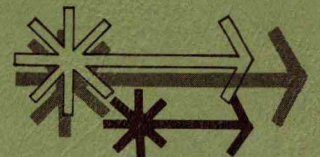


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COMPREHENSIVE PLAN

ANKENY, IOWA



COMPREHENSIVE PLAN

ANKENY, IOWA

March, 1965

Prepared under contract and financed in part by the Iowa Development Commission under the provisions of Chapter 28, State Code of Iowa in cooperation with the City of Ankeny.

Urban Planning Grant

Project No. Iowa P-21

The preparation of this report was financed in part through an Urban Planning Grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

Iowa Development Commission
Planning Division

CITY OF ANKENY

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CITY COUNCIL

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M. Thomas Johnson, Planner

R. Faun Eittreim, Secretary

March 15, 1965

Honorable Mayor and City Council
City of Ankeny, Iowa

Gentlemen:

We are pleased to submit herein the Comprehensive Plan for Ankeny.

This plan is the result of many months of study and discussion. It represents not only the recommendations and proposals of the Plan and Zoning Commission but includes plans of the School Board, Parks Commission, Chamber of Commerce and many other organizations who have a vital interest in the future growth of Ankeny.

With the anticipated growth in population and the resultant demand for additional services, it is imperative that a development plan be prepared to provide a guide for the future orderly growth of the community. It is the hope of this Commission that the information contained within the report may be used as a reference in guiding the future development of Ankeny.

Our sincere appreciation is extended to the persons involved in the development and preparation of this report.

Respectfully submitted,

City Plan and Zoning Commission


James Bradshaw, Chairman

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INTRODUCTION:

A look into the history of development of most Iowa communities would show a development pattern of parcels. Most often, development of a community was dependent upon the speculative objectives or initiative of one or a few developers. Buildings were erected singly or in small groups and locations were selected on the basis of immediate need or that which was expected in the near future. Little or no consideration was given to total development or the pattern of growth that could be expected in the community in the years to come.

Today, many Iowa communities are experiencing problems of strip development, rising costs of utility extensions, overcrowding of land uses, and traffic congestion on streets inadequately designed for today's volumes. In short, problems that are occurring today have arisen out of a past lack, on the part of the community, to provide a set of objectives to guide the growth and development of the community.

With these past histories in mind, a Comprehensive Plan has been prepared to be used as a guide in solving some of the problems that exist in Ankeny today and to establish standards for community development that may be used to eliminate today problems that could arise tomorrow. As plans that have been prepared for communities in the past could not foresee and prepare for all of the needs of today, neither does this Comprehensive Plan contain any guarantees.

A community's growth and development will depend upon many things, among these being its location in the area it serves. Because of this, events that can occur to affect its development are impossible to completely foresee. Rather, the purpose of a Comprehensive Plan is to analyze the history of a community's past growth and then in terms of today's knowledge suggest provisions for directing the anticipated growth and development of a community in a safe and orderly fashion. This, then, is the primary purpose of this report.

A Comprehensive Plan, as it exists, can accomplish nothing. It is not the end of a planning program but rather just a beginning of an everyday day-to-day process of guiding the community's growth. Its use is not intended for just the city's administration and a handful of developers but for all the citizens of the entire community. Only through this type of participation can the Plan's full benefit be realized.

HISTORY

The City of Ankeny is located near the geographic center of Polk County, approximately four miles north of Des Moines on U. S. Highway 69. The community originated as an eighty (80) acre tract of land whose location was technically described as the West one-half (1/2) of the North-east one-fourth(1/4), Township eighty (80), Range twenty-four (24).

This particular eighty (80) acre tract of land was part of a tract of land conveyed by the United States Government to the State of Iowa under a grant for the improvement of the Des Moines River on August 8, 1846.

On May 3rd, 1846, the State of Iowa issued a patent on the land to the Des Moines Railroad Company. In the ensuing years, the property was owned by several persons until on July 11, 1874, the land was conveyed to John F. Ankeny after whom the town was named.

On April 19, 1875, John F. Ankeny laid out the town in streets and blocks and had it filed and recorded on April 22, 1875.

Ankeny's climatological factors include its elevation at 990 feet above sea level. The average annual rainfall amounts to 30.37" and the temperature average is 51.1 degrees Fahrenheit. The prevailing winds in Ankeny are from the South at an average of 12.1 mph.

The first railroad to serve Ankeny was a narrow gauge track from Des Moines through Ankeny to Ames that was completed in 1874. This track was changed to a wide gauge track by the Chicago Northwestern Railroad and on July 11, 1880, passenger service to Ankeny was initiated.

Incorporation of the Town of Ankeny, Iowa occurred on February 28, 1903, with a total area of one square mile. Seven years after incorporation, the U. S. Census in 1910 showed a population of 445 persons. Population growth, following this period, was small but fairly constant.

In 1940, the Federal Government established an ordnance plant for the manufacture of ammunition on the site that is now the Iowa State University Research Farm and Deere and Company. Due to the establishment of this plant, Ankeny's population growth experienced a rapid increase that continued after the establishment of the John Deere Des Moines Works in the former ordnance plant.

GOALS AND OBJECTIVES:

The goals established by the City of Ankeny should seek to develop those aspects which will create a community that is attractive as a place to work, play and live; a community with a high standard of living, having an atmosphere of excitement stimulating to thought and creative pursuits.

In the Comprehensive Plan, it is possible to point out the guide lines of the community's physical growth and development. Planning is a continuous process. If the objectives are to become a reality, a government and private enterprise must work hand in hand. Following are prime objectives:

Provide all residential areas of the City with easily accessible recreation facilities for all age groups.

Provide commercial, retail and service facilities according to need and purpose.

Participate in and encourage increased economic, cultural and recreational activities.

Locate and design streets to carry traffic expeditiously and efficiently. Design and protect local streets for internal circulation only.

Broaden the tax base through the encouragement of business and industrial development.

Encourage better subdivision design in the development of new areas.

Consider the redevelopment of the Central Business District into a civic-professional center complex.

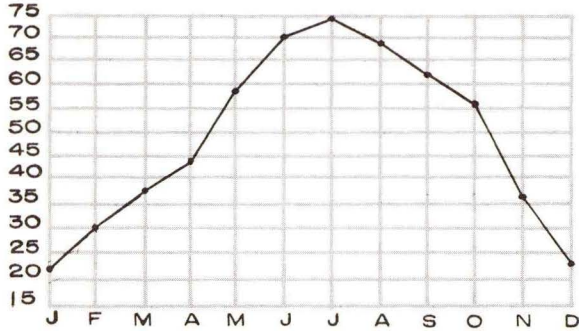
Promote and encourage close cooperation between the different boards and commission in the city.

The addition to the city staff of qualified personnel to assist the community in guiding the future growth.

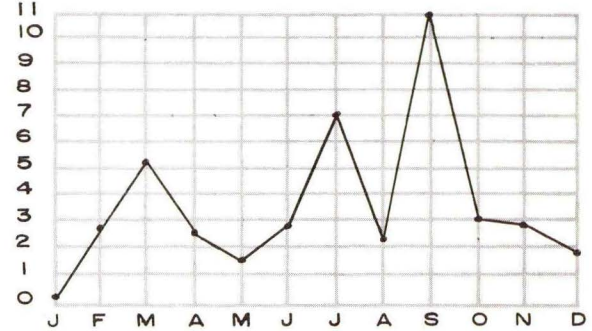
The preparation of this report does not end the planning process. In reality it is only the beginning. This planning program must be kept up to date and as conditions change the plan must be changed. The Planning and Zoning Commission has the responsibility of preparing and updating the program; however, they need the support of every citizen in Ankeny if the City of Ankeny is going to be a better place in which to work, play and live.

GEOGRAPHIC AND PHYSICAL DATA

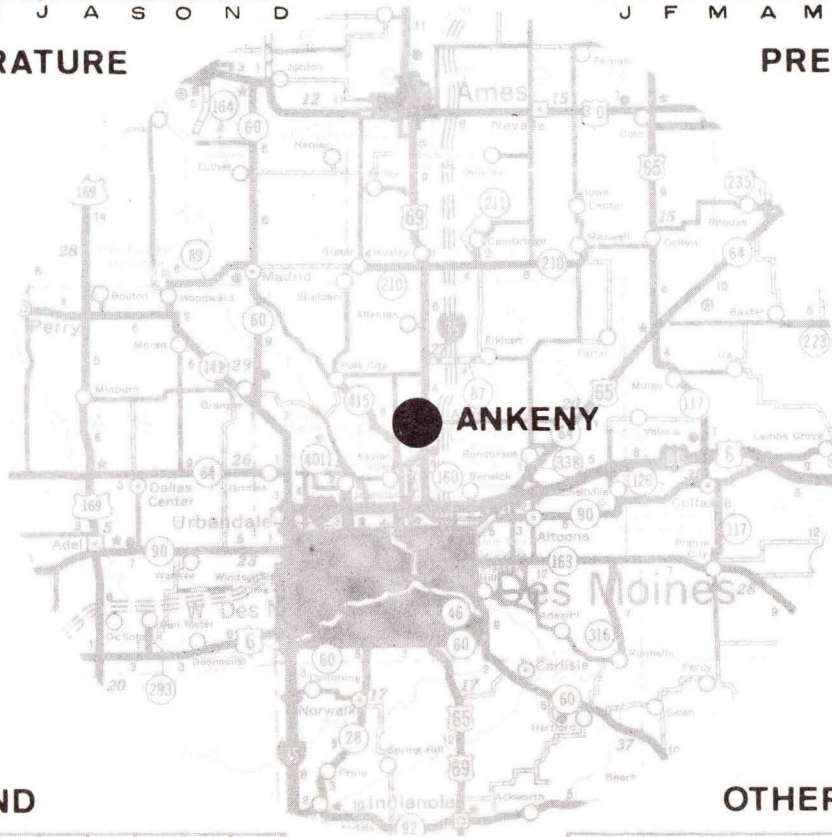
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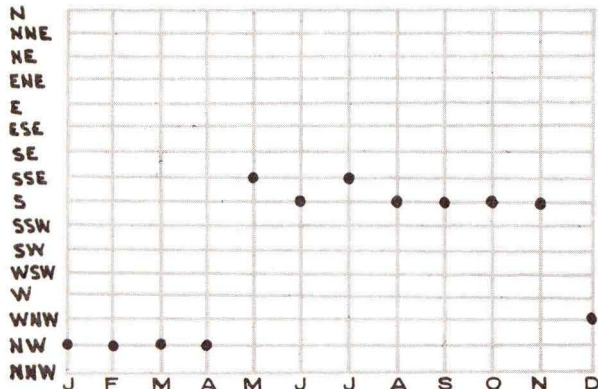
TEMPERATURE



PRECIPITATION



WIND



OTHER DATA

Latitude	-	41° 40'
Longitude	-	96° 37'
Elevation	-	990'

ECONOMICS

INTRODUCTION:

The relationship of the economic and population study to the planning program is of vital importance. The objective of the planning program is the achievement of orderly growth and development. The economic and population study provide a knowledge of the two most important factors in a planning program, they are, the people and the economy.

The economic study will provide needed information pertaining to the economic wealth of the community. The importance of each major industry category will be analyzed by employment to examine any significant change or trends. Recommendations for improving the economy can be based on the facts brought forth in the economic study.

The population study analyzes past population trends and characteristics. From this analysis, population can be projected to provide an estimate of how many to plan for five, ten or more years from now. The population study provides a sound basis for the whole planning program.

The economic and population data submitted herein is but a brief coverage of the economy of Ankeny. In a separate report, the Socio-Economic, Population and Trade Area Survey has been developed in detail by Iowa State University and State University of Iowa. For more detail, see the above-mentioned report.

The General Economy

With few exceptions, communities exist because they afford an opportunity for earning a livelihood. The existence of any urban area at a particular place, and its growth or decline, depends on the expansion or contraction of opportunities for employment and investment. Ankeny's growth or decline is very highly dependent upon the opportunities for employment and investment in the Des Moines Metropolitan Area. The growth in employment and investment may also call for changes in land use patterns and exert pressure on other public facilities such as schools, parks and utilities. The economic and population study should provide a guide upon which a realistic plan can be prepared for the changing land uses.

Employment in Ankeny

The number of persons employed by the different industries provides a partial source to evaluate the Ankeny population. The reader not familiar with U. S. Census data must be cautioned about this fact. The U. S. Census lists the occupation by the residence of the employee instead of the place of employment of the employee. See Table 1. This material is not available for comparison with prior years because Ankeny did not exceed 2,500 people before 1959.

In May of 1963, a questionnaire was distributed to the residences of Ankeny asking for detailed information about the resident and his family. Two different questionnaires were used, one relating to socio-economics, of which eighty (80) percent of the residents received. The second related to shopping habits, of which twenty (20) percent of the residents received. A third questionnaire was prepared and delivered to twenty (20) percent of the rural population surrounding Ankeny to gather information about their shopping habits.

The data collected in the 1963 Household Survey was tabulated and analyzed. The material was compared with the 1960 U. S. Census data. The results are: (1) Additional data. (2) More up-to-date data. (3) Information on shopping habits of the residents.

The material on Table 1 indicates that 1,006 people living in Ankeny in 1960 were employed. In the 1963 Household Survey, 484 male heads of households gave their place of employment as: 26 percent

employed in Ankeny, 10 percent employed in sales territory and 54.0 percent employed in Des Moines, 7.5 percent employed in other and 2.5 percent listed no answer.

TABLE 1

Employed Persons - 1960*
Male and Female by Place of Residence

<u>Industry</u>	<u>Number</u>	<u>Percent of Total</u>
Agriculture, Forestry	30	3.0
Mining	0	0.0
Construction	97	9.6
Manufacturing (Durable)	217	21.6
Manufacturing (Nondurable)	108	10.7
Transportation, Communi- cation, Public Utilities	66	6.6
Wholesale and Retail Trade	240	23.9
Finance, Insurance, Real Estate	43	4.2
Business and Repair Service	11	1.1
Personal Services	13	1.3
Entertainment and Recreation Services	0	0.0
Professional and Related Services	114	11.3
Public Administration	35	3.5
Industry not reported	32	3.2
Total Employed	1,006	100.0
Total Unemployed	<u>4</u>	
TOTAL	1,010	

*Source: U. S. Census - 1960

TABLE 2

Employment of Ankeny Residents - 1960*

	<u>Ankeny Number</u>	<u>Percent of Total over 14</u>
Male	762	82.9
Female	244	25.7
Unemployed	4	

*Source: U. S. Census - 1960

If the 1963 percentages are applied to the 1960 males (Table 2), the employment picture would look like this:

<u>Place of Employment</u>	<u>Percent</u>	<u>Total</u>
Des Moines	54.0	411
Ankeny	26.0	198
Sales Territory	10.0	76
Employed in other towns	7.5	57
No answer	<u>2.5</u>	<u>19</u>
	100.0	762

The figures point out the fact that Ankeny is a dormitory town for Des Moines. This fact makes it extremely difficult to project with reliability what will happen in Ankeny in the future. It is a fact that, if the number of jobs expand, population expands; if the number of jobs shrink, population shrinks. The future of the Des Moines Metropolitan Area is also the future of Ankeny. The Des Moines Standard Metropolitan Statistical Area includes all of the towns, cities and rural areas of Polk County. Table 3 compares the employment by industry for the Des Moines SMSA for 1960, 1950, 1940 and the percent of the employed located in Ankeny for 1960.

Ankeny's future need is not the employment of people, but employment of people in Ankeny. The increase in establishments would have the effect of broadening the tax base to permit a better community balance.

TABLE 3

Employed Persons by Industry
Des Moines Standard Metropolitan Statistical Areas

<u>Industry</u>	<u>DES MOINES SMSA</u>			<u>ANKENY</u>	
	<u>1940*</u>	<u>1950*</u>	<u>1960*</u>	<u>1960*</u>	<u>% of SMSA</u>
Agriculture and Forestry	1,489	3,494	2,428	30	1.23558
Mining	917	121	98	0	0
Construction	3,351	6,056	5,835	97	1.66238
Manufacturing	11,483	19,367	22,855	325	1.42200
Transportation, Communications and Pub. Util.	5,642	7,932	8,479	66	0.77839
Wholesale and Retail Trade	16,117	23,316	23,426	240	1.0245
Finance, Insurance and Real Estate	5,475	7,738	10,312	43	.41698
Business and Repair Services	1,880	3,005	3,216	11	0.34203
Personal Services	6,419	6,080	5,778	13	0.40422
Entertainment and Recreation	803	1,371	849	0	0
Professional and Related Services	5,938	9,292	14,018	114	0.81324
Public Administration	4,659	5,796	6,518	35	0.5369
Industry not reported	1,873	1,331	3,751	32	0.85310
 TOTAL	 66,046	 94,899	 107,563	 1,006	 0.93526
 % of Total Population Employed	 35.899	 41.988	 40.389	 33.940	 N.A.
Total Population	183,973	226,010	266,315	2,964	1.11296
Total Population 14 and over	147,055	171,733	187,548	1,872	0.99814

*Source: U. S. Census

POPULATION:

The population age structure for Ankeny is one which has a large number of people in the young age brackets and very few people in the older age brackets. This phenomenon is very characteristic of suburban communities.

The needed facilities required by a rapid growing community are extremely difficult to project. The needs can not be based upon today's population figures and projected figures may be inadequate due to possible unforeseen changes. It is possible to construct a needed facility today with an added capacity for the future only to discover that in a few years the capacity has been exceeded and new additions are necessary. The financing of new facilities such as schools, water system, sanitary sewer, treatment plants, police and fire protection, parks and other similar projects is difficult in a rapidly expanding population because these facilities are needed simultaneously. Therefore, the community has to settle for less than adequate in order to meet even part of the community's needs. Throughout this report, these needs will be discussed in detail. In the Capital Improvements Program a priority list of needed improvements will be presented.

The historical population figures for Ankeny are plotted on Table 4. Ankeny was incorporated in 1903, therefore, the first recorded census was 1910.

Future Population

The existing and projected population figures for Ankeny are shown on Tables 5 and 6. The population projections were prepared by Dr. Daryl Hobbs of Iowa State University, based upon past trends and information derived from the 1963 Household Survey. The projections are shown on Table 5 by age structure.

TABLE 4

Ankeny's Population

<u>Year</u>	<u>Number of Inhabitants</u>	<u>Changeover Previous Decade</u>	<u>Percent change over previous decade</u>
1910	445	--	--
1920	648	203	45.6
1930	632	-16	-2.5
1940	779	147	23.3
1950	1,229	450	57.7
1960	2,964	1,735	141.0

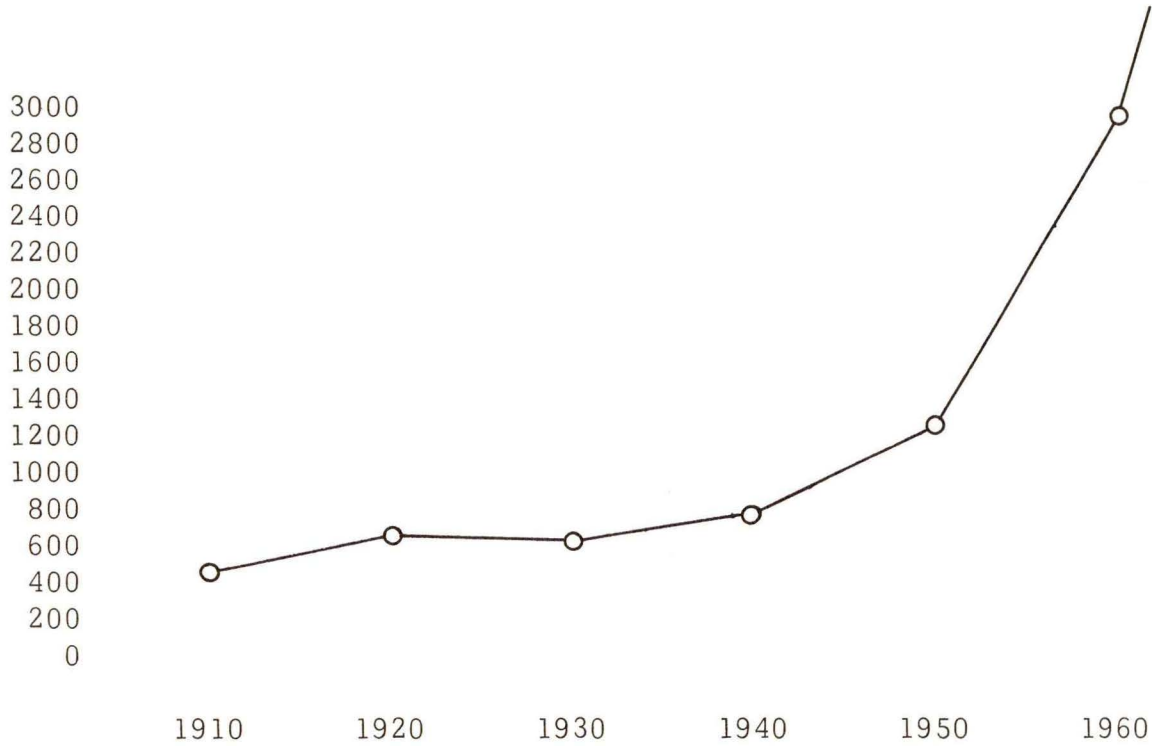


TABLE 5

Projected Population Age Structure
1970 and 1980

<u>Age Group</u>	<u>1960*</u>	<u>1970</u>	<u>1980</u>
0-4	467	983	1,760
5-9	370	748	1,100
10-14	289	685	1,442
15-19	174	460	930
20-24	200	525	933
25-29	267	636	1,261
30-34	254	643	1,246
35-39	224	544	1,296
40-44	188	419	1,061
45-49	144	326	792
50-54	91	204	455
55-59	77	176	398
60-64	53	79	177
65-69	55	94	215
70-74	48	64	95
75 and over	63	87	149
TOTAL	2,964	6,673	13,310

*U. S. Census Figures for 1960

In comparing the population figures from one decade to another the following can be observed:

1. The number of children school age should more than double between 1960 and 1970. By 1980, the number will almost double the 1970 figures. See the Community Facilities Plan for school projections and needs.
2. The number of acres for residential, commercial and public and semi-public land will have to be increased by a sizeable amount. See the Land Use Plan for future needs.
3. The public utilities will have to be expanded to serve the community's increased population.
4. Private institutions will need to plan now in order to be able to provide services for an expanded population.

**ANKENY'S POPULATION BY AGE GROUPS
EXISTING AND PROJECTED
1960, 1970,* 1980***

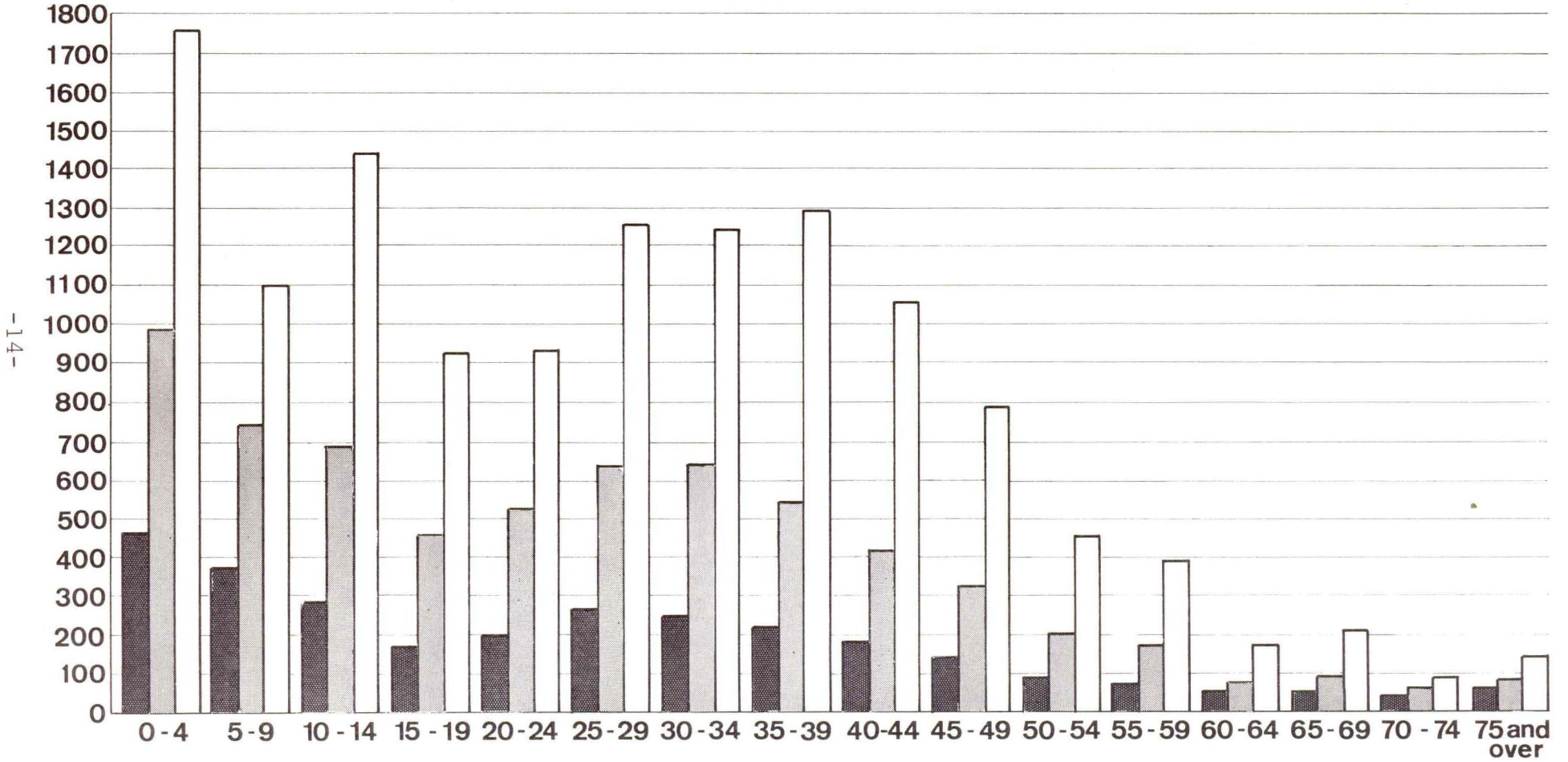


TABLE 6

* Projections By Professor Daryl Hobbs, Extension Sociologist
Iowa State University

	1960
	1970
	1980

Location of Future Employment

Ankeny residents are closer to the large manufacturing establishment located north of Des Moines than many of the residents of Des Moines when you measure the distance in travel time. Upon the completion of Interstate 35 and the Des Moines Freeway, the central business district of Des Moines will be readily accessible from Ankeny with very little travel time involved. Due to factors such as those just mentioned, Ankeny should continue to attract people who will live in Ankeny and work outside of Ankeny. This is substantiated by the 1963 Household Survey in which a question was asked, "What was your specific reason for moving to Ankeny?" Of the 522 who replied, 226 gave access to employment areas as their reason for moving to Ankeny. The second reason for moving to Ankeny was small town environment close to a large city and 156 gave this as their reason.

The future growth in Iowa should take place in and around the urban centers, therefore, Ankeny should have the potential of attracting the person moving from the rural into the urban center.

Income

The distribution of family income for Ankeny and Polk County is shown on Table 7.

TABLE 7

Distribution of Family Income
Iowa, Polk County and Ankeny for 1959*

<u>Family Income</u>	<u>Iowa</u>	<u>Polk County</u>	<u>Ankeny</u>
Under \$2,000	15.24	7.32	4.53
\$2,000-\$3,999	21.27	12.75	9.57
\$4,000-\$6,999	35.88	37.02	41.81
\$7,000-\$9,999	16.92	25.61	31.86
\$10,000 and over	10.69	17.30	12.22
Median Income	5,069	6,464	6,652

*Source: U. S. Census, 1960.

On the 1963 Household Survey questionnaire a question was asked relating to income. The median family income was \$7,600 which was \$948 higher than the 1960 U. S. Census figure. The results of the question asked on the questionnaire are shown on Table 8.

TABLE 8

Family Income*
1963 Household Survey, Question 8

Under \$2,500	4.6
\$2,500-\$4,999	8.2
\$5,000-\$7,499	33.1
\$7,500-\$9,999	29.5
Over \$10,000	19.2
No Answer	5.4

*Source: 1963 Household Survey of Ankeny

A comparison of Table 7 to Table 8 points out that Ankeny has less people earning \$5,000 or under than the State or Polk County. In the \$10,000 and over, Ankeny has more than the State and less than Polk County in 1960. In the 1963 Household Survey the \$10,000 and over is greater.

The median family income increased an average of \$316.00 per year over the U. S. Census report. This increase will fluctuate from year to year but the median family income should be above the state figure every year by a sizeable amount. This leads into a discussion of where the Ankeny resident spends his income.

Retail Sales

The retail sales for the years 1960 through 1962 for Ankeny are compared with eight other Iowa communities of similar size. (See Table 9). Ankeny's total retail sales have been gaining by sizeable amounts. The per capita retail sales still indicates that sizeable amounts are being spent elsewhere. The per capita retail sale is lower than other similar size communities while the median family income is higher in Ankeny. The completion of the new shopping area presently underway in Ankeny should help increase the total retail trade industry.

TABLE 9

Comparison of Retail Sales in Ankeny with other Similar
Size Towns, 1960 - 1962**

<u>Town</u>	<u>Population</u>		<u>Retail Sales*</u>		<u>Per Capita</u> <u>Retail Sales</u>	<u>Median</u> <u>Family</u> <u>Income</u>
	1960	1960	1961	1962	1960	1960
Ankeny	2,964	4,450	4,726	5,306	1,510	6,652
Audubon	2,928	6,640	6,617	6,938	2,267	4,523
Belle Plaine	2,923	5,163	5,218	5,261	1,766	4,473
Forest City	2,930	5,599	5,654	5,657	1,910	5,088
Clarion	3,232	6,773	6,877	7,070	1,972	5,681
Monticello	3,190	7,768	7,811	7,965	2,123	5,165
Onawa	3,176	7,044	6,897	6,703	2,217	4,820
Sibley	2,852	6,271	6,282	6,454	2,198	4,758
Tipton	2,862	6,687	6,672	6,477	2,326	4,698

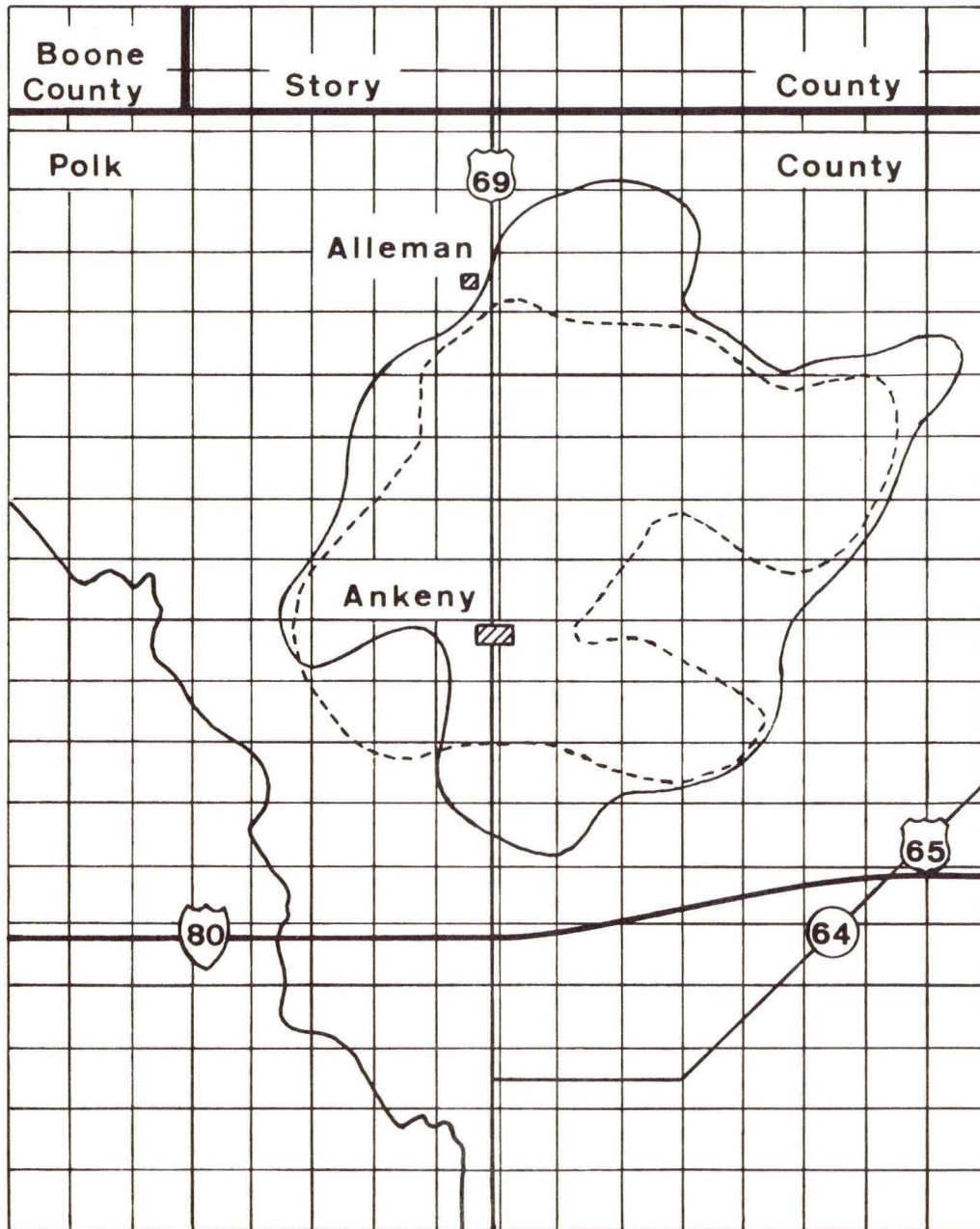
*in thousands of dollars

**For detailed information relating to the employment and population of Ankeny see the Socio-Economic, Population and Trade Area Survey Report on file with the Ankeny Plan and Zoning Commission.

Source: State Sales Tax Collection reports.

A retail trade area map is shown on Page 18. The dash line indicates the area in which the residents of the area purchased a majority of all items in Ankeny. The solid line indicates the area in which the residents of the area purchased a majority of 45 specific commodities in Ankeny.

Ankeny Retail Trade Area



scale 1" = 3 miles

- Trade Area Delineation According to the Majority of Purchases in Ankeny
- Trade Area Delineation According to the Majority of Commodities in Ankeny

Source: Socio-Economic, Population, Trade Survey, 1963

LAND USE

INTRODUCTION:

The existing land use is an inventory of the present use of land and buildings within the corporate limits of the City of Ankeny. The completion of the land use survey provides a guide upon which the goals for the future growth and development of the City of Ankeny can be established.

The future land use plan represents the thoughts of the Ankeny Plan and Zoning Commission and the Iowa Development Commission as to how the community should be directed in its development in the years to come. This report is meant to serve as a guide for the community in directing its own development. As the community changes from time to time, it will be imperative that this report be reviewed and updated. It is only through this process that the plan can remain worthwhile.

EXISTING LAND USE:

Existing Acreages

In June of 1963, a thorough survey of the existing uses of land and buildings was completed and recorded. The various designations of land use classification, together with the amount of land currently devoted to each use is illustrated in Tables 11 and 12.

Vacant and agricultural land use accounts for the largest per cent of the land area within the corporate limits of the City of Ankeny. At the present, 2,804 acres are devoted to vacant and agricultural land use, of which approximately 1,500 acres are combined to form the research farm owned by Iowa State University. A total of 2,804 acres, devoted to vacant and agricultural land use, represents 81.5 per cent of the total land within the corporate limits of Ankeny.

Residential land use includes the classifications of single-family, two-family, and multi-family uses. These combine to form a total acreage use of 252 acres or 39.9 per cent of the total developed area within the corporate limits.

Streets and alleys combine to form the third largest use of developed land within the corporate limits of Ankeny. The 164 acres of land devoted to this use accounts for 25.8 per cent of the total developed area.

Commercial, industrial, and railroad combined form the fourth largest use of land. Collectively, they occupy 22.4 per cent of the developed land or 141 acres.

Public and semi-public uses, which include schools, parks, churches, library and other public buildings, accounts for 10.3 per cent of the total developed land area, or 75 acres.

The total developed area within the corporate limits of Ankeny accounts for only 634 acres or 18.5 per cent of the total land area. The effects that this can have on the community activities of Ankeny will be covered later.

In comparison with thirty-four selected Iowa communities with a population range of 2,500 to 9,000 (See Table 14) Ankeny is above average in terms of the amount of land devoted to residential, commercial, industrial and railroad uses. Ankeny is below average in terms of land

devoted to public, semi-public, and streets and alleys classification. The amount of developed land in Ankeny devoted to commercial use is more than twice the average for the thirty-four communities, and yet Ankeny does not provide a complete line of retail goods. The land area devoted to a public and semi-public use in Ankeny is well below the previously mentioned community average. This is probably due to the significant lack of parks and recreation facilities within the City of Ankeny.

All of these individual categories will be discussed in more detail in the planning program.

Existing Uses

The existing land uses are shown graphically by categories on Existing Generalized Land Use Map, Page 22.

Residential

Residential uses occupy 39.9 per cent of the total developed land area in Ankeny. The single-family residential facility accounts for 37.5 per cent of this total. The two-family and multiple-family structures account for 1.9 and 0.5 per cent respectively of the total developed land area.

The U. S. Census in 1960 listed 884 dwelling units in Ankeny. In the land use survey of 1963, there were 1,058 dwelling units of which 962 or 90.9 per cent were single-family structures. The number of two-family and multiple-family structures account for 6.8 and 2.3 per cent respectively of the total number of dwelling units. The two-family structures are scattered throughout Ankeny. Three of the four multiple-family units are located near the Central Business District. The fourth unit is located adjacent to the commercial area on the west side of Ordnance Road and south of Enterprise Road.

The condition of the dwelling units in Ankeny is very good. The Housing Conditions for 1960 are shown on Table 13 for Ankeny and the State of Iowa. Ankeny had 96 per cent of their dwelling units classified as sound, compared to 83 per cent for the remainder of Iowa. Only seven units in Ankeny were dilapidated, and two of these units have been or are to be removed.

MAP 1






Existing Generalized Land Use Map

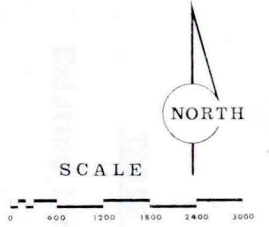
CITY OF ANKENY

IOWA

EXISTING GENERALIZED LAND USE

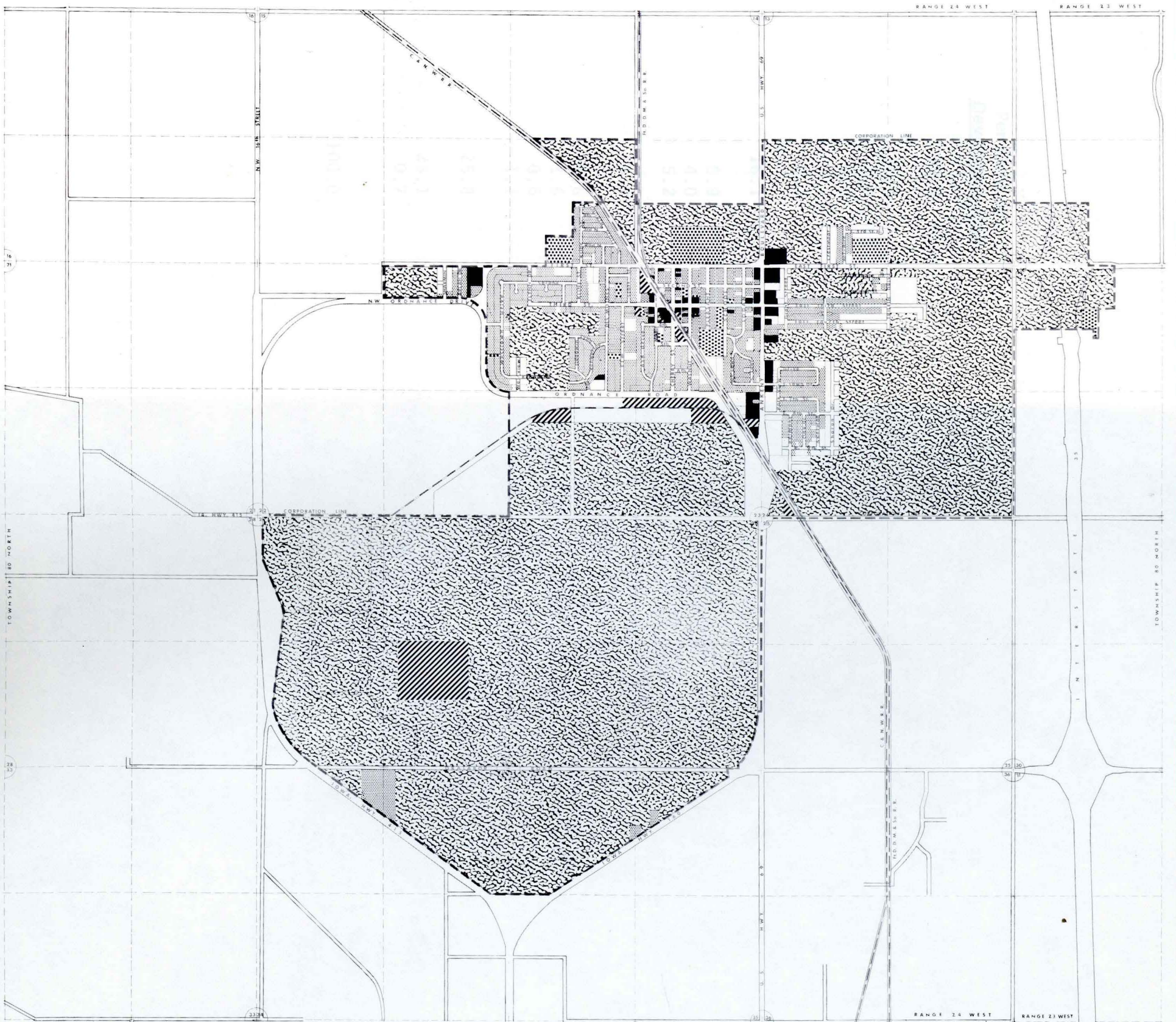
LEGEND:

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC
-  AGRICULTURE



ANKENY CITY PLAN AND ZONING COMMISSION

ANKENY, IOWA



prepared under contract and financed in part by
IOWA DEVELOPMENT COMMISSION
 under provisions of Chapter 28, Code of Iowa
 in cooperation with the City of Ankeny.
 August 1963

Urban Planning Grant . . . Project No. Iowa P-21
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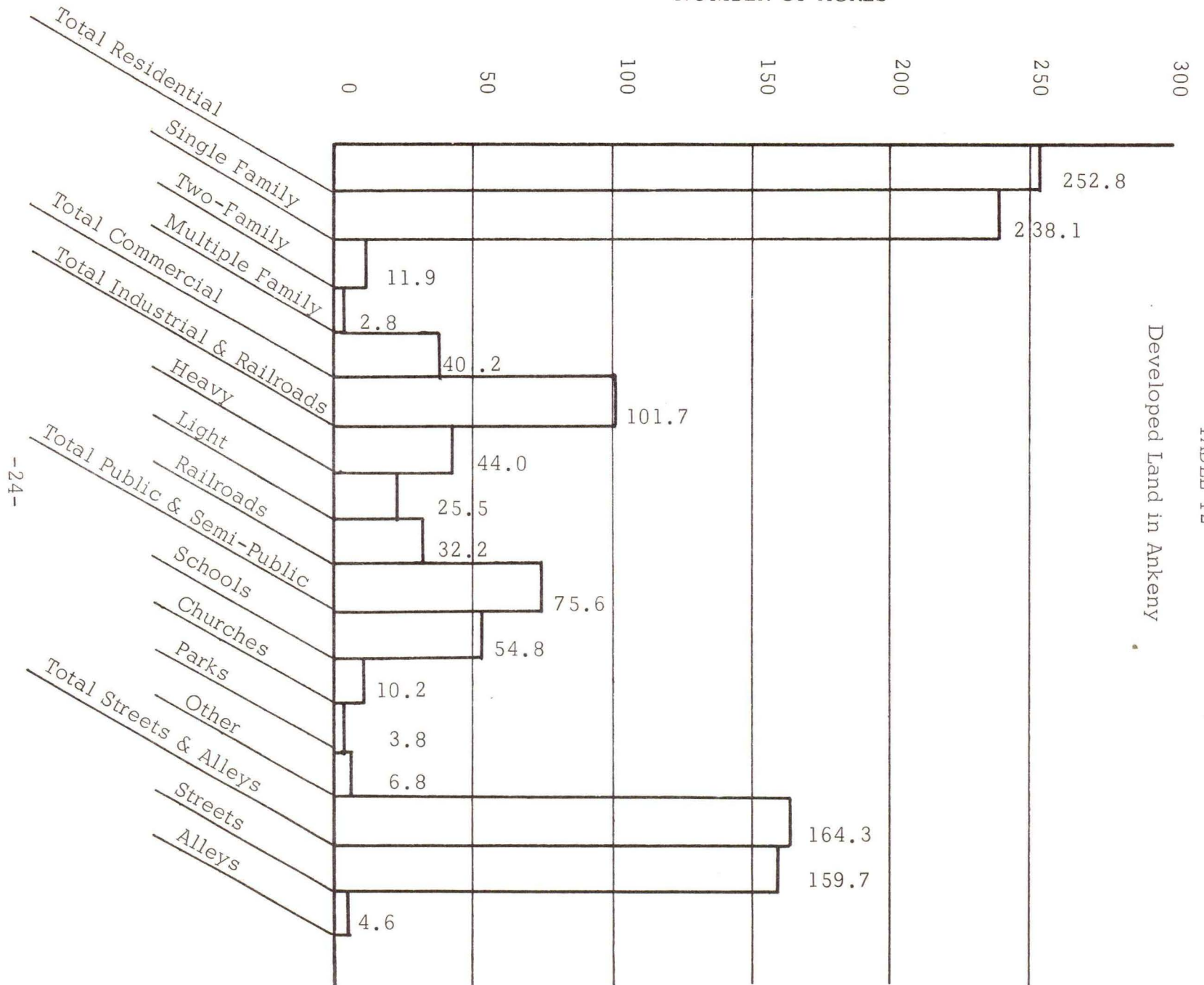
TABLE 11

Existing Land Use

<u>Land Use</u>	<u>Area in Acres</u>	<u>Per Cent of Developed Area</u>
Residential	252.8	39.9
Single-Family	238.1	37.5
Two-Family	11.9	1.9
Multiple-Family	2.8	0.5
Commercial	40.2	6.3
Industrial and Railroad	101.7	16.1
Heavy Industrial	44.0	6.9
Light Industrial	25.5	4.0
Railroads	32.2	5.2
Public and Semi-Public	75.6	11.9
School	54.8	8.6
Church	10.2	1.6
Parks	3.8	0.6
Others	6.8	1.1
Streets and Alleys	164.3	25.8
Streets	159.7	25.1
Alleys	4.6	0.7
Total Acres Developed	634.6	100.0
Vacant	106.6	
Agriculture	2,698.2	
Total Acres in City	<u>3,439.4</u>	

Source: Land Use Survey, June, 1963.

NUMBER OF ACRES



Developed Land in Ankeny

TABLE 12

Commercial

The commercial uses in Ankeny are divided primarily between three areas: The Central Business District, which extends for two and one-half blocks along either side of Third Street; the Highway Commercial, which extends along both sides of Ankeny Boulevard (U. S. Highway 69); and a small commercial area west of Ordinance Road and south of Enterprise Road.

TABLE 13

Ankeny Housing Conditions, 1960

	<u>Number</u>	<u>Per Cent</u>
Sound	845	95.6
Deteriorating	32	3.6
Dilapidated	7	0.8
All Units	884	100.0

State Housing Conditions, 1960

	<u>Number</u>	<u>Per Cent</u>
Sound	718,879	82.5
Deteriorating	150,689	14.0
Dilapidated	35,699	3.5
All Units	905,267	100.0

Source: U. S. Census Bureau

The U. S. Census defines Sound, Deteriorating, and Dilapidated as follows:

Sound housing is defined as that which has no defects, or only slight defects which normally are corrected during the course of regular maintenance.

Deteriorating housing needs more repair than would be provided in the course of regular maintenance. Such housing has one or more defects of an intermediate nature that must be corrected if the unit is to provide safe and adequate shelter.

Dilapidated housing does not provide safe and adequate shelter, and in its present condition, endangers the health, safety or well-being of the occupants. Such housing has one or more critical defects; or has a combination of intermediate defects in sufficient number or extent to require considerable repair or rebuilding; or is of inadequate original construction. The defects are either so critical or so widespread that the structure should be extensively repaired, rebuilt or torn down.

The Central Business District extends from Maple Street to Pleasant Street along both sides of Third Street. The City Hall, Water Works, Public Library, and Post Office are within this area and it is primarily these facilities which tend to draw people into the Central Business District. The commercial facilities are moving out of the central area to locate elsewhere, generally along Ankeny Boulevard. The deteriorating condition of some of the buildings in the Central Business District has been a contributing factor to this as well as the inclusion of industrial and residential activities.

The largest area devoted to commercial usage is the strip commercial activity along both sides of Ankeny Boulevard. This area abutts a major highway, but the commercial development in this area is not entirely highway orientated. There is nothing in this area to indicate that the development, as it exists, is in conformance to an over-all plan. Some uniformity in building location and setback as well as other aspects of development could have greatly enhanced this area.

The third commercial area that has been developed in the City of Ankeny extends from Northwest Ordnance Road to Enterprise Road along the west side of West Ordnance Road.

In the City of Ankeny, there are 40.2 acres of land devoted to a commercial use. This represents 6.3 per cent of all the developed land area within the corporate limits. As shown on Table 14, the average per cent

of developed land area devoted to commercial uses in the 34 Iowa communities is 3.3 per cent as compared to Ankeny's total commercial land use of 6.3 per cent. It should be emphasized that the above comparison is based on land area rather than building area devoted to commercial use. A more valid comparison could have been made with other Iowa communities if the comparison had been based on building square footage. These figures from other Iowa communities, however, are not readily available.

TABLE 14

Ankeny - 34 Selected Iowa Communities
(2,500 - 9,000 Population)

<u>Land Use</u>	<u>Area in Acres</u>	<u>Per Cent of Developed Land Area</u>	
	<u>Ankeny</u>	<u>Ankeny</u>	<u>34 Communities</u>
Residential	252.8	39.9	36.3
Commercial	40.2	6.3	3.3
Industrial and Railroad	101.7	16.1	11.3
Public and Semi-Public	75.6	11.9	19.3
Streets and Alleys	<u>164.3</u>	<u>25.8</u>	<u>29.8</u>
Total Developed	634.6	100.0	100.0

Source: Land Use Survey of Iowa Communities
Iowa Development Commission, 1963

Industrial

Ankeny has two industrial areas, the largest being located south of Ordinance Road, between the John Deere Des Moines Works and U. S. Highway 69. The remaining area abutts the west track of the Chicago and

Northwestern Railroad between Fifth Street and Enterprise Road. These are small individual parcels and combined do not contain a large number of acres.

There are 69.5 acres of land that is classified as "Industrial" in the City of Ankeny. This figure includes about 44 acres which is the sewage treatment plant and the road leading to the plant located south of the City on the Iowa State University Farm. This tract was not classified as public or semi-public land as it is used solely by the John Deere plant to the north. The figure that more realistically represents the developed industrial land in the City of Ankeny is 25.5 acres.

The industrial area south of Ordnance Road is served by a spur of the Chicago and Northwestern Railroad. The area is developed on the north side of the rail spur with the south side being largely vacant.

The industrial uses of land near the Central Business District are served by the Chicago and Northwestern Railroad and the Fort Dodge, Des Moines Southern Railroad. The development in this area uses rail facilities to bring materials into Ankeny for distribution as well as bulk shipment of farm products.

Parks - Playgrounds

Ankeny has 3.8 acres of land devoted to parks. The largest park-playground area contains approximately 2.7 acres and is located north of Enterprise Road and west of the High School. The second park-playground area is located in the center of a residential block surrounded by Third Street, Scott Street, Des Moines Street and Second Street Place. The third park-playground exists as an undeveloped right-of-way in alignment with Fifth Street between Ordnance Road and West Lawn Drive.

The 3.8 acres of land devoted to park and recreation use in Ankeny account for only 0.6 per cent of the total developed land in the community. In comparison to this, the average total of land devoted to this use by the 34 selected Iowa communities was 5.3 per cent of the total developed land.

Schools

Ankeny has 54.8 acres of land devoted to use by the public schools. This total acreage includes the land used by two elementary schools,

one junior high school, and the senior high school, as well as the facilities for bus storage, parking and athletic activities.

Vacant and Agriculture

The classification of vacant land includes that which has been platted but remains undeveloped. At the time the survey was taken, there were 106 acres of vacant land in the City of Ankeny.

The agricultural classification of land includes those large platted and unplatted acres of land that are devoted to agricultural uses. Agricultural land accounts for 2,698 acres of the total area within the corporate limits. The largest single parcel of this land is the 1,500 acres used by the Iowa State University Farm located in the south part of the City. The vacant and agricultural lands accounted for 81.5 per cent of the total area in the city.

PROPOSED LAND USE:

The proposed land use plan presents an arrangement of the various land use categories based upon the background information and other materials gathered in the preparation of the planning study. The population projections provide the necessary guide lines as to how much of the various types of land use will be required in the future.

The 1980 population forecast for Ankeny projects a population of approximately 13,310 people. The 1960 population was 2,964 and represented a 141 per cent increase over 1950. The 1980 figure represents an increase of approximately 99.46 per cent over 1970. The following population estimates are used in this land use report.

*1963 - 4,050

*1970 - 6,673

*1980 - 13, 310

The fact that this report includes a population figure for 1980 does not render the report useless if the population figure is less than this figure by this date. It is entirely possible that by 1980 the population may be more or less than the figure of 13,310. The reasons are primarily: (1) The community's ability to provide the needed services so the community can grow, and (2) The amount of new industry cannot be projected with any reliability. The plan, therefore, must be reviewed and revised from time to time. The proposed plan should serve as an adequate guide until the community reaches approximately 10,000 people.

Future Land Needs

The amount of land that will be required to meet the needs of future land use in Ankeny is shown on Table 15. The figures shown are estimates based on the above population projections. The Proposed Land Use Plan, Page 39, permits the reader to see visually the growth pattern proposed for Ankeny, as well as a basis for the Zoning District Map.

*Population projections by Professor Daryl Hobbs of the Department of Economics and Sociology, Iowa State University.

TABLE 15

Future Land Use Estimates
in Acres

	<u>Existing 1963</u>	<u>Additional Acreage by</u>	
		<u>1970</u>	<u>1980</u>
Residential	252	230	412
Commercial	40	15	0
Industrial and Railroad	101	160	160
Public	76	72	30
School	55	10	20
Park	4	20	20
Other	17	42	0
Streets and Alleys	165	35	62

	<u>Population</u>	<u>Increase</u>
1950	1,229	
1960	2,964	1,735
1963*	4,050	1,086
1970*	6,673	2,623
1980*	13,310	6,637

*Projections by Professor Daryl Hobbs of the Department of Economics and Sociology, Iowa State University.

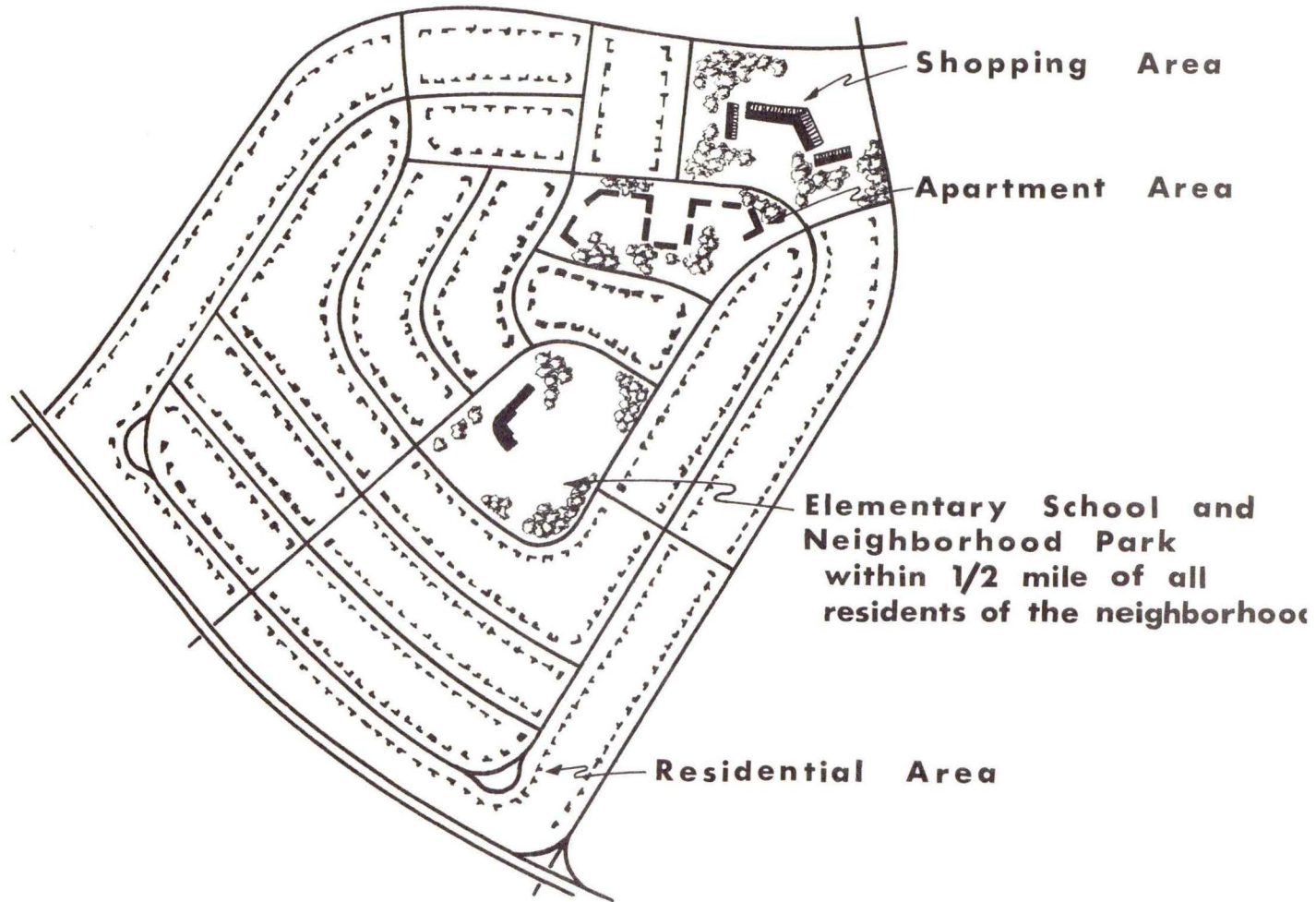
Residential

The future development of residential areas will continue as shown on Proposed Land Use Plan, Map #3, except that the West Lawn Plat area will be fully developed. The pattern and type of future development, from present indications, will be similar to that of the past. The residential neighborhood concept could be realized in Ankeny. This occurrence, however, will depend a great deal upon the desires and demands of the community. The future location of elementary schools could very well form the nucleus for the neighborhood concept of community development. The basic requirements for the development of neighborhoods (See Page 33), includes an area of approximately one square mile served centrally by an elementary school and park. Also, a convenient shopping center should be located to serve several neighborhoods. This location would preferably be at an intersection of major or secondary thoroughfares that would be common to three or four neighborhoods. The elementary school and playground-park should be adjacent to each other and approximately located in the geographical center of the neighborhood. Through traffic within the community should be confined to the periphery of the individual neighborhoods.

In Ankeny, the present residential development encourages through traffic when through traffic should be discouraged. The long through streets have a tendency to make every street a major thoroughfare. The residential development should reflect convenience, safety and livability. The residential areas should not be intruded upon by commercial, industrial, or inter-city traffic.

The rate of future expansion of Ankeny's residential areas will depend upon the City's ability to expand the services required to provide for the demands of the anticipated additional population. Also, the approval of new subdivision plats will require the consideration of land areas beyond the submitted plat. This consideration will have to include land usage and utilities as well as other items of anticipated development. The City of Ankeny will have to become a more active participant in the development of the community if any of its goals are to be realized.

AN IDEAL NEIGHBORHOOD



Requirements of a Neighborhood

Neighborhoods must meet certain requirements to satisfy people. One requirement, and probably the first, is to have pleasant and attractive homes set upon lots with adequate yard space. These should face on streets forming an efficient local street system, but discouraging through traffic. There should also be a conveniently located shopping center with ample off-street parking area; provision for church sites; and finally a neighborhood center consisting of an elementary school, play space for both children and adults and adequate facilities for social gatherings and civic meetings. These features compose a neighborhood. Well planned neighborhoods, which meet these requirements, will be desirable neighborhoods, and will enjoy a considerable degree of stability.

Commercial

The proposed development of commercial areas is shown on the Proposed Land Use Plan, Page 39. The development of strip commercial areas in Ankeny should be discouraged. Spot commercial development should also be discouraged unless it is part of an over-all comprehensive development plan. Cluster or central commercial development should be encouraged as much as possible. Any commercial area has one function and that is to serve the needs of population, not to conflict with it.

The future commercial development along Ankeny Boulevard should be confined within an area extending from 1,000 feet north of Enterprise Road to 400 feet south of Eighth Street on the east side of Ankeny Boulevard. On the west side of Ankeny Boulevard, the commercial development should be confined to an area extending south from Enterprise Road to 435 feet south of Third Street and beginning 125 feet south of East Lawn Drive, south to the railroad tracks.

The Central Business District need not be expanded in size of total area. By removing some of the existing buildings, the central core can be developed with new buildings and parking to serve the population. (See the section of this report covering the Central Business District). The commercial located on the west side of Ordnance Road, south of Enterprise Road, should be adequate.

A proposed new commercial area is located at the Enterprise Road interchange of Interstate 35. The proposed commercial area would extend from 600 feet north of Enterprise Road to 600 feet south of Enterprise Road and from 300 feet west of N. E. 22nd Street to the west right of way line of proposed Interstate 35. This area should be zoned to permit only highway orientated commercial development.

The City of Ankeny and those who make the decisions on that which is to be permitted to develop should take into consideration that their primary market is the people of Ankeny and not the passing motorist. For this reason, the commercial buildings should be grouped to provide a complete retail service function. The grouping of commercial facilities will eliminate the need for the customer to return to his automobile to travel to another establishment. The present strip and spot commercial development has probably cost the community and the merchants of Ankeny several years' delay in developing a good retail trade industry.

Industrial

The future land requirements for industry in Ankeny, as well as any community of similar size, is extremely difficult to estimate. As a sound industrial base is vital to the community's economic structure, adequate, well located, and readily accessible land should be made available and preserved for industrial development.

The area proposed for industrial development by the Iowa Development Commission is located beyond the present corporate limits of Ankeny in the northwest corner of the intersection of Interstate 35 and Oralabor Road. More specifically, the tract of land extends from Oralabor Road, north for approximately 2,200 feet. It is bounded on the west by U. S. Highway 69 and on the east by the west right-of-way line of Interstate 35.

The proposed industrial site is composed of approximately 320 acres and is served by both the Fort Dodge-Des Moines and Chicago-Northwestern Railroads. Rather than parcel development, it would be advantageous to the City of Ankeny if this proposed industrial tract was considered in terms of a planned industrial park. (See Page 36 for a preliminary layout of this industrial site).

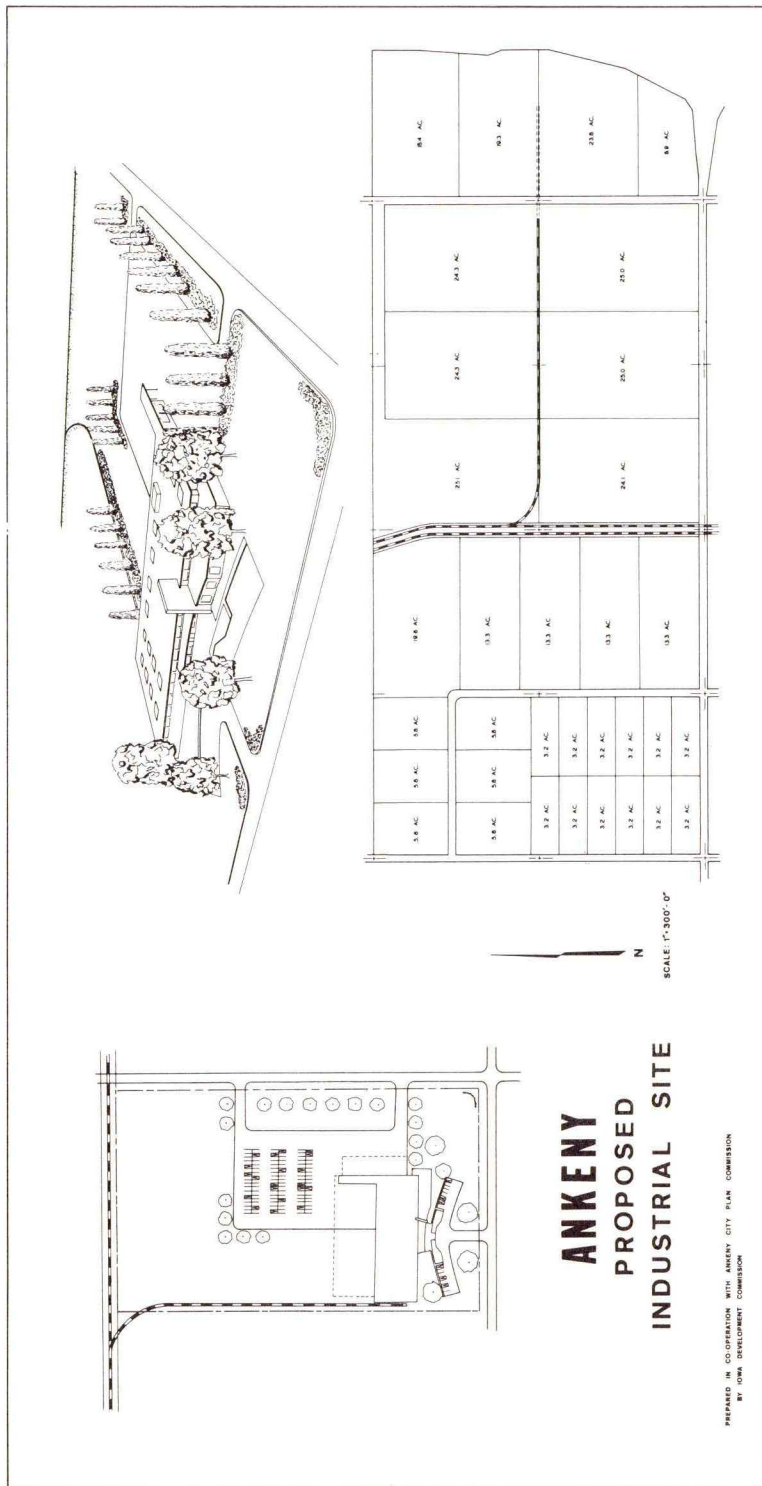
In conjunction with the above site and adjacent to it, the tract of land between U. S. Highway 69 and the Fort Dodge-Des Moines and the Chicago-Northwestern Railroads, on the north side of the previously mentioned site, is recommended for light industrial development. The recommendation of light industrial development for this site was forthcoming due primarily to the limited size and location with respect to the anticipated future residential development.

The other tract of land available for industrial development in the City of Ankeny lies on the south side of Ordnance Road on either side of the Chicago and Northwestern Railroad. This particular area also extends westward beyond the corporation line into the John Deere Des Moines Works site.

Two other proposed industrial tracts have been shown on the Future Land Use Plan at the request of the City Planning Commission of Ankeny. The first tract is located in the southwest corner of the intersection of Northeast 86th Avenue and Interstate 35. The tract extends from the west right-of-way line of Interstate 35 to the Fort

MAP 2

Ankeny Industrial Site



Dodge-Des Moines and the Chicago and Northwestern Railroads on the south side of Northeast 86th Avenue. The second tract of land proposed for industrial development by the City Planning Commission of Ankeny lies just outside the present corporation line in the northwest corner of the City. More specifically, the tract extends from Northwest 16th Street, eastward a distance of 3,120 feet and from Northwest Ordinance Drive north; approximately one mile to the county road.

It should be noted at this time that the thoughts of the Iowa Development Commission concerning these tracts being reserved for industrial development were not compatible with the opinions of the City Planning Commission of Ankeny. It is felt by the Iowa Development Commission that the reservation of this much land for industrial development is far beyond any practical expectation. The preservation of land in these particular locations of these particular amounts can only lead to conflict with the anticipated needs of other land uses. In addition to this, it is anticipated that when the experimental farm owned by Iowa State University is released for development of a use other than agriculture it will be for industrial development.

This particular site, at present, has the possibility of development as an Industrial Research Park. This type of facility is becoming quite popular throughout the United States. The Research Park differs from other industrial parks by adding two additional requirements. One is that it must be near a college or university, and second, the area must be able to provide a technical labor force. The other items important to any industrial site must also be present of course. Ankeny's location and the fact that Iowa State University owns approximately 1,500 acres within the corporate limits provides Ankeny with a potential Research Park.

Public and Semi-Public

The anticipated land requirements in the schools and parks classification are explained in detail in the Community Facilities Plan.

The City of Ankeny has not provided sufficient land in the area of parks and recreation. The total number of acres of park area in a community is not necessarily the only measure of a good park system. However, it is one area of consideration that merits at least equal value. Location or service distance, along with total acres available, combine to provide a fairly accurate estimate of a community's

recreation program or lack of it. The City of Ankeny has recently appointed a City Parks Commission and improvement in the City's participation in this area is anticipated.

The proposed park plan for Ankeny includes three parks and three playgrounds. (See Page 69). The parks should be designed for neighborhood use and contain 7-10 acres. The playground sites should be located adjacent to the school sites. The City of Ankeny and the Ankeny Board of Education, proceeding jointly, could develop these sites under a single unit plan. Both East Town and Northwest elementary schools have several acres of land north of each which could be acquired and developed jointly. The third playground should be located in conjunction with the existing senior high school north of First Street and developed as a park-school complex. A sketch of a possible development plan for this park-school complex is contained in the Community Facilities Plan.

The proposed school sites for the City of Ankeny are shown in the Community Facilities Plan. In determining the location of future elementary schools in Ankeny, one of the primary considerations should be the one-half mile service radius. The best possible location for an elementary school is as near the center of the area it will serve as possible. In a given neighborhood of approximately one square mile, by locating the school in the center of the neighborhood, no child would have to travel any distance greater than one-half mile or cross a major thoroughfare in the process. To locate an elementary school on a major thoroughfare at the edge of a neighborhood, merely to save the construction costs of a minor residential street, will most surely seem unreasonable in a very few years.

Other public and semi-public land considerations for Ankeny should include: golf course, airport, cemetery, and other open space. Possible sites for these facilities have been indicated on the Proposed Land Use Map, Page 39.

Summary

Ankeny is not the only community faced with the problem of providing adequate open space. With the increase of population and the corresponding land use requirements, the problem of providing adequate recreation facilities is rapidly becoming one of the most demanding needs with which the nation will be faced.

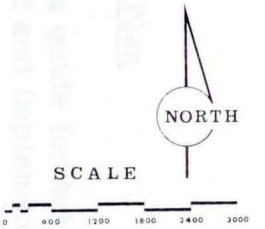
CITY OF ANKENY

IOWA

PROPOSED LAND USE PLAN

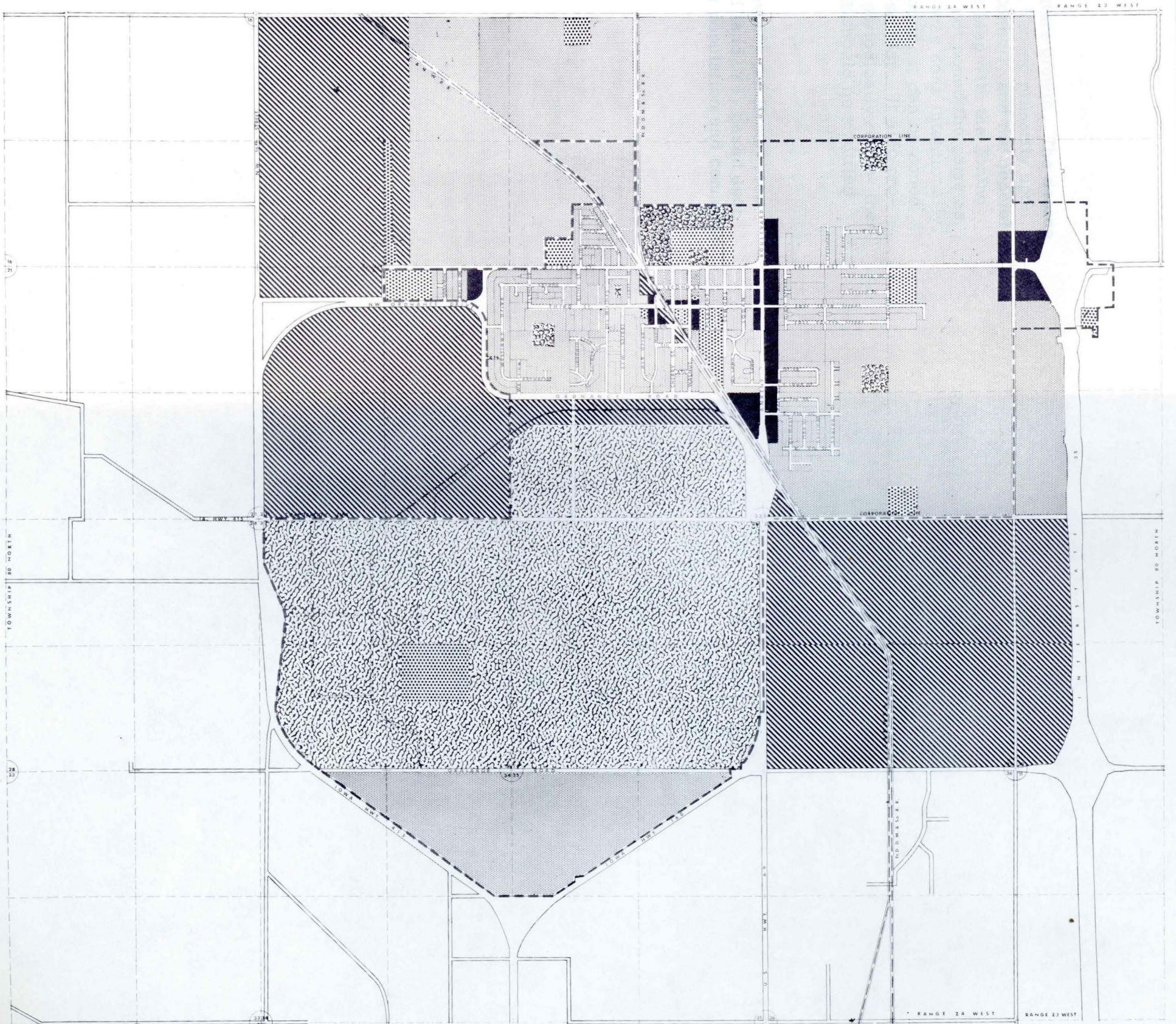
LEGEND:

-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC & SEMI-PUBLIC
-  PARKS
-  AGRICULTURE



ANKENY CITY PLAN AND ZONING COMMISSION

ANKENY, IOWA



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Urban Planning Grant . . . Project No. Iowa P-21
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Implementation of the Plan

The Land Use Plan is a guide for Ankeny's future growth. The degree to which it is followed and implemented will depend primarily upon the Ankeny Planning Commission, the City Council, and the general public. In comparing the Proposed Land Use Map with the Zoning District Map, one discovers that the land is not zoned the same as shown on the Proposed Land Use Map. This was done intentionally. As the need arises for more land to be developed, it can be zoned according to the use proposed on the Land Use Map. It also provides the community with the opportunity to periodically review the Land Use Plan to see if it is adequate or if it should be modified.

Zoning

Zoning is the tool of implementation that provides the formal step transition from existing land use to proposed land use, based upon and determined by the needs of the changing population and community development in the years to come.

MAJOR STREETS

INTRODUCTION:

The primary function of a total transportation system is to provide for the expeditious movement of people and goods. Without such movement, no community could survive. The need for different types of facilities results from the different quantity and quality of goods being moved and the different origin and destination of both goods and people.

It is obvious that land use development is affected by the location of transportation facilities. Unfortunately, too often, design capacity and location of transportation facilities have not been coordinated with land use planning. The result has been a traffic pattern somewhat inconsistent with development goals and objectives.

In Ankeny, the primary influence affecting the land use patterns is the automobile. The benefits of the automobile need not be elaborated. However, the deleterious effects of the automobile on growth and density pattern must be considered in the transportation study.

The residential development is predominately single family which means that families are spread out over a larger land area. This means the community is developing on a lower density. The total amount of developed land in the city devoted to streets is increased. The utility costs are higher due to the spread-out community.

The commercial buildings along Ankeny Boulevard are presently being developed for single usage on large sites with parking available for that use. This is the type of land development that will probably continue to take place in a community where the people move almost exclusively by automobile. This indicates that the traffic circulation will be Ankeny's primary concern.

EXISTING STREET SYSTEM:

The existing street system in Ankeny is predominately a grid pattern with only a few curved streets. While the grid pattern may provide the simplest and most direct access between areas, it has a tendency to make every street a potential major street which is of course undesirable in residential neighborhoods.

The present system in Ankeny centers around five streets above the residential classification. Two are classified as thoroughfares, Ankeny Boulevard (U. S. 69) and Ordnance Road, and three are classified as collectors, Enterprise Road, Third Street from Cherry Street to U. S. 69, and Cherry Street from Ordnance Road to Enterprise Road. The remainder of the streets in Ankeny are classified as minor residential streets.

Twenty-five per cent of the total amount of developed land area in Ankeny is devoted to streets. There are 23.4 miles of streets in Ankeny that are classified in the following categories:

<u>Surface</u>	<u>Feet</u>	<u>Miles</u>
Concrete (Portland Cement) (Asphaltic Concrete)	75,610	14.32
Asphalt	24,510	4.64
Gravel	<u>23,330</u>	<u>4.42</u>
TOTAL	123,450	23.38

The map on Page 43 shows the location of the different streets by surface type and the areas with sidewalks installed.

Street Jurisdiction

The streets within the corporate limits of Ankeny are entirely under the jurisdiction of the City of Ankeny, with the exception of those powers granted to Polk County and the Iowa State Highway Commission by the City. The Enterprise Road interchange on Interstate 35 and Ankeny Boulevard (U. S. 69) are under the jurisdiction of the Iowa State Highway Commission. Ankeny Boulevard is considered as a primary extension of U. S. 69 and authority has been granted the Iowa State Highway Commission by the City of Ankeny to maintain and control speed limits on that portion of U. S. 69 within Ankeny's corporate limits. Enterprise Road, Ordnance Road, N. E. 22nd, and N. E. 86th are part of the Polk County road system.

Map on Surface Types and Sidewalks

CITY OF ANKENY — IOWA

EXISTING STREET SURFACES AND SIDEWALKS

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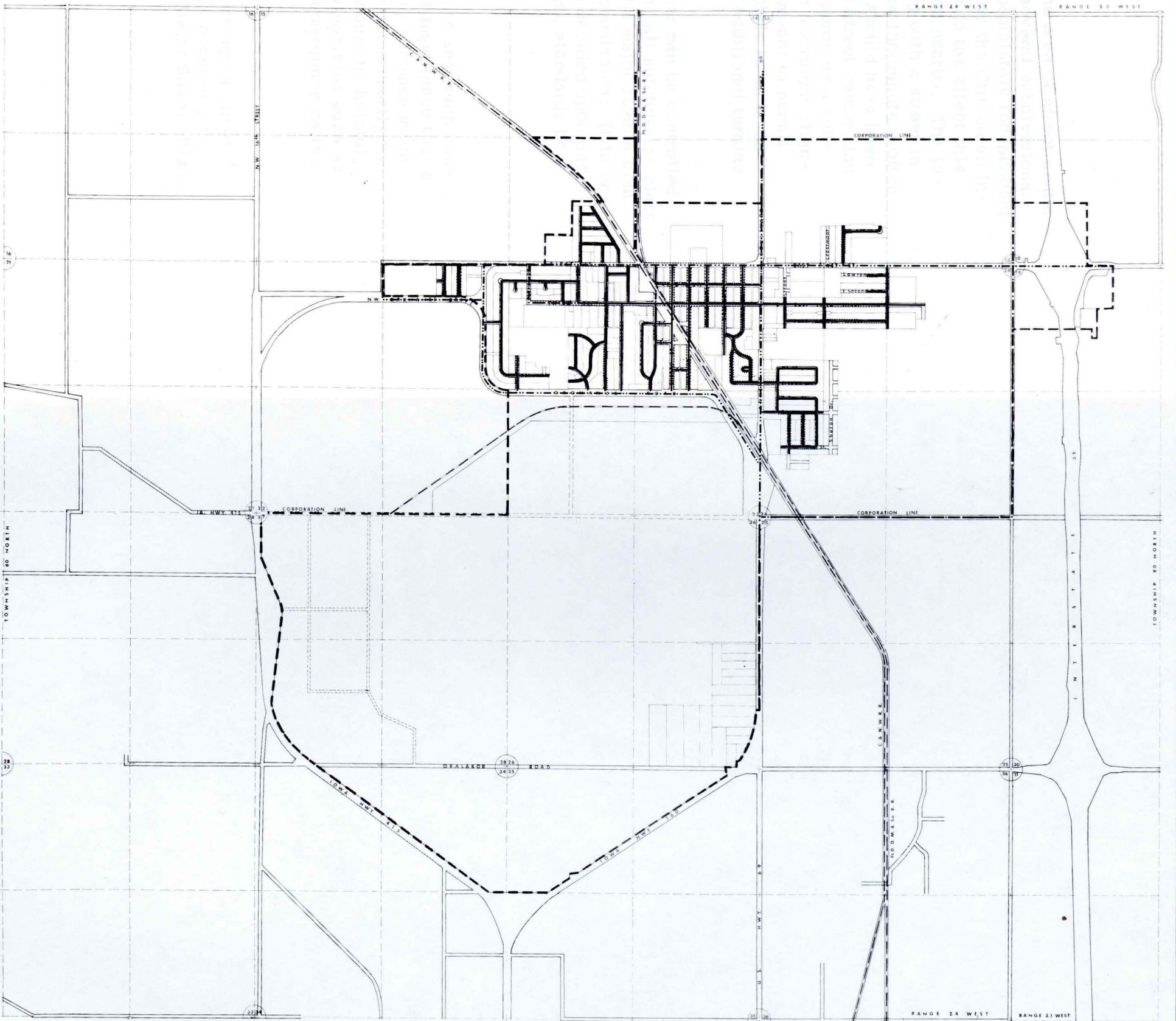
- CONCRETE
- ASPHALT
- GRAVEL
- SIDEWALKS



SCALE



ANKENY CITY PLAN AND ZONING COMMISSION ANKENY, IOWA



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IOWA DEVELOPMENT COMMISSION
 under provisions of Chapter 28, Code of Iowa
 in cooperation with the City of Ankeny.
 August 1963

Urban Planning Grant . . . Project No. Iowa P-21
 the preparation of this map was financed in part
 through an Urban Planning Grant from the Housing
 and Home Finance Agency, under the provisions of
 Section 701 of the Housing Act of 1954, as amended.

Street Alignment

One of the existing problems in Ankeny is in the area of street center line alignment. The community currently has several subdivisions that are being developed as residential areas completely independent of each other. The subdivisions are approved by the City on an independent basis with little consideration given to the effect this unit of development might have on a similar area nearby. The location of a street in one subdivision connecting with a street in another subdivision or in an area across a major thoroughfare often times were offset only a short distance. This should have been avoided. Good planning practices dictate that street center line alignment should be a basic consideration in approving a subdivision. If the street center line cannot be in a straight alignment, then they should be offset a sufficient amount to permit turning movements which will permit an automobile to enter an intersection, make a turn, and then signal the additional turning movement.

The alignment of streets from one area to another can be controlled by adoption of a major street plan. In addition, all subdivision plats should include all of the streets proposed on the major streets plan when the plat is submitted for review by the Commission. It is imperative that when a street alignment has been decided upon and minimum standards have been established, these standards be maintained.

Street Naming

The present naming system has not been adequate and much confusion exists in the community. It is of utmost importance that a new system be established before the community becomes much larger. The need for a street naming system is not primarily for the stranger visiting in the community, which would be helpful, but rather, it is for the movement of emergency vehicles such as fire and police, to prevent delay in answering emergency calls.

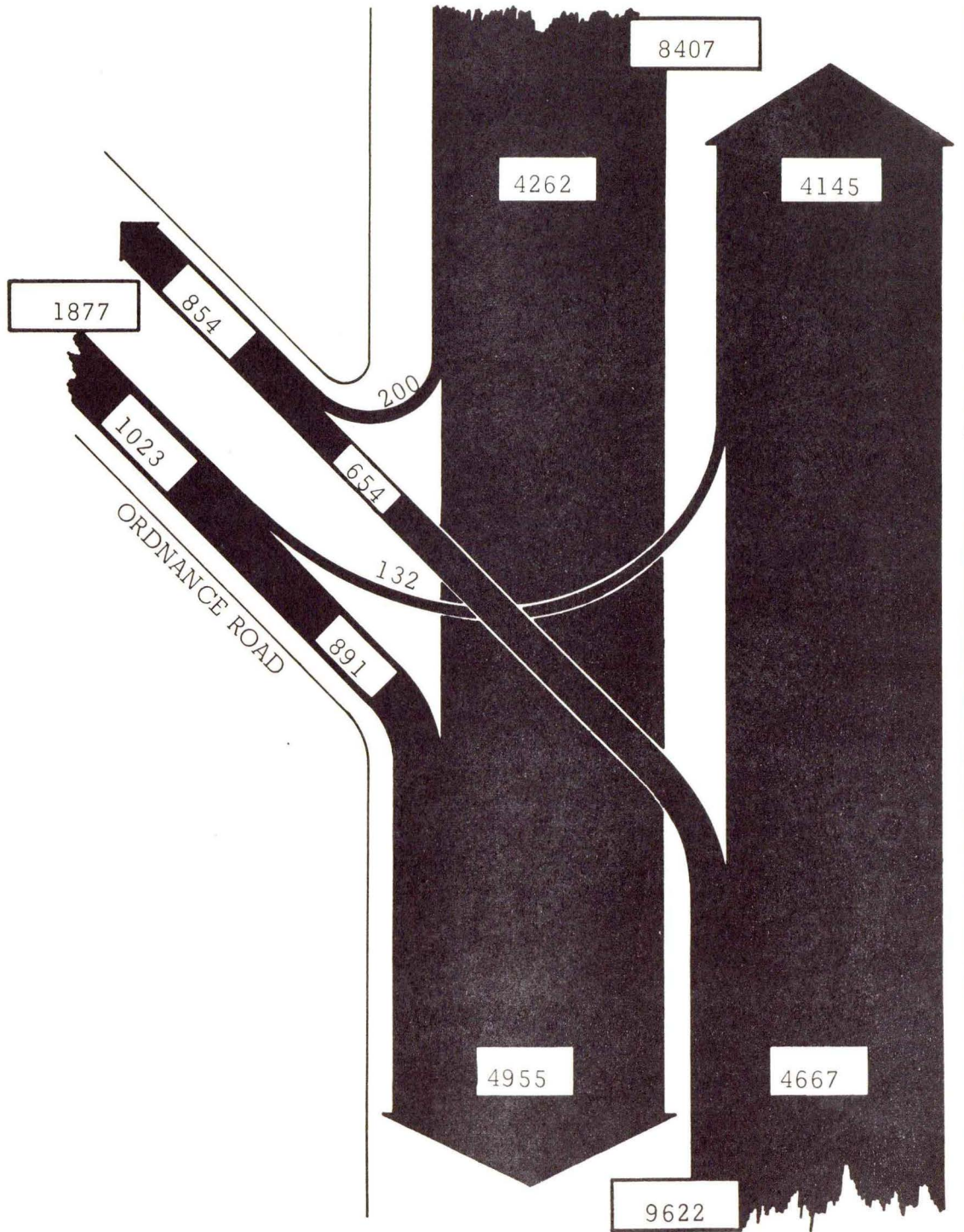
Traffic Counts

In order to plan future street capacities and to design a street system capable of handling the capacities, it is necessary to correlate the Proposed Land Use Plan with the Major Streets Plan.

AVERAGE DAILY TRAFFIC VOLUMES

FOR

ORDNANCE ROAD AND HIGHWAY 69



U. S. #69

Source: Iowa State Highway Commission
1963

With the use of traffic counts on major intersections and a knowledge of traffic generators in the community, it is possible to construct an adequate system to handle the traffic.

Traffic movement for the intersection of Ordnance Road and U. S. 69 is shown on Page 45. The average daily traffic volumes for this intersection in 1963 totaled 9,622 vehicles approaching Ankeny from the south. In 1964, the average daily traffic volumes increased to 12,434 vehicles.

The 1964 average daily traffic counts for different intersections and their 1985 estimated average daily traffic counts are as follows:

U. S. 69 and 3rd Street

<u>Direction From</u>	<u>1964</u>	<u>1985*</u>
North	9,398	9,470
East	1,373	4,240
South	10,442	10,920
West	3,397	9,190

U. S. 69 and Enterprise Road

<u>Direction From</u>	<u>1964</u>	<u>1985*</u>
North	8,468	6,320
East	1,635	5,460
South	8,868	8,400
West	2,009	4,420

U. S. 69 and N. E. 86th Avenue

<u>Direction From</u>	<u>1964</u>	<u>1985*</u>
North	12,540	13,820
East	259	520
South	12,434	13,610
West	123	250

*Estimated by the Iowa State Highway Commission with the assumption that Interstate 35 has been completed.

These traffic counts provide extremely valuable information in preparing the future major streets plan. They are included in the discussion of the following sections of this report.

MAJOR STREET PLAN

The Major Street Plan is that element of the Comprehensive Plan which indicates the means by which people and products in their daily vehicular movements get from place to place. An adequate street system is essential to the proper functioning of the city. The function or purpose of the street determines the design standard of the street. Where traffic volumes are relatively low, and where the street provides access to residential properties, street roadway and right of way need not be of the same standards as streets where different purposes are to be served. The primary purpose of streets is to carry traffic, but in many cases this purpose has been relegated to that of automobile storage. If a street is to serve this expensive dual purpose, it should be so designed.

Traffic can best be handled on a relatively few strategically located arteries leading directly to and from the principal traffic generators rather than dispersed on many different streets.

For the purpose of developing this plan, the following classifications of streets have been used: (1) Major Thoroughfare; (2) Secondary Thoroughfare; (3) Collector; and (4) Residential. The recommended street cross-sections for Ankeny are shown on Page 48.

The major thoroughfare is a street capable of carrying a high volume of traffic over longer distances at a relatively high rate of speed. All other traffic should yield to the major thoroughfare traffic and no parking should be permitted within its right of way.

The secondary thoroughfare is a street designed for moderate traffic volumes. Parking would be permitted on both sides except during peak hour traffic volumes.

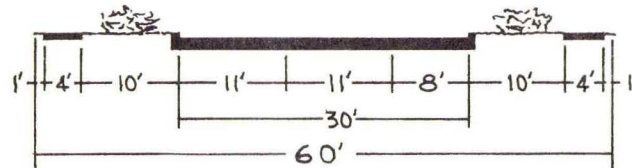
The collector streets are arteries which collect traffic from the residential streets and direct it to the secondary or major thoroughfares. All residential street traffic would yield to the collector streets. Parking would be permitted on both sides of the collector streets except during peak hour traffic volumes.

The residential street is designed to serve as direct access to abutting property. High speeds and through traffic should be discouraged. Travel within the area should be limited unless it has a definite purpose for being there.

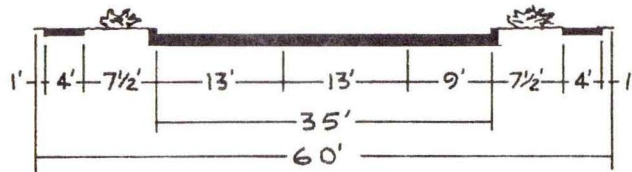
RECOMMENDED STREET CROSS - SECTIONS

ANKENY CITY PLAN AND ZONING COMMISSION

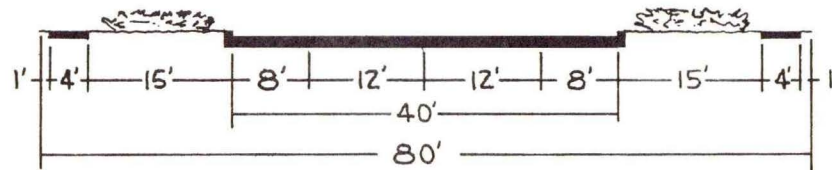
ANKENY, IOWA



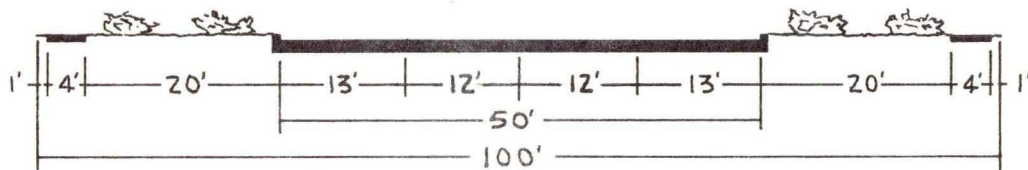
RESIDENTIAL



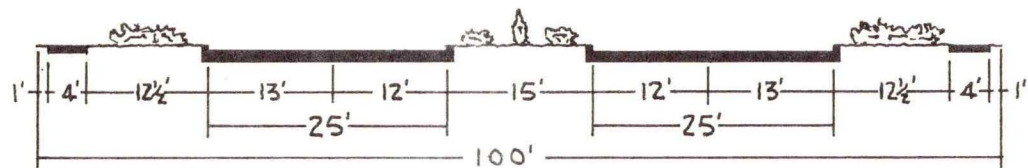
COLLECTOR



SECONDARY THOROUGHFARE



MAJOR THOROUGHFARE



MAJOR THOROUGHFARE DIVIDED

Major Thoroughfare

Ankeny Boulevard forms the backbone of the existing thoroughfare system in Ankeny. It is also an example of the conflict that can arise between a traffic service and a land service street. When traffic volumes are low and the adjacent land use density is also low, the conflict is not serious. This was true in Ankeny several years ago. In the past few years, as commercial development increased, so did the population density. The resultant rise in vehicular and pedestrian traffic has greatly increased the potential for accidents in this area.

The primary function of the thoroughfare is to provide for the expedient movement of traffic while land access remains a secondary purpose. Unless the street design is sufficient, an increase in traffic volume will all but stop good traffic flow. Ankeny Boulevard is steadily becoming more commercialized without provisions for service streets or limited access controls. The estimated traffic volumes for the future indicate an increase in local traffic on Ankeny Boulevard and a decrease in traffic volume on Ankeny Boulevard north of Enterprise Road. Therefore, much of the additional traffic will be generated by the land service functions and the increased population in Ankeny.

The street cross section for a major thoroughfare should have a minimum right of way width of one hundred (100) and the pavement width should be (50) feet. In the areas that are being developed commercially, there should be established a uniform building setback to allow a service road for good traffic movement.

With the completion of Interstate 35, much of the through traffic now on Ankeny Boulevard will decrease. However, increased local traffic should keep the traffic volume high. Enterprise Road, from Ankeny Boulevard to the interchange on Interstate 35, should be planned as a major thoroughfare with limited access. Upon the completion of Interstate 35 and the Freeway in Des Moines, much of the commuter traffic for Ankeny will enter at the Enterprise Road interchange. The traffic volume will increase tremendously on Enterprise Road from the interchange to Ankeny Boulevard. From the estimated average daily traffic count, it is estimated that 5,460 vehicles per day will use this street, or an increase of 4,420 vehicles per day.

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The right-of-way width along Enterprise Road is presently eighty (80) feet. This should be increased to one hundred (100) feet and should be done before the area is developed. Access should be from secondary thoroughfares or collector streets located about one-half mile apart.

Major Thoroughfare Recommendations

- (1) Widen Ankeny Boulevard to four lanes, from Enterprise Road to N. E. 86th Avenue. No parking should be permitted within its right of way. The new highway-oriented commercial areas developing along this street should be cluster type development with provisions for adequate off-street parking areas. However, vehicles should not be permitted to pull onto Ankeny Boulevard at will. The access points should be controlled by channelization or signalization.
- (2) Widen Enterprise Road to four lanes from Ankeny Boulevard to Interstate 35. The right of way should be increased from the present eighty (80) feet to one hundred (100) feet. The City should obtain the additional right of way when the area is subdivided by requiring the dedication of that right of way from the adjacent land.
- (3) In no case should individual residential lots have access directly onto a major thoroughfare. Residential lots adjacent to a major thoroughfare should front onto a residential street with their rear lot lines adjacent to the right of way line of a major thoroughfare.

Secondary Thoroughfares

The secondary thoroughfare system includes Enterprise Road from Ankeny Boulevard to Cherry Street, Cherry Street from Enterprise Road to Ordnance Road and Ordnance Road from Ankeny Boulevard to N. W. 16th Street. These secondary thoroughfares carry the local traffic from one part of the City to another. A proposed secondary thoroughfare would be located about one-half mile north of Enterprise Road. This proposed new street would start at N. E. 22nd Street and continue west for approximately two (2) and one-eighth (1/8) miles. See Proposed Major Street Plan Map.

The street cross section on the secondary thoroughfare should have a minimum right-of-way width of eighty (80) feet and a pavement width of forty (40) feet. The design of the secondary thoroughfare should be for the movement of vehicles; however, parking could be permitted until the traffic volumes start to exceed 2,000 to 3,000 vehicles per day. The banning of parking during peak traffic flow hours will be adequate in most cases. In Ankeny, the number of peak hour traffic generators is limited. The Central Business District does not have a large employment of people nor does any other area. The exception is the John Deere Des Moines Works. A traffic flow map from this site's east gate is shown on Page 52.

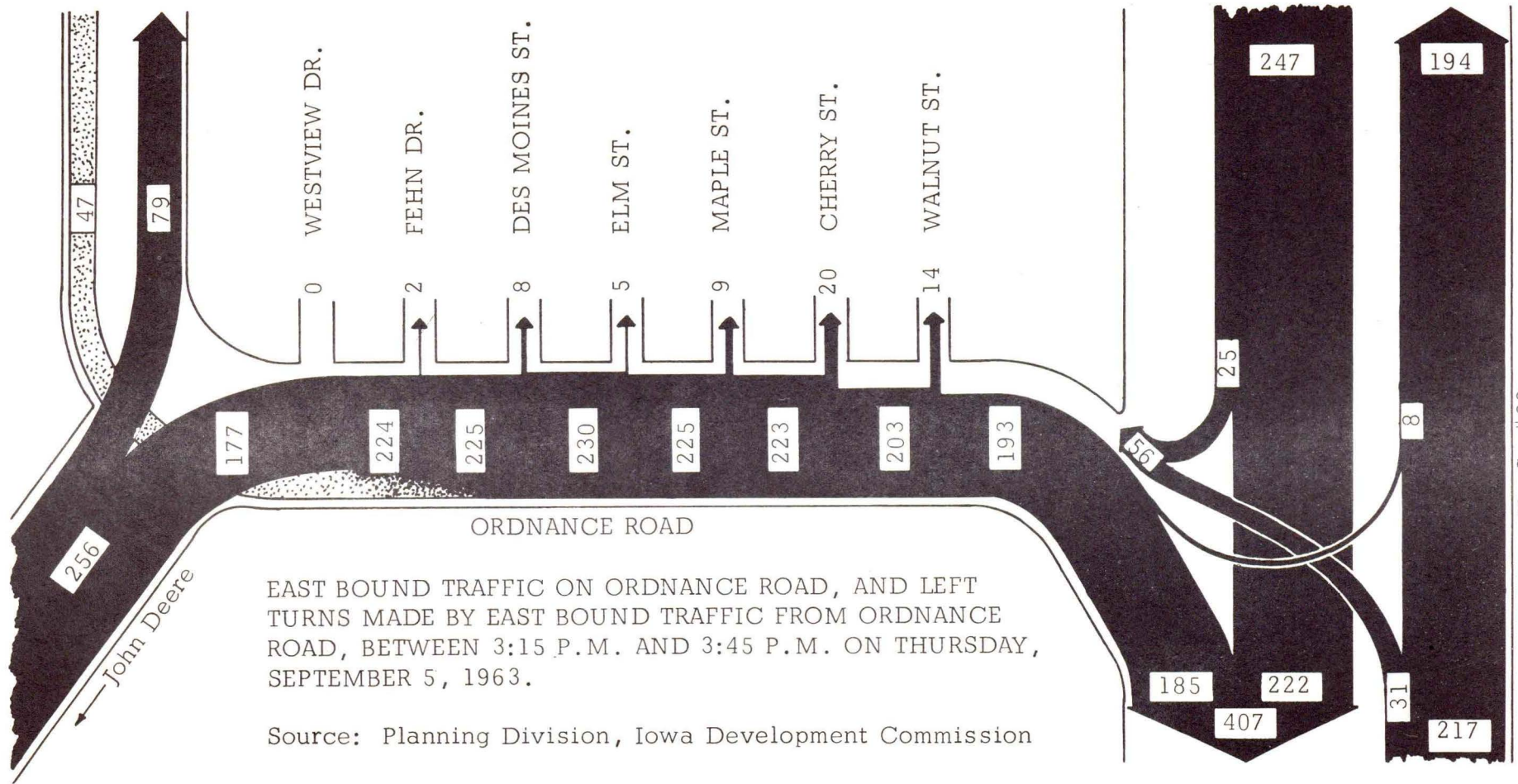
From this map, it is apparent that a majority of the traffic from this facility does not enter the Ankeny retail trade area. The traffic flow from Des Moines is spread into time intervals which permit the first group to enter Ankeny on a major thoroughfare and then disperse on secondary thoroughfares to a residential street.

The proposed secondary thoroughfares are shown on the Major Streets Map. Many of the proposed secondary thoroughfares are existing streets which can be upgraded to the secondary thoroughfare standards. The use of N. E. 22nd Street as a secondary thoroughfare will permit traffic leaving the Interstate on the Enterprise or Or-labor interchange to enter the collector streets and disperse itself into the residential areas. The proposed circumferential road to the north of Enterprise Road will distribute traffic leaving the interchange into the collector streets for circulation into the residential areas.

The proposed change of Ordnance Road at Ankeny Boulevard is recommended as a safety improvement. The changing of this intersection to 90° would permit a safer design and the use of traffic signals. Two alternatives are shown on Page 53. If Ordnance Road continued south to the alignment of N. E. 86th Avenue, it would be possible to design a much safer intersection and it could serve as a frontage road for the property to the west if and when it develops.

Secondary Thoroughfare Recommendations

- (1) The proposed new circumferential street would start at N. E. 22nd Street, one-half mile north of Enterprise Road and continue west for approximately two and one-eighth miles, and then turn south to connect with West Ordnance Road.



TRAFFIC FLOW

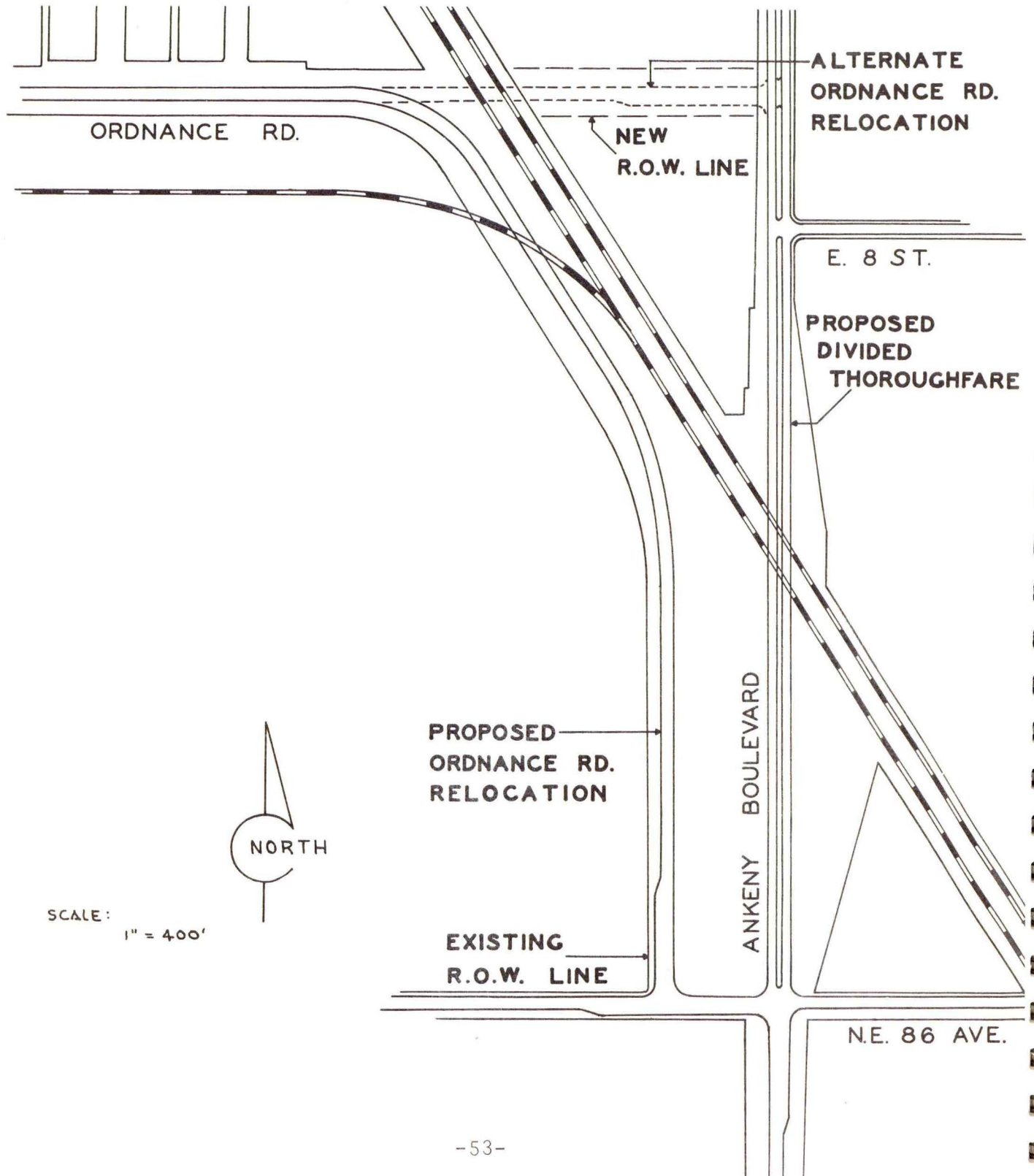
FOR

ORDNANCE ROAD AND HIGHWAY 69

CITY OF ANKENY — IOWA

PROPOSED ORDNANCE ROAD RELOCATION

ANKENY CITY PLAN AND ZONING COMMISSION ANKENY, IOWA



- (2) Widen the following existing streets: N. E. 22nd Street from Oralabor Road to the proposed new street one-half mile north of Enterprise Road; Oralabof Road from N. E. 22nd Street to Ankeny Boulevard; and N. E. 86th Avenue from N. E. 22nd Street to Ankeny Boulevard.
- (3) Ordnance Road should be straightened so that it intersects at a 90° angle with Ankeny Boulevard. This can be done by continuing the east-west alignment to an intersection with Ankeny Boulevard south of the Ford Tractor building or by extending the roadway south to intersect with N. E. 86th Avenue on land presently part of the Iowa State University Farm. The second alternative has merit in that Ordnance Road could serve as a frontage road for Ankeny Boulevard, especially if this area should develop industrially.
- (4) Only in extreme cases should residential lots have access onto a secondary thoroughfare. Whenever possible, adjoining residential lots should be double frontage lots.

Collector System

This, is as the name implies. The collector streets are a system which has been designed to collect traffic from residential areas and move it into either the secondary or major thoroughfare systems. Stated in reverse, the collector system is designed to move traffic from the major and secondary thoroughfares into the residential areas where it is diffused into the residential street patterns. The Proposed Major Street Plan will illustrate this principle.

The proposed collector streets have been designed to provide for two lanes of unobstructed traffic movement. All residential street traffic should yield to any traffic on the collector street system.

PROPOSED COLLECTORS

- | | | |
|-------------------|----|-----------------------------------------|
| (1) Cherry Street | to | Enterprise Road
Circumferential Road |
|-------------------|----|-----------------------------------------|

- | | | | |
|-----|--------------------------------------------------------------------------------------------------------|----|-------------------------------------------|
| (2) | Trilein Drive | to | Circumferential Road
N. E. 86th Avenue |
| (3) | Sixth Street | to | Ankeny Boulevard
N. E. 22nd Avenue |
| (4) | Eighth Street | to | Sharon Drive
N. E. 22nd Avenue |
| (5) | Third Street | to | Cherry Street
Westview |
| (6) | Third Street | to | Ankeny Boulevard
Trilein Drive |
| (7) | Flynn Drive | to | Enterprise Road
Third Street |
| (8) | A new street one-half of the distance between Enterprise Road and the proposed circumferential street. | | |

Collector Street Recommendations

- (1) All collector streets are designed to have a right-of-way width of 60 feet and a paving width of 35 feet. Parking should be permitted on only one side.

Residential System

All residential streets should be designed in the subdivision plats in such a manner that long through streets are eliminated. The street patterns for a neighborhood should be those that encourage circulation within the neighborhood, not those that permit direct routes through it.

Residential Street Recommendations

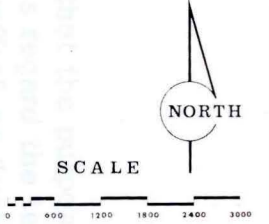
- (1) All residential streets should have a right-of-way width of 60 feet and a paving width of 30 feet. Parking should be permitted on one side.
- (2) More emphasis should be given to the design of subdivision plats in terms of streets location and consideration of the traffic movement within the subdivisions.

CITY OF ANKENY — IOWA

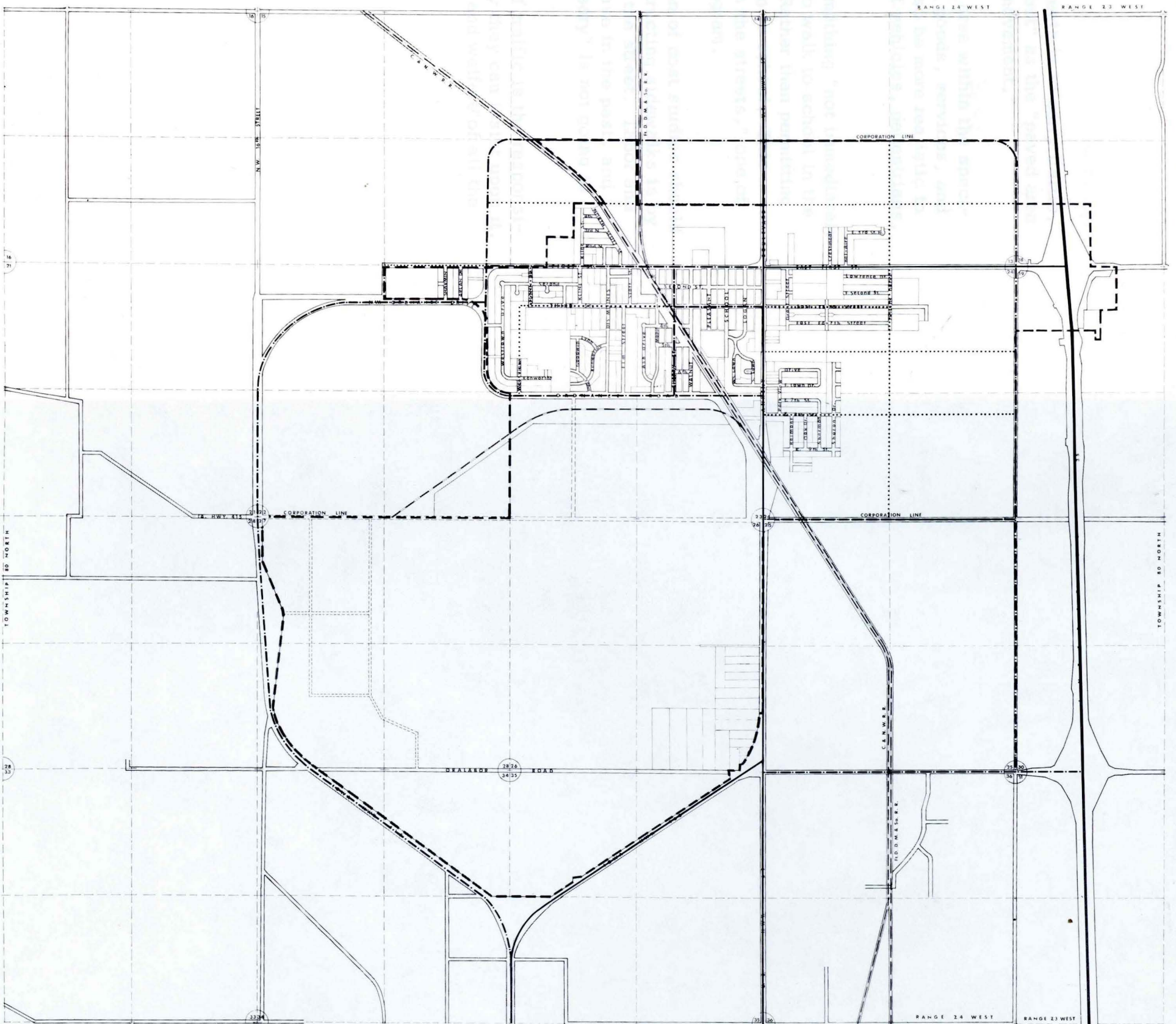
PROPOSED MAJOR STREETS PLAN

LEGEND:

- INTERSTATE
- MAJOR THOROUGHFARE
- SECONDARY THOROUGHFARE
- COLLECTOR



ANKENY CITY PLAN AND ZONING COMMISSION ANKENY, IOWA



prepared under contract and financed in part by
IOWA DEVELOPMENT COMMISSION
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August 1963

Urban Planning Grant . . . Project No. Iowa P-21
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Section 701 of the Housing Act of 1954, as amended.

Summary

It should be emphasized that the purpose of streets is to carry traffic. All too often, communities regard the term "street" as the "paved area from curb to curb" and "traffic" as "vehicular movement."

In reality, the term "street" should mean "that area within the specified right-of-way designed for the movement of goods, services, and people." In conjunction with this, it would also be more realistic to consider the term "traffic" as the "movement of vehicles, pedestrians, and utilities."

All too often, sidewalks are looked upon as something "not immediately necessary." As a result, children are forced to walk to school in the portion of the street designated for vehicles. Rather than permitting this, most parents will then drive their children to school. This accomplishes little in "lessening congestion in the streets," one of the objectives of a comprehensive planning program.

In addition to the factor of safety, a comparison of cost studies should show that the most economical method of constructing sidewalks is by the developer as he is constructing the rest of the street. Labor and material costs will continue to rise, as they have in the past, and waiting until sidewalks are "considered necessary" is not going to make them more economical.

The provisions for the movement of old forms of traffic is the responsibility of the City's governmental agency. Only they can insist upon it. Only they can provide for the "health, safety, and welfare" of all the citizens in the community.

COMMUNITY FACILITIES

INTRODUCTION:

Community Facilities is a collective term used to describe those services and conveniences which are financially supported by the community and administered for the benefit of the entire city. Included in the community facilities category are schools, parks, public buildings, utilities, and public areas.

The responsibility for planning implementation and administration of the community facilities belongs to several different planning bodies: The School Board, the City Council, the Parks Commission, the Utility Commission and others. However, before any of these agencies embark upon a community facility, the Plan and Zoning Commission should be consulted. The purpose and benefits of a planning and zoning commission are measured by its success in guiding the development of those facilities which fulfill the needs and desires of the people.

The land use section of this report included a general discussion of land needs for public uses, and the Land Use Map included areas indicated for parks, schools, streets, and other public and semi-public uses. It is the purpose of this section of this report to cover the Community Facilities phase of the Comprehensive Plan in greater detail.

SCHOOLS

The responsibility for school planning in Ankeny is vested in the Board of Education and its administrative staff. The Board consists of five members elected by the residents of the school district.

School officials are skilled in projecting and interpreting current and past enrollment records and school census data. From this quantitative information, they can predict future enrollment with some degree of accuracy. However, it is difficult for them to keep abreast of current trends and directions of new growth and development. The planning of new projects by other governmental bodies is often times done without knowledge of the school officials. New major streets, industrial development, or the density of new residential developments all have a significant importance in the considerations given to future school locations.

One of the objectives of the school development plan is to recommend properly located school sites. In order to accomplish this purpose, an inventory of existing facilities must be discussed and the proposed land use plan, along with the projected population, must be considered. The City Plan and Zoning Commission has a considerable amount of information on expected development in the community that would be of much benefit to the Board of Education. An adoption of a policy of cooperation and coordination of activities between these two agencies would be of a maximum benefit to the community as a whole.

School District

The community school district of Ankeny includes fifty-one square miles of land. This area includes the incorporated area of the City of Ankeny as well as the area extending approximately three-fourths of a mile beyond the corporate limits of Ankeny.

The population within the school district has increased very rapidly within the past few years. Due to this rapid growth, the school officials have experienced problems in providing adequate facilities for the increased enrollment. The problem of providing adequate space is complicated partly by the fact that the bonded indebtedness limits are based on the previous year's assessments. Considering all the problems of a rapidly expanding community, the school officials have done a remarkable job of establishing an excellent school system.

Student Population

The projected population for Ankeny in 1970 is 6,673. Of this figure, approximately 1,801 will be of school age (5 to 18 years of age). The projected population for Ankeny in 1980 is 13,300 of which approximately 3,286 will be of school age. These figures do not include those children living in the Ankeny school district just beyond the City's corporation lines. The projected school population figures for the City of Ankeny and for the Ankeny school district are shown in Table 17.

TABLE 17

City of Ankeny - School Age Population (5-18)*

	<u>1970</u>	<u>1980</u>
Elementary	1,022	1,677
Junior	411	865
Senior	<u>368</u>	<u>744</u>
	1,801	3,286

Ankeny School District Age Population (5-18)**

	<u>1970</u>	<u>1980</u>
Elementary	1,666	2,281
Junior	550	1,060
Senior	<u>505</u>	<u>975</u>
	2,721	4,316

*Projections by Daryl Hobbs, Iowa State University

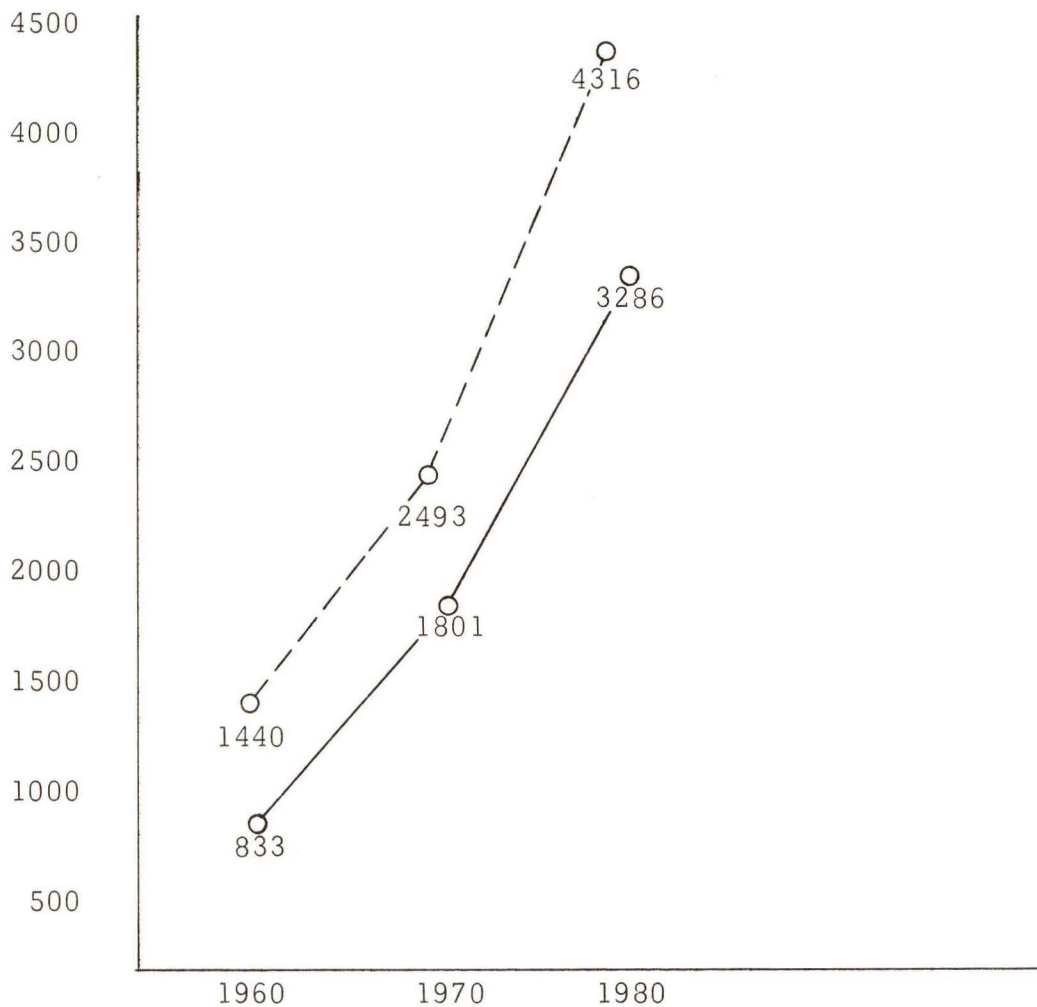
**School District Population for that part of the school district located outside the corporate limits was projected for 1970 and 1980 at the same percentage of growth experienced by Polk County between 1950 and 1960.

School Capacity

The present combined school capacity is approximately 2,174 students. The present buildings are capable of handling this number of students but the excess capacity is not available in the areas presently needed. The present excess capacity is in the Junior and Senior High Schools, while the elementary schools are beyond their capacity level. The existing and projected school population figures for the City of Ankeny and the school district are shown on Graph 1.

GRAPH 1

School Population



--School District Population

___Ankeny's School Population

The following is a compilation of the existing and anticipated capacities for all the schools in the community school district of Ankeny:

TABLE 18

Ankeny School Capacity

	<u>1965-66</u>	<u>1980</u>
Elementary (K-6)	1,234	2,370
Neveln (4,5,6)	360	
Northwest (K-6)	300	300
Northwest-12 room addition		360
East (K-6)	300	300
East-12 room addition		360
Three Proposed Schools (K-6)		900
Parkview (K-3)	240	
 Junior High School (7,8,9)	 465	 755
Neveln Junior High	465	425
Neveln (4,5,6 removed)		330
 Senior High (10,11,12)	 475	 750
Parkview	475	510
Parkview (K-3 removed)	<u> </u>	<u>240</u>
 TOTAL CAPACITY	 2,174	 3,875

Elementary

The elementary grades (K-6) will require additional space by 1965-66 if the Ankeny School District population projections are reasonably accurate and all students attend public school. The present space available will handle 1,234 students whereas the school district population should have approximately 1,440 students. The student population figure does not take into consideration students who will attend parochial, private, and special schools.

In the decade 1970 to 1980, the estimated School District Population is 2,281 students in the elementary grades (K-6). However, this should be used only as a guide, due to the fact that population projections can vary greatly from the actual figure. We cannot predict accurately what will take place in the way of industrial growth. Between now and 1980, one plant could move into Ankeny and employ several hundred which would make our population estimates too low. Therefore, we must caution the reader that the above figures serve only as a guide, based upon present trends. If the present trends continue, the elementary student population should be approximately 2,281.

In order to provide adequate space by 1980, several new facilities will be needed. By adding a 12-room addition to the present Northwest School, it can serve an additional 360 students. A 12-room addition on East School would also provide space for an additional 360 students. Two new elementary schools should be constructed in this time period. The removal of the elementary grades from Neveln Junior High will require construction of space to serve 330 students. (See the Community Facilities Plan Map for the location of proposed elementary school sites.)

ELEMENTARY SCHOOLS

<u>School Additions</u>	<u>Student Capacity</u>
12-room addition to Northwest	360
12-room addition to East	360
K-6 Southeast Ankeny	300
K-6 Northeast Ankeny	<u>300</u>
TOTAL	1,320

Junior High

The junior high grades (7-9) will require additional space by 1968, based upon the projected population for the Ankeny School District. The present space will serve 465 students, whereas the projected population for the junior high schools is 550 students. The present Neveln Junior High building has two elementary classrooms, which when removed, would provide 60 additional student spaces, bringing the total existing capacity to 545. The projected junior high school

population for 1980 is 1,060 students which exceeds the capacity discussed above. Central Elementary School, by being converted to a junior high school facility, would provide space for 700 students.

In the decade between 1970-1980, additional space will have to be constructed. The present building, located on the north side of the new junior high school addition, should be removed as it is structurally unsound. Any new additions to the junior high school should be built to the north and west sides of the existing structure.

The present location of the junior high school is ideally suited to the over-all school system. This present site should be enlarged by purchasing additional land to the west of the existing building. This project could become a part of the civic center complex proposed in the Central Business District Plan.

Senior High

The capacity of the senior high school (10-12) will be adequate beyond 1970, only by including the use of the elementary school building at Parkview. Parkview High School would then have the capacity to serve 750 students, whereas the projected high school population for 1970 is 505 students.

The 1980 projected school district population for the high school years is 975 which will exceed the capacity by 225 students. Parkview's capacity will have to be increased sometime between 1975 and 1980.

The present Parkview School site should be developed into a school-park complex to better serve the needs of the Ankeny residents. The increased site could provide ball diamonds, tennis courts, and swimming pool, all of which would be available for use by the high school. The illustration on Page 66 is one example of this type of development. The development of this type of facility would require at least 40 acres. The school and existing park now occupy 24.54 acres. (The suggested minimum site for a high school alone is 30 acres). An additional 15.46 acres of land would have to be acquired to meet the 40-acre requirement. The cost of acquiring the additional land could be shared between the different agencies involved.

School Sites

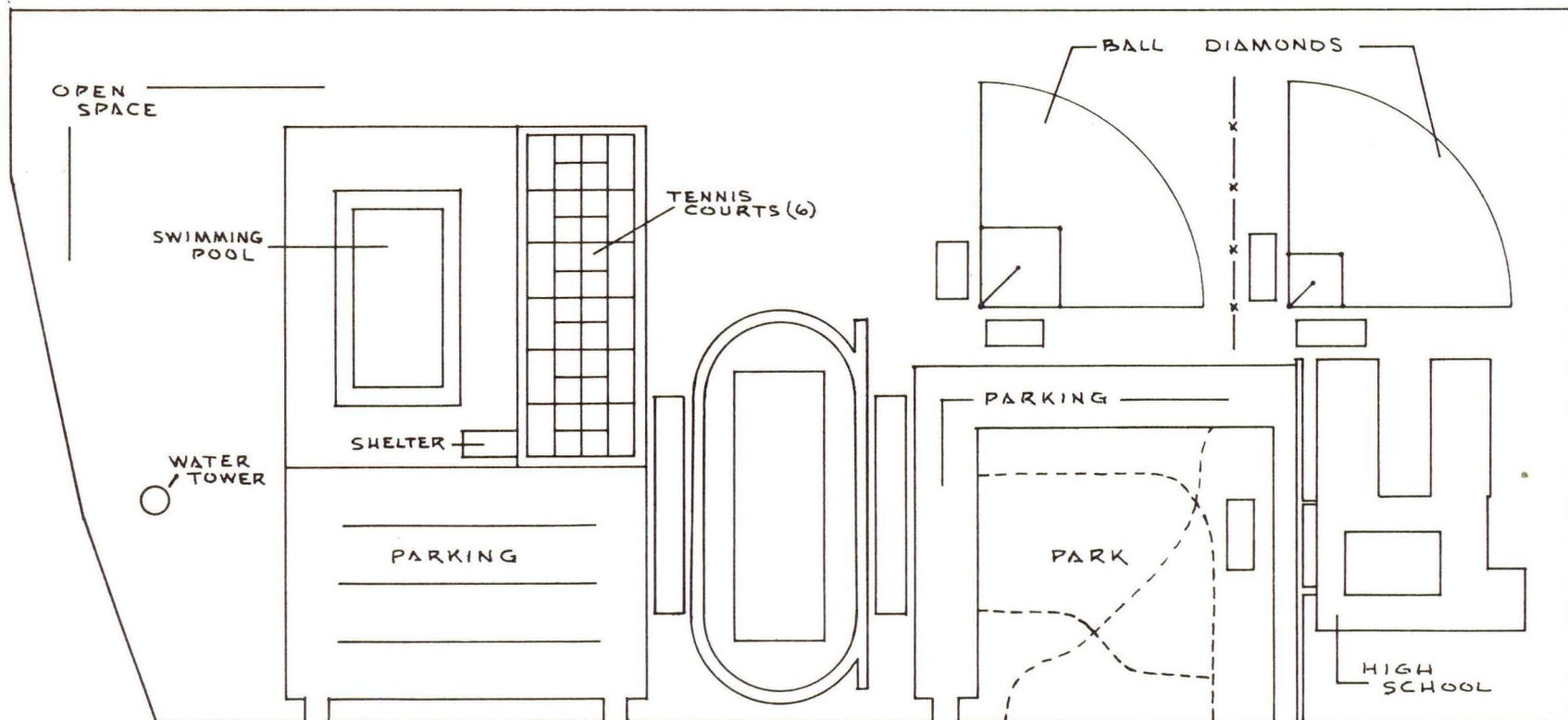
The Community Facilities Plan Map shows additional school site locations. These sites, when agreed upon, can be purchased by the School Board

CITY OF ANKENY — IOWA

PARK - SCHOOL COMPLEX



ANKENY CITY PLAN AND ZONING COMMISSION ANKENY, IOWA



-66-

MAP 10

prepared under contract and financed in part by
IOWA DEVELOPMENT COMMISSION
under provisions of Chapter 28, Code of Iowa
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and Home Finance Agency, under the provisions of
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within a period of four years after the area develops. The Ankeny Sub-division Regulations have made provisions for the reservation of school and park sites for a specific number of years if the comprehensive plan includes such a site in the plan.

Size of School Sites

The acreage involved in an adequate school site can be based on school enrollment or by establishing minimum size requirements. If enrollment figures are used, the minimum land area for elementary schools would be five acres plus one additional acre for each 100 students. Thus, an elementary school with an ultimate enrollment of 600 pupils should have an 11-acre site. If site size is based upon a minimum standard land requirement, there would be at least 10 acres for elementary schools, 20 acres for junior high school, and a minimum of 30 acres for senior high school.

Determination of minimum land requirements in future planning of school construction will, of course, depend upon the judgment of the Board of Education.

PARKS

The number of parks and the extent to which they have been developed has much to do with the livability of a city and its attractiveness. In addition to providing for the recreational needs of the people, park areas preserve and provide essential open spaces in residential sections. In this respect, the comprehensive development plan is concerned with the location, size, and adaptability of sites for park and recreational uses rather than with the precise details of development or the various types of recreational programs carried on within them. When adequate park sites, properly located, are acquired, the use to which such areas may be put can be determined in accordance with the needs of the community and its financial ability to meet these needs. The primary function of the comprehensive development plan is to provide a guide in the location of future recreational facilities so that they may be acquired prior to urban development which increases the cost of acquisition.

The present park system of the City of Ankeny consists of three areas containing a total of 3.76 acres. The area between Ordnance Road and Westlawn contains 0.33 acres; the area north of Third Street between Des Moines and Scott Street contains 0.89 acres, and the area on the

north of First Street between Walnut and Pleasant contains 2.54 acres. Although the City has found the need to set aside these areas for park purposes, these areas are not of sufficient size or quantity according to present day standards. Using the generally recognized standard of one acre per every 100 persons, Ankeny, with only 3.76 acres of parks and a population figure of 2,964 in 1960, has an average of 788 persons per acre of available park land. Based upon Ankeny's present population of approximately 4,300, there is an average of 1,144 persons per acre. The existing conditions of Ankeny's park and recreation system has long since passed the critical level and now more than ever it has become necessary to look to the future in planning the needed park and recreation facilities to meet the requirements of the community's anticipated growth.

The citizens of the community have started to realize the necessity of a park system. In the 1963 Household Survey, one of the questions asked was, "In planning for the future of Ankeny, what would you say are the most important things that need to be accomplished?" Twenty-seven per cent of the 1,017 responses to the questionnaire indicated a high priority need for adequate park and recreation facilities in the community. In keeping with this community attitude, the City Council of Ankeny in 1963 appointed a Parks Commission. In 1964, the City included in its annual budget funds to initiate a program of land acquisition for parks and recreation.

A plan of park facilities to meet the needs of Ankeny and the long-range school plan previously described are shown on Page 69. By placing both plans and others to be mentioned later on the same drawing, it becomes possible to more clearly visualize the relationship between the different types of public improvements. The plan retains the three parks mentioned above and, in addition, proposes the eventual acquisition and development of three new parks and expansion of the existing park and school facility at Parkview.

As previously discussed in the section of this report devoted to schools, the Parkview facility lends itself quite well to a park-school complex. This enables a community to better avoid the unnecessary duplication of public facilities.

Three new park facilities are proposed; one to be located between Ordinance Road and Third Street, just west of Goodwin Street. This facility should be designed as a neighborhood playground and contain five to seven acres. Another site should be acquired on Trilein Drive, extended and in alignment with East 7th Street. This facility should

CITY OF ANKENY

IOWA

COMMUNITY FACILITIES PLAN

LEGEND:

- | | | | |
|---|----------|---|----------|
| ▲ | EXISTING | ▲ | PROPOSED |
| ▲ | ▲ | ▲ | ▲ |
| ▲ | ▲ | ▲ | ▲ |
| ● | ○ | □ | □ |
| ■ | □ | □ | □ |

SCHOOLS

- ▲ ELEMENTARY
- ▲ JUNIOR HIGH
- ▲ SENIOR HIGH

PARKS

- PUBLIC BUILDINGS & AREAS



SCALE



ANKENY CITY PLAN AND ZONING COMMISSION

ANKENY, IOWA



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IOWA DEVELOPMENT COMMISSION
 under provisions of Chapter 28, Code of Iowa
 in cooperation with the City of Ankeny.

August 1963

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also be designed as a neighborhood playground and contain seven to ten acres. Another park site for future acquisition is proposed on Trilein Drive extended and one-half mile north of Enterprise Road. This facility too is intended for use as a neighborhood playground and should contain seven to ten acres. With the future development of these three new park facilities and additional land acquisition at Parkview, Ankeny should be well served with parks. Using the proposed maximum amount of acres for each new park and the present acreage for existing parks, the City will have, by 1970, a total of 70 acres in park land or one acre for every 95 persons. It should be noted that, as the park system grows and interest in recreation increases, the school board could make available to the community its recreational facilities at the schools, including playground space and indoor facilities. This can be done and has been done with close coordination and cooperation between city and school board in many communities similar to Ankeny.

Federal Assistance Available

The City of Ankeny could receive assistance in purchasing land for park purposes under the Federal Government's Open Space Program. Federal grants are available in the amount of 20 or 30 per cent of the purchase cost to acquire open land for recreation, conservation, or scenic and historic purposes.

The present requirements for qualification are:

- (1) Grants are not available for land previously acquired.
- (2) The land must be acquired at fair market value.
- (3) Acquisition of the open land must be completed within twelve months of the time a grant is approved.
- (4) The public body must acquire an interest in the land sufficient to insure that its open character will be preserved.

Public Buildings and Areas

Although not a part of the comprehensive development plan, which is very appealing to the general public, the public buildings, areas, and

facilities are still a very vital part of the community. The City of Ankeny, with its rapid growth in population, is going to experience a change in governmental services supplied to the community. As these services become more complex, the need for the expansion of governmental facilities will become more evident. The accomplishment of such an expansion program would best be achieved through development of a civic complex. This would require certain relocations of existing inadequate facilities.

As shown on the map on Page 72, the proposed civic complex would be located between Cherry Street and Pleasant Street, south of Third Street and north of the railroad tracks. This site is ideal in that it affords the community easy access to it. This ease of access becomes of major importance in terms of fire and police protection. The City Hall, with its all inclusive governmental operations would become more accessible to residents of the community. All of these facilities would then form a complex of close physical relationships which could better serve the needs and functions of the community. Basically then, the proposed civic complex would consist of the following:

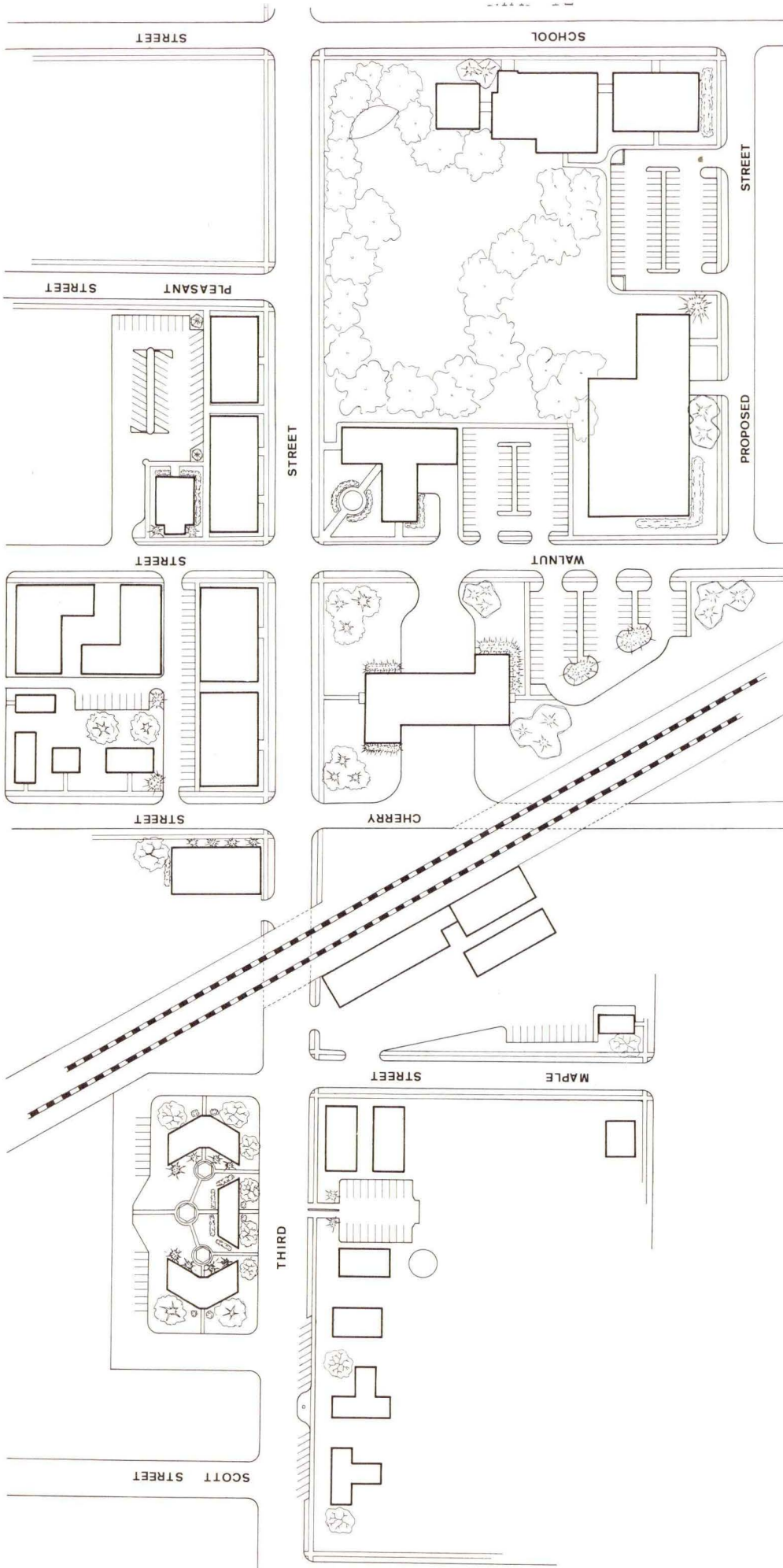
- (1) New City Hall.
- (2) New Police Station.
- (3) New Fire Station.

Naturally, in the design of the complex, there could be some consolidation of facilities so as to save unnecessary duplication of construction costs.

Airport and Golf Course

In referring to public buildings and areas, we think of something that is owned and operated by the public. In the City of Ankeny there are two exceptions, the airstrip to the west of the city and the golf course.

The airstrip, while at present is owned and operated privately, is considered a public area by land use standards. The length and condition of the airstrip is such that air traffic is limited to small aircraft. The possibility of having a commercial airline operating in and out of Ankeny at present seems unlikely. However, the use of the airstrip for industrial executives or company-owned aircraft is quite feasible. Because of this fact, improvements should be made to the existing runway and consideration given to the addition of one other. The costs involved



NORTH
SCALE 1" = 50'

PROPOSED ANKENY C.B.D. PLAN

ANKENY CITY PLANNING COMMISSION _____ IDC

may well be considered prohibitive for private enterprise. In this event, the City of Ankeny should then give serious consideration to the purchase of the airstrip or constructing a new airport in a more desirable location. By doing so, the City would have direct control and expansion or improvements of this facility could be aided by a federal grant.

The present golf course facility is privately owned and operated. Designed for limited membership, the golf and country club has not fulfilled all of the needs of the community for participation in this type of recreation. Because of this and the fact that the community is rapidly growing in population, there is a need for another golf course. This golf course would be owned and operated by the City. Consideration of a site on the east side of the city in the vicinity of Four Mile Creek north of Enterprise Road, could be investigated in more detail. The design of this facility should be scaled to the needs of the community at the time of development.

Cemetery

Another important facility not to be overlooked is a cemetery. Ankeny, having a large percentage of its population under age 65, is considerably under the average state mortality rate. However, this will not always be the case. In years to come, the City will gradually have a population pyramid which will have more persons in the 65 and over category. By purchasing and developing land now, the City would provide a facility not presently available in Ankeny.

Using the national standard of forty-four square feet per burial, a cemetery of one acre will be more than adequate to serve the City of Ankeny for some time. It is recommended that a site of five acres be acquired. One acre should be developed by the City and the other four acres be left undeveloped until needed by the community. With the land immediately south of the airstrip being poorly suited for proper residential development, it becomes feasible to consider this land for cemetery use. A map locating this site is shown on Page 69.

UTILITIES

As a community grows, it experiences growing pains which, if allowed to persist, could be detrimental to the future orderly growth and development. Public utilities are such a facility. The need for public utilities to keep ahead of the pace set by community development should be quite evident. Without improvements to this facility, there

would be water shortage, over-loaded sanitary and storm sewers, and inadequate sewage treatment. A community which is well informed of present and proposed problems can keep pace with community progress.

Water

The water supply system for the City of Ankeny is treated in a municipally owned water plant. The present supply comes from the Jordan Well located on Elm Street. Two auxiliary wells are located north of the city and are used only for emergencies. These wells are shallow and produce poor quality water. The Jordan Well is 2,700 feet in depth and pumps into the water plant at a maximum rate of 1,200 gallons per minute. After treatment, the water is stored in a 300,000 gallon capacity reservoir located south of Third Street west of the railroad tracks. An elevated storage tank with a capacity of 55,000 gallons is used for water distribution to the community. At the present time, the average rate of consumption for winter months is 284,000 gallons per day. This is the same daily amount that was consumed in the summer months of 1963. Normally, summer consumption is considerably higher than winter. Consumption for the summer of 1965 is expected to be in excess of 500,000 gallons per day. The rate of consumption is increasing at such a rapid pace that without additional supply and storage facilities it will become very difficult to supply properly treated water and still keep pace with community consumption demands.

To supplement the present water supply, it is suggested that a new well be acquired of the same type and quality as the Jordan Well. It is essential to a city like Ankeny to have two good sources of water supply. In addition to a new well, it is also necessary to have an additional storage facility. This facility should be of the elevated tank type and designed for a storage capacity of 500,000 gallons. With the construction of these two new facilities and the continuing program of expanding and extending water mains, Ankeny's water system should be sufficient to meet any reasonable demand in the near future.

The need for improvement of the water system in Ankeny is urgent. The present storage capacity is less than a 24-hour supply. A new 500,000 gallon storage tank and the repair of the reservoir would increase the water storage capacity to 855,000 gallons.

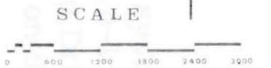
CITY OF ANKENY

IOWA

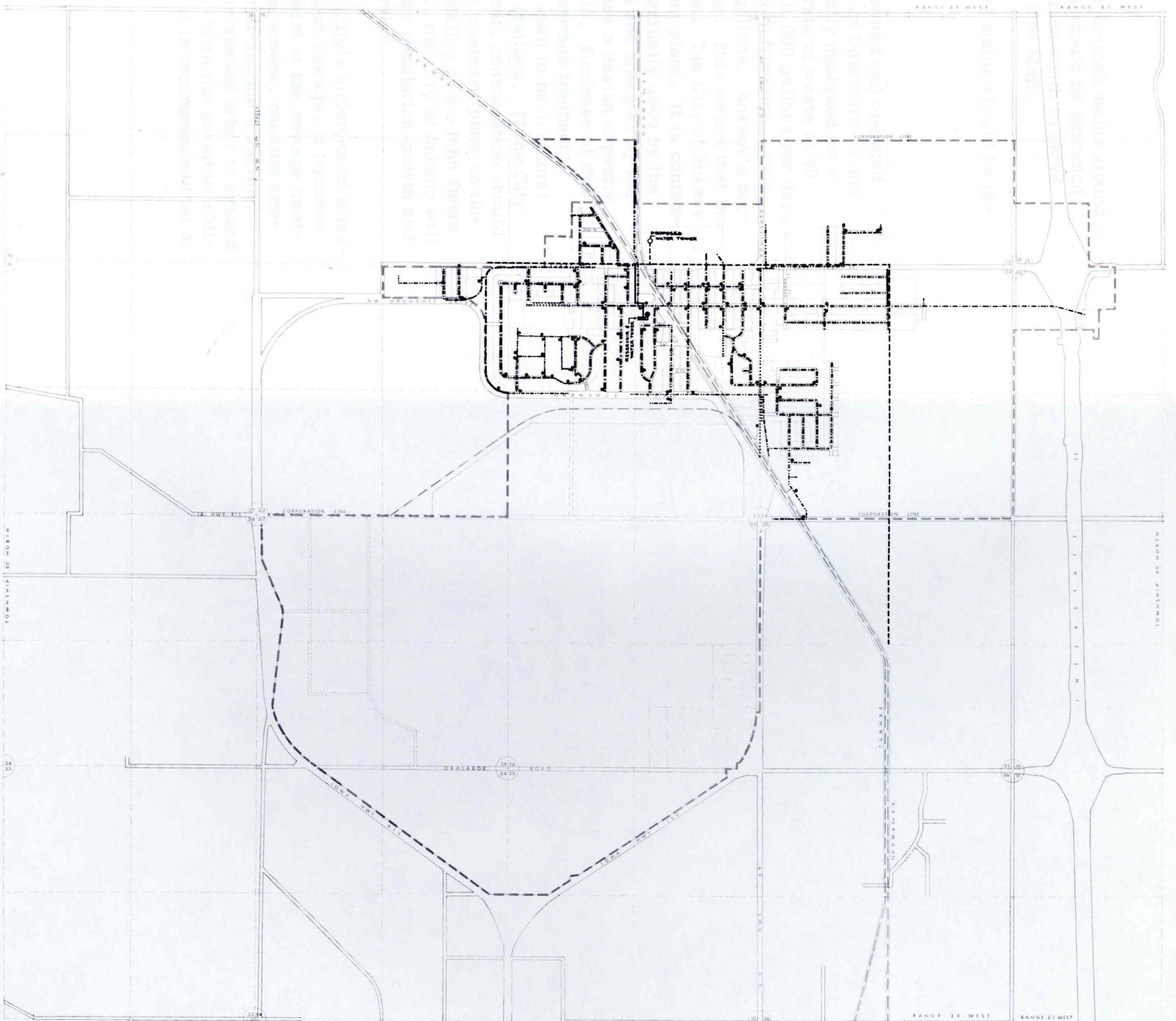
WATER DISTRIBUTION SYSTEM

LEGEND:

- 8" LINE
- - - 6" LINE
- · - · 4" LINE
- · · · 2" & UNDER LINE
- - - - PROPOSED LINE
- VALVE &/OR MANHOLE



ANKENY CITY PLAN AND ZONING COMMISSION ANKENY, IOWA



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 August 1963

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The City should also have a feeder system of eight-inch mains around the city for fire protection. A twelve-inch main should be extended east along Enterprise Road to Trilein Drive and then south to serve the proposed industrial area shown on the Land Use Map.

All existing one and one-half and two-inch water mains should be replaced with four inch or larger.

Sanitary Sewers

The City of Ankeny is served by a municipally owned and operated sewage treatment plant. It is located just east of Interstate 35 and south of Enterprise Road. The plant was originally designed for a capacity of 4,200 people. Using the standard rate of waste at 50 gallons per day per person, this plant treats 210,000 gallons per day, plus an additional 75,000 gallons per day due to infiltration. Thus, the total sewage treatment per day is 285,000 gallons. Ankeny's population at present is approximately 4,500 people. This means that the sewage treatment plant will have to be expanded. The City of Ankeny is presently served by only one sewage treatment plant. It is contemplated that a second plant be purchased and eventually used by the City. This is the plant that is presently owned and operated by the John Deere Company. This particular facility has a design capacity equivalent to a town of approximately 600 people. Purchase of this plant would not only help Ankeny's increasing sewage treatment problem, it would also enable the west side of town to have natural gravity sewage drainage without the use of lift stations. If the City of Ankeny acquires the John Deere treatment plant, consideration should be given to expanding the capacity to equal the treatment plant on the east side of the City. With purchase and remodeling of the John Deere treatment plant plus the present treatment plant, the City of Ankeny will be able to provide adequate facilities for the new population growth and future industrial development for the next few years.

The sanitary sewer system is a vital part of the city's underground transportation system. Acting as a vehicle to transport sewage, it becomes evident to see that if overcrowded conditions exist at the sewage treatment plant, a similar condition will exist in the sewers, causing sewage backup. At present, Ankeny seems to have an adequate sanitary sewer system. There should be, however, an increased effort to expand and improve this system on a continuing basis. With the possible addition of the John Deere sewage treatment plant, it is recommended that a

new trunk line be constructed connecting the west part of the City with the new plant. It is also recommended that a new trunk line be constructed to the north of the City connecting with the present sewage treatment plant. A plan of sanitary sewers is shown on Page 78.

Storm Sewers

Storm water is handled mainly through an underground system of independent sewers. In some sections of the City, storm water has been allowed to be carried away by open ditches. City records show a reasonably accurate storm sewer map from which information was taken to prepare the storm sewer map shown on Page 79. There is a need for continued improvement to the existing system as well as a programmed expansion plan which by design will be adequate for any future demands.

CITY OF ANKENY

IOWA

SANITARY SEWER SYSTEM

LEGEND:

- 2-15' LINES
- 12' LINE
- 10' LINE
- 8' LINE
- PROPOSED LINE
- MANHOLE

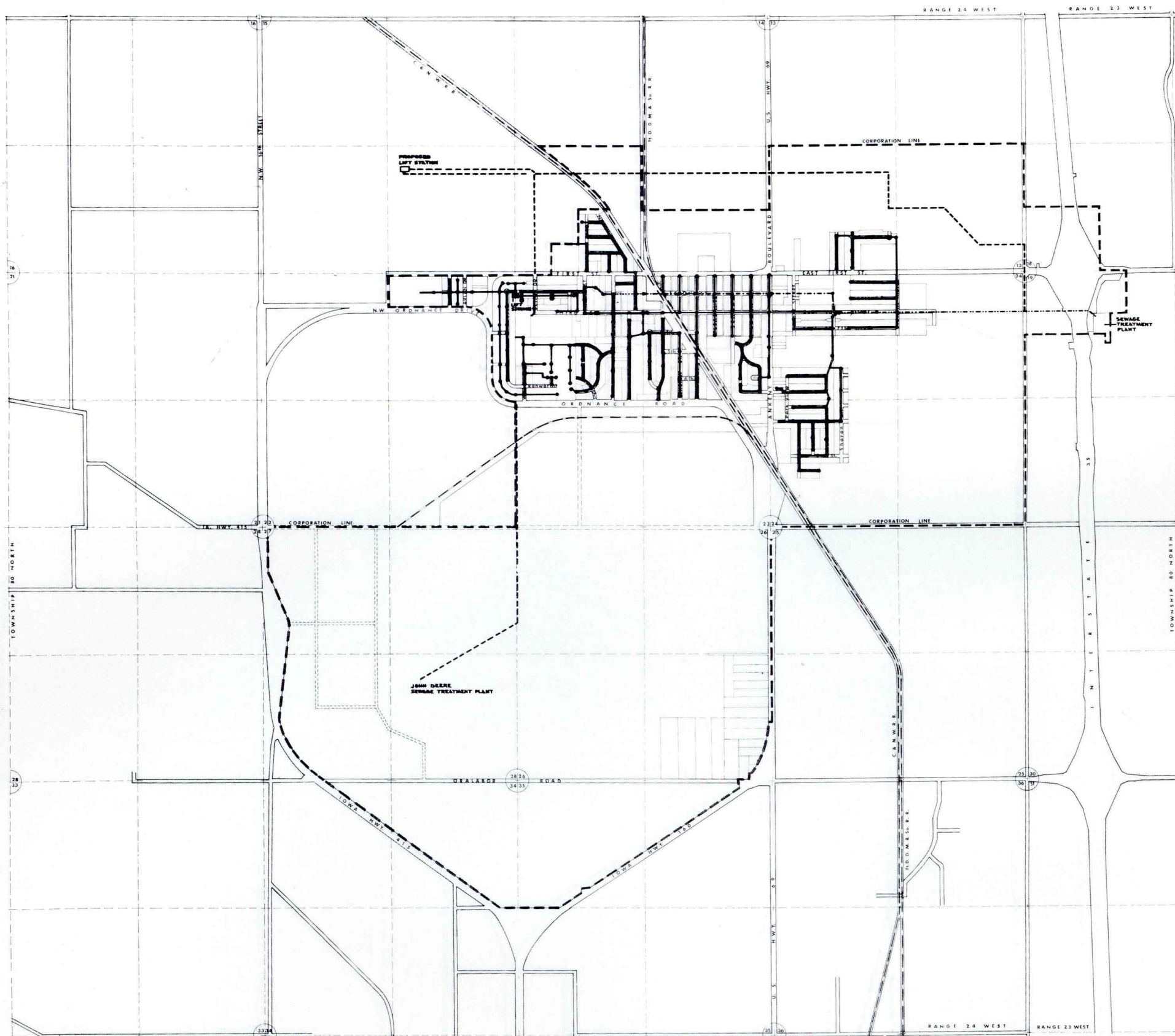


SCALE



ANKENY CITY PLAN AND ZONING COMMISSION

ANKENY, IOWA



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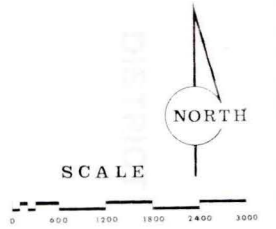
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CITY OF ANKENY — IOWA

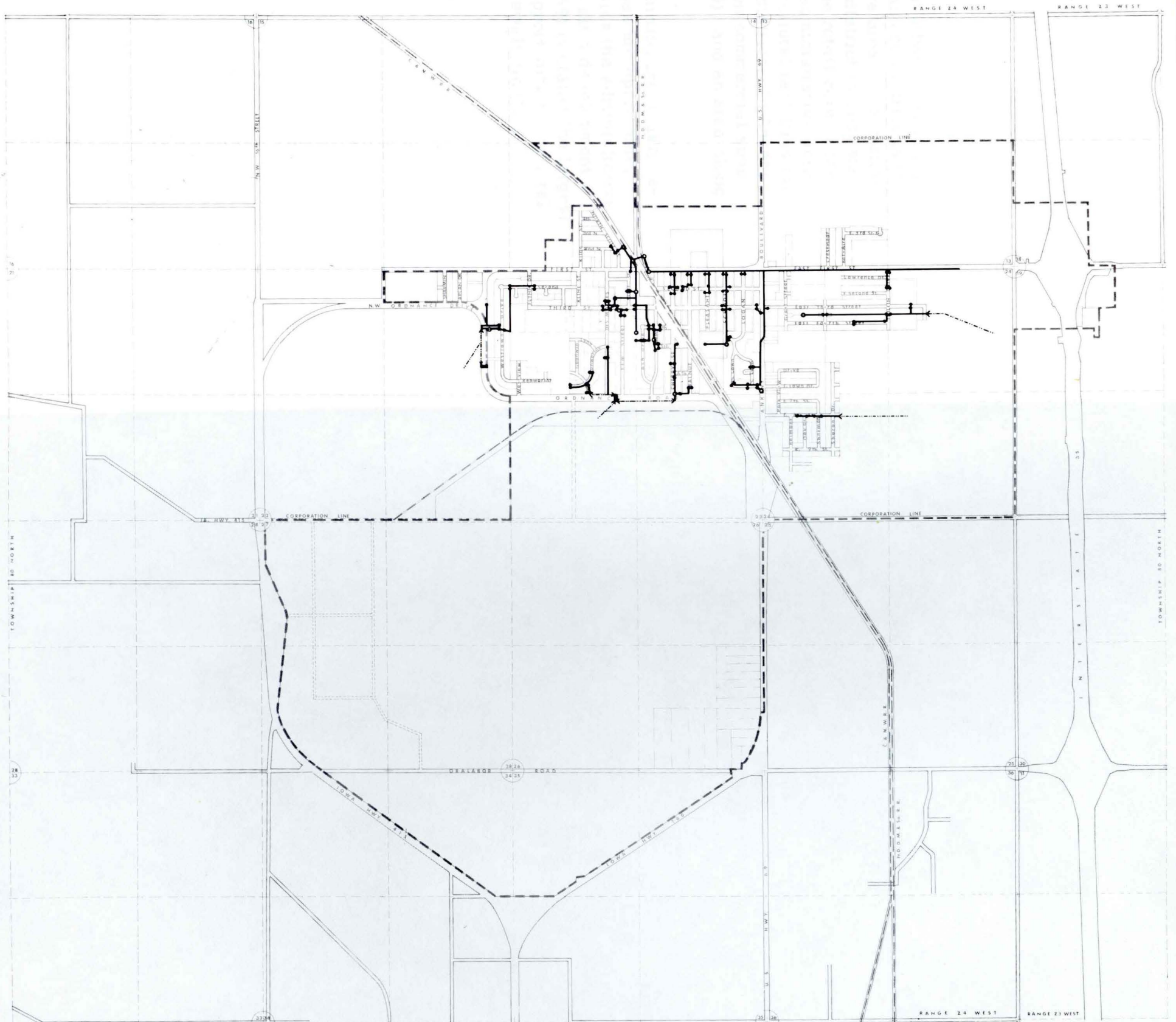
STORM SEWER SYSTEM

LEGEND:

- EXISTING LINE
- - - OPEN DITCH
- MANHOLE
- INTAKE



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CENTRAL BUSINESS DISTRICT

INTRODUCTION:

The central business district is the heart of the urban community. The problem in evaluating Ankeny's central business district is to determine what should be classified as the core area. The historical approach to defining the central business district is best stated as follows: The central business district is the retail core of the region as well as the center for financial and administrative activities. In addition, major entertainment and cultural facilities are most frequently found in the central business district. In Ankeny, the central business district is divided between commercial strip development along Ankeny Boulevard (U. S. 69), and an area along Third Street from Pleasant to Scott Street.

To define either of these two areas by the definition previously referred to, one finds that neither of the two areas are applicable. The strip development along Third Street contains the administrative and limited cultural and retail facilities. The strip development along either side of Ankeny Boulevard (U. S. 69) contains the largest number of retail and service facilities. The opportunity for cultural and recreational activity in either area is extremely limited.

ANALYSIS OF EXISTING CONDITIONS

With Ankeny's increasing rate of population, it can be assumed that the commercial development will also increase. It is unlikely, however, that the new commercial development will take place in the Third Street area. Rather, it is relatively safe to assume that any new commercial development that occurs in Ankeny will be created in the Ankeny Boulevard area. There is adequate vacant land available to facilitate the construction of commercial buildings to meet floor area demands and provide, in addition to this, facilities to meet the needs of off-street parking. A much more attractive commercial district could have been realized in this area if more consideration had been given to planned development and aesthetic interests.

Third Street

The commercial strip along Third Street has several buildings which are structurally unsound. These buildings should be removed and consideration given to redeveloping the entire area. This area will probably lack the ability to attract sufficient numbers of people needed to support a convenience retail center. Consideration should be given to this area as a possible urban renewal project.

The assessed valuation of the area extending from Scott to Pleasant Streets along Third Street is shown on Page 83. The total assessed valuation for this area amounted to \$275,000. Based on the 1963 millage rate, this area produced only \$28,141 in taxes. These figures do not include the land owned by the railroad. It does, however, include the buildings on the railroad owned by the railroad. The basic land uses that are existent in this area include residential, service, commercial and industrial facilities. (See Existing Commercial District Map on Page 84.)

Urban Renewal

Urban renewal assistance is available for any blighted or deteriorated area if it meets certain eligibility requirements. In brief, the area must be blighted to a degree warranting public action. The Urban Renewal Administration specifies that twenty per cent (20%) of the buildings in the area must contain one or more building deficiencies and the proposed project area must contain at least two (2) environmental deficiencies.

Building deficiencies include inadequate original construction, inadequate or unsafe plumbing, heating or electrical facilities, a need for major structural repairs or defects which, when taken collectively, are causing the building to have a deteriorating effect on the surrounding area. Environmental deficiencies include overcrowding of structures on the land, excessive dwelling unit density, incompatibly mixed land uses, obsolete building types, unsafe and poorly designed streets, and inadequate public utilities or public facilities.

For communities under 50,000 in population, the net project cost is shared on a three to one basis (3 to 1) with the Federal Government paying the larger share. The community share may be in the form of a simple cash payment or in the form of credit for certain types of work which it performs. Creditable items include public improvements which benefit the project area, with the allowable credit depending on the extent of benefit. By paying for all or part of the community's share in credits, the city can often successfully relate urban renewal projects to capital improvements which it would have to make in any case. In this way, the locality avoids an outlay of extra cash for urban renewal.

Working capital for an urban renewal project is first obtained by contribution of the community share, plus money from the Federal Government or a federally guaranteed private temporary loan. This money goes into the project expenditures account. Money is spent from the project expenditures account as the work is accomplished (buying of properties, demolishing structures, installing improvements, etc.). Money is "earned" in two (2) ways: Capital grant payments are paid by the Federal Government, and money comes in from the sale of project land to private developers. The money from federal capital grant payments and the proceeds from the sale of the land go into a loan repayment account which is then used to retire the temporary loan.

Ankeny Boulevard

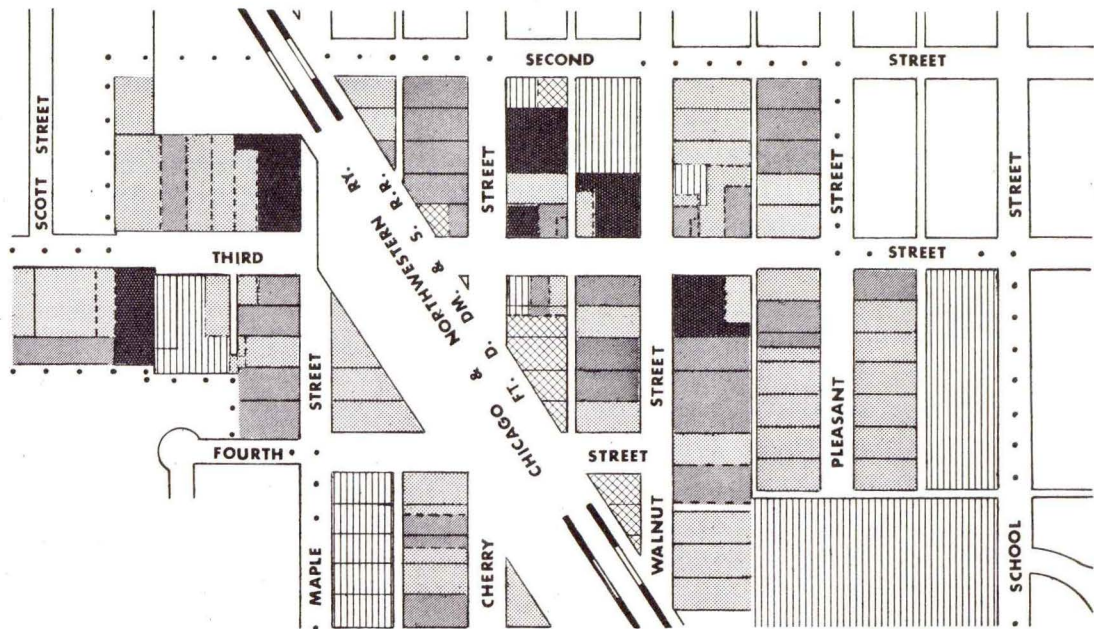
The commercial strip development along Ankeny Boulevard is relatively new. Ankeny Plaza has nine stores, eight of which have been constructed within the last year. In addition to Ankeny Plaza, several other new businesses have been established along Ankeny Boulevard that include the Savings and Loan Bank and the Commercial Bank. The development that has taken place in this area has done so on a piece-meal basis without any consideration given to an over-all plan.

CITY OF ANKENY

CENTRAL BUSINESS DISTRICT ASSESSED VALUATION



ANKENY CITY PLAN AND ZONING COMMISSION
JUNE 1963



LEGEND

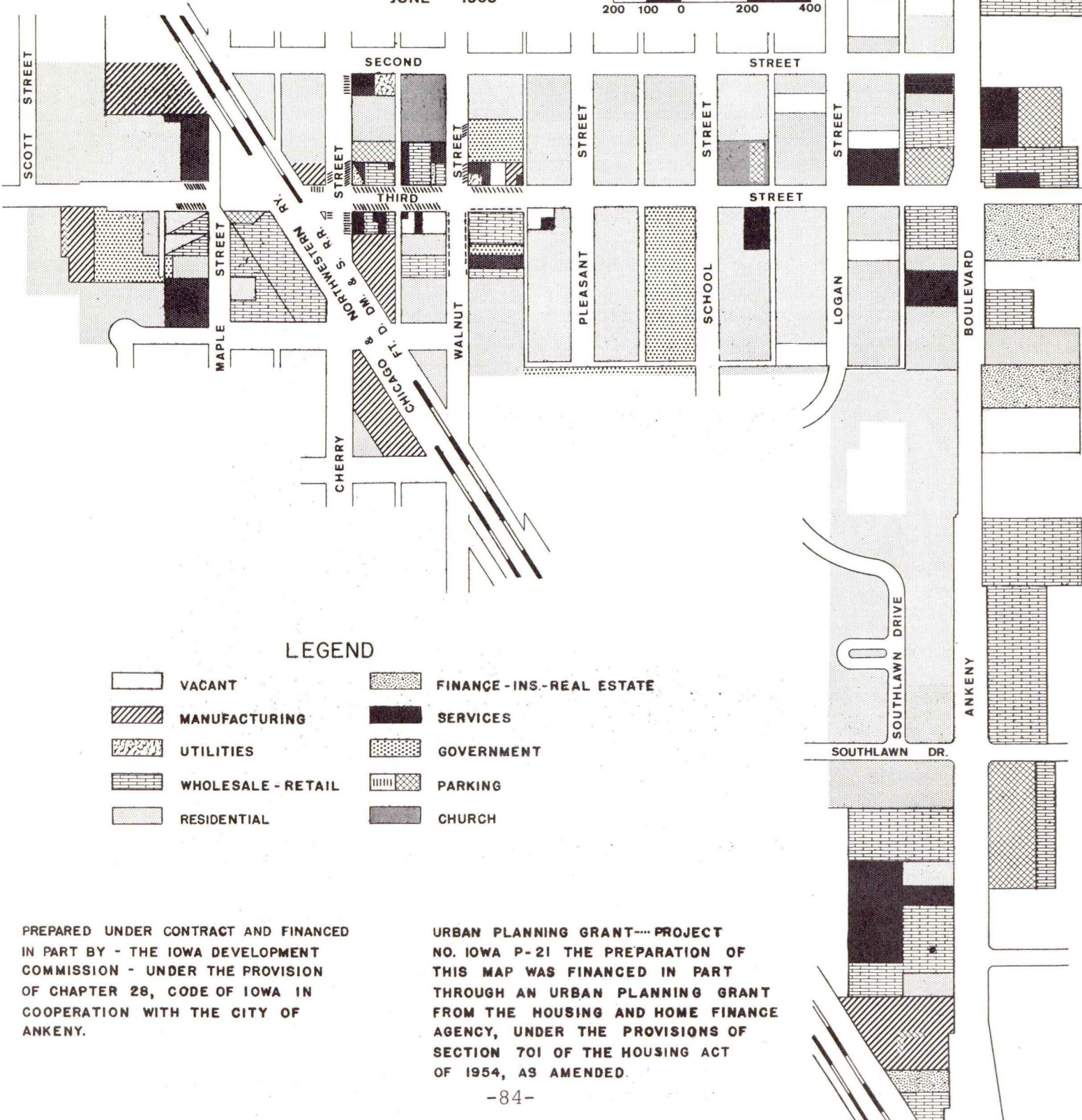
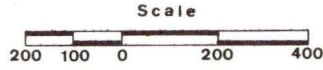
	0		2,499		RAILROAD PROPERTY
	2,500		9,999		TOTAL VALUATIONS NOT AVAILABLE
	10,000		UP		TAX EXEMPT

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URBAN PLANNING GRANT PROJECT NO. IOWA P-21 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

CITY OF ANKENY EXISTING COMMERCIAL DISTRICT

ANKENY CITY PLAN AND ZONING COMMISSION
JUNE 1963



LEGEND

- | | | | |
|--|--------------------|--|--------------------------|
| | VACANT | | FINANCE-INS.-REAL ESTATE |
| | MANUFACTURING | | SERVICES |
| | UTILITIES | | GOVERNMENT |
| | WHOLESALE - RETAIL | | PARKING |
| | RESIDENTIAL | | CHURCH |

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The building setback from the street varies from twenty-five to one hundred and seventy-five feet. The placing of signs on the buildings lacks uniformity and as a result, the appearance of the area leaves much to be desired. Landscaping is non-existent and the area is devoid of luster.

In the Major Thoroughfare Plan, a recommendation was made for Ankeny Boulevard to become a four-lane thoroughfare from Enterprise Road to N. E. 86th Avenue. This is a necessity if Ankeny Boulevard is going to become adequate to serve both traffic and land access needs.

The Existing Commercial District Map on Page 84 indicates the use of land in June, 1963. Several changes have since taken place in the creation of new and the relocation of old businesses. The commercial area along either side of Third Street has lost several business establishments. The Ankeny Boulevard area, however, has seen the addition of several businesses since the land use survey of June, 1963.

Parking

For the present commercial activity, the central business area on Third Street contains adequate parking space. A survey of available on-street parking spaces produced a total of 167 spaces:

Third Street	
(Cherry to Pleasant Street)	69
Walnut Street	
(Second to Third Street)	47
(Third to Fourth Street)	25
Cherry Street	
(150 feet North and South of Third)	<u>26</u>
Total	167

Of the 167 parking spaces indicated, only 21 are parallel parking stalls. The remainder, or 146 stalls, are diagonal parking spaces. Due to the minimal safety factor of diagonal parking, consideration should be given to abandoning this type of parking. Allowing automobiles to back into the main traffic flow is not only a safety hazard but also reduces the traffic flow capacity.

A survey of the available off-street parking facilities produced only one location, the private lot located north of Third Street and east of Cherry Street. This lot capacity is 19. Off-street parking along Ankeny Boulevard is provided by each business establishment. This should be required in addition to the hard surfacing of all parking areas and an adequate, constant, setback provided from the street right-of-way.

Socio-Economic, Population and Trade Area Survey

In the Socio-Economic, Population, and Trade Area Survey, completed and published earlier in the planning program, several suggestions were presented for improving the position of Ankeny's merchants. It was pointed out in the survey that only eleven of forty-five commodities were purchased in Ankeny by 80 per cent of the residents. Eight or more of the forty-five items were not available in Ankeny at the time of the survey.

In order to evaluate the retail potential in Ankeny, one has to look at the total sales, income per capita retail sales, and population. As can readily be seen by Table 9, Page 17, the residents of Ankeny enjoy a considerably higher median family income than most communities of comparable size.

In 1960, the total retail sales in Ankeny amounted to \$4,450,000. The population in 1960 was 2,964. The per capita retail sales amounted to \$1,510. (See Table 9, Page 17 -- Comparison of Retail Sales in Ankeny with Other Similar Size Towns, 1960-1962). This table bears out the fact that the citizens of Ankeny are purchasing many of their goods and services outside of Ankeny. This situation is more understandable when one considers Ankeny's proximity to the shopping facilities of the City of Des Moines. With this in mind, the businesses of Ankeny should review the "Socio-Economic, Population, and Trade Area Survey" in a critical manner to judge whether or not it is possible to decrease the amount of dollar flow out of Ankeny for commercial goods. In the area of convenience goods, people will buy close to home if these goods are available. Thus, a larger variety of supply might be one method of stemming the outflow of dollars from the community.

Central Business District Recommendations

If the community has the desire to improve the central business district(s), support for the following elements is necessary:

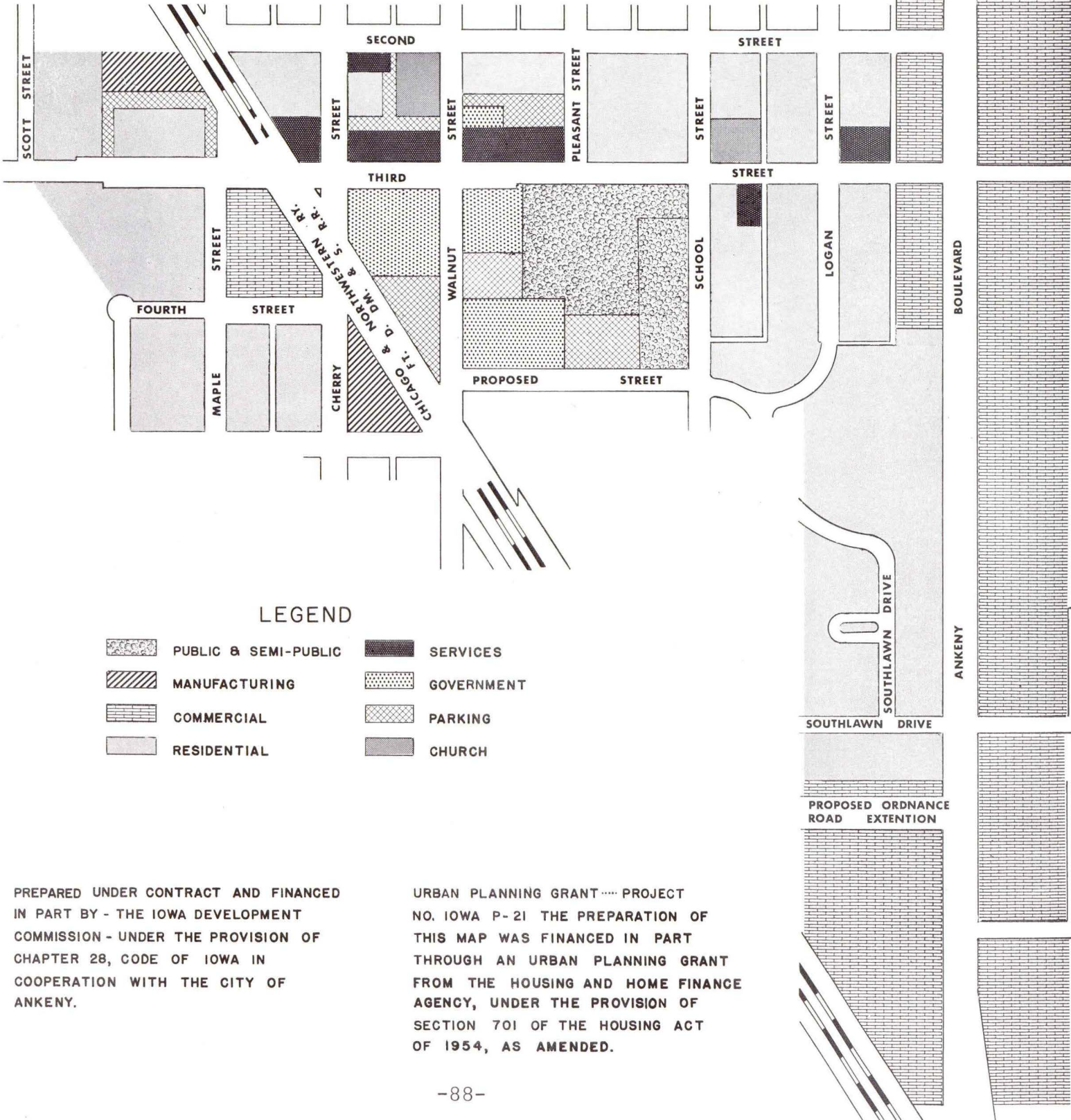
The program for the expansion and redevelopment of the Ankeny central business district should follow a step-by-step process toward an ultimately safe, convenient, and aesthetically pleasing center of commercial enterprise in one area and a civic and professional complex in the other area. Goals that are established should be done so with the realization that Ankeny's economic capabilities are influenced by the City of Des Moines.

In general, the proposed improvement phases are as follows:

- (1) A gradual but continuing program of redevelopment of the old central business district, converting it from its present use to a civic and professional center complex.
- (2) A program of zoning enforcement to prohibit the development of commercial activity on Third Street between Pleasant Street and a half block west of Ankeny Boulevard.
- (3) Emphasize and encourage the importance of orderly, aesthetic growth and development of commercial uses along Ankeny Boulevard.
- (4) Implementation of the Major Thoroughfare Plan, which recommends the widening of Ankeny Boulevard to a four-lane highway from Enterprise Road to N. E. 86th Avenue.
- (5) A proposed commercial district map is shown on Page 88. This map can serve as a guide for possible future development of commercial needs.

PROPOSED COMMERCIAL DISTRICT

ANKENY CITY PLAN AND ZONING COMMISSION



LEGEND

- | | | | |
|--|----------------------|--|------------|
| | PUBLIC & SEMI-PUBLIC | | SERVICES |
| | MANUFACTURING | | GOVERNMENT |
| | COMMERCIAL | | PARKING |
| | RESIDENTIAL | | CHURCH |

PREPARED UNDER CONTRACT AND FINANCED IN PART BY - THE IOWA DEVELOPMENT COMMISSION - UNDER THE PROVISION OF CHAPTER 28, CODE OF IOWA IN COOPERATION WITH THE CITY OF ANKENY.

URBAN PLANNING GRANT..... PROJECT NO. IOWA P-21 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY, UNDER THE PROVISION OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

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