Further, it provides more opportunity to developers if property owners are unwilling to sell their land, particularly farm land, for development purposes.

This Future Land Use Plan is intended to provide general guidelines for future land use. Land uses boundaries are conceptual in nature, with the emphasis being on the relationship between adjoining land uses and physical features. While a Future Land Use Plan provides a development vision for the City that guides participants in the process of community building, it cannot anticipate the design or specific situation of every rezoning application. Therefore, the plan should not be taken as literal, rather it provides a context that helps decision-makers, City staff, elected officials, and developers make logical decisions, which implement the plan's overall principles.

The Future Land Use Plan is included on the following page. This plan establishes a number of categories of land uses, some of which provide for single primary uses while others encourage mixed uses. Two tables are included in this section to help approving agencies interpret the intentions of the Land Use Plan. Table 3-2 presents and defines the various categories proposed in the plan and establishes criteria for their application. Table 3-3 presents a land use compatibility guide, which assesses the relationships between adjacent land uses and provides a basis for review of land use proposals based on their surroundings. These tables together form a framework for those involved in land use decisions which provides both needed flexibility and consistency with the plan's overall objectives.

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HUXLEY

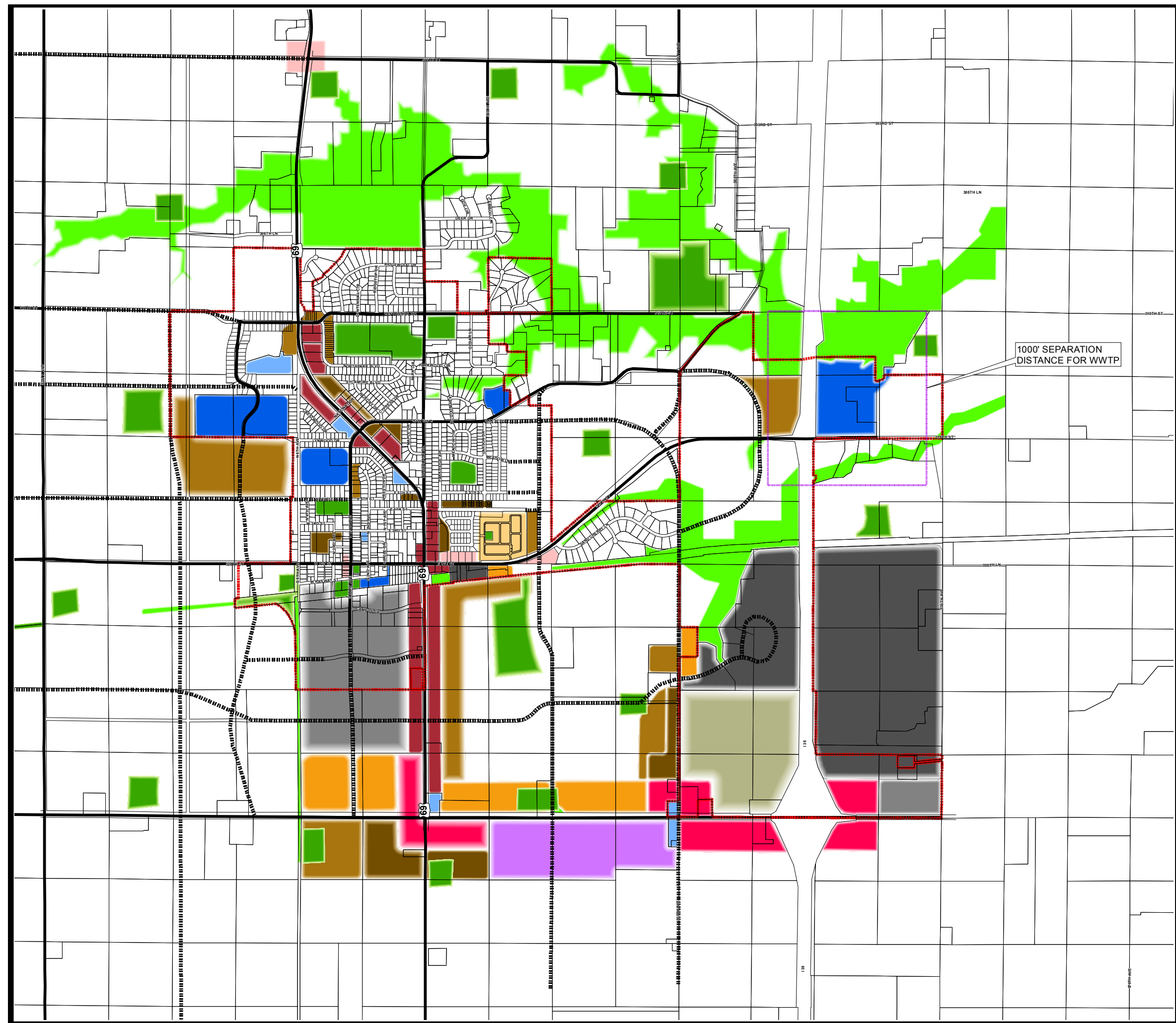
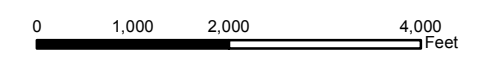
— HEART OF THE PRAIRIE —

FUTURE LAND USE

Legend

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Mobile Home
- Highway Commercial
- Neighborhood Commercial
- Retail/Office
- Office Park
- General/Heavy Industrial
- Light Industrial
- Light Industrial/Agribusiness
- Civic Government/Schools
- Civic Religious
- Parks
- Open Space/Golf Course
- Major Street - Future
- Major Street - Existing
- Corporate Boundary

2013 Comprehensive
Plan Update
Figure 3-2



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LAND USE DESIGNATIONS

The Future Land Use Plan designates a variety of types of land uses. In order to fully understand the intent of the Future Land Use Plan, these land uses must be defined in a manner that is understood by city officials, staff and the general public. Table 3-2 provides a clear definition for each future land use classification. An appropriate density range is indicated for each residential land use clarifications in order to provide a practical means of differentiating between these classes. The table also establishes specific criteria for each land use classification to provide for their appropriate application in development projects. Specific uses, when listed, are to be considered representative.

Table 3-2: Land Use Designations

Class	Uses	Density	Application / Criteria
Open Space / Golf Course	<ul style="list-style-type: none"> Restricted land uses with few or no structures such as recreational trail systems, golf courses, and sports fields. Civic uses may be allowed with special permission 	-	<ul style="list-style-type: none"> Applies to woodlands and FEMA floodplain Applies to areas of significant environmental constraint such as slopes steeper than 10%
Parks	<ul style="list-style-type: none"> Restricted land uses Use should comply with Parks Master Plan Trails should be provided for connectivity to neighborhoods and facilities 	-	<ul style="list-style-type: none"> Applies to existing and future park facilities Areas should be reserved for long-term urban park and recreation
Low Density Residential	<ul style="list-style-type: none"> Restrictive land uses, emphasizing single-family detached dwellings Agricultural uses are allowed as urban reserve Civic uses and churches may be allowed Open spaces and trails should be encouraged Large lot rural subdivisions should be avoided where obstructive to future development 	1-4 dwellings per acre	<ul style="list-style-type: none"> Should be buffered from adverse impacts including noise, odors, air pollution and light pollution Should provide a framework for streets, trails and open space Trails should be encouraged
Medium Density Residential	<ul style="list-style-type: none"> Limited land uses, primarily single-family attached dwellings, townhomes May include some single-family detached dwellings or “garden” homes Multiple-family dwellings may be permitted with special review and criteria Civic uses and churches are generally allowed with special permission for high intensity uses 	4 - 8 dwellings per acre	<ul style="list-style-type: none"> Complexes to have articulated scale, maintain identity of individual units Develop with adequate size to provide full service May serve as transition from single-family to high density or neighborhood commercial uses Open spaces and trails linkages encouraged
High Density Residential	<ul style="list-style-type: none"> Limited land uses, primarily single-family attached dwellings (townhomes, row houses) Civic and churches uses are generally permitted where compatible Open spaces and trails should be encouraged Traffic should have direct access to arterial or collector streets 	> 8 dwellings per acre	<ul style="list-style-type: none"> Complexes to have articulated scale, maintain identity of individual units Develop with adequate size to provide full service May serve as transition from low/medium density dwellings to less compatible land uses Integrate into the fabric of nearby residential area while limiting adverse impacts (traffic, noise, visual) Attractive landscaping required

Table 3-2: Land Use Designations continued

Class	Uses	Density	Application / Criteria
Mobile Home Park	<ul style="list-style-type: none"> · Restricted land uses to accommodate mobile homes within a community of like dwellings · Storm shelters must be provided · May include park amenities such as laundry and recreation centers 	6-16 dwellings per acre	<ul style="list-style-type: none"> · Park amenities are encouraged · Open spaces and trails should be encouraged · Integrate into neighborhoods while limiting adverse impacts (traffic, noise, visual) · Attractive landscaping required ·
Mixed Use	<ul style="list-style-type: none"> · Incorporates a mix of residential, office and limited retail and commercial uses · Developments should be designed to integrate uses through public plaza, benches · High intensity uses should have direct access to arterial or collector streets · Drive thru banking or laundry drop off lanes may require buffering to residential areas; drive through restaurants should not be permitted unless the negative impacts can be mitigated · Open space and trails are to be encouraged · Parking should avoid large lots visible from major streets or residential uses · 	-	<ul style="list-style-type: none"> · A new district for mixed uses, including residential, office and limited commercial uses within a Planned Development should be implemented · Buildings may include retail uses on first floor and residential uses on upper floors · Open space, plazas, and amenities should be provided · Pedestrian linkages and trail connections should be provided
Civic: Government / Schools	<ul style="list-style-type: none"> · Includes public facilities serving Ballard Schools, Huxley, or Story Co., such as schools, athletic fields, administration, police, fire, water, wastewater or maintenance facilities · Accommodates centers of community activity, museums, libraries, churches · High intensity uses should have direct access to arterial or collector streets · 	-	<ul style="list-style-type: none"> · May be permitted in several land use classifications; Special Use Permit should be required in residential areas · High intensity uses should have direct access to arterial or collector streets
Civic: Religious	<ul style="list-style-type: none"> · Includes worship centers, dwellings for religious leaders, cemeteries, mausoleums · High intensity uses should have direct access to arterial or collector streets 	-	<ul style="list-style-type: none"> · May be permitted in several land use classifications; Special Use Permit should be required in residential areas · Should avoid prime commercial parcels when possible · High intensity uses should have direct access to arterial or collector streets

Table 3-2: Land Use Designations continued

Class	Uses	Density	Application / Criteria
Neighborhood Commercial	<ul style="list-style-type: none"> · Offers a limited range of low intensity commercial uses intended to provide services to adjoining neighborhood · Drive-thru restaurants should not be permitted unless the negative impacts can be mitigated · Drive thru banking or laundry drop off lanes may require buffering to residential areas; drive through restaurants should not be permitted unless the negative impacts can be mitigated 		<ul style="list-style-type: none"> · Buildings should be residential in character (1-story, pitched roofs, no night operations, low lighting and noise levels) Larger structures should be broken up with articulated rooflines and facades, particularly facing public streets · Vehicle dominance should be moderated; parking areas should be softened by design and landscaping · Must provide buffering from adverse impacts to residential area including noise, smells, air pollution and light pollution. · Nighttime hours should be avoided · Service areas and HVAC units should be screened · Provide pedestrian/bicycle linkage to nearby residential
Office Park	<ul style="list-style-type: none"> · Includes office buildings in a campus setting · Accommodates limited commercial uses, such as restaurants, as accessory uses only to serve the adjacent office park · A new district for Office Parks within a Planned Development should be implemented 	-	<ul style="list-style-type: none"> · Buildings should have a cohesive architectural character or theme · Pedestrian linkages between uses should be provided · Development should have a campus-style atmosphere · Parking should avoid large lots visible from major streets or residential uses; preference should be for multiple small lots · Should have uniform signage · Design for good internal traffic flow · Provide pedestrian/bicycle linkage between uses to adjoining systems
Retail / Office	<ul style="list-style-type: none"> · Includes retail uses, with the exception of big box stores over 10,000 sf · Includes office use, and medical offices. · May include medical clinics · May include restaurants, drive-thru restaurants, and drinking establishments · Public plaza areas should be encouraged 	-	<ul style="list-style-type: none"> · Should be located in commercial nodes or along Highway 69 · Development should emphasize relationship to adjacent businesses · Landscaping and restrictive signage standards should be maintained · Provide pedestrian/bicycle linkage to nearby residential · Avoid large expanses of parking visible from public streets · Traffic systems should provide food traffic flow · Historic preservation is a significant value

Table 3-2: Land Use Designations continued

Class	Uses	Density	Application / Criteria
Highway Commercial	<ul style="list-style-type: none"> · Includes a variety of commercial uses, particularly those attracting regional customers · Accommodates larger, big box retail as well as larger expanses of parking areas · 	-	<ul style="list-style-type: none"> · Should be situated on an arterial street · Design should offer alternative routes and good internal traffic flow; adjoining uses should be interconnected · Good landscaping should be required for new developments, including street trees along parkways and green streets · Restrictive signage standards should be maintained · Avoid locating adjacent to low density residential · Mitigate impacts to adjoining residential uses thru buffers ·
Light Industrial	<ul style="list-style-type: none"> · Includes limited industrial uses which do not generate noticeable external impacts, with the exception of truck traffic, including office/warehouse buildings · Less intensive light industrial uses, such as warehousing, may be situated near residential uses if the negative impacts due to traffic and noise are mitigated · Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses 	-	<p>Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy truck traffic without detrimental impact to residential uses or neighborhoods</p> <ul style="list-style-type: none"> · Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses

Table 3-2: Land Use Designations continued

Class	Uses	Density	Application / Criteria
Light Industrial/ Agribusiness	<ul style="list-style-type: none"> · Includes crop production and research fields · Accommodates offices, warehouses, limited industrial uses which do not generate noticeable external impacts, with the exception of truck traffic · Does not include retail sale of chemicals such as anhydrous ammonia except by Special Use Permit · Does not include livestock or animal production, feedlots or confinements 	-	<ul style="list-style-type: none"> · Should be located away from residential uses due to potential dust and odors · Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy traffic without detrimental impact
Heavy Industrial	<ul style="list-style-type: none"> · Includes industrial uses that may generate noticeable external impacts including increase truck traffic · Should be situated on an arterial street. · Should be well buffered from all other uses; light industrial uses are recommended as a transitional use to less intensive uses · Access off collector streets may be permitted only if the street is designed to accommodate heavy truck traffic without detrimental impact to adjoining uses. · Truck routes should be established that bypass residential or commercial areas · Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses · Uses with significant external impacts should be subject to stringent development review. 	-	<ul style="list-style-type: none"> · Should be located near the I-35 interchange, designated areas are on east side of interstate · Must be located away from residential uses due to potential adverse impacts including noise, odors, traffic, visual · Avoid detrimental environmental impacts related to air and water quality · Must comply with all applicable regulatory/permitting agencies · Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy traffic without detrimental impact

COMPATIBILITY GUIDELINES

The Future Land Use Plan strives to avoid creating new areas of incompatibility between adjoining land uses, primarily through incorporating transitional land uses which reduce the degree of incongruity. Where incompatibility exists, planning techniques may be applied to minimize negative impacts to less intensive uses. These techniques incorporate the use of buffers, screening in the form of landscaping or opaque fencing, berms or a combination thereof. Parkways may be considered such a planning technique, based upon the parkway design guidelines including appropriate landscaping buffers.

Table 3-3 ranks the relative compatibility between each of the land uses found in the Future land Use Plan with a compatibility code based on degree of incompatibility.

Proposed land use for a specific property should be studied for compatibility with the current adjacent land uses as well as with the future land uses as designated on the Future Land Use map.

Mixed Use and Mixed Residential land use classifications are not specifically included in the table since each class covers a wide range of land uses. The specific development project should be reviewed with respect to the proposed uses being proposed for a specific portion of the site and their compatibility with immediately adjacent uses outside the development. Further, any mixed use development should be reviewed with respect to internal compatibility through the planned unit development review process.

Table 3-3 – Land Use Compatibility Guide

Proposed Land Use	Civic	Low Density Residential	Medium Density Residential	Mobile Home	High-Density Residential	Neighborhood Commercial	Mixed Use & Office Park	Retail/Office	Mixed Use & Office Park	Highway Commercial	Light Industrial	Heavy Industrial & Agribusiness
Large Lot Residential	3	5	4	4	2	1	1	2	1	1	1	1
Low-Density Residential	3	5	4	3	2	2	2	2	2	2	1	1
Medium-Density Residential	3	4	5	4	3	3	3	3	3	2	1	1
Mobile Home	3	3	4	5	4	3	1	4	1	3	1	1
High-Density Residential	4	2	3	4	5	4	4	4	4	3	1	1
Office	4	2	3	4	4	5	5	5	5	5	3	3
Neighborhood Commercial	3	2	3	3	4	5	4	5	4	5	3	3
Community Commercial	3	2	2	3	3	5	4	5	4	5	3	3
Mixed Use	4	2	3	1	4	4	5	5	5	4	2	2
General Industrial	1	1	1	1	1	3	2	3	2	3	5	5
Schools/Public Facilities	5	3	3	3	4	3	4	4	4	3	1	1
Utilities	2	2	2	2	2	2	2	2	2	3	5	5

1. The proposed use is incompatible with adjacent land uses. In general, proposed uses with this level of conflict will not be permitted.
2. The proposed use has significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses.
3. The proposed use may have potential conflicts with existing adjacent uses, which may be remedied or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects.
4. The proposed use is basically compatible with the pre-existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.
5. Identical to pre-existing land uses or completely compatible. Development should be designed consistent with good planning practice



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GROWTH MANAGEMENT PLAN

Based on previous Strategic Planning efforts and input from the Steering Committee, the City of Huxley has developed policy statements to identify key strategies for implementing the community's goals to accommodate growth and development. These statements provide the guiding assumptions for the comprehensive development plan and implementation.

The City of Huxley should:

1. Encourage a variety of land uses and living environments in order to maintain the City's tax base, provide ample development opportunities and provide for the established and future needs of the citizens.
2. Require new developments to assume a share the burden of improved and/or extended regional infrastructure including neighborhood parks.
3. Direct growth to prioritized growth areas and encouraged in areas that are cost efficiently served by the sanitary sewer system.
4. Review and update the city's development regulations to meet the city's objectives for sustainable development and to offer opportunities for innovative approaches to development.
5. Encourage redevelopment of vacant commercial and residential sites within the city to utilize existing infrastructure and/or maximize use of existing service areas.
6. Actively consider improvements to specific gravel roads to open up new development areas that are located within existing service areas.
7. Make transportation-related decisions in consideration of land use impacts including, but not limited to, access management, adjacent existing and future land use patterns, and designated uses and densities.
8. Preserve and develop transportation corridors, including the parkway, as development occurs and establish design guidelines for parkways.
9. Encourage, promote and harness economic development partnerships between local entities and private companies to assist existing and expanding business enterprises and to attract new businesses, particularly to the industrial park.
10. Require new developments to design subdivisions in an environmentally sensitive manner, including protection of wetlands and areas of severe slopes.
11. Require open space, park land and trail easements to be dedicated to the City as development occurs.
12. Encourage regional detention to serve larger commercial and industrial areas rather than multiple, smaller basins.
13. Create new zoning districts, including mixed use district, neighborhood commercial district and office park district, to implement the recommendations of the Future Land Use Plan.
14. Require sound planning principals for buffering incompatible land uses such as highway commercial and single-family residential. Buffers between industrial and residential uses.

Priority Growth Areas

This Comprehensive Plan forecasts the greatest potential for future growth occurs in the south, adjacent to Highway 69 and Huxley Development Park, and in the northwest near the new Ballard High School. This forecast is reasonably consistent with the growth projections in Huxley's 2007 Comprehensive Plan.

Although the current and historic growth trends are important indicators of where future growth will occur, the location of future growth areas is also subject to the direction of development pressures. The City should encourage growth in the desired direction by providing the appropriate infrastructure to support such growth. This may include street improvements that open up desirable areas for development purposes.

The Growth Areas Plan is illustrated on the following page. Future expansion consider the cost efficiency of utility extensions, particularly as it relates to sanitary sewer system. It is more economically feasible and sustainable for the city to expand sanitary sewer service areas through the extension of gravity sewers wherever possible. As a result, this plan prioritizes future growth areas into two classifications: high priority and low and priority. High Priority Growth Areas are located within an existing sanitary sewer service area. Low Priority Growth Areas are located outside an existing sanitary sewer service area.







The phasing of future annexations will need to address the needs of the city at the time and the cost of providing services compared to potential revenue, while considering the City's long-term growth potential and desired future land uses.



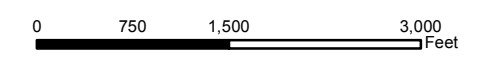
HUXLEY
— HEART OF THE PRAIRIE —

GROWTH MANAGEMENT PLAN

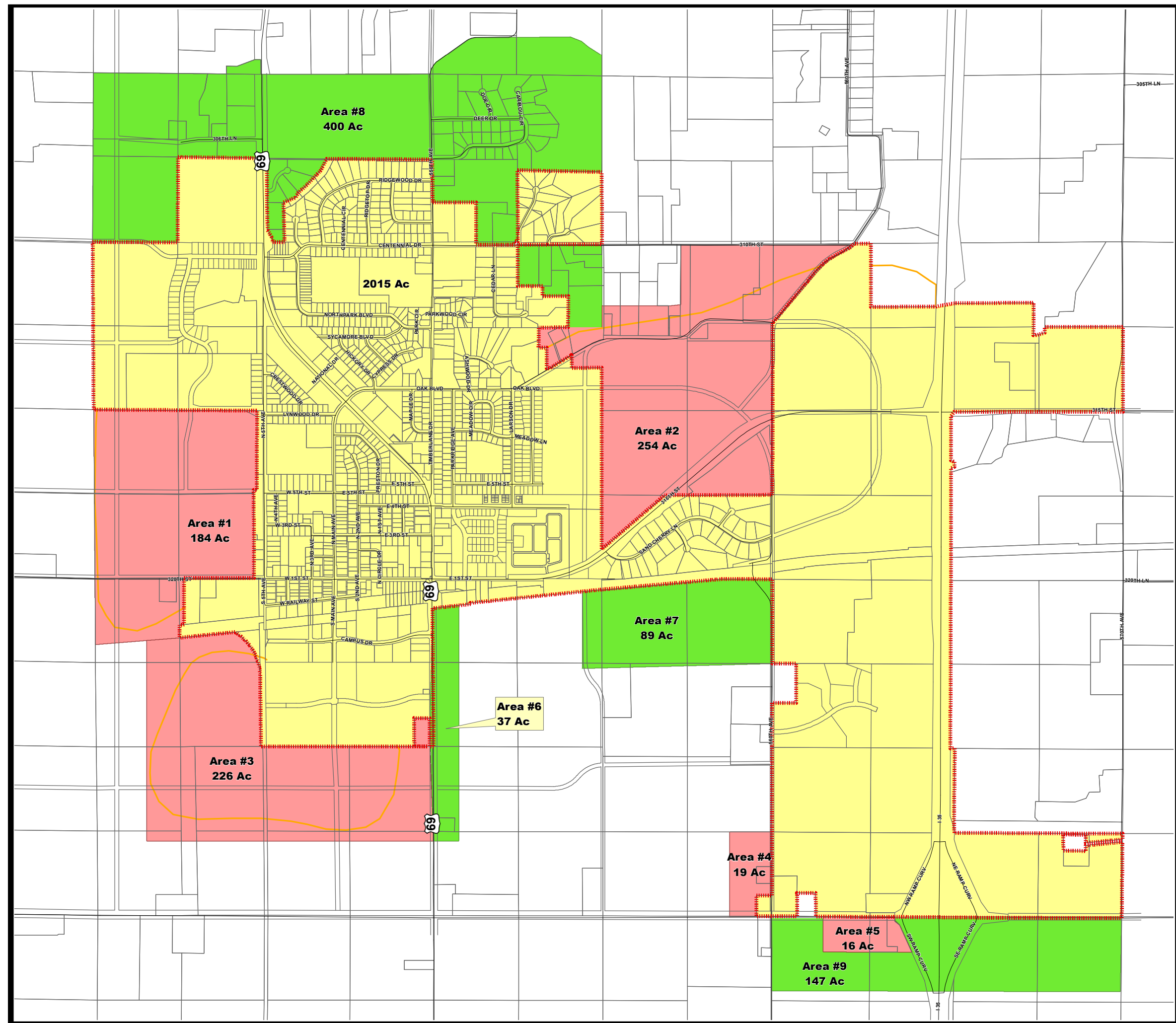
Legend

-  Incorporated
-  High Priority Growth Area
-  Low Priority Growth Area
-  Sanitary Sewer
-  Planning Boundary
-  Corporate Boundary

**2013 Comprehensive
Plan Update
Figure 3-3**



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Engineers and Planners



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Chapter 4

Housing

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HOUSING

Housing Stock

The future housing stock of Huxley will depend on the affordability, quality and availability of homes in the City. Of the housing stock in Huxley, a majority is single-family units, along with multi-family units and a mobile home park. Huxley's existing housing stock is comprised of the following dwelling unit split, based on the 2010 Census data:

Table 4-1 – Housing Stock, 2010

Housing Type	Number	Percent of total
Single-family detached	792	63.9%
Single-family attached; Duplexes	80	6.5%
Multi-Family	217	17.5%
Mobile Home	150	12.1%
TOTAL	1239	100%

*Source – US Census Bureau



Recent home built in Trail Ridge Subdivision

These figures indicate that there has been a fairly consistent trend to single family dwellings. In the 1987 comprehensive plan there had been a trend away from single family dwellings towards increased numbers of duplexes, multi-family units and mobile homes. However, since 1987 the trend has gone back towards an increase in the number of single-family dwellings. This is probably based on the new multi-family and mobile home units available in the 1970 to 80's and therefore an increase was seen over this period of time in those types of dwelling units. Since the 70's the single family home has again taken over in the number of permits issued and the amount of land developed for subdivisions. Since 1997, however, there had been a significant increase in mobile homes in Huxley, however given the redevelopment of one large mobile home park, the 2010 data may overstate the percentage of mobile home dwellings in the City.

Vacancy Rates

Table 4-2 – General Housing Characteristics, 2010

Subject	Number	Percent
OCCUPANCY STATUS		
Total housing units	1,239	100.0%
Occupied housing units	1,142	92.2%
Vacant housing units	97	7.8%

*Source – US Census Bureau



Duplex located on Main Avenue North

Vacancy rates for 2010 indicate there are 97 vacant units in Huxley which equates to an 8.5% vacancy rate. While the number of vacancies is somewhat higher than in 2000, this is reflective of the downturn in the housing market which extends the time homes are on the market for sale. That being said, the vacancy rates is very low compared to the state averages. This shows the housing in Huxley is in high demand and when a unit is open it is quickly occupied.

Rental Units

The average median rent for 2010 in Huxley is \$588 with 231 units available, ranging in rent from less than \$100 to \$1,000 or more. These rental units could be multi-family units, single-family units, duplexes or mobile homes.

Table 4-3 – Contract Rent and Gross Rent, 2010

Subject	Number	Percent
Specified renter-occupied housing units	231	-
CONTRACT RENT		
Less than \$200	5	2.2
\$200 to \$299	16	6.9
\$300 to \$499	24	10.4
\$500 to \$749	175	75.8
\$750 to \$999	11	4.8
\$1,000 to \$1,499	0	0.0
\$1,500 or more	0	0.0
Median (dollars)	\$588	-

*Source – US Census Bureau

Housing Conditions

Housing units in Huxley are in fairly good condition. Based on the 2010 data provided by the US Census Bureau, the average age of a Huxley home is approximately 33 years. There were no dwellings in a dilapidated state or without appropriate services. This is a positive reflection on the people of Huxley, as they take pride in their homes and clean community. A majority of the housing units were built between 1960 and 1979. Based on data provided by the City, since Huxley's 2007 comprehensive plan, though year 2012, a total of 128 homes have been constructed.



Home located on Main Avenue North

Table 4-4 – Age of Housing Stock, 2010

Subject	Number	Percent
YEAR STRUCTURE BUILT		
Total housing units	1,239	100%
Built 2000 or later	327	26.4%
Built 1990 to 1999	112	9.1%
Built 1980 to 1989	108	8.7%
Built 1960 to 1979	491	39.60%
Built 1940 to 1959	63	5.1%
Built 1939 or earlier	138	11.2%

*Source – US Census Bureau



Home located on Main Avenue North

Value of Housing Units

The median value of housing units in Huxley is \$156,400., based on the 2010 Census. The highest number of homes (204) have a value in the \$150,000 to \$199,999 range. A close second (198) are homes valued between \$100,000 to \$149,999. The following summarizes the number of single-family new house construction building permits have been issued and the average cost of those homes:

Value of New Single-Family Home Construction:

1996: 9 buildings, average cost: \$160,000
 1997: 7 buildings, average cost: \$143,300
 1998: 3 buildings, average cost: \$137,200
 1999: 11 buildings, average cost: \$169,200
 2000: 10 buildings, average cost: \$218,800
 2001: 23 buildings, average cost: \$200,000
 2002: 10 buildings, average cost: \$203,200
 2003: 16 buildings, average cost: \$218,800
 2004: 23 buildings, average cost: \$198,000
 2005: 56 buildings, average cost: \$201,400
 2006: 45 buildings, average cost: \$189,400
 2007: 39 buildings, average cost: \$188,000
 2008: 12 buildings, average cost: \$276,000
 2009: 16 buildings, average cost: \$226,000
 2010: 11 buildings, average cost: \$243,000
 2011: 16 buildings, average cost: \$199,000
 2012: 34 buildings, average cost: \$195,000



Patio Homes Built in Northview Heights

Table 4-5 – Value of Mortgage Status, 2010

Subject	Number	Percent
VALUE – Specified owner-occupied housing units	780	780
Less than \$50,000	95	12.2
\$50,000 to \$99,999	63	8.1
\$100,000 to \$149,999	198	25.4
\$150,000 to \$199,999	204	26.2
\$200,000 to \$299,999	129	16.5
\$300,000 to \$499,999	81	10.4
\$500,000 to \$999,999	10	1.3
\$1,000,000 or more	0	0.0
Median (dollars)	156,000	-
MORTGAGE STATUS		
Owner-occupied units	780	780
Housing units with a mortgage	593	76.0
Housing units without a mortgage	187	24.0

*Source – US Census Bureau

Future Housing Needs

The 2007 plan indicated a need to provide affordable housing units. The City of Huxley completed a redevelopment project in Prairie Trail that created approximately 50 lots available for low to moderate income housing and established financial incentives to help make this housing more readily available.



Different single family home styles built in Trail Ridge (left) and Meadow View (right)

The population projections for Huxley predict an increase of approximately 955 to 1,593 people by the year 2030. Huxley's current population and number of households give a household size of 2.7 people per household. Based on this information, there will be a need for as many as 590 additional households by the year 2030.

Future Residential Acreage Needed

Based on an average overall vacancy rate of 8.5% and an average density of 3.5 dwelling units per acre for all housing types, the land needed for 590 residential uses would be at least 168 acres.

However, given the needs for additional parks and open space that accompany residential development, it is not unreasonable to assume that as much as 200 acres of land could be consumed for residential purposes by the year 2030.



Home built in Trail Ridge Subdivision

RECENT SUBDIVISIONS

Residential subdivision that have been completed in Huxley since the 2007 Comprehensive Plan include the Prairie Trail redevelopment project that opened up approximately 60 new lots near the center of town, and the 51-lot Westview Heights subdivision project situated near the new high school.

Huxley Development Corporation recently extended S. Main Street south of Huxley Development Park and constructed the first segment of an new east/west street to open up approximately 38 more acres of land for light industrial development purposes.

Interstate Land Properties has completed construction of Blue Sky Boulevard, as the first phase of the Blue Sky development which includes 40.7 acres of light industrial land just to the north of the Monsanto property.



Single Family Homes on large lots located in Trail Ridge Subdivision

On the following pages are City of Huxley maps illustrating the location of platted subdivisions within the corporate limits and an Address Map for the city.

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**2013 Comprehensive
Plan Update
Figure 4-1**

LEGEND

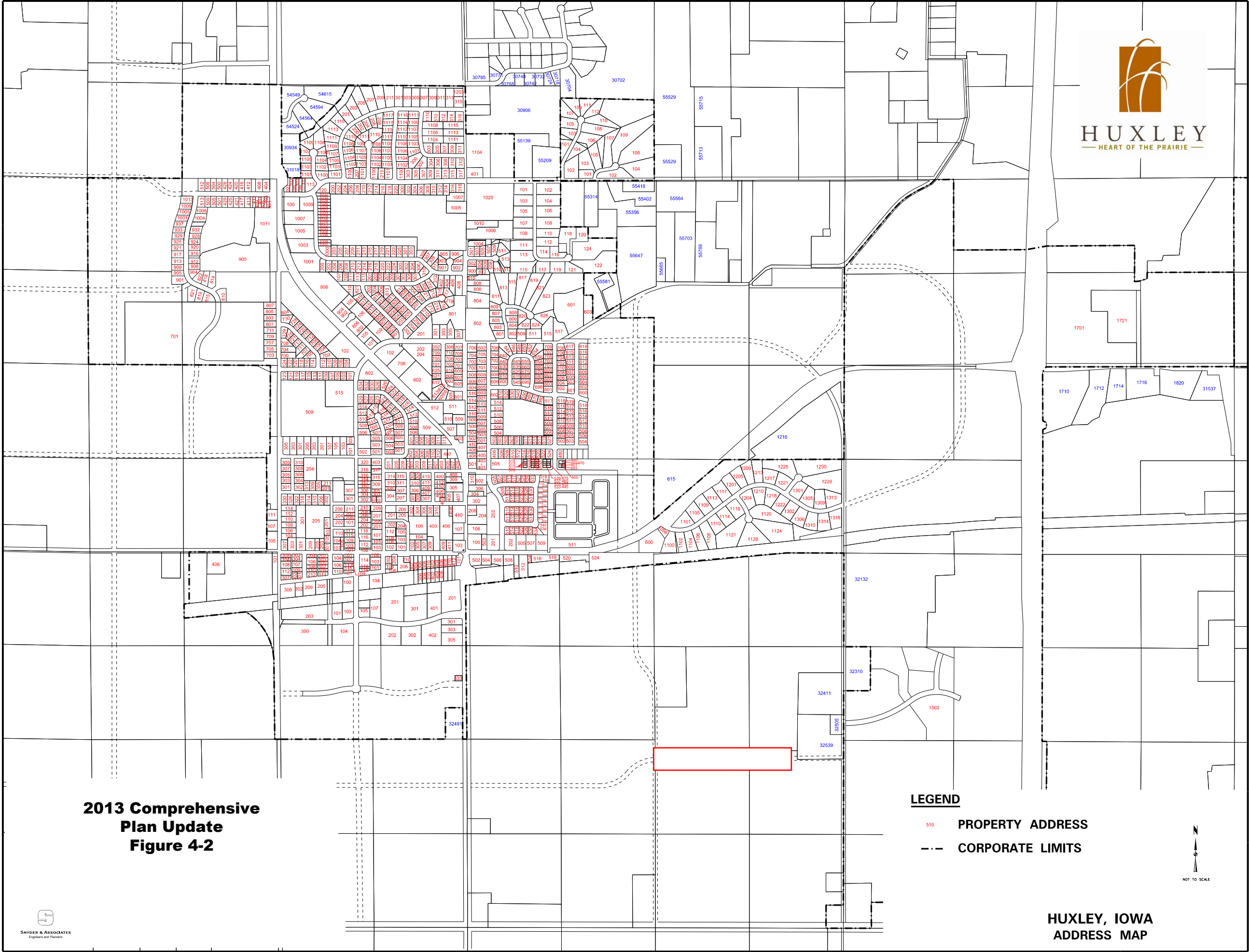
- SUBDIVISION BOUNDARY
- - - CORPORATE LIMITS



NOT TO SCALE

HUXLEY, IOWA SUBDIVISION MAP

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**2013 Comprehensive
Plan Update
Figure 4-2**

LEGEND

- 510 PROPERTY ADDRESS
- CORPORATE LIMITS



NOT TO SCALE

**HUXLEY, IOWA
ADDRESS MAP**

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Chapter 5

Parks and Recreation

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IMPORTANCE OF PARKS AND RECREATION

This chapter examines Huxley’s existing park and recreation system which is managed by the Huxley Parks and Recreation Department under the advice of the Parks Board and Tree Board. Parks are a vital part of life in Huxley. Huxley currently has an ordinance in place upon which developers must donate a portion of land for parks and greenspaces inside or outside of the proposed development. Well maintained parks can help build community, increase property values, help manage storm water, encourage healthy living, family connections and a greater appreciation of the natural environment. Huxley’s residents enjoy access to a variety of local and regional park facilities which offer an assortment of indoor and outdoor educational and recreational activities and programs.

PARKS BOARD

The Park Board’s mission and purpose is to enhance the quality of life by providing and maintaining safe and clean park facilities and recreation activities with primary focus on the residents of Huxley and a secondary focus on the surrounding Ballard community. The board advises the Park and Recreation Director regarding improvements, the maintenance, development and designated uses of the city’s various parks, recreational facilities and programs. The Board adopts rules governing recreation program participation and the use of city parks and recreational facilities. The Board also makes recommendations to the City Council concerning the budget for operating expenses, capital improvements, and user fees.



Memorial Park Playground

TREE BOARD

The Tree Board is an advisory board for the Parks and Recreation Department. The Tree Board, working with the Public Works Director, has the duty to prepare, revise annually and administer a written plan for the care, preservation, pruning, planting, replacement, removal, and disposition of trees and shrubs located within the right-of-way boundaries of all City streets or located on any other property owned by the City. The Tree Board works in conjunction with the Parks and Recreation Board regarding trees located within City parks. The written plan is to be presented to the Council annually for approval. Upon request of the Council, the City Tree Board shall consider, investigate, make findings, report on and provide recommendations concerning any special matters or questions coming within the scope of work.



Centennial Park Disk Golf

GOALS OF THE PARKS AND RECREATION COMPREHENSIVE PLAN

The City of Huxley has initiated a study of their existing parks and trail system to develop a comprehensive plan that will project park and recreation needs through the year 2030. One of the steps in the planning process is to set goals to serve as a basis for future park planning. Goals are general in nature, relating to

overall objectives and conditions that shall set the standard for the future improvements and growth. Based on these ideals, a set of goals for the park system have been established for the City as follows:

1. Establish a comprehensive plan to guide the acquisition and development of park and recreation facilities and amenities.
2. Determine a park classification system to evaluate park types and establish service area criteria.
3. Identify additional park land in areas that have been identified as deficient in the park system as future development occurs.
4. Provide a diversity of recreational facilities to allow for equal opportunities for all residents and visitors.
5. Establish safe facilities which are compliant with current regulations and guidelines.
6. Establish accessible facilities which are compliant with current ADA regulations and guidelines.
7. Establish a trail system that connects all of the park facilities together as well as establishes connections to destinations areas; such as, public facilities, regional parks and trail systems.
8. Protect existing natural areas and features and identify future natural areas to be preserved and protected for the enjoyment of all.
9. Establish multiple access points to all parks to enhance user circulation and access.
10. Establish a list of improvements ranked by priority.

FACILITY ANALYSIS

In order to project future needs for park and trail systems for Huxley the following components were analyzed:

- Park classifications
- An inventory of existing parks, trails and local amenities
- Projection of population growth and future land use
- Geographic distribution and potential gaps in service coverage
- Public open house and surveys



Railroad Park Amphitheater

PARK CLASSIFICATIONS

Park Classifications were created based on the widely recognized NRPA (National Recreation and Park Association) guidelines. Facilities are classified according to the size of the facility, amenities provided and the area they serve. A park's classification relates to the service area it provides and helps determine the geographic distribution necessary to eliminate service coverage gaps.

The NRPA has several park classifications that can help a community define its park system. The most applicable classifications for Huxley's park system and recreational amenities are described below:

Community Parks

- Purpose: Serves the broader community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.
- General Use: They often include areas for intense recreational facilities, such as athletic complexes for organized sports, large group picnicking, and community gatherings. They may also feature areas of natural quality for activities such as walking, biking, and viewing that are supported by trail systems.

- Service Area: ½ to 3 mile radius. (Depending on the service provided a community park can also meet the needs of a neighborhood park within the ¼ to ½ mile area.)
- Desired Size: As needed to accommodate use, typically 30- 50 Acres
- Characteristics: Ideally, they should be easily accessible to the neighborhoods they serve.

Neighborhood Park

- Purpose: A basic unit of the park system. Serves as the recreational and social focus for a residential area. Accommodates informal recreation activities both passive and active.
- General Use: Focuses on informal, active and passive recreation opportunities.
- Service Area: ¼ to ½ mile radius (easily walkable)
- Desired Size:
 - Small: 1 to 5 acres
 - Large: 5 to 10 acres
- Characteristics: Ideally, they should be geographically centered within safe walking and bike access to its service area.



Berhow Park Shelter

Special Use Park

- Purpose: These park system components focus on a single-purpose use, such as an aquatic center, golf course, historic preservation or cultural facility. The Ballard Country Club is a private golf course located on the north-west end of Huxley. So, although not publicly owned, the club provides residents access to another recreational resource. Huxley also offers indoor recreation opportunities at the Citizens Community Center (3C's). Located on the west side of Huxley this 15,000 square foot community center serves the City of Huxley as well as the Ballard community.

Greenway Parks

- Purpose: These park system components are typically made up of lands set aside for preserving drainage corridors, wetlands, or other significant community natural resource areas. Local examples of greenway parks in Huxley would be the greenway system along the Heart of Iowa Nature Trail and Story County Conservation's Christiansen Forest Preserve located on the north-east end of Huxley. Both amenities provide resident's trail opportunities while enjoying Huxley's natural beauty. They also invite visitors from surrounding communities and state to Huxley.
- General Use: These features are generally open to the public, but usually do not contain many facilities beyond access points and trail systems.

School Parks

- Purpose: Depending on the circumstance combining parks with school sites can fulfill some recreational needs of the community. Huxley currently utilizes some of the Ballard High School and Middle School facilities to fulfill some of its park and recreation programming. Having these amenities within the city limits provide a great recreational asset to the community.

EXISTING DESIGNATED PARKS

The park system supports a diversity of recreational opportunities in both a variety of community and neighborhood parks. The parks and recreation department currently manages approximately 55 acres of park land divided into eight individual parks as well as the Citizens Community Center (3C's) indoor facility.

- ***Berhow Park (6 1/2 Acres)*** – Established in the 1980s this 6 1/2 -acre neighborhood park is located in central Huxley between Larson Drive and Parkridge Avenue and north of E. 5th Street. The park contains trails, a prairie area, a shelter with grill, a playground structure and swings; as well, as a large open area and a wide variety of trees.
- ***Centennial Park (30 Acres)*** – First developed in 1982 to commemorate Huxley's 100 year anniversary. This community park is located on the north side of Huxley between Timberlane Drive and Northpark Blvd and south of Centennial Drive. The park supports many recreation facilities such as baseball, softball, tennis, disk golf, basketball, and general recreation including children's playground equipment and a shelter house with grills. The park was expanded in 2007 which still leaves opportunity for the City to provide additional recreational amenities.
- ***Larson Family Sports Fields (6 1/2 Acre)*** – Established in 2011, this community park is located west of Timberland Drive and south of Centennial Drive. The park offers six U6, two U8, two U10 and two U12 soccer fields, as well as two flag football fields.
- ***Memorial Park (1/2 Acre)*** – A neighborhood park located near the center of downtown on the south end of Huxley's Main St. since 1936. The park is dedicated to Huxley's military veterans with a community monument and memorial garden. The park also contains a picnic area under a canopy of trees and a playground.
- ***Nord-Kalsem Park (5 Acres)*** – This community park is located in the heart of Huxley near downtown south of West Fifth Street and west of N. Main Avenue. The park contains a community center, basketball court, ball diamonds, a picnic area amongst large trees, a horseshoe court and a playground with swings.
- ***Prairie Ridge Park (3/4 Acre)*** – Huxley's newest neighborhood park, this park is located off E. 1st Street in the southeast side of Huxley. The park contains a playground with swings, tetherball, a ball toss-up and basketball hoops.
- ***Railroad Park (3 Acres)*** – A community park located just south of downtown Huxley since 1987 on Main Avenue South. The park was established as a reminder of the railroad system that once ran through town. It contains an amphitheater, picnic shelter, sand volleyball courts, exercise stations and has direct access to the Heart of Iowa Nature Trail. Similar to many of the other parks in Huxley, this one contains a large number of beautiful trees.



Berhow Playground



Railroad Shelter

- **Trailridge Park (1 Acres)** – One of Huxley’s newer parks, this neighborhood park is located immediately adjacent to and north of the Heart of Iowa Nature Trail and west of 560th Street near the east edge of Trail Ridge subdivision. The park currently contains a playground, picnic tables and gazebo.

ADDITIONAL RECREATION AMENITIES

Huxley is located half way between Ankeny and Ames on US Highway 69 and has access to many different types of recreation within 15 miles, for instance:

1. Trail systems (i.e.: Heart of Iowa Nature Trail & The High Trestle Trail)
2. Natural areas (i.e.: Christiansen Forest Preserve, Big Creek and Ledges State Parks)
3. Sports facilities (i.e.: Ballard School District)
4. Indoor sports and recreation facilities (i.e.: 3C’s).
5. Lakes/ponds.
6. Greenbelts/floodplains.
7. Shelters and convention areas.
8. Golf courses.
9. Aquatic centers.



Heart of Iowa Nature Trail

HEART OF IOWA NATURE TRAIL

Huxley has direct access to the Heart of Iowa Nature Trail. The 33-mile trail is part of the American Discovery Trail that connects the West Coast of the United States to the East Coast. The trail also connects users to the High Trestle Trail which runs between Ankeny and Woodward.

Currently a 1/8th of a mile portion of trail requires a user to use Fifth Avenue to E63, than take bike lanes along E63 to 535th Avenue. The user must travel a short distance on gravel along 535th Avenue to connect back up to the remainder of the bike trail to Slater. The trail section to Cambridge is currently complete; however, only 1.14 miles of the trail have been paved. The remaining section of trail has a limestone surface.

Nestled on the abandoned railroad bed, the trail is surrounded by wildlife, many different species of trees and plant life, and touches two parks in Huxley, Railroad and Trail Ridge Park. The Heart of Iowa Nature Trail could be the backbone of Huxley’s park system if the remaining sections through Huxley were paved with a hard surface and the final trail connection made between Fifth Avenue and 535th Avenue.

RECREATION PROGRAMS

Below is a comprehensive list of programs offered through the Parks and Recreation department:

Adult Programs

- Men's Basketball
- Co-Rec Softball
- Co-Rec Dodgeball
- Bags Tournament
- Racquetball
- Tae Kwon Do
- Co-Rec Volleyball
- Co-Rec Sand Volleyball
- Lunch & Learn
- Community-wide Garage Sale

Adult Fitness Programs

- Kickboxing
- Zumba
- Strength Training for Older Adults
- Silversneakers MSROM
- Shake it Up
- Yoga

Youth Programs

- Tae Kwon Do (4yrs & up)
- Super Star Dance (6-12yrs)
- NFL Flag Football (5-8yrs)
- NFL Punt, Pass and Kick (6-15yrs)
- Fall & Spring Soccer (3-8yrs)
- Youth Volleyball (3rd-6th grade)
- Bam Bam Baseball (3&4 yr. olds)
- Basketball 1st-6th Graders
- Flag Football (5-8yrs)
- Passport Around the World (7-10yrs)
- Track and Field Clinic
- Sports and Fitness Camps
- Tennis
- Summer Camps
- Tot Time



Larson Family Sports Fields



Centennial Park Sand Volleyball Court

POPULATION AND SERVICE AREAS

Parks provide social, economic and health benefits. The availability of park facilities and the conditions of the facilities affect the frequency of use. The amount of and type of park space a community offers is determined by population, demographics and by geographic distribution. The national guideline on sufficient distribution of parkland ranges from 6 acres to 19 acres per 1,000 of the population according to the 2012 NRPA publication "Parks & Recreation in Underserved Areas: A Public Health Perspective". Huxley, with its population of 3300 and 55 acres of park space, currently provides approximate 17 acres of park space per 1,000 of the population. This places Huxley well within the national guidelines for available park land in relation to current population. According to population trends discussed in Chapter 2 the approximate

population for Huxley is projected to reach 4300-4900 by the year 2030. If Huxley continues to grow as the projected and Huxley maintains a park to population ratio of 17 acres per 1000 in population, one could assume Huxley will need approximately 70-85 acres of total park land by the year 2030.

It is also important to consider the location and service areas of future parks. Recent trends and studies on the effects of parks on a community's health show the large role small neighborhood parks can play. It is recommended that these types of parks be available and accessible to residents within a ¼ - ½ mile radius in order to help eliminate "Recreation Deserts" and encourage healthy lifestyles.

QUESTIONNAIRES

In order to further determine the needs of the existing park system, public input from the users was collected. Three methods were utilized to collect feedback from the community and park users. The first method was a questionnaire given out by the Parks Department via handouts at 3Cs and through the mail in local resident's water bill. The first questionnaire received 31 responses. A public open house was held on November 7, 2012 to engage the public in further discussion concerning existing and future park and trail improvements. At the open house another questionnaire was handed out to encourage additional feedback about existing and future park improvements. During open discussion at the open house, it was requested the questionnaire be sent out to residents for additional feedback. Through the direction of the City of Huxley Parks Board a second public questionnaire was prepared and sent out through the Park and Recreation Department using Survey Monkey to local residents. The purpose of this questionnaire was to gather further public input concerning the improvements and expansion of the City's park and trail system. The following pages include summaries of the results from both Questionnaires.



Trailridge Park Playground



Prairie Ridge Basketball Court

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Summary of Questionnaire No 1.

(31 - Survey's Received)

1. How would you rate the City's overall parks and recreation facilities?

Excellent (5%)

Good (80%)

Fair (15%)

Poor

2. What existing parks and recreation facilities do you use/are most important to you?
(Select all that apply)

1. **Community Parks (80%)**
2. 3C's Fitness Facilities (75%)
3. 3C's Gym (65%)
4. Trails (55%)
5. Sports Fields (50%)
6. Nord-Kalsem Community Center (20%)

3. Rate your satisfaction with the current parks and recreation facilities.

	Very Satisfied	Somewhat Satisfied	Not Satisfied-Needs Improvement	Do Not Use
Number of Parks	50%	45%	5%	-
Trails	35%	25%	30%	10%
Outdoor Athletic Fields	30%	30%	15%	25%
Play Equipment	50%	25%	15%	10%
Indoor Facilities	55%	25%	10%	10%



4. Rate your satisfaction with the following recreation programs offered through community education, parks and recreation and/or youth organizations.

	Satisfied	Needs Improvement	Not Satisfied	Do Not Participate
Family recreation activities	55%	15%	5%	20%
Children's recreation activities	65%	10%	15%	20%
Youth Sports Programs	55%	15%	5%	25%
Teen Recreation Activities	10%	15%	-	75%
Adult Sports Programs	20%	10%	-	70%
Senior Adult Recreation Activities	5%	-	15%	90%
After School Recreation Programs	5%	15%	5%	85%
Special Events	35%	15%	10%	40%
Adult Fitness Programs	30%	10%	10%	50%

5. Mark the below facilities that you feel need improvement or additional facilities.

	Good Condition 25%	Need Improvement 25%	Sufficient Number 20%	Need (Additional) 25%
Baseball Fields				
Softball Fields	30%	20%	25%	20%
Soccer Fields	30%	10%	30%	5%
Football Fields	20%	20%	20%	20%
Trails	35%	40%	15%	10%
Sand Volleyball Courts	5%	10%	40%	5%
Tennis Courts	5%	20%	30%	10%
Outdoor Basketball Courts	10%	25%	25%	20%
Skate Park	-	-	25%	5%
Indoor Basketball Courts	35%	10%	20%	25%
Dog Park	5%	10%	10%	40%
Splash Pad/Water Playground	-	-	15%	25%
Aquatic Center/Pool	-	5%	5%	60%
Playground Equipment	30%	5%	35%	5%

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Summary of Questionnaire No 2.

(51 - Survey's Received; 4 – Survey's Collected at Open House)

1. Are there any additional facilities, amenities and/or recreation opportunities that you would like to see explored as a part of the City park planning?

- 16 comments received regarding Softball/Baseball Diamonds: (provide additional – currently difficult to find practice times and not able to host tournaments, more support of Little League Programs, maybe smaller fields for practice and younger children, Baseball Diamonds: currently softball fields are being used for baseball which is unacceptable, need lights, additional seating and grass for new and existing baseball fields at Centennial Park)
- 14 comments received regarding an Aquatic Center: (provide a outdoor/indoor swimming facility, initial capital is obtainable but City would need to budget losses)
- 12 comments received regarding ‘No New Improvements’: (7 comments for “No opinion” or “No additional facilities, amenities and/or recreation opportunities” and 5 comments for no new improvements/facilities, maintain and enhance what Huxley currently has available)
- 12 comments received regarding Trails: (3 comments for more bike and walking paths, trail connection to Christenson Preserve, better trail/pedestrian crossings for Hwy. 69, bridge or tunnel under Hwy. 69 at bike trail crossing, trail along Hwy 69, paved trails, interior park trails to walk while kids are at practice, a trail connection from the north side of town to the south side which connects to the Heart of Iowa Trail, better trail access (currently no access from Subway to Quicks there is nowhere to access a trail and connect to the Heart of Iowa Trail), straighten trail west of Huxley and pave)
- 6 comments received regarding a Splash Park
- 5 comments received regarding New/Improved Restroom Facilities
- 4 comments received regarding Play Areas: (2 comments for additional or improve existing playground equipment, playground for older children similar to Ankeny’s Georgetown park, natural play opportunities within current parks)
- 3 comments received regarding Pond-Wetland and/or Water Recreation-Fishing (preferably in Centennial or Nord Kalsem)
- 3 comments received regarding Parking Improvements: safer, paved or at least handicap accessible
- 2 comments received regarding Outdoor/Indoor Ice Skating Facility
- 2 comment received regarding adding a Dog Park amenity
- Centennial Park: more parking and finish sidewalks; finish Centennial; make it an amazing park we can be proud of in this community; improve restroom, concessions and parking; add building for indoor/off season baseball/softball practice, such as a heated pole building
- Centennial Park: improve infrastructure (Restrooms, Larger Concession, Covered Shelter)
- Concessions: add a keg fridge for adult recreation programs
- Event Facility: indoor shelter that could house a wedding reception for 300 people with alcohol and plenty of parking
- Family Events: Santa, daddy daughter dance, movie nights



- Soccer Fields: with proper drainage and grass
- Trail Ridge Park: swings, additional play equipment and picnic seating, basketball court
- Move bandshell out of mosquito pit at Railroad to Centennial for concerts/jam sessions
- Indoor facility for softball/baseball for off season
- Huxley lacks a sense of community which is only found through recreational opportunities (men's basketball in the mornings at 3C's, exercise classes, kids soccer or football) so the city needs to support the, Little League Programs and Parks and Recreation Department more. A pool could provide a place for community to develop and neighbors to interact
- Less emphasis on organized sports and more on other recreational activities
- Seems improvements are being made in newer areas and 'old' Huxley is being neglected
- No dog park
- I'd really like is a list of proposals from people, and then another survey about them. That would provide vastly better information for our community to make reasoned and informed decisions.

2. Are there any existing park facilities, amenities or programs that need to be improved? What improvements do you recommend?

Specific Park Improvements:

- Centennial Park: (18 comments regarding) improve/additional restrooms; (12 comments regarding) more ball fields; (10 comments regarding) additional/improved parking; (7 comments regarding) playground upgrades/improvements – more landscaped, closer to the ball fields; (6 comments regarding) new/upgrade concession stand; (3 comments regarding) improve parking; (2 comments regarding) lighting; (2 comments regarding) improve existing ball field conditions; improve grass; general improvements; more trees; additional benches; facilities we can be proud of and show off to visitors; resurface/renovate tennis courts; more sidewalks, location for a splash park, improve water pressure, add irrigation
- Larson Family Soccer Complex: (6 comments regarding) improve/reseed grass; (3 comments regarding) Improve drainage and levelness of fields; (2 comments regarding) restrooms; drinking fountain; parking lot in/out difficult to navigate at the narrow end of the lot
- Nord Kalsem Park: (6 comments regarding) Ball field improvements; additional parking; (2 comments regarding) updated playground equipment; upgrade basketball hoops – like Polk City
- Berhow Park: (2 comments regarding) provide equipment for younger children too; (2 comments regarding) better and more playground equipment lot of growing families in the neighborhood; drinking fountain; edging around the playground surfacing; slide access is currently unsafe
- Trail Ridge Park: swings, park is looking good, nice to have a shelter

General Improvements:

- 6 comments regarding Restrooms: (Additional restrooms in current parks, upgrade existing)
- 5 comments regarding Trails: (Pave bike paths, bike and walking trail extensions and improvements)

- 5 comments regarding Play Areas: (2 comments for additional playground equipment, make one large destination playground vs. many small playgrounds, better baby swings, appropriate equipment for various ages)
- 4 comments regarding “None” or “No Opinion”
- 3 comments regarding Additional Ball Diamonds
- 2 comments regarding Additional Benches: In parks and along trails
- Concessions
- Covered Shelters – can be poles with seasonal sun screens
- Drinking fountains
- Parking
- Amphitheater
- Dedicated softball fields, sport/recreation improvements primarily played by girls. Recent improvements have been for baseball and soccer fields
- Outdoor basketball courts
- More professional looking park signage
- Better communication during kids recreation program
- Repair fences at baseball/softball facilities
- Better conditions of all athletic fields
- Irrigate fields
- Generate an overall game plan so organization can move forward

3. Rank your top park improvements in order of priority :

1. Ranked Number One:

- a. 13 comments regarding Restrooms Improvements at Centennial Park
- b. 12 comments regarding Ball Fields: (9 comments for additional ball fields at Centennial Park; 3 comments for improving existing fields/grass on baseball field at Centennial Park)
- c. 8 comments regarding a Splash Park: (5 comments for a splash park at Memorial Park; 2 comments for a splash park, 1 comment for a splash park at Nord Kalsem Park)
- d. 3 comments regarding Parking Improvements at Centennial Park
- e. 3 comments regarding a new Aquatic center / swimming pool
- f. 2 comments regarding Concession Updates at Centennial Park
- g. 2 comments regarding improvements to maintenance standard and fix existing parks prior to adding new things
- h. 2 comments regarding improvements to Tennis courts at Centennial Park
- i. Larson Family Soccer Complex field improvements
- j. Restroom updates at all parks
- k. Parking
- l. Play equipment Centennial
- m. Sidewalks Centennial
- n. Drinking fountain Berhow Park
- o. Swings, play equipment, picnic tables at Trail Ridge Park
- p. Trees at Centennial
- q. Don't give up Nord Kalsem to storm water pond
- r. No pool or splash park

2. Ranked Number Two:

- a. 11 comments regarding Ball Fields: (7 comments for additional ball fields at Centennial Park; 2 comments for additional ball fields in general; improve existing fields/grass on baseball field at Centennial Park; Lights at Centennial Ball Fields; Improve Nord-Kalsem Ball Fields)
- b. 9 comments regarding Restroom Facility Improvements at Centennial Park
- c. 7 comments regarding Parking Improvements at Centennial Park
- d. 3 comments regarding a new Splash park
- e. 3 comments regarding general Restroom Improvements
- f. 2 comments regarding Concessions Improvements at Centennial Park
- g. Add restroom and drinking fountain at Larson Family Soccer Complex
- h. Fix the fields at Larson Family Soccer Complex
- i. Finish Centennial, use all the available park space
- j. Additional play equipment Berhow Park
- k. Pond for fishing

3. Ranked Number Three

- a. 6 comments regarding Additional Ball Fields at Centennial Park
- b. 5 comments regarding Restroom Facility Improvements at Centennial Park
- c. 5 comments regarding Concession Improvements at Centennial Park
- d. 2 comments regarding Parking Improvements
- e. 2 comments regarding an Aquatic Center or Swimming pool
- f. 2 comments regarding Trail Improvements – (Pave and straighten bike trail, pave bike trail from Slater to Cambridge)
- g. 2 comments regarding a Splash park
- h. Stop removing trees in parks – way to windy on North side of town
- i. Update fields and restrooms at Nord-Kalsem
- j. Update basketball courts and playground at Nord-Kalsem
- k. Lighting
- l. Basketball courts for kids to play on
- m. Lighting of fields at Centennial
- n. Fences at Nord-Kalsem
- o. Fix the fields at Larson Family Soccer Complex
- p. Facility at Centennial for use during colder seasons

4. Ranked Number Four

- a. 3 comments regarding Ball Field Improvements at Centennial Park
- b. 2 comments regarding Trail Improvements: (Trails for biking and running around town, Pave bike trail from Slater to Cambridge)
- c. Fix the fields at Larson Family Soccer Complex
- d. Centennial Park – better care of grounds
- e. Aquatic Center/Swimming pool at Centennial Park

5. Ranked Number Five

- a. Playground at Centennial Park

- b. Irrigation of fields at Centennial Park
- c. Aquatic Center
- d. Overall Centennial Park improvements (shelter, green space, restrooms)

4. Additional Comments about your parks, trails and/or sidewalk systems

a. SIDEWALKS/TRAILS:

- I wish there was a sidewalk that connected Sand Cherry Lane to the bike path. I would also like to see the sidewalk off Sand Cherry Lane in front of Lily Pad connected all the way to Highway 69 for the safety of kids wanting to ride bikes into town.
- It would be great if the Heart of Iowa trail could be completed to Slater and paved to increase access to the High Trestle Trail. The Heart of Iowa Trail running through Huxley needs repaved.
- It would be great to have a sidewalk on 310th street from the soccer complex to the gravel. Lots of people/families use this section of road and it is very unsafe.
- Need sidewalk/bike path along highway 69 to keep walkers/bikes off the shoulder or road.
- It would be nice if there was a sidewalk by the LilyPad that connected to the entrance of the bike trail and led over to the trailer park so kids didn't have to walk in the road.
- Sidewalk systems need to be finished. Walking / biking trail along 69 would help.
- Sidewalk from a few blocks away to all the parks and schools would be great.
- It would be fantastic if the bike trail could be paved from Huxley to Slater and that the trail could go straight through to Slater. I think other communities have seen the benefits of the improved bike trails and what it brings to the community.
- We need a good trail that hooks into the High Trestle trail at Slater. This gravel business just does not do it. Also would be nice for this to lead to Cambridge, but step by step.....Huxley to Slater first.
- Extend the bike trail and pave from Huxley to Slater.
- Huxley still seems disconnected. As a runner, I'm constantly having to go from sidewalk to road to sidewalk that needs maintenance, to trails. It would be great to have sidewalks that you don't have to worry about huge uneven sections that you don't see in the dark as you are running. Maybe there is also a street lighting issue?
- Need to get the sidewalks going into Centennial park finished so they connect to other sidewalks!
- Would be nice to connect all walkways. Several just dead end? Might incorporate a path around the park.
- It would be nice if the sidewalks went all the way through
- Increase trails better sidewalks.
- Also add a restroom along the bike trail like the ones in Slater.
- Trail straight through to Slater.
- Pave the Trail
- Pave trail from Slater to Cambridge to draw people to Huxley to access trail like what's happening in Slater

BALL FIELDS/ LITTLE LEAGUE:

- I have heard rumors that Nord Kalsem Park will be torn up in favor of a drainage basin. To think in a city short on ball diamonds we would take a long standing park with decent diamonds and get rid of it is appalling to me.
- I would like to see city P&R collaborate more with Huxley LL.
- Our school enrollment and student involvement has increased drastically over the past 10 years, yet the same number of ball diamonds exist. We simply do not have the facilities in place to accommodate the growth that has occurred. If communities smaller than Huxley can figure out ways to build 4 or 8-plex diamond facilities, why can't we?
- Hire someone full time to manage the fields and facilities. It's the only way you have anything quality.
- Huxley has a number of parks for kids. They are well spread out and touch nearly every community. It is disappointing, however, that Centennial fields aren't more up to par with other surrounding communities. Huxley has an opportunity to have a great place for surrounding teams to come and play, bringing revenue into the city. We should focus resources on completing Centennial and the bike trail, then shift focus to growth.
- Would be nice to upgrade the concession stand at Centennial.
- pave parking lot to centennial park diamonds

b. AQUATIC CENTER:

- An outdoor aquatic center would be nice for the Ballard Community.
- I am curious why dozens of small town have flourishing Aquatic Centers and Huxley does not even consider it. Slater is far from an "Aquatic Center" when people still drive to Ames and Ankeny to have fun. I bet that the traffic a REAL "Aquatic Center" would bring would pay for itself and profit.
- Add a pool to the city of Huxley.

c. PLAYGROUNDS:

- quality playground equipment in each of the parks
- Better bigger Playgrounds.
- No other comments at time but I would be happy to be involved in the exploration of ways that more natural play could be embedded in our playgrounds if it is determined that is a priority by the community...ljschonhorst@gmail.com

d. DOG PARK:

- As a resident of Sand Cherry, I would support a dog park. It would be preferable to having dogs being walked or let run and make "deposits" in neighbors' yards.

e. TREES:

- The tree board is doing an excellent job
- We need more trees for the future to make our parks feel like parks instead of parking lots.

f. SOCCER:

- The new soccer fields are wonderful.

- Soccer fields are awesome
- better care of lawn at the Larson Family Soccer Complex

g. PRAIRIEFEST:

- Why not move Prairiefest to Centennial park to have more room. Bandstand at railroad is in hot sun too much of day for elderly people and it is prone to mosquitoes when there is a rain event. Everything could be more easily, centrally located at Centennial. Showcase our park, instead of an old area of downtown where commercial businesses don't like the events around.

h. GENERAL COMMENTS:

- Thank you for all the parks in Huxley. Keep them clean.
- I think it is pretty decent the way it is. This is the smallest city I have ever lived in and yet I still think that there is plenty to offer in terms of facilities and amenities to compete with larger areas. Before this the smallest town I lived in was just over 20,000 people and I also lived in the suburbs of a city 3 times larger than the Des Moines metro.
- I am new to the community and feel I don't have a handle on community programs and facilities. My input at this time would be lacking a lot of information. Sorry!!
- Budget funds to properly maintain existing parks. Enough funds to buy needed maintenance equipment such as a gator to help with the care of the grounds.
- I'd like more input from community members after this idea generation stage. Please do another survey, and make sure that all Huxley residents get your survey link.
- I don't see parks used all that often when there isn't baseball/softball/soccer being played.
- Don't have to be the biggest; just make sure whatever we have is nice, clean, and fairly updated.
- need updated and modernized.
- I think Huxley has a lot of parks, however they need a lot of work given the amount of growing community it is.
- Need to take a holistic view and come up with overall plan instead of piecemeal as people ask for things. Seems the squeaky wheels sometimes get the grease. People need to understand it's not just about what their kids like to do.
- Very good overall. I didn't move to Huxley to compete with Ames or Ankeny for parks and sports facilities, but what we have is very practical and are nice spaces. I'd prefer to not spend any more money than absolutely necessary on parks. I think we can do a good job of maintaining what we have, but could really spread ourselves pretty thin by adding much more. Sports (or organized babysitting for the under 10 crowd) aren't that important. I have 4 kids under 10 now, so I'm not trying to say these things wouldn't be nice, but I just don't see why we need to spend money adding new capital expenditures to our parks.
- Parks are such an important part of a town, let's make ours amazing... Get more kids and families outside and at the parks!
- Let's make a plan and stick with it
- Just make sure we are taking care of what we have and have everything in good shape before moving on to a new project.

- Reduce number of small parks & use that budget towards better facilities.
Generate a long term plan so that the community & its organizations have a direction to follow.
- Straighten the gravel road to the east of Sand Cherry Development.
- What is the cities current plan for facilities?

EXISTING PARK AND TRAIL INVENTORY AND ANALYSIS

Though it is important to budget and plan for the acquisition of additional land to keep up with population projections, the current abundance of park land gives the City of Huxley an opportunity to concentrate park capital expenditures on updating existing park amenities and adding recreational opportunities to their existing facilities.

The following pages show information and site observations regarding the existing park land currently available in the City of Huxley. Also included are recommendations on how each park can be further improved and the anticipated costs.



Heart of Iowa Trail
West of Railroad Park



Ball Fields
Nord-Kalsem



2012 Gazebo Installation at Trailridge Park



Tennis Courts at Centennial Park

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BERHOW PARK

HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST

January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	General Earthwork and Demolition for Play Area Construction	1 LS	\$2,500	\$2,500
2	Playground Equipment w/ Engineered Wood Fiber Surface (2-5 Age)	1 LS	\$60,000	\$60,000
3	Relocate Existing Bench	1 LS	\$500	\$500
4	Drinking Fountain	1 LS	\$4,500	\$4,500
5	Dog Waste Bag Dispensers	2 EA	\$500	\$1,000
6	PCC Trail (5" depth, 8' width)	1 LS	\$10,000	<u>\$10,000</u>
		Sub Total		\$78,500
		15% Contingencies		\$11,700
		TOTAL CONSTRUCTION COST		\$90,200

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Arcitectural & Structural Design
- Construction Documents / Technical Specifications
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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CENTENNIAL PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Remove and Dispose Existing Restroom Building	1 LS	\$15,000	\$15,000
2	Remove and Dispose Existing Concession Building	1 LS	\$15,000	\$15,000
3	Remove and Dispose Existing Gravel Parking	1 LS	\$80,000	\$80,000
4	Earthwork	1 LS	\$250,000	\$250,000
5	Restroom (27'x27') w/ Concession (11'x27') Building	1 LS	\$300,000	\$300,000
6	Restroom (11'x26') w/ Storage (30'x50') Building	1 LS	\$250,000	\$250,000
7	Remove and Replace Existing Playground and Surfacing	1 LS	\$220,000	\$220,000
8	Small Playground with Engineered Wood Fiber Mulch (by Ball Fields)	1 LS	\$75,000	\$75,000
9	Entry Plaza - Decorative Pavement & Signage Allowance	1 LS	\$30,000	\$30,000
10	Ball Field w/ Irrigation (220' baseline)	2 EA	\$197,000	\$394,000
11	Ball Field without Irrigation (190' baseline)	2 EA	\$170,000	\$340,000
12	Existing Ball Field Backstop Repair (3 fields)	1 LS	\$50,000	\$50,000
13	Irrigation for Existing Ball Fields	3 EA	\$30,000	\$90,000
14	Remove and Replace Existing Tennis Courts (2 courts)	1 LS	\$150,000	\$150,000
15	Remove and Replace Existing Basketball Court	1 LS	\$35,000	\$35,000
16	Storm Sewer	3,500 LF	\$60	\$210,000
17	Water Service	2,000 LF	\$25	\$50,000
18	Sanitary Service	1,000 LF	\$55	\$55,000
19	Electric Service	1 LS	\$10,000	\$10,000
20	Field Lighting	5 EA	\$80,000	\$400,000
21	Parking Lot Lighting	1 LS	\$200,000	\$200,000
22	PCC Trail (5" depth, 8' width)	1 LS	\$265,000	\$265,000
23	PCC Parking & Drives Improvements (6" depth)	1 LS	\$850,000	\$850,000
24	Landscape Buffer Allowance	1 LS	\$15,000	\$15,000
25	Install Turf Seed / Erosion Control	12 AC	\$2,500	\$30,000
Sub Total				\$4,379,000
15% Contingencies				\$657,000
TOTAL CONSTRUCTION COST				\$5,036,000

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Architectural & Structural Design
- Construction Documents / Technical Specifications
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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LARSON FAMILY SPORTS FIELDS

HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST

January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Remove and Dispose Existing Vegetation	1 LS	\$5,000	\$5,000
2	Restroom (27'x27') w/ Storage (30'x60') Building	1 LS	\$350,000	\$350,000
3	Water Service	180 LF	\$25	\$4,500
4	Sanitary Service	180 LF	\$55	\$9,900
5	Electric Service	1 LS	\$10,000	\$10,000
6	PCC Trail (5" depth, 8' width)	1 LS	\$20,000	\$20,000
7	Entry Plaza: PCC Pavement (5" depth)	1 LS	\$12,000	\$12,000
8	Install Turf Seed	5.5 AC	\$2,500	\$13,750
Sub Total				\$425,150
15% Contingencies				\$63,850
TOTAL CONSTRUCTION COST				\$489,000

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Arcitectural & Structural Design
- Construction Documents / Technical Specifications
- Site Lighting
- Bidding Assistance
- Site Observation / Construction Assistance / Review



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MEMORIAL PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	PCC Trail (5" depth, 8' width)	1 LS	\$6,500	\$6,500
2	PCC Trail with Thickened Edge Around Play Area (5" depth, 8' width)	1 LS	\$5,300	\$5,300
3	Adjustable Basketball Hoop	1 EA	\$3,500	<u>\$3,500</u>
		Sub Total		\$15,300
		15% Contingencies		\$2,200
		TOTAL CONSTRUCTION COST		\$17,500

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Arcitectural & Structural Design
- Construction Documents / Technical Specifications
- Site Lighting
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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NORD-KALSEM PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Remove and Replace Existing Playground/Swings and Surfacing	1 LS	\$180,000	\$180,000
2	Repairs to Existing Ball Fields: Re-grade and Seed Outfields (2 fields)	1 LS	\$10,000	\$10,000
3	Remove and Replace Existing Basketball Hoops	2 EA	\$3,500	\$7,000
4	PCC Trail (5" depth, 8' width)	1 LS	\$36,000	\$36,000
5	Splash Grounds (Flow-Through System)	1 LS	\$150,000	\$150,000
6	Replace Existing Drinking Fountain	1 LS	\$4,500	\$4,500
Sub Total				\$233,000
15% Contingencies				\$35,000
TOTAL CONSTRUCTION COST				\$268,000

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Architectural & Structural Design
- Construction Documents / Technical Specifications
- Site Lighting
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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PRAIRIE RIDGE PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Restroom Facility (26' x 11')	1 LS	\$150,000	\$150,000
2	Water Service	200 LF	\$25	\$5,000
3	Sanitary Service	150 LF	\$55	\$8,250
6	Electric Service	1 LS	\$10,000	\$10,000
4	Drinking Fountain	1 LS	\$4,500	\$4,500
5	PCC Trail with Thickened Edge Around Play Area (5" depth, 8' width)	1 LS	\$15,000	\$15,000
6	PCC Trail (5" depth, 8' width)	1 LS	\$8,000	<u>\$8,000</u>
		Sub Total		\$200,750
		15% Contingencies		\$30,050
		TOTAL CONSTRUCTION COST		\$230,800

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Architectural & Structural Design
- Construction Documents / Technical Specifications
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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RAILROAD PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Minor Earthwork to Improve Drainage	1 LS	\$1,000	\$1,000
2	Rubber Tile Surfacing w/ Concrete Subbase	1 LS	\$16,000	\$16,000
3	Storm Sewer	100 LF	\$60	\$6,000
4	Site Restoration/ Seeding	1 LS	\$1,500	\$1,500
Sub Total				\$24,500
15% Contingencies				\$3,500
TOTAL CONSTRUCTION COST				\$28,000

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Arcitectural & Structural Design
- Construction Documents / Technical Specifications
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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TRAILRIDGE PARK HUXLEY, IOWA

BUDGETARY OPINION OF PROBABLE CONSTRUCTION COST January 18, 2013

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Restroom Facility (26' x 11')	1 LS	\$150,000	\$150,000
2	Water Service	580 LF	\$25	\$14,500
3	Sanitary Service	360 LF	\$55	\$19,800
6	Electric Service	1 LS	\$10,000	\$10,000
4	Drinking Fountain	1 LS	\$4,500	\$4,500
5	Bench	1 LS	\$1,200	\$1,200
6	PCC Trail (5" depth, 8' width)	1 LS	\$26,000	<u>\$26,000</u>
		Sub Total		\$226,000
		15% Contingencies		\$33,900
		TOTAL CONSTRUCTION COST		\$259,900

NOTE THE FOLLOWING:

This Opinion of Cost is based on 2013 pricing. Not included in this estimate:

- Regulatory, Permitting, Administration and Engineering Fees
- Architectural & Structural Design
- Construction Documents / Technical Specifications
- Bidding Assistance
- Site Observation / Construction Assistance / Review

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FUTURE PARK AND TRAIL OPPORTUNITIES

Future Parks:

Although it is important to keep existing parks up to date and in good condition, additional park land will eventually be needed to accommodate the growing population of the City of Huxley. By identifying potential land by its perceived availability and location, the City can begin to plan for the addition of new park land for the future.

Polices for Park Improvements:

1. Distribute neighborhood parks throughout the community so most households are within ¼ mile of and all are within a ½ mile.
2. Distribute community parks throughout the community so most households are within ½ mile to 1 mile of a community park.
3. Encourage parks to be a central or defining feature of a neighborhood that help create community identity.
4. Provide adequate access to parks by locating them with at least one side fronting a public street.
5. Encourage multiple trail access points where feasible.
6. Encourage interior trail systems within the parks that help encourage a healthy lifestyle and provide more universal accessibility to the park amenities.
7. Provide restrooms and drinking fountains in all existing and future parks where feasible.
8. Encourage the protection of existing riparian areas along waterways such as Ballard Creek in order to help manage storm water and provide opportunities for interaction with Huxley's natural environment.



Dog Park



Skate Park

During the comprehensive planning process the following were recommended by the City of Huxley Parks Board as amenities to consider as additional park land is purchased:

1. Skate Park
 - a. In general, a small beginner skill level skate park costs \$250,000-425,000 for approximately 3000-5000 sf of skating surface. (This does not include cost for land purchase, common amenities and site specific items, such as bringing water and power to the site, parking, fencing, lighting, restrooms, demolition, engineering, design services or construction administration).

2. Ice Skating Rink

- a. Option 1: Description: system entails a special plastic liner, plastic or plywood sideboards and brackets that are installed over turf grass or a concrete surface. Costs: A system like this can range in cost from \$4000 to \$6500 depending on size and specific materials used to build. (This does not include cost for land purchase, common amenities and site specific items, such as bringing water and power to the site, parking, fencing, lighting, restrooms, major earthwork or materials, demolition, engineering or design services, construction administration or equipment to maintain the ice rink).
 - b. Option 2: Description: A system that is built in conjunction with another paved surface, like a basketball court. The paved area is sunken with a rolled curb boundary. The area is drained through an intake and storm sewer that can be plugged so the area can be flooded during the ice skating season. Costs: For a typical 5' depth pcc basketball court (104'x 70') including the cost of pavement, painted lines and baskets convertible to an ice rink is approximately \$45,000-50,000. The storm sewer costs would depend on the particular site. (This does not include land purchase, common amenities and site specific items, such as bringing water and power to the site, parking, fencing, lighting, restrooms, cost for major earthwork or materials, demolition, engineering or design services, construction administration or equipment to maintain the ice rink).
3. Dog Park
- a. A typical dog park with a 1 to 1 ½ acre small dog area and a 5 to 10 acre large dog area costs approximately \$160,000. This cost includes fencing, minor sidewalk, 20-25 stall parking lot, drinking fountain, underground sanitary tank and minor earthwork. (This does not include cost for land purchase, major earthwork or materials, demolition, engineering or design services, construction administration and assumes water main and electrical service available within an adjacent ROW).
4. Indoor Practice Facility for Baseball & Softball
- a. For a 15,000 SF facility one could anticipate \$1,200,000 to \$1,300,000 in cost. The facility includes three indoor cages, restrooms and concession area. (This does not include cost for land purchase, major earthwork or materials, demolition, sidewalk or parking improvements, utility connections, engineering or design services or construction administration).
5. Future Trailheads along the Heart of Iowa Nature Trail
- a. Costs for a trailhead with small restroom facility, drinking fountain, kiosk, 250 lf of trail, 10-15 stall parking area, bike rack, trash receptacle and a couple benches would range between \$290,000-\$310,000 depending on earthwork and utility connection availability. (This does not include cost for land purchase, major earthwork or materials, demolition, engineering, design services or construction administration).

An aquatic center was discussed but will require a need and feasibility study to further analyze the need for such a facility in the community. This study would need to be evaluated by the City, Parks Board and the City Council based on the cost to build and maintain such a facility. The current needs for a swimming pool or aquatic center are currently being met by adjacent communities such as Slater, Ames and Ankeny.

Trail Improvements:

A trail system helps tie the community together and helps ensure easier and safer non-motorized access to parks and other destination areas. Trails are one of the critical elements in helping engage the community in an active lifestyle and help provide access to the community's natural amenities. The following list and following plan indicate parts of the City where a trail system can improve connections and accessibility throughout the community.

Polices for Trail Improvements:

1. Connect trails to destination areas (schools, parks, public facilities, regional trails).
2. Multiple trail entrances to a park are encouraged
3. New major collector and arterial roads are built with associated off street trails.
4. Ensure that new minor collector streets are built with on street bike lanes.
5. Connect new developments to the greater trail network as they are built.

During the comprehensive planning process the following are recommended by the City of Huxley Parks Board as future trail improvements:

1. Create an interconnected link of trails throughout the City between destination areas; such as, local parks, regional parks and public facilities. Examples include connections to existing and future parks, Christiansen Forest Preserve, 3Cs, the high school and middle school.
2. Utilize greenway systems for trails where feasible to encourage interaction with the natural environment.
3. Provide trail connections to the Heart of Iowa Nature Trail.
4. Complete the final link of the Heart of Iowa Nature Trail from Railroad to 535 Avenue.
5. Pave the Heart of Iowa Nature Trail
6. Provide benches and resting spots along the City trail system, particularly the regional trails.
7. Provide restrooms along the trail corridor in future and existing trailhead locations.
8. Plan for and coordinate with Story County Conservation concerning the development of regional trail from the Heart of Iowa Nature Trail south to the City of Ankeny.



Heart of Iowa Nature Trail

Exhibits:

On the following pages are two plans one showing potential park land and trail routes in relation to future land use while the other demonstrates the future and existing park land service. By identifying potential trail routes and park locations now, the City can plan for the acquisition of future land purchases and trail easements for the future.

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HUXLEY

— HEART OF THE PRAIRIE —

FUTURE PARK LAND AND TRAIL ROUTES

Legend

Public Facilities

1. Citizen's Community Center - (3C's)
2. High School
3. Middle School

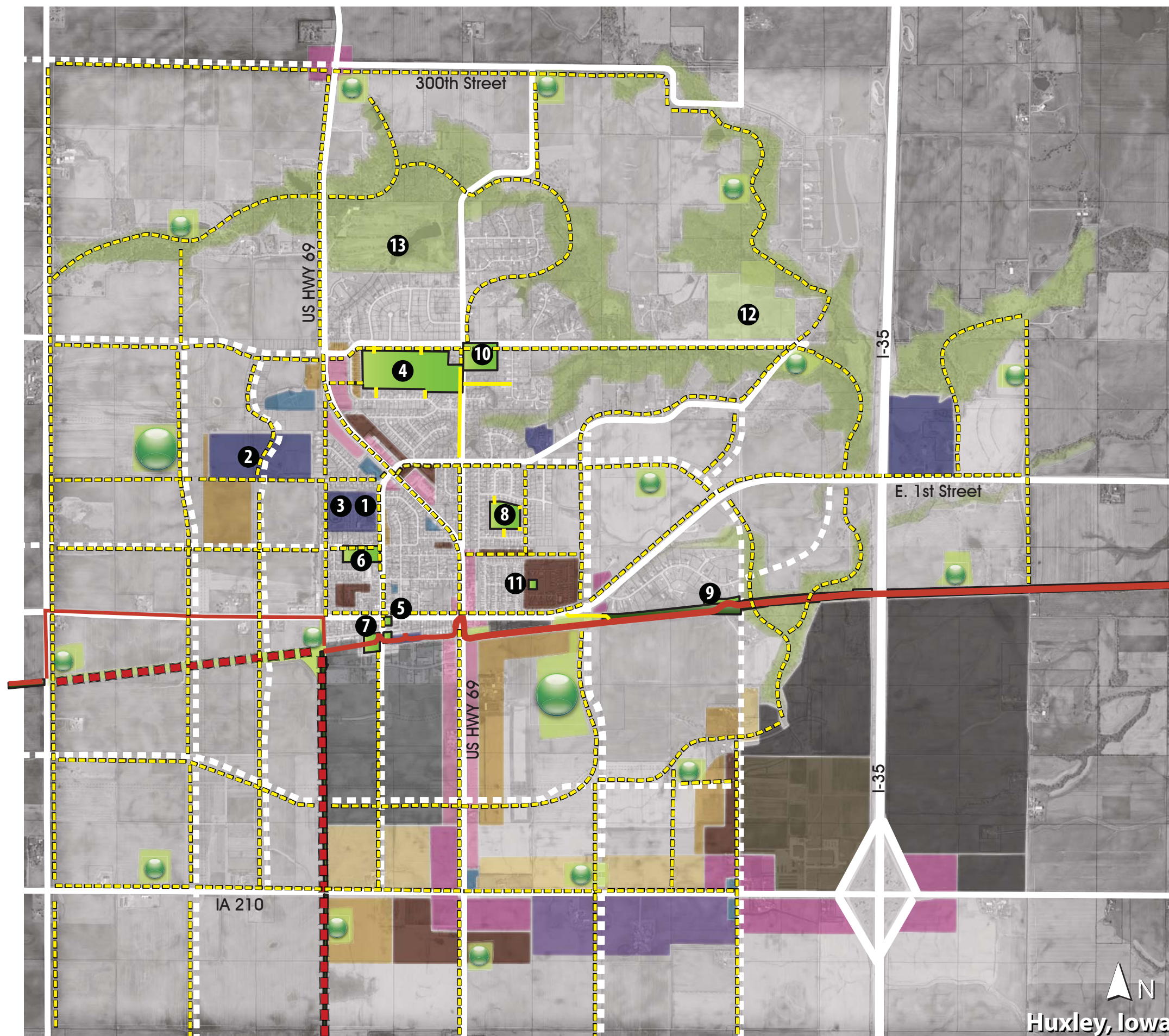
Parks

4. Centennial Park
 5. Memorial Park
 6. Nord-Kalsem Park
 7. Railroad Park
 8. Berhow Park
 9. Trailridge Park
 10. Larson Family Sports Fields
 11. Prairie Ridge Park
- #### Other Recreational Resources
12. Christiansen Forest Preserve
 13. Ballard Country Club

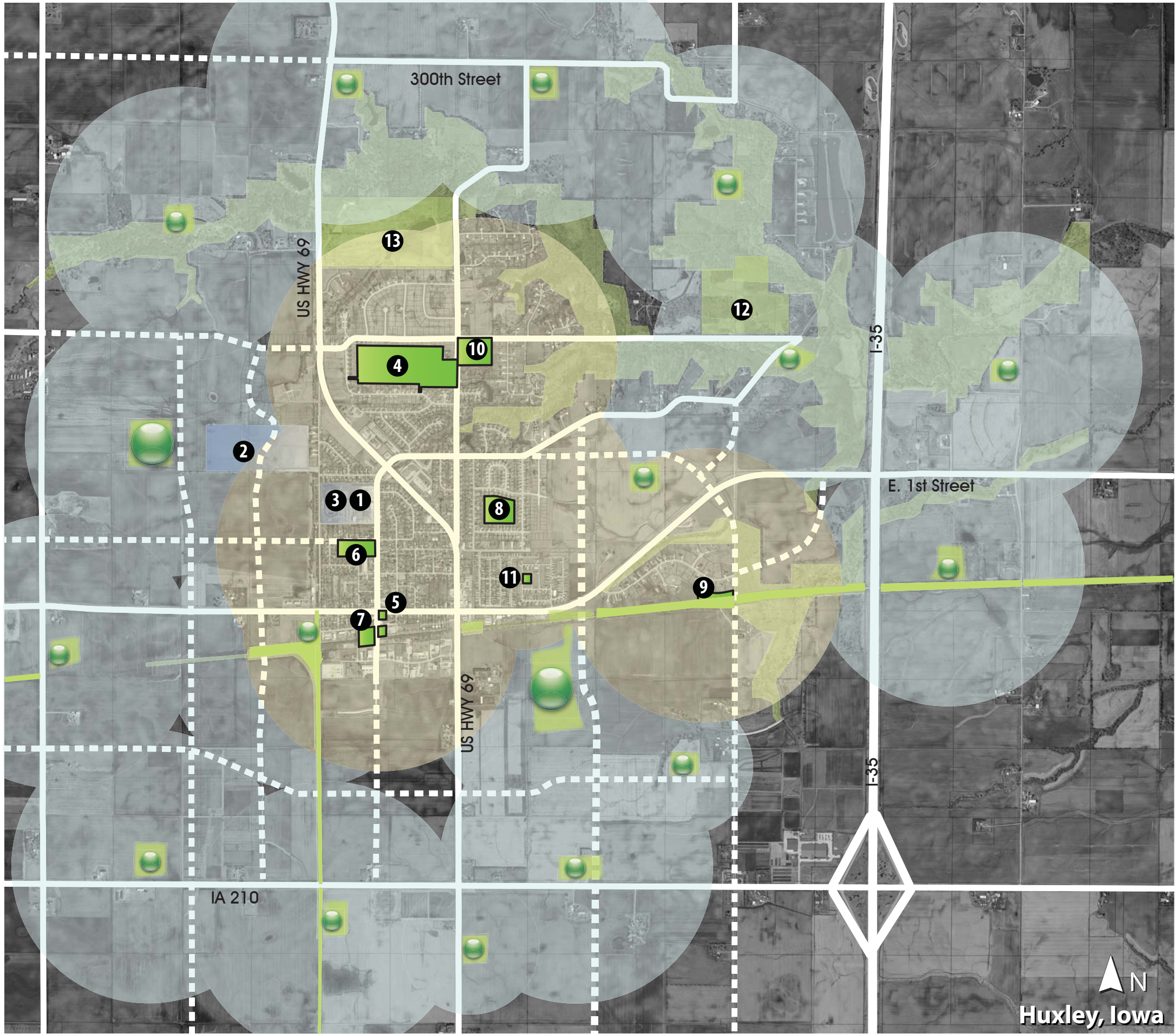
- Open Space
- Existing Park
- Future Neighborhood Park (1-10 Acres)
- Future Community Park (30-50 Acres)

- #### Future Land Use
- Civic: Religious
 - Civic: Government/ Schools
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential / Mobile Home Park
 - Mixed Use
 - Neighborhood/Highway Commercial
 - Retail/Office
 - Office Park
 - Light Industrial
 - Light Industrial/Agribusiness
 - General/Heavy Industrial

- Regional Trail
- Future Regional Trail
- Existing City Trail
- Proposed City Trail



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HUXLEY

— HEART OF THE PRAIRIE —

PARK SERVICE AREAS

Legend

- Public Facilities*
- 1. Citizen's Community Center - (3C's)
 - 2. High School
 - 3. Middle School
- Parks*
- 4. Centennial Park
 - 5. Memorial Park
 - 6. Nord / Kalsem Park
 - 7. Railroad Park
 - 8. Berhow Park
 - 9. Trailridge Park
 - 10. Larson Family Sports Fields
 - 11. Prairie Ridge Park
- Other Recreational Resources*
- 12. Christiansen Forest Preserve
 - 13. Ballard Country Club

- Open Space / Existing Park
- Future Park
- Service Area Existing (1/4-1/2 Mile)
- Service Area Proposed (1/4-1/2 Mile)



PARK PRIORITY LIST

During the planning process the City of Huxley's Park Board identified the following top five priorities in order of importance in relation to park improvements:

1. Centennial Park improvements including additional ball fields to meet the growing needs of the local little league program. The restrooms, concession building and parking should also be updated in order to accommodate the additional users.
2. Nord-Kalsem improvements including the ballfields and other park amenities such as playground and splash park improvements.
3. Improve grass conditions for soccer fields at Larson Family Sports Fields.
4. Provide restrooms, drinking fountain and storage at Larson Family Sports Fields.
5. Trail connection to Sand Cherry from Trailridge Park.

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- EXISTING PARK AMMENITIES:**
- Parking
 - Walking Trail
 - Large Open Space
 - Large Picnic Shelter
 - Playground Structure
 - Swings
 - Restroom Facility
 - Prairie Area
 - Variety of Tree Species w/ Identifying Markers
 - Benches
 - Grill

PARK OBSERVATIONS:

Established in the 1980s a 6.5 acre neighborhood park located in central Huxley. The park is located between Larson Drive and Parkridge Avenue with vehicular access off E. 5th Street. The park provides pedestrian access from the north, east and south and is surrounded by residential areas on all sides. A popular neighborhood park. The park offers a large picnic shelter, restroom, trail loop, parking and a recent playground addition geared toward the 5-12 year age group.

- RECOMMENDATIONS:**
- Add dog waste bag dispensers
 - Provide additional playground equipment geared toward the 2-5 year age group
 - Provide an accessible drinking fountain
 - Provide edging around playground surfacing
 - Provide an accessible route to play equipment
 - Future improvements should take into consideration any existing memorial trees



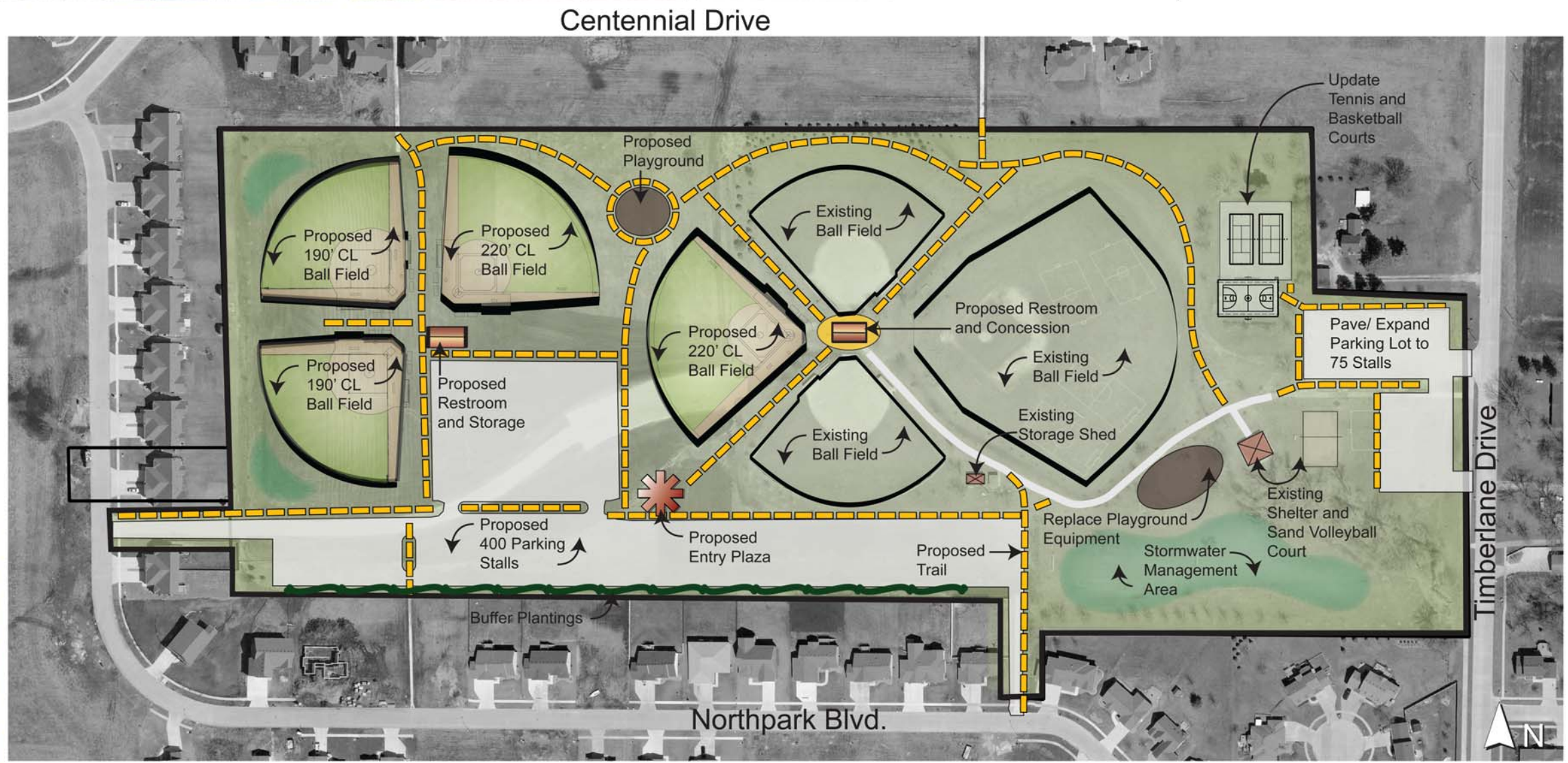
BERHOW PARK (6.5 Acres)



EXISTING PARK AMMENITIES:

Parking	Concession Stand	Playground
2 Baseball Diamonds	Sand Volleyball	Picnic Shelter
1 Adult Softball Field	Disk Golf	Restroom Facility
1 Basketball Court	Drinking Fountain	Grill
2 Tennis Courts	Benches	

PARK OBSERVATIONS:
 First developed in 1982 to commemorate Huxley's 100 year anniversary. A 30-acre community park located on the north side of Huxley between Timberlane Drive and Northpark Blvd and south of Centennial Drive. Portions of the park are beginning to show some age and are in need of repairs and updates. Recently soccer was relocated to the new Larson Family Sports Fields just east of Timberlane Drive. In 2007 the park aquired additional land to the west for future expansion. The additional acres gives Centennial the opportunity to expand the recreational amenities that it currently offers.



- RECOMMENDATIONS:**
- Provide additional ball fields for little league games and practice
 - Replace existing restrooms with a joint concession & restroom building
 - Provide additional paved parking
 - Repair fences / backstops on existing ball fields
 - Provide irrigation for existing and future ball fields
 - Remove and replace the basketball courts
 - Remove and replace the tennis courts
 - Provide additional security lighting and lighting for ball fields
 - Update and provide additional playground equipment
 - Provide interior trail and neighborhood sidewalk connections
 - Address stormwater drainage particularly in the south and southeast portion of the site



EXISTING PARK AMMENITIES:

- Parking
- (6) U6 Soccer Fields
- (2) U8 Soccer Fields
- (2) U10 Soccer Fields
- (2) U12 Soccer Fields
- (2) Flag Football Fields

PARK OBSERVATIONS:

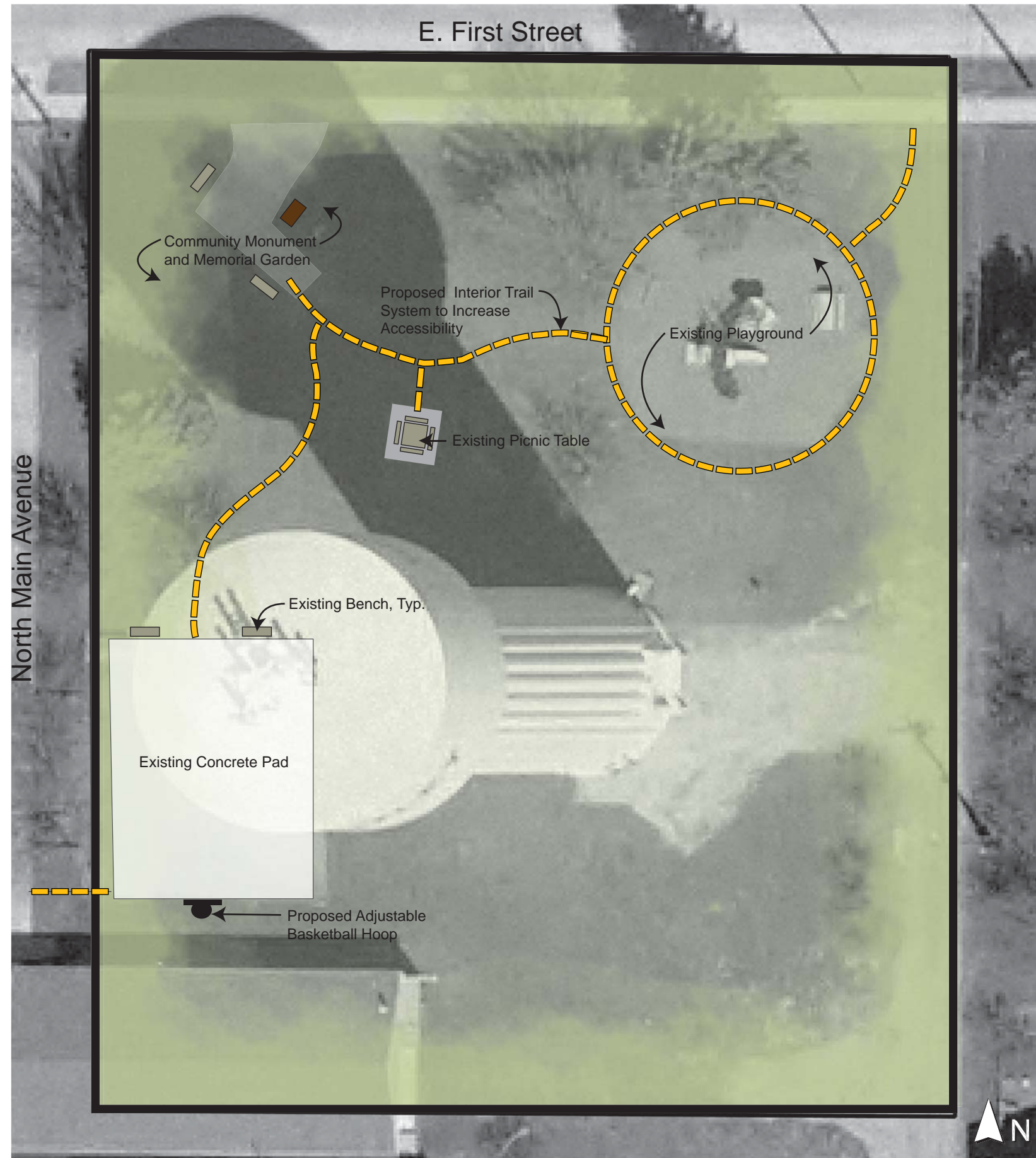
A 6 1/2 acre community park located west of Timberlane Drive and south of Centennial Drive, established in 2011. The park currently accomodates soccer leagues and flag football. Parking has been provided recently in the southwest corner of the site. Currently the park does not have any restrooms or storage to support users. Concerns with the existing grass quality have been made by local residents.



RECOMMENDATIONS:

- Provide storage building with restrooms
- Improve existing grass coverage

LARSON FAMILY SPORTS FIELDS (6 1/2 Acres)



EXISTING PARK AMMENITIES:
 Community Monument and Memorial Garden
 Picnic Area
 Playground
 Multi-purpose Concrete Slab
 Benches
 City Water Tower

PARK OBSERVATIONS:
 A 1/2 acre neighborhood park located at the south end of Huxley's Main Ave. since 1936. A community monument and garden stand as a memorial for the many people that have given their lives to sustain our freedom. The park is also home to the City water tower. On-street parking is available along North Main Ave. The park currently lacks an interior trail system and an existing concrete slab could be utilized again as a small basketball court.

RECOMMENDATIONS:
 Add an adjustable basketball hoop
 Provide edging around playground equipment safety surface
 Provide interior trail system for better accessibility

MEMORIAL PARK (1/2 Acre)

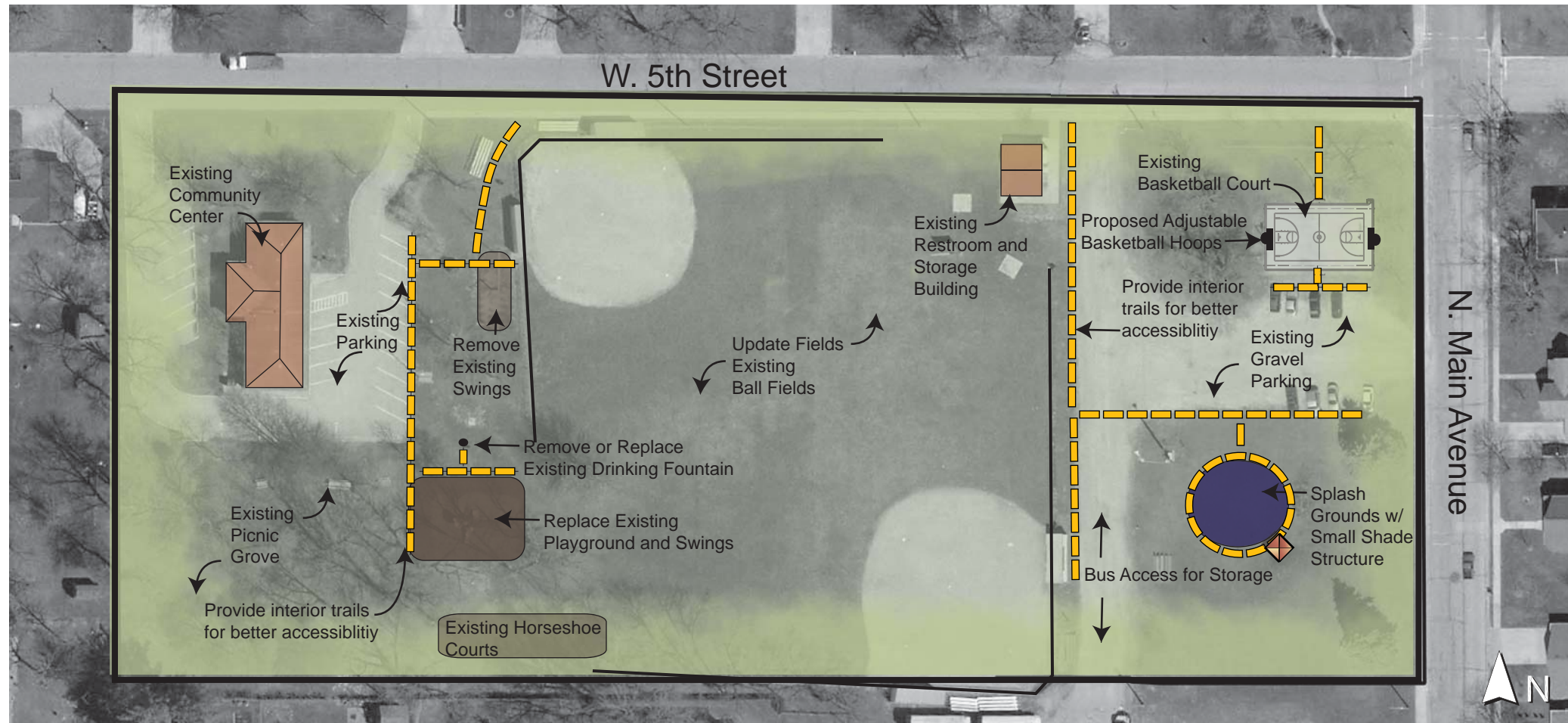


EXISTING PARK AMMENITIES:

Parking	Concession & Restroom Facility
Sr. Community Center	Picnic Area
Playground	Grills
Swings	Horseshoe Court
(2) Ballfields	Open Space
Basketball Court	Benches

PARK OBSERVATIONS:

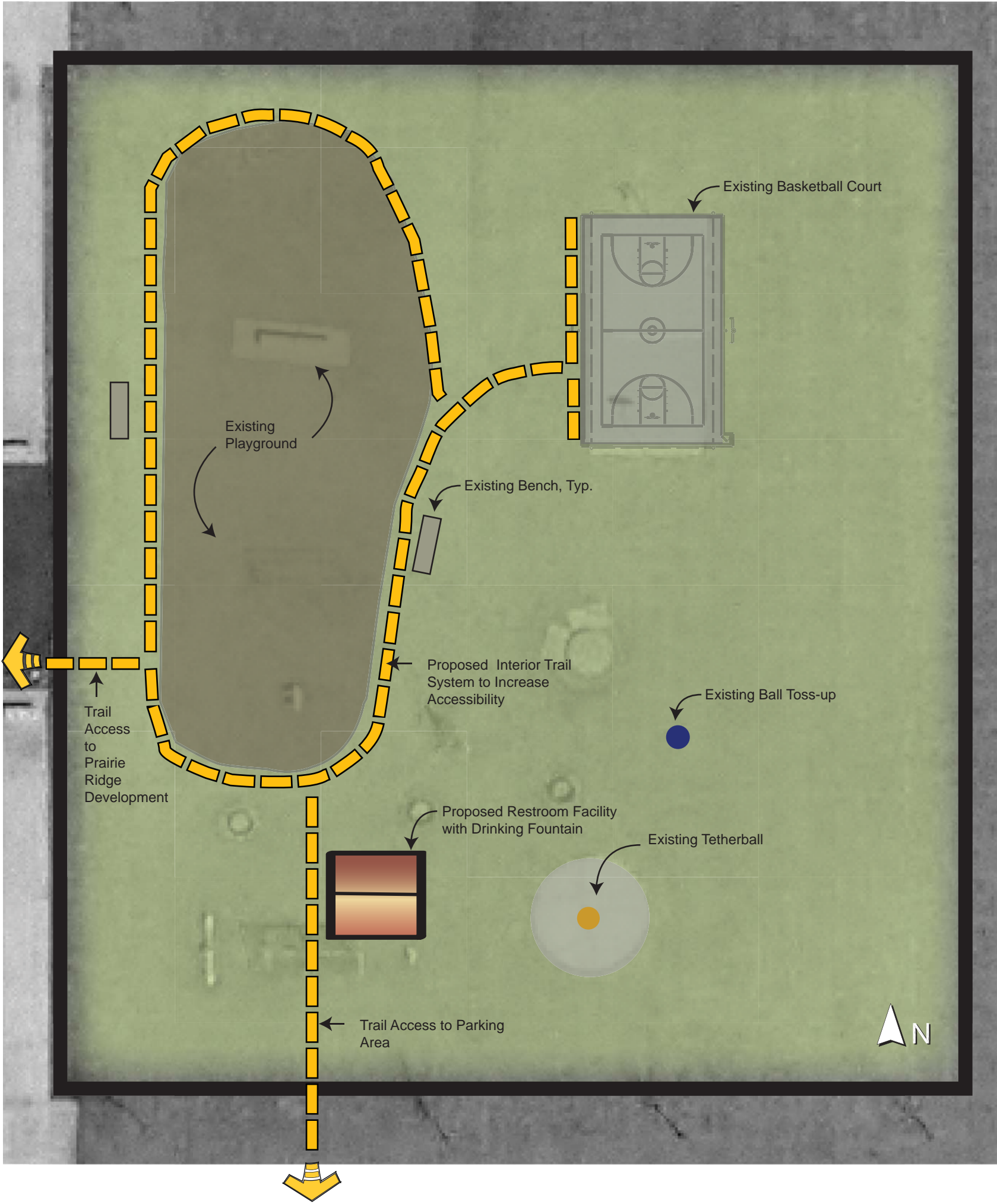
A 5 acre community park located in the heart of Huxley near downtown south of West Fifth Street and west of N. Main Avenue. The park currently needs upgrades to some of the existing ammenities; such as, the ball fields, playground and basketball court. An interior trail sytem would help provide more accessibility to some of the sites features.



RECOMMENDATIONS:

Update fields and address outfield conditions
 Replace playground and swings.
 Upgrade basketball court hoops
 Add splash grounds
 Remove and replace existing drinking fountain
 Interior trail system to increase accessibility

NORD-KALSEM PARK (5 Acres)



EXISTING PARK AMMENITIES:

- layground w/ Swings
- Tetherball
- Ball Toss-up
- Basketball Hoops
- Benches

PARK OBSERVATIONS:

Huxley's newest neighbourhood park, this 3/4 acre park is located off 511 E. 1st Street in the southeast side of Huxley.

RECOMMENDATIONS:

- Provide a restroom facility with drinking fountain
- Provide interior trail system for better accessibility



PRAIRIE RIDGE PARK (3/4 Acre)



- EXISTING PARK AMMENITIES:**
- Parking
 - Access Point to Heart of Iowa Nature Trail
 - Picnic Shelter w/ Restroom Facility
 - Drinking Fountain
 - Amphitheatre
 - Exercise Stations
 - Sand Volleyball

PARK OBSERVATIONS:

A 3 acre community park located on the far southern edge of Huxley since 1987. The park was established as a reminder of the railroad system that once ran through town. Railroad Park is currently the location for the City Prairiefest. Drainage concerns were noted aroundnd the excercise stations.

RECOMMENDATIONS:

Improve drainage around excercise stations and provide a rubber tile surfacing.

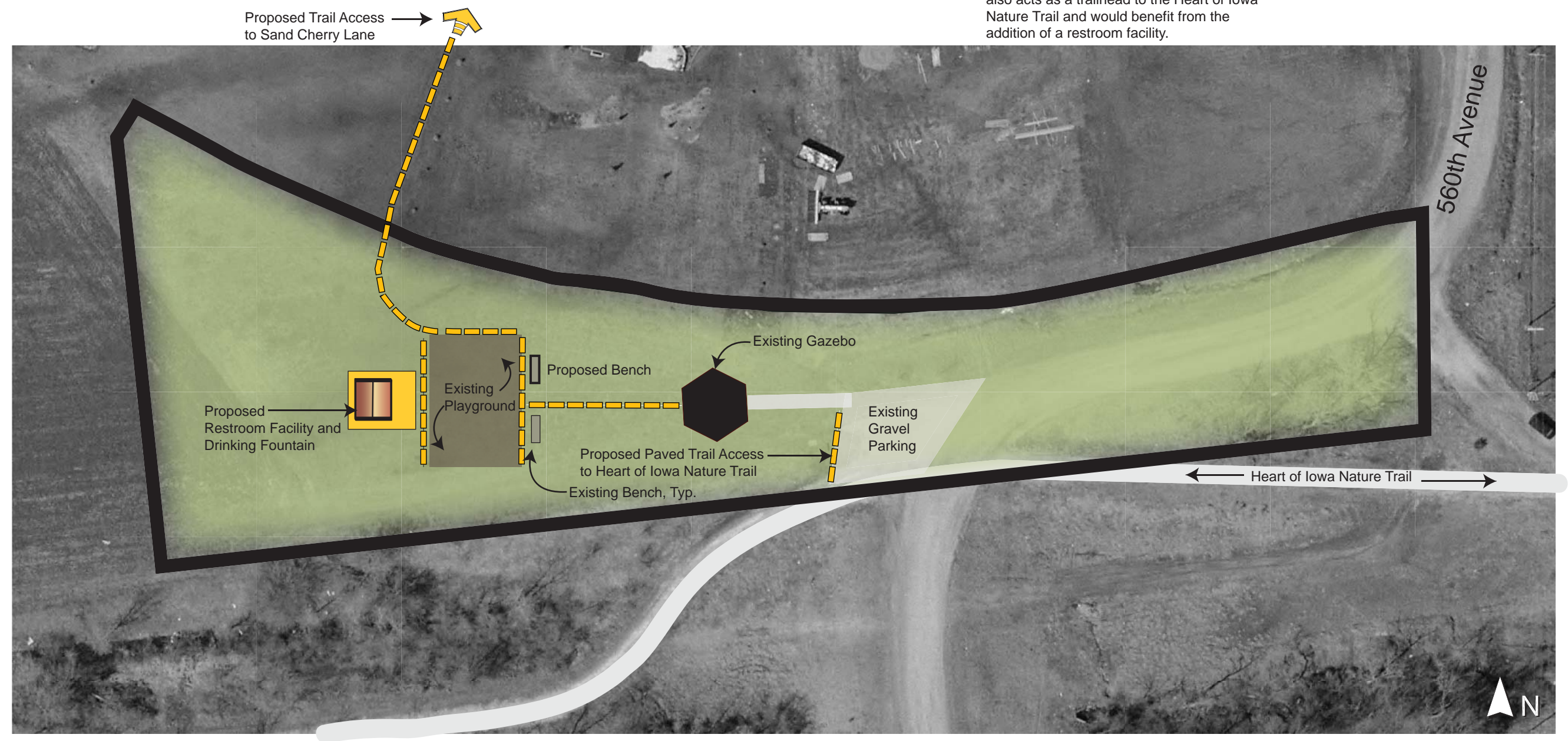
RAILROAD PARK (3 Acres)

TRAILRIDGE PARK (1 Acre)

EXISTING PARK AMMENITIES:
 Playground
 Picnic Tables
 Bench
 Access Point to Heart of Iowa Nature Trail
 Gazebo - New 2012

PARK OBSERVATIONS:
 A 1 acre neighborhood park located in the southeast side of Huxley in the new Trail Ridge Development. Currently there is no paved trail access to the park. The park also acts as a trailhead to the Heart of Iowa Nature Trail and would benefit from the addition of a restroom facility.

RECOMMENDATIONS:
 Pave Trail Access to Sand Cherry Lane
 Provide an interior trail system for better accessibility to amenities
 Provide a restroom facility and drinking fountain



Chapter 6

Public Facilities and Services

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PUBLIC FACILITIES AND SERVICES

City Government

Municipal Government for the City of Huxley is in the form of a “Mayor-Council” organization, with a mayor and five council members. A City administrator manages the day-to-day and long-range affairs of the City. The mayor and City Council conduct City business on the second and fourth Tuesdays of each month.

The City Council is the legislative body that controls and decides on all business relating to planning, land use and land development, with assistance from the Planning and Zoning Commission, which acts in an advisory capacity. Legislated provisions relating to planning, land use, and land development are implemented by the Zoning Administrator and enforced by the Board of Adjustment when necessary.

City Hall is located in the 3C's building at 515 N. Main Avenue. The 3C's building also houses the Parks and Recreation Department, Police, Library and miscellaneous facilities used by both the City and Ballard Community Schools. City Hall is nearing capacity for staff and expansion may be required in the future.

Police

The Huxley Police Department recently moved into the new Nels A. Nord Public Safety Building. The department is staffed by one chief and 5 full-time officers all of whom utilize two squad cars and one sport utility vehicle. The police department currently serves the communities of Huxley and Cambridge through a joint agreement established midway through 2004. When additional assistance is requested or required, the Story County Sheriff's Department is called. The table below summarizes the number of calls, arrests, citations, cases and warnings the Huxley Police Department was involved with in 2010 and 2011.



Table 2-14 – Police Action, 2004 and 2005

Police Station (3C's)

	Huxley Service, 2010	Cambridge Service, 2010	Total 2010	Huxley Service, 2011	Cambridge Service, 2011	Total 2011
Calls	1848	214	2062	2022	258	2280
Arrests	196	37	233	190	39	229
Citations	449	49	498	581	99	680
Warnings	772	90	862	1147	176	1323
Total Contacts	5104	620	5724	5809	912	6721

*Source – Huxley Police Department

When comparing the numbers from 2011 with the numbers from 2007, there have been significant increases in all of the areas summarized above with the exception of arrests. The numbers from 2007 were 4,992 contacts, 236 arrests, and 512 citations. The number of cases has also increased significantly.

Fire and First Responders

A volunteer Fire Department as well as a volunteer First Responders group consisting of approximately 20 fire fighters and 15 first responders currently serve Huxley. The fire station was built in 1995 and is located at Railway and S. 2nd Avenue. The fire department has six fire trucks with a combined storage of 4,700 gallons of water. Huxley currently has a fire insurance rating of 5 due partly to the existing 500,000-gallon water tower located one block north of the fire station. The fire department takes great pride in providing fast and professional service to the community as the fire insurance rating of 5 indicates. For comparison, in 2006, the insurance rating was at a 7. As the number decreases, so do the insurance ratings and rates for this community, which results in potential cost savings for the residents of Huxley in their insurance premiums. Below is a table illustrating the number of calls the Fire Department and First Responders had received from 1992 to 2011.

Table 2-14 – Fire/First Responders Calls, 1992 through 2005

Year	Fire/Rescue/Extrication	EMS
1992	25	55
1993	29	70
1994	32	61
1995	18	67
1996	31	97
1997	73	90
1998	93	91
1999	113	154
2000	166	140
2001	91	136
2002	103	138
2003	84	177
2004	103	228
2005	110	203
2006	74	176
2007	101	207
2008	129	206
2009	101	209
2010	118	212
2011	106	200
2012	95	214



Fire Station

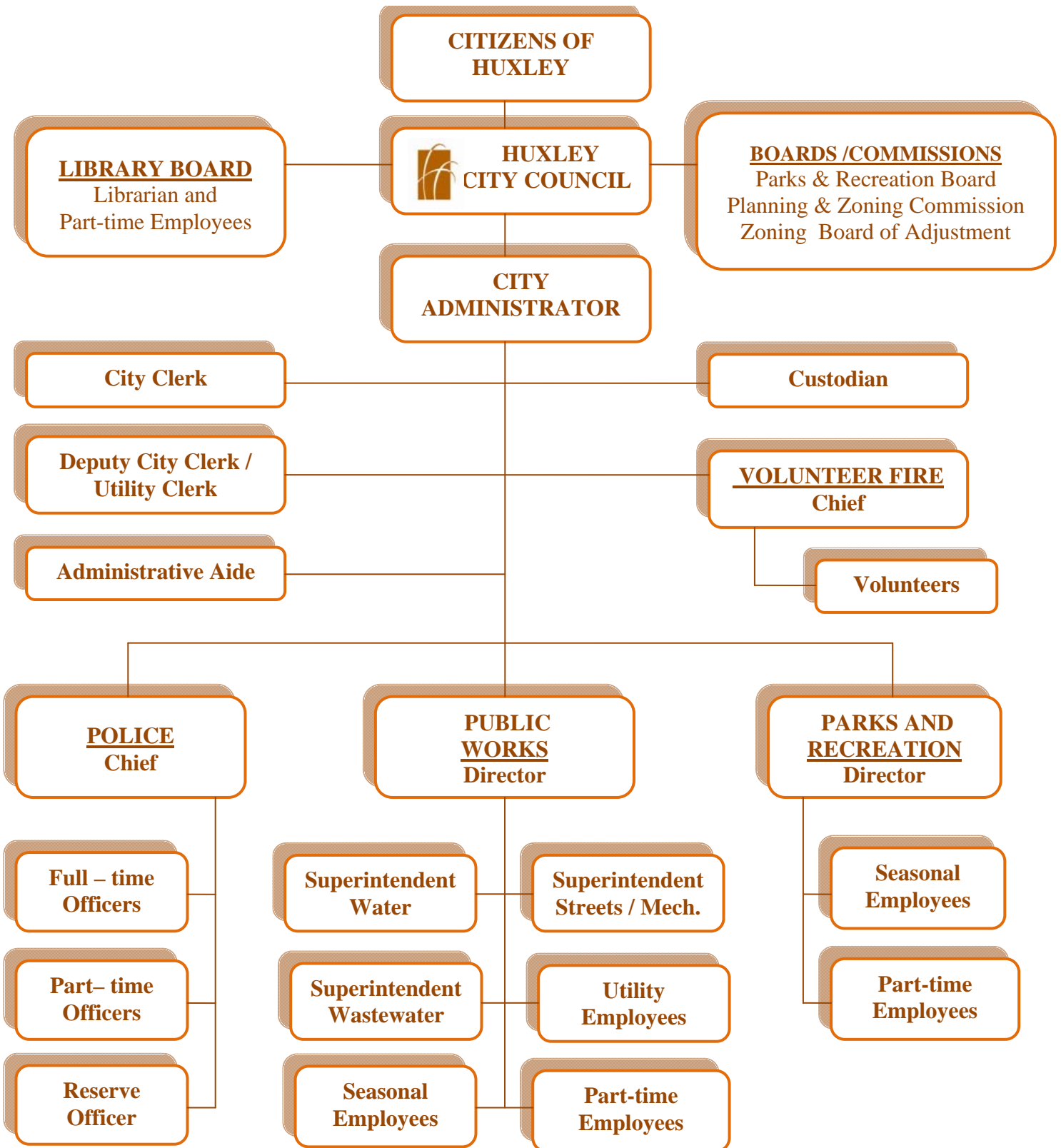
As growth continues, both the Fire Department and First Responders may need additional equipment and trucks. According to the current Fire Chief, by 2010 the Fire Department may need to replace one pump truck as well as purchase a ladder truck. First Responders may also require a replacement vehicle.

Public Works Department

The primary purpose of the Public Works Department is to operate and maintain the City's infrastructure system. The water treatment and distribution system, the waste water treatment and collection system, the roadway/transportation system and the storm water collection system are all part of the daily responsibilities of the Public Works Department. The Director of Public Works is in charge of the scheduling and personnel required in completing the daily operations of the City. Under the Public Works director are individual Superintendents who manage the water treatment plant, the waste water treatment plant, the roadway system and the parks maintenance work. Under each Superintendent are additional City employees that assist in the daily operations of each utility. Many of these additional employees overlap their duties between numerous utilities in order to efficiently service the City.

Other activities the Public Works Department is involved in are coordinating and reviewing building inspection reports, permits for new construction, subdivision and site development reviews, coordination and reviewing engineering reports, and assisting the other departments with daily needs as they arise.

City of Huxley Organizational Structure



3C's – Citizen's Community Center

This facility is one of the largest facilities of its kind for a City the size of Huxley. The Citizen's Community Center is a multifunctional facility that houses City Hall, City Administrative staff, Parks and Recreation staff, Library staff, City Clerking staff, and all of the Police staff for the City of Huxley. The Historical Society is also located within this building. Recent improvements include the addition of the Safe Room that also serves as a community room seating up to 296 guests for various events on a reservation basis.



Citizen's Community Center (3C's) Entrance

On top of that, the 3C's also includes a fitness center, an indoor basketball gymnasium, concession stand, and a fitness workout/meeting room with small snack room. The facility is widely used by both the City, general public, and Ballard School district for all of the above reasons. The 3C's building was constructed in 2001 utilizing Tax Increment Financing as a source to pay for the improvements. The facility was designed and constructed so it may be expanded in the future to the north of the current footprint if the community continues to grow.

Contracted Services Provided

In order for the City of Huxley to perform day to day functions in a cost effective manner, the City hires consultants to perform many of the professional services on an as-needed basis. The following is a listing of the services provided by hired consultants.

- Legal – City Attorney Services
- Bond Counsel
- Financial Services – Bond Sales and Financing
- City Engineering Services
- City Planning Services
- Building Inspection Services

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Chapter 7

Infrastructure and Transportation System

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INFRASTRUCTURE

Water Supply, Treatment, Storage and Distribution System

In 2003, the City of Huxley completed a large improvement project to the water system. A new site was purchased and two well facilities were constructed along with a transmission main that travels from the well site to the new water treatment facility located east of Interstate 35 and immediately north of E. First Street. The new well site allowed the City to abandon the previous Jordan wells located on the south side of E. First Street immediately east of Circle Drive, which also happen to be the same location as the previous water treatment facility.

The new water treatment facility was also completed in 2003 and consists of detention, pressure filtration and ion exchange (zeolite) softening. The design capacity of the plant is 700 GPM with a capability of treating 0.8 MGD of water.



Water Treatment Plant (left) and Water Wells Site (right)

The City's water tower was constructed in 1986 and holds up to 500,000 gallons of water. It was repainted in 2011. There is a 250,000-gallon ground storage tank at the water treatment facility to provide additional storage. The City has a backup generator for emergency power at the well site and other areas in town as may be necessary with a power outage.

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**2013 Comprehensive
Plan Update
Figure 7-1**

LEGEND

- WATER MAIN
- - - PRIVATE LINE
- 6" WATER MAIN SIZE
- ⌵ VALVE
- HYDRANT
- MP ○ METER PIT
- BLOW OFF
- AIR RELEASE VALVE
- - - CORPORATE LIMITS
- - - FUTURE WATER MAIN LOOPS

Last Numbers Used

- 923 Valves
- 1219 Hydrants



**HUXLEY, IOWA
WATER MAP
AND FUTURE WATER MAIN LOOPS**

Sanitary Sewer Collection and Wastewater Treatment System

All of Huxley is served by the municipal wastewater plant and collection system. Construction of the new wastewater plant began in 2008. The plant became operational in October of 2010. The facility as constructed has average daily wet weather capacity of 850,000 gallons per day and was designed to accommodate growth for at least the next 20 years. The site was designed to accommodate expansion to the east of the existing plant and will accommodate the City's growth for at least the next 40 to 60 years at the expected population growth rate. The new plant site opens up approximately 3,000 acres of development ground to gravity sewer than the previous treatment plant site.

The old water treatment plant has been decommissioned, but the grounds are used for general public works use. The new wastewater plant utilizes two oxidation ditches as primary treatment, and has two final clarifiers and aerobic sludge digesters for dewatering and hauling.



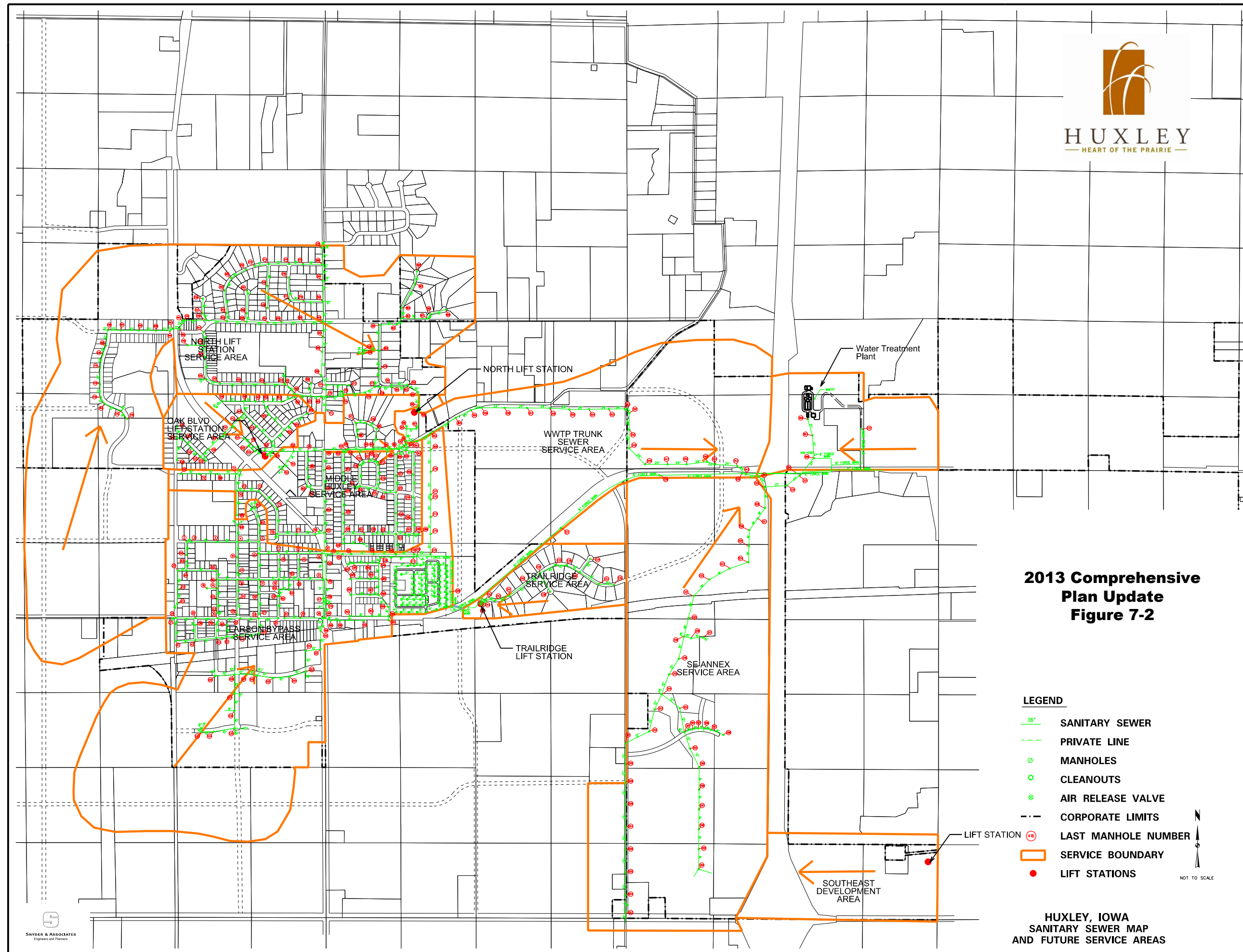
Headworks Building at the Waste Water Treatment Plant

There are no underground septic systems within the corporate limits, with the exception of Palestine Lutheran Church and six residences that joined Huxley with the 337 acre annexation near Interstate 35 and Iowa Highway 210 in 2004. The gravity system is in relatively good condition with the exception of certain locations within the older part of Huxley. Some of those areas will require repairing or replacing sewer mains and/or manholes. The City currently owns and operates three permanent lift. The Oak Boulevard Lift Station is located on Oak Boulevard east of US Highway 69. The North Lift Station is located in the northeast corner of the old Wastewater Treatment Plant site. The Trail Ridge Lift Station is situated at the west end of the Trail Ridge residential subdivision along E. First Street. The City has made great strides in its efforts to reduce inflow and infiltration problems. City staff has completed a city-wide inspection to eliminate improper connections to the sanitary sewer system and has installed additional secondary sewers to allow residents to hook sump pumps to the storm system. The City also purchased sewer video equipment in 2009 and continues with an extensive videoing program to identify improper connections and to prioritize future maintenance.

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HUXLEY
— HEART OF THE PRAIRIE —



Storm Drainage System

The primary outlet for storm drainage throughout Huxley is Ballard Creek, which borders Huxley to the north. In areas of town where development is on very wet soils, there is inadequate or no drainage of subsurface wetness. Drainage from these areas drains by sump pumps to the street causing maintenance and safety concerns with flash flooding during heavy rainfall events and freezing in the winter. There are also portions of Huxley where the storm sewer is combined with the sanitary sewer through sump pump and perimeter drain connections. City staff has made great efforts to install secondary sewer and those efforts should be continued.

The east end of Huxley, near Larson Drive and Meadow Lane, the storm sewer discharges into an undersized detention facility. The intention of the detention facility is as development continues east, the detention facility will help slow down the release of the storm water discharge for the betterment of property owners downstream. Once development has progressed to a point where the detention facility is no longer useful, the storm sewer will be extended to First Street.

The City completed a city-wide comprehensive storm water study in 2011 to identify problem areas and prioritize infrastructure needs. The highest priority project was identified as the Main Avenue corridor south of U.S. Highway 69. The City is developing a project to improve drainage in this area. The project is anticipated in the 2013 and 2013 construction seasons.

The Storm Sewer Map on the following page illustrates the city's storm water collection system. Also attached is the Watershed Map, based on information from the 2010 Storm Water Study, depicting drainage areas for the community.

Solid Waste Disposal

There currently is no solid waste disposal site located in or around Huxley. Huxley's residents may contract with one of several private garbage collection services. The nearest site for the disposal of hazardous substance is located in Bondurant.

Other Utilities

Electric service is provided by one of two providers, depending on your location within Huxley. Alliant Energy and Consumer's Energy both serve different portions of the City and Alliant also serves the entire City with natural gas. Telephone service is provided by Huxley Communications located on Main Avenue.

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HUXLEY
— HEART OF THE PRAIRIE —

**2013 Comprehensive
Plan Update
Figure 7-3**

Last Numbers Used

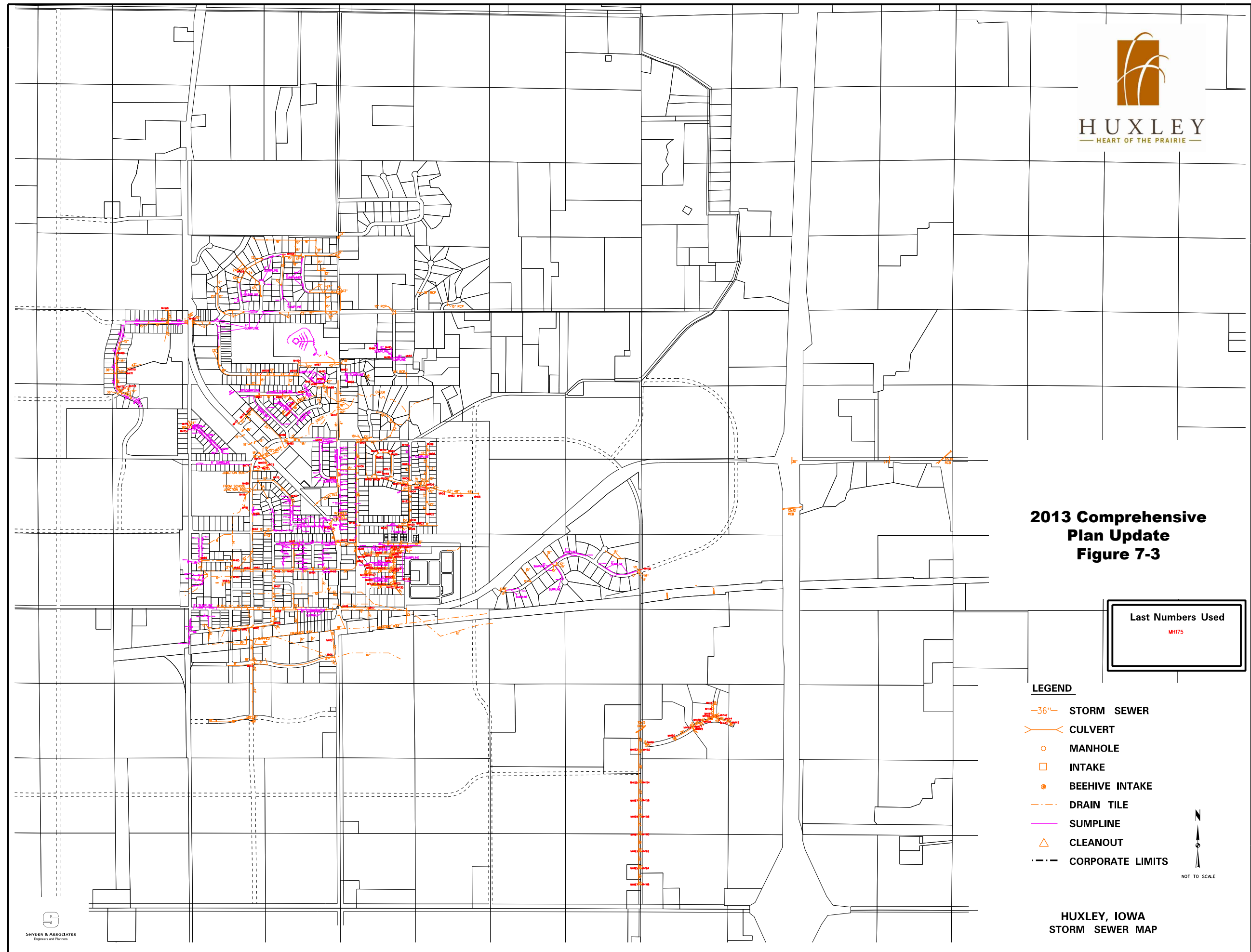
MH175

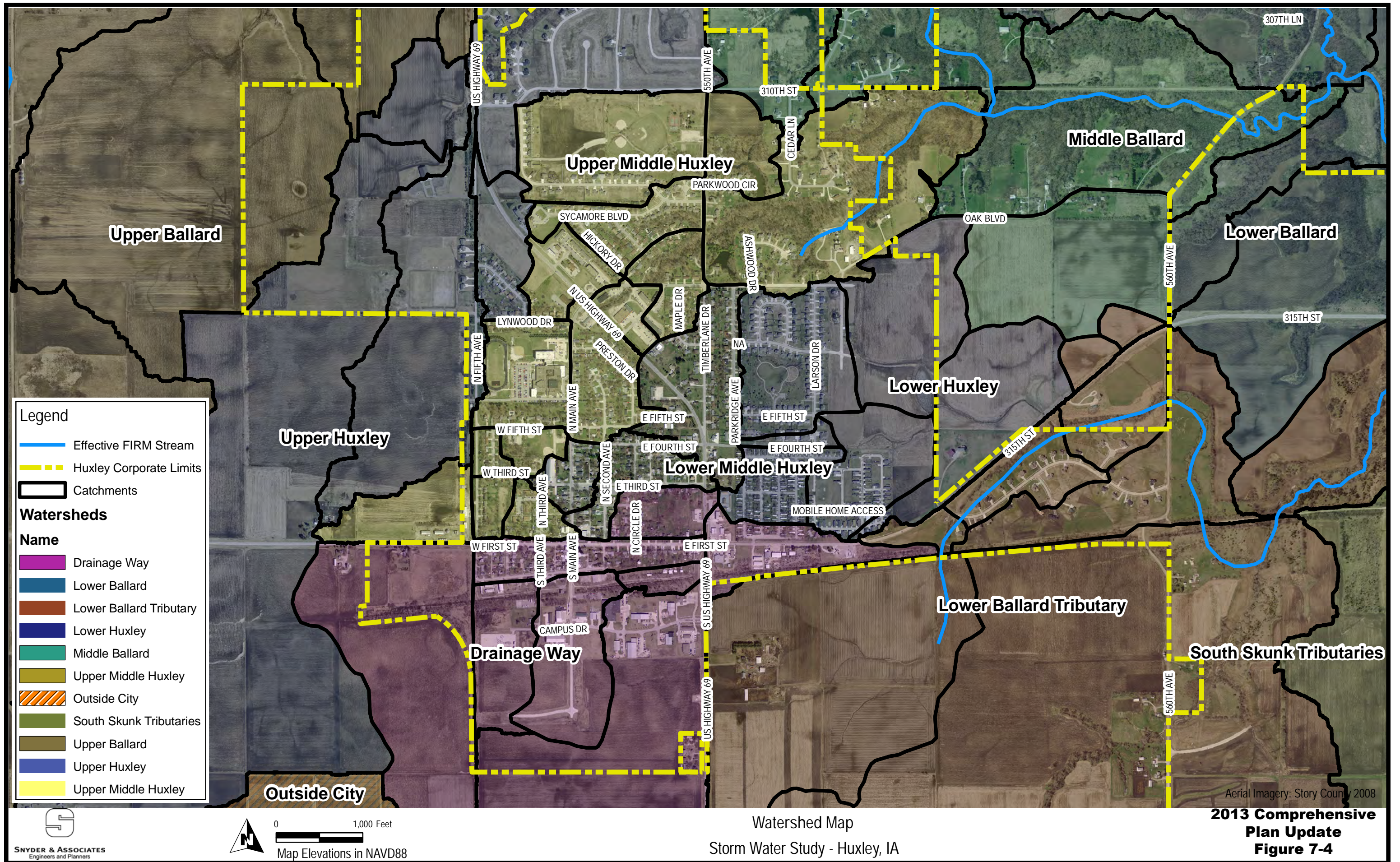
LEGEND

- 36"— STORM SEWER
- >< CULVERT
- MANHOLE
- INTAKE
- ⊗ BEEHIVE INTAKE
- - - DRAIN TILE
- SUMPLINE
- △ CLEANOUT
- - - CORPORATE LIMITS



**HUXLEY, IOWA
STORM SEWER MAP**





TRANSPORTATION

Street Functional Classifications

Through the adoption of Ordinance 345 by the City of Huxley, roads may be defined as one of the following descriptions, which relate to the functional types shown on the Major Streets Plan included in Chapter:

- **Arterial Street** – a street primarily intended to carry traffic into, through, and out of the City and not intended to provide access to abutting property, except as provided for by the comprehensive plan. Arterial streets are as designated per the major street plan.
- **Major Collector** – a street as designated by the major street plan with the purpose of conveying traffic efficiently from minor collectors, local through streets, and cul-de-sacs to other major collectors and arterial streets. Major collector streets are intended to provide access to abutting property.
- **Minor Collector** – a street designated by the major street plan to connect local through streets, cul-de-sacs, and other minor collector streets to major collector streets. Minor collector streets are intended to provide access to abutting property.
- **Local Through** – streets connecting cul-de-sacs, major collector, minor collector, or other local through streets to minor collector streets and major collector streets. Local through streets are intended to provide access to abutting property.

The Major Streets Plan included in this report defines existing streets, with the exception of local through streets or cul-de-sacs, based on the above municipal classifications. In addition, future arterial and collector streets have also been depicted. While the alignment of these future streets may deviate somewhat in location, the connectivity they will provide should be maintained.



Northwest view along US 69 from E. Fourth St.

The primary mode of transportation in Huxley is the automobile. The Functional Classification Map shows the roadway classifications throughout and adjacent to Huxley. US Highway 69, an arterial, is the major thoroughfare from south to north through the City. US 69 connects Huxley with Ames to the north and the Des Moines metropolitan area to the south. US 69 also intersects Iowa Highway 210 just south of the City, which provides direct access to Interstate 35 and the southeast areas of Huxley. County E-63 is designated First Street inside the corporate limits and connects Huxley to Cambridge to the east and Slater to the west.

The following pages include is a map showing the traffic count data for Huxley as compiled by the Iowa Department of Transportation in 2011.

Traffic volumes have risen in some locations through town since 2003. In May of 2006, the City of Huxley conducted manual counts of turning and through traffic at two intersections along US 69. The northwest leg of the Oak/Main intersection resulted in an unconfirmed and estimated 6,800 AADT as compared to 6,500 AADT shown on this page. The north and south legs of the E. First Street intersection resulted in unconfirmed and estimated volumes of approximately 7,500 AADT and 7,400 AADT respectively as compared to the 2003 volumes of 7,000 for both the north and south legs.










Traffic signals have been constructed at the Oak/Main and Centennial intersections along US 69 per the Iowa Department of Transportation warrants, based on the 2006 traffic counts completed by the City. A traffic signal is scheduled to be constructed at the E. First Street intersection along US 69 during 2013. In the future, the City may want to consider developing a long-range plan for the Hwy 69 corridor. Portions of this street have been designated a parkways; the long-range plan should incorporate the parkway design standards expected to be developed in the future.

In 2005, North 5th Avenue was disconnected from US 69 as a result of the large residential subdivision to the north of that intersection, now know as Centennial Drive. Due to that disconnection, traffic patterns through Huxley have been altered.

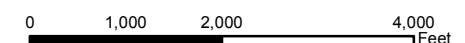
Curb and gutter construction is minimal in the older areas of Huxley. The City's Subdivision Ordinance requires developers to put in curb and gutter Portland Cement Concrete paved streets in new subdivisions. These streets are then required to be dedicated to the City upon completion and acceptance of the improvements.

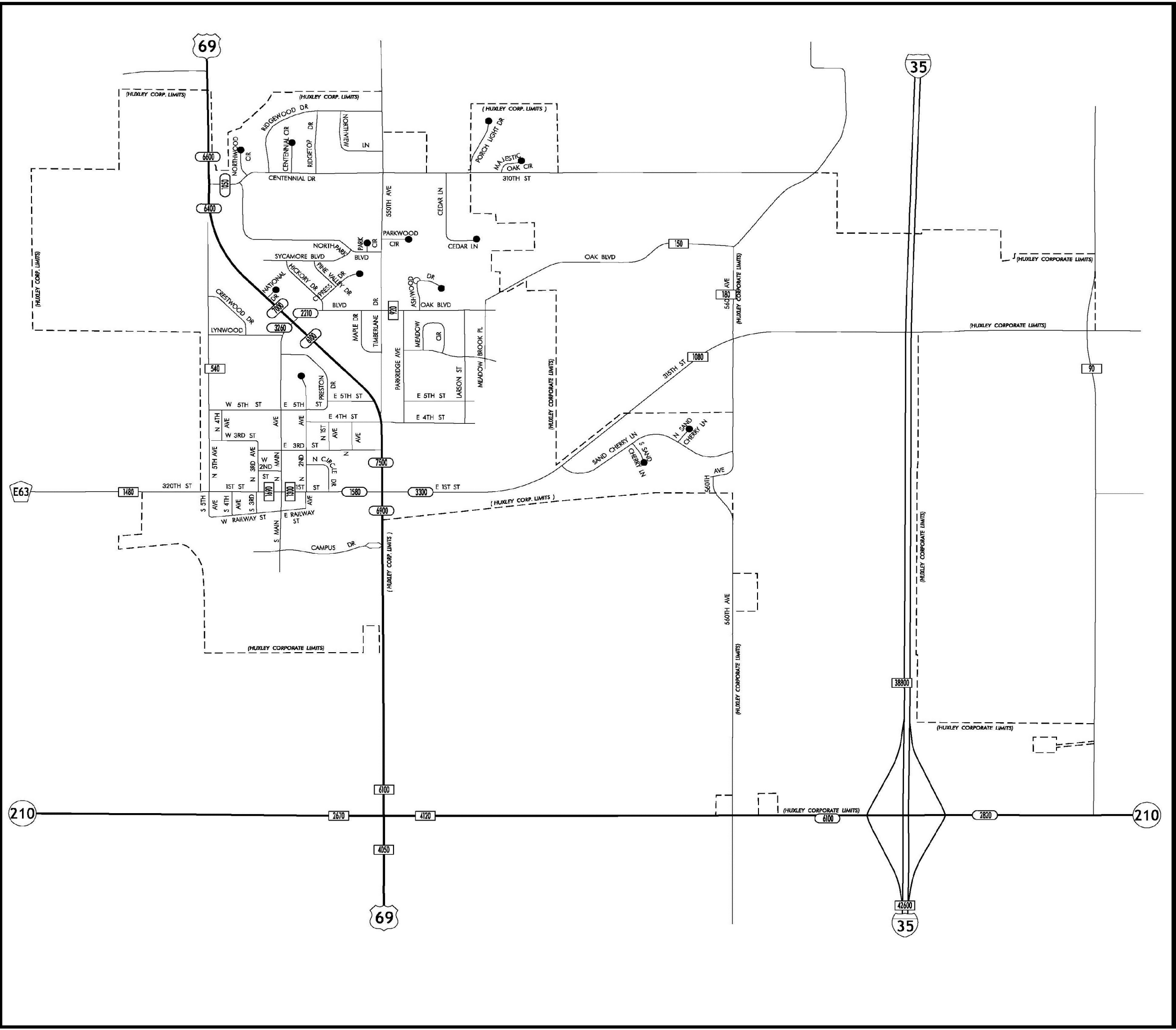


Legend

-
-  Major Arterial - Existing
 Minor Arterial - Existing
 Minor Arterial - Future
 Major Collector - Existing
 Major Collector - Future
 Parkway
 Local Street - Future
 Planning Boundary
 Corporate Boundary

**2013 Comprehensive
Plan Update
Figure 7-5**





HUXLEY

— HEART OF THE PRAIRIE —

TRAFFIC FLOW MAP

2011 ANNUAL AVERAGE DAILY TRAFFIC

PREPARED BY:
IOWA DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND PROGRAMMING
OFFICE OF TRANSPORTATION DATA

2013 Comprehensive
Plan Update
Figure 7-6



NOT TO SCALE



SNYDER & ASSOCIATES
Engineers and Planners

Bicycle Paths and Pedestrian Sidewalks

Bicycle and foot transportation is suited and important to towns such as Huxley, because of the relatively short distances from one place to another. Sidewalks are required to be installed with all new subdivisions as each individual lot is sold and developed. The City of Huxley may want to consider developing a multiple-phase, prioritized approach to constructing sidewalks along public streets where needed.

In addition, the City could require developers provide easements for trails through certain portions of subdivisions in conformance with this Comprehensive Plan, specifically the Parks & Trails Plan included in Chapter 5.

Public Transportation

Opportunities for public transportation are limited for Huxley residents as they include one trip to Des Moines and Ames per day. There is, however, a Ride Share lot located in the southeast corner of the US 69 and IA 210 intersection. Huxley residents working outside of the City use this facility as they tend to carpool to and from work on a daily basis.

Rail Service

The nearest passenger train service is Amtrak in Osceola, approximately 50 miles south of Huxley.

Air Service

The nearest airports to Huxley are Ames to the north, which is approximately 8 miles away, and Ankeny to the south, which is approximately 10 miles. The closest airport with commercially scheduled flights is the Des Moines International Airport located approximately 30 miles south of Huxley.

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Chapter 8

Implementation Strategy

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CREATING AN EFFECTIVE PLAN

To be effective, a plan must be adopted, implemented, constantly under review, and updated on an as-needed basis. This document will be utilized as a guide and educational tool for the citizens of Huxley, landowners, business owners and developers. This Comprehensive Plan will also be used by the decision-makers as they review the ongoing changes of the corporate limits, ordinances, and/or zoning. Some of the key actions that have been completed or are being implemented are:

- The City completed pursuing the annexation of Area #1, portions of Area #2 and #4 as illustrated in Chapter 3 of the 2007 Comprehensive Plan.
- The City has completed the Prairie Ridge redevelopment project, providing more choice in affordable housing in Huxley.
- The green space Ordinance was amended to be more up to date with current standards.
- The City has installed two traffic control signals and safer pedestrian cross walks on US 69, the first at Oak/Main and a second Centennial Drive. A third traffic signal will be constructed at E. First Street.
- The street and right-of-way widths for the different classifications of streets were updated by Ordinance.
- The City should continue to partner with the Huxley Development Corporation and the Ballard Business Association and the Ames Economic Development Commission to promote Huxley to outside businesses.
- The City continues to encourage and solicit volunteers to complete smaller type projects throughout the community. The result is typically a savings in cost and builds teamwork and camaraderie amongst the citizens.

IMPLEMENTATION PLAN

Implementation of a Comprehensive Plan is a process that occurs over time, but is one of the most important components of the planning document. The table on the following pages presents a summary of most of the recommendations of this Comprehensive Plan. Also included are the still-relevant recommendations from the strategic planning efforts included in the 2007 Comprehensive Plan.

These recommendations include various types of efforts, as follows:

- Policies (P) which indicate continuing efforts over a period of time to implement the plan. In some cases, policies include specific regulatory or administrative actions including but not limited to Ordinances and Policy Statements.
- Action items (A) which require specific efforts or accomplishments by the community, elected officials, appointed officials, and/or staff.
- Capital Improvements Program (CIP) projects which require public investment and/or funding.

In addition, a recommended time frame has been indicated for implementing each of the recommendations. Short-term indicates implementation should occur within five years, medium-term within five to ten years, and long-term within ten to twenty years. In some cases, the recommendations are on-going over the planning period.

COMPREHENSIVE PLAN RECOMMENDATIONS					
Item	Type	On-going	Short Term	Medium Term	Long Term
FISCAL & ADMINISTRATIVE					
Formally adopt the 2013 Comprehensive Plan Update following Public Hearing and appropriate revision.	P		•		
Adopt a 5-Year a Capital Improvements Program (CIP) for the betterment of both new and older areas of Huxley.	P	•			
Include the financing for priority CIP projects in annual budget; maximizing outside funding sources to help facilitate the successful completion of the program.	P	•			
Designate Capital Improvements Program funds for designated existing and future park improvement projects.	P	•			
Establish a plan for pursuing outside sources of funding for some of the capital improvement projects by working closely with the City Engineer, Financial Consultant and Bond Counsel.	A		•		
Continue to focus on bringing industry and commercial development to Huxley to help offset the perceived high user rates passed on to the citizens for basic services.	P		•		
Continue to utilize TIF and/or Tax Abatement incentives to promote retail, commercial, and light industrial developments.	P		•		
Develop a revitalization plan for Main Street businesses, such as developing and implementing a financial and marketing plan.	A			•	
Encourage, promote and harness economic development partnerships between local entities and private companies to assist existing and expanding business enterprises and to attract new businesses, particularly to the industrial park.	P	•			
GROWTH MANAGEMENT & LAND USE					
Review and update the city's development regulations to meet the city's objectives for sustainable development and to offer opportunities for innovative approaches to development.	A		•		

Item	Type	On-going	Short Term	Medium Term	Long Term
Create new zoning districts, including mixed use district, neighborhood commercial district and office park district, in accordance with Future Land Use Plan.	P		•		
Direct growth to prioritized growth areas and encourage in development areas that are cost efficiently served by the sanitary sewer system.	P	•			
Encourage a variety of land uses and living environments in order to maintain the City's tax base, provide ample development opportunities and provide for the established and future needs of the citizens.	A	•			
Approve rezonings and subdivisions only if they are consistent with the Comprehensive Plan; amendments must consider far-reaching ramifications to the plan.	A	•			
Encourage redevelopment of vacant sites within the city to utilize existing infrastructure and/or maximize use of existing service areas.	A		•		
Require new developments to design subdivisions in an environmentally sensitive manner, including protection of wetlands and areas of severe slopes.	A		•		
Require open space, park land and trail easements to be dedicated to the City as development occurs.	A			•	
Require sound planning principals for buffering incompatible land uses such as highway commercial and single-family residential; and particularly between industrial and residential uses.	A		•		
Require new developments to assume a share the burden of improved and/or extended regional infrastructure including neighborhood parks.	A		•		
INFRASTRUCTURE & TRANSPORTATION					
Encourage regional detention to serve multiple, larger commercial and industrial areas.	P		•		
Require Waiver of Separation for developments within 1000' of Wastewater Treatment Facility.	A	•			
Make transportation-related decisions in consideration of land use impacts including, but not limited to, access management, adjacent existing and future land use patterns, and designated uses and densities	P	•			
Preserve and develop transportation corridors, including the parkway, as development occurs and establish design guidelines for parkways.	A	•			

Item	Type	On-going	Short Term	Medium Term	Long Term
Continue to work with the Iowa DOT, CIRTPA, and Story County on long-range transportation plan as three highways pass through or along Huxley's borders.	P	•			
Develop an access management plan for arterial, collector streets, including parkways.	A		•		
Develop "Parkway" design standards, including street trees, trails/sidewalks, furnishings, signage, and berms.	A			•	
Actively consider improvements to specific gravel roads to open up new development areas that are located within existing service areas.	CIP				•
Implement a prioritized, multi-phased sidewalk infill and repair project throughout the entire community.	CIP		•		
Develop a long range improvements plan for U.S. 69, potentially including additional lanes, turning lanes, and an 8-foot wide recreational trail.	A				•
PARKS & RECREATION:					
Consider negotiating with local rural property owners to acquire land for potential "bank" park sites to develop Parks consistent with Parks & Trails Map.	P				•
Work on effectively expanding adult and youth recreation programs in order to enhance the "community" atmosphere. The City may need to evaluate the viability of current programs.	P	•			
Centennial Park Phase I Improvements: Replace restrooms and concession building, replace existing playground, existing ball field improvements, including fence repairs, irrigation.	CIP		•		
Centennial Park Phase II Improvements: Add additional ball fields and field lighting, and parking lot.	CIP		•		
Centennial Park Phase III Improvements: Add additional playground, restroom storage building and replace tennis and basketball courts.	CIP		•		
Nord-Kalsem Phase I Improvements: Repair existing ball fields, replace existing basketball hoops, remove existing swings and replace existing playground.	CIP		•		
Nord-Kalsem Phase II Improvements: Add splash ground facility to park.	CIP		•		
Larson Family Sports Complex Phase I Improvements: Repair existing turf conditions.	CIP		•		