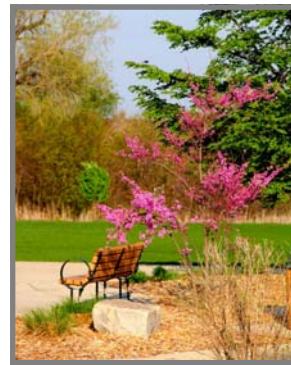




# COMPREHENSIVE PLAN

## FOR THE CITY OF CLIVE, IOWA



*COUNCIL ADOPTION DATE  
SEPTEMBER 22, 2016*

*NUMEROUS INDIVIDUALS INCLUDING CITY OF CLIVE ELECTED AND APPOINTED OFFICIALS, CITY STAFF, AND CITIZENS PROVIDED KNOWLEDGE, ASSISTANCE, AND INSIGHT THROUGHOUT THE PROCESS OF DEVELOPING THE VISION AND STRATEGY FOR THE CLIVE COMPREHENSIVE PLAN.*

*MAYOR AND CITY COUNCIL*

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JOHN EDWARDS,  
SUSAN JUDKINS  
ERIC KLEIN  
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*PLANNING AND ZONING COMMISSION*

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*CITY STAFF*

*DENNIS HENDERSON, CITY MANAGER  
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JEFF MAY, PUBLIC WORKS DIRECTOR  
JOYCE CORTUM, CITY CLERK  
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RICK ROE, FIRE CHIEF  
TODD SEAMAN, LEISURE SERVICES DIRECTOR  
ALEX PFALTZGRAFF, PLANNER*



# COMPREHENSIVE PLAN

## FOR THE CITY OF CLIVE, IOWA

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*“HAVE A PLAN. FOLLOW THE PLAN, AND YOU WILL  
BE SURPRISED HOW SUCCESSFUL YOU CAN BE.”*

— PAUL “BEAR” BRYANT

*“CLIVE HAS BECOME LESS ABOUT WHERE MY FAMILY  
HAS A HOUSE AND MORE ABOUT WHERE WE MAKE  
OUR HOME.”*

— CLIVE RESIDENT



# INTRODUCTION



# INTRODUCTION

## PLAN PURPOSE

Chapter 414 of the Iowa Code enables cities to develop zoning regulations to promote the “health, safety, morale, or general welfare of the community”. Additionally, Chapter 414 identifies that zoning regulations should be made in accordance with a comprehensive plan.

The City of Clive’s Comprehensive Plan is a long range planning document that is intended to be used to define what the City will look like in its built-out condition. The plan is not intended to be a rigid framework outlining specific future development, but is designed to be flexible, generalized in nature, and intended for periodic review. The primary purpose of the plan is:

1. To clearly communicate the City’s public policy regarding the guidance and management of desired physical development within the community. A future land use map is incorporated into the document as a foundation for decisions related to land use and zoning.
2. To provide the City Council, boards and commissions, and staff with policy guidance to assist with decision making on specific development issues, public facility planning, and public investments.
3. To establish a framework for coordinated action between neighboring communities, the metropolitan region, and the State.

4. To provide administrative continuity through successive City government administrations.
5. To communicate how the City intends to transition from a growth community to a mature, sustainable community.

## PLANNING PRINCIPLES

In the Spring of 2010, the Iowa State Legislature passed the “Iowa Smart Planning Act”. The legislation outlined 10 Smart Planning Principles and 13 comprehensive plan elements that Iowa communities should use in the development of their comprehensive plans.

The principals and plan elements were developed in an attempt to assist communities in thinking how they could improve the economic opportunities, preserve the natural environment, protect the quality of life, and ensure equitable decision-making processes for all stakeholders.

Clive’s Comprehensive Plan was created with the intent of being in compliance with all aspects of the Iowa Smart Planning Act.

## 10 Iowa Smart Planning Principles



**Collaboration:** Governmental, community, and individual stakeholders, including those outside of the jurisdiction, are encouraged to be involved and provide comment during deliberation of planning activities.



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



**Clean, Renewable and Efficient Energy:** Planning, zoning, development and resource management should be undertaken to promote clean and renewable energy use and increased energy efficiency.



**Occupational Diversity:** Planning, zoning, development and resource management should promote increased diversity of employment opportunities through the establishment of businesses in locations near existing housing, infrastructure, and transportation.



**Community Character:** Planning, zoning, and resource management should promote activities and development that are consistent with the character of the community and responds to local values regarding the physical character.



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



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



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



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



**Transportation Diversity:** Planning, zoning, and resource management should promote expanded transportation options for residents of the community.

## PLAN ELEMENTS

The Comprehensive Plan addresses all 13 elements as required by the Smart Planning Act, however, the document is organized in a manner that is more conducive to telling the story of the community's unique Character, its Vision for the future, and the Action Plan needed to realize the desired outcome.

Reviewing the strengths, weaknesses, opportunities, and threats for each of the elements provides key insight into the aspects that make the City of Clive unique and a desirable place to call home. As any good plan does, opportunities to build upon the strengths are highlighted while solutions are recommended to address any perceived weakness. Although strengths and weaknesses are at the forefront, as we look forward with careful thought, we must try hard to not only accept the current pattern and trends, but begin to figure out what's coming next.

A more formal analysis of the strengths, weaknesses, opportunities, and threats of each of the 13 elements is specifically included in the Appendices.

## 13 Iowa Smart Planning Elements



## PLAN FRAMEWORK

For over 50 years, perhaps longer, people have been planning Clive. From the provision of regional water and sanitary sewer to the newly incorporated community in the late 1950's, to the active choices to create a Greenbelt in the 1970's, to the focus on planned neighborhoods in the 1990's, the City of Clive has been in a continuum of evaluating opportunities, exploring solutions, and making changes to support the growing community's needs.

The City's three previous Comprehensive Plans (1962, 1978, and 1998) have been primarily focused on Land Use and managing the challenges of a rapidly developing community. With the City beginning to reach its built-out condition, new challenges have arisen.

With these new challenges, the current Comprehensive Plan has been framed around understanding the opportunities created by our unique community character. The opportunities are distilled into a Vision of what the community will become as it transitions from a growth community to a mature, sustainable community. Finally, the Comprehensive Plan presents a strategic roadmap to assist in defining the necessary actions to achieve the desired Vision.



### Community Character

*Provides a summary of the specific elements that define the character of the community. Existing conditions and future projections of certain key elements will be identified.*



### Community Vision

*Outlines the desired direction of the City out to the ultimate build out of the community. The City's Vision reflects the desired character of the community and communicates what the City is to become.*



### Community Action Plan

*Combines the analysis of the opportunities and constraints identified in Community Character section with the City's Vision in order to develop an actionable implementation program and timeline.*

*WE ARE PLANNING FOR ADEQUATE INFRASTRUCTURE  
TO SUPPORT ORDERLY GROWTH AND THE  
THOUGHTFUL REDEVELOPMENT OF THE CITY.*

*WE ARE PLANNING FOR THE NEEDS OF BOTH  
CURRENT AND FUTURE RESIDENTS OF THE CITY.*

*WE ARE PLANNING FOR THE PRESERVATION AND  
ENHANCEMENT OF OUR NATURAL RESOURCES.*



COMMUNITY CHARACTER



# COMMUNITY CHARACTER

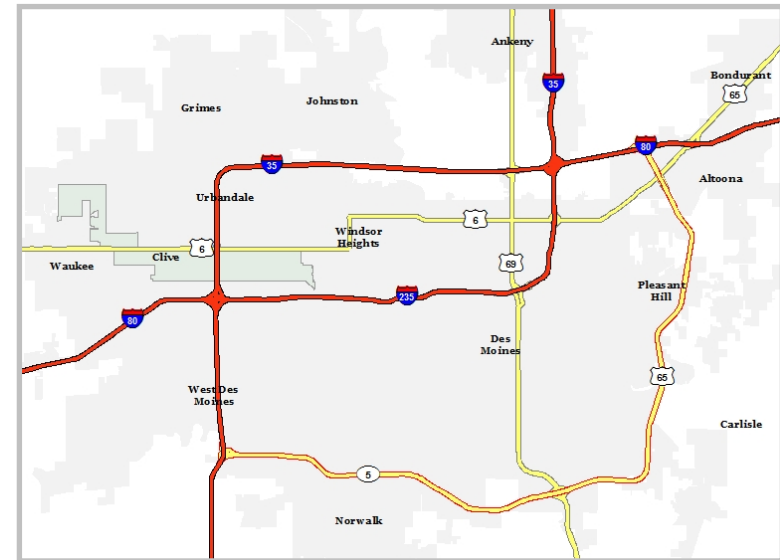
## HISTORY

The City of Clive is one of several rapidly growing communities in the western suburbs of the Des Moines metropolitan area; it is located in the Des Moines/West Des Moines Metropolitan Statistical Area. Encompassing 7.71 square miles, Clive is located in both Polk and Dallas Counties.

Clive is a relatively young city, being incorporated in 1956. However, as early as the 1870's, a small settlement had begun to develop around the intersection of Walnut Creek, a railroad, and a gravel county road (known now as NW 86th Street). This early community was formally platted in 1882 and in the same year, a railroad and railway depot was built. The construction of the railway played a vital role in the development of the community. Not only could visitors access the community, but a shipping point had been established for the nearby coal mines.

As originally incorporated, the City was approximately 2 square miles in size with a population of approximately 500. From the early 1960's through the mid-1980's, the City's growth resulted in a population increase to approximately 7,000 residents.

With its existing land area nearly built out in the mid-1980's, the City expanded west of I-35/80. This area developed rapidly as the Country Club neighborhood was completed and as commercial and office developments occurred along University Avenue near I-35/80. By the year 2000 the City had reached a population of approximately 13,000.



Population by Year		
	Population	Percent Change
1960	752	-
1970	3,005	299.6%
1980	6,064	102.5%
1990	7,462	22.7%
2000	12,855	72.3%
2010	15,447	20.2%
2015	17,506	5.9%

Source: Census Bureau



Steady development, both residential and commercial, has continued over the last decade and a half. The City's current population is just under 18,000.

Clive's growth has been fueled by its advantageous location within the western suburbs which provides ample opportunity for employment and shopping, its fiscally conservative local government model which has consistently resulted in low property tax levies, and its high quality residential developments that are supported by a variety of desired services and amenities.

Although the City's growth is anticipated to continue over the next 20 years as the Greater Des Moines metropolitan region and particularly the western suburbs continue to expand, Clive has become a "landlocked" community, meaning that the City is completely surrounded by its neighboring cities.

As the City begins its transition from a growth community to a mature community, it is increasingly more important to truly understand the core elements that have made the community great.

#### PEOPLE

For its entire existence, the City of Clive has been a growing community. Until more recently, the population growth has been generally homogenous (affluent, educated, young, and white). In serving the needs of its residents, the City has

CLIVE TODAY

**17,506**

EST. CLIVE 2030

**25,000+**

POPULATION

GENERALLY  
A

**YOUNG**

COMMUNITY...

AVERAGE AGE OF

**38.1** YEARS,  
BUT...

ONE THAT IS

**AGING**, WHILE

ALSO

**DIVERSIFYING**

IN BOTH **RACIAL**

AND

**ETHNIC**

COMPOSITION

**55-64** YEAR OLD COHORT IS THE **FASTEST**  
GROWING SINCE 2000



dedicated much of its past planning efforts on managing the needs of our new residents. This has tended to result in catering to the needs of middle aged adults and children. According to the 2010 US Census, children under the age of 19 represented nearly 30% of the population, while persons between the ages of 25-44 represented nearly 35% of the population.

Looking forward, the demographic profile of residents in the City of Clive will likely continue to change. The population segment, children under the age of 19, has grown by more than 20% since 2000, however, the over 55 age segment has grown by more than 50%. Furthermore, the over 65 age segment has grown by more than 100% during that same time period.

Similarly, there continues to be diversification of the racial profile of Clive residents. Since 1990, there has been a steady increase in the number of African-American, Asian, and Hispanic or Latino residents and it is anticipated that this diversification will continue as the general trend of migration to the urban areas continues.

The educational attainment and affluence of Clive residents continue to trend higher, however, the data suggests that there is a growing number of families that are struggling to make ends meet. The population identified as living at or below the poverty level has increased to over 6% (8% of children under the age of 18).

**7.5%** OF THE POPULATION IS  
**HISPANIC OR LATINO**  
(5% GROWTH SINCE 2000)

ONE OF THE  
**HIGHEST**  
HOUSEHOLD  
**INCOME**  
LEVELS  
  
(MEDIAN-\$101,875)  
(PER CAPITA- \$45,382)

IN THE **STATE**,  
BUT...

A **SIGNIFICANT**  
INCREASE  
IN THE  
NUMBER OF  
**PEOPLE** LIVING  
AT OR BELOW  
THE **POVERTY**  
LEVEL

**HIGHLY EDUCATED RESIDENTS**  
95+% H.S. 54+% BACHELOR'S 20+% GRADUATE

Although it is estimated that there will be nearly 8,000 residents added to the community by 2030, a more balanced approach to meeting the diverse needs of all residents will be important in continuing to foster an effective overall sense of community.

## KEY TRENDS

- THE CITY WILL LIKELY NEED TO CONSIDER FACILITATING CONSTRUCTION OF ADDITIONAL LOWER MAINTENANCE AND SENIOR APPROPRIATE HOUSING, WORKING TO IMPROVE MOBILITY TO SUPPORT GREATER ACCESS TO AMENITIES AND FACILITATING PROGRAMS AND SERVICES TO MEET OLDER ADULT NEEDS.
- THE CITY WILL NEED TO MONITOR RACIAL AND CULTURAL CHANGES AND ADJUST PROGRAMS, SERVICES, AND COMMUNICATIONS TO MEET THE NEEDS OF A DIVERSIFYING POPULATION.

## NATURAL RESOURCES

The natural resources of the City, its topography, creeks, vegetation and open spaces, have had a substantial influence and impact on the character and development pattern of the community. Through conscientious leadership and active planning, the City has leveraged its natural resources to assist in creating desirable neighborhoods while being reasonably responsible to the ecology.

Open spaces, including natural riparian areas and traditional park areas, have become a defining characteristic of the community. Currently, the City owns approximately 533 acres of open space. With new developments and planned expansion of the existing Greenbelt, it is anticipated that 64 acres of additional open space areas will be acquired. As those areas are acquired, it is the City's goal to connect the open spaces to the adjoining developments and neighborhoods to ensure equitable access for all residents.

The City's open spaces contain a wide variety of land cover types, including wetlands, woodlands, grasslands, open water, prairie, and manicured parks. The quality of much of the natural assets have been compromised due to adjacent development impacts and a historical hands-off approach to active management. Moving forward, the City has identified a need to be more proactive in the maintenance and mitigation of impacts to ensure that the assets are viable for future generations.

The City is located entirely within the approximately 52,643 acre Walnut Creek Watershed. The area within the City



represents approximately 7.71 square miles or 9.3% of the watershed, although more than 90% of the water within Walnut Creek flows through the City. Very little planning on a watershed scale has been done in the past, although that is changing with the work now being completed by the recently created Walnut Creek Watershed Management Authority. Many of the principles and improvements proposed in the Walnut Creek Watershed Master Plan complement the City's desire to leverage the benefits of the natural resource assets while creating a shared responsibility for stewardship of those assets.

Although natural resources provide significant benefits to the City they can, however, pose significant challenges as well. Flooding and water quality concerns along Walnut

**WALNUT CREEK WATERSHED MASTER PLAN  
(STRATEGIC FRAMEWORK)**

Reduce flooding through improved stormwater management and soil health.

Improve water quality, with an emphasis on sediment, nitrate, phosphorous, and E.coli reductions.

Enhance recreation and public health through improved water quality, habitat restoration, stream accesses, improved connectivity to parks/trails, and cultural opportunities.

Deliver enriched conservation education and programming.

Support community vitality and maintain economic health through implementing multi-purpose projects.

Develop ongoing means for collaboration and implementation of effective policies and practices.

CURRENTLY  
**714 ACRES** (PUBLIC AND PRIVATE)  
OF OPEN SPACE

**1,688** ACRES  
(APPROXIMATELY 35%)  
OF THE  
CITY'S

**LAND COVER**  
IS  
CURRENTLY  
**DEVELOPED**

APPROXIMATELY  
**64 ACRES**  
OF  
**OPEN  
SPACE**  
PRESERVATION  
**OPPORTUNITY**

**92%** OF **RESIDENTS** FEEL THE  
**GREENBELT/PARKS** ARE A GOOD USE  
OF TAXES



**SIX** OF THE **TOP EIGHT**  
**WETTEST YEARS** ON RECORD HAVE  
OCCURRED SINCE **1982**

**628**  
**PROPERTIES**  
WITHIN THE  
**FLOOD PLAIN**

**OVER**  
**\$300,000,000**  
IN  
TAXABLE VALUE  
IMPACTED

**WALNUT  
CREEK**

IS CONSIDERED  
IMPAIRED

DUE TO  
**HIGH LEVELS OF  
BACTERIA**

**6.52 MILES** OF **UNSTABLE** STREAMBANKS

Creek will likely continue to dominate the list of natural hazards that the City must contend with. Active engagement within the Walnut Creek Watershed Management Authority will be beneficial, however, the City of Clive must take a leadership role in enhancing and advancing its own resiliency to these ever growing threats.

Even though one city cannot, by itself, change the quality of the water or resolve the flooding characteristics of Walnut Creek, it can have an effect. Each community, its residents and businesses, can make choices about the consequences of their actions on the local level and help reduce the negative impacts of poor choices on regional systems.



## KEY TRENDS

- THE CITY WILL NEED TO CONTINUE TO EXPAND ITS ROLE AS A LEADER IN THE REGION AS IT FOCUSES ON A FUTURE WHERE NATURAL RESOURCES PLAY A MORE IMPORTANT ROLE IN SHAPING COMMUNITY CHARACTER AND IDENTITY.
- WITH THE THREAT OF FLOODING AND WATER QUALITY IMPAIRMENTS LIKELY WORSENING OVER TIME, THE CITY WILL NEED TO LEAD BY EXAMPLE AND BECOME A REGIONAL CHAMPION IN DEVELOPING GREATER RESILIENCY TO THE IMPACTS OF THESE NATURAL HAZARDS.
- THE BENEFITS OF OPEN SPACE ARE CLEAR, HOWEVER, THE CITY SHOULD CONTINUE TO DEVELOP PLANS THAT ENSURE THAT THERE IS EQUITABLE ACCESS FOR ALL RESIDENTS.

## AMENITIES

Beyond just open spaces, the City has developed a rich assortment of quality of life amenities that add significant value to the community.

The library, aquatic center, and parks have been essential components in providing the desired quality of life in the City. Since the formation of the original Greenbelt Park in the early 1970's, the City has continually worked to expand its parks system and to leverage the benefits of the amenity into developing neighborhoods. The City currently maintains 16 neighborhood and community parks and over 350 acres of Greenbelt. Nearly 51% of households are within 1/4 mile of a park property.





Although integrating the park and Greenbelt framework into the remaining developments is important, the City has begun to examine the opportunities to further evolve the use of the parks as unique neighborhood nodes while also focusing on fostering greater connectivity to those spaces.

For example, the integration of public art is one way that the City has expanded the park environment to be more of a destination and to foster a unique sense of place. The continued exploration of integrating art in new and unique ways into other public places, neighborhoods, and with the streetscapes represent opportunities to expand the quality of life in Clive.

Having the availability of community amenities is important, however, having the amenities accessible to the broadest range of residents is just as important. To that end, the City has been active in the development of pedestrian and bicycle facilities throughout the community.

As a result of the City's consistent approach, there are trails and sidewalks on one or both sides of almost every developed street. Although the network is available throughout, there are additional opportunities to improve the comfort, safety, and accessibility of the system, particularly with a focus on the routes to destination locations and the Greenbelt Trail.

As the City continues to evolve, continued access to a variety of cultural and artistic experiences will be increasingly vital in providing a sense of place for the

## **16 PARKS**

4.55 ACRES OF PARKS  
PER 1,000 RESIDENTS

**CURRENTLY 24**

**MILES** OF  
TRAILS AND  
PATHS

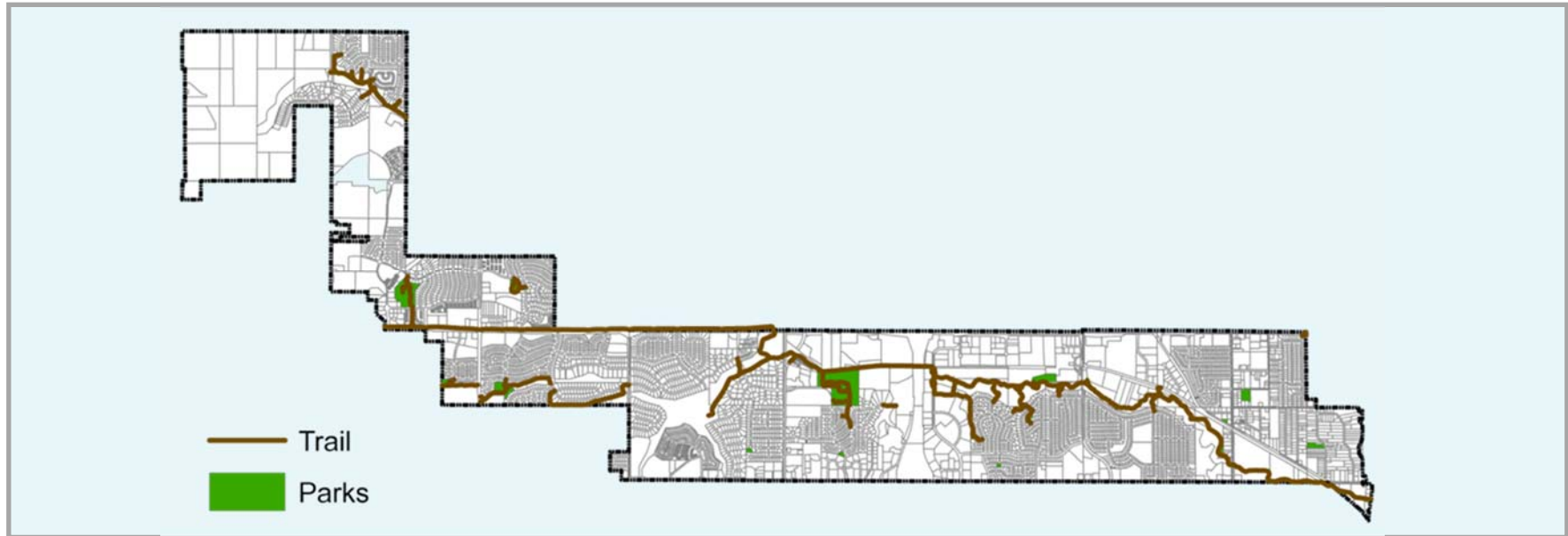
**3 MILES** OF  
ADDITIONAL  
TRAILS AND PATHS  
ANTICIPATED

**91%**

OF RESIDENTS  
RATE THE  
PARKS AND LIBRARY

AS **GOOD**  
OR  
**EXCELLENT**

**78%** OF HOUSEHOLDS ARE WITHIN  
**1/4 MILE** OF A **TRAIL**



## KEY TRENDS

- ALLOCATING ADEQUATE RESOURCES TO MAINTAIN VALUED AMENITIES AT A CONSISTENTLY HIGH LEVEL WILL REQUIRE CREATIVE THOUGHT AND/OR A CHANGE IN FUNDING PRIORITIZATION.
- HEALTH AND WELL-BEING OPPORTUNITIES SHOULD BE MADE ACCESSIBLE FOR RESIDENTS OF ALL AGES, ABILITIES, AND INCOMES.
- THE CITY WILL NEED TO MONITOR THE SERVICES AND PROGRAMS DELIVERED TO ENSURE THAT THEY ARE ENABLING RESIDENTS TO PURSUE ACTIVE, HEALTHY LIFESTYLES BY PROVIDING FOR BOTH PHYSICAL AND MENTAL WELL-BEING.

community. Continued participation with regional providers and facilities while expanding our local efforts (public art and festivals) will be essential in infusing art and culture into all aspects of the City.

## INFRASTRUCTURE

The City's infrastructure systems provide the framework for basic operations and dictate the opportunities for growth. The City has been fortunate to be a proactive steward of the utility infrastructure systems; exceptional service has been maintained while providing for the robust growth that has occurred. Because of the consistent and careful approach to planning and maintenance of the systems, it is anticipated that the core systems will support the full development of the City.

The water distribution system has been developed and modified over time as needed to meet the demands of the growing community. Currently, the distribution system contains approximately 98.72 miles of piping and operates with three pressure zones. The distribution system is supported by three elevated storage tanks (.5 million gallons in size - NW 104th Street, 1.0 - NW 128th Street and 1.0 - shared tower in West Des Moines). It is anticipated that the existing water distribution system should be sufficient to meet the City's needs through its build-out, provided that reasonable conservation measures are employed.

The City of Clive provides for the safe collection and transmission of wastewater through the City's underground

**6.98** MGD

CAPACITY

**4.60** MGD

HIGHEST DAY

*CURRENT*

*PEAK DAY WATER CONSUMPTION*

APPROXIMATELY

**22%** OF

OUR

*INFRASTRUCTURE*

IS

**50** YEARS OLD

BY

**2030**

CURRENTLY

NEARLY **60** LANE  
MILES OF LOCAL

***STREETS***

...

OVER **80%** OF  
PAVEMENT RATED

AS ***“FAIR”***

OR BETTER

OVER **3,600**

***STORM*** STRUCTURES AND INTAKES

sewer mains, collectors, and interceptor lines. The total length of the wastewater system is nearly 80 miles of pipe, with over 1,750 structures. Treatment of the wastewater is completed by the Wastewater Reclamation Agency (WRA) at their Wastewater Reclamation Facility (WRF) located on the east side of the City of Des Moines. Expansion of the conveyance piping from the City to the WRF is anticipated to be needed within the next 20-years. Additionally, substantial improvements to the WRF are also anticipated to be needed to support the growing region.

The City maintains approximately 274 storm sewer outlets into Walnut Creek and its tributaries. From those discharge points, the City's storm sewer system contains approximately 76 miles of storm sewer pipe, approximately 13 miles of open drainage ditch, 4 regional detention facilities, and approximately 3,647 structures/intakes. In addition to the public system, there are significantly more storm water facilities (pipes, structures/intakes, ditches, and detention facilities) located on private property and maintained by their respective owners. The entirety of the system, both public and private, are subject to the NPDES General Permit for Stormwater Discharge from Municipal Separate Storm Sewer Systems (MS4). Overall, significant improvements to the system are not anticipated, however, incremental modification will likely need to be made to support the water quality and quantity management goals outlined in the Walnut Creek Watershed Master Plan.

The City of Clive’s coordinated focus on the linkage between land use and transportation has been a critically important consideration in managing the City’s significant growth. A vast majority of the City’s roadway network operates at an acceptable level of service (LOS) D or better. There are, however, several corridors (Hickman Road, University Avenue west of the Interstate, NW 142nd Street, and NW 86th Street/ University Boulevard) that will need to be monitored based on the anticipated traffic growth likely to occur.

As shown in the table to the right, the overall condition of the pavement of the street system is identified as “Fair”. Continued annual maintenance and the development of a long-term



2011-2012 Pavement Condition Index (PCI)		
	Lane Miles	% of Total
Excellent	11.08	15%
Good	23.38	32%
Fair	24.45	34%
Poor	7.59	11%
Very Poor	5.63	8%
<b>Total</b>	<b>72.13</b>	

Source: City of Clive/Iowa DOT

### NEIGHBORHOOD COLLECTORS

Although not part of the federal functional classification system, the City identifies several local streets as “neighborhood collectors” due to the higher traffic volumes and the increased request for speed control.

- Berkshire Parkway
- Boston Parkway
- Hawthorn Drive
- Country Club Boulevard
- Woodlands Parkway/NW 123<sup>rd</sup> Street
- Clark Street
- Harbach Boulevard

As reinvestments are made within these corridors, consideration for complete street elements and traffic calming should be explored.

maintenance/replacement program will be necessary in order to define the most efficient utilization of resources to sustain the current condition of the system.

With on-going maintenance of the street system, there will be opportunities to make incremental improvements along key neighborhood collector corridors to improve the multi-modal function (safe and accommodating for pedestrian and bicyclist) and aesthetics (integration of streetscaping and storm water management features). Incorporation of these elements into the capital improvement planning process for roadways should be accomplished in the near term.

Although not traditionally defined as infrastructure, community facilities such as the Police Station, Fire Station and City Hall are just as critical to ensuring a high quality of life for the community as roads, sewers and water mains. With a growing community, additional accommodations for expanded service delivery needs will be necessary. As those facilities are expanded, either in place or in a new location, deliberate attention to leveraging the investment within their respective neighborhoods should be a key element in the planning process. Each of these important facilities should become a dominant neighborhood node with deliberate attention paid to the creation of unique and special places that become integral in the fabric of each neighborhood.

## KEY TRENDS

- MANAGEMENT OF WATER RESOURCES TO ENSURE ADEQUATE AND SAFE SOURCES ARE SUSTAINED WILL CONTINUE TO BE AN INCREASINGLY IMPORTANT RESPONSIBILITY OF THE CITY.
- CONTINUED INVESTMENT IN MULTI-MODAL TRANSPORTATION RESOURCES WILL BE CRITICAL IN ENSURING A HIGH QUALITY OF LIFE FOR ALL CLIVE RESIDENTS.
- THE NEED FOR RESOURCES TO FUND ADVANCED SYSTEM PLANNING FOR EACH INFRASTRUCTURE ASSET WILL BE NECESSARY TO ENSURE FISCALLY SOUND OPERATIONS, MAINTENANCE, AND REPLACEMENT OF INFRASTRUCTURE OVER THE LONG TERM.
- AS INVESTMENTS ARE MADE INTO LINNAN PARK/DYMOND PUBLIC SAFETY CENTER, THE CITY HALL/AQUATIC CENTER COMPLEX, AND OTHER FACILITIES, THOSE INVESTMENTS SHOULD BE LEVERAGED TO CREATE ACTIVE NEIGHBORHOOD FOCAL POINTS THAT ADD VALUE BEYOND THEIR INDIVIDUAL FUNCTIONS.



CLIVE 2030 IS A BEAUTIFUL AND SAFE CITY WITH GREAT RESIDENTIAL NEIGHBORHOODS THROUGH BUILD OUT.



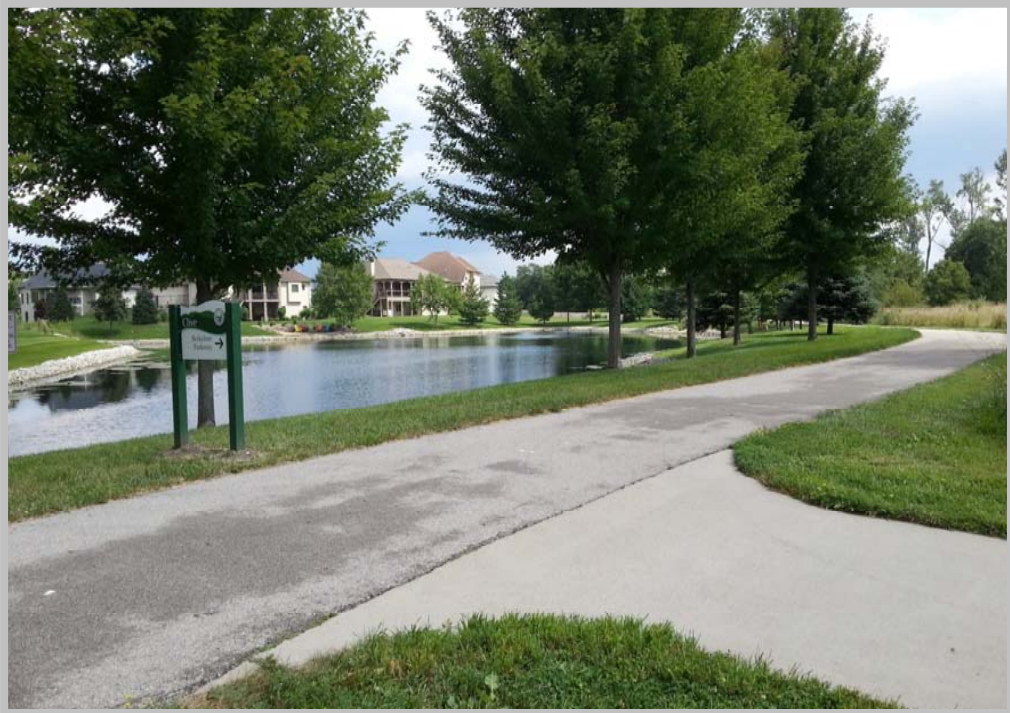
CLIVE 2030 PROVIDES EXCEPTIONAL FAMILY LIVING AND OPPORTUNITIES FOR PERSONAL WELLNESS.



CLIVE 2030 HAS THE DISTINCTIVE CLIVE GREENBELT AND A REVITALIZED NW 86TH STREET CORRIDOR/NEIGHBORHOOD.



WE TAKE PRIDE IN CLIVE!



COMMUNITY VISION



# COMMUNITY VISION

## VISION

Beginning in 2012 and continuing each summer since, the City of Clive works through a facilitated Strategic Planning process. The Strategic Planning process includes the development of a Mission Statement which outlines the responsibilities of the government, a Vision Statement which communicates the desired destination for the City, and an Execution Plan that establishes a preferred route to achieving the destination.

The original Strategic Planning process included a number of opportunities for citizen input, including a citizen satisfaction survey, a citizen summit, which included a facilitated discussion of approximately 40 residents, and a number of discussions with members of the City's elected and appointed citizen leadership.

Since the completion of the first Strategic Plan, the City has annually evaluated the document and updated a work plan to ensure that appropriate resources are allocated to the efforts needed to achieve positive action within each Vision statement.

## GUIDING PRINCIPLES

Seven overarching principles have been identified as key concepts for ensuring that Clive achieves its desired Vision.

The City should work to achieve these Guiding Principles as it makes future policy decisions that direct the implementation of the Comprehensive Plan.

### THE CLIVE VISION

CLIVE 2030 IS A BEAUTIFUL AND SAFE CITY WITH GREAT RESIDENTIAL NEIGHBORHOODS.

CLIVE 2030 PROVIDES EXCEPTIONAL FAMILY LIVING AND OPPORTUNITIES FOR PERSONAL WELLNESS.

CLIVE 2030 HAS THE DISTINCT CLIVE GREENBELT AND A REVITALIZED NW 86TH STREET CORRIDOR/NEIGHBORHOOD.

WE TAKE PRIDE IN CLIVE!

SANITARY SEWER PREVENTATIVE  
MAINTENANCE PROGRAM



## PRINCIPLE #1: BEAUTIFUL AND SAFE

- WELL DESIGNED, WELL MAINTAINED CITY INFRASTRUCTURE, ENTRANCES, STREETSCAPES, RIGHTS-OF-WAY, AND PARKS.
- RESIDENTS FEELING SAFE AND SECURE AT HOME, IN THEIR NEIGHBORHOOD, AND THROUGHOUT THE COMMUNITY WITH NO TOLERANCE FOR CRIME.
- PROPERTY OWNERS TAKING RESPONSIBILITY FOR THEIR COMMERCIAL BUILDINGS, HOMES, AND LANDSCAPING, MEETING CITY STANDARDS AND CODES.
- TIMELY RESPONSE TO EMERGENCY CALLS FOR SERVICE OR ASSISTANCE.
- PUBLIC ART INTEGRATED THROUGHOUT THE CITY.
- TREES PRESERVED AND REPLACED AS NEEDED.

NW 86TH STREET STREETSCAPING AND  
PUBLIC ART



CLIVE FIRE DEPARTMENT



**NORTHERN NEIGHBORHOODS MASTER PLAN**



**PRINCIPLE #2: GREAT RESIDENTIAL NEIGHBORHOODS**

- A VARIETY OF WELL-PLANNED DISTINCTIVE NEIGHBORHOODS.
- A FULL RANGE OF HIGH QUALITY HOMES FOR DIFFERENT LIFESTYLES AND GENERATIONS.
- A NORTHERN NEIGHBORHOODS AREA DEVELOPED AS A NEW PLANNED RESIDENTIAL NEIGHBORHOOD WITH LIMITED NEIGHBORHOOD RETAIL INTEGRATED.
- NEIGHBORHOODS LINKED TO THE GREENBELT TRAIL AND REGIONAL TRAIL SYSTEMS.
- EASY ACCESS TO SHOPPING AND COMMUNITY AMENITIES.
- STRONG NEIGHBORHOOD ASSOCIATIONS WORKING WITH RESIDENTS AND THE CITY.

**DISTINCT NEIGHBORHOODS**



**NEIGHBORHOODS LINKED TO THE GREENBELT**



FAMILY MOVIE NIGHT AT THE PARK



POLICE DEPARTMENT CODE 411 PROGRAM



### PRINCIPLE #3: EXCEPTIONAL FAMILY LIVING

- A GREAT PLACE TO RAISE CHILDREN WHERE THEY ARE SAFE IN THEIR NEIGHBORHOOD AND AT SCHOOL.
- HOUSING FOR GRANDPARENTS TO LIVE NEAR THEIR GRANDCHILDREN.
- FAMILY-ORIENTED RECREATIONAL PROGRAMS AND ACTIVITIES FOR ALL GENERATIONS.
- QUALITY EDUCATIONAL PROGRAMS AND SERVICES THROUGH THE CITY LIBRARY.
- PET FRIENDLY PARKS AND AMENITIES.
- HOME OFFICES WITH PARENTS ABLE TO WORK FROM HOME.
- PREFERRED PLACE FOR FAMILY LIVING IN DES MOINES REGION.
- HIGH-END APARTMENTS THAT ARE WELL DESIGNED WITH MODERN AMENITIES.

ALL-AGES PROGRAMMING AT THE LIBRARY



CLIVE GREENBELT TRAIL



YMCA HEALTHY LIVING CENTER



#### PRINCIPLE #4: OPPORTUNITIES FOR PERSONAL WELLNESS

- A COMMUNITY VALUING AND SUPPORTING FACILITIES AND PROGRAMS FOR PERSONAL FITNESS AND WELLNESS.
- CONVENIENT ACCESS TO QUALITY MEDICAL AND HEALTHCARE SERVICES.
- OPPORTUNITIES FOR OUTDOOR AND INDOOR EXERCISE.
- STRONG FAITH-BASED INSTITUTIONS.
- AVAILABILITY OF LOCAL FRESH FOODS FOR HEALTHY CHOICES.
- LIBRARY OUTREACH TO MEET THE NEEDS OF THE COMMUNITY.
- PARKS WITH AMENITIES MEETING COMMUNITY NEEDS.
- ADEQUATE SPACE FOR RECREATIONAL PROGRAMMING AND ACTIVITIES.

FAMILIES ENJOYING PARKS PROGRAMS



STREAMBANK STABILIZATION AT  
NW 86TH STREET



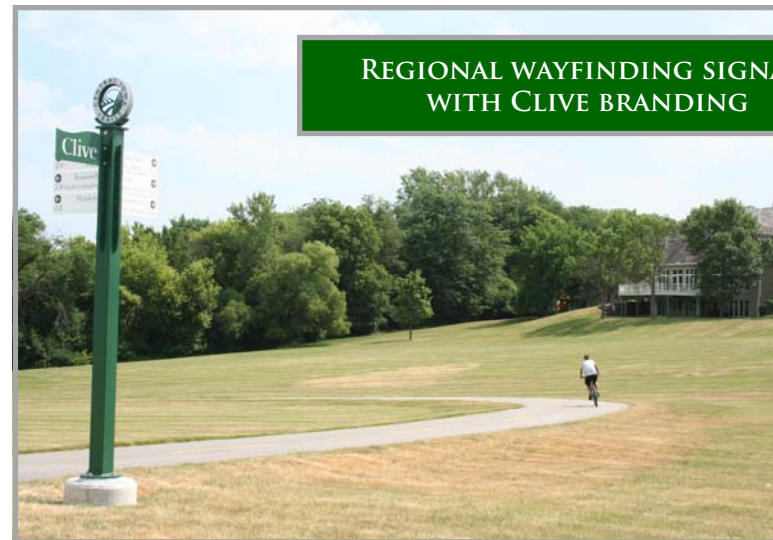
ART ALONG THE TRAIL PROGRAM



## PRINCIPLE #5: DISTINCTIVE GREENBELT

- A REGIONAL TRAIL, BUT CLIVE BRANDED, IN A NATURAL, BEAUTIFUL SETTING.
- CONNECTED NODES WITH LINKAGE THROUGHOUT THE CITY INCLUDING THE BUSINESSES ALONG THE GREENBELT.
- WELL MAINTAINED AT A HIGH QUALITY LEVEL.
- COMMUNITY FOCAL POINT AT NW 114TH STREET, INCLUDING A VENUE WITH A VARIETY OF AMENITIES.
- INTEGRATION OF PUBLIC ART THROUGHOUT

REGIONAL WAYFINDING SIGNAGE  
WITH CLIVE BRANDING



KUM & GO REDEVELOPMENT



NATURAL GROCERS REDEVELOPMENT



JIMMY JOHN'S REDEVELOPMENT



## PRINCIPLE #6: REVITALIZED NW 86TH STREET CORRIDOR/NEIGHBORHOOD

- A REPUTATION AS A "GREAT NEIGHBORHOOD."
- NEIGHBORHOOD PARKS WITH A VARIETY OF ACTIVITIES AND EQUIPMENT.
- VIBRANT CORRIDOR THAT IS PEDESTRIAN FRIENDLY AND WALKABLE WITH CONNECTIONS TO THE GREENBELT.
- VARIETY OF RETAIL AND RESTAURANT EXPERIENCES.
- ENHANCED PUBLIC SAFETY FACILITY WITH COMMUNITY MEETING ROOMS/SPACE.
- WELL MAINTAINED BUSINESSES, LIVABLE HOMES, AND APARTMENTS THAT ARE INCREASING IN VALUE.
- ENHANCED PUBLIC TRANSIT CONNECTIONS.
- CITY PUBLIC INVESTMENTS IN THE NEIGHBORHOOD.
- MAJOR ROADWAY CORRIDOR WITH DESIGN STANDARD.

FOOD TRUCK FRIDAY



## PRINCIPLE #7: PRIDE IN CLIVE

- POSITIVE REPUTATION FOR THE CLIVE COMMUNITY IN THE DES MOINES METROPOLITAN AREA.
- STRONG COMMUNITY AND NEIGHBORHOOD EVENTS AND FESTIVALS WITH ACTIVE PARTICIPATION.
- RESIDENTS, BUSINESSES AND COMMUNITY ORGANIZATIONS PARTICIPATING IN AND CONTRIBUTING TO THE CLIVE COMMUNITY.
- PUBLIC GATHERING PLACES THROUGHOUT THE COMMUNITY.
- RESIDENTS TAKING PRIDE IN SAYING “I LIVE IN CLIVE!”
- CLIVE BECOMING RESIDENTS’ “HOMETOWN”.

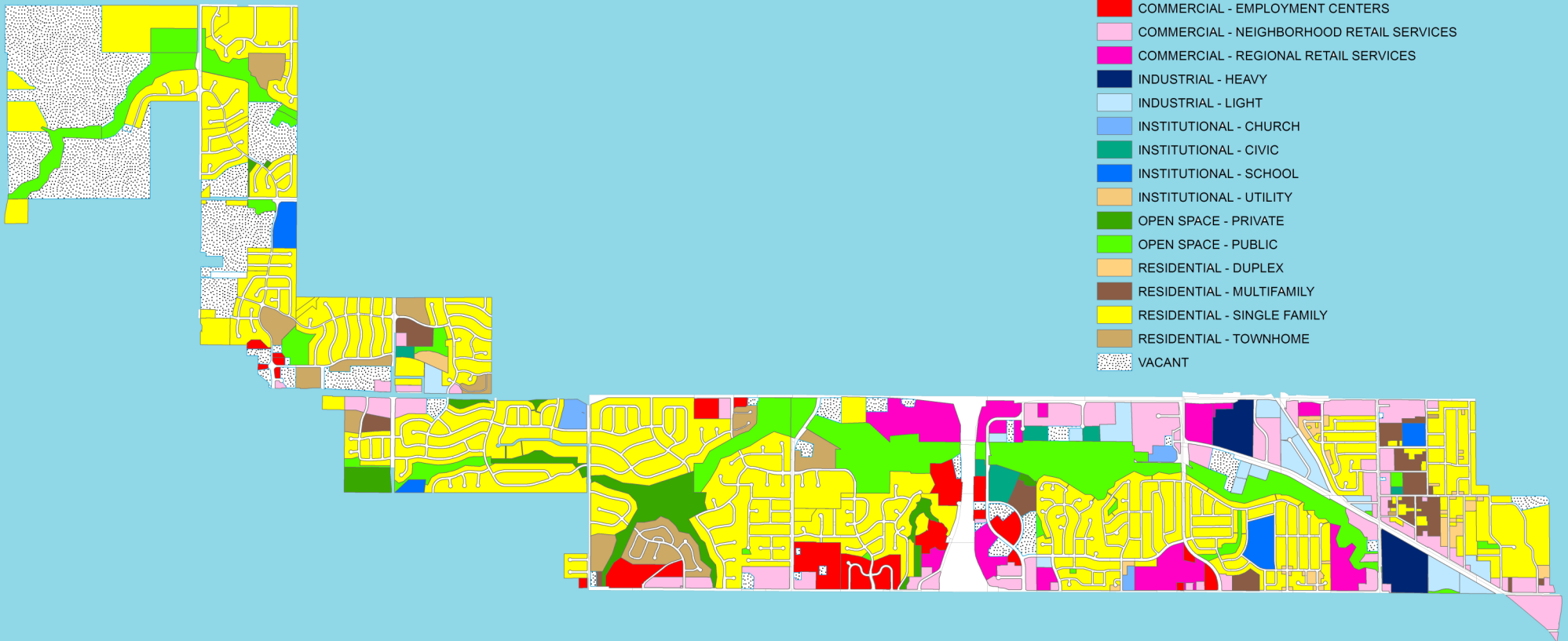
GREEN AND SUSTAINABLE CLIVE VOLUNTEERS



CLIVE FESTIVAL “SLIP & SLIDE”



# CURRENT LAND USE MAP





FUTURE LAND USE

## PRINCIPLES

As outlined in the City's Vision Statement, the desired result of the community in 2030 is one that is beautiful, safe, and distinctive, that provides exceptional family living and opportunities for personal wellness, while also providing a distinctive Greenbelt and revitalized NW 86th Street neighborhood. The future land use plan is an important tool to assist in ensuring that all future investments, both new development and redevelopment, result in outcomes that are consistent with the stated Vision.

Through the development of the Future Land Use Plan, several key principles emerged that provide assistance in maximizing the beneficial impacts of future investments in the community. All future land use discussions should ensure that the following principles are utilized:

**High Quality Design** - Regardless of the land use category, the characteristics of the physical improvements on every parcel of property should be high quality in order to enhance the beauty, safety, and improve the neighborhoods' competitive position over the long-term. Key strategies for ensuring high quality designs include:

- Evaluating every new development and every reinvestment to ensure that the development adds visible and financial value to the neighborhood.



- Utilization of a holistic planning approach such that each “piece” is supportive of and enhances the overall value of the neighborhood.
- Encouraging the utilization of sustainable building and development techniques and durable construction materials to ensure that the long-term overall cost of ownership is considered in addition to the analysis of the immediate short-term expense.

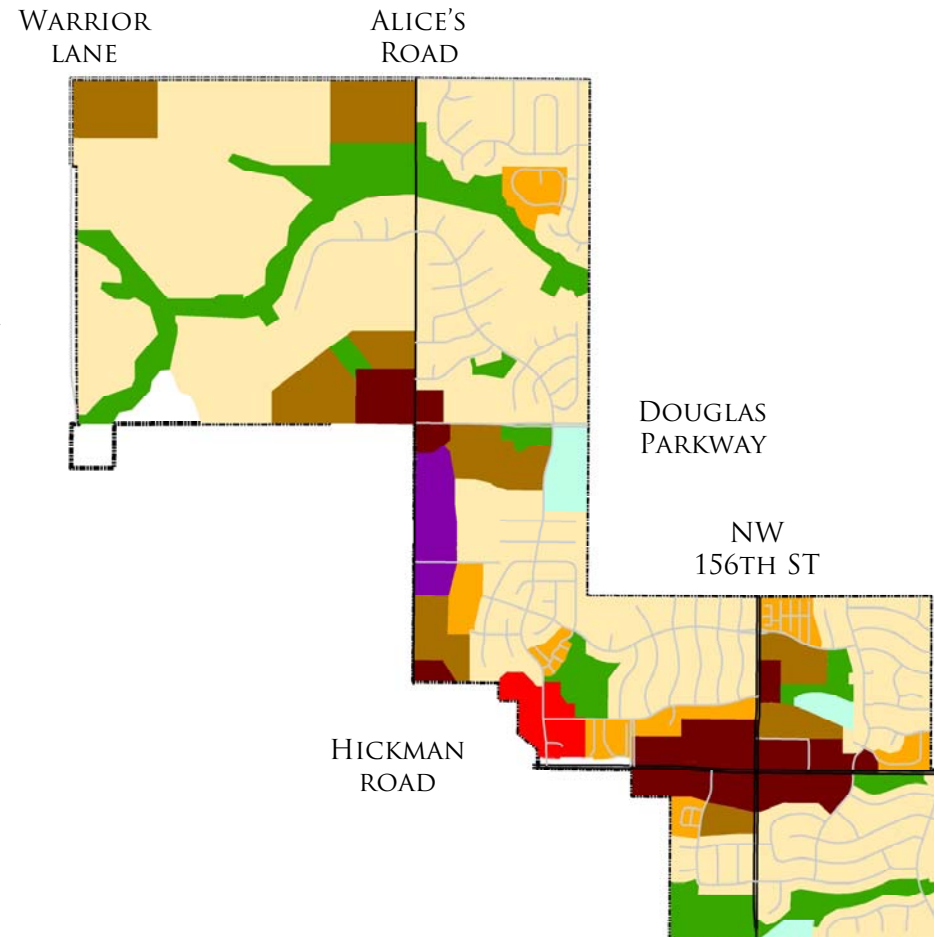
**Greenbelt/Open Space Focus** - Preservation of existing natural resource areas and development of connected open spaces are of critical importance in furthering the distinctive character of the community and reinforcing the City’s brand. The following strategies should be integral to the land use decision process:

- Protection, enhancement, and incorporation of the natural resources into development plans rather than defaulting to mitigation efforts.
- Encouraging the efficient use of development density in order to preserve open space, protect tree canopy, and reduce impervious surface areas.
- Ensuring that neighborhoods are integrated with open spaces and have strong connectivity to the Greenbelt.
- Leveraging the benefits of storm water management facilities as a means of creating attractive and inviting open spaces within neighborhoods.

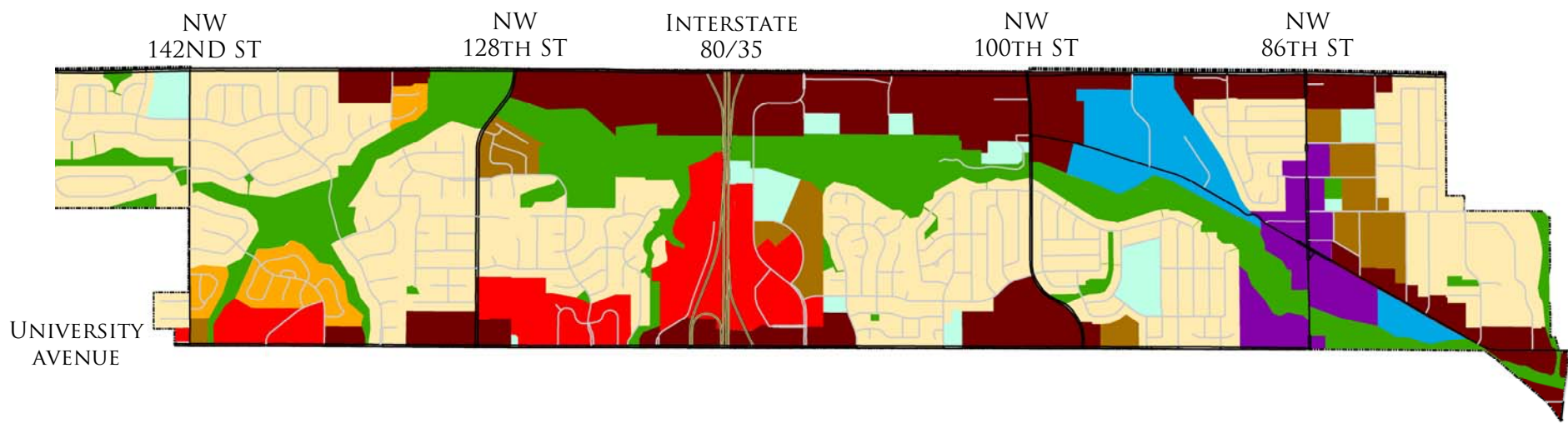


**Active/Accessible** - Today's sedentary lifestyle has become a focus of increasing concern about the connection between a person's level of physical activity and their health. Creating safe, desirable and accessible places for everyone, regardless of age, gender, ethnicity, economic status or ability, will provide opportunities to achieve exceptional family living and personal wellness. There are a number of land use decisions that can support active/accessible living, including:

- Creating compact neighborhoods that place parks, schools and neighborhood convenience retail within walking distance of people's homes.
- Supporting neighborhoods in becoming more pedestrian friendly through the purposeful integration of open spaces, trail connections, shorter block lengths, complete streets, streetscaping, and accessible sidewalks.
- Encouraging walking and bicycling accommodation in existing commercial areas by adding trail connections, breaking up parking areas with landscaping to create identifiable pathways and enhancing the streetscape through trees, benches and pedestrian scale lighting.
- Facilitation of the creation of inviting "Places" that support the social gathering of neighborhoods and the community.



- RESIDENTIAL - LOW DENSITY
- RESIDENTIAL - MEDIUM DENSITY
- RESIDENTIAL - HIGH DENSITY
- COMMERCIAL - EMPLOYMENT
- COMMERCIAL - RETAIL/SERVICES
- MIXED USE
- INDUSTRIAL
- OPEN SPACE
- INSTITUTIONAL





When the principles are coupled with a map, the two provide a definitive direction for the future use of land within the City. The two should be used together by the City to guide future decisions on proposed zoning regulations and development applications.

### Land Use Categories

As shown in the table to the right, the land use categories identified in the Future Land Use Plan (FLUP) are not much different than the current Land Use Plan. With the exception of the newly designated Mixed-Use categories, the minor changes to the categories are principally due to the consumption of the approximately 650 acres of currently vacant land for development purposes. Much of the vacant land conversion is anticipated to be residential in nature. It is possible that the designated Mixed-Use areas do not result in true mixed-use developments, therefore, the residential and commercial categories could get proportionately larger.

The FLUP seeks to achieve a balance that provides for the overall needs of the community, employees, and business owners while ensuring a reasonable expectation for long-term fiscal accommodation. The FLUP uses a range of categories that address residential, commercial, industrial, and open space uses. Each of the categories are illustrated on the following pages with both narrative and visual descriptions of the character and intent. Additionally, the likely means of implementation through zoning are also identified.

LAND USE TYPE	CURRENT LAND USE	FUTURE LAND USE
	ACRES	ACRES
<b>Residential</b>		
Low Density	2161	2435
Medium Density	152	160
High Density	124	306
<i>Total</i>	2437	2901
<i>Percent of Total</i>	49.3%	58.0%
<b>Commercial</b>		
Employment	197	275
Retail/Services	648	675
<i>Total</i>	845	950
<i>Percent of Total</i>	17.1%	19.0%
<b>Mixed Use</b>		
Mixed Use	0	145
<i>Total</i>	0	145
<i>Percent of Total</i>	0%	2.9%
<b>Industrial</b>		
Industrial	169	137
<i>Total</i>	169	137
<i>Percent of Total</i>	3.4%	2.7%
<b>Open Space</b>		
Open Space	714	736
<i>Total</i>	714	736
<i>Percent of Total</i>	14.4%	14.7%
<b>Institutional</b>		
Institutional	126	131
<i>Total</i>	126	131
<i>Percent of Total</i>	2.5%	2.6%
<b>Vacant</b>		
Vacant	653	0
<i>Total</i>	653	0
<i>Percent of Total</i>	13.2%	0%
<b>Total</b>	<b>4944</b>	<b>5000</b>



## RESIDENTIAL LOW DENSITY

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF THE LOWEST INTENSITY RESIDENTIAL PRODUCTS THAT WOULD TYPICALLY NOT HAVE A DENSITY GREATER THAN 4 DWELLING UNITS PER ACRE. THE PRINCIPAL RESIDENTIAL PRODUCT IS INTENDED TO BE DETACHED SINGLE FAMILY HOMES LOCATED ON PUBLIC STREETS, HOWEVER, SINGLE FAMILY ATTACHED DWELLING UNITS (PUBLIC OR PRIVATE STREETS) COULD ALSO BE AN ACCEPTABLE USE IN THIS CLASSIFICATION.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE R-1, R-2, AND R-5 ZONING CLASSIFICATIONS. IN CONJUNCTION WITH ATTACHED DWELLING UNITS, AN R-4 ZONING CLASSIFICATION COULD ALSO BE USED TO IMPLEMENT THIS LAND USE.



### FLUP PROJECTION

2,435 ACRES  
48.7% OF OVERALL





## RESIDENTIAL MEDIUM DENSITY

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF A RANGE OF RESIDENTIAL PRODUCTS PROVIDED THAT THE DENSITY IS NOT GREATER THAN 8 DWELLING UNITS PER ACRE. THE PRINCIPAL RESIDENTIAL PRODUCT IS INTENDED TO BE SINGLE FAMILY ATTACHED DWELLING HOMES WHICH MAY BE LOCATED ON PUBLIC OR PRIVATE STREETS. WELL DESIGNED AND INTEGRATED DUPLEX AND SMALLER SCALE MULTI-FAMILY DWELLING UNITS COULD ALSO BE AN ACCEPTABLE USES IN THIS CLASSIFICATION.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE R-3 OR R-4 ZONING CLASSIFICATIONS.



FLUP PROJECTION

160 ACRES  
3.2% OF OVERALL



## RESIDENTIAL HIGH DENSITY

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT FOR ALL TYPES OF RESIDENTIAL PRODUCTS PROVIDED THAT THE DENSITY IS GREATER THAN 8 DWELLING UNITS PER ACRE. IN THE CASE OF UNIQUE DEVELOPMENTS WHERE CREATIVE DESIGN COMPONENTS ARE UTILIZED TO BALANCE THE SCALE AND CHARACTER OF THE DEVELOPMENT, A HIGHER DENSITY COULD BE UTILIZED.

SOME LIMITED AUXILIARY USES SUCH AS SENIOR AND CHILD CARE FACILITIES WOULD BE ACCEPTABLE PROVIDED THAT THEY ARE SUPPORTIVE OF THE ADJOINING RESIDENTIAL NEIGHBORHOOD.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE R-3 OR PUD ZONING CLASSIFICATIONS.



### FLUP PROJECTION

306 ACRES  
6.1% OF OVERALL





## COMMERCIAL EMPLOYMENT

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF OFFICE AND BUSINESS PARKS WHICH PROVIDE A HIGH DENSITY OF EMPLOYMENT WITH SOME LIMITED AUXILIARY COMMERCIAL RETAIL/SERVICE USES THAT ARE SUPPORTIVE OF THE NEEDS OF THE EMPLOYEES IN THE DISTRICT.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE C-3 ZONING CLASSIFICATION.



### FLUP PROJECTION

275 ACRES  
5.5% OF OVERALL





## COMMERCIAL RETAIL AND SERVICES

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF A VARIETY OF GENERAL COMMERCIAL RETAIL AND SERVICE BUSINESSES. FREE-STANDING COMMERCIAL USES, STRIP CENTER COMMERCIAL USES, AND PLANNED SHOPPING CENTER COMMERCIAL USES ARE ALL ACCEPTABLE FORMS WITHIN THIS LAND USE.

SOME LIMITED RESIDENTIAL USES SUCH AS APARTMENTS, SENIOR LIVING, AND LONG-TERM CARE FACILITIES COULD ALSO BE ACCEPTABLE PROVIDED THAT THEY ARE DESIGNED TO BE COMPATIBLE WITH THE EXISTING COMMERCIAL USES.

### ZONING CONSIDERATIONS:

TYPICALLY, THESE LAND USES WILL BE IMPLEMENTED THROUGH THE C-1, C-2, C-4, AND PUD ZONING CLASSIFICATIONS.



### FLUP PROJECTION

675 ACRES  
13.5% OF OVERALL





## MIXED USE

### CHARACTER AND INTENT:

REFERS TO THE IDENTIFICATION OF PROPERTY THAT COULD SUPPORT BOTH RESIDENTIAL AND COMMERCIAL LAND USES (INCLUDING BOTH HORIZONTAL AND VERTICAL MIXED-USES) PROVIDED THAT THE USES ARE PLANNED HOLISTICALLY AROUND SHARED OPEN SPACE, SHARED CIRCULATION/PARKING, AND ARE SUPPORTIVE OF THE ADJOINING NEIGHBORHOODS.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE PUD ZONING CLASSIFICATION.



### FLUP PROJECTION

145 ACRES  
2.9% OF OVERALL





## INDUSTRIAL

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF A VARIETY OF LIGHT INTENSITY PRODUCTION AND MANUFACTURING FACILITIES, WAREHOUSING AND DISTRIBUTION FACILITIES, AND SALES/SERVICE/REPAIR OF AUTOMOTIVE/TRUCK/MACHINERY.

ADDITIONALLY, COMMERCIAL RETAIL AND SERVICE BUSINESSES WOULD ALSO BE ACCEPTABLE LAND USES.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE M-1 ZONING CLASSIFICATION.



### FLUP PROJECTION

137 ACRES  
2.7% OF OVERALL





## OPEN SPACE

### CHARACTER AND INTENT:

REFERS TO BOTH PUBLIC AND PRIVATE LAND THAT WILL CONTAIN ONLY LIMITED DEVELOPMENT SUCH AS PARKS, PLAZAS, RECREATIONAL FIELDS, LAKES/PONDS, AND OTHER SIMILAR FACILITIES THAT WOULD SUPPORT GATHERING AND RECREATIONAL USES.

### ZONING CONSIDERATIONS:

TYPICALLY, THIS LAND USE WILL BE IMPLEMENTED THROUGH THE FLOODWAY AND FLOOD FRINGE ZONING CLASSIFICATIONS, HOWEVER, OPEN SPACE COULD OCCUR IN ANY ZONING CLASSIFICATION.



### FLUP PROJECTION

736 ACRES  
14.7% OF OVERALL





## INSTITUTIONAL

### CHARACTER AND INTENT:

REFERS TO THE USE OF LAND FOR THE DEVELOPMENT OF PUBLIC FACILITIES SUCH AS PARKS, SCHOOLS, CHURCHES, UTILITY FACILITIES, AND OTHER GOVERNMENTAL BUILDINGS.

### ZONING CONSIDERATIONS:

INSTITUTIONAL USES CAN OCCUR IN ANY ZONING CLASSIFICATION, TYPICALLY SUBJECT TO ISSUANCE OF A SPECIAL USE PERMIT FROM THE BOARD OF ADJUSTMENT.



### FLUP PROJECTION

131 ACRES  
2.6% OF OVERALL





## Land Use/Zoning Consistency

State statute requires that local governments achieve consistency between their comprehensive plan and zoning regulations. While the comprehensive plan describes the vision and methods for how Clive should develop over the next 15-20 years, the zoning ordinance is the primary tool for achieving that vision by specifically regulating the type, scale, and location of development. These two tools, the Comprehensive Plan and the Zoning Ordinance, provide the City with the legal means of ensuring that the long-term vision established in the comprehensive plan is possible. Working together, these tools provide the necessary framework to provide clarity for property owners as to their rights and to guide policy makers regarding development, redevelopment, and land use decisions. If these tools are in conflict, it is difficult to ever achieve the long-term vision. Similarly, the conflict can result in potentially arbitrary decision making which can make development/redevelopment more challenging.

Consistency is achieved when the land use and zoning designation on a property are mutually supportive. In other words, the zoning allows development that corresponds to the land use designation.

As discussed in the implementation chapter, it is recommended that the zoning ordinance is updated to fully reflect the vision established within the Comprehensive

Plan. In some cases, it is recommended that the City take the lead in modifying the existing zoning classification of a property in order to create consistency with the land use plan. Generally, these are situations where the existing land use is well established and the likely transition of the land use will not likely occur without intervention. In other cases, it is recommended that the existing zoning classification not be modified until the property owner and/or future developer is ready to proceed with development. This will generally be the case with all of the existing “to-be developed” areas in the northwest portion of the City.

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# im • ple • ment

## NOUN

1. A TOOL OR OTHER PIECE OF EQUIPMENT USED FOR A PARTICULAR PURPOSE.

## VERB

2. PUT (A DECISION, PLAN, AGREEMENT, ETC.) INTO EFFECT.

- GOOGLE DICTIONARY

HAVING JUST THE VISION'S NO SOLUTION; EVERYTHING DEPENDS ON EXECUTION.

- STEPHEN SONDEHEIM



COMMUNITY ACTION PLAN

## THE PROCESS

The first step in the implementation of the Comprehensive Plan is the establishment of the process in which the City will begin moving forward. The process contains three critical steps: Formal Adoption, Communication, and Continuous Monitoring.

**Formal Adoption** - Following review of the final draft of the completed Comprehensive Plan by the Planning and Zoning Commission and the City Council, a public hearing will be scheduled to allow any final public comment on the document. After the completion of the public hearing process, the City Council must formally adopt the Comprehensive Plan before it becomes official.

**Communication** - To fully implement the Comprehensive Plan, the vision, principles, and goals must be communicated internally, as well as within the community as a whole. The City Council, the City's commissions and boards, City staff, and the public should be aware of the process to develop the plan, how it will be implemented and how they can contribute to successfully moving the City forward in accordance with the plan.

**Continuous Monitoring** - To ensure that the Comprehensive Plan remains a useful tool for guiding the build-out of the community, the plan will be periodically monitored and modified to reflect changing conditions and priorities. As part of the plan implementation, an annual evaluation of the plan will be completed with actions measured against the identified performance standards.



**PUBLIC HEARING  
AND ADOPTION  
FORMAL ADOPTION**



**ON-GOING  
COMMUNICATION**



**CONTINUOUS  
MONITORING**

## THE TOOLS

In and of itself, the Comprehensive Plan is nothing more than a tool that attempts to “connect the dots” among the various actions of the City in hopes that the overall long-term direction of the efforts are consistent with the desired vision of the community. The actual work of connecting the dots requires the use of various other tools.

**Regulatory Controls** - As required in the State Code, land use regulations are made in accordance with a comprehensive plan. As such, the City’s regulatory controls such as the zoning ordinance, subdivision ordinance, building codes, design standards, and development policies should all be consistent with the Comprehensive Plan. The areas of regulatory controls that may need to be revised in order to be consistent with the Comprehensive Plan are identified within the action agenda.

**Capital Improvement Plan (CIP)** - The Comprehensive Plan provides a foundation for on-going capital improvement planning for the City. Currently, the CIP matches the estimated project costs over a five year period with funding sources. With the Comprehensive Plan identifying a build-out scenario for the city, it is recommended that the CIP be updated to reflect a longer horizon. Build-out type projects that should be considered in the longer horizon CIP are identified within the action agenda.



## REGULATORY CONTROLS



## CAPITAL IMPROVEMENT PLAN

**Future Studies** - The Comprehensive Plan does not provide the analysis and recommendation for every conceivable situation that may occur within the City. The City will need to continue utilizing corridor studies, master plans, sub-area plans, environmental reviews, and other technical studies as tools for implementing specific actions. There are a number of these types of studies identified within the action agenda.

**Partnerships** - Putting the Comprehensive Plan into action requires the efforts of both public and private entities to work cooperatively and in coordination with one another. Critical partnerships with other municipalities, governmental entities, business associations, and neighborhood groups are identified within the action agenda.

**Public Education** - Implementation of the Comprehensive Plan affects the whole community and as such it is incumbent upon the City to engage the community on specifics of the actual implementation of the plan. The City has a number of public outreach tools available, including the monthly newsletter, the City's website, social media, and neighborhood meetings. However, tools that foster an on-going two-way conversation should be employed. Areas of opportunity for on-going conversations are identified within the action agenda.



## FUTURE DETAILED STUDIES



## PARTNERSHIPS PUBLIC AND PRIVATE



## PUBLIC EDUCATION

## THE ACTION AGENDA

Putting the plan into action occurs over time through private initiatives, public investments, and partnerships. The action agenda delineates the actions and an estimated timeframe in which the items should be considered. The estimated timeframe is not intended to be a rigid date by which an item must be completed, rather a representation of the prioritization of actions that should occur over time.

The timeframes were established based on reasonable assumptions of the City's capacity to complete; however, there are several strategic items identified that may need additional resources allocated in order to be completed within the recommended timeframe.



**SHORT TERM**  
(1 -3 YEARS)



**MID TERM**  
(3 -5 YEARS)



**LONG TERM**  
(5 -10 YEARS)



SHORT TERM ACTION ITEMS	GOAL #1		GOAL #2		GOAL #3		GOAL #4
	Principle #1	Principle #2	Principle #3	Principle #4	Principle #5	Principle #6	Principle #7
	Beautiful and Safe	Great Residential Neighborhoods	Exceptional Family Living	Opportunities for Personal Wellness	Distinct Greenbelt	Revitalized NW 86th Street Neighborhood	Pride in Clive
Annual Strategic Planning	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Bi-Annual Citizen Satisfaction Survey	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Financial Modeling (General Fund and CIP)	<input checked="" type="checkbox"/>						
Zoning Ordinance Update	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
Subdivision Ordinance Update	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
Walnut Creek Watershed Plan (Adoption)	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Greenbelt Master Plan (Adoption)		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Water System Master Plan	<input checked="" type="checkbox"/>						
Stormwater System Master Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Neighborhood Plan (District 1 and 7)		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Housing Assessment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Park(s) Master Planning	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Community Rating System	<input checked="" type="checkbox"/>						
Standard of Cover (Fire/EMS Services)	<input checked="" type="checkbox"/>						
Business/Commercial Property Inventory	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	

MID TERM ACTION ITEMS	GOAL #1		GOAL #2		GOAL #3		GOAL #4
	Principle #1	Principle #2	Principle #3	Principle #4	Principle #5	Principle #6	Principle #7
	Beautiful and Safe	Great Residential Neighborhoods	Exceptional Family Living	Opportunities for Personal Wellness	Distinct Greenbelt	Revitalized NW 86th Street Neighborhood	Pride in Clive
Financial Modeling (Enterprise Funds)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Distinct By Nature Marketing	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Pavement Management System Plan	<input checked="" type="checkbox"/>						
Right-ofWay Management Program	<input checked="" type="checkbox"/>						
Traffic Management/Safety Planning	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Walnut Creek Watershed Plan (Implementation)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Greenbelt Master Plan (Implementation)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Public Participation Plan				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Pedestrian/Bicycle Mobility Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Property Maintenance Code	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Housing Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Residential Rental Code	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Community Equity Plan			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
Municipal Code Update (infractions)	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>
Commercial Corridor Planning (Hickman Rd East and NW 114th Street)	<input checked="" type="checkbox"/>						



LONG TERM ACTION ITEMS	GOAL #1		GOAL #2		GOAL #3		GOAL #4
	Principle #1	Principle #2	Principle #3	Principle #4	Principle #5	Principle #6	Principle #7
	Beautiful and Safe	Great Residential Neighborhoods	Exceptional Family Living	Opportunities for Personal Wellness	Distinct Greenbelt	Revitalized NW 86th Street Neighborhood	Pride in Clive
Neighborhood Planning (District 3, 4, 5, and 6)		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Commercial Corridor Planning (University East/West)		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Sanitary Sewer System Plan	<input checked="" type="checkbox"/>						
Community Health Assessment/Plan			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Transit Planning			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Community Energy Conservation Plan	<input checked="" type="checkbox"/>						
Urban Forreast Management Plan		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Solid Waste/Recycling Management Plan	<input checked="" type="checkbox"/>						
Public Arts Program Master Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Urban Agriculture Plan			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

# APPENDICES

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## LOCATION

The City of Clive is one of several rapidly growing communities in the western suburbs of Des Moines metropolitan area and is located in the Des Moines/West Des Moines Metropolitan Statistical Area. Encompassing 7.71 square miles, Clive is located in both Polk and Dallas Counties. Clive shares its borders with Urbandale to the north, Windsor Heights to the east, West Des Moines to the south, and Waukee to the west. Interstate 35/80 cuts through the central portion of Clive, providing access at University Avenue and Hickman Road (State Highway 6). Additionally, located ½ mile south of Clive is Interstate 235,



which provides motorists a direct connection to downtown Des Moines.

Clive's growth has been fueled by its advantageous location within the western suburbs which provides ample opportunity for employment and shopping, its fiscally conservative local government model which has consistently resulted low property tax levies, and its high quality residential developments that are supported by a variety of desired services and amenities.

Although the City's growth will likely continue over the next 20 years as the Greater Des Moines metropolitan region and particularly the western suburbs continue to expand, Clive has become a "landlocked" community, meaning that the City is completely surrounded by its neighboring cities. Because of this, careful consideration and thoughtful planning are necessary to ensure that the City "builds-out" in an efficient manner while ensuring that reinvestment in older areas of town is encouraged. An appropriate balance of growth and reinvestment will be critically important in order to keep the City of Clive as vibrant a community as has become to be expected.

## HISTORY OF GROWTH

Clive is a relatively young city, being incorporated in 1956. However, as early as the 1870's a small settlement had begun to develop around the intersection of Walnut Creek, a railroad, and a gravel county road (known now as NW 86th



AERIAL PHOTO ALONG UNIVERSITY BOULEVARD LOOKING WEST- EARLY 1960'S

Street). This early community was formally platted in 1882 and in the same year, a railroad and railway depot was built. The construction of the railway played a vital role in the development of the community. Not only could visitors access the community, but a shipping point had been established for the nearby coal mines.

As originally incorporated, the City was approximately 2 square miles in size and its western boundary was NW 100th Street. In 1962, the City annexed the section between NW 100th Street and I-35/80, and this remained the western

boundary for the next 25 years, during which the City's population expanded to approximately 7,000 residents.

With its existing land area nearly built-out, the City completed its second major annexation in 1987 - two sections west of I-35/80, comprising approximately 1,200 acres. This area developed rapidly as the Country Club neighborhood was completed and as commercial and office developments occurred along University Avenue near I-35/80.

In 1991, the City annexed approximately 380 acres in Dallas County which consisted of the northern half of the adjacent section west of NW 142nd Street and a small area west of NW 156th Street. This area has been largely developed as the Country Club West neighborhood.

The City completed its fourth major annexation in 1994 which comprised approximately 1,500 acres in Dallas County. This included a voluntary annexation of approximately 36 acres just north of Hickman Road and an involuntary annexation that extended north to Meredith Drive and Alices Road. The irregular boundary along Alices Road is a result of conflicting annexation petitions from landowners wanting to be annexed into the City of Waukee.

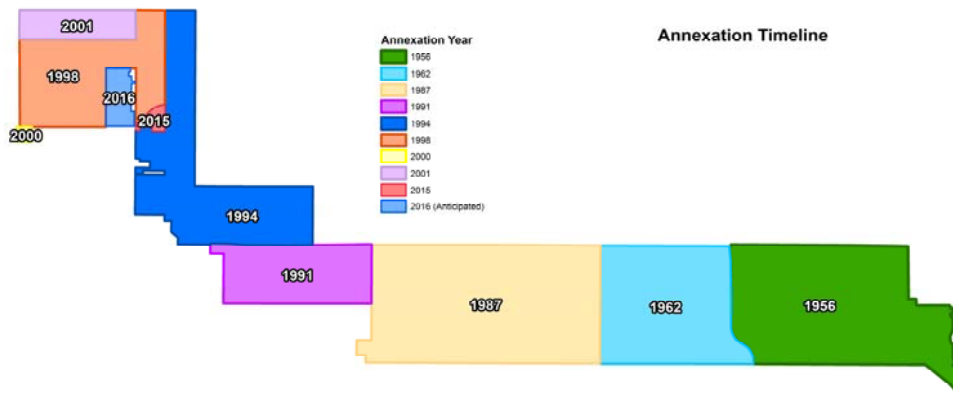
Following a nearly 10 year legal dispute with the City of Waukee over annexation boundaries, the City of Clive completed an annexation of an approximately 580 acre tract in 1996, generally located between Meredith Drive and



Douglas Parkway and between Alices Road and Warrior Lane. As in the previous annexation, there were conflicting annexation petitions which resulted in additional irregular boundaries.

By the end of 2002, the City had completed several additional smaller annexations in the northwest portion of the community which principally established the current City boundaries.

In 2014, the City of Clive and City of Waukee mutually entered into a boundary adjustment agreement, and since then the City Clive has been successful in annexing approximately 100 acres of additional property.



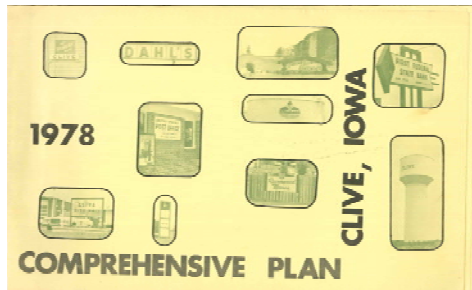
### PREVIOUS COMMUNITY PLANS

The City has prepared three previous comprehensive plans, in 1962, 1978 and 1998. Each of the previous comprehensive planning efforts were brought about due to the need to address traditional growth related issues such as land use, infrastructure and transportation needs.

The 1962 plan focused on fostering the principals necessary to move the City from a town of approximately 750 residents to a vibrant City that had an appropriate mix of commercial retail, employment industries, housing, open space and community facilities. What is now part of the City's Greenbelt was conceptualized in this early plan.



With the construction of a regional sanitary sewer system and connection to the Des Moines Water Works infrastructure, the City of Clive experienced its greatest growth from during the period between the early 1960's to the mid 1970's when the population grew to approximately 4,300 residents. In response to this tremendous growth, the City determined that a new comprehensive plan was necessary.



In 1978, the City developed a new comprehensive plan that provided for the continued controlled growth and expansion of the community. The comprehensive plan anticipated the

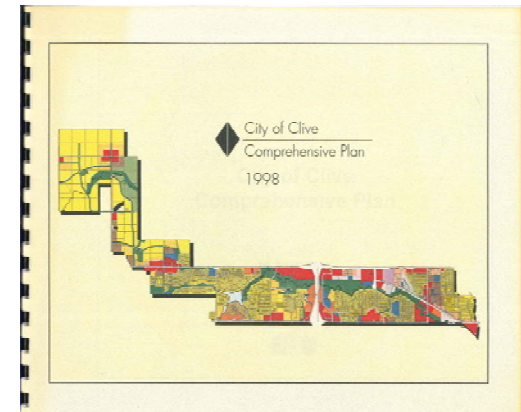
growth horizon to a population of approximately 10,000 residents, but the plan also began to lay the groundwork for potential annexations west of the interstate.

The City continued to experience expansion and jumped across the interstate in 1987. At the time of the annexation, the City completed a Land Use Plan that established the framework for the infrastructure and transportation needs for the expected high end residential neighborhood to be developed around Country Club Lake.

Similar to the previous annexation, the City completed a Land Use Plan following the 1991 and 1994 annexations. At that time, there was some concern that the previously completed small area plans had resulted in the development of the community that lacked cohesion or a sense of connectedness.

As a result, the City began the process of developing of a new comprehensive plan in 1996. The objectives of the plan were to identify a means of creating a civic identity, provide

for efficient public services to its new neighborhoods, achieve greater diversity in the City's mix of housing, and integrate diverse land uses in order to create more functional neighborhoods.



The plan provided the direction for the development of the areas currently described as the northern neighborhoods, identified the need for a "city center" at the approximate location of the current city hall, established the need for consideration of the redevelopment of NW 86th Street and reinforced the need to continue with the expansion of the Greenbelt and other connected park facilities.

The City continued to experience significant expansion in the northwest portion of the community consistent with the vision identified in the 1998 comprehensive plan. In order to more specifically define the details for development in these areas, the City completed the first of three small area plans: Northern Neighborhoods Phase I (2000), Northern Neighborhoods Phase II (2003), and Northern Neighborhoods Phase III (2007) master plans. Development within each of the neighborhood areas has commenced and it is expected

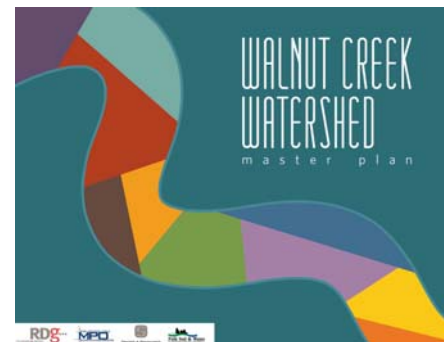
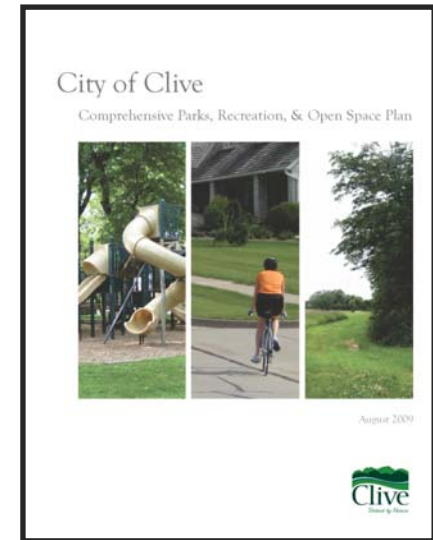
that most of the City's future development will occur in these areas.

In addition to the Northern Neighborhood plans, the City also undertook the development of the NW 86th Street Corridor Plan in 2004. The NW 86th Street Corridor Plan established the framework for the long-term redevelopment of the 1-mile long corridor from Hickman Road to University Avenue.



Although substantial public sector improvements have been made to improve traffic flows and aesthetics along the edges of the street, there has only limited private redevelopment in this area to date.

The Parks and Recreation Department undertook the development of a Comprehensive Parks, Recreation and Open Space Plan in 2009. The purpose of the planning effort was to identify enhancements to the existing high quality parks and develop a vision for future improvements. Implementation of the plan is currently on-going.



2014 began the process of re-imagining the future of the City's Greenbelt. The process of developing a comprehensive Greenbelt Master Plan is nearly complete with

the final document expected to be considered for approval by the end of 2016.

**WALNUT CREEK WATERSHED MASTER PLAN**  
Strategic Framework

1. Reduce flooding through improved stormwater management and soil health.
2. Improve water quality, with an emphasis on sediment, nitrate, phosphorous and E.coli reductions.
3. Enhance recreation and public health through improved water quality, habitat restoration, stream accesses, improved connectivity to parks/trails, and cultural opportunities.
4. Deliver enriched conservation education and programming.
5. Support community vitality and maintain economic health through implementing multi-purpose projects.
6. Develop ongoing means for collaboration and implementation of effective policies and practices.

In late 2014, the City of Clive, in partnership with 7 other local jurisdictions, Polk County and the Polk and Dallas County Soil Water Conservation Districts began the development of the Walnut Creek Watershed Master Plan. The plan is nearing completion and outlines a 10 year process to initiate progress to improve the water quality and watershed health through 6 key strategies:

In 2010, the Greater Des Moines region—a 542 square mile area that includes the City of Des Moines and 16 surrounding communities—undertook a regional planning initiative termed The Tomorrow Plan. The plan was supported by a grant from the Partnership for Sustainable Communities, which is a joint effort of the U.S. Department of Housing

and Urban Development, the U.S. Department of Transportation, and the Environmental Protection Agency.

**Goal 1: Create a resilient regional economy**

- A. Develop vibrant, walkable employment and residential nodes dispersed throughout the Greater Des Moines area and connected to one another by multimodal corridors.
- B. Provide many means of access and transportation throughout the region.
- C. Create an innovation core for advanced manufacturing, biotechnology, and information technology.
- D. Enhance Greater Des Moines' digital infrastructure.
- E. Grow and retain existing companies.
- F. Expand and enhance preparation for the world of work, including retraining.

**Goal 2: Improve the region's environmental health and access to the outdoors**

- A. Promote use of renewable energy and reduce energy consumption.
- B. Minimize the waste stream, emphasizing waste reduction.
- C. Build a region-wide greenways system.
- D. Develop a regional stormwater approach using natural systems.
- E. Expand tree canopy and regional park capacity- acres, facilities, programs, and connections.

**Goal 3: Further the health and well-being of all residents in the region**

- A. Ensure diverse housing choices- in terms of costs, style, and location- throughout the region.
- B. Make walking, biking, and using public transportation as viable as driving.
- C. Make healthy choices intuitive.
- D. Provide access to healthy food.
- E. Encourage and celebrate community building.
- F. Promote community/regional heritage, character, and historic preservation.
- G. Create Zest, a committee to reflect and celebrate our diversity, and spark regional "wow" factors.

Cont.



**Goal 4: Increase regional cooperation and efficiency at all levels**

- A. Leverage the on-going work of the MPO to serve as the entity to address monitoring and implementation of The Tomorrow Plan.
- B. Develop a Regional Infrastructure Coordinating Committee.
- C. Maintain on-going educational efforts for the development and maintenance of healthy communities.
- D. Leverage The Tomorrow Plan to secure and award funding for regional benefit.
- E. Explore the merits of regional alternative revenue sources.

In 2013, the Tomorrow Plan was adopted by the City of Clive, as well as 16 other jurisdictions. The plan currently identifies a number of strategic opportunities that have the potential to deliver directly on the established goals while creating a compelling vision of a dynamic, vibrant region of lasting value for the Greater Des Moines region.

In 2012, the City Council undertook a Strategic Planning process that established the Clive Vision 2030. The City Council's vision is that:

- Clive 2030 is a beautiful and safe city with great residential neighborhoods.
- Clive 2030 provides exceptional family living and opportunities for personal wellness.
- Clive 2030 has the distinct Clive Greenbelt and revitalized NW 86th Street corridor/neighborhood.
- We take pride in Clive.

With the City's long history of orderly growth beginning to come to an end due to the finite opportunities for new development, the City of Clive is now ready to embark in the development of its next comprehensive plan. It is expected that this comprehensive plan will differ from the previous efforts in that the primary questions to be addressed are not necessarily about how to manage growth, but are more likely to be oriented around the question of "What does the City want to be when it grows up?"

## REGIONAL CONTEXT

Today, the City of Clive geographic boundary contains approximately 7.71 square miles and 15,447 residents as of the 2010 US Census. Des Moines's western suburbs have been the location of much of the region's growth for the past several decades. Clive steadily moved westward from its original 2 square miles, until its boundaries adjoined those of Waukee, West Des Moines and Urbandale, which stopped the City's expansion.

**Windsor Heights** - The City of Windsor Heights comprises approximately 1.41 square miles. With a population of 4,860 people as of the 2010 US Census, Windsor Heights shares a city boundary with Clive's eastern edge along 73<sup>rd</sup> Street and North Walnut Creek. Windsor Heights is a completely built-out community with no opportunity for greenfield growth. Because of the landlocked nature of the community, growth efforts have been focused on redeveloping the aging commercial areas, including the commercial area along University Avenue, as a mixed use Town Center and the repurposing of commercial areas along Hickman Road. Overall, Windsor Heights has done a good job at promoting the City as a unique place within the Des Moines metro area by continuing to attract new businesses, new development, and new residents.

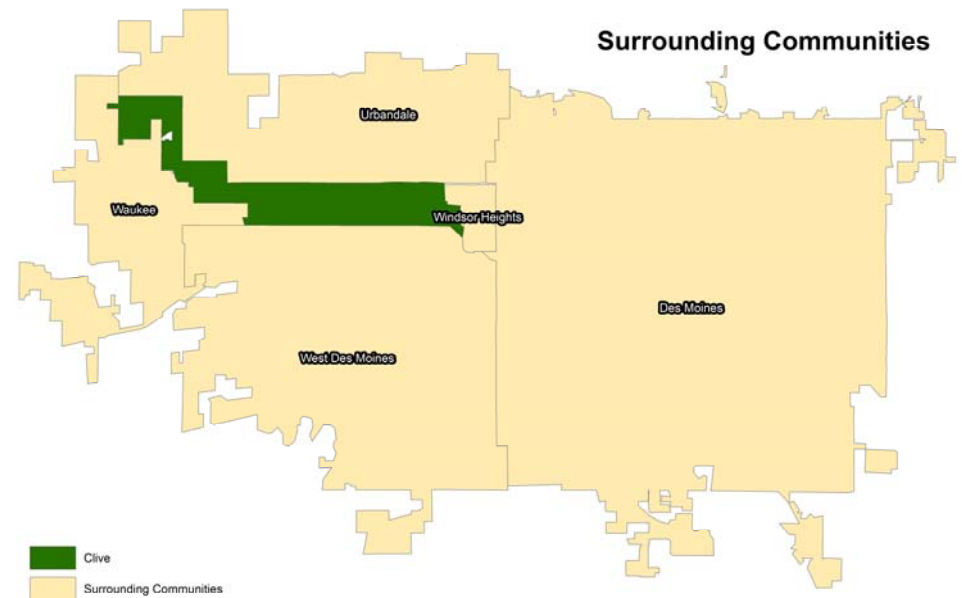
**Urbandale** - The City of Urbandale is a community of approximately 21.94 square miles and shares Clive's northern border. It has a population of 39,463 as of the 2010 US Census. Portions of this boundary are built-out; however, there is also a substantial amount of land to be developed along the western portion of the boundary. The two cities generally cooperate to ensure that adequate and efficient infrastructure is provided to the residents and businesses along the shared boundary. Additionally, the cities are partners on a number of shared service agreements which aid in the efficient delivery of service.

According to the Urbandale Comprehensive Plan adopted in 2003, a majority of the shared boundary is projected to be residential. The primary focus of growth for Urbandale is residential in the expanding western portion of the City and reinvestment and redevelopment of the existing commercial areas.

**West Des Moines** - West Des Moines is Clive's neighbor to the south, sharing a border along University Avenue. The major employment centers between University Avenue and Westown Parkway in West Des Moines have fueled much of the residential demand in Clive. West Des Moines has grown rapidly in the past decade, increasing from 27.65 square miles to 39.48 square miles and from 46,403 people to 56,609 people as of the 2010 US Census. Much of this growth and the anticipated future growth will occur in the western and southern portions of West Des Moines. Much of the border between Clive and West Des Moines has been built-out; however, the two cities continue to cooperate and are partners on a number of shared service agreements.

**Waukee** - The City of Waukee has become one of Iowa's most rapidly growing cities and shares an irregular border with Clive's western edge. Waukee currently encompasses 12.99 square miles and 13,790 residents as of the 2010 US Census (a significant increase from 8.43 square miles and 5,126 people in 2000). A significant portion of the boundary between the two cities is

currently undeveloped. Since the previous annexation disputes, there has been a higher level of cooperation between the two cities; however, there are several remaining issues associated with the shared border that will need to be addressed in order to effectuate logical and efficient growth. The Waukee Comprehensive Plan, adopted in 2008, shows much of the future growth of Waukee occurring to the west and south, with a major focus on the area surrounding Interstate 80. With the recent approval of the Alices Road interchange at I-80, it is anticipated that growth along that corridor will be significant.





## GOVERNANCE

The City of Clive operates under a Council-Manager form of government. The City Council is comprised of the Mayor and five Council Members who are elected on an at-large and non-partisan basis. The routine day to day operations of the City's business, beyond the tasks associated with the Mayor and Council, are carried out by the City Manager and City staff.

In addition to the City Council, the City of Clive has established 6 additional boards and commissions to perform various tasks related to the operation of City business. These boards and commissions are outlined below.

**Board of Adjustment:** The Board of Adjustment is established in accordance with Chapter 414 of the Code of Iowa to hear and decide appeals where it is alleged there is an error in any order, requirement, decision, or determination made by the Community Development Director in the enforcement of the City Zoning Ordinance.

**Civil Service Commission:** The Civil Service Commission oversees the testing, hiring, and appeal of discipline for police officers. Established by the Code of Iowa, Chapter 400.1, the Commission must follow guidelines and mandates set forth in that law.

**Library Board:** The Library Board of Trustees is established in accordance with Chapter 392.5 of the Code of Iowa to set policy for the operation of the library. The board provides recommendations to the Library Director regarding budgeting for the department.

**Parks Board:** The Parks & Recreation Board is an advisory board established to guide and advise staff on the need for parks and recreation facilities. The Board is responsible to hear citizen concerns and encourage leisure time programs for residents of all ages.

**Planning and Zoning Commission:** The Planning and Zoning Commission acts as an advisory board to the City Council on land use and zoning matters as provided in Chapter 414 of the Code of Iowa and the City Zoning Ordinance.

**Public Arts Advisory Commission:** The Clive Public Arts Advisory Commission acts in an advisory capacity to the City Council on matters pertaining to visual public art within the city. The Commission develops a general policy for inclusion and approval of visual art in public places and projects as well as informs and educates the public about the importance and need for visual arts integration within public spaces, including parks, green space, and city facilities.

The City of Clive's day to day operations are carried out by seven departments that are contained within various buildings within the City limits.

**Administration:** The City Clerk's office is the link between the residents of the community and their government. The clerk's office is the historian of the community for the recorded City history. The City Clerk's office manages the financial and human resource functions for the City. In addition, this department coordinates and maintains the City Code, as well as covering proceedings of the City Council.

**Community Development:** The Community Development Department provides professional services related to planning and zoning, building construction, and engineering. The department is responsible for the development and implementation of various long-range plans, reviewing and approving development proposals for new construction, code enforcement actions, and the implementation of capital improvement projects.

**Fire:** The Clive Fire Department provides fire prevention and protection, community education, and emergency medical services for the citizens of Clive. The Clive Fire Department also provides mutual aid to areas outside of the City. The Clive Fire Department has expanded over the years due to the changing needs of the community and now operates with a hybrid paid-on-call/career staffing model.

**Leisure Services:** In 2014, the library and parks and recreation departments were merged to form the Leisure Services Department. The library's mission is to foster and support lifelong learning and enjoyment by providing information and other resources to all members of our community. The Library offer services for all ages, but is probably best known for its exceptional children's services. The Parks & Recreation Department is responsible for the maintenance and operations of all of the City's parks, the Clive Aquatic Center, and the Greenbelt Park. The Department also plans and manages a wide range of recreation programs for all age groups from pre-schoolers to active older adults.

**Police:** The Clive Police Department strives to work in partnership with the community to provide public safety, to promote community service, and to enhance the quality of life within the City of Clive. The full time police force provides service to the citizens of the Clive and others in the metro area through a number of mutual aid agreements.

**Public Works:** The Public Works Department maintains essential infrastructure including the City's water mains, sanitary sewers, storm sewers, streets, street lights, and communication systems. Additionally, the department provides a range of other services including street cleaning, snow removal, sidewalk repair, and mosquito control.

## GOVERNMENTAL COLLABORATION

Governmental collaborations and shared service agreements allow for aligned governmental agencies to leverage assets in order to provide higher quality services and/or deliver services in a more cost effective manner. The City of Clive has taken advantage of the opportunities in this area and participates in a number of governmental collaborations and shared service agreements with neighboring communities as well as the Des Moines metropolitan area as

a whole. Although not all inclusive, the list below attempts to provide a perspective on the breadth and nature of the partnerships with which the City of Clive is involved:

**BRAVO Greater Des Moines:** The Region's Arts Council is a nonprofit organization committed to strengthening the metro area's arts and cultural community as a key element of a world-class quality of life. In 2012, more than \$2.2 million was awarded to support 51 metro area organizations. The City of Clive partially funds the operations of BRAVO with an annual appropriation from hotel/motel tax revenue (2/7ths of Clive's revenue).

**DART (Des Moines Area Regional Transit Authority):** DART is the largest public transit agency in Iowa, serving 19 cities in and around Polk County including Ankeny, Altoona, Alleman, Bondurant, Carlisle, Clive, Des Moines, Elkhart, Granger, Grimes, Johnston, Mitchellville, Pleasant Hill, Polk City, Runnells, Sheldahl, Urbandale, Windsor Heights, and West Des Moines. DART has property tax levying authority.

**Des Moines Area Metropolitan Planning Organization:** The MPO serves over a half a million people in central Iowa. The MPO focuses on establishing a comprehensive, coordinated, and continuing transportation planning process that facilitates the appropriation of federal funds. The City of Clive partially funds the operations of the MPO with an annual per capita appropriation.

**Greater Dallas County Development Alliance:** The Alliance's goals include the protection and enhancement of economic, social, and environmental resources through retention, expansion, and fostering of business investments and the enhancement of community attributes. The City of Clive partially funds the operations of the Alliance with an annual appropriation from hotel/motel revenue.

**Greater Des Moines Convention and Visitors Bureau:** The CVB offers travel information for visitors, group tour planners, and meeting planners. The organization supports the cities of Altoona, Ankeny, Clive, Des Moines, Grimes, Indianola, Johnston, Perry, Pleasant Hill, Polk City, Urbandale, West Des Moines, and Windsor Heights. The City of Clive partially funds the operations of the CVB with an annual appropriation from hotel/motel tax revenue (2/7ths of Clive's revenue).



**Greater Des Moines Partnership:** The Partnership provides resources for moving or expanding a business to Greater Des Moines, employment opportunities, information about the area, and updates on the Partnership's programs and events. Through economic development, the Partnership works regionally to recruit and assist new and expanding businesses. The City of Clive partially funds the operations of the Partnership with an annual appropriation from hotel/motel revenue.

**HAZMAT:** The City of Des Moines, Polk County and six surrounding communities collaborate on the funding of one regional HAZMAT team. The HAZMAT team is located in the City of Des Moines.

**Iowa Storm Water Education Program:** ISWEP's mission is to provide education, outreach, technical resources, and training programs promoting positive action to protect and improve water quality in Iowa. The City of Clive partially funds ISWEP with an annual per capita appropriation from the storm water enterprise fund.

**Joint Fire Training Facility:** The City of Clive, City of Urbandale and the City of Windsor Heights partnered towards the construction and operations of a shared fire training facility located in Urbandale.

**Metro Waste Authority:** MWA is an independent government agency comprised of 15 member communities, one county and six planning members. Established in 1969, MWA was designed to manage the landfill for the Polk County area. MWA is fully funded through operations.

**Metro Salt Storage Facility:** Several metropolitan communities partnered towards the construction and operation of a shared salt storage facility located in the City of Grimes. Additionally, the participating communities collaborate on the bulk purchasing of salt materials.

**Mid-Iowa Narcotics Enforcement Drug Task Force:** The City of Clive is a participant and provides personnel resources in the M.I.N.E. task force. The purpose of M.I.N.E is to provide law enforcement assistance between each of the participating communities and to jointly exercise law enforcement authority within each participating community's respective jurisdiction, to investigate illegal drug trafficking, manufacturing, and use, as well as vice-related criminal activity in central Iowa.

**Walnut Creek Watershed Management Authority:** The City of Clive and seven other local jurisdictions, Polk County, and Polk and Dallas Soil Water Conservation Districts partner in promotion and improvement of water quality and water quantity concerns within the watershed.

**WestCom:** The cities of Clive, Norwalk, Urbandale, and West Des Moines and Waukee jointly own and operate a shared communication dispatch center for emergency services. The dispatch center is physically located in the City of West Des Moines.

**Westside Fire Station:** The cities of Clive and West Des Moines jointly own and operate a shared fire station. The station is located near University and Country Club Boulevard and is strategically located to provide service within the western portion of both cities.

**WestNet-** The City of Clive, City of Urbandale, City of West Des Moines, West Des Moines School District and Iowa Communications Network partnered in the installation and maintenance of shared fiber optic facilities.

**WestPet-** The City of Clive, City of Urbandale and City of West Des Moines, partnered partners as an entity for the purposes of animal control and pet licensing.

## CITY FACILITIES

The City of Clive operates a City Hall facility (1900 NW 114<sup>th</sup> Street) which provides access to the Public Library and recreational programs of the Parks and Recreation Department. The City Hall facility also accommodates the City Administration and Community Development offices.

The Parks and Recreation Department operates 15 parks throughout the community and the Greenbelt Trail. Many of the parks have shelter buildings which provide opportunities for community gatherings. The department

also operates the Clive Aquatic Center (1801 NW 114<sup>th</sup> Street) which contains four outdoor water bodies. The Parks Maintenance facility is located in Campbell Park (1885 Woodland Parkway).

The Police and Fire Departments are co-located in a facility located at 8505 Harbach Boulevard. The Fire Department also has joint ownership of a second fire station located at 1801 68<sup>th</sup> Street in the City of West Des Moines.

The Public Works Department, including facilities for equipment and material sheltering, is located at 2123 NW 111<sup>th</sup> Street.

### HEALTH AND HUMAN SERVICES

The City of Clive does not currently provide direct community, family or youth services. Those services are offered to Clive residents through Polk County and other non-profit organizations. Polk County operates six multi-purpose senior centers and ten dining centers with the nearest facility located in West Des Moines (318 5<sup>th</sup> Street in Valley Junction).

Centers offer a variety of activities and classes on a daily basis. Additionally, six of the facilities offer health clinics that provide dental and medical screenings.

In addition to the Polk County facilities, there are 19 homeless shelters in the Des Moines metropolitan area.

### PLACES OF WORSHIP

There are a number of faith-based organizations that provide service within the City of Clive. The following four have permanent physical locations with the City.

Heartland Presbyterian	14300 Hickman Road
Living Faith Lutheran	2180 NW 142 <sup>nd</sup> Street
Celebration	2000 NW 100 <sup>th</sup> Street
Faith Lutheran	10395 University Avenue

### CHILD CARE

As licensed by the Iowa Department of Human Services, there are eight child care facilities within the City with a total provider capacity of 800. In addition to the licensed facilities, there are 12 registered home-based providers with a capacity of 120. Home-based providers caring for not more than five children are not required to register with the State.

### HEALTHY LIVING

According to the Gallup-Healthways Well-Being Index (WBI), the State of Iowa had a WBI of 68.1 which ranked 9<sup>th</sup> in the nation. Within the State, the Des Moines/West Des Moines Metropolitan Statistical Area ranked 21<sup>st</sup>. The WBI is the pre-eminent source for well-being data in the United States and uses the average of six sub-indexes: Life Evaluation, Physical Health, Emotional Health, Healthy Behavior, Work



	Iowa	Polk	Dallas
<b>HEALTH OUTCOMES RANKING</b>			
<b>Mortality (ranking)</b>		64	22
Premature death	6,012	6,258	4,591
<b>Morbidity (ranking)</b>		69	66
Poor or fair health	12%	11%	10%
Poor physical health days	2.8	2.8	3.1
Poor mental health days	2.7	2.9	2.8
Low birth weight	6.8%	7.1%	7.0%
<b>HEALTH BEHAVIORS (RANKING)</b>			
<b>Health Behaviors (ranking)</b>		40	5
Adult smoking	19%	20%	14%
Adult obesity	29%	28%	30%
Physical inactivity	25%	24%	23%
Excessive drinking	20%	20%	20%
Motor vehicle crash death rate	15	11	12
Sexually transmitted infections	313	384	82
Teen birth rate	33	44	24
<b>Clinical Care (ranking)</b>		16	22
Uninsured	10%	9%	8%
Primary care physicians	1,492:1	1,251:1	5,998:1
Preventable hospital stays	63	53	50
Diabetic screening	88%	88%	88%
Mammography screening	71%	70%	68%
<b>Social &amp; Economic Factors (ranking)</b>		51	2
High school graduation	89%	88%	95%
Some college	67%	71%	79%
Unemployment	6.1%	6.1%	5.1%
Children in poverty	16%	15%	8%
Inadequate social support	16%	16%	15%
Children in single-parents HH's	27%	29%	20%
Violent crime rate	291	397	146
<b>Physical Environment (ranking)</b>		48	55
Air pollution-ozone days	0	0	0
Access to recreational facilities	11	15	13
Limited access to health foods	6%	7%	10%
Fast Food restaurants	44%	48%	43%

Environment, and Basic Access. The WBI is being utilized in the State’s Blue Zone Projects.

A more localized reporting of health data, the Polk County Health Chartbook and Dallas County Health Chartbook produced by the Child and Family Policy Center, ranked Polk County 64<sup>th</sup> and Dallas County 22<sup>nd</sup> in overall health outcomes in the State.

Private healthcare demands in the City of Clive are generally provided by the clinics and facilities of the Mercy Health Network, Iowa Health System or the Iowa Clinic. Each of the medical groups has facilities either in the City of Clive or within one of the surrounding communities. The Mercy Health Network (Mercy Westlakes Hospital - 146 bed full service community hospital) and Unity Point Health (Methodist West Hospital - 95 bed full service community hospital) operate hospital facilities on University Avenue in the City of West Des Moines.

Additionally, the YMCA operates the Healthy Living Center (12493 University Avenue) which is on the leading edge of providing “medically integrated” programs in a unique healing environment.

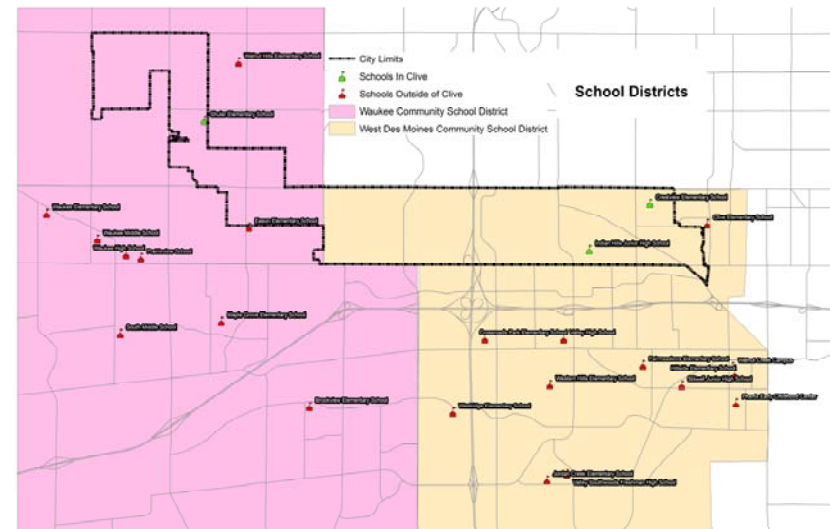
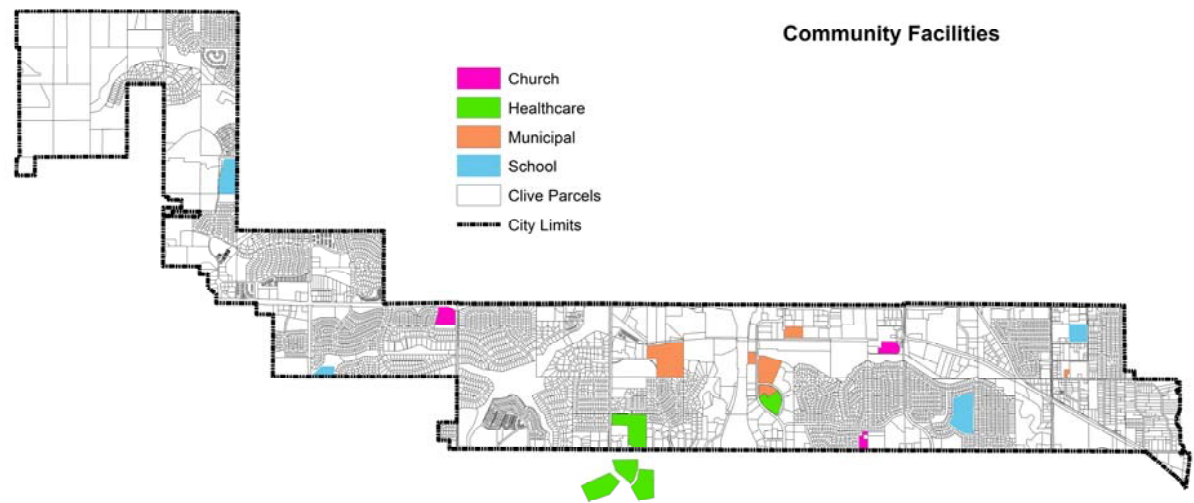
## SCHOOLS

Clive does not have its own school district, so school age residents attend class in the Waukee School District or the West Des Moines School District, depending on which portion of the community they reside. Both districts are growing and offer excellent educational opportunities. Clive residents also have access to several private

schools: Des Moines Christian, Iowa Christian Academy, and Dowling Catholic High School, among others. Shown in the map to the right are the community facilities previously discussed.

Residents in the Polk County portion of the community attend public school in the West Des Moines School District. The West Des Moines Community School District serves more than 55,000 residents in the western portion of Polk County – West Des Moines and Clive, parts of Urbandale and Windsor Heights, and nearby rural areas. Nationally recognized for excellence, the district is the ninth largest in the state. The schools that Clive children attend are listed below.

Residents in the Dallas County portion of the community attend public schools in the Waukee School District, which is the fastest growing school district in the state of Iowa; it has more than 850 staff members serving more than 7,000 students in grades preschool through twelfth grade. The schools serve students from Clive, Urbandale, Waukee, and West Des Moines as well as open enrollment students from other communities outside the 55





square miles of the district boundaries. There are currently ten school buildings operating in the district including six elementary schools, two middle schools, one ninth grade building, and one high school.

### FINANCIAL HEALTH

The City's financial position is expected to exhibit ongoing stability due to several factors: Continuing tax base expansion, substantial financial flexibility, and manageable debt position.

*Tax Base Expansion:* The City's current full valued tax base is estimated at approximately \$1.9 billion (2012 full valuation), which represented an approximately 1% increase from the

Assessment Year	100% Actual Value	Taxable Value w/Rollback	Taxable TIF Increment
2007	\$1,820,391,888	\$1,022,304,388	\$116,911,560
2008	\$1,885,900,553	\$1,075,074,918	\$120,326,123
2009	\$1,901,099,435	\$1,078,994,775	\$141,485,802
2010	\$1,934,153,897	\$1,119,031,813	\$142,968,167
2011	\$1,909,307,210	\$1,129,049,183	\$127,564,003
2012	\$1,927,410,306	\$1,166,781,776	\$121,677,110

Source: City of Clive

previous year. Prior to the modest decline in 2011, the tax base has expanded at an annual rate of approximately 3.8% since 2006.

Although the City has a relatively strong mix of residential to non-residential tax base, the primary expansion of the tax base over the last several years has been associated with continued construction of higher end single family residential homes. Since 2006, over 350 new homes generated more

	100% Actual Value	% Gross Valuation	Valuation w/ Rollback	% Gross Valuation w/ Rollback
Residential	\$1,317,586,420	72.98%	\$686,907,080	58.82%
Commercial	\$441,894,517	24.48%	\$441,894,517	37.84%
Industrial	\$15,714,500	.87%	\$15,714,500	1.35%
Railroad	\$310,486	.02%	\$310,486	.03%
Utilities	\$8,511,768	.47%	\$8,511,768	.73%
Gross Valuation	\$1,805,463,497	100%	\$1,167,804,080	100%
Less Military Exemption	(\$1,022,304)		(\$1,022,304)	
Net Valuation	\$1,804,441,193		\$1,166,781,776	

\* taxable value rollback rate was 52.8166% of Actual Value for residential property; 59.9334% of Actual Value for agricultural property; and 100% of Actual Value for commercial, industrial, railroad and utility property.

Source: City of Clive

than \$120,000,000 of additional tax base (average new home valued at approximately \$340,000). Based on the preliminary platting activity and the pace of new home construction over the last three years, it is anticipated that the residential new construction trend will continue for the next several years.

Taxpayer	Type of Property/Business	2011/2012 Taxable Value
Clive Wellness Campus	Commercial/Medical/Recreational	\$40,676,900
MD Realty LLC		\$11,480,000
Clive Wellness Campus Bldg 1 LLC		\$13,770,000
Clive Oncology Center LLC		\$7,320,000
Clive Wellness Campus Bldg 5 LLC		\$5,960,000
Undeveloped Land		\$2,146,900
Mercy Properties	Commercial/Medical	\$17,820,000
RJW LLC	Commercial/Auto Sales	\$17,230,000
Capital I Enterprise	Commercial/Retail	\$15,350,000
NCMIC Group, Inc.	Commercial/Office	\$15,000,000
Silvercrest Woodlands LP	Commercial/Senior Housing	\$14,151,000
Menards, Inc.	Commercial/ Retail	\$13,850,000
Wedum Walnut Ridge, LLC	Commercial/Senior Housing	\$12,819,450
University Park Improvements, LLC	Commercial/Retail	\$12,000,000
Wells Fargo Home Mortgage, Inc.	Commercial/Banking	\$11,880,000
Source: City of Clive		

As of January 1, 2012, the composition of the full valued tax base is as follows:

Of the City's current \$441,894,517 commercial tax base, the top ten largest taxpayers represent approximately 39% of the base.

The top 17 largest taxpayers, which is inclusive of Glacier Properties (residential rental property holdings), equals approximately 50% of the commercial tax base within the City.

*Financial Flexibility:* The City's current General Fund tax

	FY 11/12 Levy Rate	FY 12/13 Levy Rate
Des Moines	\$16.58	\$16.91
Norwalk	\$16.35	\$15.69
Waukee	\$13.50	\$13.50
Grimes	\$12.90	\$12.90
West Des Moines	\$12.05	\$12.05
Ankeny	\$11.18	\$12.02
Pleasant Hill	\$11.65	\$11.65
Johnston	\$11.10	\$11.29
Clive	\$9.54	\$9.98
Urbandale	\$9.52	\$9.62
Altoona	\$9.14	\$9.14
Source: City of Clive		



rate (Fiscal Year 2013-2014) is \$7.17, which is the same rate as the previous year.

The City's financial operations are supported by significant taxing authority that remains under the General Fund statutory cap of \$8.10 per \$1,000 of assessed value. Additionally, the City has maintained a healthy reserve which is annually targeted at approximately 25% of revenue (currently estimated at approximately 26%).

The City's tax rate is competitive with all other communities in the metropolitan area as shown in the table below.

At the current levy rate, the City would have the flexibility to raise approximately \$1.0 million of additional revenue if the levy rate was increased to the maximum allowed (\$8.10/\$1,000 of assessed value w/rollback). The City also retains the ability to utilize the \$0.27 Emergency Levy (equivalent to approximately \$300,000 in revenue) and has authority to levy for an additional \$1.2 million (Trust and Agency) to support employee benefits and insurance costs that are currently paid out of the General Fund.

Additionally, the City has an automated traffic enforcement system operating which generates approximately \$750,000 of annual revenue that is used solely for general fund expenses in

\* In 2014, the Clive City Council made the decision to remove the automated traffic enforcement system.

the Police and Fire Departments.

In addition to the General Fund, the City finances include four additional enterprise funds: Road Use, Water, Sanitary Sewer, and Storm Sewer.

**Road Use Fund:** Nearly all of the roadway maintenance and administration is funded within this enterprise account. Revenue for the road use fund is provided through the State of Iowa Road Use Tax Fund with the payment based on a rate of \$90.50/capita. Fiscal Year 2012-2013 revenues were \$1,465,164 and expenses were \$1,174,898.

Although not specifically a part of the Road Use fund, the City of Clive has instituted a 5% franchise fee on electric and gas utility bills in order to supplement the funding needs associated with the City's pavement management program. This funding source generates approximately \$1.0 million that is dedicated to roadway repair.

**Water Fund:** The operation and maintenance of the City's water system is funded within this enterprise account. The

(X 1,000 gallons)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Domestic Water Usage	437,555	445,247	436,239	430,461	443,375
Irrigation-Residential	76,394	69,574	57,388	96,765	141,569
Irrigation-Commercial	47,125	45,078	35,967	49,865	75,882
Total Water Usage	561,074	559,899	529,594	577,091	660,826
Source: City of Clive					

production of water (domestic and irrigation) is handled as a wholesale purchase from the Des Moines Water Works through a 28-E collaboration. The wholesale cost of water has been increasing at a significant rate over the last five years due to increases in the costs of goods sold and an increase in operating funding for capital expenses (average annual rate increase of 12.6%). The current wholesale rate

is \$1.46 and it is anticipated to increase at an average annual rate of approximately 5%.

With the increased wholesale costs and uncharacteristically wet weather over the last several years, the annual amount of water sold has significantly declined to approximately 5,300,000 gallons in Fiscal Year 2010-11. Since that time, the uncharacteristically dry weather has resulted in a significant increase in the amount of water sold for irrigation purposes.

Revenue generated was approximately \$5.3 million in Fiscal Year 2012-13. The current rate charged per 1,000 gallons is marginally higher than our neighboring communities.

Operating expenses (including debt service) were approximately \$3.8 million in Fiscal Year 2012-13. At the end of Fiscal Year 2012-13, cash balance as a percentage of operating expenses was approximately 131%.

**Sanitary Sewer Fund:** The operation and maintenance of

General Rate	FY 2009	FY 2010	FY 2011	FY 2012
User Rate / 1,000 Gallons	\$5.92	\$7.10	\$7.10	\$7.10
<b><u>Irrigation Rates-Residential</u></b>				
0 to 7,500 Gallons	\$5.92	\$7.10	\$7.10	\$7.10
7,501 to 15,000 Gallons	\$6.69	\$8.03	\$8.03	\$8.03
15,001 to 30,000 Gallons	\$8.55	\$10.26	\$10.26	\$10.26
30,001 + Gallons	\$9.74	\$11.69	\$11.69	\$11.69
<b><u>Irrigation Rates-Commercial</u></b>				
Avg \$/1,000 Gallons -Res & Com	\$5.22	\$6.40	\$7.50	\$7.10
Avg \$/1,000 Gallons-Irrigation Res	\$5.83	\$7.13	\$8.29	\$8.29
Avg \$/1,000 Gallons-Irrigation Com	\$5.85	\$7.12	\$8.50	\$8.50

Source: City of Clive

\* The FY16/17 water utility rate for domestic service is \$7.10 per gallon, and the irrigation rate is a flat rate of \$7.10 per gallon for residential, and a flat rate of \$8.47 per gallon

Operating Revenues	FY 2009	FY 2010	FY 2011	FY 2011
Usage Fees	\$1,528,302	\$1,592,138	\$1,657,578	\$1,748,745
Availability Charge	\$266,695	\$289,442	\$308,115	\$317,570
USSD/WH Inc.	\$200,000	\$200,000	\$200,000	\$200,000
WDM Inc.	\$0	\$0	\$0	\$104,412
Miscellaneous	\$55,566	\$22,702	\$16,048	\$12,000
Total Op. Rev.	\$2,050,562	\$2,104,282	\$2,181,741	\$2,382,727

Source: City of Clive



the City's sanitary sewer system is funded within this enterprise account. The conveyance (trunk sewers) and treatment is handled by the Wastewater Reclamation Agency (WRA) which is a regional organization created through a 28-E collaboration.

The annual total meter flow to the treatment plant from the City has remained steady over the last several years (4,500,000 gallons). Revenue generated was \$2.1 million in Fiscal Year 2011-12. The current rate charged per 1,000 gallons is competitive with our neighboring communities.

Operating expenses (including debt service) were approximately \$2.05 million in Fiscal Year 2012-13. At the end of Fiscal Year 2012-2013, cash balance as a percentage of operating expenses was 204%. It is anticipated that a por-

Rates: (Per Month/per ERU)	FY 2009	FY 2010	FY 2011	FY 2012
Undeveloped	\$0.00	\$0.00	\$0.00	\$0.00
Residential	\$4.00	\$5.00	\$5.05	\$5.17
Commercial	\$4.00	\$5.00	\$5.05	\$5.17
Avg. # of Residential Cust.	4,849	4,924	5,015	5,015
Avg. # of Commercial Cust.	375	374	374	375
Avg. \$ / Resi. Cust./Mo.	\$4.48	\$5.41	\$5.30	\$5.43
Avg. \$ / Com. Cust./Mo.	\$58.81	\$76.02	\$80.55	\$82.46
Source: City of Clive				

tion of the significant cash balance will need to be allocated for several large capital improvement projects scheduled through the WRA.

**Storm Sewer Fund:** The operation and maintenance of the entire storm sewer system (exclusive of private conveyance/detention facilities) is funded within this enterprise account. The storm sewer utility was created, including the implementation of a monthly storm water fee, in 2006 in response to the issuance of NPDES MS4 permit issued to the City.

The current rate charges result in revenue of approximately \$700,262 for Fiscal Year 2012-13. Operating expenses (no current debt service) were \$324,609 in Fiscal Year 2012-13. At the end of Fiscal Year 2012-13, cash balance (approximately \$1.0 million) as a percentage of operating expenses was 384%. It is anticipated that portion of the significant cash balance will need to be allocated for several large capital improvement projects.

**Debt Position** - The City's debt profile is expected to remain manageable given ongoing appreciation of the tax base and rapid amortization of outstanding principal. The City has maintained an Aa1 Moody's rating of its outstanding general obligation debt (\$63.1 million current outstanding general obligation debt as of June 30, 2012) for several years. Of the \$63.1 million of current outstanding general obligation debt, over 60% of the principal is scheduled to be repaid

over the next 5 years and over 95% of the principal is scheduled to be repaid within 10 years.

Based on the current total taxable valuations within the City of Clive, the City retains the ability to obtain additional debt financing up to its statutory debt limit of approximately \$90.2 million.

The current debt service levy is \$1.48 per \$1,000 of assessed value. Based on the projected expenditures in the Capital Improvement Plan (CIP), the debt service levy should remain constant over the next five years.

#### **ISSUES AND OPPORTUNITIES**

Are there any missing components in the City's Vision statement? Does the statement, "We want more of the same, just a little better" resonate as an appropriate interpretation of the Vision?

Clive's irregular geographic boundaries in the northwest portion of the community result in some challenges in the proper planning for development and efficient extension of infrastructure. There are likely opportunities to develop a mutually beneficial agreement and/or an actual "land swap" with the City of Waukee to resolve the inefficiencies. Are the costs associated with addressing these inefficiencies equitable enough to justify implementation?

The City of Clive has had a strong history of planning for the

orderly and efficient expansion of the community. With the end in sight in terms of greenfield development, is it appropriate for the City to transition its planning processes to develop a successful framework for the continued investment and redevelopment of the community or should the City simply continue to focus on new development opportunities?

The Tomorrow Plan is an attempt to provide a regional framework for the development of a better Greater Des Moines metropolitan area. Are the goals and strategies adequately aligned with the City's vision to allow collaboration?

Are there any useful ideas that we can glean from our neighbors (Windsor Heights, Urbandale, West Des Moines and Waukee)?

Places of worship...are there enough opportunities currently in the City of Clive? Should the City consider the needs for a community burial ground?

The availability of health care will continue to be significant consideration as the community ages. Are there any concerns regarding access to quality health care options?

Are there opportunities to increase the collaboration and leverage common assets with the Waukee and West Des Moines community school districts?

The City of Clive has been a leader in the development of cooperative partnerships and regional collaborations within the Greater Des Moines metropolitan area. Are there additional areas of opportunity to advance the City's desired vision while not losing the relevance of the "Clive" brand?

The City of Clive has been able to maintain a very competitive municipal levy while providing high quality facilities and services. Are the current services and facilities meeting the needs of the current community? Is the current arrangement an acceptable benchmark for future development?

Based on the anticipated build-out population and property tax revenue, will the City be able to continue supporting its current level of service and facilities? If the tax base does not support the desired level of service and facilities, should development/redevelopment opportunities be intensified such as changing the composition of the tax base and/or increasing the density to create appropriate tax revenues to support the needs?



# DEMOGRAPHICS

## POPULATION

Since the City of Clive's incorporation in 1956, the City has experienced continual growth each decade. The City's ability to accommodate water and sanitary sewer needs propelled growth from the 1960's through the 1980's. The development of Country Club Lake spurred significant development through the 1990's while annexations into Dallas County have supported continued growth to the present.

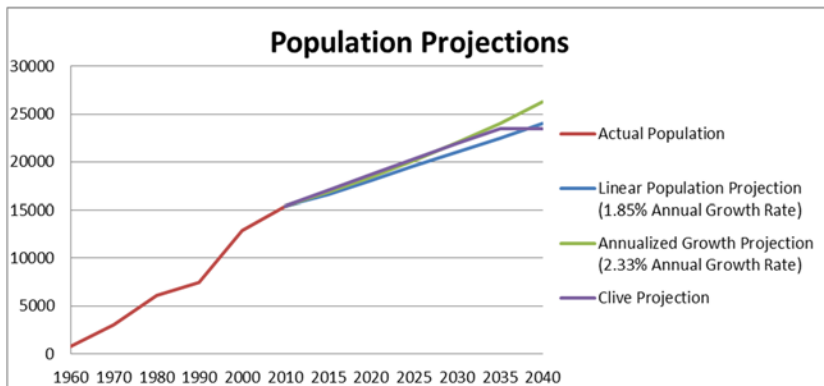
Population by Year		
	Population	Percent Change
1960	752	
1970	3,005	299.6%
1980	6,064	102.5%
1990	7,462	22.7%
2000	12,855	72.3%
2010	15,447	20.2%
2013 (March)	16,373 (Estimated)	5.9%
2015 (Special Census)	17,506	6.9%
Source: Census Bureau		

With the exception of an uptick in development in the 1990's when the City first jumped over Interstate 35/80, the City's population growth rate has been slowing as housing opportunities in our neighboring communities and throughout the metropolitan area have increased. As shown in the table to the right, the percentage of population growth of the cities of Urbandale, Waukee, and West Des Moines have been greater than the City of Clive over the last decade.

Total Population, Numeric and Percent Change for Iowa's Incorporated Places: 2000-2010				
	2010	2000	Numeric Change	Percent Change
Clive	15,447	12,855	2,592	20.2%
Des Moines	203,433	198,682	4,751	2.4%
Urbandale	39,463	29,072	10,391	35.7%
Waukee	13,790	5,126	8,664	169.0%
West Des Moines	56,609	46,403	10,206	22.0%
Windsor Heights	4,860	4,805	55	1.1%
Polk County	430,640	374,601	56,039	15.0%
Dallas County	66,135	40,750	25,385	62.3%
State of Iowa	3,046,355	2,926,324	120,031	4.1%
Source: Census Bureau				

With the limited area for additional greenfield development and the generally limitless opportunity for continued expansion of Clive's neighboring communities, the City of Clive's growth rate is expected to moderate until an eventual build-out is reached. Assuming the City of Clive continues to experience similar growth in new single family construction and the more dense developments occur in a manner consistent with the current land use plans, it is expected that the City will continue to grow modestly (1.5%

to 2.5% per year) for the next 20-25 years. Based on the finite amount of land available for development, it is anticipated that a build-out will occur by approximately 2030. At that time, it is projected that the City of Clive will have a total population of approximately 25,000.

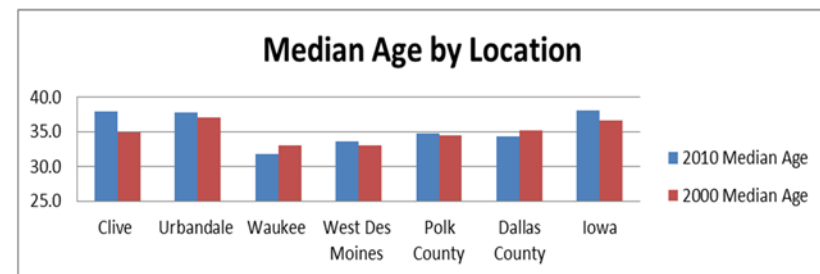


### AGE DISTRIBUTION

Over the last decade, the median age has increased from 36.3 years of age to 38.1 years of age. The significant increase over the last decade has resulted in Clive now having the oldest median age when compared with the City’s neighbors.

In review of the breakdown of the age cohorts, there has been a significant increase in the Baby Boomer segment (approximately 87% increase in 55 and older categories). Although not as significant, there has also been a large

increase in the 5-19 years of age cohort (approximately 23% increase). The distribution of the remaining cohorts has remained relatively consistent since 2000.



Age Distribution					
	2000 Number	2010 Number	% Change	2000 % of Total	2010 % of Total
Under 5 years	1,150	1,107	-3.74%	8.9%	7.2%
5 to 19 years	2,880	3,537	22.81%	22.4%	22.9%
20 to 24 years	539	643	19.29%	4.2%	4.2%
25 to 34 years	1,879	1,857	-1.17%	14.6%	12.0%
35 to 44 years	2,351	2,332	-0.81%	18.3%	15.1%
45 to 54 years	2,226	2,440	9.61%	17.3%	15.8%
55 to 64 years	1,110	1,990	79.28%	8.6%	12.9%
65 years and over	720	1,541	114.03%	5.6%	10.0%

Source: Census Bureau



## RACE AND ETHNICITY

As shown in the table below, Clive continues to be predominately homogeneous with 88% of the population identifying themselves as white. Although the percentage of the population identifying themselves as white is high, the

Population by Race						
	2010	%	2000	%	1990	%
White	13,613	88.1%	11,962	93.1%	7,210	96.6%
Black or African American	337	2.2%	160	1.2%	66	0.9%
American Indian and Alaska Native	26	0.2%	10	0.1%	6	0.1%
Asian	616	4.0%	370	2.9%	149	2.0%
Native Hawaiian and Other Pacific Islander	3	0.0%	1	0.0%	-	0.0%
Some other race	529	3.4%	161	1.3%	31	0.4%
Two or more races	323	2.1%	191	1.5%	-	0.0%
Not Hispanic or Latino	14,281	92.5%	12,522	97.4%	7,399	99.2%
Hispanic or Latino (any race)	1,166	7.5%	333	2.6%	63	0.8%
TOTAL	15,447		12,855		7,462	

Source: Census Bureau

percentage has been decreasing each of the last two decades.

The second largest racial group in the City consisted of those identifying themselves as Hispanic or Latino (7.5%). The population within this group has shown a significant increase over the last two decades increasing from 63 people in 1990 to over 1,100 people in 2010. The growth

Hispanic and Non-Hispanic Growth by Area					
	Total Growth	Hispanic Growth		Non-Hispanic Growth	
	Number	Number	% of Total Growth	Number	% of Total Growth
Clive	2,592	833	32.1%	1,759	67.9%
Des Moines	4,751	11,196	235.7%	(6,445)	-135.7%
Urbandale	10,391	756	7.3%	9,635	92.7%
Waukee	8,664	374	4.3%	8,290	95.7%
West Des Moines	10,206	1,526	15.0%	8,680	85.0%
Windsor Heights	55	103	187.3%	(48)	-87.3%
Polk County	56,039	16,157	28.8%	39,882	71.2%
Dallas County	25,385	1,860	7.3%	23,525	92.7%
State of Iowa	120,031	69,071	57.5%	50,960	42.5%

Source: Census Bureau

within the City is significantly higher than the rate experienced in Clive’s neighboring communities and somewhat higher than the rate experienced in Polk County as a whole.

### INCOME LEVELS

As shown in the table below, the median income for a household in the City of Clive was \$101,875, and the median

Although there have been substantial increases in the household and family income levels, the total percentage of the population identified as living at or below the poverty level in the City has also increased over time. For reference, the 2013 Federal Poverty Guidelines for a family/household of 4 is \$23,550. Single mothers with 2-4 children represent the primary household groups that are reported as being below the poverty level.

As expected, the increase in poverty reflects the increase in the number of households that received food stamps/SNAP aid. Recipients were estimated at 184 households over the last 12 months. (U.S. Census Bureau, 2006-2010 American Community Survey). This is further amplified by the number of students receiving free and reduced meals within the Waukee Community School District and the West Des Moines Community School District.

Income Levels									
	2007-2011 ACS			2000			Percent Change		
	Median Household	Median Family	Per Capita	Median Household	Median Family	Per Capita	Median Household	Median Family	Per Capita
United States	\$50,502	\$61,455	\$26,708	\$41,994	\$50,046	\$21,587	20%	23%	24%
Iowa	\$49,427	\$62,281	\$25,667	\$39,469	\$48,055	\$19,674	25%	30%	30%
Polk County	\$58,826	\$71,189	\$28,206	\$46,116	\$56,560	\$23,654	28%	26%	19%
Dallas County	\$69,831	\$80,888	\$33,282	\$48,528	\$58,293	\$22,970	44%	39%	45%
Clive	\$101,875	\$116,190	\$45,382	\$74,127	\$90,863	\$40,053	37%	28%	13%

Source: Census Bureau

income for a family was \$116,190. Both median household and median family income levels were significantly higher than the 2000 levels and continue to rank among the highest in the State of Iowa (third in the State and first for all communities over 10,000 population).

The per capita income for the City was \$45,382 which is an approximate 13% increase from the 2000 level of \$40,053.

Free and Reduced Meals by School District—Year 2013			
	Total Number of Students	Number of Free Meals	Number of Reduced Meals
Waukee Schools	1271	99	5
West Des Moines Schools	1217	423	65

Source: Waukee and West Des Moines School District



## EDUCATION LEVELS

The table below presents the education attainment levels in the City of Clive. As has been the case for the last several decades, the residents of the City of Clive have had very high education attainment levels. The City education attainment levels continue to represent the highest levels in the Des Moines metropolitan.

Educational Attainment			
	High School +	Bachelor's Degree +	Graduate/ Professional
United States	28.4%	17.9%	10.6%
Iowa	33.1%	17.7%	8.1%
Polk County	25.7%	25.7%	11.1%
Dallas County	21.1%	31.1%	10.8%
Clive	95.4%	54.4%	20.1%

Source: Census Bureau

## HOUSING CHARACTERISTICS

As expected, the City of Clive's population growth has resulted in an increase in the number of households in the City. The table to the right illustrates the changes in household characteristics over the last two decades.

As has been case for the last several decades, most new households within the City have come in the form of owner-occupied single-family housing (inclusive of both detached

and attached dwellings). Since 2000, there have been approximately 1,281 new single-family dwelling units constructed within the City and only 179 apartment units built during that same time period.

Housing Units				
	2000	2010	Change 1990-2010	% Change 1990-2010
Total Housing Units	4,902	6,077	1175	24%
Total Occupied Units	4,752	5,754	1002	21.1%
Average Household Size	2.91	2.68	(.24)	(8.2%)
Average Family Size	2.04	3.09	1.05	51.4%
Vacant Units	150	323	173	115.3%
Vacancy Rate	7.1%	5.4%	(.017)	(23.9%)

Source: Census Bureau

Housing Unit Occupancy				
	2000	2010	Change 1990-2010	% Change 1990-2010
Owner-occupied Units	3,619	4,500	881	24.3%
% Owner-occupied Units	73.8%	74 %	.2	.3%
Renter Occupied Units	1133	1,254	121	10.7%
% Renter Occupied Units	23.1%	20.6%	(.025)	(10.8%)

Source: Census Bureau

As is expected with the rapid growth in housing construction occurring within the City over the last several decades, the median age of all housing within Clive is relatively new (2010 Census Median Age is identified as 1990). The relative newness of the housing stock has continued to push the median

Housing Units Constructed by Type (through Nov 2013)					
	Single Family	Duplex	Town-homes	Condo-minium	Apartment
2013	138	0	10	0	102
2012	104	0	8	0	0
2011	101	0	10	0	0
2010	65	0	8	0	0
2009	48	0	8	0	0
2008	33	0	2	0	0
2007	52	0	35	0	123
2006	69	0	44	0	0
2005	69	0	14	0	0
2004	66	0	40	0	0
2003	89	0	0	6	0
2002	80	0	0	6	0
2001	106	0	0	0	0
2000	82	0	0	4	0

Source: City of Clive

Housing Units by Year Built		
	2010 Units	% of Units
Units Built 2000 or newer	1017	17.5%
Units Built 1990-1999	1837	31.6%
Units Built 1980-1989	639	11%
Units Built 1970-1979	1564	26.9%
Units Built 1960-1969	488	8.4%
Units Built 1950-1959	124	2.1%
Units Built Prior to 1949	153	1%

Source: Dallas and Polk County Assessor

value of owner-occupied housing to \$231,200 which is an approximate 27% increase from 2000. The median home value in Clive is approximately 20% higher than the neighboring communities of Urbandale, Waukee and West Des Moines.

Although there have been relatively few apartment units constructed in Clive over the last 25 years, the City does

Rental Housing Units by Type		
	Units	% of Units
Single Family Detached	86	6.09%
Single Family Attached	348	24.65%
Multi-Family	978	69.26%

Source: City of Clive



In contrast to the median age of owner-occupied units, the median age for all rental units in Clive is significantly older (1972). The older age of the available units likely reflects the gross median rental rate of \$717 which is somewhat lower than the neighboring communities (approximately 10%-15% less).

Rental Housing Units by Year Built		
	2013 Units	% of Units
Units Built 2000 or newer	273	19.33%
Units Built 1990-1999	51	3.61%
Units Built 1980-1989	69	4.89%
Units Built 1970-1979	593	42.00%
Units Built 1960-1969	410	29.04%
Units Built 1950-1959	13	0.92%
Units Built Prior to 1949	3	0.21%
Source: Dallas and Polk County Assessor		

### EMPLOYMENT CHARACTERISTICS

The City of Clive’s population, consistent with its high incomes and educational attainment levels, tends to occupy managerial and technical positions, while a smaller percentage is employed in service occupations.

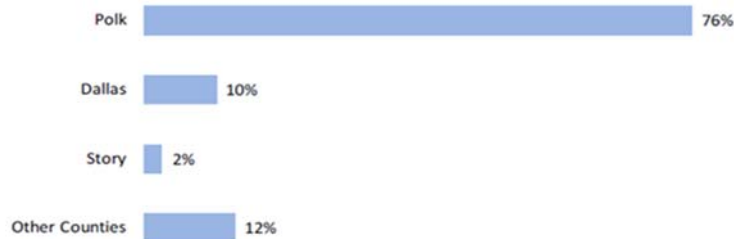
The largest industry segments by employment type in 2010 were Finance and Insurance, Real Estate and Rental

Occupations, 16 years and over			
	2000	2010	% Change
Management, professional and related occupation	3,833	4,189	9%
Service occupations	735	1,089	48%
Sales and office occupations	2,087	2,435	17%
Farming, fishing and forestry occupations	25	0	-100%
Construction, extraction and maintenance occupations	140	283	102%
Production, transportation, and material moving occupations	405	316	-22%
Total	7,225	8,313	15%
Source: Census Bureau			

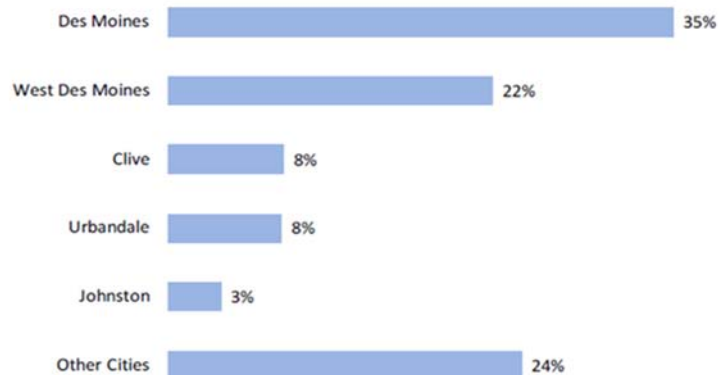
(23.5%) and Education Services, Healthcare and Social assistance (21.3%). These numbers appear logical when compared with the list of the major employers in the metro area.

As expected with a primarily bedroom community, approximately 81.5% of residents over the age of 16 worked outside of the City of Clive and approximately 91.3% drive to work. Approximately 5.5% of residents over the age of 16 worked from home. Data is provided by U.S. Census Bureau 2006-2010 American Community Survey.

**Percentage of Clive Workers by the County in Which They Work**



**Percentage of Clive Workers by the City in Which They Work**



As of the 2010 estimates provided by ESRI Community Analyst, the City of Clive contained 1,005 businesses with a total employment count of 13,762 (.89 employees per resident ratio). Based on NAICS codes, the largest number of businesses within the City were classified as Other Services followed by Retail Trade, Health Care & Social Assistance and Finance & Insurance.

Business Summary - Major Categories and Employee Counts		
Business Type	Businesses Count	Employee Count
Agriculture & Mining	18	48
Construction	69	468
Manufacturing	24	721
Transportation	20	120
Communication	8	44
Utility	1	26
Wholesale Trade	5	442
Retail Trade	202	5154
Finance, Insurance and Real Estate	144	2418
Services	429	4077
Government	17	136
Other	18	108

Source: ESRI Community Analyst

The 2012 estimates identified in the Retail Trade Analysis Report for Fiscal Year 2012 provided by Iowa State University Department of Economics indicated that there were approximately 502 business reporting retail trade within the City. The total taxable sales reported in 2012 was \$390,334,556 which



Total Taxable Retail Sales and Number of Reporting Firms in Clive		
	Reporting Firms	Nominal Sales
2010	498	\$389,696,001
2011	496	\$408,432,413
2012	502	\$390,334,556
Source: ESRI Community Analyst		

was down approximately 4.4% from the previous year. With the large number of retail businesses along the City's arterial corridors, the City of Clive's Retail Sales per Capita is substantially higher than the State of Iowa average and ranks near the top in comparison with other communities in the Des Moines metropolitan area.

Peer Group Top 10	Per Capita Sales (FY 2012)	Population (FY 2012 estimate)
Coralville.....	\$38,654	19,589
West Des Moines.....	29,044	58,546
Altoona.....	28,722	15,197
Clive.....	24,373	16,015
Cedar Rapids.....	22,912	127,937
Davenport.....	19,601	101,088
Dubuque.....	18,285	57,983
Sioux City.....	16,935	83,139
Waterloo.....	16,381	68,938
Council Bluffs.....	16,009	62,890
State of Iowa.....	11,236	

As shown in the tables to the right, the City of Clive has experienced a substantial decrease in the surplus (-37.2 to -7.0) of the total retail trade segments from 2012 to 2013.

Retail Sales Analysis 2012				
Industry Type	Demand	Supply	Gap	Leakage/Surplus Factor
Total Retail Trade and Food/Drink	\$249,159,830	\$543,714,598	-\$294,554,768	-37.2
Retail Trade	\$212,168,078	\$481,830,715	-\$269,662,637	-38.9
Food and Drink	\$36,991,752	\$61,883,883	-\$24,892,131	-25.2

Source: ESRI Community Analyst

Retail Sales Analysis 2013				
Industry Type	Demand	Supply	Gap	Leakage/Surplus Factor
Total Retail Trade and Food/Drink	\$278,442,087	\$320,648,578	-\$42,206,491	-7.0
Retail Trade	\$251,008,836	\$264,539,938	-\$13,531,102	-2.6
Food and Drink	\$27,433,251	\$56,108,640	-\$28,675,389	-34.3

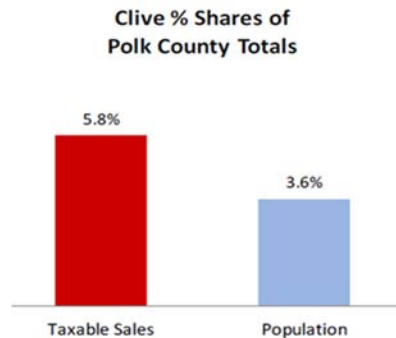
Source: ESRI Community Analyst

Retail Sales Analysis 2013				
Total Retail Trade AND Food/Drink	Demand	Supply	Gap	Leakage/Surplus Factor
Clive	\$278,442,087	\$320,648,578	-\$42,206,491	-7.0
Urbandale	\$617,801,766	\$596,489,578	\$21,312,188	1.8
Waukee	\$234,894,346	\$66,096,655	\$168,797,691	56.1
West Des Moines	\$920,355,174	\$1,201,841,307	-\$281,486,133	-13.3
Windsor Heights	\$65,476,273	\$122,791,625	-\$57,315,352	-30.4

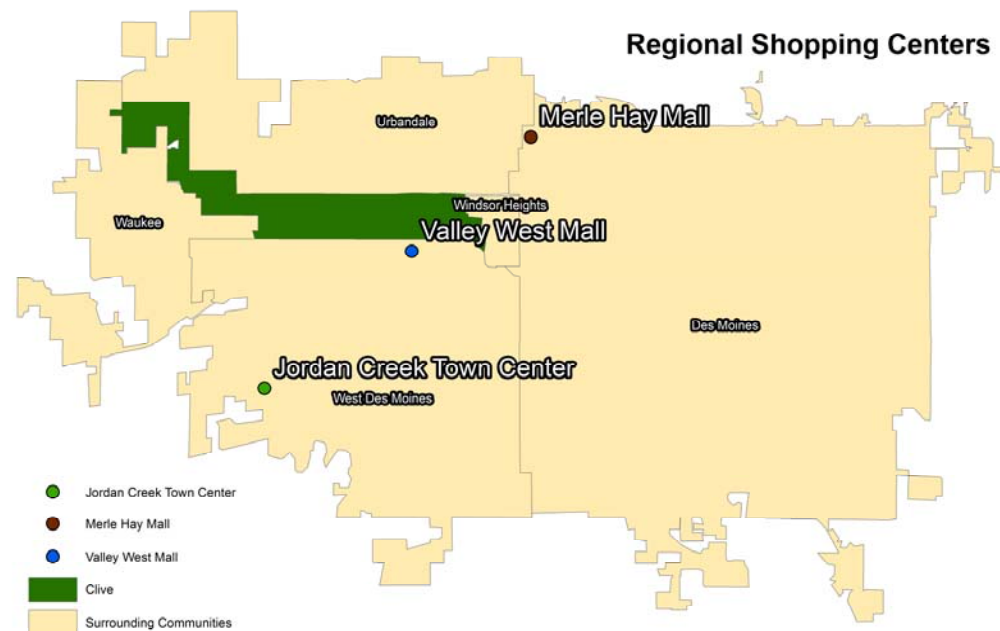
Source: ESRI Community Analyst

In looking at the various retail sales categories, the City of Clive generates sales in excess of what is demanded by Clive residents in 10 of the 13 main categories with the largest surpluses occurring in the Motor Vehicle and Parts Dealer, Non-Store Retailers, and Furniture & Home Furnishings stores. The surpluses in the Motor Vehicle and Parts Dealer category is due to the large number of new and used car dealerships in the community (13). The Non-Store Retailers surplus is assumed to be driven by the Wittern Group's vending machine business.

The surplus is further amplified by reviewing the City of Clive's share of retail sales in comparison to its population. As shown in the table below, the City's population is only 3.6% of the Polk County population although the percentage of the taxable retail sales occurring within the City is nearly double.



Although there are several categories that appear to indicate a leakage (Food & Beverage Stores, Clothing & Clothing Accessories, and General Merchandise Stores), it is anticipated that many of those needs are being addressed by retailers located in nearby communities. Within a 10 minute commute from the City of Clive, residents are able to address nearly every retail need at one of three regional shopping centers generally centered around Valley West Mall (910,000 sq ft-132 stores), Jordan Creek Town Center (979,000 sq ft-138 stores) and Merle Hay Mall (1,163,000 sq ft- 131 stores).



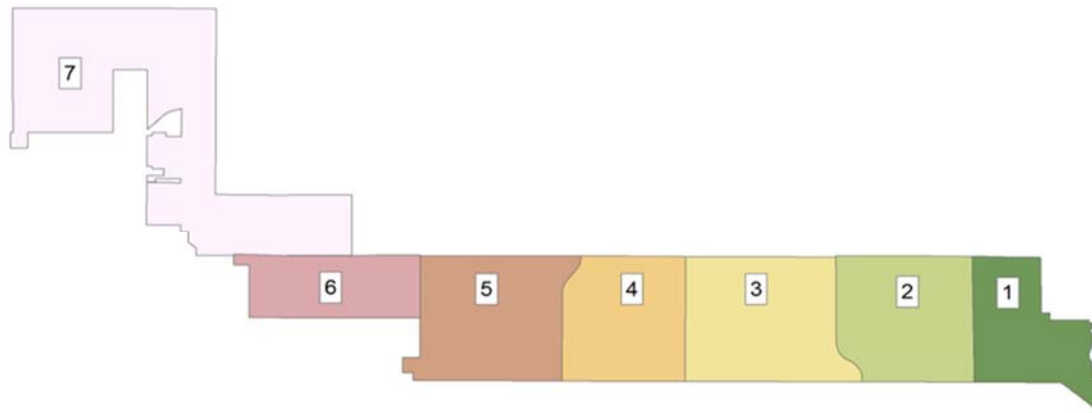


### KEY DEMOGRAPHICS BY DISTRICT

The City of Clive's unique geographic layout and relatively consistent development pattern across the City allows for the community to be logically divided into seven planning analysis areas. Dividing the City into smaller planning analysis areas or "districts" provides an opportunity to understand the more micro-level demographic trends occurring within each portion of the City.

The City's population has continually increased throughout the last several decades and according to the US Census Bureau the total population in 2013 was estimated at 16,461.

As can be seen in the table to the right, the distribution of the City's population is relatively consistent within each of



Population by District				
	Population (2000)	Population (2010)	Population (2013)	Percent Change (2000-13)
District 1	2,718	2,891	2,829	4.1%
District 2	2,447	2,351	2,363	-3.4%
District 3	1,927	1,890	2,077	7.8%
District 4	670	1,007	1,054	57.3%
District 5	2,672	2,664	2,739	2.5%
District 6	1,912	2,287	2,371	24.0%
District 7	188	2,351	3,023	1508.0%
<b>City of Clive</b>	<b>12,534</b>	<b>15,441</b>	<b>16,461</b>	<b>31.3%</b>

Source: City of Clive/Census Bureau

the districts. As expected, significant additions have occurred in the developing districts (6 & 7) and these areas are anticipated to continue to grow over the next 20 years.

The addition of the senior living development in District 4 has resulted in significant increase in the population within that district.

Although there are some opportunities for redevelopment within the older districts,

Median Age by District			
	2010 Median Age	2013 Median Age	Percent Change
District 1	30.8	31.4	2%
District 2	36.0	36.5	1%
District 3	45.5	46.4	2%
District 4	42.3	42.5	0%
District 5	47.4	48.4	2%
District 6	35.7	36.4	2%
District 7	33.8	34.1	1%
City of Clive	37.7	38.1	1%

Source: City of Clive/Census Bureau

this area has clearly transitioned to younger residents.

The median age of the population in District 7 was also somewhat surprising. In review of the housing stock in this district, the range of product type, price points and proximity to Waukee schools suggests that this area provides an attractive location for younger families.

The City continues to be predominately homogeneous with 88% of the population identifying themselves as white according to the 2010 US Census. As can be seen in the table below, the average minority population is significantly higher in the eastern portion of the City (Districts 1 and 2). The

there are no significant changes anticipated in Districts 1, 2 or 3.

The median age of the City’s population has increased from 36.6 years of age (2000) to 38.1 years of age (2013). As can be seen in the table above, the increased aging has generally occurred consistently throughout the districts.

Somewhat surprisingly, the median age of the population in District 1 is the lowest within the City. Although the real estate within this portion of the City is the oldest and typically represents home to many of the “original” Clive residents,

Race by District (2013)								
	D1	D2	D3	D4	D5	D6	D7	City of Clive
White	2,051	1,934	1,962	957	2,514	2,227	2,771	14,421
Black or African American	146	103	11	11	16	18	43	349
American Indian and Alaska Native	6	3	3	0	2	4	8	26
Asian	103	85	60	65	170	80	145	707
Native Hawaiian and Other Pacific Islander	1	0	0	0	1	1	1	4
Some other race	389	156	7	0	7	13	10	583
Two or more races	134	80	34	21	29	29	45	372
Hispanic or Latino (any race)	702	325	48	30	72	68	82	1,327
<b>Total Minority Population</b>	<b>1,481</b>	<b>752</b>	<b>163</b>	<b>127</b>	<b>297</b>	<b>213</b>	<b>334</b>	<b>3,367</b>
<b>Percent Minority Population</b>	<b>52.4%</b>	<b>31.8%</b>	<b>7.8%</b>	<b>12.0%</b>	<b>10.8%</b>	<b>9.0%</b>	<b>11.0%</b>	

Source: City of Clive/Census Bureau



Income Levels			
	2013 Per Capita Income	2013 Median Household Income	2013 Average Household Income
District 1	\$23,640	\$41,906	\$59,255
District 2	\$28,682	\$51,912	\$70,752
District 3	\$57,593	\$115,911	\$154,350
District 4	\$58,814	\$124,057	\$155,363
District 5	\$72,653	\$146,927	\$196,620
District 6	\$45,964	\$115,298	\$140,922
District 7	\$52,059	\$134,702	\$162,675
City of Clive	\$47,495	\$105,189	\$130,249

Source: City of Clive/Census Bureau

average minority population throughout the remainder of the City ranges from approximately 10%.

According to the US Census (2007-2011 ACS), the median income for a household in the City was \$101,875, the median income for a family was \$116,190, and the per capita income was \$45,382.

As can be seen in the table above, the income characteristics within District 1 and 2 are significantly lower than the remainder of the community. As expected, the income

characteristics are principally being driven by the affordable rental housing that is available in the eastern districts.

The City's education attainment levels continue to represent the highest levels in the Des Moines metropolitan area. As can be seen in the table below, nearly 95% of the City's population over the age of 25 have obtained a minimum of a high school diploma. More than half of the City's 10,677 population over the age of 25 have obtained a college degree or higher.

The education attainment levels across the City are significantly disparate between the eastern two districts (District 1 and 2) and the remainder of the community. In

2013 Educational Attainment Population Age 25+												
	No High School Diploma		High School Diploma		Some College		Associates Degree		Bachelors Degree		Graduate/ Professional	
District 1	333	57%	380	24%	306	21%	153	14%	478	13%	149	6%
District 2	134	23%	249	16%	229	16%	233	22%	431	12%	311	13%
District 3	16	3%	327	21%	192	13%	159	15%	422	11%	347	15%
District 4	0	0%	168	11%	28	2%	58	5%	364	10%	89	4%
District 5	24	4%	96	6%	219	15%	43	4%	790	21%	744	32%
District 6	19	3%	97	6%	225	16%	261	25%	448	12%	378	16%
District 7	59	10%	251	16%	241	17%	149	14%	791	21%	286	12%
City of Clive	585		1568		1440		1056		3724		2304	

Source: City of Clive/Census Bureau

comparison with the City as a whole, the lack of a high school diploma in District 1 (18.5%) is striking.

As expected, the table below demonstrates the City's population growth in terms of number of households. As has been the case for the last several decades, most new households have come in the form of owner-occupied single-family housing. Since 2000, there have been approximately 1,281 new single-family dwelling units constructed within the City with only 179 multi-family residential units added to the housing stock.

Households by District			
	2000 Total Households	2010 Total Households	2013 Total Households
District 1	1,194	1,162	1,129
District 2	983	954	958
District 3	647	703	775
District 4	216	380	399
District 5	905	986	1,018
District 6	588	776	808
District 7	75	790	1,000
City of Clive	4,612	5,754	6,087
Source: City of Clive/Census Bureau			

As can be seen in the table below, a significant percentage of the new housing units constructed have occurred in Districts 6 and 7. It is anticipated that this trend will continue as the remaining greenfield opportunities are capitalized. In addition to the western growth, it is anticipated that there will continue to be some additional new housing unit construction within District 1 as the aging housing stock continues to warrant redevelopment and within District 4 as several estate lots are redeveloped for suburban housing.

With the density of the multi-family housing stock within District 1 and 2, it is not surprising that the percentage of owner-occupied housing within these districts is the lowest within the City.

Housing Units by District			
	2000 Total Housing Units	2010 Total Housing Units	2013 Total Housing Units
District 1	1,235	1,238	1,242
District 2	981	984	998
District 3	653	780	797
District 4	224	406	414
District 5	960	1,038	1,059
District 6	605	793	866
District 7	82	835	1,047
City of Clive	4,744	6,077	6,426
Source: City of Clive/Census Bureau			



Housing Units by Occupancy																
	2000				2010						2013					
	Owner Occupied		Renter Occupied		Owner Occupied		Renter Occupied		Vacant		Owner Occupied		Renter Occupied		Vacant	
District 1	483	14%	711	65%	458	10%	704	56%	76	24%	418	9%	711	53%	113	34%
District 2	645	18%	338	31%	651	14%	303	24%	30	9%	641	14%	317	24%	40	12%
District 3	630	18%	17	2%	621	14%	82	7%	77	24%	676	14%	99	7%	22	7%
District 4	214	6%	2	0%	292	6%	88	7%	26	8%	299	6%	100	7%	15	4%
District 5	897	25%	8	1%	967	21%	19	2%	52	16%	996	21%	22	2%	41	12%
District 6	578	16%	10	1%	724	16%	52	4%	17	5%	750	16%	57	4%	58	17%
District 7	73	2%	2	0%	761	17%	29	2%	45	14%	959	20%	41	3%	47	14%
City of Clive	3522		1090		4500		1254		323		4,742		1,348		336	

Source: Census Bureau

As can be seen in the table to the right, the 2013 data indicates approximately 57% of the housing units in District 1 are rental occupied. District 2 has the second largest percentage of rental occupancy (approximately 23%).

As of the 2010 estimates, the City of Clive contained 1,005 businesses with a total employment count of 13,762 (.89 employees per resident ratio). The breakdown of the total number of business and employee count by district is presented in the table to the right.

Business Summary By District							
	District 1	District 2	District 3	District 4	District 5	District 6	District 7
Total Businesses	280	272	295	174	250	123	118
Total Employees	1,870	2,022	2,982	1,876	1,004	297	359
Agriculture & Mining Jobs	18	23	33	1	36	9	4
Construction Jobs	114	83	148	184	51	35	77
Manufacturing Jobs	89	178	92	14	5	2	25
Transportation Jobs	82	31	111	0	9	1	20
Communication Jobs	24	7	71	1	6	2	3
Utility Jobs	0	0	0	0	0	7	0
Wholesale Trade Jobs	142	101	184	3	23	1	11
Retail Trade Jobs	303	550	1,094	295	200	40	40
Finance, Insurance, Real Estate Jobs	79	104	157	350	149	37	29
Services Jobs	958	815	979	1,028	525	163	150
Government Jobs	60	129	113	0	0	0	0

Source: City of Clive/ESRI Community Analyst

Business Summary By District							
	District 1	District 2	District 3	District 4	District 5	District 6	District 7
Total Retail Sales Potential	\$31,914,177	\$30,987,142	\$31,903,839	\$22,425,290	\$70,071,612	\$43,216,538	\$45,962,290
Total Retail Sales	\$49,248,310	\$93,072,822	\$104,739,497	\$56,195,435	\$9,857,614	\$2,367,698	\$5,382,698
Leakage/Surplus Factor	-21.4	-50	-53.3	-43	75.3	89.6	79
Source: City of Clive/ESRI Community Analyst							

With the large number of retail businesses along the City’s arterial corridors, the City of Clive’s retail sales per capita is substantially higher than the State of Iowa average and ranks near the top in comparison with other communities in the DSM metropolitan area. The breakdown of the retail sales data by district is presented above.

As can be seen in the table above, there is a substantial sales surplus occurring in Districts 1, 2, 3 and 4. For the most part, the existing retail businesses in these districts generate sales in excess of the area demand. The limited number of retail businesses in Districts 5, 6 and 7 reflects the leakage (demand exceeds supply) within those districts.

There are limited opportunities to increase the amount of retail sales occurring in the generally built-out District 5; however, there may be opportunities to support additional retail sales in the developing portion of District 6 and 7 (particularly at the NW 156<sup>th</sup> Street/Hickman Road intersection) and along Alices Road.

### ISSUES AND OPPORTUNITIES

It is anticipated that the City of Clive will contain approximately 22,000-24,000 residents at the time of build-out. With the anticipated infrastructure needed to support the population, is the existing level of service able to be maintained at the desired fiscal model?

Like many communities, there has been an increase in the number of older adults and seniors residing in the City of Clive. Are there opportunities to better align and strengthen community assets (transportation, housing, social, civic, and health care) to better match the needs of the aging population?

The completion of the Baby Boomer life cycle is anticipated to occur by approximately 2035 and if the reduction of household size trend also continues, what are the implications on the aged housing stock? Will there be ample desired housing opportunities to support the balanced aged population?



The City of Clive continues to experience a diversification in race and ethnicity of its residents. Although much of the diversity is occurring in only one part of the community, are there opportunities to encourage a diversification of the populations throughout the community? Are there opportunities to modify or expand service opportunities to the diversified population?

Although the City's median income levels continue to be well above average, there are a growing number of residents that are identified as living at or below the poverty level. Are there opportunities to expand the reach of community assets in order to assist those in need?

Although much of the City's housing stock is less than 20 years old, there is a growing number of houses in the City that are in need of maintenance and updating. Are there opportunities to develop programs and services to aid in the redevelopment of the aging housing stock in order to ensure that neighborhoods remain vital?

A significant number of Clive residents commute to another community for work as many of the businesses within Clive are oriented to retail trade. Are there opportunities to better align employment choices within the City with the skill sets of the City's residents? Similarly, are there opportunities to better align the retail trade and service employer needs with a local skilled workforce?

# NATURAL RESOURCES



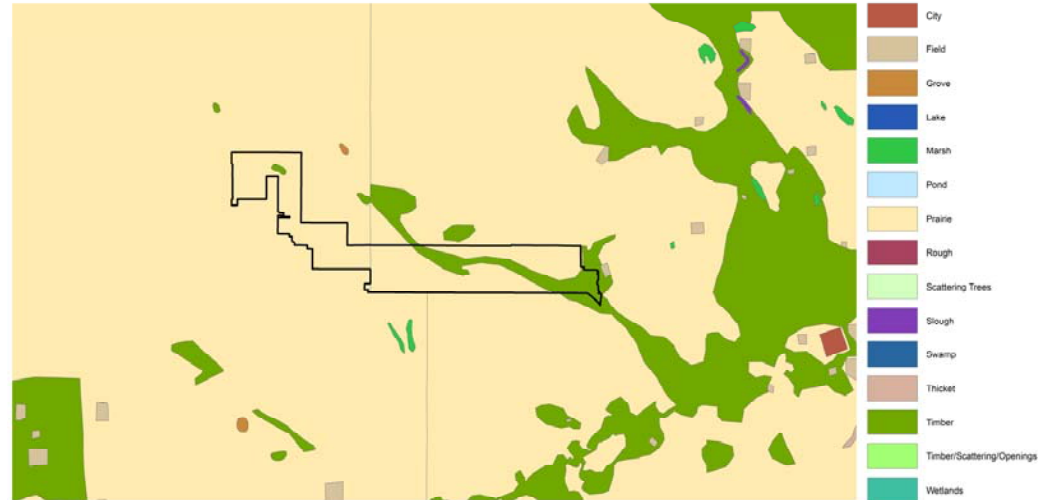
## LAND COVER

Historically, the City of Clive was predominately covered by upland prairie, grassy wetlands, and timber as shown in the Historic Vegetation map below. Much of the pre-settlement vegetation gave way to agricultural production and what pre-settlement vegetation remains is generally confined to the Walnut Creek and its tributary floodplain areas.

Over time, much of the early settlement agricultural land in this area has been converted to suburban development. Although much of the current land cover is defined as "Open Space", it is anticipated that a significant portion of the area will be converted to "Developed" as the City continues to grow toward build-out. Based on the historical pattern of development within the City, the build-out condition of the community will likely result in approximately 40% of the City's land cover being defined as Developed.

Within the Open Space areas, natural vegetation areas (including forests, grasslands, and wetlands) have been generally confined to the Walnut Creek and its tributary floodplains. As expected with a rapidly growing community, both the quantity and quality of the natural

Historic Vegetation



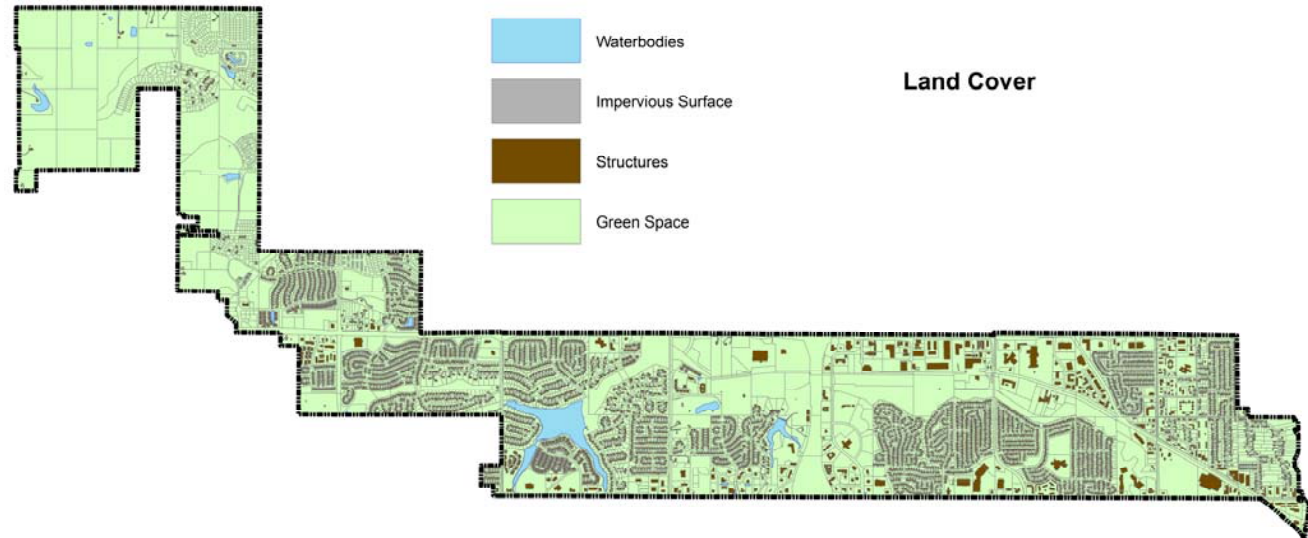
Current Land Cover Table		
Land Cover Type	Acres	Percent
Developed	1688	34.5%
Open Space	2869	58.5%
Wetlands	272	5.5%
Open Water	75	1.5%
<b>Total</b>	<b>4,904</b>	
Source: Iowa DNR		

Anticipated Land Cover Table		
Land Cover Type	Acres	Percent
Developed	1688	40%
Open Space	2601	53%
Wetlands	272	6%
Open Water	75	2%
<b>Total</b>	<b>4,904</b>	
Source: Iowa DNR		

vegetation areas have significantly diminished over time.

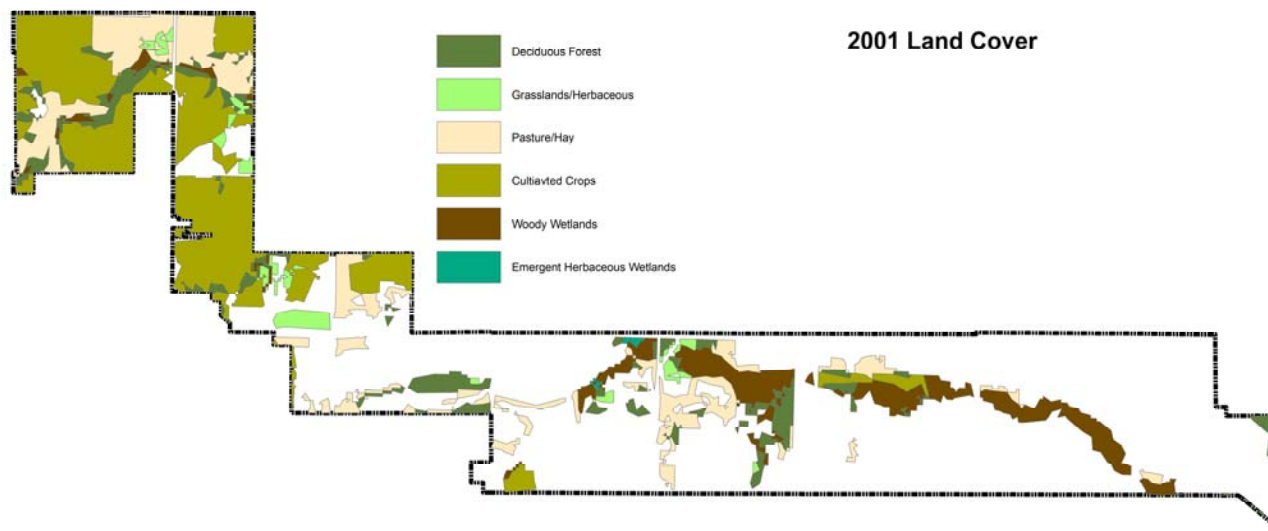
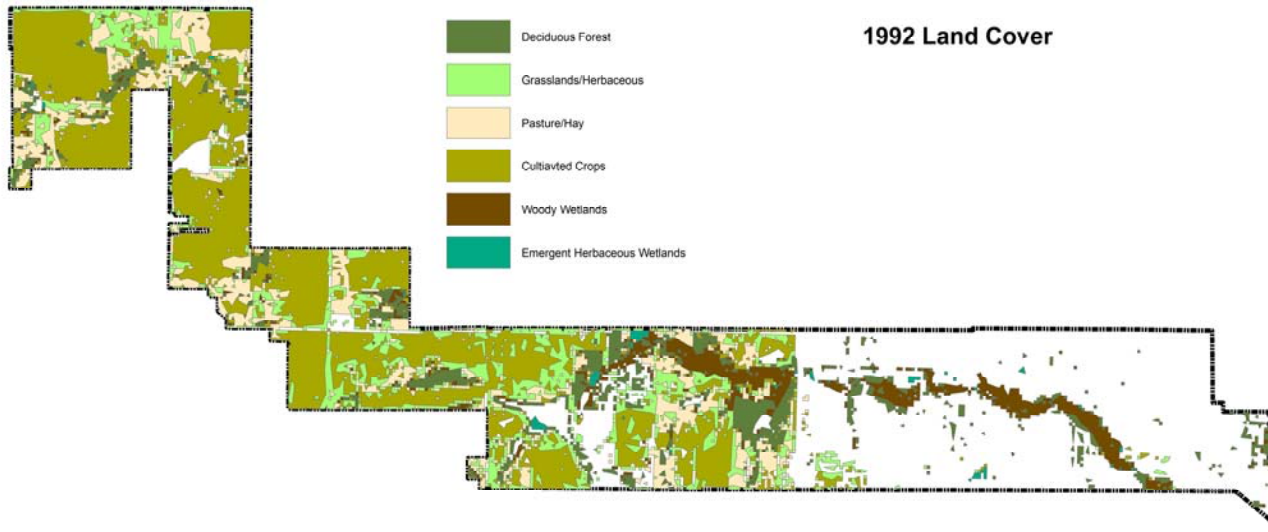
Much of the remaining natural vegetation areas have been acquired by the City of Clive and constitute the City's Greenbelt Park. The Greenbelt Park includes a broad range of old growth forest, remnant/created grasslands, and emergent/wood wetlands, however, the overall ecological conditions within the Greenbelt Park areas are considered fair to poor. As identified in the 2009 Comprehensive Park, Recreation, and Open Space Plan, the Native Floral Quality Index (FQI) ranges from approximately 12 to 22 (on a 100 point scale) with the primary issues identified as an over-population of woody brush and significant areas of Reed Canary Grass.

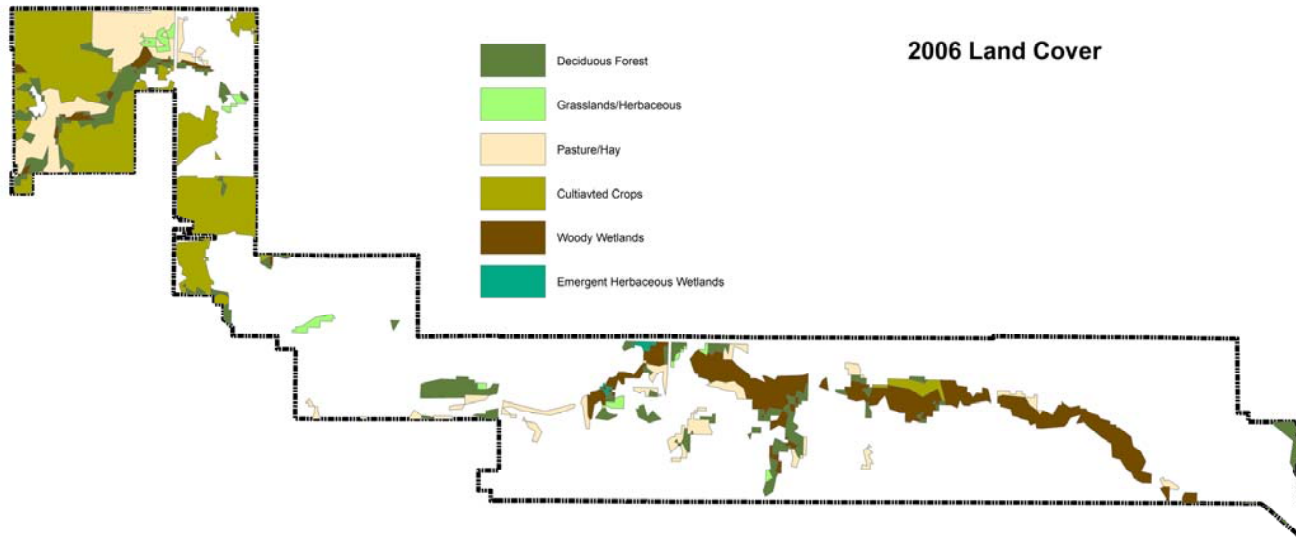
The series of maps on the next page show the changes in natural land cover since 1992.



Natural Land Cover (Acres)	1992	2001	2006	% Change
Forest	342	253	203	-41%
Grassland	490	80	29	-94%
Pasture	516	463	240	-53%
Cultivated Crops	1437	776	488	-66%
Woody Wetlands	260	283	267	3%
Emergent Wetlands	23	5	5	-78%

Source: Iowa DNR





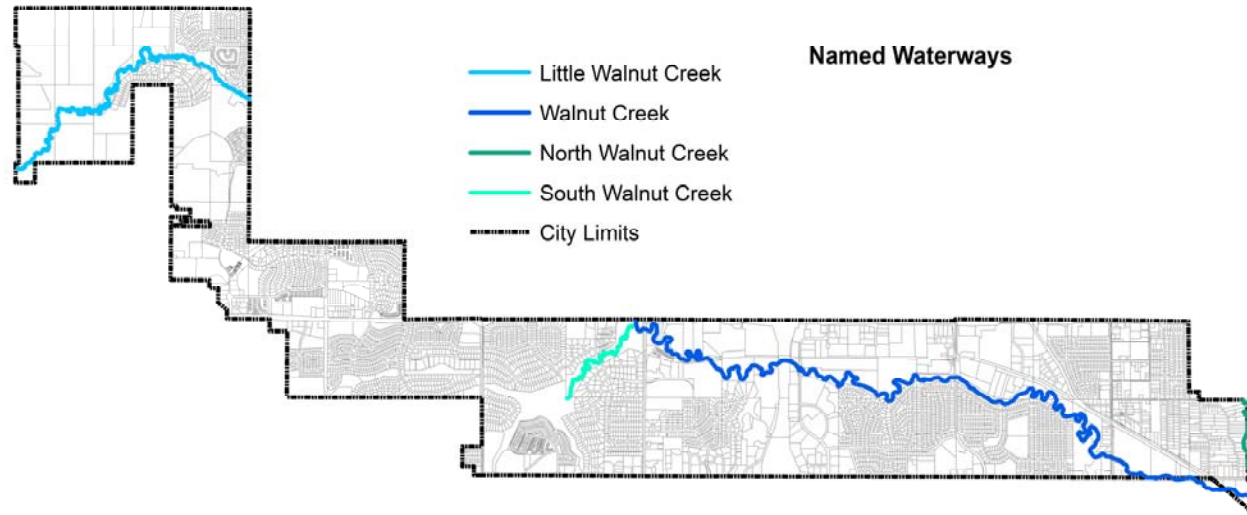
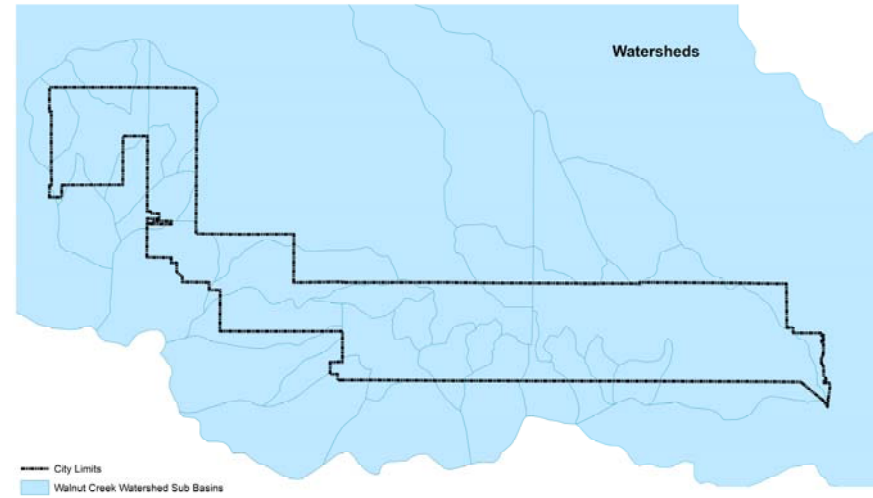
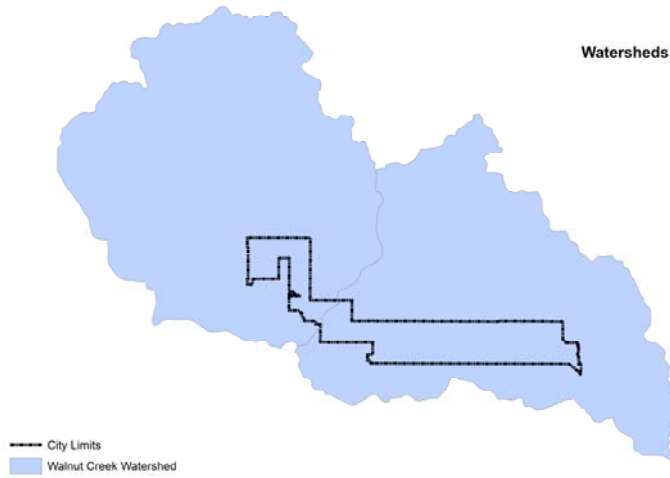
## WALNUT CREEK WATERSHED

The City of Clive is located entirely within the approximately 52,643 acre Walnut Creek Watershed. The area within the City represents approximately 7.6 square miles or 9.3% of the watershed.

Walnut Creek and its tributaries traverse approximately 97 miles within in both Dallas and Polk Counties and through seven communities. Approximately 8.25 miles of Walnut Creek, South Walnut Creek, North Walnut Creek, and Little Walnut Creek are within the local jurisdiction of the City of Clive. Approximately 60% of the watershed is currently ru-

ral/agricultural although the percentage is declining rapidly as the urbanized communities continue to develop. The Walnut Creek watershed is one of the most critical watersheds in the Des Moines metropolitan area as one of the primary intake valves for the Des Moines Water Works is located one mile downstream from where Walnut Creek empties into the Raccoon River.

Although the City of Clive represents only a small portion of the land area within the watershed, nearly 92% of the watershed drains through the City. Looking even more narrowly at the drainage patterns within the City, many of the sub-basins are influenced by development conditions beyond the boundary of the City.

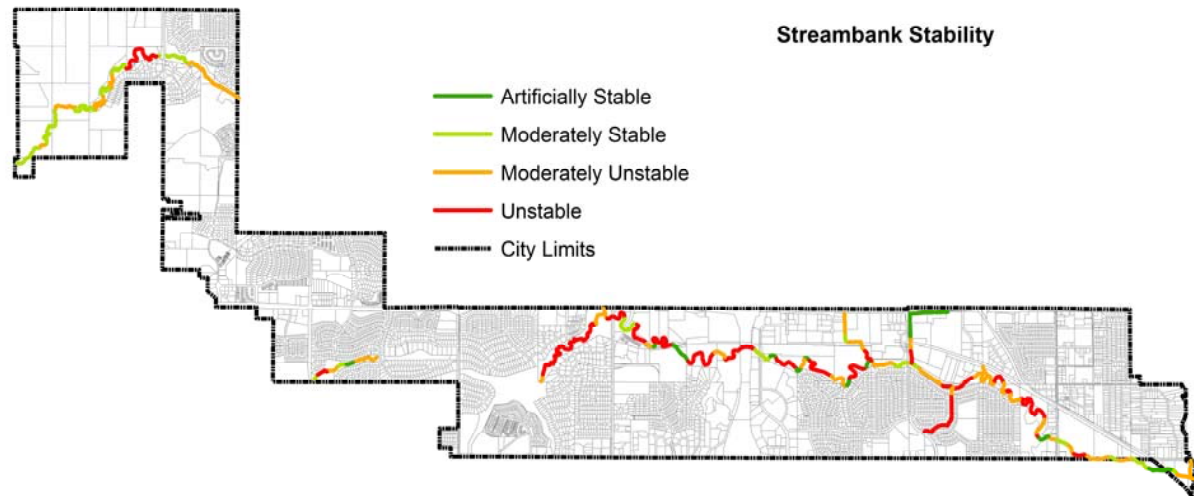


## WATER QUALITY

A portion of Walnut Creek (east of the I-35/80 bridge) is identified on the Iowa Department of Natural Resources Section 303 (d) list of impaired waters (Unknown Source-bacteria indicator).

Impairment to streams often occurs when more than 10%-15% of the land within a watershed is covered with impervious surfaces. However, sensitive species can be affected in watersheds with less than 10% imperviousness, especially when impervious surfaces are located adjacent to water bodies. When the percentage of impervious cover exceeds 25%-30%, most watersheds experience severe habitat and water quality impairment.

Within the primarily developed portion of the City, the percentage of impervious surface within each sub-basin is in the range of 35%-50%. With this level of imperviousness and the likelihood of future development upstream, it is likely that additional portions of Walnut Creek will be impaired by development related degradations such as bacteria, dissolved oxygen, sediment, and temperature.



Although bacteria and dissolved oxygen impairments are oftentimes associated with agricultural operations, sediment, and temperature issues are generally associated with urbanization.

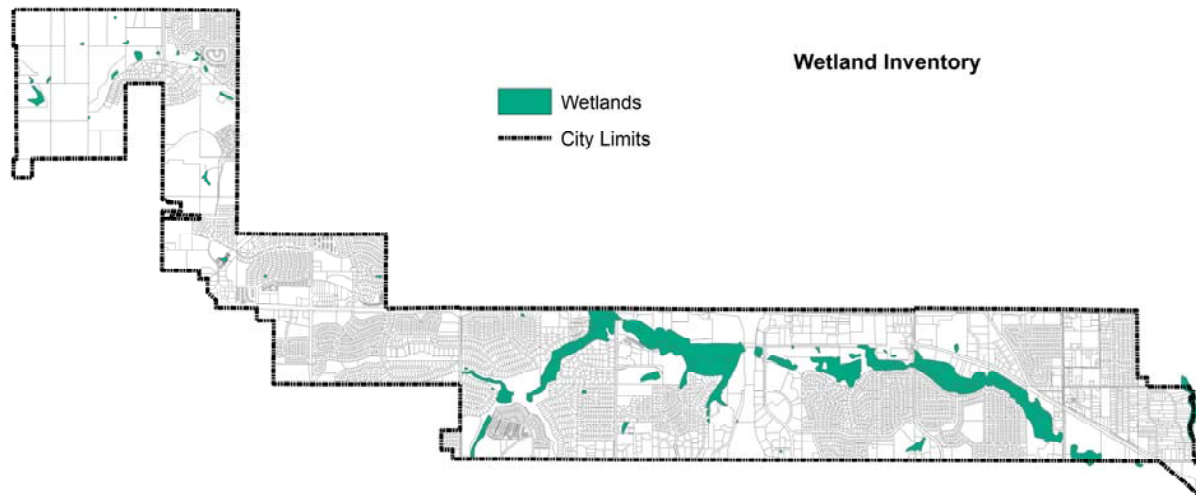
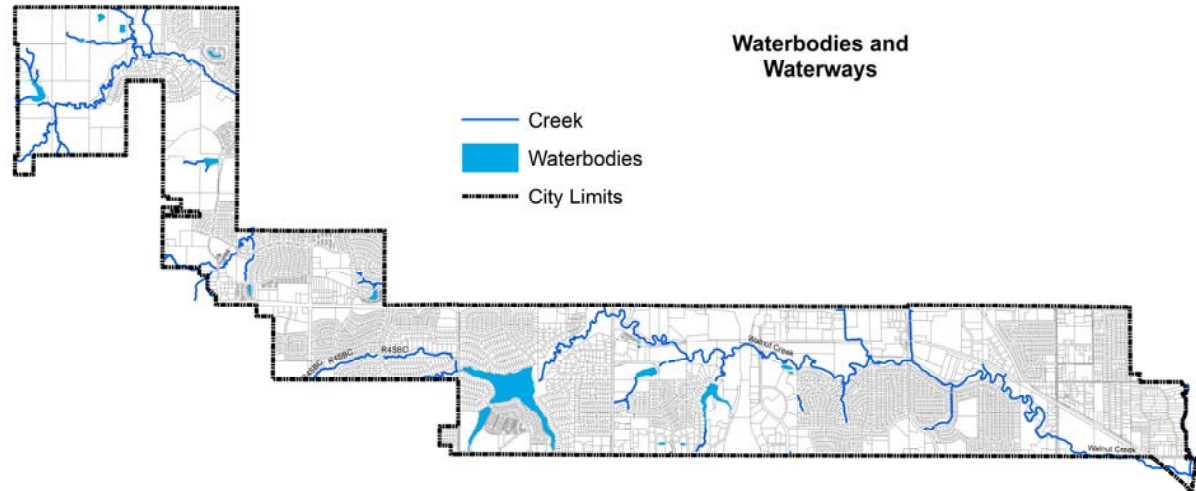
The City's 2009 Streambank Assessment identified approximately 8.7 miles of stream banks that were moderately unstable or unstable. Although moderately unstable and unstable streambanks result in a significantly higher rate of streambank erosion, the moderately stable and artificially stable streambanks also impact sediment loading within the watershed.

Stability Classification	Total Length (Feet)	% of Total
Artificially Stable	5,679	8%
Moderately Stable	11,941	19%
Moderately Unstable	21,157	33%
Unstable	24,877	39%
Note: Not all stream banks were reviewed.		
Source: City of Clive/Snyder and Associates		

### WATER BODIES AND WETLANDS

There are 17 water bodies within the City. The three largest water bodies, Schafroth Dam at NW 128th/Woodlands Parkway (approximately 4 acres), Colby Dam in Hickory Hills (approximately 7 acres) and Country Club Lake (approximately 45 acres) were manmade and associated with residential development. The City is responsible for one 3.5 acre storm water pond at the southwest corner of Douglas Parkway and Berkshire Parkway.

There are approximately 329 acres of wetlands (13 acres in Dallas Coun-





ty and 316 acres in Polk County) and 11 miles of “blue-line” or Waters of the United States waterways within the City. The wetlands range from emergent to forested and include both low value and high quality assets. The City is responsible for several wetland mitigation sites throughout the City.

### GROUND WATER

As defined by the IDNR, Iowa’s groundwater resources consist of five principal aquifers—four bedrock aquifers and an assortment of shallower sand and gravel deposits that overlie the bedrock (surficial aquifers). The Des Moines metropolitan area is located within the Southern groundwater aquifer.

Due to the City’s early partnership with the Des Moines Water Works, there are very few properties that are not connected to the public water supply system. Currently, there are only approximately 15 properties that have wells that provide domestic water consumption. It is anticipated that these domestic wells will be abandoned as the properties are redeveloped.

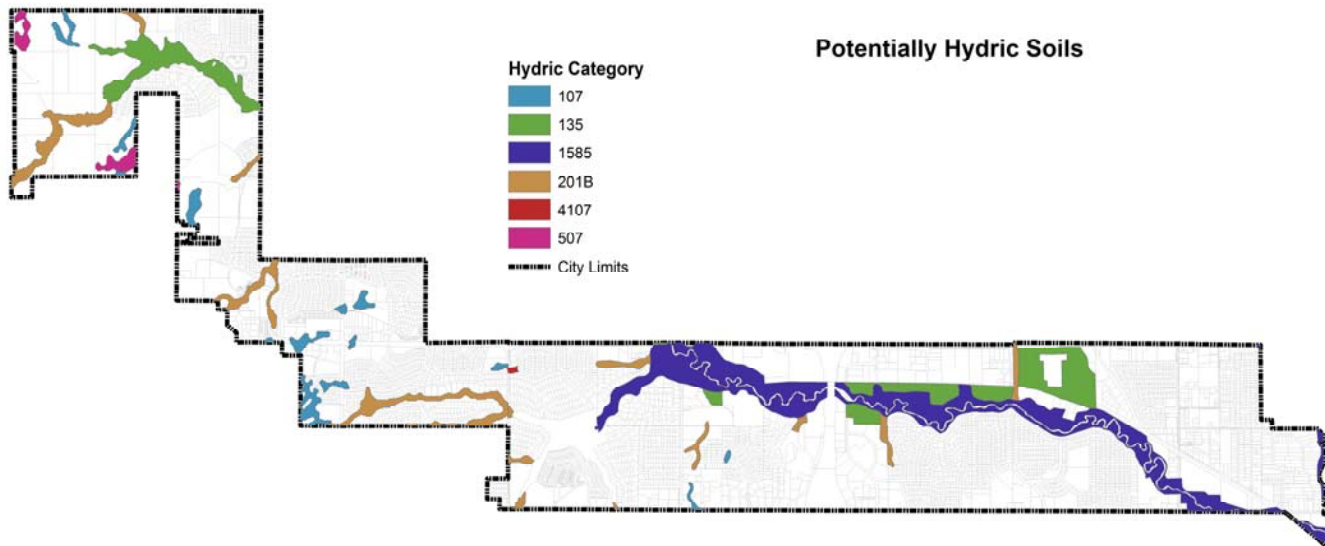
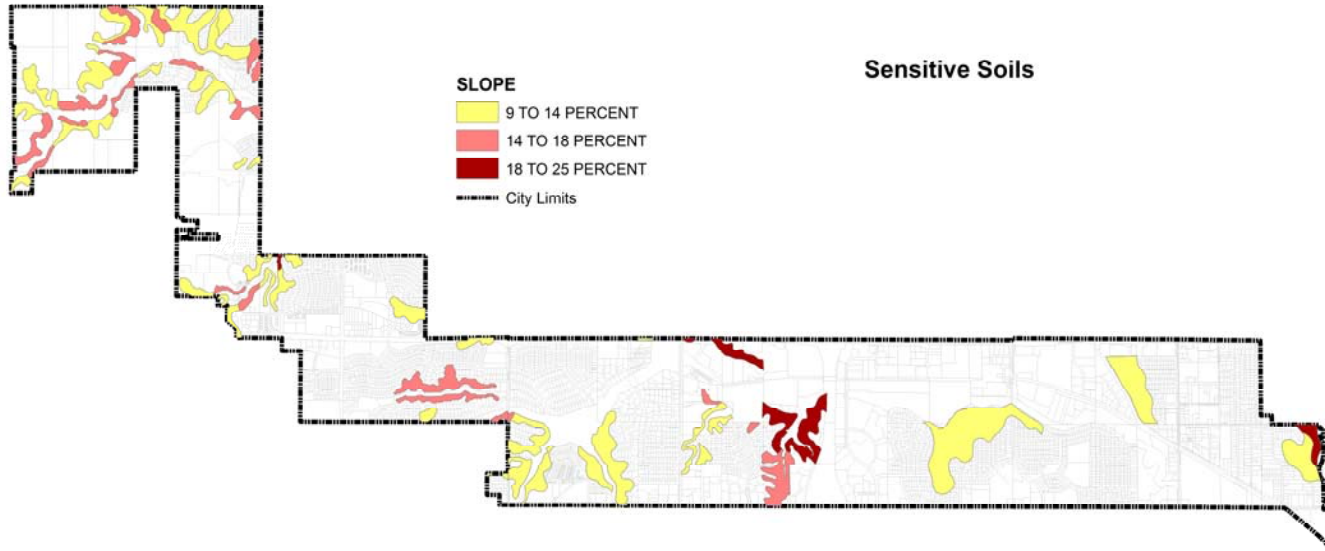
Other than the Des Moines Water Works underground Aquifer Storage and Recovery (ASR) well, there are no other public wells in the City which have an impact on groundwater consumption.

### LAND FORMS AND SOILS

The topographic relief of the City of Clive is largely a function of the glacial activity occurring in the Wisconsin glacial stage (Des Moines Lobe landform region). The Des Moines Lobe represents the last glacial event to occur in Iowa, approximately 12,000 to 14,000 years ago and covers the upper 2/3rds of both Polk and Dallas Counties. The elevation of the City of Clive ranges from approximately 1020 in the northwestern to approximately 830 in the southeastern portion of the community.

The primary soil types encountered in the City of Clive are associated with Wisconsin till. The till is described as a variety of browns and grays, moist to wet, firm, lean clay. The Canisteo-Clarion-Nicollet and Hayden-Storden-Lester associations are predominant soil classifications in the area as well.

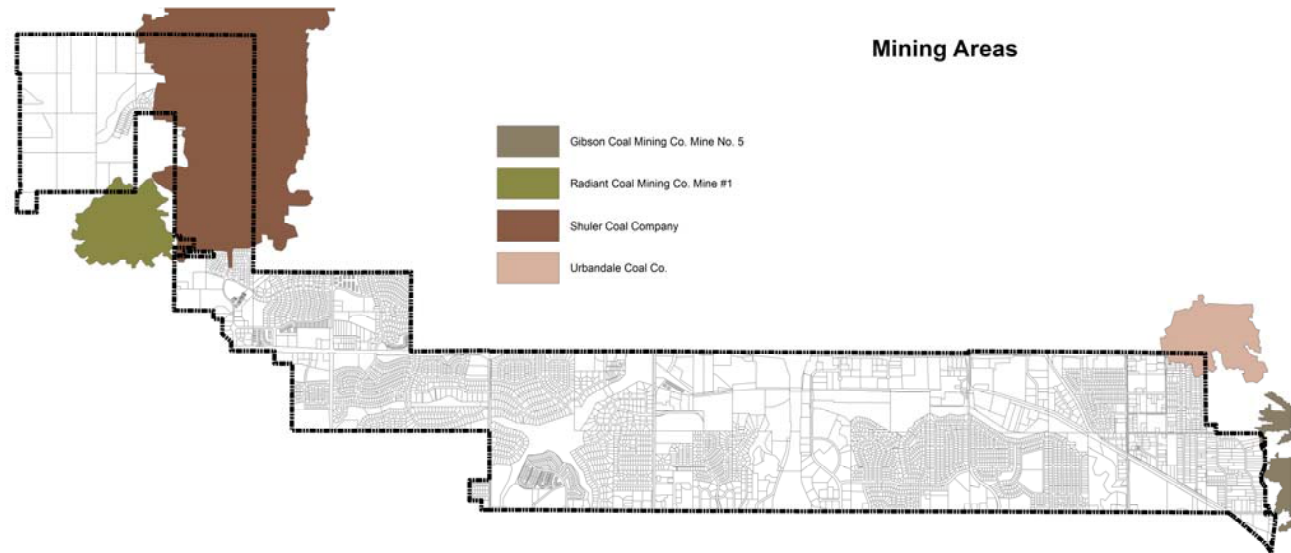
Generally, the encountered soils are reasonable for development, however, there are areas within the City in which the soils are not as conducive to support development. Careful consideration will be required in areas in which steep slopes (exceeding 14% slopes) and hydric soils are present and development should generally be avoided in these areas when possible.



## MINING HISTORY

Coal mining was a dominant industry in Iowa during the period from 1840 to 1950 with the peak production occurring in approximately 1918. Several mining companies developed operations along the eastern portion of the City during the early 1900's (approximately 1908-1942). Additionally, the Shuler Coal Company began production at a site just east of Alices Road in 1922. At the time of its operation, the Shuler mine was one of the largest underground coal mines in Iowa with a total production of approximately 7 million tons of coal during its 28 years of operation.

The mines along the eastern portion of the City were documented to be room and pillar mines with shaft depths of 150-175 feet. The Shuler mine was also a room and pillar mine, however, the shaft was considerably deeper (387-feet). Given the depth of the mines, the threat associated with development on top of the old mines are limited as the type of development likely to



occur in the mining areas will be generally related to residential and light commercial building construction.

## WILDLIFE RESOURCES

Habitat for a variety of small mammals, reptiles, birds, amphibians, and insects can be found throughout Clive. The Greenbelt area is a significant natural habitat for wildlife due to the grasslands, wetlands, and timber areas.

Although the Greenbelt is somewhat protected from development activities, modernization of park facilities and continued encroachment of development into the adjacent nat-



ural areas create further fragmentation and isolation which can have a significant impact on ecological stability. With the degradation of the natural resources, there are currently 11 species in Dallas County and 16 species in Polk County that are identified as endangered and/or threatened.

Endangered and/or Threatened Species	
Dallas County	Polk County
Bald Eagle (bird)	Bald Eagle (bird)
Blacknose Shiner (fish)	Barn Owl (bird)
Topeka Shiner (fish)	Henslow's Sparrow (bird)
Hickory Hairstreak (butterfly)	Red-shouldered Hawk (bird)
Regal Fritillary (butterfly)	Blacknose Shiner (fish)
Indian Bat (mammal)	Grass Pickerel (fish)
Blanding's Turtle (reptile)	Western Sand Darter (fish)
Bullsnake (reptile)	Regal Fritillary (butterfly)
Smooth Green Snake (reptile)	Zabulon Skipper (butterfly)
	Plains Pocket Mouse (mammal)
	Spotted Skunk (mammal)
	Blanding's Turtle (reptile)
	Bullsnake (reptile)
	Ornate Box Turtle (reptile)
	Slender Glass Lizard (reptile)

Source: Iowa DNR

## CLIMATE

Average monthly temperatures in the Des Moines area vary from 19 degrees F in January to 76 degrees F in July. The total annual precipitation is approximately 32 inches, of which 72 percent usually falls from April through September. The average seasonal snowfall is approximately 25.6 inches, and an average of 10 days per year has at least one inch of snow on the ground. The sun shines an average of 70 percent of the time in the summer months and approximately 50 percent in winter. The prevailing wind is from the northwest, with the highest average wind speed, 13 mph, occurring in April.

## AIR QUALITY

Since the late 1980's, the Des Moines metropolitan area has been defined as an "attainment" area under the Clean Air Act, meaning that it meets national pollution standards for acceptable air quality. Since 2010, the Air Quality Index was rated "good" (AQI of 50 or less) on 70.1% of the days, "moderate" (AQI of 51-99) on 29.8% of the days, and "unhealthy for sensitive groups" (AQI of 100-200) on less than 1 percent of the days. The primary pollutant types in the area are nitrogen dioxide, ozone, and particulates.

## ISSUES AND OPPORTUNITIES

One of the most prominent features of the City of Clive is its Greenbelt Park and Trail system. Should the City of



Clive become more active in the management and restoration of the natural features within the Greenbelt Park (wildlife, flora, grasslands, wetlands, and timber areas)?

With the continued development of the community, should the City of Clive take a more proactive stance to the protection and enhancement of existing natural resource areas?

- Defining standards for the protection of natural resource areas (preservation/mitigation requirements for existing tree, wetland, and drainage ways areas).
- Flexible standards to encourage protection of the existing natural resource areas.
- Incentives to encourage enhancement of the natural resource areas.
- Standards/incentives to reduce the amount of impervious surface cover within the City.

Although the Greenbelt Park is generally confined to the floodplain associated with Walnut Creek, are there opportunities to extend and/or “reconnect” the natural features that radiate from the existing Greenbelt Park footprint in order to protect/enhance the features and improve the overall ecologic quality of the system as a community resource?

With the likelihood of continued impacts associated with changing dynamics of the Walnut Creek watershed, should the City of Clive become more aggressive in the overall management of this natural system?

- Taking a leadership role in the development of a watershed management authority for Walnut Creek to assist in the development of a comprehensive watershed plan.
- Strengthening the City’s efforts in the acquisition/conservation of property with high natural resource assets.
- Review opportunities for more efficient and effective storm water management control (including both water quality and quantity) and riparian/wetland restoration.

Should the City consider/reconsider its position related to utilization of wind and solar resources as a means to improve the overall ecologic conditions? Should the City take a more comprehensive approach to sustainability efforts?

# HAZARD MITIGATION



The City has the primary responsibility for emergency management activities, although the Clive works closely with other levels of government to provide resources not available at the local level. When the emergency management needs exceed the local government’s capability to respond, assistance from the county government will be requested through the Dallas County and/or Polk County Emergency Operations Center. When the emergency exceeds the county’s capability to respond, assistance from the state government will be requested through the State of Iowa Emergency Operations Center. The federal government will provide assistance and resources to the state where needed.

In 2014, the City of Clive participated in an update to the Polk County Multi-Jurisdictional Hazard Mitigation Plan that was originally crafted in 2009. Polk County Emergency Management Agency and 27 local jurisdictions developed the plan. Through the planning process, 20 hazards were initially identified and profiled.

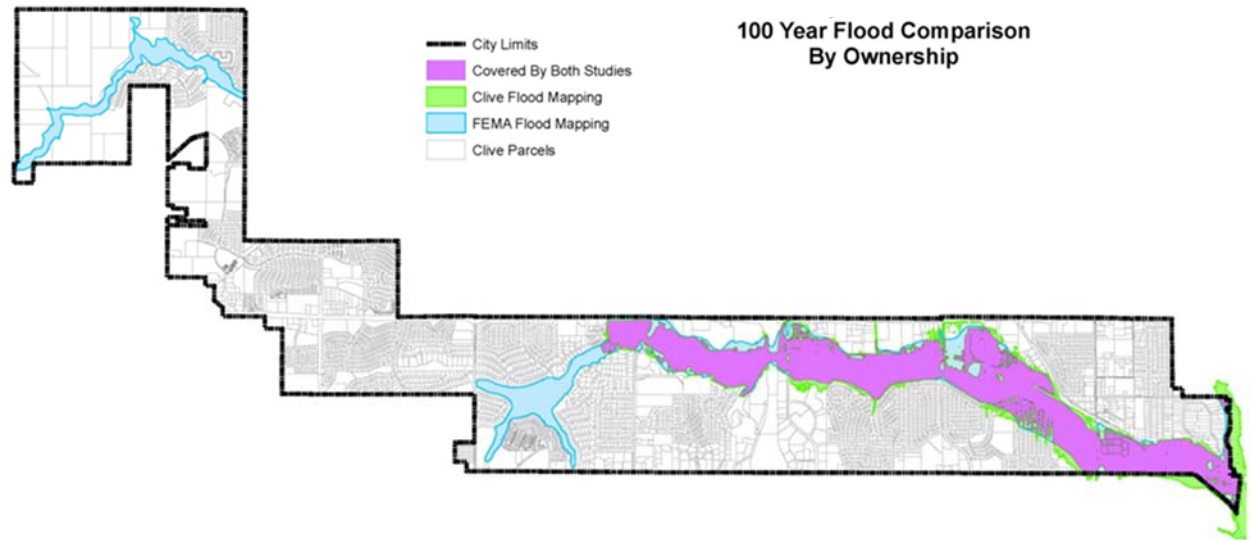
Of the potential hazards identified, 19 were determined to be appropriate for hazard profiling and risk assessment.

2014 Hazard Profile	
Hazard Type	Clive
Animal/Plant/Crop Disease	X
Dam Failure	X
Drought	X
Earthquake	X
Expansive Soils	X
Extreme Heat	X
Flash Flooding	X
Grass/Wildland Fire	X
HAZMAT incident	X
Human Disease	X
Infrastructure Failure	X
Levee Failure	
River Flooding	X
Sinkholes/Landslide	X
Structural Fire	X
Thunderstorm/Lightning/Hail	X
Tornado	X
Transportation Incident	X
Windstorm	X
Winter Storm	X
Source: Polk County Hazard Mitigation Plan	

## FLOODING

With the City of Clive's location along Walnut Creek, South Walnut Creek, Little Walnut Creek and North Walnut Creek, flooding has been a significant concern. Based on the Flood Insurance Study (FIS) completed by the Federal Emergency Management Agency (FEMA) for the City of Clive, the greatest of the known floods on Walnut Creek was the flood of July 1, 1973, with a peak discharge of 9,000 cfs. Although not fully verified, the greatest observed flood identified by local sources was the 1986 flood in which the peak discharge was 12,500 cfs.

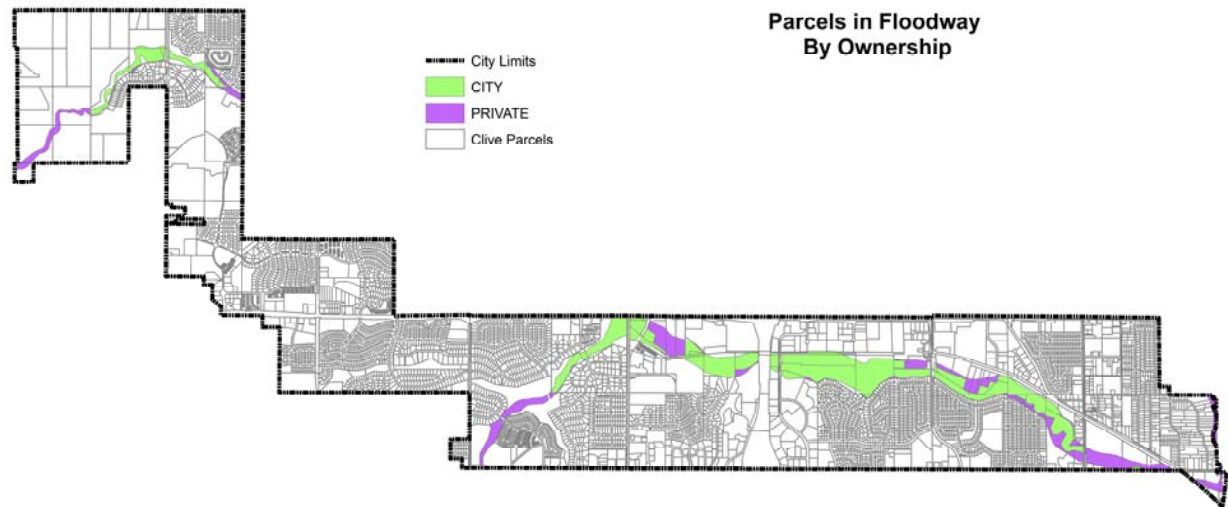
Based on these historical peak discharges, the City of Clive has not yet likely experienced a "major" flood. A major flood as defined in the FIS is considered to be a 2% annual/50 year flood or 1%/100 year flood. The previous flood events certainly impacted large portions of the community, however, the data suggests that that full potential of a major flood could have significantly greater impact on the community than has been experienced to date.



In order to understand the potential local level impact of a "major" flood, the City completed an analysis of the existing FIS and compared that with the best available hydrologic and hydraulic modeling (2010). The mapping output of the local analysis shows that the potential for flooding during a major event is reasonably defined by the FIS, but likely exceeds the limits identified in the FIS in some areas.

The City of Clive continually looks for opportunities to mitigate the potential for loss associated with flooding. Since 1979, the City has been a participant in the National Flood Program (NFP) which allows homeowners, business owners and renters the opportunity to obtain flood insurance from

Federal Emergency Management Association (FEMA). As a participating community, the City has agreed to adopt and enforce sound floodplain management regulations and ordinances. Specifically, the zoning ordinance limits the construction of all building within the floodplain while also limiting opportunities for filling operations within the floodway. Development is permitted in the floodway fringe provided that the buildings are elevated to a minimum of 1-foot above the 100 year flood elevation.



There are approximately 16 structures (residential and commercial buildings) within the floodway (approximate value \$3,229,000). These are structures that are permitted non-conforming and cannot be expanded or rebuilt in the event of loss.

There are approximately 274 structures within the floodway fringe (approximate value \$102,104,800). Many of these structures are also permitted non-conforming but could be expanded or rebuilt in the event of loss provided that construction is in accordance with current standards. Of the 274 structures within the floodway fringe, approximately 177 have been granted Letters of Map Amendment (LOMA) or Letters of Map Revision (LOMR) from FEMA which removes the

property and/or structure from the floodplain due to filling and/or finished floor elevation protection to a minimum of 1-foot above the regulatory 100 year flood elevation. Excluding those properties with active LOMA/LOMR, there are approximately 98 structures (approximate value \$39,792,360) that are located within the floodplain and may be impacted by the 100 year flood.

Although there are significant numbers of properties within the floodplain, there have been relatively few repetitive losses. Based on the information provided by FEMA, there has only been 1 repetitive loss which is defined as a property claim payout occurring more than once. In this particular case, the associated value of those two payouts was only



\$9,852.70 (inclusive of both structure and belongings).

The City of Clive is also active in the acquisition and preservation of the land within the floodway. The City owns approximately 267 acres of the floodway within the community (approximately 66% of the total). It is anticipated that approximately 28 acres of additional floodway land will be acquired in the northwest portion of the community along Little Walnut Creek.

## FIRE

Over the last 10 years, there have only been 81 structure fires (45 residential, 36 nonresidential) in the City. There have been no reported fatalities associated with any of the fires. As shown in the table below, the primary cause of the structure fires has been generally associated with the human error rather than building component failure.

Cause of Fire	Count	Cause of Fire	Count
Chimney/Birds Nest	10	Candle/Incense	5
Discarded Smoking Materials	10	Arson	4
Cooking	9	Child Play	4
Combustibles Near Heat	6	Lighting Failure	4
Dryer Failure	6	Unknown	4

Source: City of Clive

The City of Clive has continually updated its code requirements for the construction of both residential and nonresidential structures. Since the early 1990's all new or substantially remodeled nonresidential structures have been required to install fire protection devices (automatic fire suppression systems and monitored alarms). Approximately 37% of all nonresidential structures with the City have upgraded fire protection devices. The City of Clive has also required large residential structures (single family homes and townhomes greater than 8,000 square feet and all condo/apartments buildings) to be protected with fire protection devices.

Currently, the City maintains an Insurance Services Office (ISO) Building Code Effectiveness Grading Schedule class 5 rating and an ISO Fire Suppression Rating System rating of class 3 (1-10 scale with Class 1 representing exemplary). The ratings are primarily based on a community's commitment to enforcement of up-to-date codes, number/training of staff, and with respect to the fire rating, the community's dispatching efficiency and water supply system. Theoretically, the rating can result in lower insurance premiums for property owners.

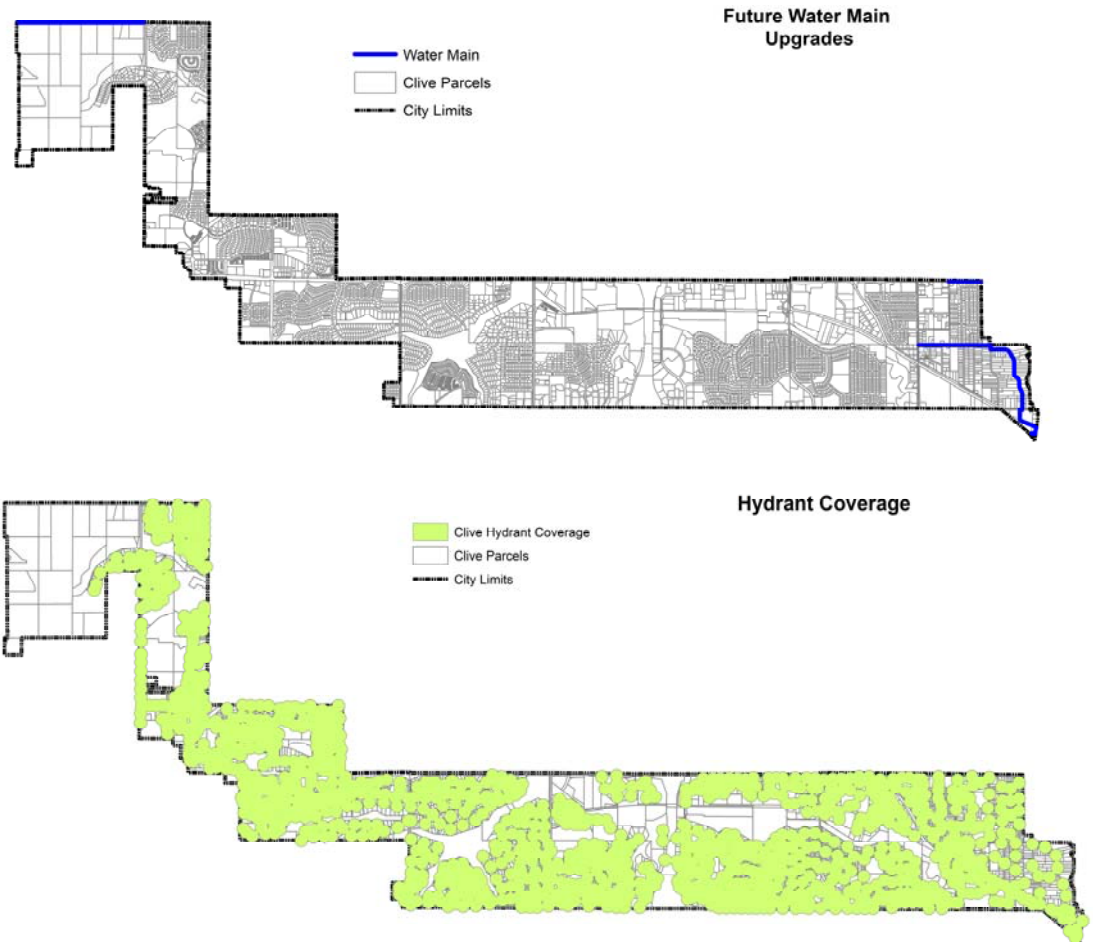
The City of Clive has also worked towards the upgrading of its water distribution system in areas in which dead-ends and undersized mains could compromise the Fire Department's ability to fight a fire. The Capital Improvement Plan includes the upgrading of several of the smaller mains in the eastern portion of the community. Additionally, anticipated improvements in the eastern portion of the community in-

clude the looping of several currently dead-end water mains.

The City has analyzed the fire hydrant coverage within the community and has identified those structures that do not have adequate coverage. As opportunities arise through redevelopment and/or the upgrading of the adjacent water distribution system, the City has taken efforts to ensure that appropriate fire hydrant coverage is provided.

Due to the unique layout of the City of Clive, the Fire Department has developed mutual aid agreements with all of our neighboring communities to ensure that appropriate resources can be provided in the desired response window. With the mutual aid agreements, the Fire Department has been able to exceed the desired response window 94.44% of the time.

As the community continues to grow in the northwest area, the City has determined that there will be the need for additional resources. A site at NW 156<sup>th</sup> Street/Hickman Road has been acquired to address the need. Alternatively, a shared resource developed in partnership with one of our neighboring communities may also provided the needed coverage.





## THUNDER STORMS, TORNADOES, WIND STORMS

The Midwest is subjected to significant potential for damage associated with high winds. The City of Clive has attempted to mitigate the potential for damage through enforcement of building and construction codes and has developed operation plans to assist in managing the incidents and aftermath.

The City of Clive has continually updated its code requirements for the construction of both residential and nonresidential structures. The current code provisions provide minimum construction standards to protect against wind damage and inspection personnel are active in enforcing the requirements.

To the greatest degree possible, the City has taken steps to reduce the number of overhead utilities in new developments as well as the older portion of the community. All distribution lines (electric, cable, phone) are required to be buried in all new developments. With the implementation of capital improvement projects, the City also looks for opportunities to convert above ground infrastructure to an underground system.

In conjunction with the surrounding communities, the City of Clive has developed an early warning system that covers the entire community. All of the emergency sirens are connected to a centralized system under the control of West-Com.

## LEVEE AND DAM FAILURE

Within the City, there are three regulated dams that are under the jurisdiction of the Iowa Department of Natural Resources (IDNR) and approximately 14 constructed water bodies that are not regulated due to the limited ponding capacity within each basin.

Name	Year Built	Ownership	Hazard Classification
Colby Dam	1968	Private	Low
Schafroth	1964	Private	Significant
County Club Lake	1990	Private	High
Source: Iowa DNR			

In addition to the regulated dams located within the corporate limits, several permitted dams are located in nearby communities that drain into Clive. The City of Clive will need to continue to be vigilant in reviewing the condition of the structures

Facility Name	Year Built	Ownership
National Travelers	1996	Private
West Lakes Office Park	1990	Private
Country Club Business Park	1989	Private
Southfork Dam	1988	Private
Broderick Dam	1967	Private
Sloan Dam	1990	Private
Cutler Dam	1940	Private
Lake Halice Dam	1961	Private
Walnut Ridge Dam	NA	Public
Source: City of Clive		



and being observant to any potential increases in the development within the associated drainage ways.

### WINTER STORMS

Winter storms in the Midwest are common during the months of October through April. Blizzard conditions are winter storms which last at least three hours with sustained wind speeds of 35 mph or more, reduce visibility to ¼ mile or less and produce white-out conditions. Since 1993, near-

ly 4,000 heavy snow, ice and extreme wind-chill events have occurred in Iowa.

When winter storms occur, the City of Clive can be impacted in many ways, including immobilized traffic (Interstate 35/80 closure), ice jams at pedestrian and roadway bridges, power line failures, and water main breaks. The City of Clive has attempted to mitigate the potential for damage and has developed operations plans to assist in managing the incidents and aftermath.



## ISSUES AND OPPORTUNITIES

The City of Clive has been a consistent partner in the development and implementation of the Polk County and Dallas County Emergency Management Hazard Mitigation plans. With the upcoming update to the Polk County Hazard Mitigation Plan (update process currently underway), the City of Clive has opportunities to review hazard potentials and define additional mitigation strategies. Are there any additional hazards that should be considered?

Are there additional mitigation strategies that should be considered for any of the 8 identified likely hazards?

- Tornado shelters
- Stricter building codes associated with wind mitigation
- Stricter building codes associated with fire prevention
- Stricter development standards within the floodplain
  - ◊ Limit development within 100 year floodplain
  - ◊ Limit development within the 500 year floodplain
  - ◊ Increase minimum protection elevation from 1 foot above 100 year
- Upstream flood mitigation measures
- Increased storm water management requirements for new developments
- Implementation of retrofit storm water management in existing portions of the community
- Evaluation of conditions of all water bodies within the City

- Flood wall/levy systems
- Floodway/floodplain property acquisition

Should the City consider joining FEMA's Community Rating System which may provide an opportunity for a discount to policyholders? A discount of up to 45% is available for a Class 1 rating (1-10 scale with Class 1 representing exemplary).

# LAND USE

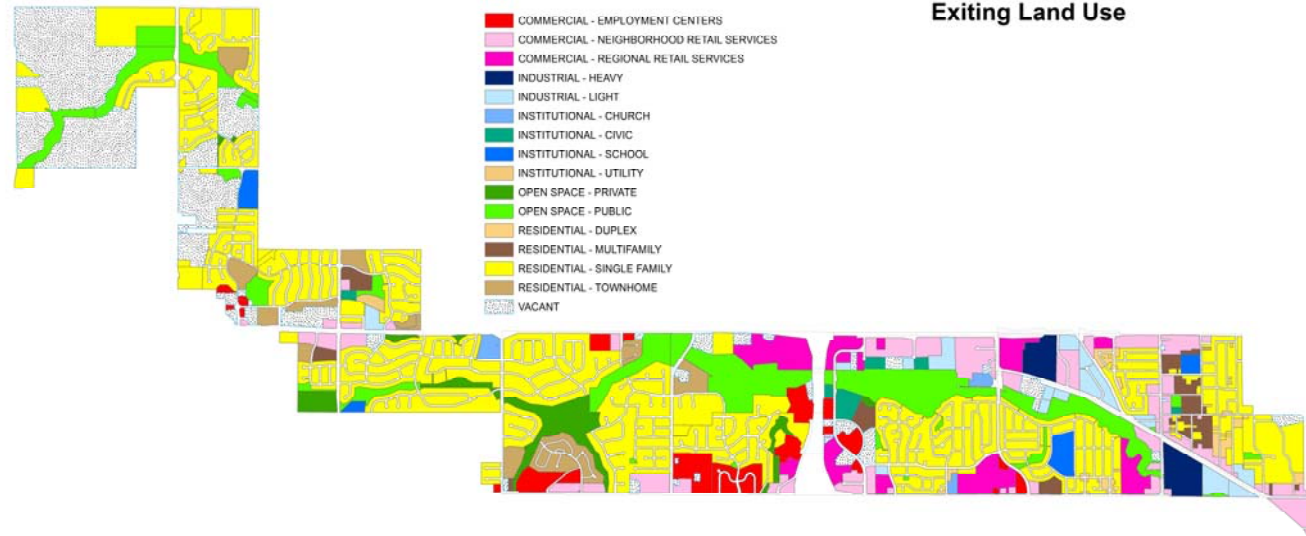


## EXISTING LAND USE

The City of Clive's existing land use contains a variety of uses including mature single-family and multi-family residential, commercial and light industrial areas in the eastern portion of the City, and newer suburban style residential single-family and townhomes, shopping centers and office parks as you move towards the western portion of the City.

Since its incorporation in 1956, the City of Clive has generally experienced a consistent pattern of land use such that commercial and industrial uses have tended to locate along the edges of University Avenue and Hickman Road, and residential uses have been established in the interior along the Greenbelt Park corridor.

There is approximately 600 acres of vacant land (farm land and/or undeveloped) that has not been developed



or built upon. Although there are a few isolated vacant areas south of Hickman Road, a majority of the vacant areas to be developed are in the northwest portion of the City.

**Residential:** Residential uses comprise the largest existing land use category, accounting for approximately 48% of the total land area within the City. There are a wide range of residential use types within the City, including single-family, duplex, townhome and multi-family. Overall, the density within the City is approximately 830 dwelling units per square mile. The average age of all residential uses in the City is 32 years (Polk) and 12 years (Dallas). The



Current Existing Land Use - Acres																		
Land Use Type	D1	D2	D3	D4	D5	D6	D7	TOTALS		Land Use Type	D1	D2	D3	D4	D5	D6	D7	TOTALS
Single Family	166	174	172	158	319	214	534	1737		Industrial Light	20	39	18	0	0	0	9	87
Duplex	15	14	2	0	0	0	0	31		Industrial Heavy	0	33	0	0	0	0	0	33
Townhome	1	0	0	18	64	6	65	155		Industrial Sub-Total	20	72	18	0	0	0	9	
Multi -Family	47	8	12	13	1	7	13	101		Industrial Total (percent of total)								119 (2%)
Residential Sub-Total	229	196	186	190	384	227	611											
Residential Total (percent of total)								2024 (41%)		Commercial Regional	0	46	81	57	0	0	0	184
										Commercial Neighborhood	86	78	86	13	30	21	11	326
Open Space Public	16	75	112	96	55	19	133	505		Commercial Employment	0	0	27	88	36	0	6	158
Open Space Private	0	0	2	12	70	38	0	123		Commercial Sub-Total	86	124	194	158	66	21	17	
Open Space Sub-Total	16	75	114	108	125	57	133			Commercial Total (percent of total)								666 (14%)
Open Space Total (percent of total)								628 (13%)										
										Vacant	7	14	36	24	6	5	512	603
Institutional Utility	26	0	3	0	0	0	7	36		Vacant Total (percent of total)								603 (12%)
Institutional Civic	2	0	28	0	0	0	4	33										
Institutional School	9	22	0	0	0	5	17	53		Right of Way	n/a	n/a	n/a	n/a	n/a	n/a	n/a	752
Institutional Church	0	0	11	0	0	12	0	23		Right of Way Total (percent of total)								752 (15%)
Institutional Sub-Total	37	22	42	0	0	17	28											
Institutional Total (percent of total)								146 (3%)		TOTALS	396	504	591	480	581	327	1310	4940

Source: City of Clive

assessed value of all residential property in the City is \$829,516,470 (Polk) and \$584,876,080 (Dallas) which accounts for approximately 72% of the City's tax base.

Over the last 25 years, the predominant residential construction type has been single-family residential. Similar to the national trends in growing suburban communities, the housing stock in the City has gotten larger both in total square footage (2,814 sq-ft ranch and 2,545 sq-ft two-story since 2009), number of garages (3-stall attached garage is now standard) and taxable value (\$244,600, Polk county and \$309,277, Dallas County). Over time, the lot sizes have slightly decreased with a general trend towards lots under 10,000 square feet, which has yielded a slightly higher density per acre.

Within the single-family residential category, there has been a significant increase in the number of townhomes constructed in the newer portions of the City. Approximately 17% of the new single family housing stock has come in the form of attached dwellings.

Although there are a significant number of existing multi-family residential apartment buildings within the City (779 units), until 2013, no additional units had been constructed since the early 1970's. A new multi-family project is currently under construction in the Dallas County portion of the community that will add approximately 198 units to the total, bringing the City's

multi-family apartment unit count to nearly 1,000 units. In addition to the apartment buildings, four multi-story condominium style buildings (290 units) and two senior living oriented projects (255 units) have been constructed within the last ten years.

**Commercial:** Commercial development, such as retail, office, restaurants, and services uses, represent the second largest land use category accounting for approximately 16% of the total land area. Generally, the commercial land use areas are located linearly along the arterial streets within the City: Hickman Road, University Avenue, NW 86<sup>th</sup> Street and Interstate 35/80. The average age of all commercial uses in the City is 26 years (Polk) and 10 years (Dallas). The assessed value of all commercial property in the City is \$442,685,770 (Polk) and \$45,803,550 (Dallas) and accounts for approximately 25% of the City's tax base.

There are several distinct commercial areas within the City: the University Boulevard Corridor, the NW 86<sup>th</sup> Street Corridor, the Hickman Road Corridor (east of I-35/80), the Hickman Road Corridor (west of I-35/80), the University Avenue Corridor (east of I-35/80), and the University Avenue Corridor (west of I-35/80).

- The University Boulevard Corridor is an older commercial and industrial area that has had limited investment over the last 15 years. The City recently completed an upgrade to the public infrastructure along the one mile stretch from Clive's eastern



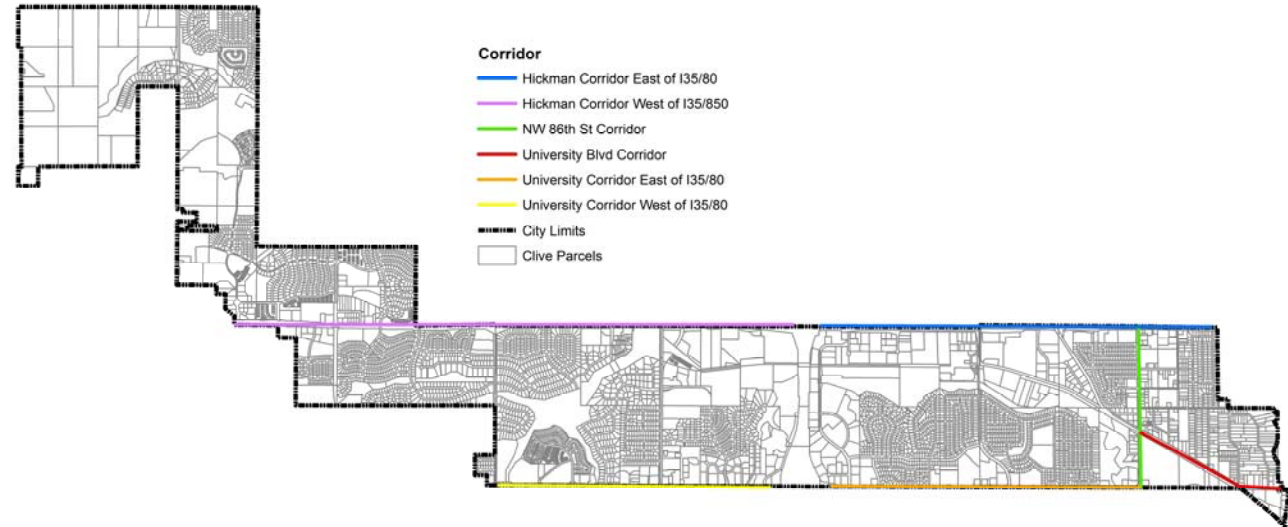
boundary at 73<sup>rd</sup> Street to NW 86<sup>th</sup> Street (street reconstruction from rural 2 lane to urban 2 lane). There are quite a number of established businesses along the corridor including Wittern Group, Briggs Medical, Service Master, and Regal Plastics; however, there are also a number of vacant tenant spaces in some of the smaller older flex style buildings.

- The NW 86<sup>th</sup> Street Corridor was the dominate commercial retail “main street” for the City many years ago; however, the attractiveness of the area has declined as growth has continued to move toward new developments to the west. The City completed a corridor plan in 2004 for this area that intended for the eventual redevelopment of the corridor into a mixed-use destination area. There has been substantial public investment in upgrading the street and adjoining streetscaping; however, there has been only limited private sector investment to date.
- The Hickman Road (State Highway 6) Corridor east of I-35/80 is an older commercial and industrial area where development was originally oriented towards those uses that needed convenient interstate access. Much of the original development pattern remains; however, there has been a slow conversion of industrial oriented uses towards more commercial retail oriented uses. Convenience retail and several new and used car dealerships have also developed

facilities along this corridor over the last 10 years.

- The Hickman Road Corridor west of I-35/80 was converted from a two lane rural roadway into a 5 lane highway in the late 1990’s. Since that time, additional commercial retail development has occurred generally at the arterial intersections. There are a few remaining tracts of land available for commercial development, particularly at the NW 156<sup>th</sup> Street intersection and NW 128<sup>th</sup> Street intersection, however, the remainder of the corridor is principally built-out within Clive
- The University Avenue Corridor (east of I-35/80) is a dominate commercial retail corridor that includes significant national retail occupants such as Toy’s R Us, Baby’s R Us, Pier One, Kohl’s, At Home, Outback Steakhouse, Bed Bath and Beyond, Pet Smart, McDonald’s, Kentucky Fried Chicken, Chili’s, Applebee’s and a number of other similar retailers. Although not located in the City of Clive, the southern edge of this corridor in the City of West Des Moines contains Valley West Mall (910,000 square feet) and other large national retailers such as Target, Home Depot, Best Buy, Whole Foods and others. The University Avenue Corridor (west of I-35/80) has developed within the last 15 years as a primarily professional office destination. A number of banks and financial institutions have developed offices in the corridor. Additionally, with the construction of the Mercy and Methodist hospitals just south of the corridor in West Des Moines, a number of medial based practitioner groups, medial office and clinics have added facilities along University Avenue.

### Commercial Corridors



**Industrial:** Industrial uses represent a relatively small portion of the City’s land use, accounting for approximately 3% of the total land area. There are a number of retail and office uses within the City’s “industrial” areas so the actual land used for traditional industrial operations is actually significantly smaller than 3% (approximately 1%). The average age of all industrial uses in the City is 29 years. The assessed value of all industrial property in the City is \$49,415,000 (Polk) and \$458,030 (Dallas) and accounts for approximately 3% of the City’s tax base.

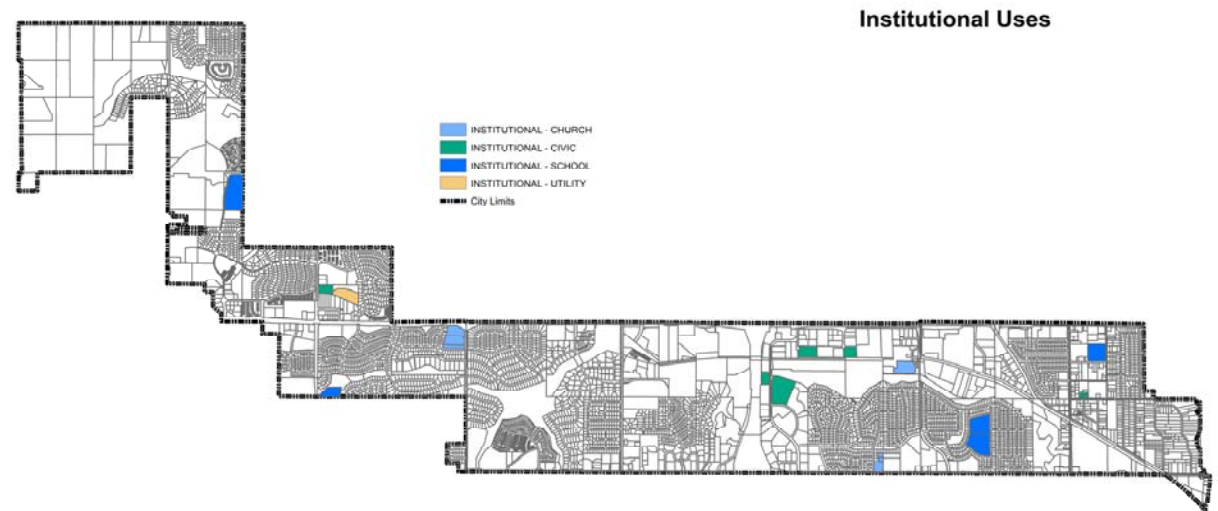
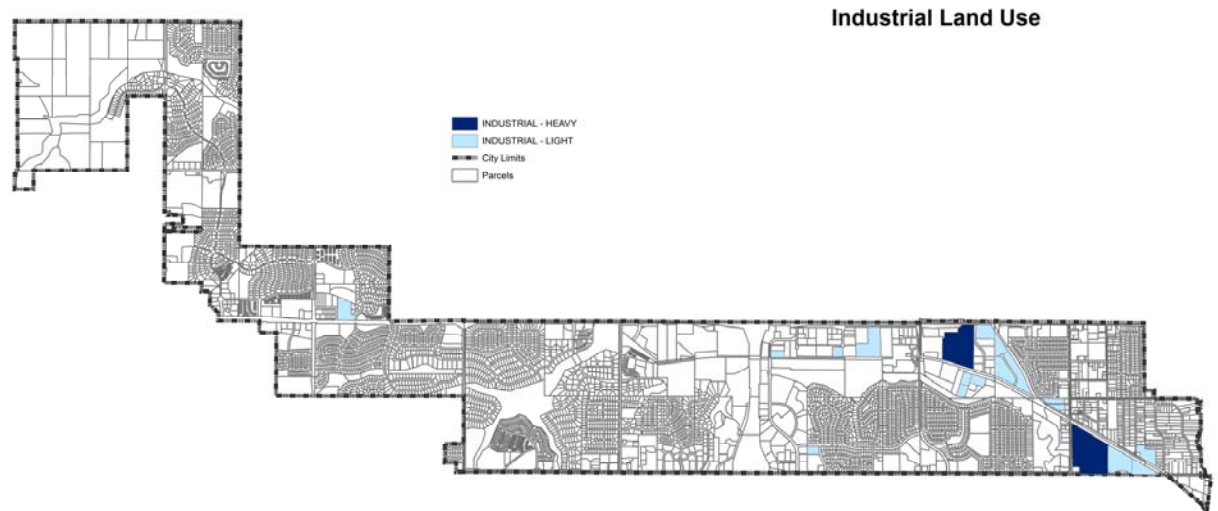
The list to the right illustrates some of the more significant operations in the City that would be typically considered industrial.

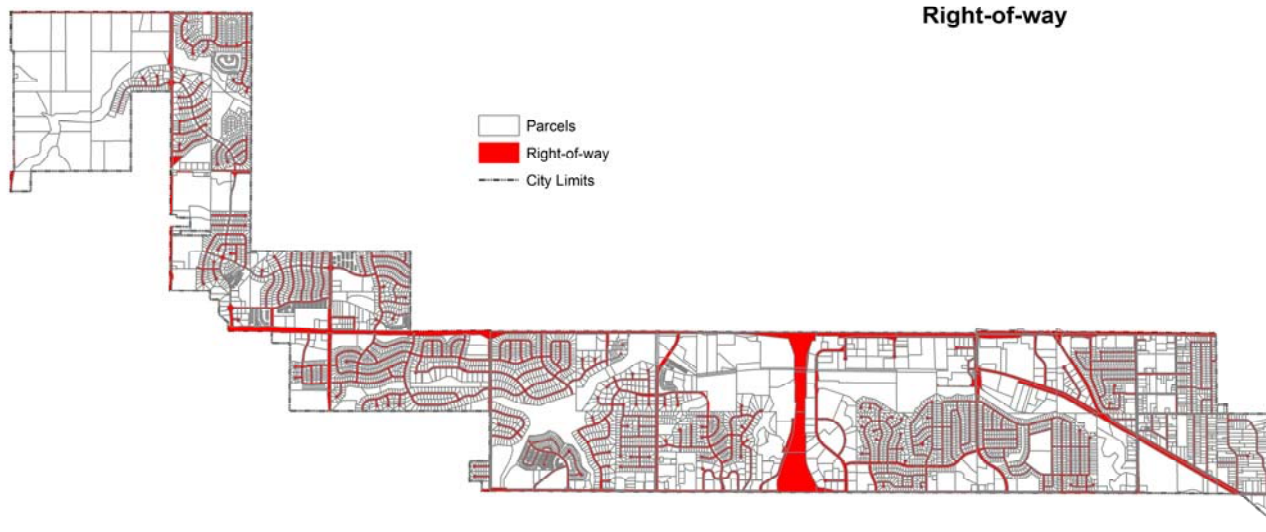
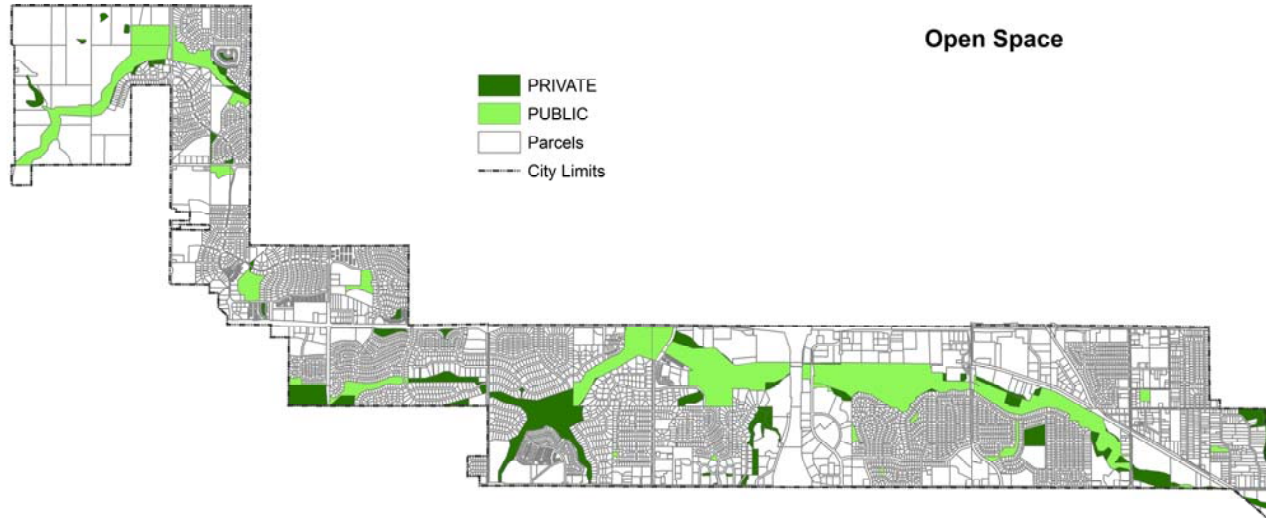
Major Industrial Properties		
Facility Name	Square Footage	Type
Merchant’s Distribution Center (10400 Hickman Road)	260,000 sqft	Warehouse/Distribution
Chicago Bridge and Iron (9600 Hickman Road)	186,793 sqft	Water Tower Fabrication
Specialty Products (9350 Hickman Road)	88,814 sqft	Promotional Products
Auto Jet Muffler (9550 Swanson Boulevard)	30,937 sqft	Muffler Fabrication
Weeks and Leo (2078 NW 92 <sup>nd</sup> Street)	60,526 sqft	Private Label Medical
Marzetti Frozen Pasta (8416 Harbach Boulevard)	30,241 sqft	Pasta/Food Manufacture
Buckeye Terminals (1501 NW 86 <sup>th</sup> Street)	N/A	Petroleum Distribution
Wittern Group (8040 University Boulevard)	281,848 sqft	Vending Machine Manufacture
Briggs Medical Services (7887 University Boulevard)	142,722 sqft	Medical Supplies/Forms
Source: City of Clive		

**Institutional:** Institutional uses, such as schools, churches, government facilities account for approximately 146 acres or approximately 3% of the total land area. As shown in the exhibit below, the various institutional uses are dispersed throughout the community.

**Open Space:** Public and private open spaces represent approximately 15% of total land area. Of the total open space areas, the City owns approximately 505 acres and approximately 123 acres are owned by private entities.

**Right-of-Way:** The City's street system represents a significant portion of the overall land use, accounting for approximately 15% of the total area.





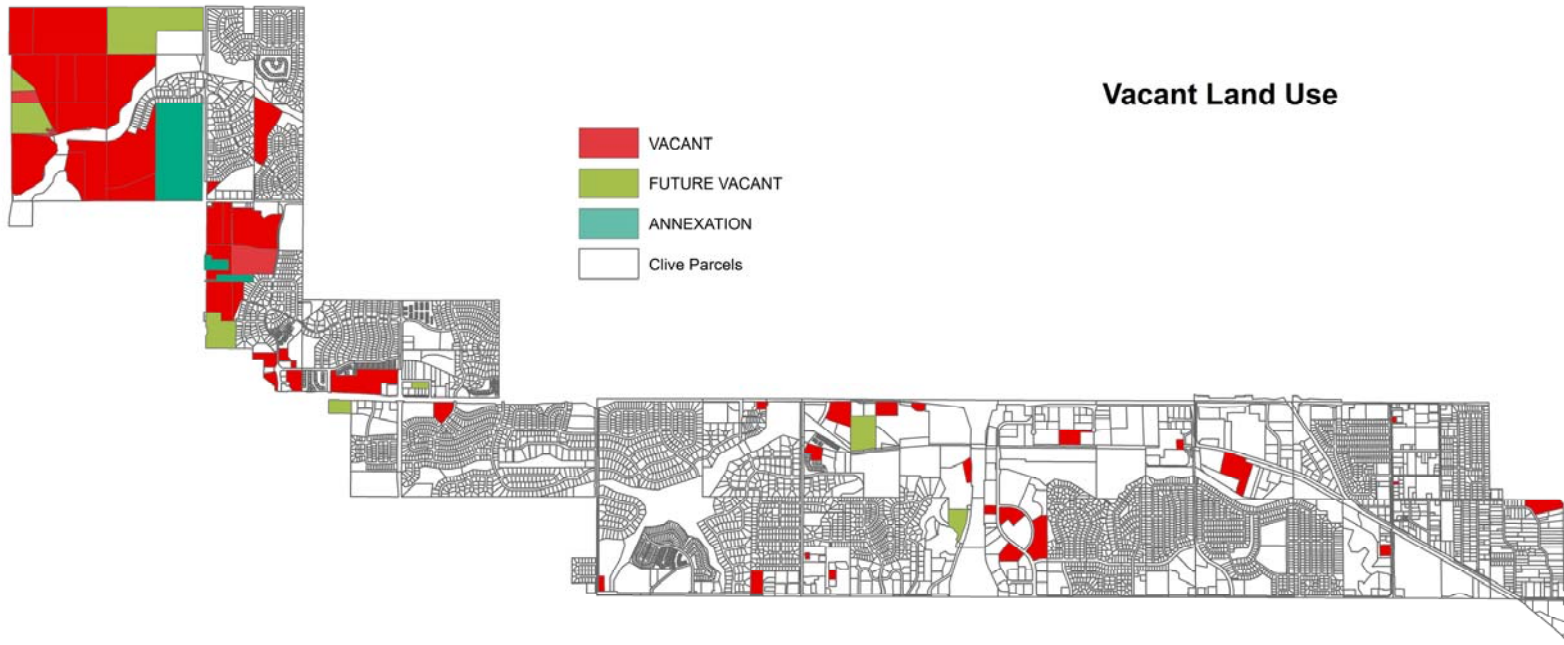
## UNDER UTILIZED/VACANT LAND AREAS

There are approximately 608 acres of vacant land within the City. A majority of the vacant land is associated with the undeveloped farm ground in the northwest portion of City. Additionally, there are a number of vacant parcels within developed subdivision that have not yet developed.

In addition to the ground identified as vacant, there are a

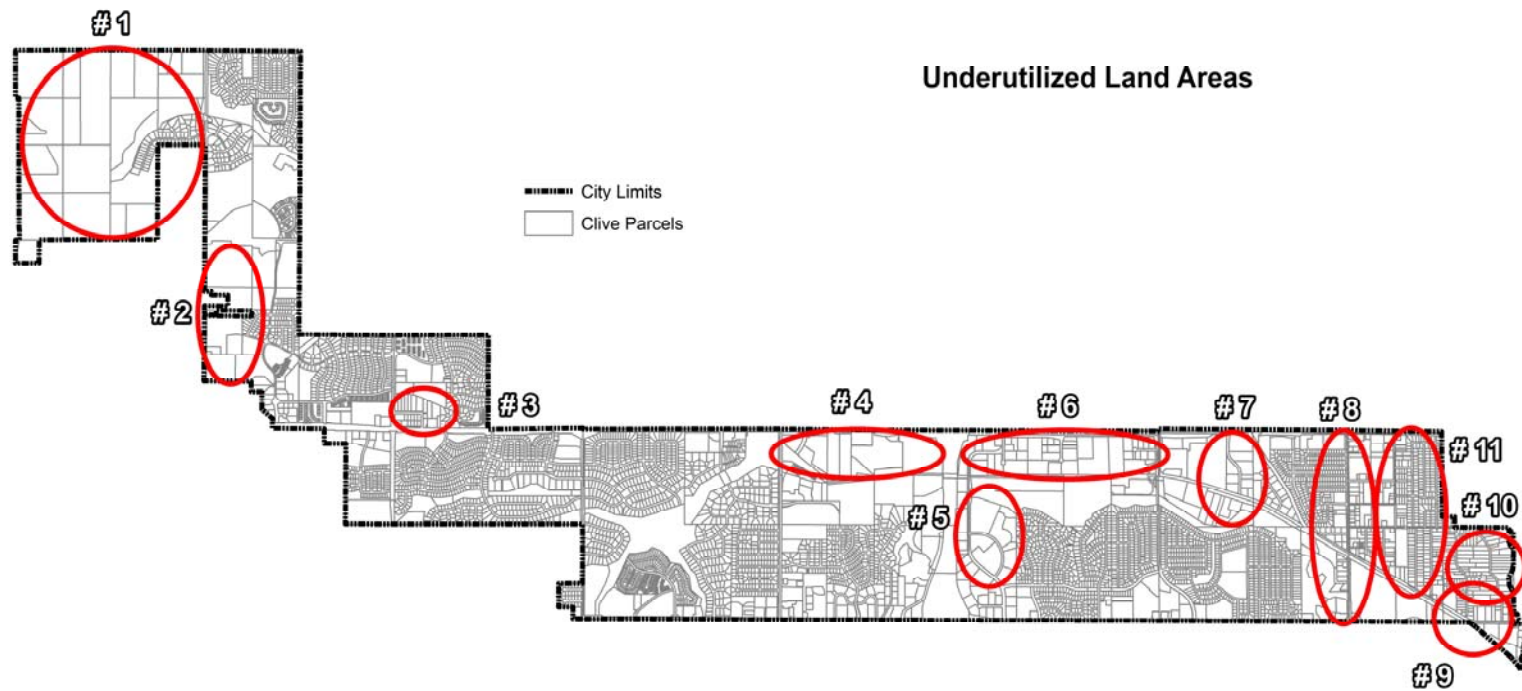
number of additional properties that are occupied by a single home but are likely to be developed in the future. The conversion of those properties represents 127 acres of additional development opportunity.

With the proposed boundary swap between the City of Waukee and City of Clive, there is the potential to add an additional 108 acres of development (approximately 80 acres currently vacant).



Beyond the vacant acres, there are also a number of areas that are potentially underutilized either through obsolescence or the community's perception that the areas have a higher market opportunity. Some of the areas are currently ripe for development while others will require patience and/or City encouragement in order to yield a higher and better use.

- |  |   |
|--|---|
| 1. Northern Neighborhoods Phase III Area | 6. Hickman East                         |
| 2. Northern Neighborhoods Phase II Area  | 7. 94 <sup>th</sup> Street/Swanson Area |
| 3. Emerald Isle Area                     | 8. NW 86 <sup>th</sup> Street Area      |
| 4. Hickman West                          | 9. University Boulevard Area            |
| 5. Town Center                           | 10. Original Clive #1                   |
|  | 11. Original Clive #2                   |



**AREA #1:** APPROXIMATELY 300 ACRES OF PRIMARILY VACANT FARM LAND. THERE ARE SEVERAL EXISTING RESIDENTIAL ESTATE PROPERTIES ALONG MEREDITH DRIVE AND WARRIOR LANE BUT THE BALANCE OF THE LAND IS UNDEVELOPED. IT IS ANTICIPATED THAT THIS AREA WILL BE FULLY DEVELOPED OVER THE NEXT 10-15 YEARS. PRESENTLY, THE LAND USE PLAN FOR THIS AREA IDENTIFIES SINGLE FAMILY RESIDENTIAL AS THE DOMINANT LAND USE. A MINOR AMOUNT OF HIGHER DENSITY RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL IS SHOWN AS A POSSIBILITY AT THE INTERSECTION OF THE ARTERIALS. ARE THE ANTICIPATED LAND USES (PRINCIPALLY HIGHER END SINGLE FAMILY RESIDENTIAL) STILL THE DESIRED OUTCOME?



AREA FACTS

ACRES: 631  
 VACANT ACRES: 448  
 POPULATION ESTIMATE: 61  
 POPULATION DENSITY: .09 PERSONS/ACRE  
 HOUSING UNITS: 85  
 HOUSING UNIT DENSITY: .13 UNITS/ACRE  
 RENTAL UNITS: 7  
 RENTAL UNIT PERCENTAGE: 8.24%

KEY CHARACTERISTICS

- PRIMARILY VACANT FARM GROUND
- LIMITED AMOUNT OF NEW DEVELOPMENT (SHADOW CREEK PLAT 1 AND 2)
- LARGE ESTATE PROPERTIES (15+ ACRES)
- GREENBELT SPINE RUNNING DIAGONALLY THROUGH THE AREA.
- IRREGULAR BOUNDARIES WITH WAUKEE PRESENT ISSUES RELATED TO LAND USE AND UTILITY EFFICIENCY.



**AREA #2:** APPROXIMATELY 120 ACRES WITH SEVERAL EXISTING RESIDENTIAL ESTATE PROPERTIES ALONG ALICES ROAD, BUT THE BALANCE OF THE LAND IS UNDEVELOPED. PRESENTLY, THE LAND USE PLAN FOR THIS AREA IDENTIFIES SMALL LOT COMMERCIAL OFFICE DEVELOPMENT ALONG THE ALICES ROAD FRONTAGE. WITH THE LACK OF MARKET DEMAND FOR OFFICE AND THE LAND USE CHANGES OCCURRING ALONG THE WAUKEE PORTION OF ALICES ROAD, DISCUSSIONS RELATED TO REVISING THE LAND USE PLAN HAVE BEEN ON-GOING. DISCUSSIONS WITH THE LAND OWNERS REGARDING ALLOWING ADDITIONAL RESIDENTIAL USES AND THE POTENTIAL FOR MORE FLEXIBLE COMMERCIAL DEVELOPMENT OPPORTUNITIES ARE OCCURRING AT THE PRESENT TIME. IS THE LAND USE DIRECTION CURRENTLY BEING DISCUSSED APPROPRIATE?



AREA FACTS

ACRES: 112.81  
 VACANT ACRES: 98  
 POPULATION ESTIMATE: 41  
 POPULATION DENSITY: .12 PERSONS/ACRE  
 HOUSING UNITS: 10  
 HOUSING UNIT DENSITY: .09 UNITS/ACRE  
 RENTAL UNITS: 3  
 RENTAL UNIT PERCENTAGE: 30%

KEY CHARACTERISTICS

- IT IS ANTICIPATED THAT DEVELOPMENT OF THIS PROPERTY WILL LIKELY OCCUR WITHIN THE NEXT 1-5 YEARS AS ALICES ROAD IS CONNECTED TO THE INTERSTATE AND DEVELOPMENT ACTIVITY WITHIN WAUKEE AND ALONG THE CORRIDOR ESCALATES.
- IRREGULAR BOUNDARIES PRESENT ISSUES RELATED TO THE EFFICIENT PROVISION OF INFRASTRUCTURE.
- STRONG EXISTING SINGLE FAMILY RESIDENTIAL NEIGHBORHOODS HAVE DEVELOPMENT AROUND THIS AREA.
- SHULER ELEMENTARY SCHOOL PROVIDES AN OPPORTUNITY FOR STRONG NEIGHBORHOOD FOCAL POINT.



**AREA #3:** APPROXIMATELY 25 ACRE AREA CALLED EMERALD ISLE. THE EMERALD ISLE AREA IS A DEVELOPED RURAL SUBDIVISION THAT WAS ANNEXED INTO THE CITY APPROXIMATELY 15 YEARS AGO. THE SUBDIVISION CONTAINS A MIX OF USES SUCH AS SINGLE-FAMILY RESIDENTIAL, MULTI-FAMILY RESIDENTIAL, COMMERCIAL AND LIGHT INDUSTRIAL. THIS AREA IS GENERALLY INCONSISTENT WITH THE DEVELOPMENT THAT HAS OCCURRED IN THE IMMEDIATE VICINITY. THE CITY HAS PREVIOUSLY DISCUSSED OPPORTUNITIES FOR REDEVELOPMENT, HOWEVER, THE EXISTING INFRASTRUCTURE AND THE FRACTURED OWNERSHIP (APPROXIMATELY 20 INDIVIDUAL PROPERTY OWNERS) RESULTS IN SIGNIFICANT CHALLENGES IN DEVELOPING AN OVERALL PLAN FOR THE AREA. WHAT IS THE APPROPRIATE LAND USE CONSIDERATION FOR THIS AREA?

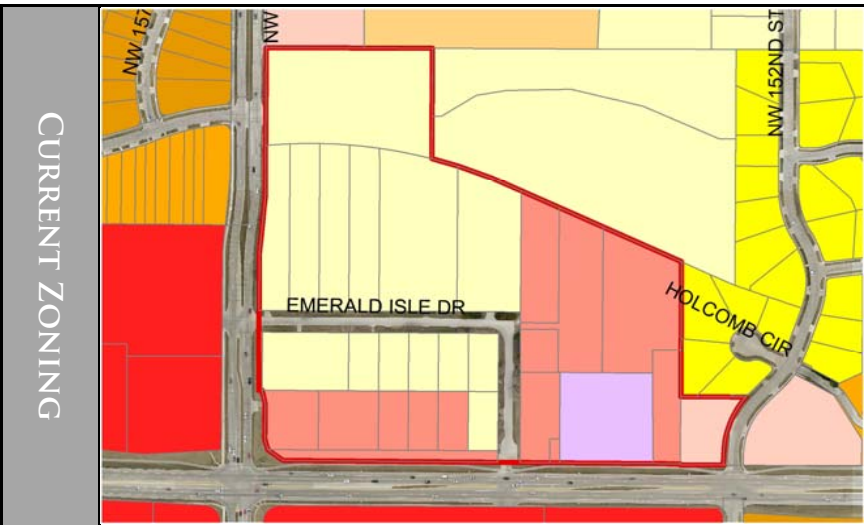
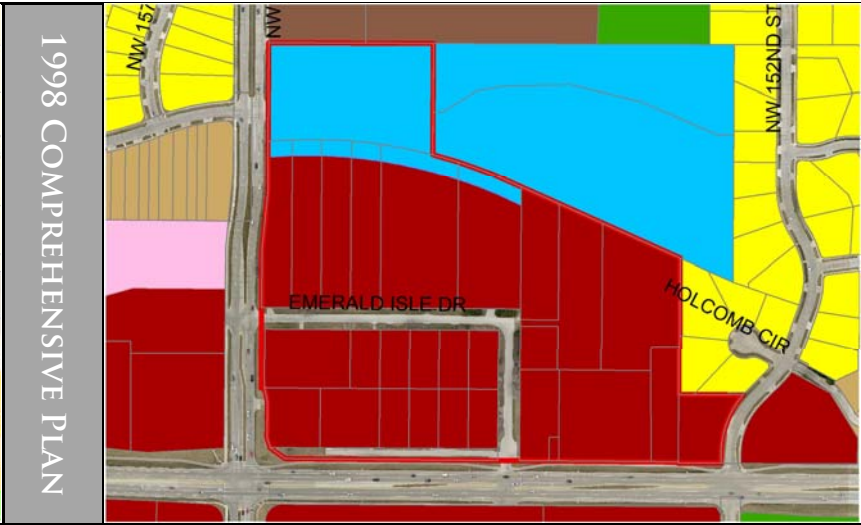
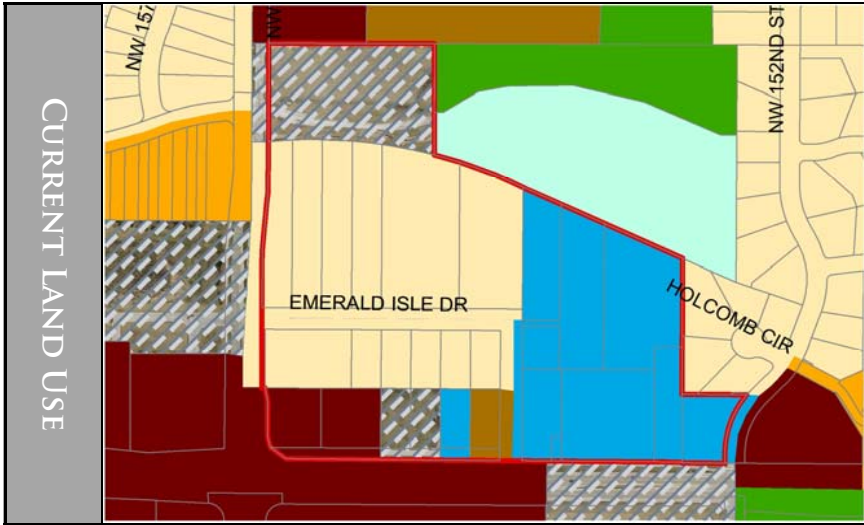


AREA FACTS

ACRES: 29.9  
 VACANT ACRES: 0  
 POPULATION ESTIMATE: 23  
 POPULATION DENSITY: .79 PERSONS/ACRE  
 HOUSING UNITS: 15  
 HOUSING UNIT DENSITY: .51 UNITS/ACRE  
 RENTAL UNITS: 8  
 RENTAL UNIT PERCENTAGE: 53%

KEY CHARACTERISTICS

- COUNTY SUBDIVISION FROM THE EARLY 1960's.
- DOMINATED BY SERVICE ORIENTED COMMERCIAL AND LIGHT INDUSTRIAL TYPE USES.
- CITY UTILITIES ARE AVAILABLE ALTHOUGH SEVERAL PROPERTIES HAVE NOT CONNECTED.
- EMERALD ISLE DRIVE IS UN-IMPROVED (CURRENT RURAL SECTION WITH TEMPORARY ASPHALT SURFACE)
- CITY OWNS APPROXIMATELY 3.5 ACRES ON SIDE OF AREA (ACCOMMODATES POLICE/FIRE ANNEX, IF NEEDED)



**AREA #4:** APPROXIMATELY 90 ACRES CONTAINING SEVERAL VACANT PARCELS, EXISTING LARGE COMMERCIAL OPERATIONS SUCH AS MENARDS (APPROXIMATELY 23 ACRES) AND LOVE'S TRAVEL PLAZA (APPROXIMATELY 25 ACRES), AND TWO LARGE RESIDENTIAL ESTATE PROPERTIES (APPROXIMATELY 22 ACRES). THE CURRENT LAND USE PLAN FOR THE AREA IS IDENTIFIED AS COMMERCIAL-RETAIL AND SERVICE BUSINESS. WITH THE INCREASING TRAFFIC COUNTS ALONG HICKMAN ROAD, THE DEVELOPMENT OF THE LIVING HISTORY FARMS PROPERTY, AND THE POTENTIAL FOR SIGNIFICANT MODIFICATIONS TO THE HICKMAN ROAD INTERCHANGE, SHOULD THE LONG TERM LAND USE PLAN FOR THIS AREA BE MODIFIED?

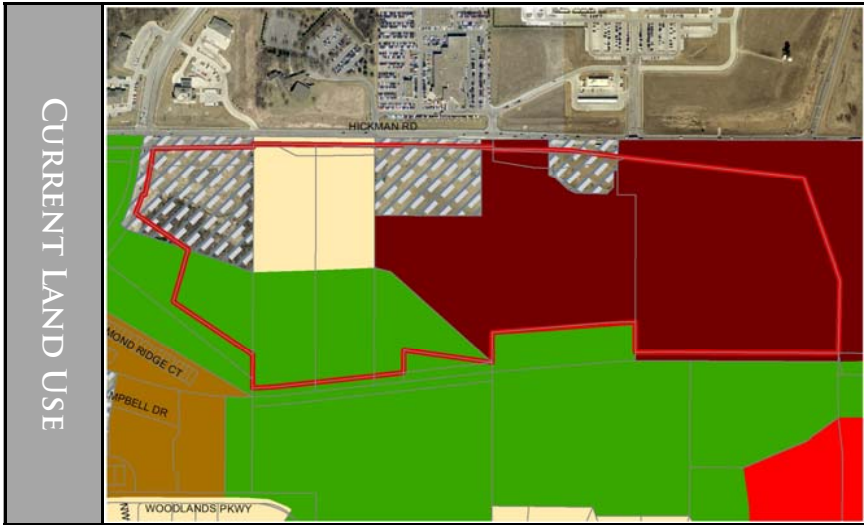


AREA FACTS

ACRES: 92.4  
 VACANT ACRES: 25  
 POPULATION ESTIMATE: 7  
 POPULATION DENSITY: .08 PERSONS/ACRE  
 HOUSING UNITS: 2  
 HOUSING UNIT DENSITY: .02 UNITS/ACRE  
 RENTAL UNITS: 0  
 RENTAL UNIT PERCENTAGE: N/A

KEY CHARACTERISTICS

- SEVERAL LARGE PARCELS (OVER 10 ACRES EACH) ALONG HIGH TRAFFIC COUNT HIGHWAY 6 CORRIDOR.
- EXISTING MATURE FOREST AREAS WITHIN PORTIONS OF THE AREA.
- NEW DEVELOPMENTS CURRENTLY OCCURRING ACROSS HICKMAN ROAD TO THE NORTH (LIFETIME FITNESS).
- LAND USE PATTERN DOMINATED BY MENARDS & LOVE'S
- PROPERTY IS PARTIALLY IMPACTED BY WALNUT CREEK FLOODPLAIN.



**AREA #5:** APPROXIMATELY 110 ACRE CORRIDOR ALONG NW 114<sup>TH</sup> STREET (FROM WALNUT CREEK TO UNIVERSITY AVENUE), WHICH HAS MORE RECENTLY BEEN DISCUSSED AS THE TOWN CENTER NEIGHBORHOOD. UNTIL THE DEVELOPMENT OF THE WALNUT RIDGE SENIOR LIVING FACILITY, THE USES ALONG THE CORRIDOR WERE PRIMARILY ORIENTED TOWARDS OFFICE AND INTERSTATE RELATED SERVICE USES. THE RECENT TOWN CENTER DISCUSSIONS RELATED TO LAND USE SUGGEST THAT THE APPROXIMATELY 30 ACRES OF VACANT LAND WITHIN THE CORRIDOR BE EVOLVED FROM ITS CURRENT OFFICE LAND USE DESIGNATION TO A MUCH MORE RESIDENTIAL MIXED USE NEIGHBORHOOD. WITH THE DEVELOPMENT OF THE MIXED USE AREAS, SHOULD THE LAND USES ALONG THE CORRIDOR BE MODIFIED TO BE MORE SUPPORTIVE OF THE TOWN CENTER CONCEPTS?

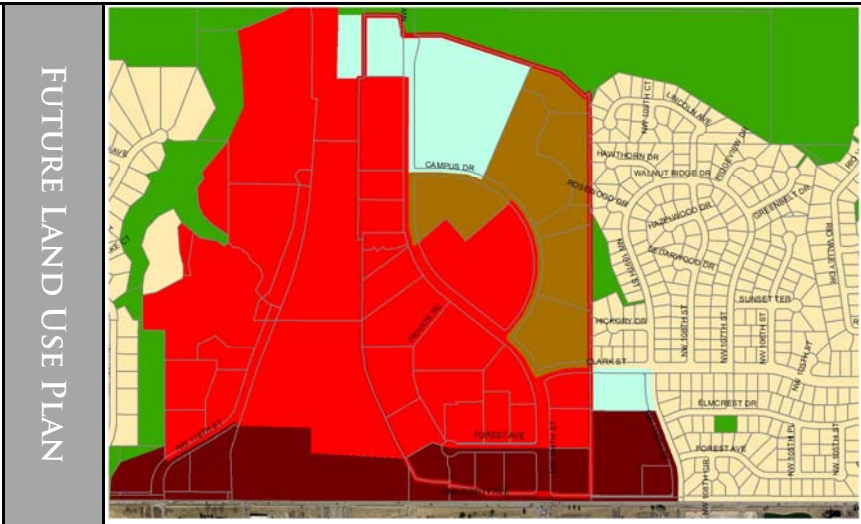
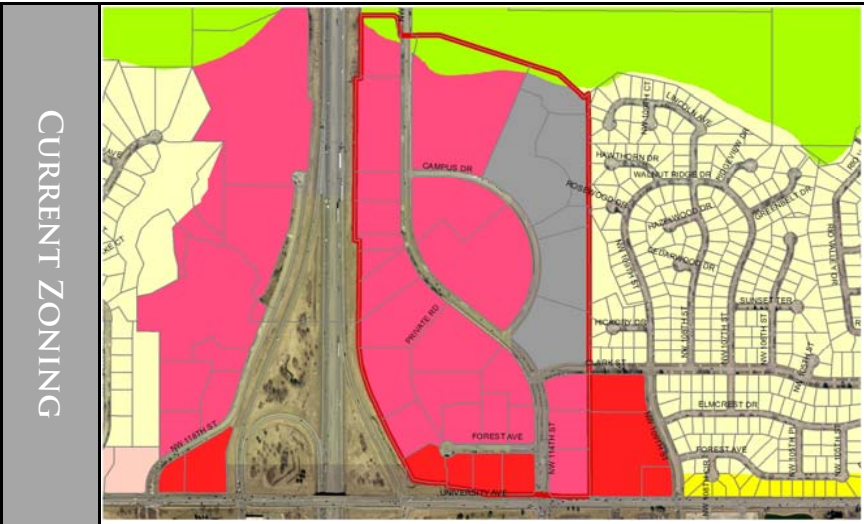
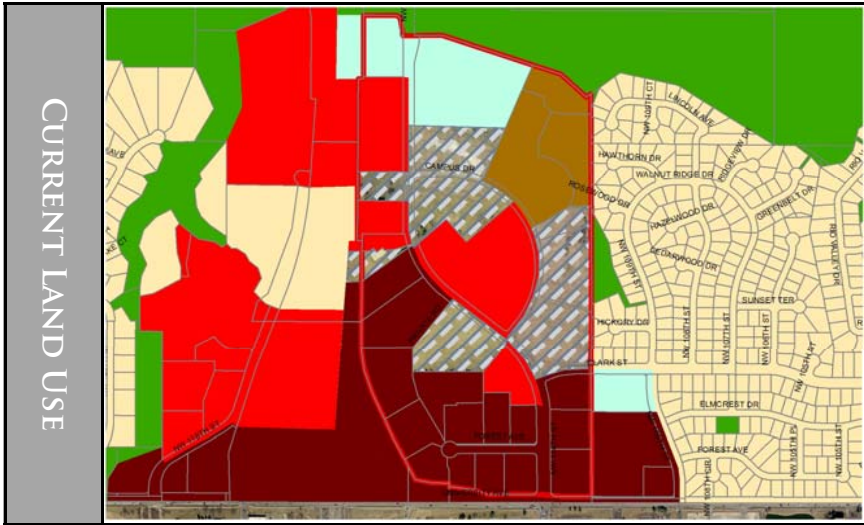


AREA FACTS

ACRES: 120.5  
 VACANT ACRES: 28.5  
 POPULATION ESTIMATE: 200  
 POPULATION DENSITY: 1.6 PERSONS/ACRE  
 HOUSING UNITS: 176  
 HOUSING UNIT DENSITY: 1.46 UNITS/ACRE  
 RENTAL UNITS: 176  
 RENTAL UNIT PERCENTAGE: 100%

KEY CHARACTERISTICS

- CITY IS A MAJOR STAKEHOLDER IN THIS AREA: CITY HALL, LIBRARY, AQUATIC CENTER AND 10 ACRES OF VACANT LAND.
- ALL OF THE HOUSING UNITS WITHIN THIS AREA ARE ORIENTED TOWARD SENIORS (WALNUT RIDGE)
- MERCY CLINICS CONTINUES TO BE A DOMINATE STAKEHOLDER IN THIS AREA.
- LIMITED AUTO MOBILITY WITH CHALLENGING ACCESS POINTS AT HICKMAN ROAD AND UNIVERSITY AVENUE.
- APPROXIMATELY 900 HOTEL UNITS IN AREA. AVERAGE AGE OF UNITS IS APPROXIMATELY 25 YEARS.



**AREA #6:** AN APPROXIMATELY 140 ACRE MIXED COMMERCIAL USE CORRIDOR THAT HAS EVOLVED FROM ITS ORIGINAL “WAREHOUSE” ORIENTATION TO MORE RETAIL AND SERVICE CORRIDOR. THE AREA WAS ORIGINALLY DEVELOPED GENERALLY IN ISOLATION WITH THE NATURAL BOUNDARIES OF HICKMAN ROAD TO THE NORTH AND WALNUT CREEK TO THE SOUTH. THERE IS LIMITED CONNECTIVITY BETWEEN THE INDIVIDUAL PARCELS, WITH EACH PROPERTY ORIENTED TOWARDS HICKMAN ROAD ACCESS AND VISIBILITY. IT IS QUESTIONED IF THE LAND USE PLAN FOR THIS AREA SHOULD BE MODIFIED TO FACILITATE THE EVOLUTION OF THIS AREA TOWARDS COMMERCIAL RETAIL AND SERVICE.

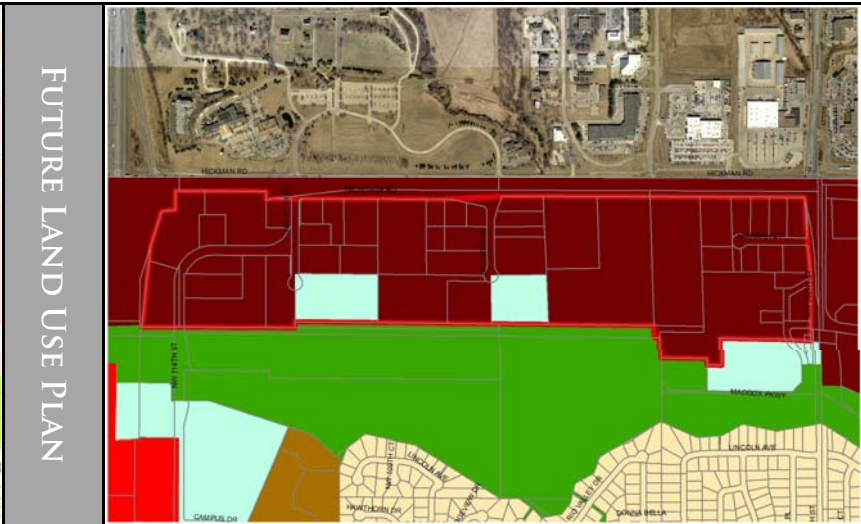
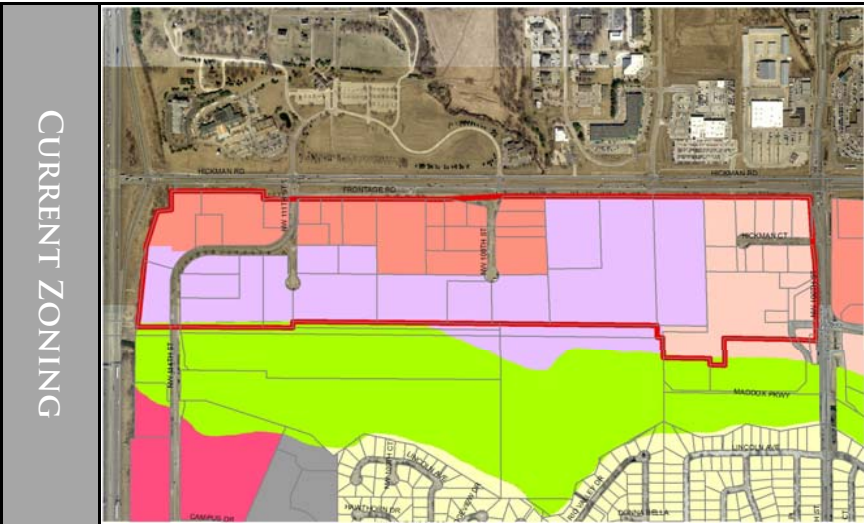
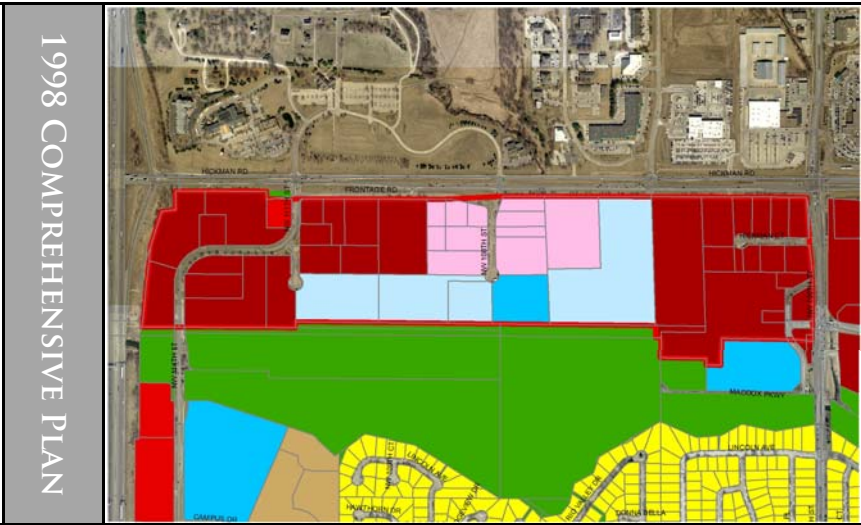
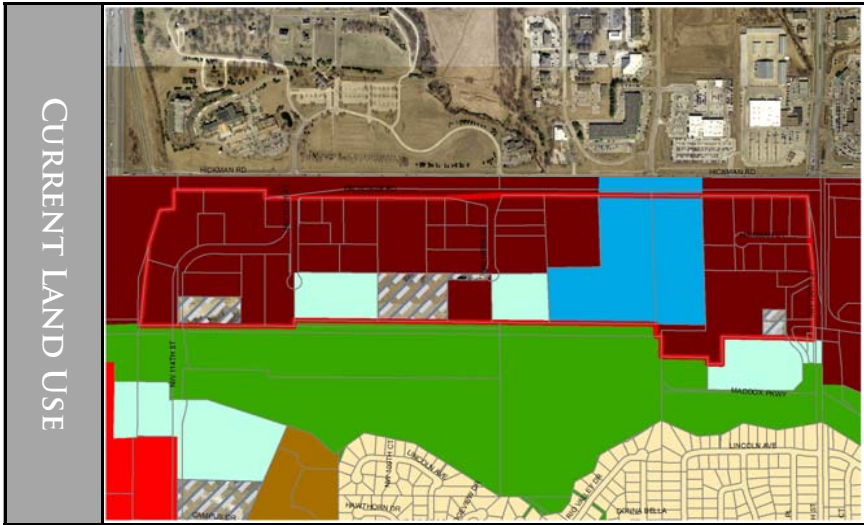


AREA FACTS

ACRES: 136.6  
 VACANT ACRES: 12  
 POPULATION ESTIMATE: 0  
 HOUSING UNITS: 0  
 RENTAL UNITS: 0  
 ASSESSED VALUE/ ACRE: \$391,613  
 AVG. ASSESSED VALUE/PROPERTY: \$1,069,886

KEY CHARACTERISTICS

- SERVICE ORIENTED COMMERCIAL USES LOCATED WITHIN BUILDINGS CONSTRUCTED IN THE 70'S AND 80'S.
- PROPERTIES ARE PRIMARILY SERVICES OFF OF HICKMAN ROAD AND/OR THE HICKMAN ROAD FRONTAGE.
- TWO OLDER FITNESS FACILITIES ARE LOCATED IN THIS AREA (ASPEN ATHLETIC AND 7-FLAGS)
- FOUR LARGE AUTOMOBILE DEALERS ARE LOCATED IN THIS AREA.
- SEVERAL LARGE WAREHOUSE/FLEX BUILDING ARE LOCATED IN THIS AREA.



**AREA #7:** AN APPROXIMATELY 115 ACRE MIXED COMMERCIAL RETAIL, SERVICE, AND INDUSTRIAL AREA. THE MAJORITY OF THIS AREA WAS ORIGINALLY PART OF THE INDUSTRIAL CHICAGO BRIDGE AND IRON FACILITY, HOWEVER, PARCELS NO LONGER NEEDED BY THE FACILITY WERE SUBSEQUENTLY SOLD OFF TO ACCOMMODATE A RANGE OF OTHER COMMERCIAL USES. IT IS QUESTIONED IF THE LAND USE PLAN FOR THIS AREA SHOULD BE MODIFIED TO BETTER REFLECT THE EVOLUTION OF THE LAND USES TOWARDS COMMERCIAL RETAIL AND SERVICE?

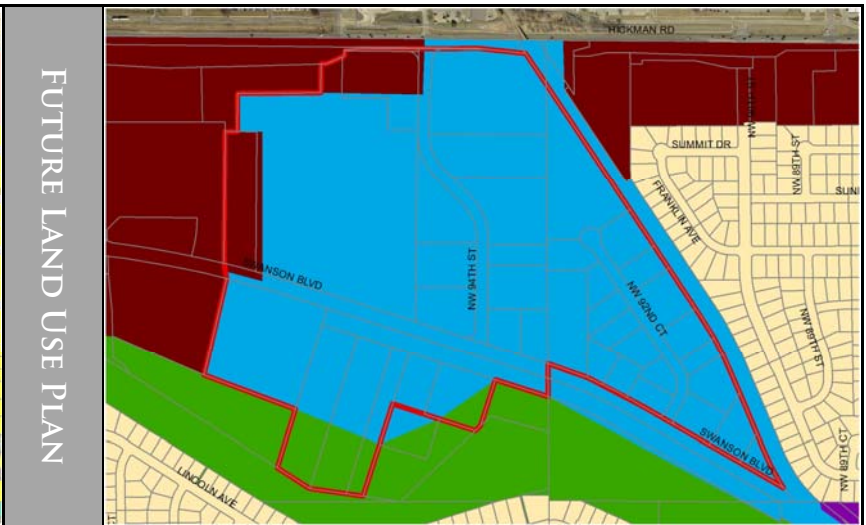
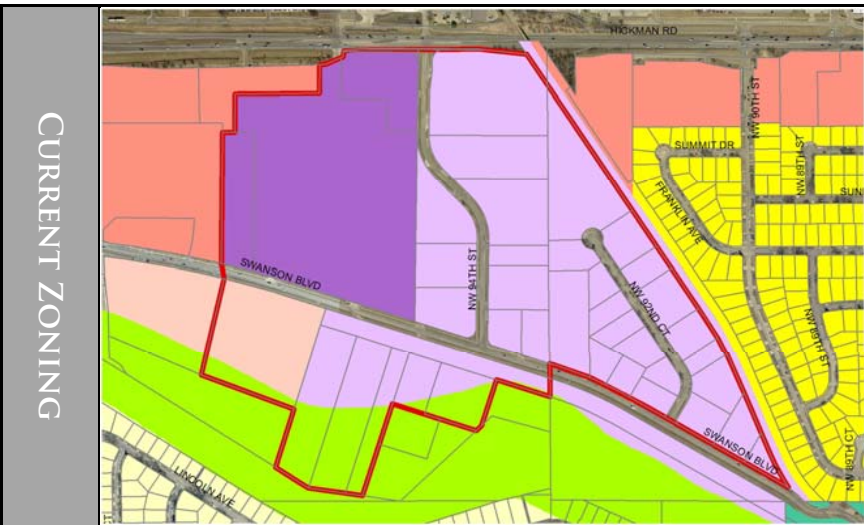


AREA FACTS

ACRES: 114.6  
 VACANT ACRES: 12  
 POPULATION ESTIMATE: 0  
 HOUSING UNITS: 0  
 RENTAL UNITS: 0  
 ASSESSED VALUE/ ACRE: \$254,007  
 AVG. ASSESSED VALUE/PROPERTY: \$785,364

KEY CHARACTERISTICS

- HEAVIEST CONCENTRATION OF INDUSTRIAL USES IN THE CITY.
- CHICAGO BRIDGE AND IRON FACILITY IS THE DOMINANT LAND USE IN THE AREA.
- AREA HAS ACCESS TO RAIL.
- LIMITED VACANT GROUND AVAILABLE FOR DEVELOPMENT.
- ADJACENT TO GREENBELT BUT LIMITED INTERACTION.
- AREA IS IMPACTED BY THE WALNUT CREEK FLOODPLAIN.



**AREA #8:** THE NW 86<sup>TH</sup> STREET CORRIDOR IS AN APPROXIMATELY 1 MILE LONG, GENERALLY COMMERCIAL CORRIDOR, THAT WAS PRINCIPALLY DEVELOPED IN THE 1970'S AND 1980'S. MUCH OF THE EXISTING REAL ESTATE REMAINS IN ITS ORIGINAL CONFIGURATION AND IS NOT NECESSARILY COMPETITIVE WITH NEWER COMMERCIAL OPPORTUNITIES. THE CITY HAS INVESTED SIGNIFICANT RESOURCES IN REFINING THE LAND USE PLAN FOR THE AREA AND IMPLEMENTING TRAFFIC SAFETY AND BEAUTIFICATION EFFORTS ALONG THE CORRIDOR. THE ANTICIPATED PRIVATE SECTOR RE-INVESTMENT WITHIN THE CORRIDOR HAS NOT YET OCCURRED AND IT IS QUESTIONED IF THE ORIGINAL DEFINED VISION FOR THE CORRIDOR IS VIABLE. IF THE DESIRED OUTCOMES CANNOT BE ACHIEVED, SHOULD THE LAND USE PLAN FOR THIS AREA BE REVISED?

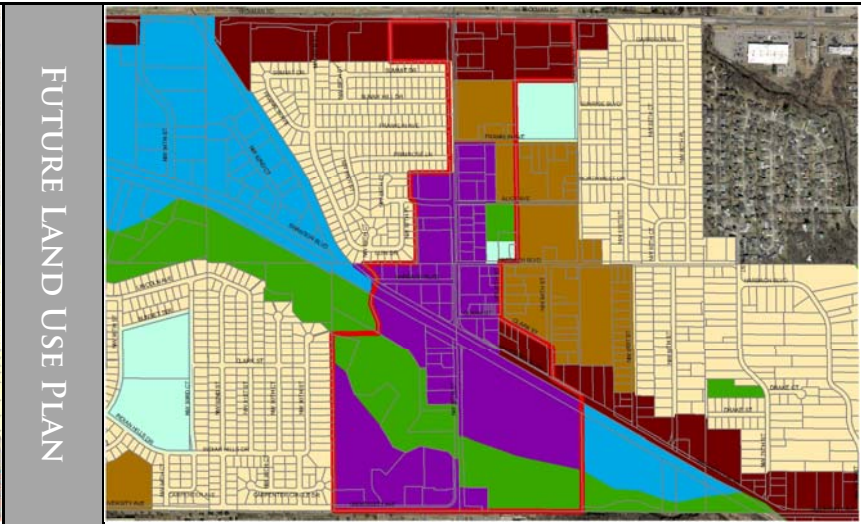
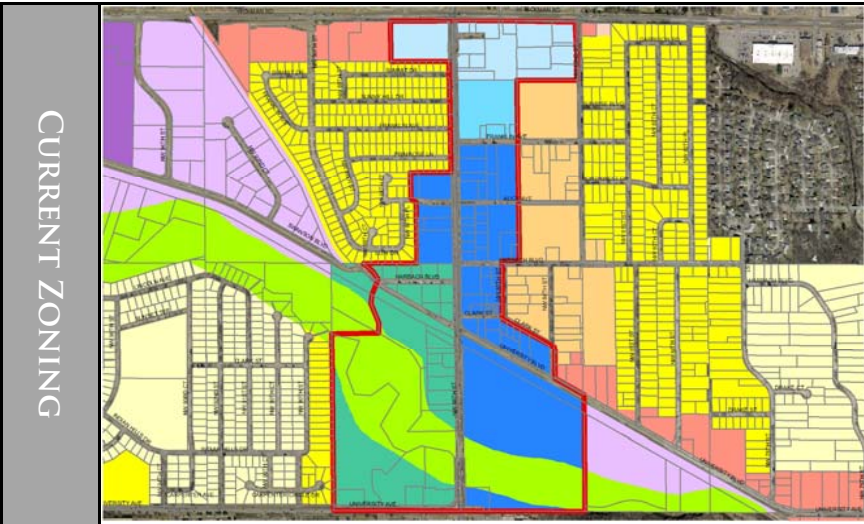
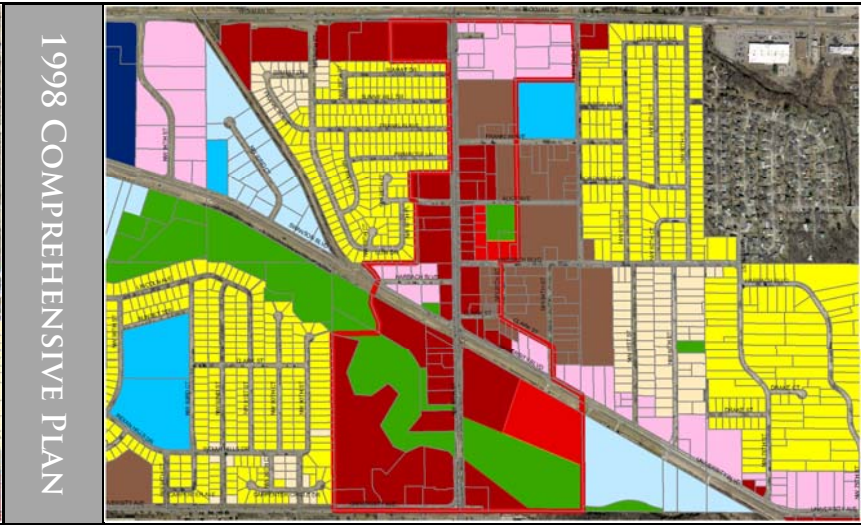
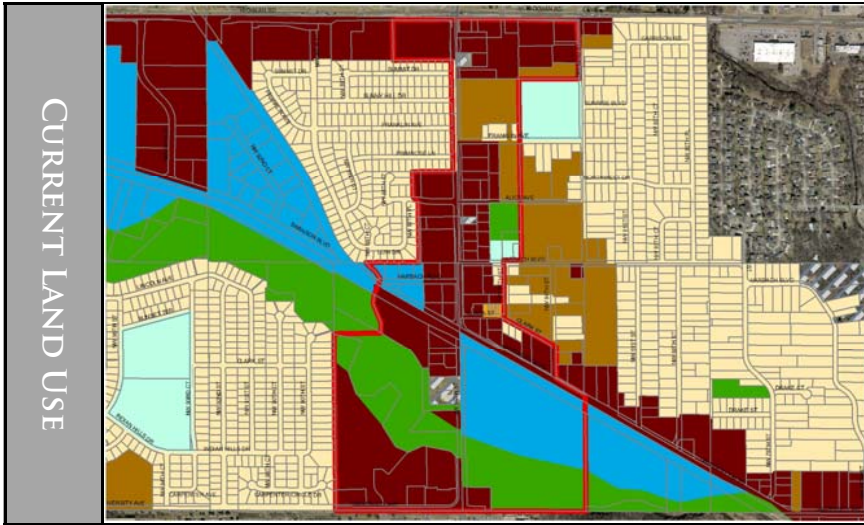


AREA FACTS

ACRES: 198.4  
 VACANT ACRES: 2.5  
 POPULATION ESTIMATE: 759  
 POPULATION DENSITY: 3.8 PERSONS/ACRE  
 HOUSING UNITS: 248  
 HOUSING UNIT DENSITY: 1.25 UNITS/ACRE  
 RENTAL UNITS: 232 (93.5%)

KEY CHARACTERISTICS

- SEVERAL LARGE PARCELS (OVER 10 ACRES EACH) ALONG HIGH TRAFFIC COUNT HIGHWAY 6 CORRIDOR.
- EXISTING MATURE FOREST AREAS WITHIN PORTIONS OF THE AREA.
- NEW DEVELOPMENTS CURRENTLY OCCURRING ACROSS HICKMAN ROAD TO THE NORTH (LIFETIME FITNESS).
- LAND USE PATTERN DOMINATED BY MENARDS & LOVE'S TRAVEL PLAZA.
- PROPERTY IS PARTIALLY IMPACTED BY WALNUT CREEK FLOODPLAIN.



**AREA #9:** AN APPROXIMATELY 85 ACRE AREA ALONG UNIVERSITY BOULEVARD THAT CONTAINS A VARIETY OF INDUSTRIAL, COMMERCIAL, AND RESIDENTIAL USES. MOST OF THE DEVELOPMENTS ALONG THE CORRIDOR WERE DEVELOPED WITH ACCESS AND VISIBILITY TOWARDS UNIVERSITY BOULEVARD AS THE KEY CONSIDERATION. THERE IS VERY LITTLE INTERACTION BETWEEN THE COMMERCIAL USES AND THE ADJOINING RESIDENTIAL AREAS. SHOULD THE LAND USE PLAN FOR THIS AREA BE REVISED TO BETTER FACILITATE A NEIGHBORHOOD CONNECTION BETWEEN THE COMMERCIAL AND RESIDENTIAL AREAS.

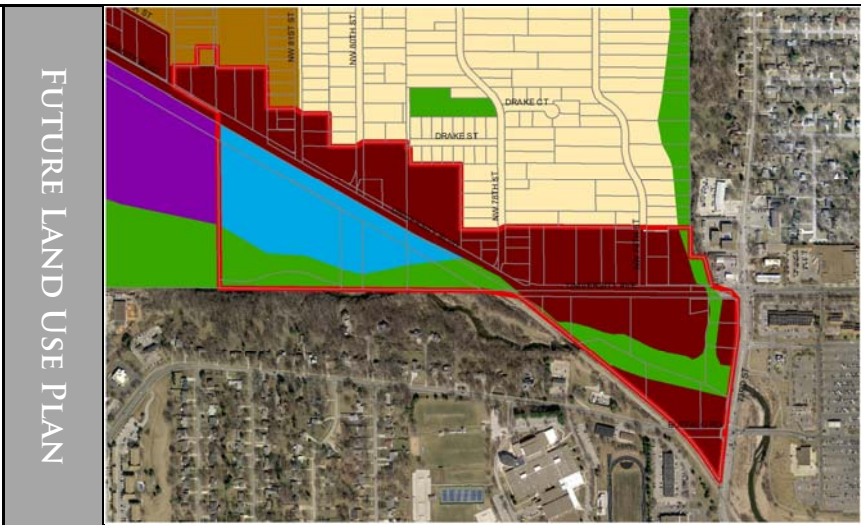
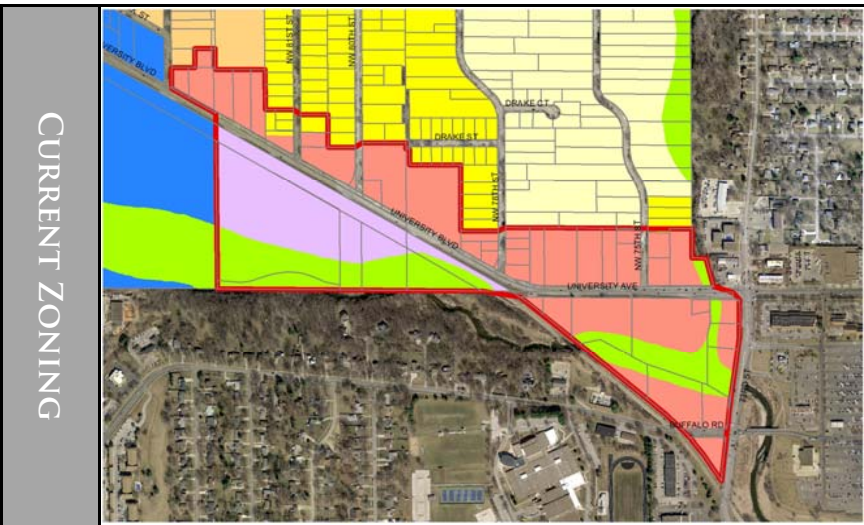
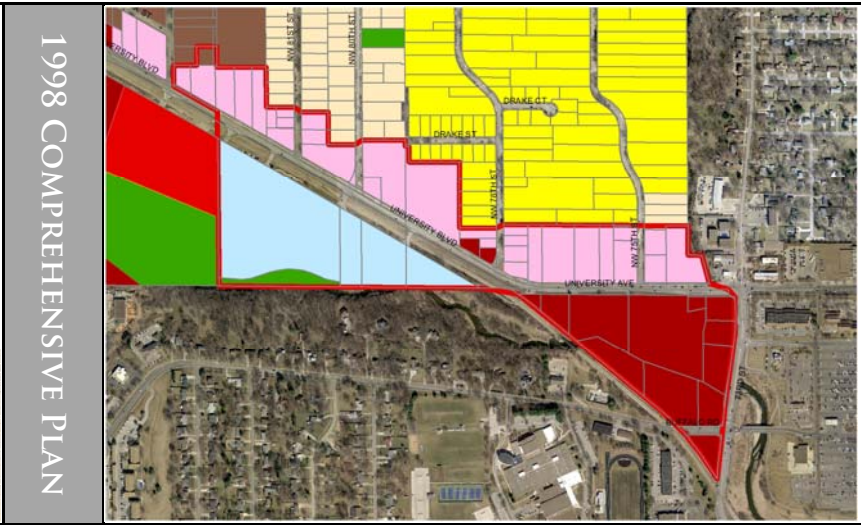
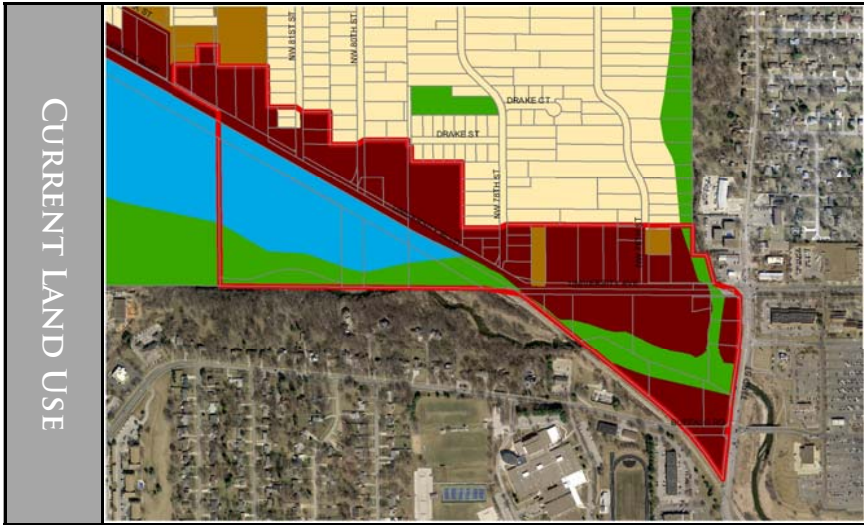


AREA FACTS

ACRES: 85.6  
 VACANT ACRES: 0  
 POPULATION ESTIMATE: 78  
 POPULATION DENSITY: .9 PERSONS/ACRE  
 HOUSING UNITS: 32  
 HOUSING UNIT DENSITY: 37 UNITS/ACRE  
 RENTAL UNITS: 27 (84.4%)  
 ASSESSED VALUE/ ACRE RES.: \$286,288  
 AVG. RESIDENTIAL ASSESSED VALUE: \$93,657  
 ASSESSED VALUE/ ACRE COM: \$393,025

KEY CHARACTERISTICS

- MIX OF COMMERCIAL, INDUSTRIAL AND RESIDENTIAL USE WITH THE AREA.
- BUCKEYE PARTNERS, WITTERN GROUP, BRIGGS AND SERVICE MASTER ARE DOMINANT BUSINESSES ALONG THE CORRIDOR.
- HAS RAIL ACCESS.
- ADJACENT TO GREENBELT, BUT LIMITED INTERACTION.
- AREA IMPACTED BY WALNUT CREEK AND NORTH WALNUT CREEK FLOODPLAINS (FREQUENT FLASH FLOODING).



**AREA #10:** REPRESENTS ONE OF THE ORIGINAL RESIDENTIAL NEIGHBORHOOD AREA OF THE CITY. UNLIKE AREA #11, THIS AREA HAS NOT TRANSITIONED FROM OWNER-OCCUPIED SINGLE FAMILY RESIDENTIAL TO RENTAL. MANY OF THE EXISTING HOMES REMAIN WITH A FEW OF THE OLDER HOMES BEING DEMOLISHED AND REPLACED WITH NEW HOMES.

BECAUSE OF THE LIMITED ROADWAY NETWORK IN THE AREA, THERE HAVE BEEN CONCERNS WITH TRAFFIC VOLUMES AND SPEED. SIDEWALKS ARE AVAILABLE ON AT LEAST ONE SIDE OF EACH STREET IN THE AREA.

CAN MODIFICATION OF THE LAND USE PLAN IN THIS AREA ENCOURAGE REINVESTMENT WHILE PRESERVING THE AREAS OWNER-OCCUPIED RESIDENTIAL CHARACTER?

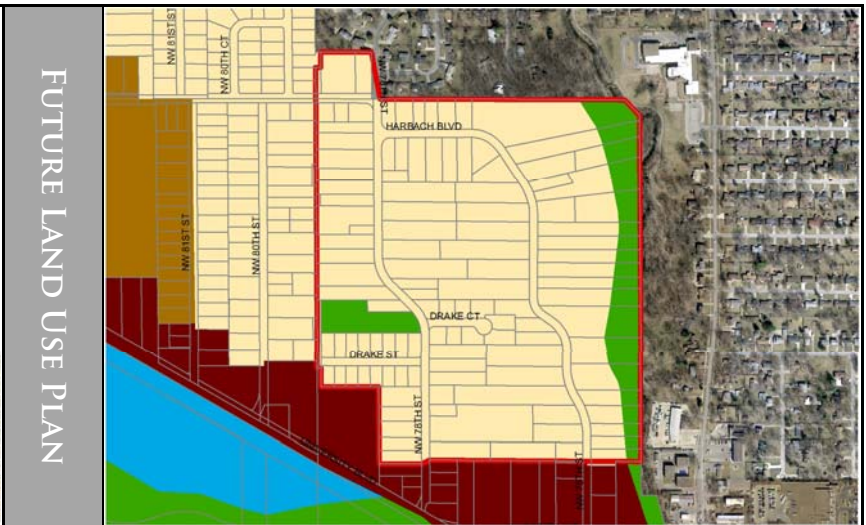
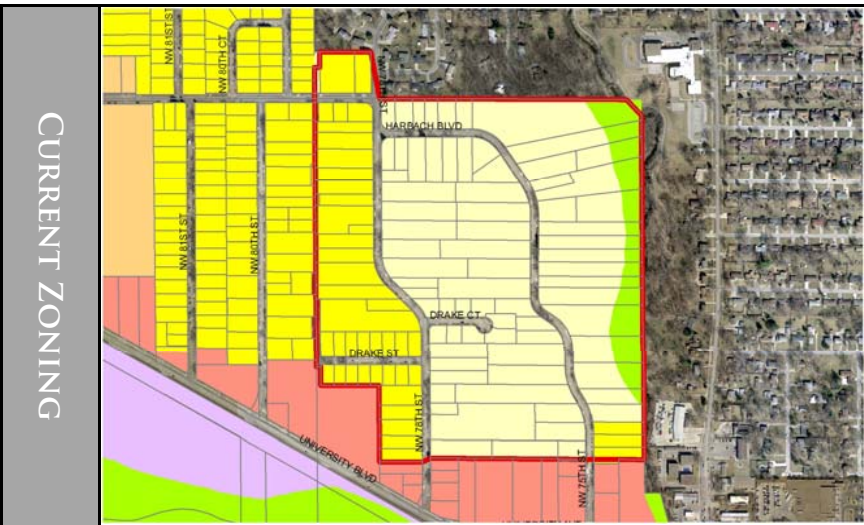
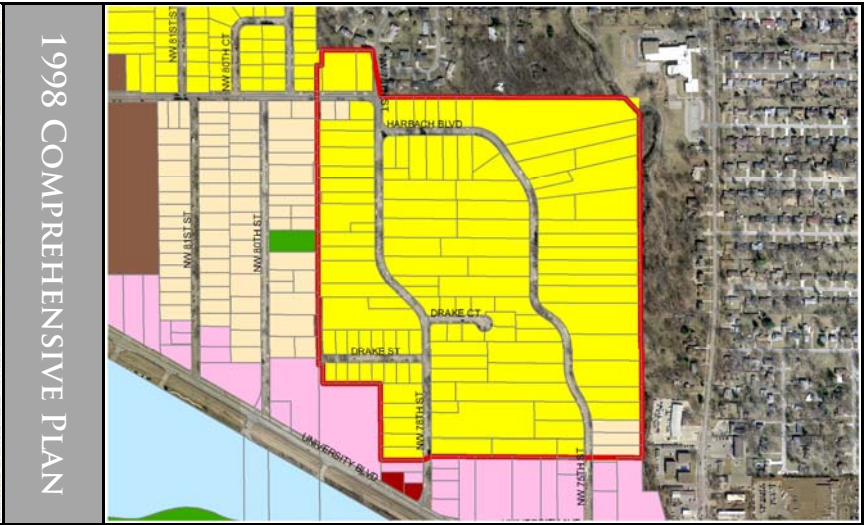
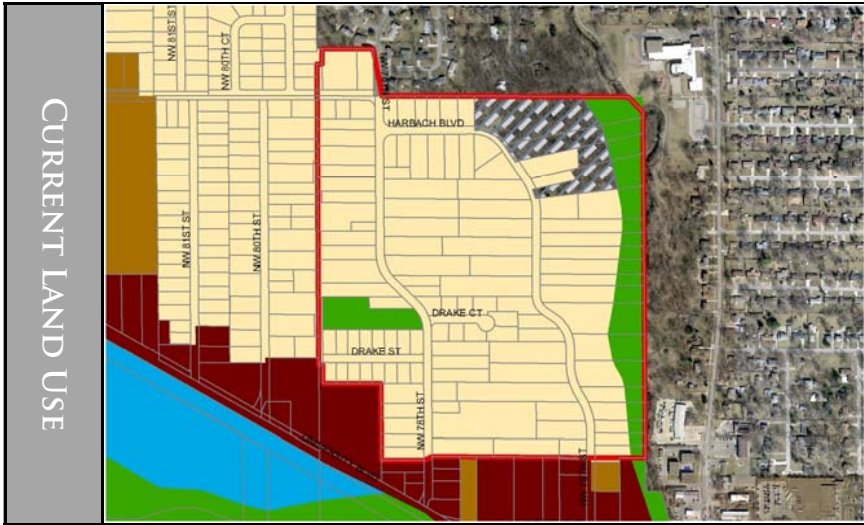


AREA FACTS

ACRES: 98  
 POPULATION ESTIMATE: 246  
 POPULATION DENSITY: 2.5 PERSONS/ACRE  
 MEDIAN POPULATION AGE: 34  
 HOUSING UNITS: 114  
 HOUSING UNIT DENSITY: 1.16 UNITS/ACRE  
 RENTAL UNITS: 14  
 RENTAL UNIT PERCENTAGE: 12.3%  
 PARKS/OPEN SPACE/100 RESIDENTS: .89 ACRES  
 ASSESSED VALUE / ACRE: \$217,090  
 AVG. ASSESSED VALUE: \$152,218

KEY CHARACTERISTICS

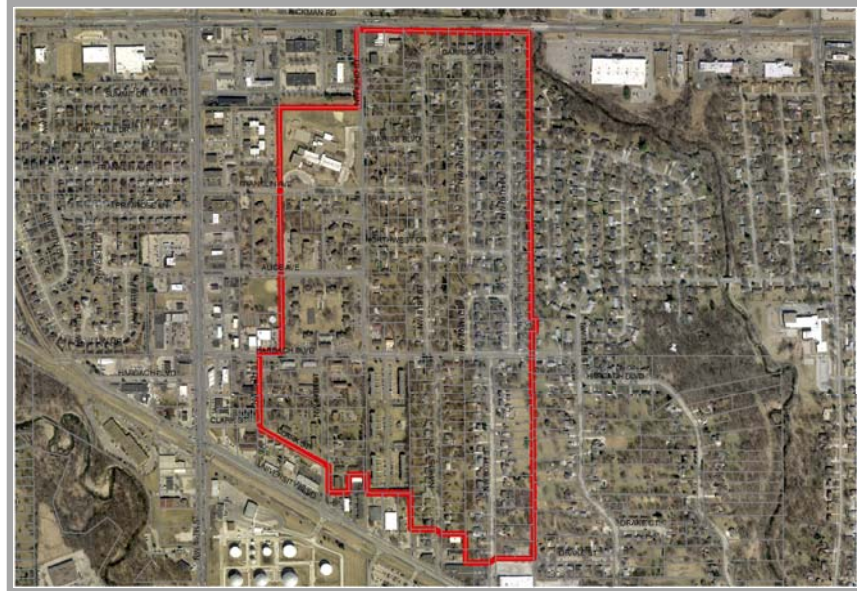
- LARGE LOT (NARROW BUT DEEP) VERY LOW DENSITY SINGLE FAMILY RESIDENTIAL NEIGHBORHOOD.
- MINIMAL PARK ACCESS AND NO DIRECT CONNECTION TO THE GREENBELT.
- AGING INFRASTRUCTURE (NO STORM WATER MANAGEMENT) AND LIMITED STREET NETWORK CONNECTIVITY.
- AREA IMPACTED BY WALNUT CREEK AND NORTH WALNUT CREEK FLOODPLAINS (FREQUENT FLASH FLOODING).
- MATURE TREES WITHIN RIGHT-OF-WAY.



**AREA #11:** ALSO REPRESENTS ONE OF THE ORIGINAL RESIDENTIAL NEIGHBORHOOD FOR THE CITY. UNLIKE AREA #10, THIS AREA HAS EVOLVED FROM PRIMARILY OWNER-OCCUPIED SINGLE FAMILY RESIDENTIAL TO AN AREA THAT IS DOMINATED BY RESIDENTIAL RENTAL PROPERTIES.

NEARLY 75% OF THE HOUSING UNITS ARE RENTER OCCUPIED. OF THE 827 RENTAL UNITS IN THE AREA, NEARLY 90% OF THE UNITS ARE APARTMENTS THAT WERE BUILT IN THE LATE 60'S AND EARLY 70'S. OVER THE LAST 15 YEARS OR SO, THE AREA HAS SEEN A DIVERSIFICATION IN RACE AND ETHNICITY. CRESTVIEW ELEMENTARY PLAYS A STRONG ROLE WITHIN THE NEIGHBORHOOD AS THERE ARE LIMITED PARKS AND OPEN SPACE.

ARE THERE OPPORTUNITIES TO REVISE THE LAND USE PLAN TO ENCOURAGE AND STRENGTHEN THIS AREAS RESIDENTIAL CHARACTER?

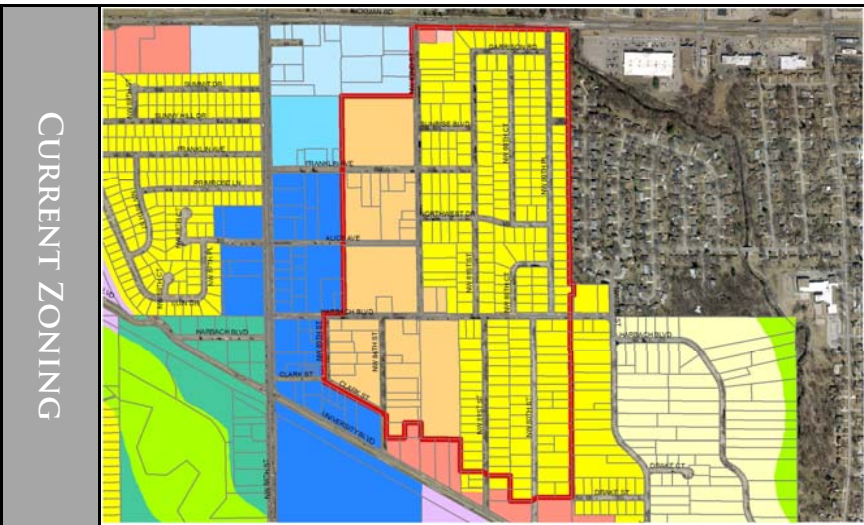


AREA FACTS

ACRES: 166.5  
 VACANT ACRES: 0  
 POPULATION ESTIMATE: 2128  
 POPULATION DENSITY: 12.8 PERSONS PER ACRE  
 HOUSING UNITS: 1106  
 HOUSING UNIT DENSITY: 6.64 UNITS PER ACRE  
 RENTAL UNITS: 827  
 RENTAL UNIT PERCENTAGE: 74.75%

KEY CHARACTERISTICS

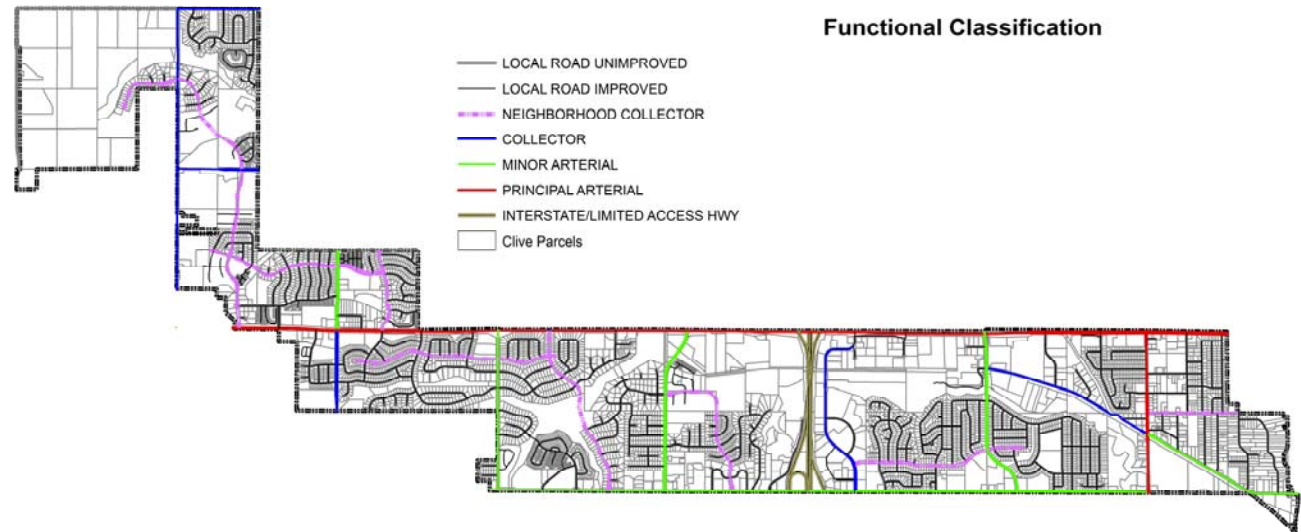
- PRIMARILY RENTER OCCUPIED (HIGH DENSITY OF APARTMENTS IN THE AREA).
- HIGHEST POPULATION DENSITY WITHIN THE CITY.
- GREATEST ETHIC DIVERSITY WITHIN THE CITY.
- LOWEST MEDIAN HOUSEHOLD INCOME IN THE CITY.
- LEAST AMOUNT OF PARKS/OPEN SPACE PER CAPITA IN THE CITY.
- AGING INFRASTRUCTURE (NO STORM WATER MANAGEMENT) AND LIMITED STREET NETWORK CONNECTIVITY.
- NEIGHBORHOODS BACK UP TO NW 86TH STREET.



# TRANSPORTATION



The City of Clive’s coordinated focus on the linkage between land use and transportation has been a critically important consideration in managing the City’s significant growth. Over time, the City has developed the current transportation system in a way that meets the needs of the growing community while maintaining the flexibility to accommodate future demand. As important as roadways are, the City of Clive has also attempted to provide a range of modal choices, including pedestrian, bicycle, and transit options.



## STREETS

The City’s street network is classified in accordance with the US Department of Transportation Federal Functional Classification System. Within the classification system, the City’s streets are characterized as one of five types: Local, Collector, Minor Arterial, Principal Arterial, and Interstate. The importance of the federal functional classification is that federal funds can only be utilized on streets with a classification higher than “local”.

Local streets comprise the majority of the street circulation

system within the City. There are approximately 57.19 lane miles of local streets.

Local streets provide direct, low speed access to neighborhood properties. Local streets are typically 26 feet wide or 31 feet wide and provide unlimited access to the adjoining land uses. These streets also typically provide on-street parking on one side of the street for use by the adjacent properties.

Although not part of the federal functional classification system, the City identifies several local streets as “neighborhood collectors” due to the higher traffic volumes



and the increased request for speed control. The following local streets are considered neighborhood collectors:

- Berkshire Parkway
- Boston Parkway
- Hawthorn Drive
- Country Club Boulevard
- Woodlands Parkway/NW 123<sup>rd</sup> Street
- Clark Street
- Harbach Boulevard

Collector streets gather vehicles from local streets and convey the traffic to arterials and main sections of the community. Collectors within the City range in size from 2 lane (31 feet wide) to 5 lane (60 feet wide) and provide somewhat controlled access to the adjoining land uses. There are approximately 15.18 lane miles of collector streets within the community.

- Alices Road
- Douglas Parkway
- Meredith Dr (east of Alices Road)
- NW 156<sup>th</sup> Street (south of Hickman Road)
- NW 114<sup>th</sup> Street
- Swanson Boulevard

Principal and Minor Arterial streets provide access to major activity centers and connect the community to the greater

Des Moines region. The emphasis for these streets is on mobility rather than on land access. Due to Clive's unique geographic boundaries, several of the arterial streets are shared facilities with an adjoining community. There are approximately 10 lane miles of Principal Arterial streets and 11.5 lane miles of Minor Arterial Streets within the City.

Minor Arterial streets provide the connection between collector streets and principal arterials. Minor Arterials range in size from 3 lane (37 feet wide) to 5 lane (60 feet wide) and typically provide limited and controlled access to the adjoining land uses.

- NW 156<sup>th</sup> Street (north of Hickman Road)
- NW 142<sup>nd</sup> Street (shared responsibility)
- NW 128<sup>th</sup> Street
- NW 100<sup>th</sup> Street
- University Avenue (shared responsibility)
- University Boulevard

Principal Arterials serve the regional transportation needs of the overall community and provide high volume access to the interstates. The two Principal Arterials within the City are 5 lane section (60 feet wide) roadways with controlled access to the adjoining land uses.

Hickman Road-State Highway 6 (shared responsibility)  
NW 86<sup>th</sup> Street

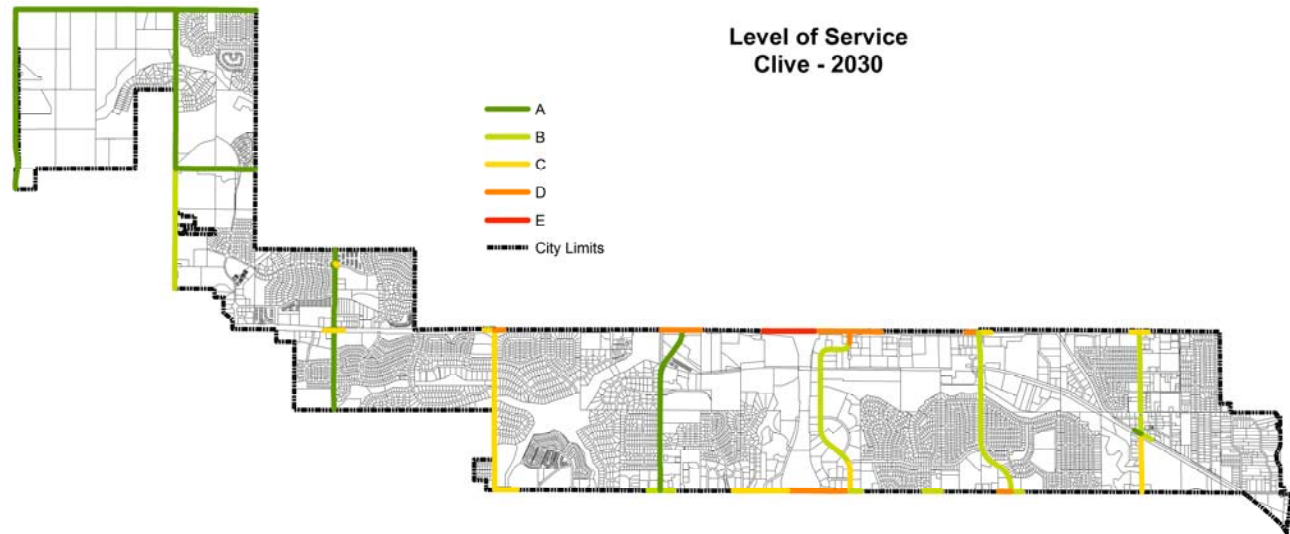
Hickman Road is under the jurisdiction of the State of Iowa

Department of Transportation. The portion of Hickman Road east of Interstate 35/80 has an older rural ditch section design that includes frontage roads and somewhat lower speeds. Hickman Road west of Interstate 35/80 was fully reconstructed in the mid-1990's as an urban high speed (50 mph) highway.

NW 86<sup>th</sup> Street is a local jurisdiction roadway that extends through Urbandale, Clive, and West Des Moines and provides connection from Interstate 35/80 to Interstate 235. The roadway has been expanded over the years and improved with reasonably functional access management controls.

### CAPACITY ANALYSIS

A capacity analysis compares the actual traffic volumes on a street segment (AADT: Annual Average Daily Traffic) with the design capacity of that segment. In this analysis, the ratio of volume over capacity (V/C) corresponds to a "level of service" (LOS) rating, which provides a rough qualitative measure of speed and smoothness of the traffic flow.



Level of Service  
Clive - 2030

- A
- B
- C
- D
- E
- City Limits

- LOS A: Free-flowing speeds. The operation of vehicles is virtually unaffected by the presence of other vehicles. LOS A corresponds to a volume-capacity (V/C) score of 0 to 0.50.
- LOS B: Reasonably free-flowing speeds. The presence of other vehicles begins to be noticeable. LOS B corresponds to a V/C score of 0.51 to 0.75.
- LOS C: Speeds show some signs of reduction. The ability to maneuver within traffic is affected by the presence of other vehicles. LOS C corresponds to a V/C score of 0.77 to 1.0.
- LOS D: Speeds reduced with increased volumes. The ability to maneuver is severely restricted because of traffic congestion. LOS D corresponds to a V/C score of 1.01 to 1.20.
- LOS E: Speeds reduced and operations are at or near capacity. Vehicles are operating with the minimum spacing to maintain uniform flows. LOS E corresponds to a V/C score of 1.21 to 1.35.
- LOS F: A breakdown in the flow with queues forming behind breakdown. This condition occurs when traffic exceeds the design capacity of the street. LOS F corresponds to a V/C score of above 1.36.



Based on the data from the Des Moines Metropolitan Planning Organization “Horizon Year 2035 Metropolitan Transportation Plan”, the LOS categories shown to the left were used to rate each street segment.

Typically LOS D is utilized as the benchmark for acceptable roadway conditions within the City of Clive. The City will typically begin analysis of potential improvement projects once the level of service is diminished to a LOS E.

The map on page F-3 represents an analysis done by staff for the year 2030. The analysis utilized the expected build-out condition of the City and an estimation of adjacent growth to forecast the anticipated traffic volumes along the roadways. The analysis was completed for all of the major arterials and intersections along Hickman Road and University Avenue. As shown in the exhibit on page F-3, a majority of the roadways will continue to operate at better than LOS D. As expected, there are a few intersections along University Avenue and Hickman Road that will likely operate at or below LOS D or E.

City of Clive Crash Statistics												
Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Total	04-13 % Chg
Interstate	28	32	24	47	53	32	36	45	23	45	365	61%
Hickman	127	131	143	135	116	113	118	96	98	114	1191	-10%
University Ave	124	116	113	116	113	104	111	111	88	79	1075	-36%
NW 86th	55	47	39	56	25	23	45	24	19	23	356	-58%
NW 100th	18	17	13	11	18	5	18	13	10	6	129	-67%
NW 114th	2	8	17	6	9	10	3	2	2	4	63	100%
NW 128th	5	8	6	9	6	4	4	2	3	1	48	-80%
NW 142nd	4	2	4	4	9	6	5	3	5	5	47	25%
NW 156th	1	1	4	4	5	9	5	8	7	4	48	300%
Swanson	7	4	2	3	0	3	5	2	4	2	32	-71%
University Blvd	14	13	10	11	13	7	7	3	1	5	84	-64%
Total	385	379	375	402	367	316	357	309	260	288	3438	-25%

Source: City of Clive/Iowa DOT

### CRASH HISTORY

In addition to reviewing the level of service of the City’s street network, an analysis of the crash history along the segments was also conducted. The data was obtained from the Iowa Department of Transportation and represents all reported crashes. As can be seen in the table above, the total number of crashes occurring has generally decreased

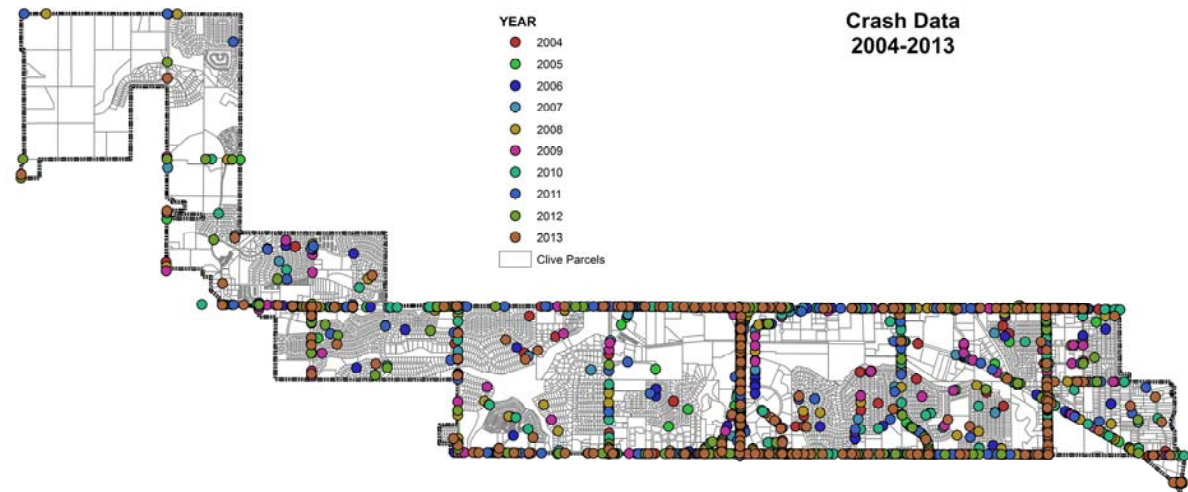
over the last 10 years and has been under 300 crashes per year for the last several years.

In review of the types and severity of the crashes over the 10 year period, the data shows that approximately 2.2% of the crashes involved a “major” injury (76 injuries and 6 fatalities) and approximately 8.2% involved a “minor” injury. Nearly 70% of the crashes (2,643) were associated with property damage only.

The causes of the reported crashes are fairly diverse, however, the causes listed most frequently over the last 10 years were:

- Ran traffic signal
- Failure to yield (left turn)
- Driving too fast
- Following too closely
- Lost control
- Other improper action
- Animal

Comparing the crash rate of Clive’s roadway segments to the IDOT statewide data (2002-2011 Secondary Road Crashes), most of Clive’s roadways are below the IDOT average. The R



-value is defined as the crash rate per 100 million vehicle miles of travel. Of the 4 segments that are above the average over a 10 year period, the R-value has declined along the NW 86<sup>th</sup> Street and University Boulevard segments such that the rate over the last 5 years is now below the average. The reduction in the crash rate is most likely associated with the roadway improvements recently completed along those corridors.

The reductions along the University (East) segment appear to be in line with the general overall crash decreases occurring within the City rather than any specific changes within the corridor. Continued evaluation of this corridor is warranted and specifically at the NW 114<sup>th</sup> Street and NW 100<sup>th</sup> Street intersections.

Roadway Crash Rates			
Segment	Clive 2004-13	Clive 2009-13	IDOT 2004-13
Hickman (West)	160	156	283
Hickman (East)	240	199	283
University (West)	148	142	213
University (East)	469	420	213
University Blvd	245	134	213
NW 86th Street	424	319	283
NW 100th Street	169	136	213
NW 114th Street	131	87	161
NW 128th Street	109	64	213
NW 142nd Street	161	164	213
NW 156th Street (north)	66	101	213
NW 156th Street (south)	218	286	161

Source: City of Clive/Iowa DOT

The increase in crash rate for the NW 156<sup>th</sup> Street (South) segment is generally associated with accidents at the Hickman Road intersection. This intersection, as well as the other major Hickman Road intersections, should be further evaluated for safety improvements through the upcoming IDOT Highway 6 Corridor Safety study.

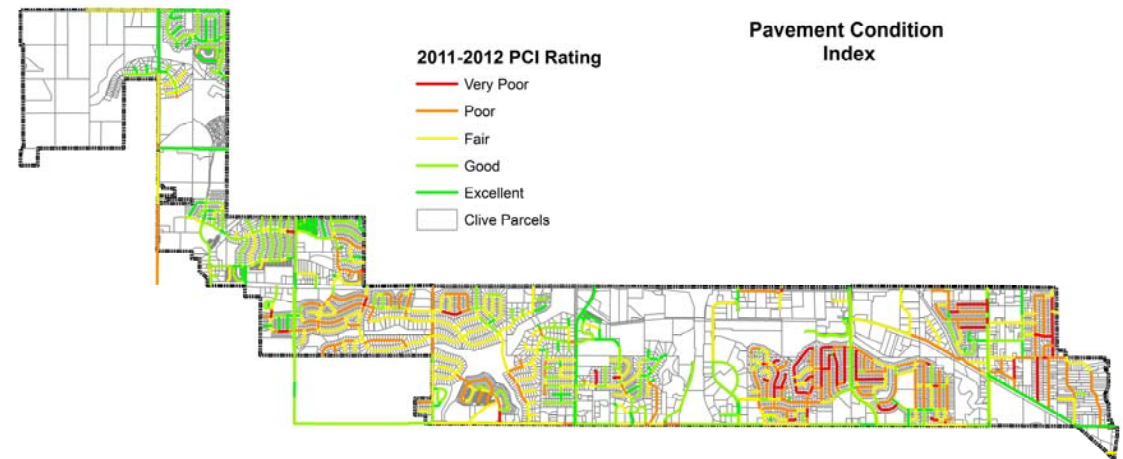
### PAVEMENT CONDITION

Based on the data from the Iowa Pavement Management Program, the overall condition of the City's pavement is deemed to lower left, over 80% of the City's pavement is classified as Fair, Good or Excellent.

Assuming a continuation of the current resources dedicated to preservation and maintenance through the Road Use Tax and Franchise Fee, it is anticipated that the current PCI score will be able to be maintained into the foreseeable future. It is unlikely, however, that the current revenues will be sufficient to maintain the current PCI score city-wide once the City is fully built-out.

PCI by Miles		
	Lane Miles	% of Total
Excellent	11.08	15%
Good	23.38	32%
Fair	24.45	34%
Poor	7.59	11%
Very Poor	5.63	8%

Source: City of Clive/ Iowa DOT

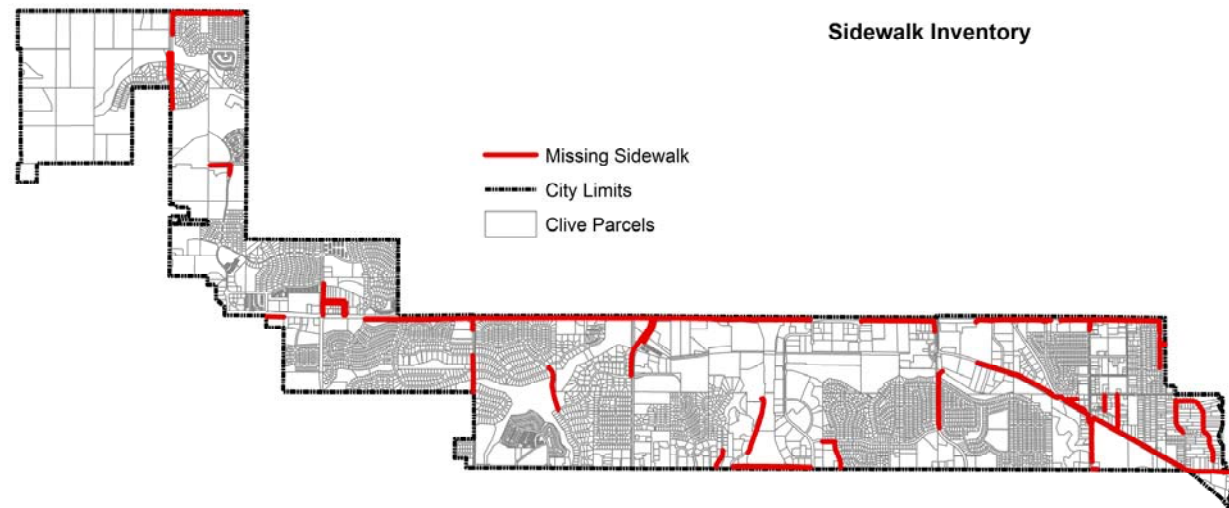


## PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian and bicycle facilities within the City of Clive have been an important component in creating high quality neighborhood environments. Within the City, there are three types of pedestrian and bicycle facilities: sidewalks, shared-use pathways and trails.

Sidewalks are typically located within the City's rights-of-way and have been generally constructed as four foot wide PCC facilities. A majority of streets within the City include sidewalks on both sides of the street. The installation of sidewalk along both sides of every new public street (sidewalk on at least one side of all private streets) is the City's current standard.

As shown in the exhibit above, there are approximately 13 miles of missing sidewalks. Many of the missing segments have not been constructed due to physical constraints such as topography, limited right-of-way and/or utility conflicts. It is anticipated that many of these segments will be addressed at the time of redevelopment of the adjacent property and/or when there is substantial improvement of the adjoining street.



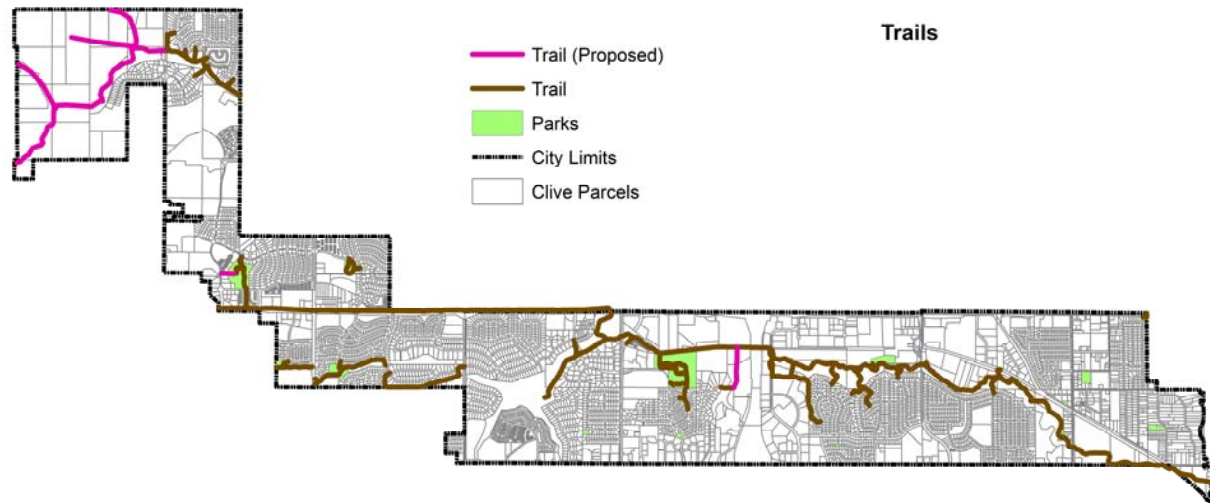
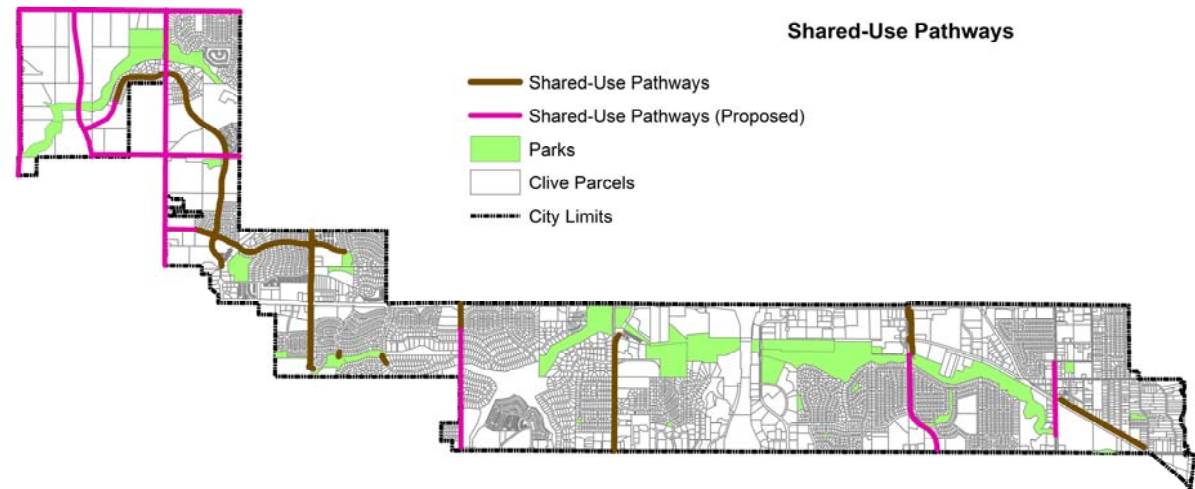
Shared-use pathways are typically located within the City's rights-of-way and have been generally constructed as 8 foot wide PCC facilities. Many of the City's newer arterial roadways contain a shared-use pathway on one side of the street.

Shared-use pathways have also become a standard feature in the northwest neighborhoods area. A shared-use pathway has been a required feature along one side of the neighborhood collector streets (Berkshire Parkway and Boston Parkway). The shared-use pathways were intended to provide linkage to the greater trail system but are also included in an effort to assist in creating a more appealing pedestrian and bicycling environment within the individual neighborhoods.

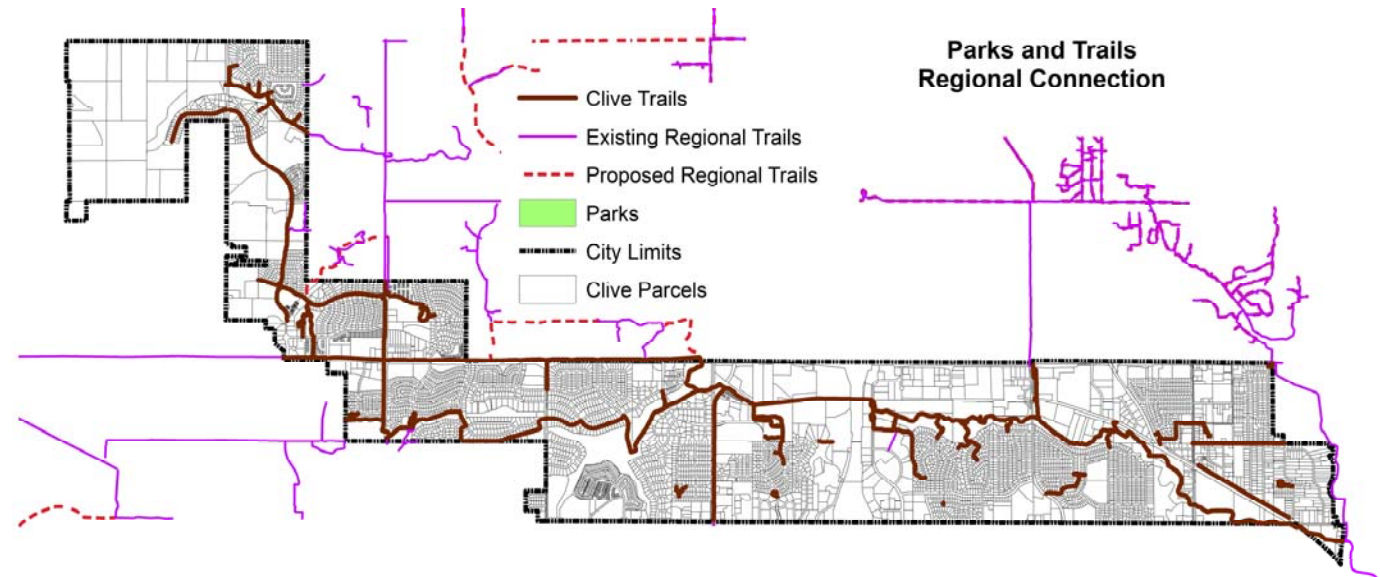
There are currently approximately 4.75 miles of shared-use pathways within the City. There are approximately 8.9 miles of additional proposed shared-use pathways anticipated to be constructed with future development and/or when there is substantial improvement of the adjoining street.

Trails are typically located within City property or within public easements on private property. Trails range in width from eight feet wide to 12 feet wide and are constructed in both HMA and PCC materials. There are approximately 22.6 miles (inclusive of trails, sidewalk recreation trail, and walking paths) of trails within the City.

Based on the current network (inclusive of both shared-use pathways and trails) approximately 78% of the households in Clive are within 1/4 -mile of a trail or shared-use pathway. With the anticipated expansion of the system as currently proposed, approximately 95% of households will be within 1/4-mile of a



trail or shared-use pathway. Proximity to trails and shared-use pathways is important in providing Clive residents access to the Central Iowa Trail Network. The Central Iowa Trail Network system provides opportunities to access more than 500 miles of trails throughout the central portion of the State.



## TRANSIT

Local and state leaders created the Des Moines Area Regional Transit Authority (DART) out of the Des Moines Metropolitan Transit Authority, or MTA, in 2006. The move has enabled the agency to begin evolving from a Des Moines centric service provider into a more regional transit system.

Des Moines Area Regional Transit (DART) is now the largest public transit agency in Iowa, serving 19 cities in and around Polk County. DART provides service to Ankeny, Altoona, Alleman, Bondurant, Carlisle, Clive, Des Moines, Elkhart, Granger, Grimes, Johnston,

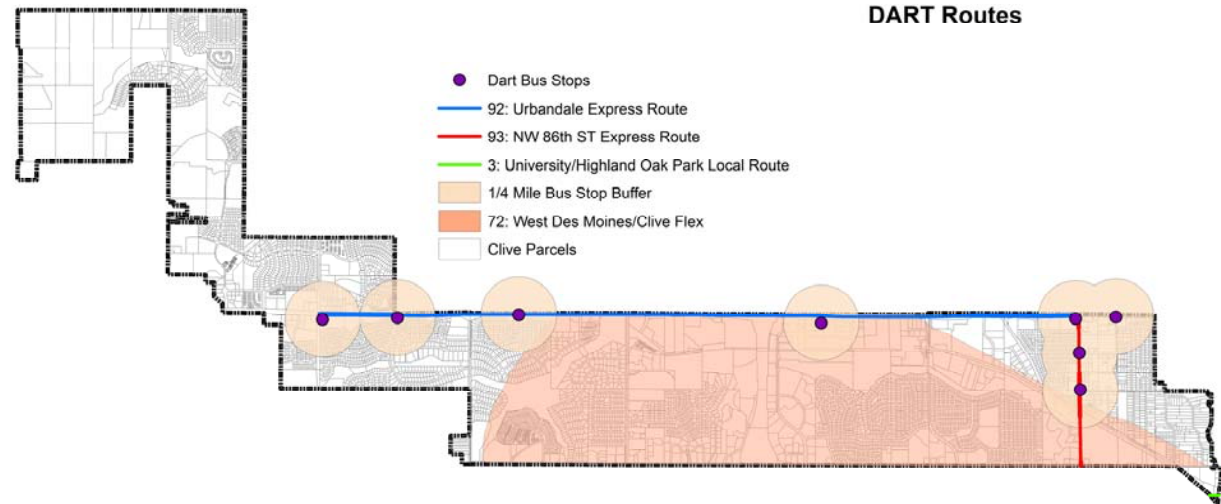
Mitchellville, Pleasant Hill, Polk City, Runnells, Sheldahl, Urbandale, Windsor Heights, and West Des Moines.

DART is operated with the support of local property taxes and fare revenue. Residents are represented by a nine member board of commissioners.

There are two local bus routes that serve Clive residents as well as one Flex/On Call route. Typically, people are willing to walk approximately ¼-mile from their place of residence to a location providing opportunities for public transit. With this assumption, the two routes that provide

service to Clive residents serve approximately 25% of the households within the City. Because two of the bus stops also operate as “Park and Ride” facilities, the household reach is likely greater than ¼-mile.

In 2010, DART began a planning effort to define a long-range vision for the development of a better public transit system. The DART Forward 2035 plan was developed to assist in establishing a new transit



**92: Urbandale Express Route (New):** Route 92 provides service along Hickman Road between NW 156th Street and NW 86th Street and then continues with limited stops to the downtown Transit Hub. There are two Park and Ride locations along this route (Dahl's- 15600 Hickman Road and Clive Hotel- 11040 Hickman Road). Ridership trends have steadily increased with approximately 55,802 riders serviced over the last 18-months (July 2012-December 2013).

**93: NW 86th St. Express Route:** Route 93 provides service north and south along NW 86<sup>th</sup> Street. The route begins in Johnston and once through Clive and West Des Moines, continues with limited stops to the downtown Transit Hub. Ridership trends for this particular route have somewhat decreased over the last 18-months (approximately 61,721 riders serviced July 2012-December 2013). DART attributes the decline to the expansion and creation of new routes that better serve customer needs in the area. DART plans to implement additional marketing strategies in order to reverse the declining ridership trend on this route.

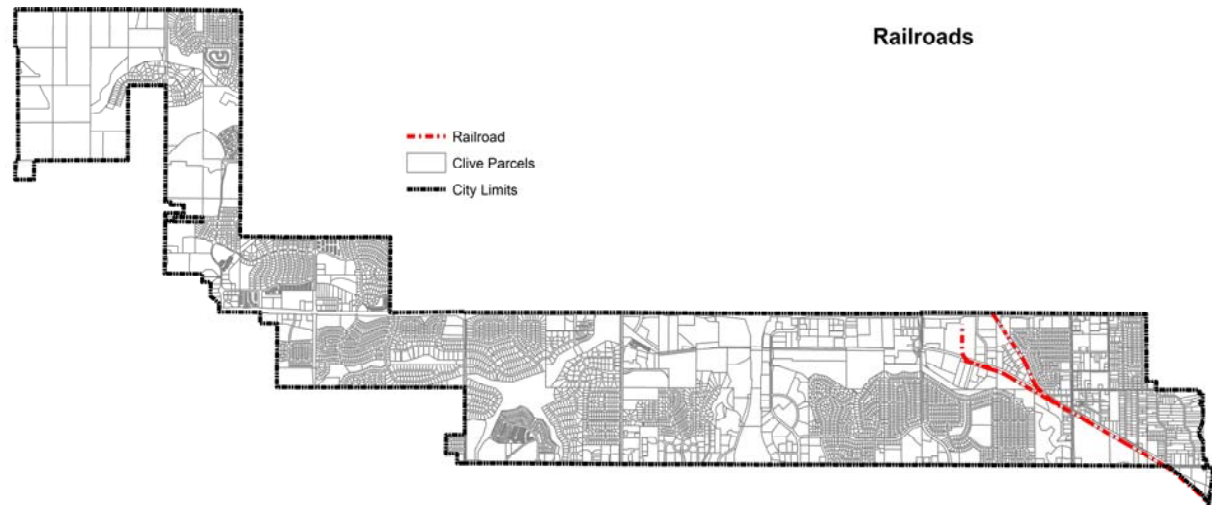
When surveyed on a single day in mid 2013 by DART, approximately 67 riders were associated with the Clive transit stops for these two routes. The survey did not differentiate the riders by their place of residences.

**Route 72: West Des Moines/Clive Flex.** Passengers can use the Flex/On Call service to travel within their neighborhood areas along the fixed route. The route provides the flexibility of picking up riders at variable locations near their home with service to the nearest bus stop or destination along the fixed route. The Flex/On Call route has experienced a significant increase in ridership, more than doubling the monthly riders since July 2012. Approximately 46,415 riders have been serviced over the last 18-months (July 2012-December 2013).

network. Key elements of the new transit network include:

- Add service in growth areas
- Invest in successful existing services
- Provide faster travel with less wait time
- Offer more transfer points through the region, inside and outside downtown
- Strengthen the core network of services
- ‘Connect the dots’ with new cross-town services
- Provide and promote programs aimed at increasing awareness and ridership counts

Although it is expected that the DART Forward 2035 plan will result in an overall improvement to the transit system, the improvements will not likely have significant direct impacts on the City of Clive.



## RAIL

Although the City was originally developed around a rail line, the importance of the railroad has significantly declined over the last 40 years. Much of the original rail line has been removed and the supporting right-of-way has been incorporated into the surrounding development. One remaining rail line runs generally along University Boulevard and Swanson Boulevard and currently services only one Clive business (Chicago Bridge and Iron). The rail line continues to the north and currently terminates in Grimes. The track is currently operated by Iowa Interstate Railroad at an extremely low Annual Gross Tons (in millions) Per Mile rate.

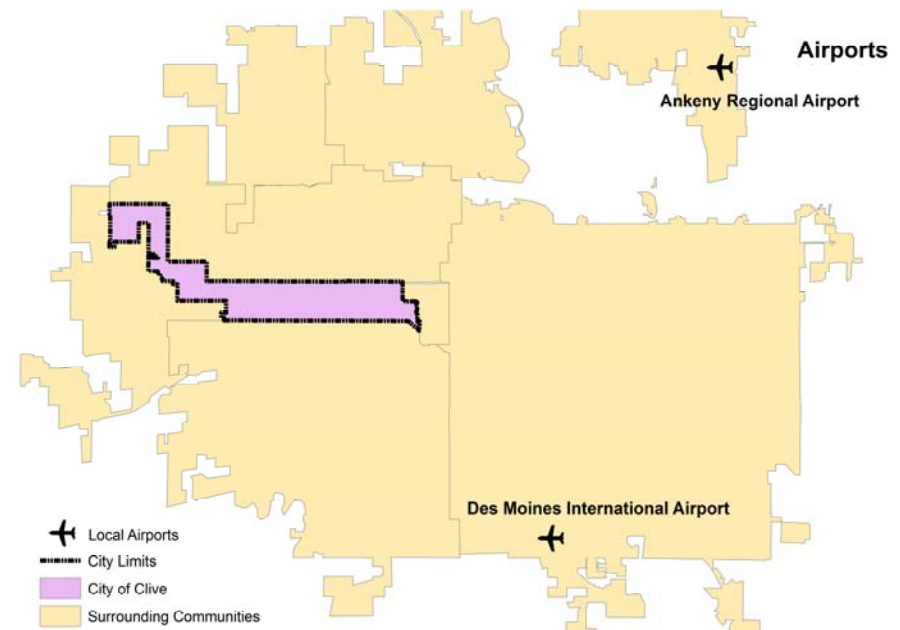
The rate displayed on the density map is approximately .09 according to the Iowa DOT as of July 1, 2013. The rate appears to be generally static over the last several years.

There is currently no passenger rail within the Des Moines metropolitan area, although the Iowa Department of Transportation is currently studying the potential development of passenger rail from Chicago, IL to Omaha, NE through Des Moines. The Tier 1 Environmental Impact Statement and Service Development Plan are nearly complete and a determination on moving forward with further project planning is still to be determined.

## AVIATION

The Des Moines International Airport is located approximately 10 miles southeast of Clive and provides service to major hubs around the country. The Des Moines International Airport carries approximately two million passengers annually and due to its location at the crossroads of America, the Des Moines International Airport has a strong presence in air cargo carriers.

The Ankeny Regional Airport is located approximately 10 miles northeast of Clive and provides commercial and



general aviation services including air charter, flight instruction, and hangar rental.

## ISSUES AND OPPORTUNITIES

With much of the installed transportation infrastructure exceeding the current demand and longer-term projections, the questions related to further investment in transporta-

tion is more related to preservation and enhancement rather than increased capacity.

- Are there opportunities to enhance mobility along the City's arterial and collector streets through the inclusion of bike lanes and shared use pathways?
- Are there opportunities to enhance the quality of residential neighborhoods with the selective streetscaping upgrades and traffic calming along neighborhood collector streets?
- Are there opportunities to enhance mobility and access to the Greenbelt Trail with the development of additional neighborhood trail connectors?

With the expected increase in traffic volumes along Hickman Road (west of the interstate), it is anticipated that the Iowa Department of Transportation will convert the current 5 lane roadway into a 7 lane roadway and increase the capacity of the Hickman Road-Interstate 35/80 interchange to meet the growing demand of the western Des Moines expansion. Will the increase in traffic along this corridor present an opportunity for growth and redevelopment?

Traffic volume increases along University Avenue are anticipated to continue. At one point in time, the City of Clive, City of West Des Moines and City of Windsor

Heights visited the concept of extending University Avenue east to where University Blvd in Clive meets with University Avenue near 73rd Street in Windsor Heights. The City of West Des Moines does not currently show that connection in their recently updated Comprehensive Plan. While it serves little advantage to the City of Clive from the perspective of providing additional development opportunities, should this potential transportation corridor be identified on the City's long range plan?

The City of Waukee has begun the construction of the Alice's Road corridor, which will develop an arterial roadway from Interstate 80 up to Hickman Road. With this new transportation route, it is anticipated that there will be significant development and traffic volumes created along this corridor. Are there opportunities to leverage the benefits of this new transportation corridor north of Hickman Road?

Nearly 10 years ago, the City of Clive undertook a citywide sidewalk review and developed a program for the installation of sidewalk in areas that were missing. At the time, there were areas of sidewalk that were identified as being problematic to construct and were deferred for future consideration. Should the City of Clive review the sidewalk system and develop a new installation program?

Is the expansion of transit opportunities a goal that the City of Clive should be actively pursuing? There may be opportunities in the future to look at adding transit stops along the Hickman Road and NW 86th Street corridors. This has the



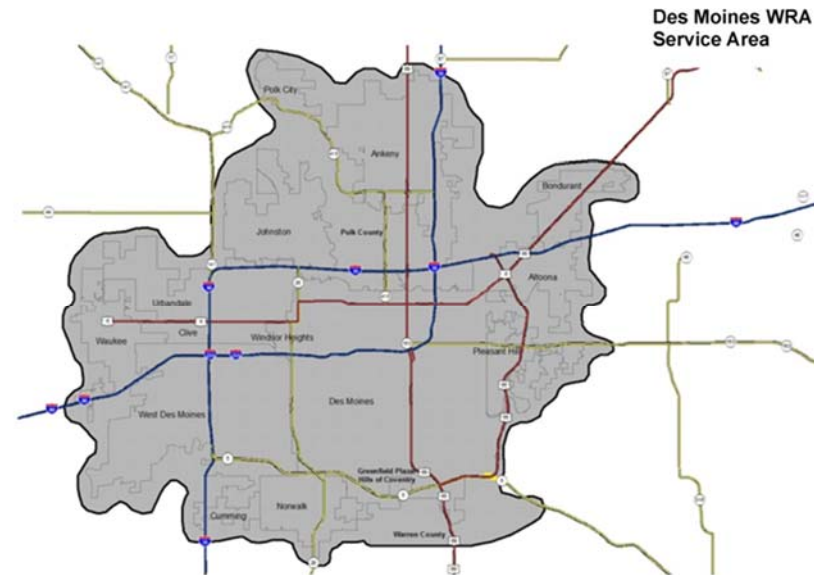
potential to increase ridership counts for the routes servicing Clive. Additionally, the transit stops that exist today are not developed stops, meaning that there are no shelters or other amenities. With the creation of more developed stops, there may need to be additional considerations associated with location, design, signage, and maintenance responsibilities.

The City's utility infrastructure systems provide the framework for the City's basic operations and dictate the opportunities for growth. The City has been fortunate to be a proactive steward of the utility infrastructure systems such that exceptional service has been maintained while providing for the robust growth that has occurred. Because of the consistent and careful approach to planning and maintenance of the systems, it is anticipated that the core systems will support the full development of the City.

## WASTEWATER SYSTEM

The City of Clive provides for the safe collection and transmission of wastewater through the City's underground sewer mains, collectors, and interceptor lines. Treatment of the wastewater is completed by the Wastewater Reclamation Agency (WRA) at their Wastewater Reclamation Facility (WRF) in downtown Des Moines. The WRA is governed by the WRA Board which consists of 21 appointed members from the 17 constituent communities. The WRA is in the process of updating its 2004 Facility Plan to address the conveyance and treatment needs for the entire service area.

The City of Clive's wastewater system is comprised of gravity mains ranging in size from 6" to 42". The total length of the wastewater system is approximately 77.5 miles, with 1,776 structures. The Average Daily Flow is 2.4 MGD (3 year average) and the Peak Daily Flow is 3.4 MGD.



The City of Clive's wastewater system discharges into two existing WRA trunk sewers that travel through the City. The Common Trunk and the Clive-USSD Joint Trunk are shown on the exhibit on the next page.

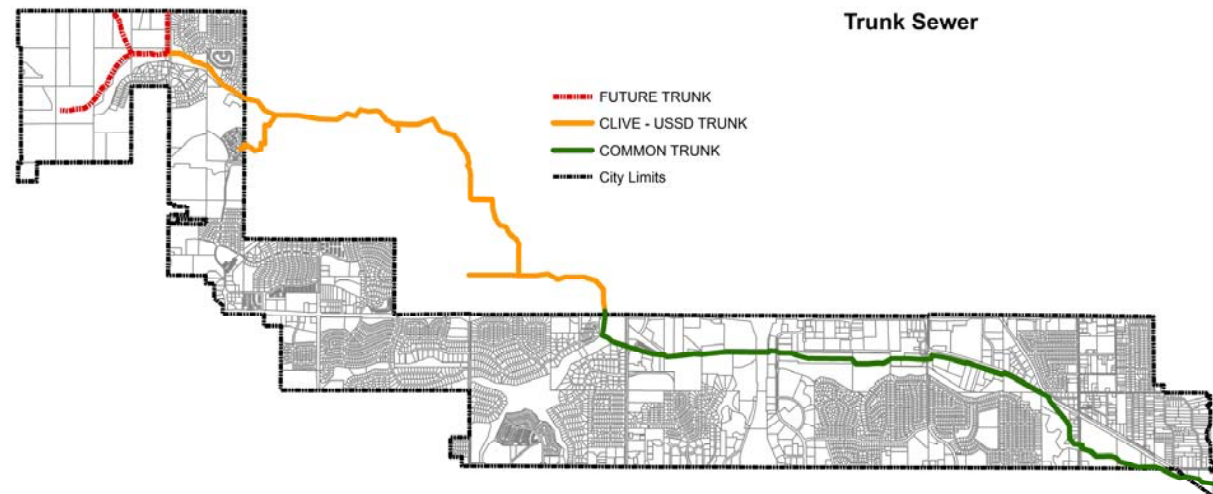
## WASTEWATER TREATMENT

It is anticipated that wastewater needs will continue to increase with the addition of new residential and commercial customers. As identified in the 2004 Facility

Plan and draft 2012 Facility Plan Update documents, adequate provisions for conveyance and treatment will be provided to service the City’s build-out needs. Specifically, capital improvements to the WRF are currently being made and future improvements will be accounted for in the WRA’s capital improvement plan for a design year of 2040.

The current WRF design loadings are as follows:

Parameter	Max 30 Day Average	Max Day
Flow	134 MGD	190 MGD
BOD5	195,550 ppd	282,100 ppd
Suspended Solids	300,370 ppd	503,650 ppd
Ammonia Nitrogen	12,950 ppd	14,940 ppd
Total Kjeldahl Nitrogen	27,220 ppd	31,790 ppd
Source: City of Clive/ Des Moines WRA		



Over the last 10 years, the daily flow ranged from 30 MGD to a peak of 260 MGD. The peak design flow of the WRF was exceeded on approximately 20 days in aggregate.

The peak flows recorded at the WRF are not reflective of the total peak flows in the conveyance system. During high flow periods, the conveyance systems’ flows exceed the capacity of both the WRF and the conveyance system. In addition to the improvement to the WRF, consideration of the expansion of the trunk sewer systems has been evaluated. Specifically, expansion of the Common Trunk and Clive-USSD Joint Trunk sewers are anticipated in the 2025-2030 range.



The new trunk sewers are anticipated to generally run parallel to the existing Common Trunk and Clive-USSD Joint Trunk Sewer. The additional capacity provided for in those new trunk sewers will fully support the build-out condition of the City.

### **STORMWATER**

The City of Clive maintains approximately 274 storm sewer outlets into Walnut Creek and Little Walnut Creek. From those discharge points, the City's storm sewer system contains approximately 76 miles of storm sewer pipe, approximately 13 miles of open drainage ditch, four regional detention facilities, and approximately 3,647 structures/intakes.

In addition to the public system, there are significantly more storm water facilities (pipes, structures/intakes, ditches, and detention facilities) located on and maintained by private property owners. At this time, an inventory of the private facilities is not available.

In March 2003, the City of Clive was required to obtain coverage under the National Pollutant Discharge and Elimination System (NPDES) General Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4). The City's current MS4 permit (2014 expiration), includes compliance requirements within the following six minimum stormwater management control measures:

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination
- Construction site stormwater runoff control
- Post-construction stormwater management
- Pollution prevent/good housekeeping

The City of Clive has developed a Storm Water Utility to fund MS4 compliance and the on-going operations of the system. A monthly storm water fee is charged for all properties in the community (current rate of \$5.99 per equivalent residential unit, FY 16/17).

### **WATER SUPPLY**

The City of Clive is classified as a community public water supply with a purchased surface water and ground water source. The City of Clive first began purchasing water from Des Moines Water Works in 1959 with a single connection at NW 86<sup>th</sup> Street and Hickman Road. At the time, Clive's system was limited to 350,000 gallons per day. Today, the City of Clive has four connection points with purchase capacity of 6.98 million gallons per day (MGD).

The concept of "purchased capacity" was introduced as part of the most recent agreement with Des Moines Water Works. The agreement allowed the City to buy down their wholesale water rates by making an upfront capital improvement payment. The City's water consumption, up to 6.98 MGD, is billed at the lower wholesale rate

(purchased capacity rate), while excess consumption would result in the cost of water increasing during the succeeding year. The difference in wholesale costs for excessive usage is significant; therefore, a careful analysis of the City's ultimate demand will be important in managing the long term costs.

Water usage within the City has fluctuated based on the weather patterns but has generally increased due to the growth in development. The increased demand comes from both domestic consumption and irrigation usage and in both residential and commercial customer bases.

As of December 2013, there were 5,147 residential and 395 commercial water accounts. Approximately 73% of the residential accounts and 77% of the commercial accounts included an irrigation component.

The top five water users during the 2013 calendar year were (Average Monthly Consumption):

Mister Car Wash	8727 University Avenue	695,000 gallons
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Love's Travel Plaza	11820 Hickman Road	351,000 gallons

The table to the right contains the detailed consumption history for 2011-2013.

Water Consumption				
	Average Daily Consumption	Peak Day Consumption	Summer Average Daily Consumption	Summer Average Peak Consumption
2011	1,881,060	4,853,024	2,734,175	4,179,906
2012	1,852,866	4,602,818	3,195,435	4,064,258
2013	1,825,365	4,843,674	2,780,249	4,041,987
Source: City of Clive				

Over the 2011-2013 period, the average total daily consumption per capita is estimated at 116 gallons. During that same period, the highest daily peak day consumptions were recorded during the summers of 2011 and 2013 (4.853 and 4.843 MGD respectively). The City's average daily demand is currently estimated at 1.85 MGD. During the summer months, irrigation consumption can increase the total daily consumption by over 50%.

The existing water distribution system has been developed and modified over time as needed to meet the demands of the growing community. Currently, the distribution system contains approximately 98.72 miles of piping and operates with three pressure zones. The distribution system is supported by three elevated storage tanks (.5 MGD- NW 104<sup>th</sup> Street, 1.0 MGD- NW 128<sup>th</sup> Street and 1.0MGD shared tower in West Des Moines).



Continuous maintenance is completed on the water distribution systems and significant modifications are not presently anticipated.

### **WATER DEMAND PROJECTIONS**

Water usage will continue to increase with the addition of new residential and commercial customers. Based upon the anticipated build-out population of 23,000 in 2030, the anticipated Average Daily Demand will be approximately 2.7-3.0 MGD with an approximate Peak Day Demand of 6.0- 6.5 MGD (assuming continued utilization of irrigation as currently experienced).

If the future average and peak day uses are in line with the projections, the City's current purchased capacity of 6.9 MGD should be sufficient. As continued development occurs or if consumption patterns begin to change significantly, the City may need to evaluate the need for additional purchase capacity, additional storage and/or conservation efforts.

### **ISSUES AND OPPORTUNITIES**

The efficient extension of sanitary sewer infrastructure in the northwest portion of the community can be challenging due to the irregular corporate boundaries. Are there opportunities to leverage the City's sanitary sewer availability to aid in the orderly development in the adjacent portions of the City of Urbandale and Waukee?

It is anticipated that an expansion of the Common Trunk and

Clive-USSD Joint Trunk sewer will be challenging as the likely construction corridor is significantly developed. Are there opportunities for redevelopment within the Greenbelt and/or within the adjacent private property corridors as a result of the construction related impacts of the trunk sewer projects?

Although there is not an eminent concern with the availability of water capacity, the City should consider the development of a comprehensive water systems plan that analyzes the needs of the built-out system and aligns the necessary capital improvements with adequate funding within the Water Enterprise Fund.

- System modeling (capital improvement needs)
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Should the City of Clive pursue the development of more restrictive policies and technical standards for storm water quantity/quality controls for new and/or redeveloping properties?

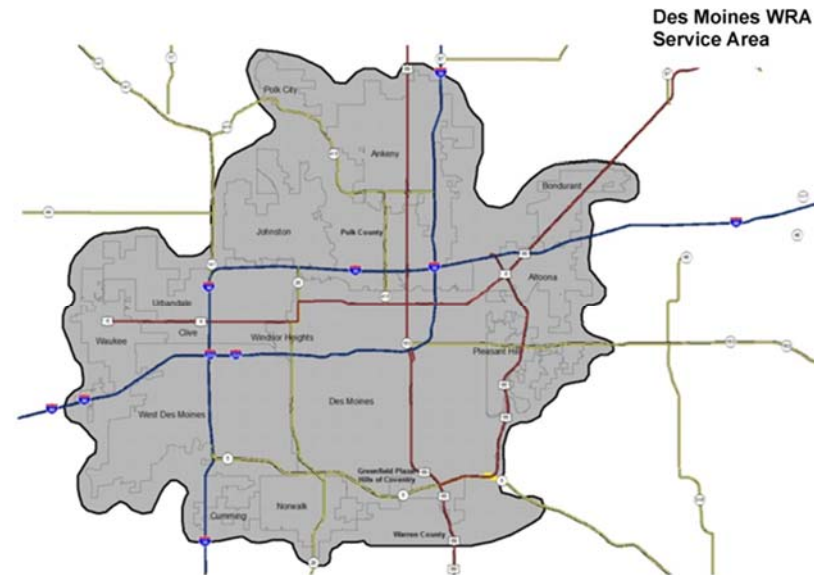
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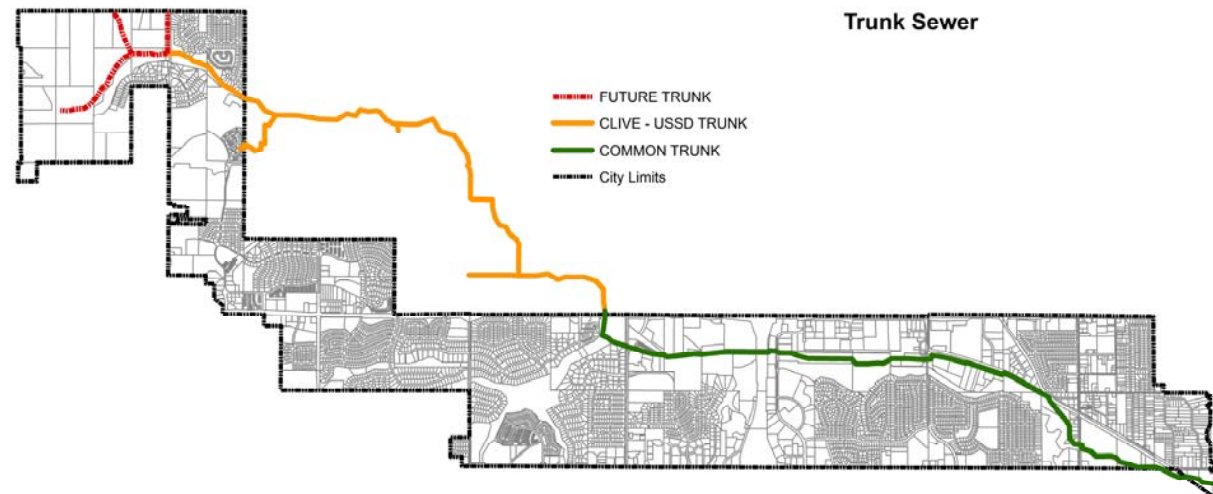
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# ACTION AGENDA



Putting the plan into action occurs over time through private initiatives, public investments, and partnerships. Most of the items in the Action Agenda are organized around the City's vision statements and goals. There are, however, several Action Agenda items that impact multiple areas or have an impact on the overall financial stability of the City. Those items are identified as citywide items within the Action Agenda.

## Citywide

1. Incorporate the Action Agenda into the City Council's annual strategic planning and budgeting processes. Continuing to link the review of the City's long range goals and objectives with the budget will assist in ensuring that the desired outcomes are achieved.
2. Review and modify the City Code (particularly the Zoning and Subdivision chapters) to implement the Comprehensive Plan principals and guide the development and land use in the City. Through the review of the code provisions, the following principles should be used in the evaluation of the proposed amendments:
  - Aligning development regulations to achieve a higher level of preservation of natural assets and utilization of green infrastructure standards.
  - Ensure that the commercial regulations achieve a competitive balance with neighboring communities.
  - Ensure that new developments present a high quality of design and generate acceptable property tax revenues.
  - Ensure that redevelopment regulations permit the highest and best utilization of existing lands.
  - Ensure that regulations appropriately balance economic, environmental and social equity throughout the community.
3. Connect the existing financial models (operational and capital improvement funds) with the long range built-out projections identified within the Comprehensive Plan. Over time, as the other recommended long range planning processes are completed for the City's infrastructure systems, the recommended operational and capital improvements should be reconciled with the financial models.
4. Distinct by Nature should be more than just the tag line in the City's signage. Leveraging the natural resources and marketing Clive's individuality and unique brand within the Des Moines metropolitan region should be continually reinforced through a comprehensive marketing strategy.
5. Continue to utilize the bi-annual Citizen Satisfaction Survey to evaluate the City's progress in achieving its goals. As opportunities exist within the survey instrument, it is recommended that questions be aligned with the City's long term goals so that a quantitative measurement of progress can be obtained.



**Clive is a beautiful and safe city with great residential neighborhoods**

1. Based on the unique geography of the City and the timing of development across the City, the City can be broken down into 7 distinct districts. Many of the districts are currently built-out while others are just beginning to be developed. Each of the districts have a unique set of opportunities and challenges that will need to be addressed in order for each to positively impact the City's goals. In order to reflect the opportunities and challenges of each district, it is recommended that specific neighborhood based master plans be developed over time.

- District 1 - The residential neighborhoods within District 1 are built-out and are generally mature. The neighborhoods in this district are varied in many respects (property values, property types, housing type, occupancy, and demographics) and are continuing to evolve. Development of an overall master plan that establishes the framework for both public and private investment will be necessary if any meaningful change is expected over the long term.

At a minimum, the District 1 plan should study and provide recommendation for the following areas:

- ◇ Land use- The present land use plan for this district does not necessarily reflect the current conditions nor likely represents the desired future land uses. In some locations, reinforcement of the existing single family residential land uses may be desired. In other locations, permitting additional residential densities may be necessary to encourage reinvestment and/or to aid in the integration of the commercial areas along NW 86<sup>th</sup> Street and University Boulevard. Consideration of mixed use land uses along the arterial corridors may also be appropriate and should be considered as a possible means of encouraging reinvestment.
- ◇ Parks/Greenbelt- The availability of park spaces within District 1 is inconsistent with the level of service provided throughout the remainder of the community. Consideration for the furtherance of the value of the existing facilities (Linnan Park, Lundberg Park and Crestview Elementary School) and/or the development of additional facilities should be an important element of the neighborhood plan. Similarly, District 1 has limited access to the Greenbelt Trail

and considerations to increase connections to this facility should be integral to the plan as well.

- ◇ Housing- The housing stock within District 1 generally represents the oldest, the most diverse, and the most affordable places to live within the City. In many parts of the district, the original housing no longer meets the needs of the owner occupants and is being transitioned to the rental housing market. Although affordability should be an important consideration, the plan should seek to develop alternative strategies to ensure that the neighborhoods (both owner-occupied and rental) continue to positively impact the goal of being a beautiful, safe and great residential neighborhood.
- District 2 - The residential neighborhoods within District 2 are built-out and are generally mature. Property values are stable in some areas and are in decline in other areas. In the areas of decline, property maintenance and the transitioning to rental property are contributing factors. The Indian Hills area (NW 90<sup>th</sup> Street to NW 100<sup>th</sup> Street and Greenbelt to University) represents a

strong opportunity to develop a plan that seeks to leverage the existing assets (Greenbelt adjacency, Indian Hills Woods Greenbelt, Indian Hills Middle School) to aid in restoring some vibrancy to the neighborhood.

To address property value concerns in the Primrose/Summit neighborhood area (NW 86<sup>th</sup> Street to the railroad and Summit Drive to Primrose Drive), a plan for the implementation of increased property maintenance and property reinvestment should be considered. In many cases, the challenges in this district are similar to District 1. Strategies from the District 1 neighborhood plan may be able to be transferred to this district.

- District 3 - The residential neighborhoods within District 3 are built-out and are generally mature with relatively stable real estate values. Considerations for maintaining residential property maintenance and traffic calming along Clark Street should be pursued in the nearer term, however, the majority of the longer term neighborhood planning for this district should be associated with the commercial corridors: Hickman Road, NW 114<sup>th</sup> Street, and University Avenue.
  - ◇ The Hickman Road corridor (NW 100<sup>th</sup>



Street to I-35/80 and Hickman Road to the Greenbelt) should be carefully studied to develop a long term plan for the redevelopment of the aging commercial real estate. The plan should be developed with a focus on maximizing the value provided by the I-35/80 Hickman Road interchange and the Greenbelt. It is anticipated that consideration for the development of a new connected street system would also be included in the plan.

- ◇ The NW 114<sup>th</sup> Street corridor (Hickman Road to University Avenue) will likely continue to evolve based on the anticipated higher density residential land uses being developed along the east side of the street. A plan for the desired future redevelopment of the land uses along the west side of street (I-35/80 frontage) and traffic management at each end of the corridor should be pursued in the mid-term.
- ◇ The University Avenue corridor (I-35/80 to NW 86<sup>th</sup> Street) continues to represent a high demand area for commercial retail activity. Although not an immediate issue, considerations for ensuring that the corridor remains competitive and

maintains its vibrancy will be important for the City over the long term. A corridor plan should focus on traffic management issues and strategies for keeping the commercial real estate “fresh” including considerations for maximizing the use of the commercial land (ie: re-use of over parked property).

- District 4 - The neighborhoods within District 4 are principally built-out and are generally mature with relatively stable real estate values. There will continue to be some evolution of the real estate along University Avenue as the medial market continues to be established and it is anticipated that the underutilized land uses along Hickman Road will continue to transition to commercial retail over the next 5-10 years. The development of a specific neighborhood plan for District 4 is not immediately needed but may be more of a desired outcome following the facilitation of an on-going conversation with the various neighborhoods associated with a commitment to a shared vision for future improvements. Decline of the real estate values, significant changes associated with the interstate (Hickman Road and/or University Avenue interchanges), traffic congestion/access concerns, and/or major changes with the use of the Campbell Recreational area may be

considerations for the City to invest in the development of a neighborhood plan for District 4.

- District 5 - The neighborhoods within District 5 are principally built-out and are generally supported with active homeowners associations. Similar to District 4, there will continue to be some evolution of the real estate along University Avenue as the medial market continues to be established but generally there are no significant land use changes anticipated. Partnerships with the owners associations are more likely beneficial rather than the City pursuing the development of a specific neighborhood plan for District 5. Partnering through technical assistance (ie: storm water management of Country Club Lake, traffic calming of Country Club Boulevard, and park needs) and limited public improvements associated with Greenbelt connectivity may be all that is necessary to ensure that this neighborhood maintains its vibrancy over the next 20-25 years.
- District 6 - The neighborhoods within District 6 are principally built-out and are generally mature with the housing stock being 15-20 years old. As the housing stock continues to age over the next 5-10 years, the neighborhoods should be continually monitored to ensure that the quality of the real estate is maintained. Although this area should continue to be an attractive area for

raising a family, a neighborhood specific plan may be needed in the long-term to address public and private investments necessary to maintain its vibrancy. Changes associated with the Walnut Creek Little League property, the Eason Elementary School property, and/or the transitioning of owner-occupied status of the residential real estate may all be considerations for the City to invest in the development of a neighborhood plan for District 6.

- District 7 - The development within District 7 is just now beginning to occur. Assuming development occurs with high quality design and integration of quality neighborhood features, the resulting neighborhoods should embody the goals of a beautiful, safe, and great residential neighborhood. It will be incumbent upon the City to ensure that each individual development does not compromise on the neighborhood values of the whole.
2. A “safe” community is accomplished through both design and administrative action. To ensure that the physical form of the City is as safe as possible, it is recommended that the City’s codes, standards, and policies for construction are reviewed. Specifically, the City should consider the following:
    - Continue to evaluate the areas of opportunity to



expand the level and quality of the City's public safety services through fiscally sound collaboration and sharing with neighboring communities/agencies.

- Complete a review of the City's Standard of Cover for emergency response with careful analysis of the facility needs associated with the newly developing areas in the western portion of the community and the potentially redeveloping areas in the eastern areas.
  - Review the City's ISO ratings and evaluate areas of opportunity which would aid in the lowering of the City's ratings (Class 4 ISO fire and Class 7 ISO Building). A lower rating may positively impact the costs of property hazard insurance for the City's residents.
  - With the upcoming FEMA floodplain maps anticipated to be released in 2015/2016, it is recommended that the City complete a thorough review and analysis of the City's risks associated with flooding within the Walnut Creek watershed. The analysis should include a review of the impacts associated with the operations of the storm sewer system and potential inundation of private property within the floodplain along University Boulevard.
- Consider participation in the FEMA Community Rating System (ISO floodplain management rating system) to ensure that the City is effectively managing its floodplains while also providing property owners access to savings on their individual flood insurance policies.
  - Develop a periodic review and evaluation program (bi-annual) for the City's transportation system in which pedestrian and automobile accident history is analyzed and recommendation for improvements are considered.
  - Continue to be actively involved with the disaster/emergency response planning and training being completed at the local, county, state, and federal levels. Expanding coordination and communication functionalities across jurisdictional boundaries should continue to be emphasized.
  - Based on the Multi-Jurisdictional Hazard Mitigation Plan, the City should consider the expansion of the plan to account for post-disaster relief planning associated with physical and economic re-development.
3. Green Infrastructure Planning - Although the City has done a tremendous job of preserving the natural greenways along the Walnut Creek tributaries which has

substantially contributed to creating great residential neighborhoods, there are still areas of opportunity for the City to leverage the previous work with a holistic systems approach to future infrastructure planning. As infrastructure is intertwined within all of the City's neighborhoods, a substantial opportunity exists in adding neighborhood value by "greening" both new and renovated infrastructure. Consideration for the greening of the City infrastructure (partnerships, programs and regulations) should be investigated with specific analysis of opportunities associated with the following:

- Preservation of open spaces
  - Increase of the tree canopy
  - Reduction of impervious surfaces
  - Disconnection of the storm sewer system
  - Introduction of infiltration based storm water practices
  - Water conservation through rain water harvesting and native grass/landscapes
4. In order to assist in the preservation of beautiful and safe neighborhoods over time, the City should consistently administer and enforce residential construction regulations, including energy efficiency standards, to aid in the creation of long-term value within the residential neighborhoods. A review of the

codes and analysis of the opportunities associated with mitigating environmental health concerns (lead base paint exposures, radon gas intrusion, indoor air quality, etc.) should also be completed.

4. Developing relationships and sustaining a community dialog with neighborhood and homeowners associations will be a critical component to moving forward with many of the implementation strategies. Ideally, the ongoing dialog would lead to partnering opportunities in which the neighborhood and homeowners associations begin to take an ownership stake in addressing their own neighborhood specific needs.
5. Clive's unique geography results in many shared edges between commercial and residential properties. In order to assist in reducing the negative impacts on the adjoining residential neighborhoods, the City should consistently enforce buffering, landscaping, screening, and lighting requirements of adjacent commercial areas. It is recommended that the City's current site plan maintenance process be reviewed to ensure its effectiveness.
6. As the City continues to age, the existing commercial corridors will need to be periodically evaluated to ensure that properties remain vibrant as regional retail/service areas while also being maintained at a high level such that they do not detract from the value of the adjoining residential neighborhoods.
- Develop a commercial property/business registry to aid in analysis of market conditions and

opportunities.

- Continue to proactively engage business and commercial property owners to evaluate opportunities to facilitate growth and development.
- Develop targeted incentive programs that can be utilized by property owners to modernize/expand existing facilities.
- Engage in the development of corridor plans as discussed above for Hickman Road (east of I-35/80), NW 114<sup>th</sup> Street and University Avenue (east of I-35/80).

8. Promote safe, accessible, and attractive streets through the design, operation, and redevelopment of roadways. Specifically, Clive should review the following standards and consider modifications to encourage higher performing roadways:

- Street design for new subdivisions should be developed with primarily a connected grid pattern such that intersections are prioritized over cul-de-sacs.
- Consideration for the reduction of lane widths (less than 12 feet) for both new and reconstructed residential streets.
- Consideration for higher quality pavement designs for both new and reconstructed streets to ensure

an actual 50 year life-cycle.

- Continue to integrate features that support complete streets—streets that enable safe access for all users (pedestrian, bicyclists, motorists and public transportation users).
- Utilize traffic calming measures along neighborhood collectors to assist in both traffic management and aesthetics.
- Consideration for the increased utilization of high quality landscape and hardscape features within right-of-ways.
- In combination with the periodic safety analysis of the street network, evaluation of opportunities to make improvements that would reduce congestion should also be considered.
- Evaluate and refine the current pavement management program to establish a systems approach to asset management which would align the inventory analysis with accepted level of service standards.
- Develop a more effective right-of-way management system to ensure that construction activities within the City's right-of-ways are coordinated with the long term needs of the public facilities while also ensuring that the construction activities do not detract from the value of the adjoining real estate.

9. Although the provision of safe drinking water is a shared responsibility between the Des Moines Water Works and the City, Clive should become more engaged in the long term planning of its source water, water treatment, and water distribution. Specifically, a system master plan should be developed which would address the following issues:

- Review and analysis of Clive's role in protecting and improving the water quality of Walnut Creek.
- Consideration of Clive's build-out water demand and development of strategies to ensure that future treated water capacity is not needed.
- Completion of a model of the distribution system to ensure that adequate pressures are maintained and that appropriate fire flow capacities are available across the entire City through build out.
- Review and analysis of the existing infrastructure inventory and development of a systems approach to asset management.
- Development of a long range capital improvement plan that appropriately prioritizes the needs in a fiscally responsible manner.

10. Preservation of the City's sanitary sewer conveyance system will continue to be an important component in ensuring safe neighborhoods. As the system continues to age, additional resources may be necessary to maintain the expected high level of service. Prior to the

deployment of additional resources, a system master plan should be developed which would address the following issues:

- Review and analysis of the existing infrastructure inventory and development of a systematic approach to asset management.
- Completion of a model of the collection system to evaluate capacity constraints and analyze opportunities for redevelopment/infill.
- Preliminary analysis of potential routing options for the future Walnut Creek trunk sewer.

11. As the City continues to become more invested in the management of storm water resources, it is recommended that a water resources master plan be developed which would leverage the work completed for the Walnut Creek Watershed plan in order to develop a specific implementation plan for Clive. In addition to addressing the goals from the Walnut Creek Watershed plan, the master plan should be developed to address the following issues:

- Review and analysis of the existing infrastructure inventory and development of a systematic approach to asset management.
- Development of programs to aid private property owners in making individual property



improvements to their storm water management facilities.

- Review and analysis of each sub-watershed within the City to determine the opportunities for water quantity and quality improvements in the conveyance system.

12. Consider the development of a community plan that would establish a means of reducing the total solid waste generated within the community. Specifically, the plan would consider opportunities for improvements in both public and private facilities.

- Enhancement of residential recycling participation.
- Consideration of incentives/requirements for multi-family recycling.
- Consideration of incentives/requirements for commercial/industrial recycling.
- Consideration of composting opportunities.
- Encouragement of existing partnerships and encouragement of new partnerships in trash pick-up of Walnut Creek.

13. Consider the development of an urban forest management plan as the first step in considering that properly planted and maintained trees are a valuable public asset (just as any other public infrastructure). Specifically, the plan would consider the opportunities

for improving the urban forest asset through:

- Completion of an inventory of the current urban forest and analysis of the benefits and costs.
- Establish appropriate standards for the maintenance and replacement of the existing tree resources.
- Identification of opportunities to improve the quality and quantity of the tree resources.
- Development of partnerships and programs to facilitate the expansion of private tree resources

14. Consider the expansion of the City's Public Arts program as a means of increasing the beauty within Clive's neighborhoods. Specifically, the program would be reviewed and opportunities for expansion of the program in the following areas would be considered:

- Consider strategies to entice creative industries to locate into the community.
- Continue to partner with regional arts and cultural resources to encourage additional outreach into the community (arts, festivals, performances or cultural tourism).
- Continue and enhance partnerships with public schools to develop special programs to advance arts education.
- Adopt a percent-for-art ordinance requiring public art to be installed as part of all new public projects.

- Adopt a percent-for-art ordinance requiring public art to be installed as part of all new private development.

15. Consider the development of a community energy conservation plan. Specifically, the plan would include a baseline analysis of current conditions, establishment of actionable metrics, and recommendations on strategies to achieve improvement in the following:

- Reduction of energy consumption within City facilities.
- Reduction of energy consumption within City vehicles/equipment.
- Consideration of building code/standards to increase energy efficiency.
- Utilization of clean and renewable energy.
- Education of private property owners.

16. Evaluate the opportunities to balance the needs for accommodating new wireless technology and the concerns over the impact those types of facilities can have on the value of neighborhoods.

**Clive provides exceptional family living and opportunities for personal wellness**

1. Develop a city-wide housing plan that seeks to ensure

that the value of both new housing and existing housing product continues to generate the necessary financial support to meet the City's desired long-term level of service. Specifically, the plan should explore strategies that would aid in maintaining the diversity and affordability of housing types while increasing the quality/value of the housing stock.

- Review current codes to ensure that the standards for new residential development are flexible enough to accommodate current family housing trends but result in a consistently high quality product regardless of price point.
- Review current codes and consider alternate standards that would facilitate approximately 15% of all newly constructed residential dwelling units being classified as affordable (owner-occupied dwelling and rental units accessible to families at or below the Polk County Area Median Income).
  - ◇ 8% of newly constructed residential dwelling units accessible to families between 80%-100% of Polk County AMI (ie: the housing cost burden for a family of 4 would not exceed the following: rent- \$1,498 to \$1,873 or mortgage- \$179,700 to \$224,700).
  - ◇ 5% of newly constructed residential dwelling units accessible to families



between 50%-80% of Polk County AMI (ie: the housing cost burden for a family of 4 would not exceed the following: rent- \$936 to \$1,498 or mortgage- \$112,350 to \$179,900).

- ◇ 2% of newly constructed residential dwelling units accessible to families less than 50% of Polk County AMI (ie: the housing cost burden for a family of 4 would not exceed the following: rent- less than \$936 or mortgage less than \$112,350).
- Periodically evaluate the housing costs (owner-occupied and rental units) within the City to ensure that there are approximately 25% of the residential dwelling units that are accessible to families at or below the Polk County Area Median Income (ie: the housing cost burden for a family of 4 would not exceed the following: rent- \$1,873 or mortgage- \$224,700).
- Review current codes and consider the development of programs to aid property owners in expanding and/or improving their existing homes to meet the current needs of today's family.
- Consider the development of programs that would encourage homebuyers to purchase rental occupied properties with the goal of converting

them to owner-occupied status.

- Consider the development of programs that would address property maintenance concerns of owner-occupied property (property maintenance code, caring core community group, and revolving loan/financing partnerships).
- Consider the development of a permitted accessory dwelling unit program that would allow the owners of appropriately sized/located residential properties the flexibility to maximize the value of the real estate while addressing other community goals.
- Consider the reengagement of the Metro Homeowners Emergency Loan Program (MetroHELP) to assist lower income households maintain the quality of their homes.
- Continue to evaluate the rental housing program to ensure that the program is addressing the long term goal of providing safe housing. Following completion of the first 5 year program cycle (2018), evaluate the program to determine if modifications are necessary in order to align the program with the City's other long-term goals.
- Review the Crime Free Multi-Housing program and consider integration within the City's existing rental housing program.
- Review current codes and consider alternate

standards that would allow residential uses within commercial districts as a means of providing additional high quality affordable workforce and/or senior housing options.

- Consider the development of partnerships with existing community groups to facilitate the development and/or preservation of affordable housing.
2. Although transit services are generally limited within Clive, it is recommended that the City continue to partner with DART to maximize the utilization of the provided service.
    - Review current routes and analyze opportunities to make the routes more efficient and accommodating (bus stop accessibility/features).
    - Evaluate future route considerations and analyze opportunities to maximize the residential density within nodes along the routes.
    - Consider the needs of buses on the street systems with the design of new/reconstructed roadways along future transit routes.
  3. Ensure that there is accessible, affordable, and quality child care available in order to allow parents to participate in the workforce, be economically self-sufficient, and able to balance their work and family needs. Review regulations associated with locating and operating child care facilities to ensure that the standards provide reasonable flexibility while maintaining safeguards to protect against adverse impacts.
  4. Consider the development of a pedestrian and bicycle master plan. Specifically, the plan would include an assessment of the current system, establishment of actionable metrics, and recommendations on strategies to achieve improvement in the following:
    - Connections to the Greenbelt Trail and other regional trails.
    - Safe routes to schools, parks, and other public places of interest.
    - Innovative solutions for integrating bikeways into the existing street system.
    - User accessibility for all ages and abilities.
  5. Continue to implement the goals identified in the Comprehensive Parks, Recreation, and Open Space plan previously completed by the City. Specifically, the following areas of the plan should be actively integrated into the physical planning of the City:
    - Actively plan (physically and financially) for the development of two acres of neighborhood parks per 1,000 residents within the undeveloped portion of the community (estimated need of

approximately 13-15 acres in total). It is anticipated that the acquisition of the needed property can be accomplished through the existing Parkland Dedication provisions within the Subdivision Ordinance.

- Actively plan (physically and financially) for the development of three acres of community parks per 1,000 residents (estimated need of approximately 20 acres in total). Consideration for one community park in the undeveloped portion of the community and one community park east of the interstate is recommended. The necessary property to support the community parks has been previously acquired (Lounsbury property on Alices Road and Cownie property on NW 114<sup>th</sup> Street). Additionally planning associated with programming and financing will need to be completed for each of the facilities.
  - Continue to expand the Linear Greenway and Park as a means of linking neighborhoods and other places of interest while ensuring the protection of critical natural resources.
  - There are a number of specialty park features that were identified in the Comprehensive Park, Recreation, and Open Space Plan. With the physical planning for new parks and considerations for redevelopment of existing parks, the identified deficiency of the specialty park features should be considered.
- ◊ Skate park
  - ◊ Off leash area
  - ◊ Picnic pavilion
  - ◊ Indoor pool
  - ◊ Indoor recreation space
- Enhance the capital and operational funding to maintain parks and public spaces at an exceptional level. Park facilities represent a significant opportunity for the City to invest in neighborhood value enhancement while also leading by example on the importance of property maintenance.
  - Within the context of the recommended neighborhood based planning efforts for each District, it is recommended that the following park facilities be considered:

#### District 1

- ◊ Consider increasing access to Lundberg Park to expand the value of the park to the neighborhood areas to the west.
- ◊ Consider the redevelopment and expansion of Linnan Park in order to act as a catalyst for re-investment in the neighborhood. A new Linnan Park should be designed as a multi-purpose place that

encourages interaction from both the adjoining residential and commercial neighborhoods.

#### District 2

- ◇ Due to the limited opportunity for development of additional park facilities, consider increasing access from the Primrose Park neighborhoods to nearby parks (south to Greenbelt Park and east to Crestview Elementary and Linnan Park).
- ◇ Consider developing further partnerships with the West Des Moines School District to advance the neighborhood's utilization of the playground/open space at Indian Hills Elementary School.

#### District 4

- ◇ Continue to re-invest and expand the park facilities within Campbell Recreational Area to ensure the needs of both the neighborhood and community are provided.

#### District 5

- ◇ Consider the partnership opportunities that may exist with County Club Homeowner's Association to provide additional park facilities to the underserved portions of District 5.

#### District 6

- ◇ Consider the expansion of the existing partnership with the Walnut Creek Little League in order to ensure that the "quasi" Community Park continues to provide recreational programming value to the City and that the property is maintained/improved as a neighborhood asset.
- ◇ Consider the partnership opportunities that may exist with Living Faith Lutheran Church to provide additional park facilities to the underserved portions of District 6 (eastern) and District 5 (western).

#### District 7

- ◇ Utilize the existing parkland dedication ordinance to obtain two neighborhood parks approximately three to five acres in size west of Alices Road. Each should be well integrated into the surrounding residential neighborhood and have strong connectivity to the linear greenway.
- ◇ Consider the opportunities to integrate the development of a community park on the existing 20 acre parcel on the west side of Alices Road with a residential neighborhood. Leveraging the private

- development within the park property may allow the City to construct the park amenities at a substantially discounted rate.
- ◇ Actively plan the development of the Linear Greenway from Alices Road to Warrior Lane. The linear greenway should be improved with typical amenities, provide for the preservation and enhancement of the existing natural features, and provide linkage to all adjacent neighborhoods and park properties.
  - ◇ Utilize the existing parkland dedication ordinance to obtain one neighborhood park approximately three to five acres in size east of Alices Road and north of Douglas Parkway.
  - ◇ Facilitate the integration of the Angel Park regional storm water management facility area into a naturalized open space for multi-purpose neighborhood use.
  - ◇ Facilitate the acquisition of the Linear Greenway through the Angel Park subdivision.
  - ◇ Facilitate the integration of the Berkshire North regional storm water management facility area into a naturalized open space for multi-purpose neighborhood use.
- ◇ Facilitate the integration of the Water Works regional storm water management facility area into the Stonegate Park space and accommodate additional connectivity out to NW 156<sup>th</sup> Street.
6. Consider the review and analysis of all public facilities/property through the lens of “Placemaking” and/or the “Power of 10”. Placemaking refers to the importance of creating lively neighborhoods and inviting public spaces. Power of 10 refers to the importance of offering a variety of things to do in one spot—making a place more than the sum of its parts.
- Streets and street rights-of-way are the most abundant public spaces within the City. Although the primary purpose is the efficient movement of vehicles, streets, and street rights-of-way can be used for multiple purposes (ie: transportation, parking, pedestrian/bicycle paths, aesthetics, traffic calming, storm water management, gardens, recreation, block parties, etc.).
  - Parks and other public buildings should be viewed as multi-use destinations that offer opportunities for the diverse range of residents.
  - Consider building local economies and link public health benefits through the development of markets, community gardens, and community agriculture spaces.

- Identify positive changes that can be accomplished in a short time and allow for experimentation and organic adaptation (lighter, quicker, cheaper mentality).
7. Consider the development of programs and regulations to accommodate community gardens and urban agriculture as an opportunity to improve healthy food access and food literacy while also supporting social connections, recreational, educational, and economic development opportunities.
  8. Consider participation in the Blue Zone Project or other similar “community health” program which seeks to align citizens, schools, employers, restaurants, grocery stores, and community leaders in collaborating on policies and programs that move the community towards better health and well-being. For example, becoming a Blue Zone community requires:
    - At least 20% of citizens sign the Blue Zone Personal Pledge and take actions to improve their well-being.
    - Completion of the Blue Zone Community Policy Pledge around Built Environment, Living Streets, Tobacco policy and Food policy.
      - ◇ Pass a resolution/ordinance to adopt Complete Streets principles.
      - ◇ Ensure staff training on Complete Streets principles.
- ◇ Adopt a comprehensive smoke-free policy for indoor workplaces, public places and multi-unit public housing.
  - ◇ Update zoning and building codes to encourage mixed-use development.
  - ◇ Adopt a bicycle master plan.
  - ◇ Adopt a pedestrian master plan.
  - ◇ Establish zoning to limit density/location of fast-food establishments.
  - ◇ Adopt policies to promote outdoor dining.
  - ◇ Ensure that community gardens and farmer’s markets are allowable use of city property.
  - ◇ Adopt healthy vending standards in municipal buildings and public parks.
  - ◇ Increase access to fresh-water drinking fountains.
  - ◇ Adopt a written worksite breastfeeding policy for city employees.
- At least 50% of the top twenty community identified employers become a Blue Zone Worksite.
  - At least 25% of independently or locally owned restaurants become a Blue Zone Restaurant.
  - At least 25% of public schools become a Blue

Zone School.

- At least 25% of grocery stores become a Blue Zone Grocery Store.
  - Well-Being Improvement (measured by Gallop).
9. Ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups. Specifically, the City should consider the following:
- Review all public services and programs to ensure that they are accessible to disabled, minority, and low-income populations.
  - Balance resource allocations between newer/ growing areas and older parts of the community.
  - Ensure that appointments to local advisory boards and commissions reflect the age, race, and ethnic diversity of the community.
  - Consider the establishment of a community resource dedicated to advancing civil and human rights and addressing associated complaint.
10. Consider the development of an authentic participation plan. Specifically, the plan would include an assessment of the current communication methodologies, establishment of actionable metrics for participation, and recommendations on strategies to achieve a sustainable increase in community participation in the following areas:

- Volunteering opportunities
- Public meeting and forums
- Community groups
- City programs (educational, natural resources and human services)
- Business community
- Minority populations

**Clive has a Distinctive Greenbelt and a revitalized NW 86<sup>th</sup> Street corridor/neighborhood**

1. Greenbelt Park- Develop a master plan that seeks to expand the reach of the Greenbelt Park further into the community fabric while ensuring that the value of the existing Greenbelt Park asset is enduring. Specifically, the plan should re-establish the long term vision for the form and function of the Greenbelt Park, identify opportunities for expansion and improvement consistent with the vision, and establish a financing framework that supports the improvements and reconciles the needs for on-going maintenance within the City's financial constraints.
  - The current form of the Greenbelt Park has been created through a balancing of the need to preserve of the highest quality natural resources

while accommodating desired development. It is recommended that considerations for expanding the Greenbelt Park beyond the current linear form be explored as a means of protecting additional natural resources while expanding the value of the Greenbelt Park into other parts of the community. The following areas are recommended for consideration:

- ◇ North Walnut Creek Corridor (District 1)
- ◇ Indian Hills Woods (District 2)
- ◇ Living History Farms Ditch (District 3)
- ◇ Hickory Hills Lake Corridor (District 4)
- ◇ Pearson Estates Greenway (District 6)
- The original intent of the Greenbelt Park was to focus on the preservation of vegetation and wildlife while providing opportunities for passive recreation. Over the years, much of the focus of the Greenbelt Park has been directed towards the use of the open space rather than preservation. Through the planning process, it is recommended that the City determine the appropriate balance between focusing on the “ecological health” and the “community use” of the Greenbelt Park. A specific action agenda for improving the desired health of the Greenbelt Park components (woodland/prairie uplands, wetland/riparian areas and aquatic) will need to be defined.

- Considerations for addressing the short-comings of the disconnection of the Greenbelt Park and trail at Country Club Boulevard/Lake.
- In order to maximize the value of the Greenbelt Park on the adjacent residential and commercial neighborhoods, it is recommended that considerations for additional pedestrian access points be identified.
  - ◇ Residential Areas- consider additional connection points in order to increase the number of homes that are able to access the Greenbelt Trail within a ½ mile travel distance.
  - ◇ Commercial Areas- consider additional connection points and/or enhancement of existing connection points that support access to commercial corridors. Areas of specific interest:
    - ◆ the 7500 Block of University Boulevard
    - ◆ the NW 86<sup>th</sup> Street Corridor
    - ◆ the NW 100<sup>th</sup> Street Corridor
    - ◆ the NW 114<sup>th</sup> Street Corridor
    - ◆ the NW 156<sup>th</sup> Street Corridor
- The nearly continuously connected nature of the



Greenbelt Park throughout the City provides an excellent opportunity to capitalize on a common organizing element in which unique individual places become accessible. Accentuating the nodes along the Greenbelt Park will result in increasing the accessibility/value of the individual places while also adding to the vibrancy and variety of the overall Greenbelt Park experience. It is recommended that the following nodes along the Greenbelt Park be reviewed to determine the opportunities for expanded activity/functions:

- ◇ Future park(s) within District 7
  - ◇ Lyons Park/Walnut Creek Little League/Eason Elementary within District 6
  - ◇ Country Club Boulevard/Lake within District 5
  - ◇ Campbell Recreational Area within District 4
  - ◇ Aquatic Center/Cownie Field/Maddox Shelter area within District 3
  - ◇ NW 86<sup>th</sup> Street Trailhead
  - ◇ NW 78<sup>th</sup> Street Trailhead/University Boulevard
- Consider the creation of a “Super Node” or “Eco Park” on the approximately 80 acre area generally defined as Koethe Field/Greenbelt

Shelter/Cownie Field area. In addition to providing opportunities to provide programming focused on the interaction between nature, recreation and education, the open space environment should be structured in a way that it provides opportunities to activate and entice the redevelopment of the adjoining private properties.

- For the most part, the commercial development adjoining the Greenbelt Park faces away from the open space. In some locations, the “back of building” presence detracts from the character of the Greenbelt Park. It is recommended that creative landscape/artistic strategies be explored as a means of encouraging adjoining property owners to partner with the City to enhance the aesthetics of the transitional areas between the commercial sites and the Greenbelt Park.
- Consider the opportunities for expanding the educational/interpretive/artistic interactions within the Greenbelt Park as a means of adding to the overall user experience, furthering the expression of the Clive brand (Distinct By Nature) and memorializing the significance of preserving the natural resources.
- The components of the Greenbelt Park, both natural and constructed, will require a concerted financial allocation to ensure that they provide

lasting value to the community. It is recommended that the plan seek to define strategies for the development of outside capital funding sources to aid in implementation of improvements in addition to the identification of persistent resources to address on-going operational and maintenance needs.

2. NW 86<sup>th</sup> Street Corridor/Neighborhood - The goal of the NW 86<sup>th</sup> Street Corridor Plan was to create a vision for an economically viable and diverse place with quality residential and commercial services, employment and recreational uses in an identifiable setting that draws residents and patrons to the corridor. Since the adoption of the corridor plan, the City has completed a number of efforts that advance the NW 86<sup>th</sup> Street Corridor Vision and Goals; however, the desired private sector redevelopment along the corridor has not yet occurred. In review of the NW 86<sup>th</sup> Street Corridor Vision and Goals, it is recommended that much of the background and fundamentals remain the same as existed during the initiation of the corridor planning effort. Additionally, the Vision, Goals, and Building Blocks outlined in the plan appear to remain consistent with the desired outcomes for the corridor and surrounding neighborhood, although an adjustment to the focus and implementation methodology is likely needed. In order to achieve long term success, it is recommended that the City redirect the focus away from the entertainment and commercial land use components

of plan and orient its efforts on maximizing the recreational and housing opportunities that exist. Improvements in the housing demographics should ultimately positively impact the opportunities for commercial expansion along the corridor. Specifically, the Goals and Building Blocks would be refined as the following:

- Improve Traffic Circulation and Accessibility on NW 86<sup>th</sup> Street
  - ◇ Continue to reinforce quality access management with concerted attention to consolidating individual access points along NW 86<sup>th</sup> Street and increasing connectivity to the adjacent side streets and adjoining residential neighborhoods.
  - ◇ Review the opportunities of increasing the comfort and functionality of the pedestrian/bicyclist environment along NW 86<sup>th</sup> Street with a focus on providing additional connectivity to the Greenbelt Trail.
- Consolidate and Focus the Commercial Land Use within the Corridor
  - ◇ Continue to support the redevelopment of the North End (TC-1) District as a commercial retail node with a focus on well-designed sites and buildings.

- ◇ Further analyze appropriate strategies to accommodate the transitioning of the existing smaller commercial properties into larger redevelopment opportunities.
  - ◇ Review development of strategies that seek to increase the amount of new and/or renovated multi-family residential dwelling units within the corridor.
  - ◇ Consider the opportunities to create redevelopment synergies around the Dymond Public Safety Center and Linnan Park.
- Enhance the Interaction of the Activities and Businesses on the Corridor with the Greenbelt Park.
  - ◇ Further analyze through the Greenbelt Master Planning process the opportunities of integrating new residential, commercial, and recreational development in the South End (TC-4) District.
    - ◆ Create a conceptual development plan focused around the vacant “Ruan” parcels and the City’s trailhead.
    - ◆ Review the opportunities to create additional recreational experiences in the existing 25 acres of Greenbelt Park (alternative to community gathering/entertainment facility).
- Create a Unique Place Through the Use of Distinctive Urban Design Elements.
  - ◇ Refine the NW 86<sup>th</sup> Street Design Standard and Zoning Ordinance
    - ◆ Integrate the implemented right-of-way streetscaping standards into the site design standards in order to promote a consistent and unified palette of materials and colors throughout the corridor.
    - ◆ Review and consider the revision of the permissible land uses within the corridor districts to potentially accommodate a broader range of permitted commercial uses.
    - ◆ Revise the site design standards within the TC-3 and TC-4 District to encourage rather than require the defined “urban” corridor standards. An alternate “suburban” design standard will need to be created.
  - ◇ Review opportunities to improve the edge treatment and aesthetics associated with the Buckeye Terminals property.
  - ◇ Continue to review the opportunities to create a gateway element at the southern end of the corridor.