

**Due to the COVID-19 concerns and social distancing recommendations, a virtual meeting is being offered. Participants wishing to speak on a topic should message the meeting moderator. All participants are asked to mute their individual computers at times when they are not speaking to minimize background noise. Join: <https://us02web.zoom.us/j/83593064549>*

**NOTICE OF A REGULAR MEETING
BONDURANT PLANNING AND ZONING COMMISSION
MARCH 14, 2024**

NOTICE IS HEREBY GIVEN that a Regular Meeting of the City Council will be held at 6:00 PM on March 14, 2024, in the Bondurant City Center, 200 Second Street, Northeast, Bondurant, Polk County, Iowa. Said meeting is open and the public is encouraged to attend.

AGENDA

1. Call to Order
2. Roll Call
3. Perfecting and Approval of the Agenda
4. Approval of Minutes
 - a. February 8, 2024 Minutes
5. Guests requesting to address the Planning and Zoning Commission
6. Action Items
 - a. Public Hearing considering text amendment to Section 181.13. of the Zoning Code regarding Electronic Message Displays.
 - b. Resolution PZ-240314-07 - considering recommended approval of text amendment to Section 181.13 regarding Electronic Message Displays.
 - c. Resolution PZ-240208-05 - considering recommended approval of site plan for Alan's Seamless Gutters.
 - d. Resolution PZ-240314-08 - considering recommended approval of Campus Industrial Park Plat of Survey
 - e. Resolution PZ-240314-09 - considering recommended approval of the Major Streets Master Plan
7. Discussion Items -
8. Reports / Comments and appropriate action thereon:
 - a. Commission Members
 - b. Staff
 - c. Council Liaison
9. Adjournment

City of Bondurant

Planning and Zoning
Commission 200 2nd St NE,
PO Box 37
Bondurant, IA 50035



Meeting Minutes

DATE: February 8, 2024

Karen Keeran, Chair

1. Call to Order 6:00 pm

Place Bondurant City Hall (200 2nd St NE, PO Box 37)

Special Note: Due to concerns of the COVID-19 virus and social distancing recommendations, access to the meeting was also provided through a virtual meeting.

2. Roll Call

Members Present: Karen Keeran (Chairperson), Andy Mains (Vice-Chairperson), Kristin Brostrom, Brian Clayton, Ethan Pitt, Jesse Torres, Jason Vore

Members Absent:

City Official & Staff Present: Isaac Pezley, Maggie Murray, Matt Sillanpaa

3. Perfecting and Approval of the Amended Agenda

Motion by Commission Member Mains, seconded by Commission Member Vore to approve of the February 8, 2024, meeting agenda. Vote on Motion 7-0-0. Motion carried.

4. Approval of Minutes

Motion by Commission Member Mains, seconded by Commission Member Torres to approve of the January 11, 2024, meeting minutes. Vote on Motion 7-0-0. Motion carried.

5. Guests requesting to address the Planning and Zoning Commission

6. Action Items

- a. PUBLIC HEARING – Text amendment to Section 177.04. of the Zoning Code regarding setback requirements for accessory structures.

Public Hearing opened at 6:01.

Pezley stated the Commission tabled this text amendment last month and requested additional information on what other Des Moines metro communities' regulations are. Pezley provided the Commission with additional information from other communities. Based on the information gathered, Pezley stated he has provided the Commission with two different text amendments.

The first option is the same text amendment proposed to the Commission in January. The second option would require accessory structures to also meet primary structure setback requirements in addition to the regulations outlined in option 1. Torres asked if an applicant wanted to deviate from the proposed text amendment where would that go, Pezley stated staff would treat that as a variance request.

Torres asked what the building code stated about accessory structures. Pezley stated Veenstra & Kimm reviewed the code changes and stated they are okay with it; they would also be responsible for enforcing building code regulations. Torres asked if a text amendment should also be added to the building code. Pezley stated he would prefer to stay away from that, the city generally approves building code updates when submitted by Veenstra & Kimm.

Oliver stated she is more comfortable with reviewing for zoning setbacks and Veenstra & Kimm reviewing for building code related issues.

Pitt asked about architectural style requirements, Pezley stated this text amendment does not address those issues.

The Commission asked if these requirements would apply to all accessory structures, including those under 120 square feet. Pezley stated that is correct, the issue is staff does not always see accessory structures under 120 square feet as they do not require building permits. Keeran asked if we needed to change the code to address that issue. Pezley stated he would prefer a separate text amendment.

Public Hearing closed at 6:13.

- b. Resolution PZ-240111-01 – Considering recommended approval of text amendment to Section 177.04 of the Zoning Code regarding setback requirements for accessory structures.

Motion by Commission Member Mains, seconded by Commission Member Vore to recommend approval of Option 2 of Resolution PZ -240111-01.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Torres, Commission Member Mains, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

- c. PUBLIC HEARING – Text amendments to the following sections of the Zoning Code: 179.01, 180.04, 180.05., 180.07. regarding setback

requirements for stormwater detention and retention areas.

Public hearing opened at 6:14.

Pezley stated this text amendment was presented to the Commission last month and was tabled. Pezley stated staff has presented a text amendment requiring all stormwater basins must have a 5' buffer strip with a slope of 5:1 or greater. Pezley stated staff is open to amendments and the Public Works Director reviewed and is okay with the text amendment.

Mains stated he would prefer a 6' buffer strip instead of a 5' strip, he does like the 5:1 slope. Brostrom agreed with Mains and stated she likes this text amendment more than what was presented last month. Brostrom asked if detention basins are generally placed in an easement and if so would this buffer strip be located in the easement area as well. Murray stated generally detention basins are privately owned and an easement is recorded for maintenance.

Clayton agrees with a 6' wide buffer strip would be better than 5'. Pitt asked staff why staff originally went with a 5' buffer strip. Pezley stated the Iowa DNR recommends a 5' buffer strip around ponds to allow for drainage and erosion control.

Brostrom asked if the Commission is okay with the buffer strip being paved. Brostrom stated she is okay with it being paved; the intention is to provide a flatter buffer area. Commission members agreed with Brostrom.

Public hearing closed at 6:20.

- d. Resolution PZ-240111-02 – Considering recommended approval of text amendments to the following sections of the Zoning Code: 179.01., 180.04., 180.05., and 180.07. regarding setback requirements for stormwater detention and retention areas.

Motion by Commission Member Mains, seconded by Commission Member Pitt to recommend approval of the amended Resolution PZ -240111-02.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Torres, Commission Member Mains, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

- e. Resolution PZ-240208-03 – Resolution considering site plan for Bondurant-Farrar Community School District High School Arts Addition at 1000 Grant Street North.

John Hanson, Snyder & Associates, presented the submitted site plan to the Commission. Hanson stated the addition will be used for multiple uses. The site plan also includes rearrangement of existing utility lines, repainting the fire lane and the inclusion of additional parking spots around the football field.

Pezley stated staff has reviewed and has no issues. Parking and landscaping requirements were already met but are being added to.

Motion by Commission Member Mains, seconded by Commission Member Torres to recommend approval of Resolution PZ-240208-03.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Mains, Commission Member Torres, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

- f. Resolution PZ-240208-04 – Resolution considering site plan for Kasey Leigh Dance Co at 92 Paine Circle SE.

Nikki Neal, CDA, presented the site plan to the Commission. Neal stated this will be a multi-tenant building, but the main tenant will be Kasey Leigh Dance Co. Pezley stated all staff comments have been addressed. Torres asked if bike racks could be added, Neal stated they can address it with the property owner.

Motion by Commission Member Mains, seconded by Commission Member Vore to recommend approval of Resolution PZ-240208-04.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Mains, Commission Member Torres, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

- g. Resolution PZ-240208-05 – Resolution considering recommended approval of Site Plan for Alan's Seamless Gutters.

Pezley provided the Commission with a brief description of the submitted site plan. Pezley stated the applicant is proposing to construct a new building to the north of the existing building. The proposed building will be located outside of the floodplain and stream buffer area. Pezley stated staff need to receive confirmation of the lot-tie agreement with the lot to the north. If this lot-tie agreement does not happen the proposed building will be too close to the northern property line.

Keeran asked staff if the current gravel drive needs to be paved. Pezley stated it was the staff's opinion that the drive is existing and would be grandfathered in. Commission members disagreed with the staff's opinion and would like to see the gravel areas be paved. Pezley stated staff can confirm the submitted elevations will match the façade of the existing building and if staff feels strongly about improving the gravel areas to pavement to add it as a condition of the resolution. Commission and staff had continued conversations about the gravel area.

The Commission requested staff receive additional information regarding the submitted elevations. Commission discusses the submitted elevations, submitted elevations include updated exterior of current building to match

the proposed building.

Mains asked staff if the parking located along Garfield Street needs to be updated to pavement as well.

Keeran asked if they are proposing any landscaping, Pezley stated yes they have submitted a landscaping plan.

Mains stated he believes this site plan should be tabled until the Commission is able to get some more answers to their questions.

Motion by Commission Member Mains, seconded by Commission Member Torres to table Resolution PZ-240208-05.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Mains, Commission Member Torres, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

- h. Resolution PZ-240208-06 – Resolution considering recommended approval of The Grain District Downtown Redevelopment Plan.

Danielle Probst, ISG, presented the Grain District Downtown Redevelopment Plan to the Commission.

Keeran asked for clarification that this is a plan not a site plan, Probst confirmed that is correct. Oliver stated the city has applied for a grant and is waiting to hear back if the city will be invited to apply for the whole grant. Oliver stated the property in the northeast corner of this area is currently owned by the City and would be the first part of the CVT arboretum trail. Oliver also stated the city recently adopted the Arts, Culture and Wayfinding Plan which features a downtown entry way art piece that would be located at the future Truman Avenue-2nd Street intersection.

Murray stated Jeff Cook with the Men's Club and Friend of the CVT submitted comments on behalf of those clubs. Cook's comments suggest non fruit or seed-bearing trees as they are hard on bikes. Oliver state engineering students with the University of Iowa have also helped with the design of the CVT extension.

Clayton asked about what the façade of the rear of the buildings fronting Main Street would look like. Probst stated the front would face the street, but the rear of the building would look similar.

Pitt asked if this is intended to be connected to downtown. Murray stated that is correct and staff are working on multiple plans to make this development feel like an extension of downtown.

Keeran asked about the addition of bike parking. Oliver stated part of the public improvements will include additional parking for both vehicles and bikes. Oliver detailed the future plans of the current fire station for the

Commission.

Keeran asked if we can add wording to require different architectural styles for the townhome development. Keeran stated the townhome development should feel more like a downtown feel than a modern residential feel.

Keeran asked how many stories the development would be allowed to have. Murray stated it would be limited to what the C-4 Commercial District bulk regulations state.

Sillanpaa detailed some concerns the City Council had. There was concern the stormwater detention basin next to the bike trail would not hold enough water and become an eyesore. Sillanpaa asked if there was a plan B for connection to the townhome area in case a connection from the west was not possible. Oliver stated the primary connection to the townhome area would be from 2nd Street and eventually going east to Truman Avenue. Staff and the Commission had additional conversations about street access.

Brostrom stated this layout is exciting although detention issues need to be maintained to ensure they do not become eyesores, especially in highly trafficked areas like this will be. There are a lot of ways to design these features, so when the development of the site comes there are a lot of options to implement to be functional and aesthetically pleasing.

Pitt stated he loves the idea of converting silos into a hotel and/or condo.

Motion by Commission Member Mains, seconded by Commission Member Torres to recommend approval of the amended Resolution PZ-240208-06.

Roll Call – Ayes: Commission Member Clayton, Commission Member Keeran, Commission Member Brostrom., Commission Member Mains, Commission Member Torres, Commission Member Vore Nays: none. Abstentions: none. Absent: Vote on Motion 7-0-0. Motion carried.

7. Discussion Items –

8. Reports / Comments and appropriate action thereon

a. Commission Members

Brostrom – Updated Commission on pieces of legislation that would limit local government's ability to regulate local development. Brostrom specifically identified the senate file limiting cities abilities to regulate stormwater. Oliver updated the Commission on some other bills being considered that would limit local communities' ability to regulate different issues.

Clayton – Expressed concern with recent comments and misinformation on local social media sites.

Mains – asked if the Bondurant sign will be fixed, Oliver stated that parts have been ordered.

Pitt – none.

Torres – none.

Vore – Asked staff for an update on the City Park. Oliver stated crews are on schedule and staff are very pleased with the work they are doing.

Commission Chair – Keeran gave staff an example of the mailing Iowa City sends out regarding insurance for water lines. Keeran added the link to agendas and minutes for the Commission seems to be broken. Keeran asked staff to explain the I-80 plan. Oliver stated the City of Bondurant and Altoona is partnering to submit an application to the MPO to look at a future interchange on I-80.

- b. City Administrator – Oliver showed the Commission a graph from her budget presentation to City Council. The graph reflects the median valuation of homes in Bondurant versus the actual tax dollars paid by Bondurant residents. The graph shows that median valuations have steadily increased while taxes have either decreased or remained the same. Keeran asked if additional “Welcome to Bondurant” signs will be added, Oliver stated yes, it is part of the wayfinding plan.
- c. Community Development Director – a text amendment to electronic reader signs will be considered at next months meeting. HR Green is nearing completion of a Pavement Management Study which will likely spur some text amendments for residential streets and design.
- d. City Planner – none.
- e. City County Liaison – thanked the Commission for their discussion on the gravel improvements on Alan’s Seamless Gutters. Council discussed establishing standards on different issues and appreciated the Commission standing firm.

7. Adjournment

Motion by Commissioner Mains, seconded by Commissioner Pitt to adjourn the meeting. Vote on Motion 7-0-0. Motion carried. Meeting adjourned at 7:28.



**BUSINESS OF THE PLANNING AND ZONING COMMISSION
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.a.
For Meeting of 3/14/2024
Public Hearing

TITLE: Public Hearing considering text amendment to Section 181.13. of the Zoning Code regarding Electronic Message Displays.

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: The City Council, at their January 29, 2024 meeting, discussed amending Section 181.13 of the Zoning Code regarding electronic message displays. Staff has reviewed electronic message display codes of other Des Moines metropolitan communities and has attached the proposed text amendments. The text amendment includes reduction of time messages must be displayed before changing and lighting brightness requirements.

The Planning and Zoning Commission will hold a public hearing and review the proposed text amendment at their March 14, 2024 meeting.

FUNDING SOURCE:

STAFF RECOMMENDATION:

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. 181.13 Proposed Text Amendment clean
2. 181.13 Proposed Text Amendment

181.13 ELECTRONIC MESSAGE DISPLAY. Electric message display shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, provided the following conditions are met:

1. All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
2. Electronic message displays shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video.
4. Electronic message displays are prohibited from using television displays, plasma screens, LED screens, and holographic displays to message.
5. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.
6. Lighting.
 - a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
 - b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.
 - c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 500 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings

181.13 ELECTRONIC MESSAGE DISPLAY ~~ELECTRIC CHANGEABLE COPY.~~

Electric message display ~~changeable copy~~ shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, ~~for events centers, convenience stores, schools, churches and other public uses. A maximum of 32 square feet or 50% of the maximum sign area, whichever is less, may be dedicated to electric changeable copy,~~ provided the following conditions are met:

1. ~~Electric changeable message copy may change no more than seven times in a 24-hour period and shall not include any flashing, flowing, alternating, or blinking lights.~~ All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
2. Electronic message displays ~~Electric changeable message copy~~ shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video. ~~Electric changeable message copy shall be limited to one color.~~
4. Electronic message displays are prohibited from using television displays, plasma screens, LED screens, and holographic displays to message. ~~Sign copy shall not include any use of logos or symbols and message shall be limited to advertisement of events.~~
5. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.
6. ~~In the case of convenience stores, electric changeable message copy shall be limited only to advertise the price of automotive fuels.~~
7. Lighting.
 - a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
 - b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.

- c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 500 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings

PLANNING AND ZONING COMMISSION
RESOLUTION NO. PZ-240314-07

RESOLUTION REGARDING RECOMMENDED APPROVAL OF ZONING CODE TEXT
AMENDMENTS TO SECTION 181.13. OF THE ZONING CODE REGARDING
ELECTRONIC MESSAGE DISPLAYS.

WHEREAS, Action Item 1C of the Building Bondurant Comprehensive Plan notes: Update the zoning and subdivision regulations to support the Future Land Use Plan and any goals, policies, or action items included in the plan; AND

WHEREAS, the following Zoning Code text amendments help complement Action Item 1C of the Building Bondurant Comprehensive Plan;

181.13 ELECTRONIC MESSAGE DISPLAY ~~ELECTRIC CHANGEABLE COPY.~~
Electric message display ~~changeable-copy~~ shall be allowed on monument signs in residential zoning districts (institutional uses only), General Commercial (C-2), Limited Industrial (M-1), and Medium Industrial (M-2) Districts, ~~for events centers, convenience stores, schools, churches and other public uses. A maximum of 32 square feet or 50% of the maximum sign area, whichever is less, may be dedicated to electric changeable copy,~~ provided the following conditions are met:

1. ~~Electric changeable message copy may change no more than seven times in a 24-hour period and shall not include any flashing, flowing, alternating, or blinking lights.~~ All requirements of Section 181.06, Monument Signs, shall apply, except for the following modifications:
 - a. Only one sign containing an electronic message display is allowed per site.
 - b. Up to 50% of the maximum sign area or thirty-five (35) square feet may be dedicated to electronic message display
 - c. Section 181.13 shall be referenced when determining allowable zoning districts for signs having electronic message displays.
2. Electronic message displays ~~Electric changeable message copy~~ shall be integral to and a part of an approved monument sign.
3. Electronic message displays shall not include any flashing, alternating or blinking lights, or multiple pictures or graphics that give the illusion of motion or a video. ~~Electric changeable message copy shall be limited to one color.~~
4. Electronic message displays are prohibited from using television displays, plasma screens, LED screens, and holographic displays to message. ~~Sign copy shall not include any use of logos or symbols and message shall be limited to advertisement of events.~~

5. Each message shall remain in a fixed position for a minimum of 8 seconds. Each change of message shall be accomplished in one second or less.

~~6. In the case of convenience stores, electric changeable message copy shall be limited only to advertise the price of automotive fuels.~~

7. Lighting.

- a. Electronic message signs must be shielded to prevent beams or rays of light from being directed at any portion of the main travel way of the adjacent roads.
- b. Electronic message displays cannot cause glare or impair the vision of any driver or interfere with the operation of the driver's vehicle.
- c. Electronic message displays shall not exceed a maximum of 5,000 candelas per square meter during daylight hours and a maximum of 500 candelas per square meter between dusk to dawn, as measured from the displays face at maximum brightness settings

WHEREAS, the Planning and Zoning Commission held a public hearing on March 14, 2024 to hear public comments on the proposed text amendments to Sections 181.13.

NOW, THEREFORE, BE IT RESOLVED, that the Planning and Zoning Commission of the City of Bondurant, Iowa recommends City Council approval of the text amendments as presented in this recommendation resolution.

Moved by _____, Seconded by _____ to adopt.

ATTEST: I, Isaac Pezley, City Planner, hereby certify that at a meeting of the Planning and Zoning Commission held on March 14, 2024; among other proceedings the above was recommended for approval.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Isaac J. Pezley, City Planner

Action	Yay	Nay	Abstain	Absent
Brostrom				
Clayton				
Keeran				
Mains				
Pitt				

Torres				
Vore				

Karen Keeran, Commission Chair



**BUSINESS OF THE PLANNING AND ZONING COMMISSION
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.c.
For Meeting of 3/14/2024
Resolution

TITLE: Resolution PZ-240208-05 - considering recommended approval of site plan for Alan's Seamless Gutters at 1601 Garfield Street SW

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: The Planning & Zoning Commission previously reviewed this request during their February 2024 meeting and decided to table review, pending further information/clarification be provided to the City relating to the following:

- Confirmation on if the existing gravel parking/drive areas on site are considered legal, pre-existing, nonconforming drive areas (meaning they can be remain and be maintained) or if this gravel was placed at a time when pavement would have been required. *The first image below is from 2000 and the second is from 2023. If the owner will be utilizing any parking/drive area that was not paved in 2000, these areas must be paved. The resubmitted site plan now shows that pavement is proposed for all areas except for the existing gravel parking area adjacent to Garfield Street SW/NE 72nd Street. If the owner is proposing to still utilize this parking area along the street as parking, it must be paved; this has been factored into the attached resolution.*



When the Planning & Zoning Commission and City Council review site plans, they review for consistency with the following documents: Comprehensive Plan; Zoning Code; and Comments from City Officials.

Consistency with the City's Comprehensive Plan:

An M-1 addition project is consistent with the 2022 Building Bondurant Comprehensive Plan which guides for Business Park/Light Industrial at this location.

Consistency with the City's Zoning Code:

Below are notes detailing how the Zoning Code is met for this request or what additional information is needed to ensure the Code will be met for this development.

General Commercial Use & Bulk

- The site plan labels the required setbacks at this location - a 50' front yard setback along Garfield Street SW, a 50' rear yard setback from their eastern property line and 20' side yard setbacks from the northern and southern property lines.

Parking/Drive Areas

- Access to the site is available from Garfield Street SW. The site plan shows two existing access points in the southwest and northwest corners of the property. Both access drives are existing, and the access in the northwest corner would be used to access the proposed building.
- The site plan shows the existing access drive in the southeast corner of the site is closer than 10' from the southern property line. The additional access drive being used to access the proposed building will be more than 10' away from all property lines as required by Section 177.10.1.
- As previously noted, if the owner will be utilizing the existing gravel parking area adjacent to Garfield Street SW//NE 72nd Street, the site plan must be updated to show these areas as being paved; this has been factored into the attached resolution.
- Section 177.09.05 of the Zoning Code will be applied when determining minimum parking stall count requirements at this location. This section reads: Warehouse/Storage: one (1) space per employee. The site plan should be updated to include number of workers on site and number of parking stalls located on site. If this number is greater than five, then the applicant will need to show how they will meet this minimum parking stall count requirement (i.e. by paving a portion of the currently-gravel spaces along Garfield Street SW).

Stormwater, Utilities & Natural Features

- A drainage report was included on the first page of the submitted site plan. Veenstra & Kimm reviewed the report and the site plan and submitted review comments which are attached.
- This property is not located within a Sewer Connection Fee District or a Water Connection Fee District.

- A portion of the site is situated within FEMA's 100-year floodplain. The proposed building is located outside the 100-year floodplain.
- A portion of the site is situated within the City's Stream Buffer Ordinance area. The proposed building is located outside the City's Stream Buffer Ordinance area.



Landscaping Plan

- Page 3 of the site plan shows the required landscaping plan. Notes on this:
 - The site plan shows that the required general trees will be located at least 4' away from the front property line as required by Section 182.05.E of the Zoning Code. The site plan is showing nine (9) trees being located in the front yard setback area.
 - Section 182.04 of the Zoning Code requires deciduous trees conform to the minimum of 1 ¾ inch caliper in size at time of planting. The applicant has not provided the City with the size of tree(s) that will be installed.
 - The site plan notes that 75.4% of this site will be open space.

ARCHITECTURAL STANDARDS

- Site plan includes the required building elevations. The submitted building elevations meet the architectural design standards per Section 179.02.I.6.
 - Submitted elevations show 51% of the west facing facade being primary materials (glass and adhered stone) and 49% of the facade being secondary materials (board and batt and overhead doors).
 - The other three, non-public street fronting facades all show at least 11% of the facade being a primary material.

Other Site Plan Features

- The applicant owns 1601 Garfield Street SW and the lot directly to the north of it. The applicant has indicated the intent to bind the two lots together through a lot-tie agreement. The recording of this lot-tie agreement is required for the proposed building to meet setback requirements.

Comments from City Officials:

The following City departments were notified of the submitted site plan:

1. Public Works - reviewed and comments have been submitted to the applicant.
2. Engineering – reviewed and comments have been submitted to the applicant.
3. Fire Department - reviewed and comments have been submitted to the applicant..

FUNDING SOURCE:

STAFF RECOMMENDATION:

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Alans Seamless Gutters - 1601 Garfield ST SW - Elevations - 2.23.24
2. Alans Seamless Gutters - 1601 Garfield ST SW - Site Plan - 2.23.24
3. RESOLUTION NO. PZ-240208-05

Alan's Seamless Gutters

1601 Garfield St SW
Bondurant, IA 50035



I hereby certify that the portion of this technical submission described below was prepared by me or under my direct supervision and responsible charge. I am a duly licensed architect under the laws of the state of Iowa

Signature: *Paul Gehrke*

Date

Printed or typed name: Paul Gehrke
License Number: 07375
License renewal date is June 30, 2024
Pages or sheets covered by this seal:



Elevated Builders LLC
1011 N Ankeny Blvd, # 1141, Ankeny, Iowa 50021
(515) 446-8126

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ARCHITECT

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OWNER

Alan's Seamless Gutters
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p: (515) 991-6303

CIVIL ENGINEER

AEC of Iowa
Contact: Vic Piagentini
vicp@aecofiowa.com.com
p: (515) 255-3156

GENERAL CONTRACTOR

TBD
Contact:
Email
Phone

STRUCTURAL ENGINEER

Tometich Engineering, Inc
Contact: Luke Logan, P.E.
ljl@tometichengineering.com
p: (515) 280-8022

SHEET LIST

ARCHITECTURAL

Sheet Number	Sheet Name	Current Revision
A100	Cover Page	
A101	ADA	
A102	Life Safety	
A103	Floor Plan	
A104	Roof + Elevations	
A105	Sections and Details	
A107	Perspectives	

CIVIL

Sheet 1	Place Holder	
Sheet 2	Existing Site Plan	
Sheet 3	Grading + Dimensioning	

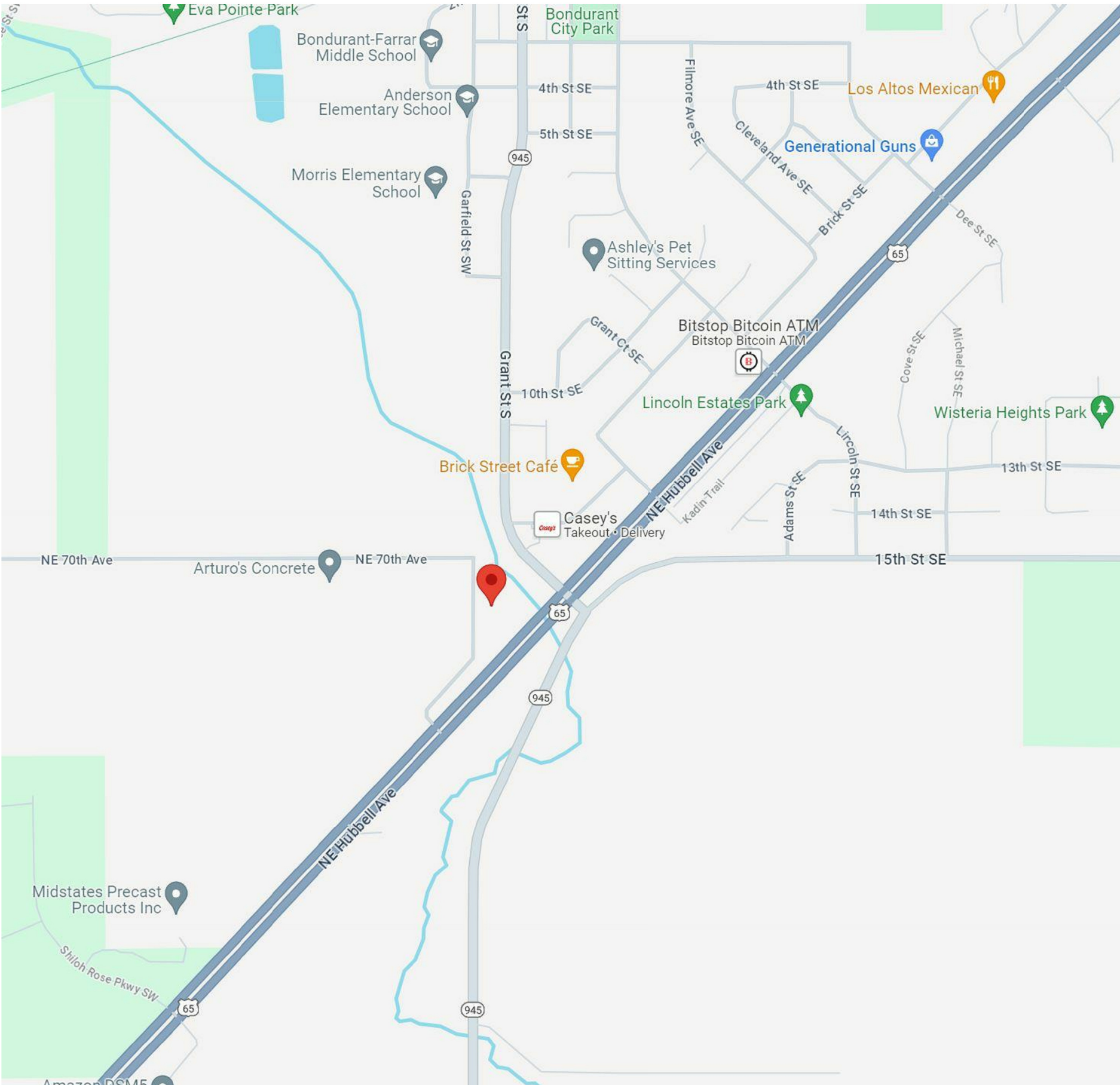
STRUCTURAL ENGINEERING

S001	Place Holder	
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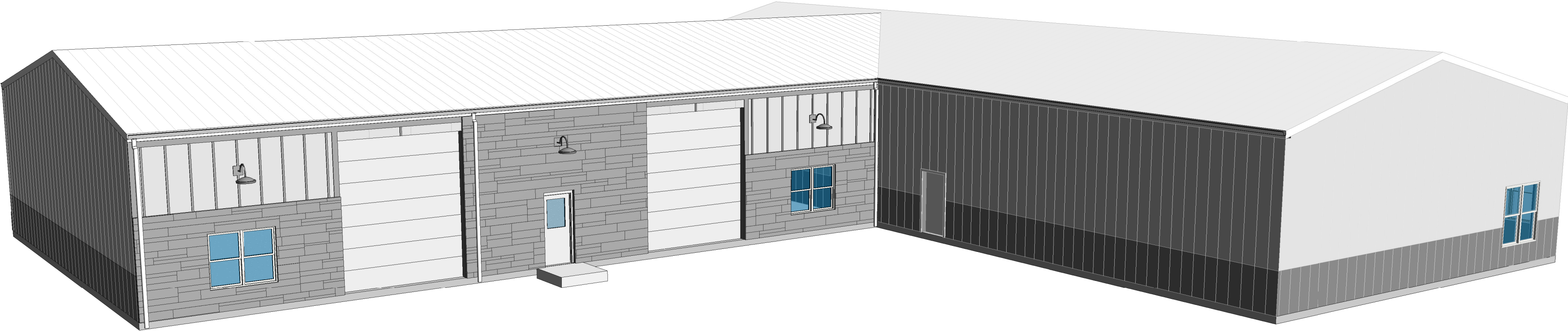
ISSUES

ISSUE 01: PLANNING AND ZONING 02.26.24

LOCATION:



NOTE: THESE DOCUMENTS ARE FOR DESIGN INTENT ONLY. EACH CONTRACTOR IS RESPONSIBLE FOR MEETING MINIMUM CODE IN THE JURISDICTION HAVING AUTHORITY. ALL MATERIALS TO BE INSTALLED PER THE MANUFACTURERS INSTRUCTIONS. ALL EXISTING DIMENSIONS TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION. ALL INTERIOR FINISHES TO BE SELECTED BY OWNER.



Alan's Seamless Gutters

1601 Garfield St SW
Bondurant, IA 50035



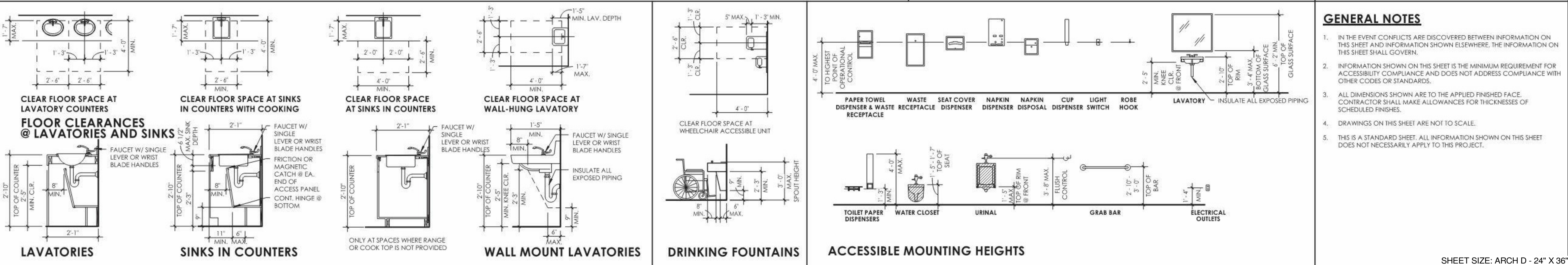
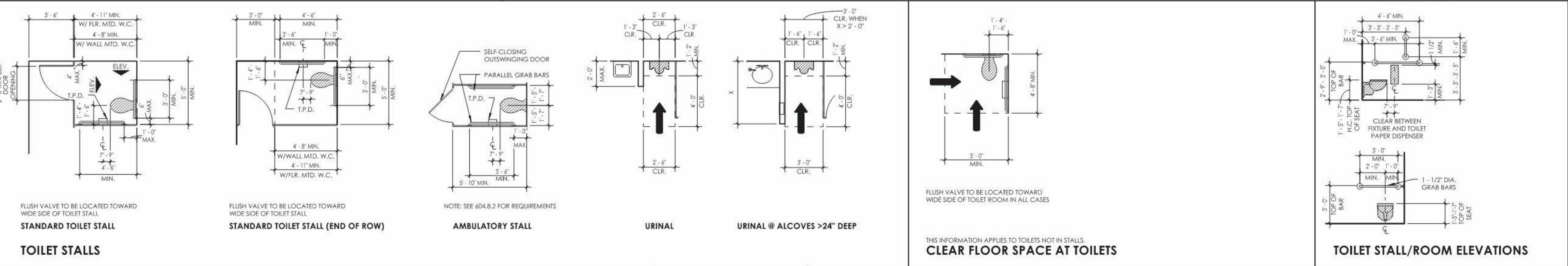
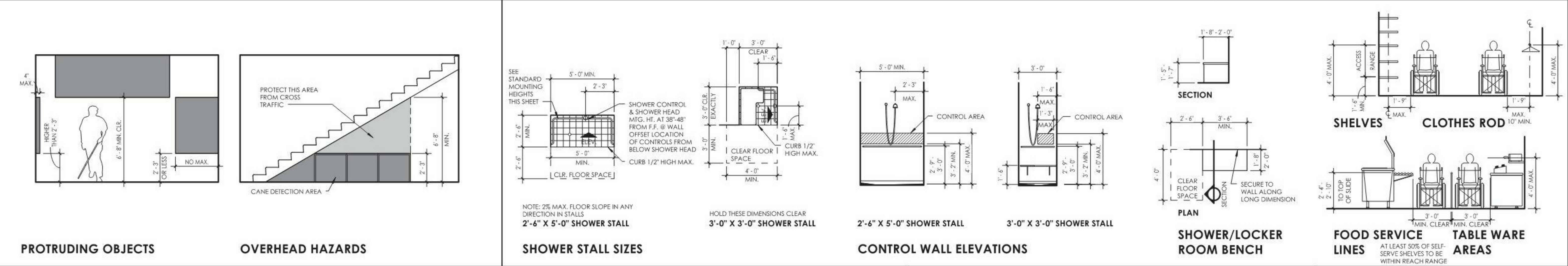
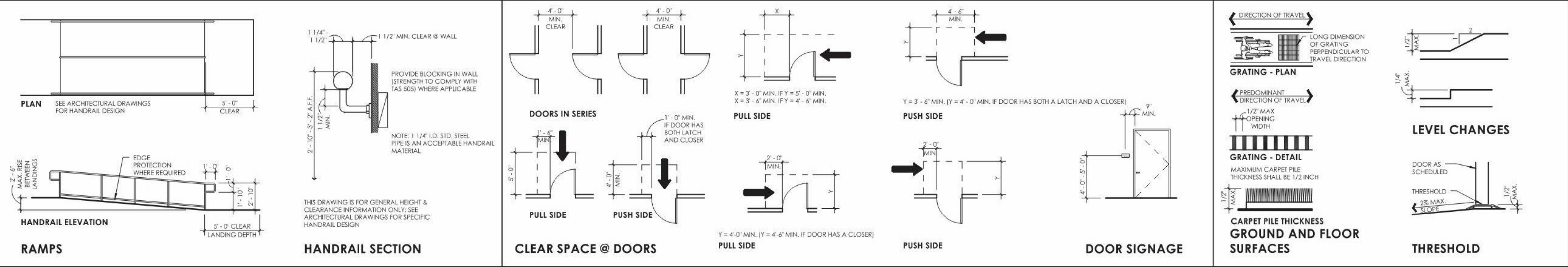
0 Issue 01 02.26.24
△ Issues Date

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Cover Page

A100



OCCUPANCY TYPE LEGEND

- WAREHOUSE 1:500
- EXISTING / OUT OF SCOPE

EGRESS LEGEND

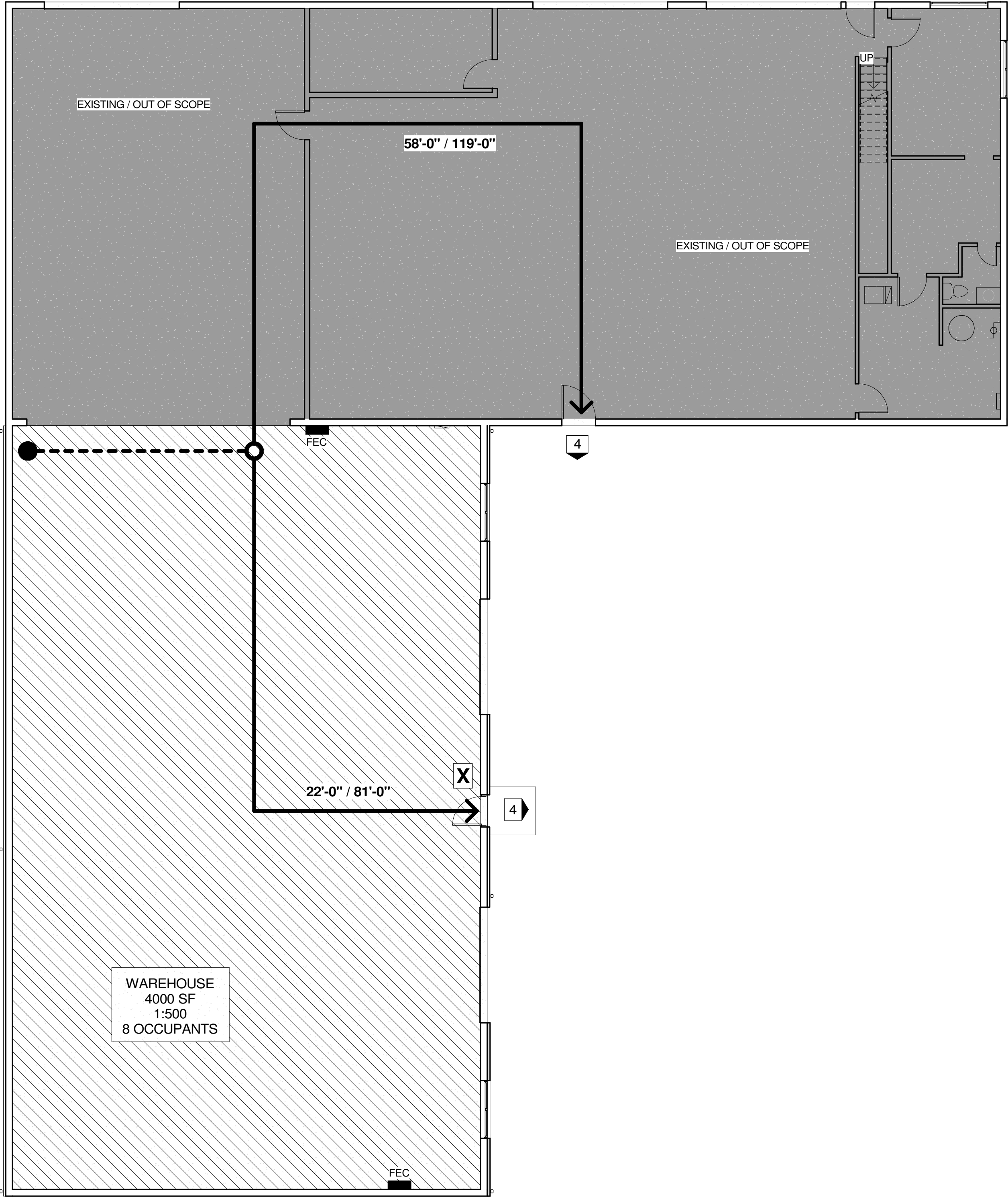
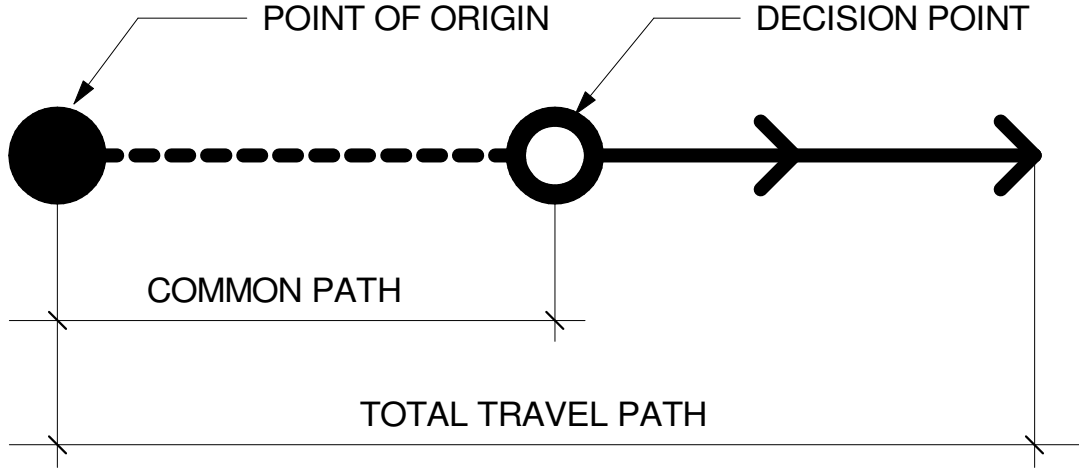
- XX

OCCUPANT LOAD AT EXIT
- X

ILLUMINATED EXIT SIGN
- XX' / XXX'

75' COMMON PATH OF TRAVEL MAX.
250' EXIT ACCESS PATH OF TRAVEL MAX.
- FEC

FIRE EXTINGUISHER CABINET



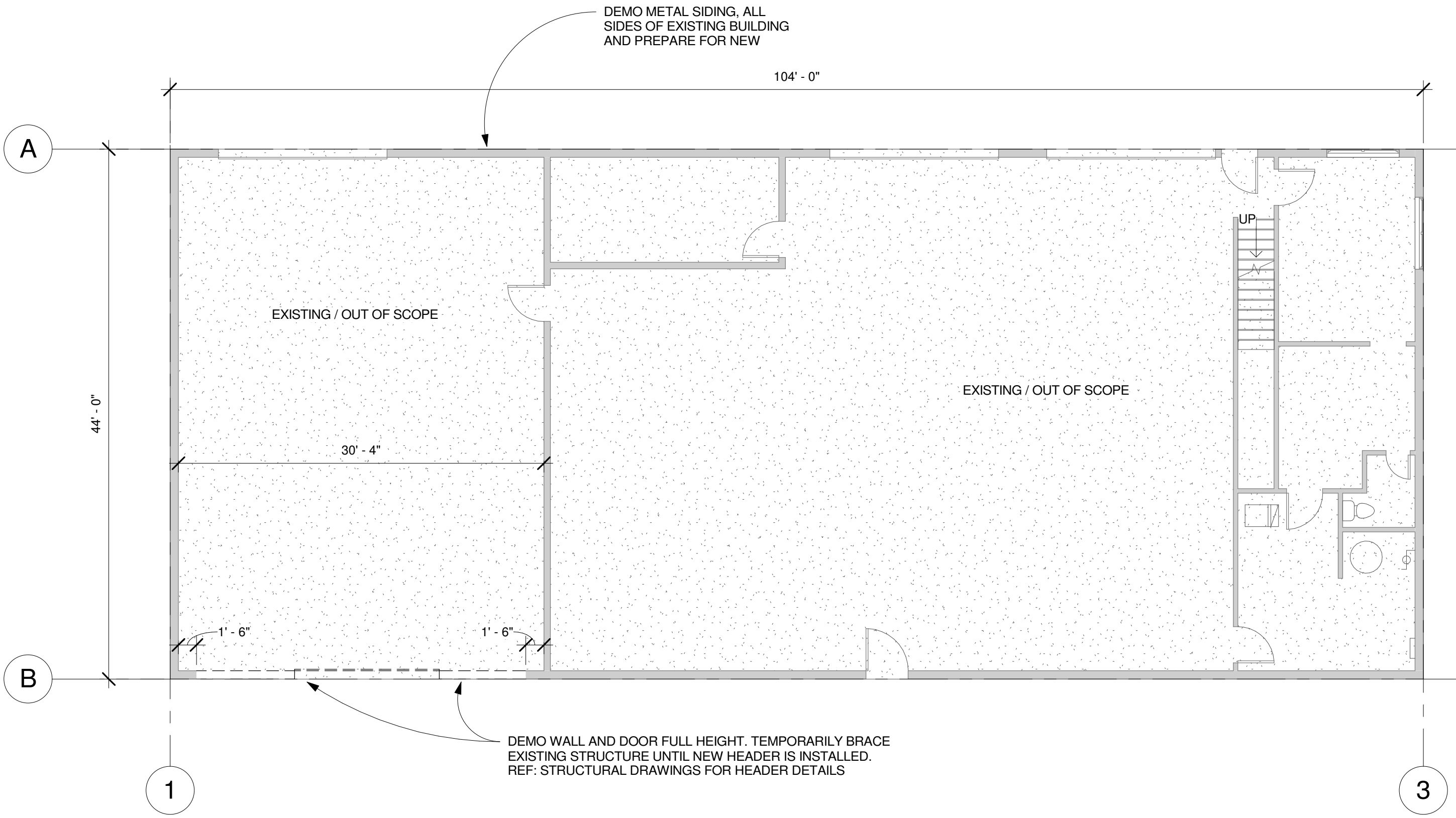
CITY OF BONDURANT, IA PLAN REVIEW DATA

PROJECT DESCRIPTION: THIS PROJECT IS INTENDED TO CONSTRUCT A WOOD FRAMED BUILDING ADDITION TO STORE TOOLS, MATERIALS, TRAILERS AND VEHICLES. THIS IS A SINGLE STORY SLAB ON GRADE POLE BARN STYLE BUILDING. THE BUILDING IS 50 FEET X 80 FEET AND APPROXIMATELY 15 FEET TALL (EAVE). THE BUILDING WILL NOT BE CLIMATE CONTROLLED AND THEREFORE DOES NOT REQUIRE INSULATION/COMCHECK

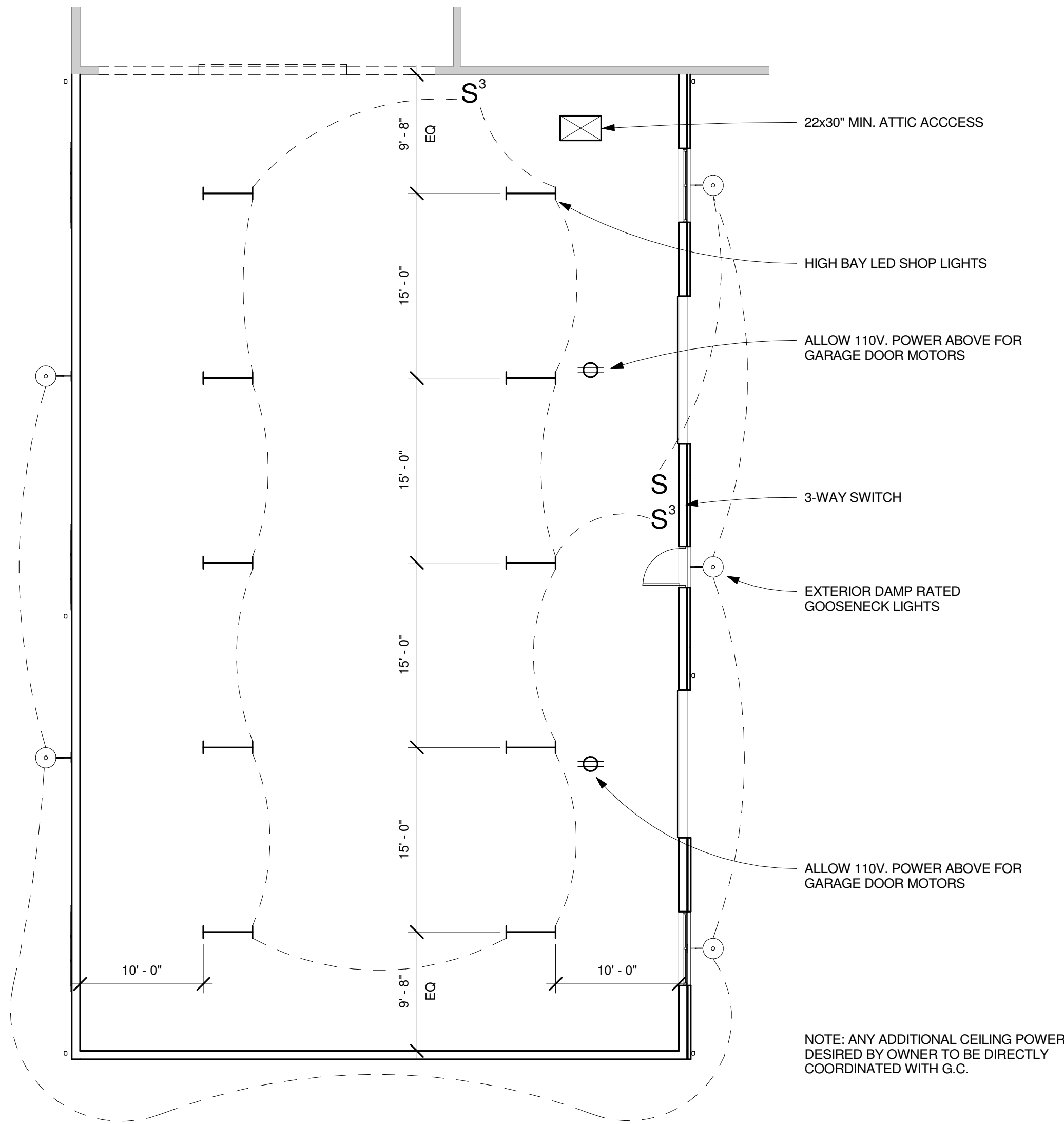
- I. APPLICABLE CODES:
2021 INTERNATIONAL RESIDENTIAL CODE
2021 INTERNATIONAL BUILDING CODE
2021 INTERNATIONAL EXISTING BUILDING CODE
2018 INTERNATIONAL MECHANICAL CODE
2021 UNIFORM PLUMBING CODE
2020 NATIONAL ELECTRIC CODE
2021 INTERNATIONAL FUEL GAS CODE
2021 INTERNATIONAL PROPERTY MAINTENANCE CODE
2012 INTERNATIONAL ENERGY CONSERVATION CODE
2021 INTERNATIONAL FIRE CODE
- II. OCCUPANCY CLASSIFICATION (PER IBC CHAPTER 3)
GROUP S1 : GENERAL STORAGE, MODERATE HAZARD
NO STORAGE OF GROUP A PLASTICS, TIRES, OR COMBUSTIBLES. NO HIGH PILE STORAGE
- III. OCCUPANT LOAD (PER TABLE 1004.5, IBC)
WAREHOUSE - NOT A REPAIR SHOP
MAIN FLOOR, GROSS: 4000 SQ. FT.
OCCUPANT LOAD: 500 SQ FT GROSS SQ FT PER PERSON = **8 OCCUPANTS**

TOTAL OCCUPANT LOAD = **8 OCCUPANTS**
- IV. CONSTRUCTION TYPE (PER IBC 601)
TYPE V-B , UNPROTECTED, UN-SPRINKLERED (UNDER 10,000 SF)
0 HR FIRE RATING FOR ALL WALLS, PARTITIONS, STRUCTURAL FRAME,
FLOOR AND ROOF (PER TABLE 601, IBC)
- V. OTHER LIFE SAFETY ITEMS (PER IBC 1006-1017):
GROUP I: EQUIPMENT STORAGE
MIN. NUMBER OF EXITS = 1
MAX. TRAVEL DISTANCE = 200'-0" (PER IBC TABLE 1017.2)
COMMON PATH OF TRAVEL = 100'-0" (PER IBC TABLE 1006.2.1)
MAX. DEAD END CORRIDOR LENGTH = 20'-0" (PER IBC TABLE 1020.4)
EGRESS WIDTH PER PERSON SERVED (PER TABLE 1005.3 IBC) = .2" (OTHER)
FIRST LEVEL: EXIT WIDTH REQUIRED = .2 X 8 OCC. = 2"
ACTUAL EXIT WIDTH PROVIDED = 96"

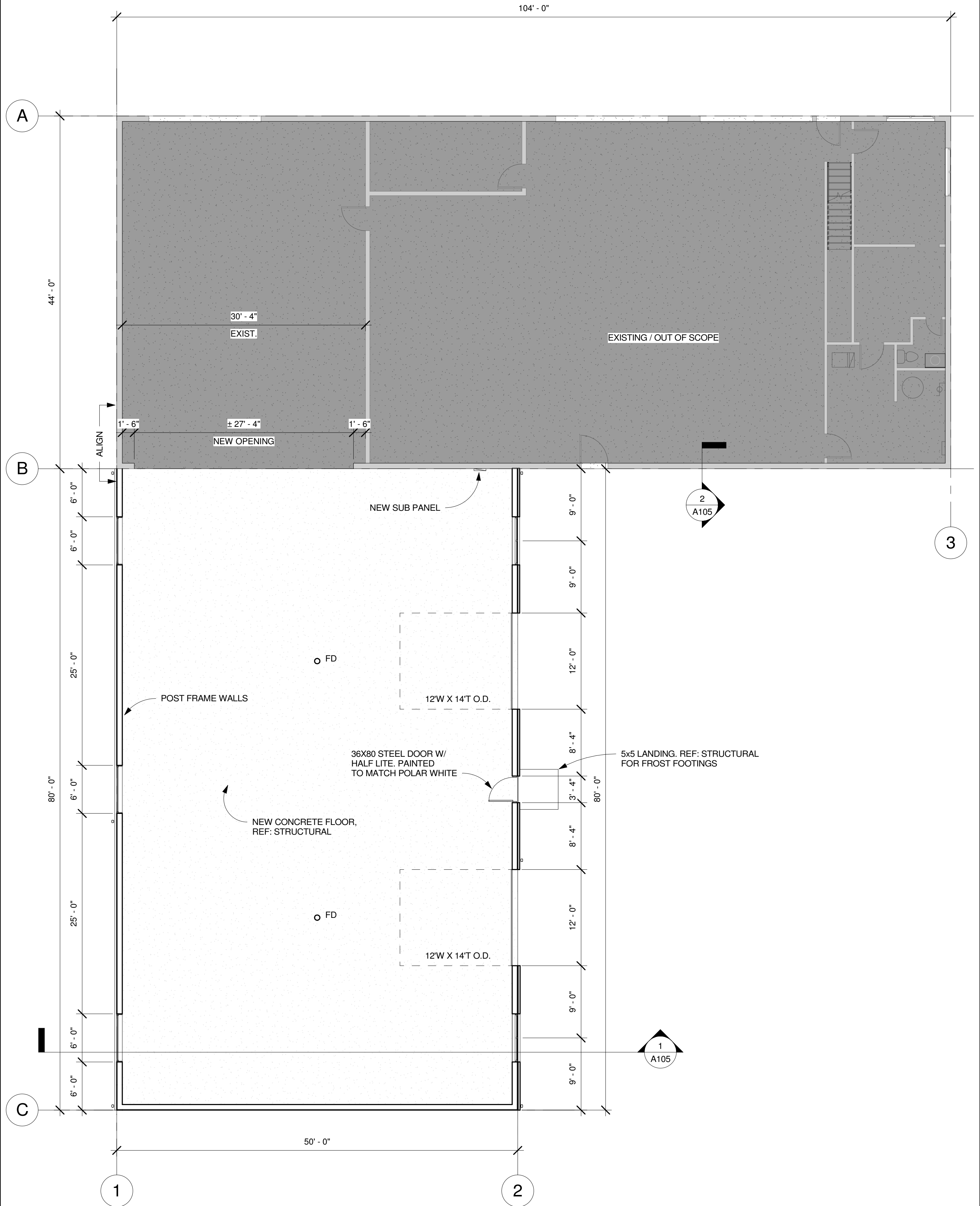
MINIMUM CORIDOR AISLE WIDTH = 44"
MINIMUM CLEAR OPENING OF EXIT DOORS = 32"
EXIT SIGN LOCATIONS SHOWN ON LIFE SAFETY PLAN
PANIC HARDWARE NOT REQUIRED ON EXIT DOORS
- VI. FIRE PROTECTION
FIRE ALARM AND DETECTION SYSTEM TO BE INSTALLED IN ACCORDANCE
WITH NFPA 72
SPRINKLER SYSTEM NOT REQUIRED IN WAREHOUSES 6000 SF AND UNDER OR
FOR GENERAL STORAGE AREAS UNDER 12,000 SF
FIRE EXTINGUISHERS TO BE TYPE 2-A WITH A MAXIMUM DISTANCE OF TRAVEL OF
75 FEET. EACH EXTINGUISHER IS GOOD FOR 11,250 SQUARE FEET MAX.
2 EXTINGUISHERS REQ'D
- VII. PLUMBING FIXTURE REQUIREMENTS (PER IBC TABLE 2902.1 STORAGE)
WATER CLOSETS 1:100 = 1 REQUIRED FOR MEN/WOMEN, 2 PROVIDED (EXISTING)
LAVATORIES 1:100 = 1 REQUIRED FOR MEN/WOMEN, 2 PROVIDED (EXISTING)
DRINKING FOUNTAIN = NOT REQ'D PER IPC 410.2 (UNDER 15 OCCUPANTS)
SERVICE SINK = NONE, 2 EXISTING HOSE BIBBS ON SITE (EXISTING)
THERE ARE 2 EXISTING UNISEX RESTROOMS IN THE MAIN BUILDING.
SEPARATE FACILITIES FOR EACH SEX IS NOT REQUIRED PER IBC 2902.2
- VIII. CODE REVIEW NOTES:
EXIT SIGNS SHALL COMPLY WITH IBC 1013.1
EXIT SIGNS SHALL BE ILLUMINATED PER IBC 1013.3
MEANS OF EGRESS ILLUMINATION REQUIRED TO BE NOT LESS THAN 1 FOOT-
CANDLE AT THE WALKING SURFACE
EMERGENCY ILLUMINATION REQUIRED AT ELECTRIC PANEL FOR A MINIMUM OF
90 MINUTES PER IBC 1008.3.3



② Level 1 - Demo Plan
1/8" = 1'-0"

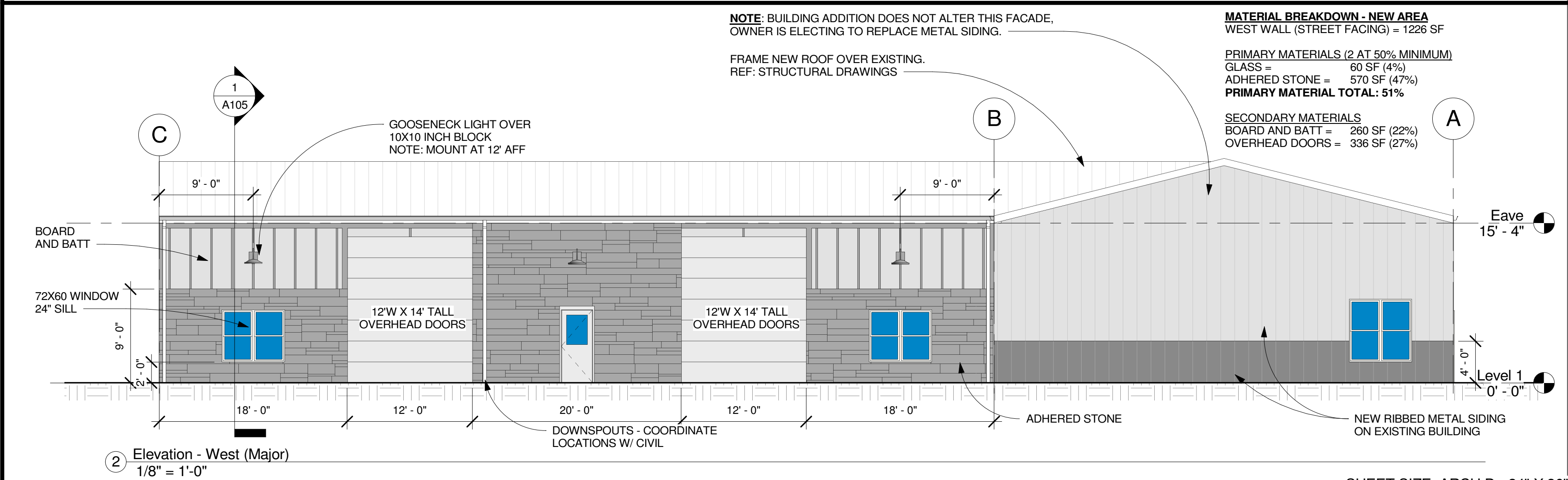
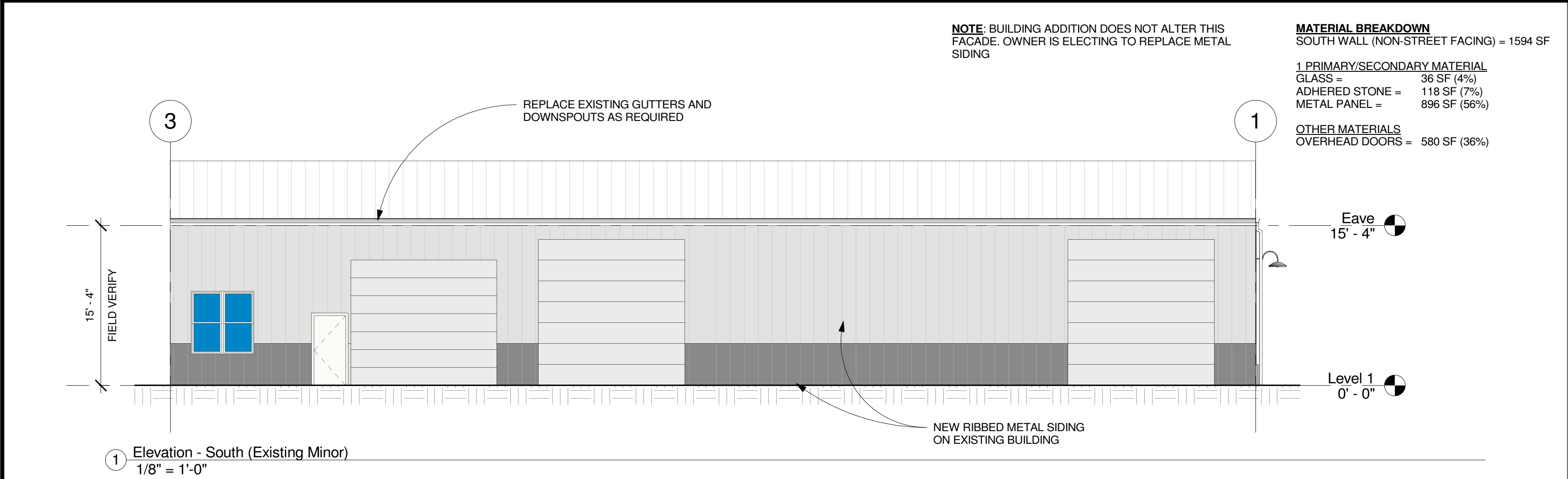
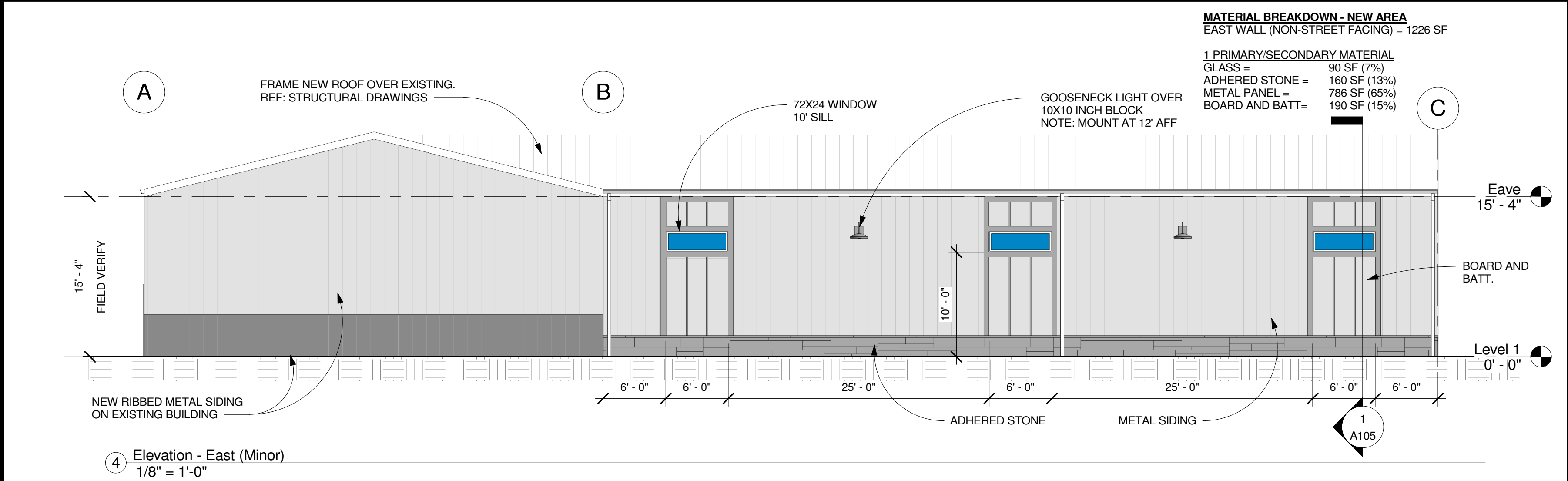
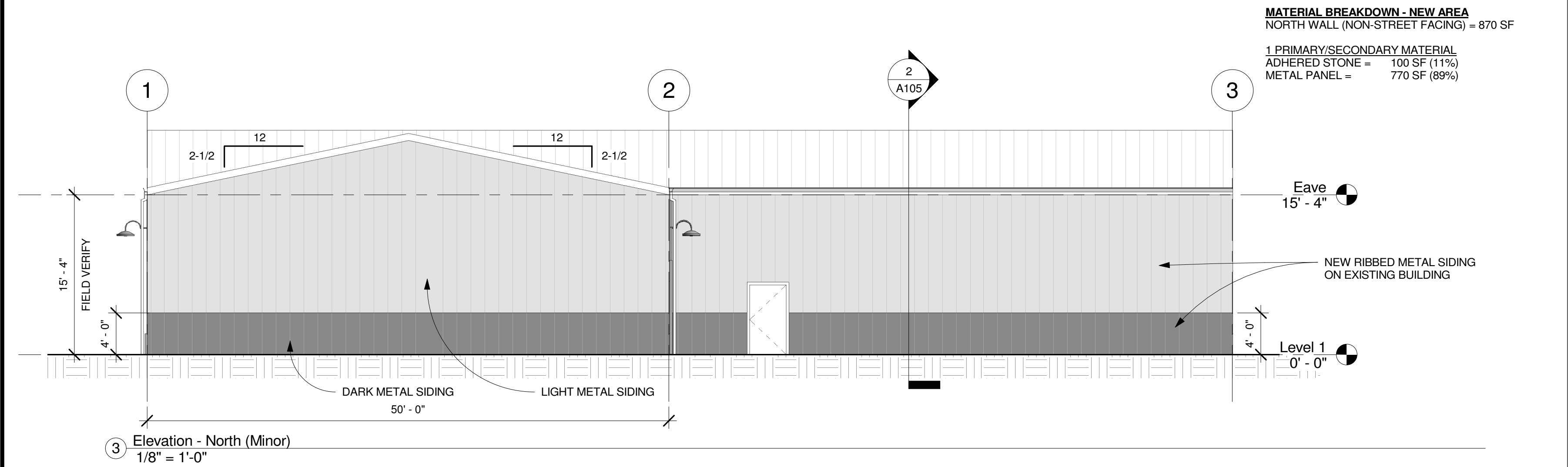
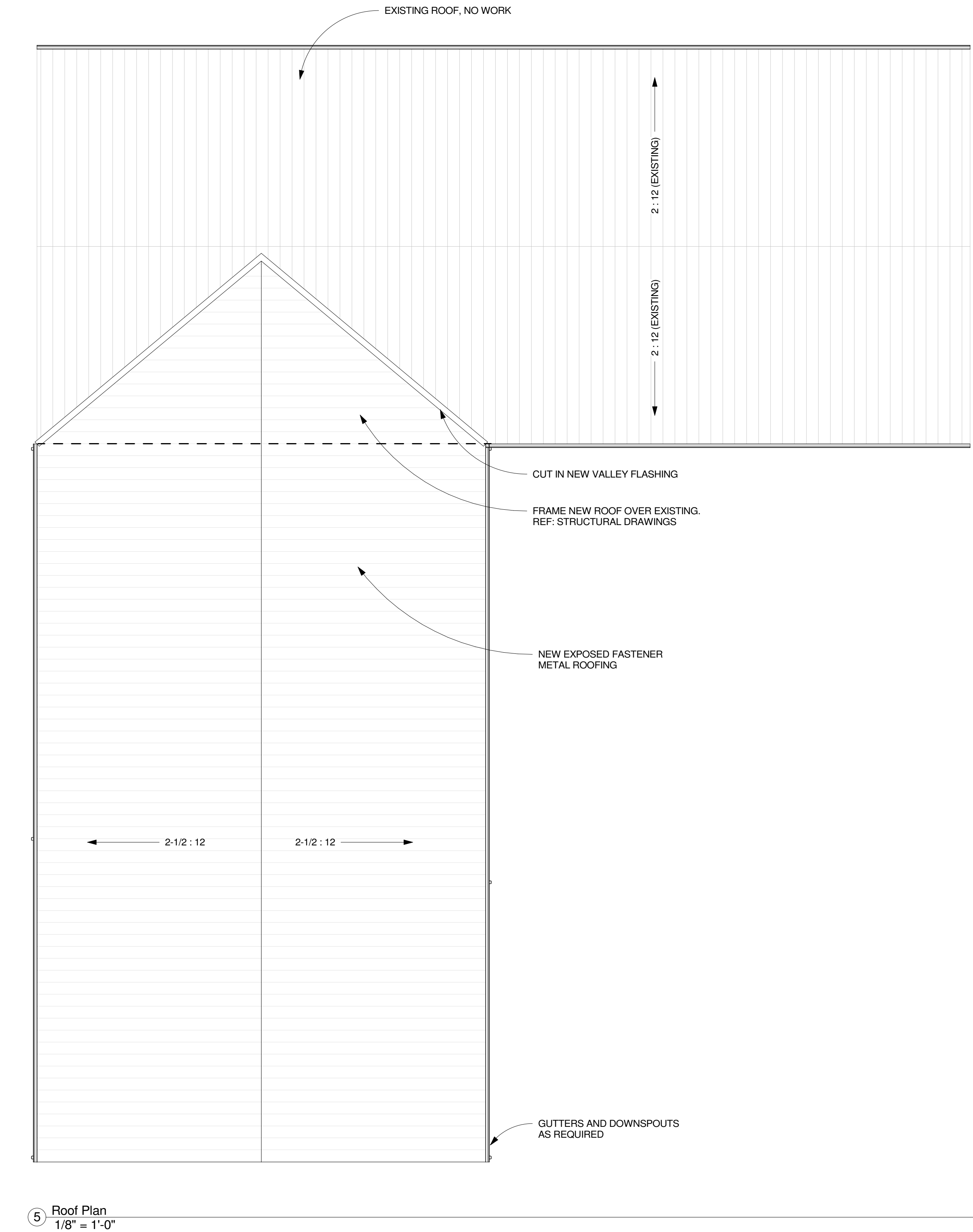


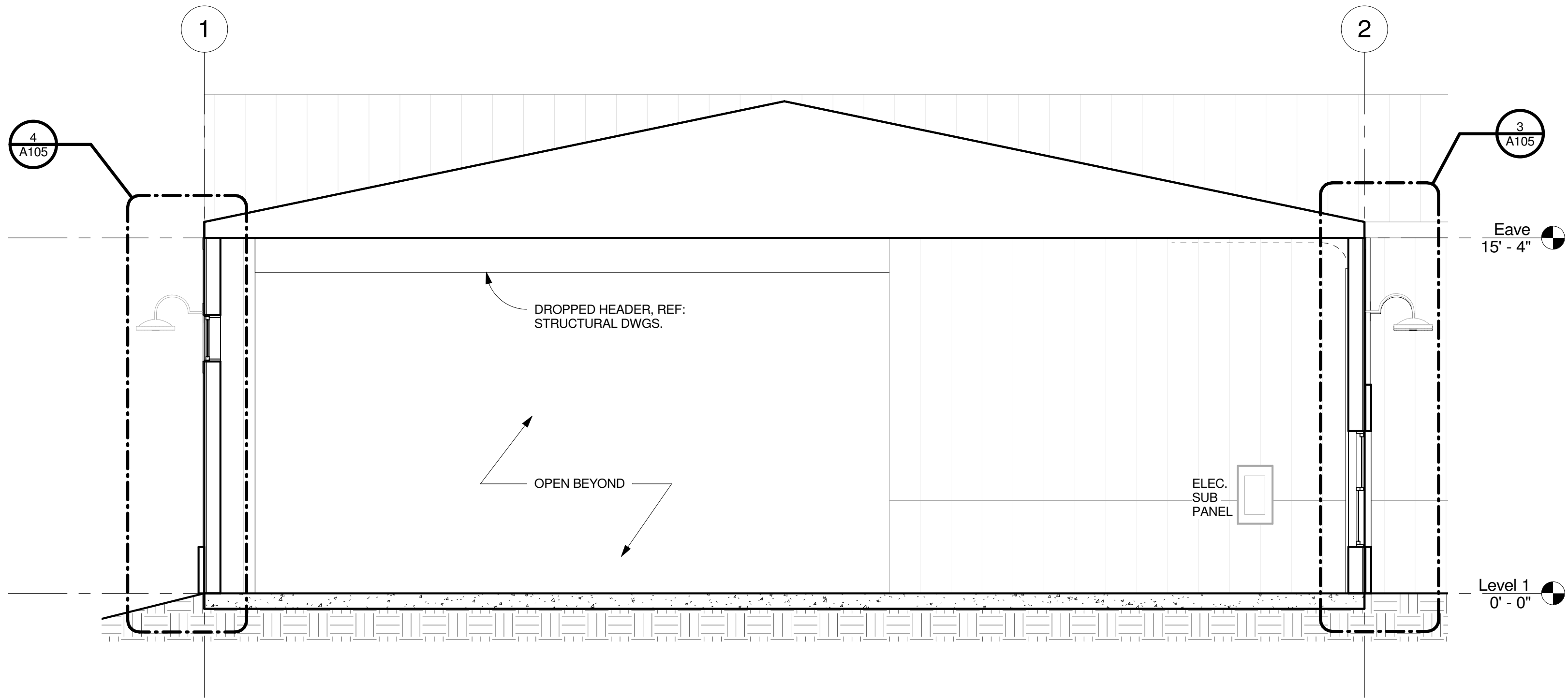
③ Level 1 - Reflected Ceiling Plan
1/8" = 1'-0"



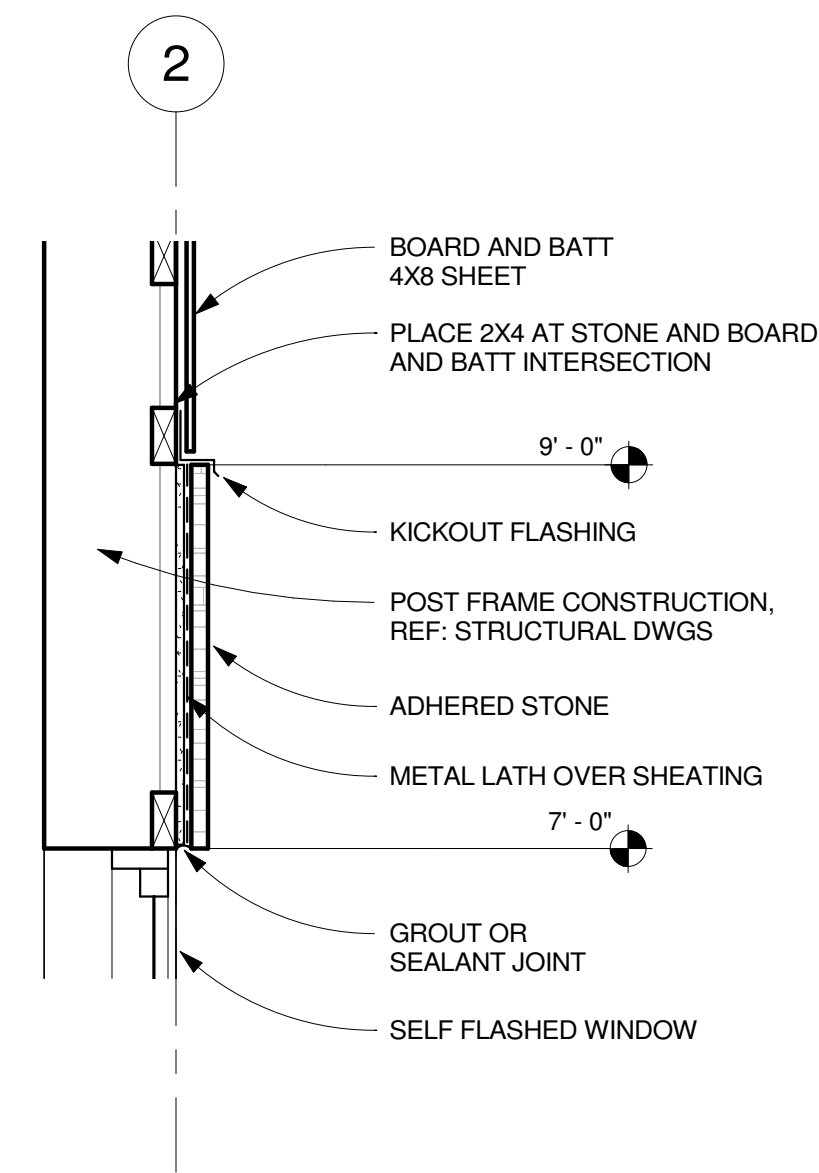
① Level 1 - Floor Plan
1/8" = 1'-0"

ROOF METAL PANEL PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL COLOR: TBD	BOARD AND BATT MFR: JAMES HARDIE FINISH: SMOOTH SIZE: 4X8 BACKER BOARD, 2 INCH BATTONS, 6 INCH TRIM PANEL COLOR: PAINTED TO MATCH POLAR WHITE METAL PANEL TRIM COLOR: PAINTED TO MATCH CHARCOAL METAL PANEL NOTE: BATTONS SPACED AT 24" O.C.
METAL WALL PANEL - LIGHT PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL SIZE: 36" COLOR: TBD	WINDOWS MFR: WINDSOR WINDOWS TYPE: SINGLE HUNG/FIXED COLOR: WHITE TRANSMITTANCE: 56% (50% MIN.) REFLECTANCE: <25% U VALUE: .26
METAL WALL PANEL - DARK PROFILE: CLASSIC RIB FASTENER: EXPOSED GAUGE: 26 GAUGE STEEL COLOR: TBD	GUTTERS AND DOWNSPOUTS COLOR: PREFINISHED WHITE NOTE: COORDINATE DISCHARGE WITH CIVIL
METAL WALL PANEL TRIMS AND ACCESSORIES COLOR: TBD	GARAGE DOORS SIZE: 12' WIDE X 14' TALL COLOR: PAINT TO MATCH POLAR WHITE METAL PANEL PER ZONING NOTE: ALLOW FOR POWER AT MOTORS
ADHERED STONE MFR: DUTCH QUALITY STONE STYLE: ASHEN DRY STACK TYPE: ADHERED USE: DECORATIVE CONTACT: P&P STONE, SALVADOR PEREZ CONTACT PH: 515-988-9863	

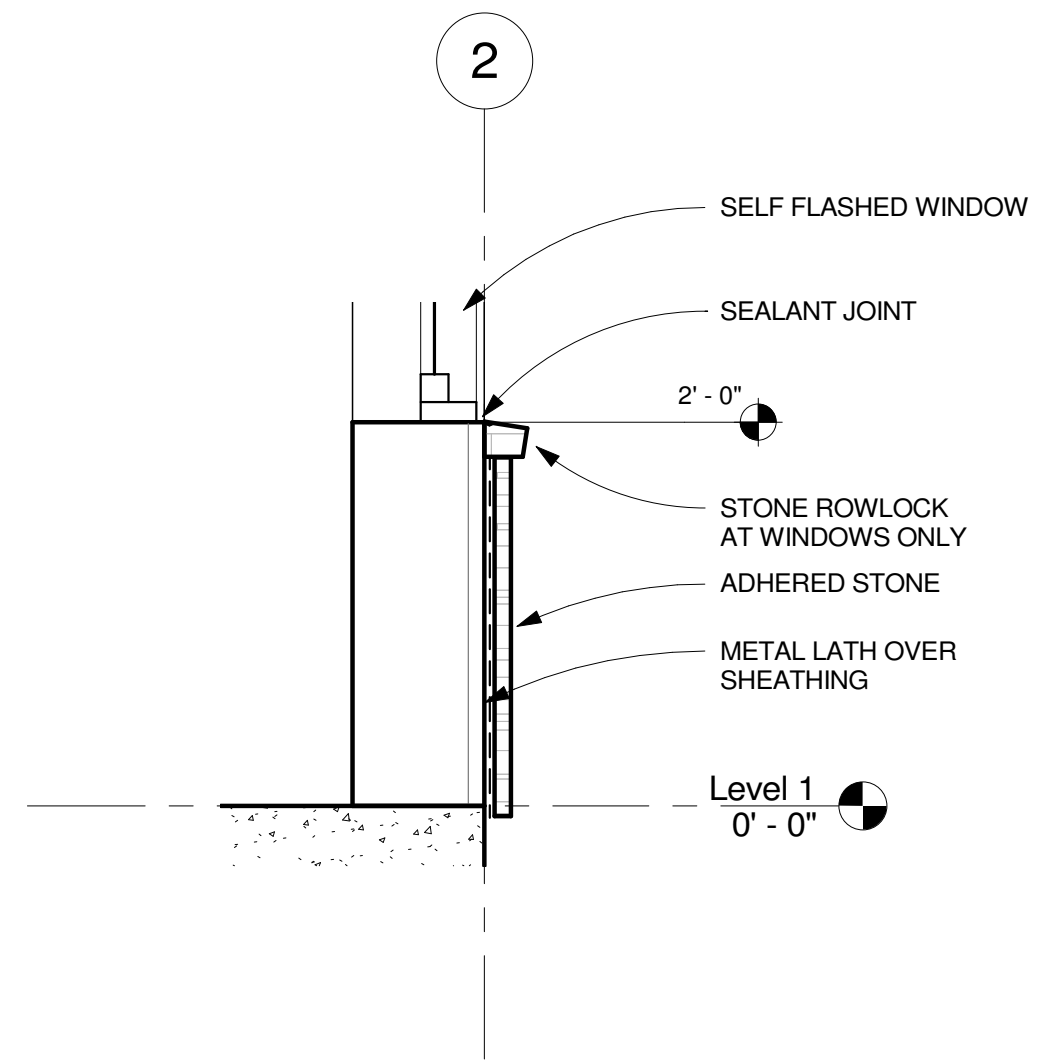




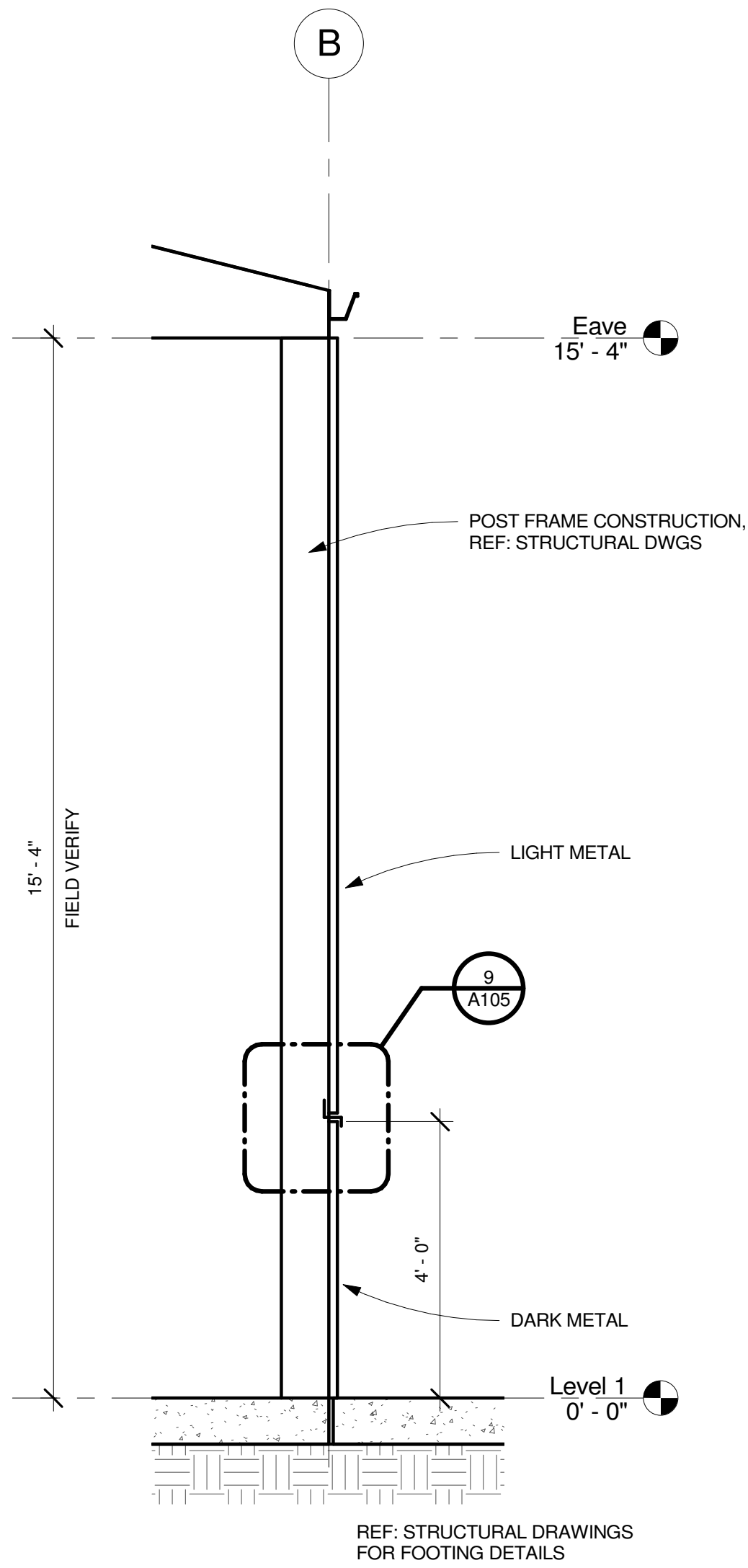
1 Building Section
1/4" = 1'-0"



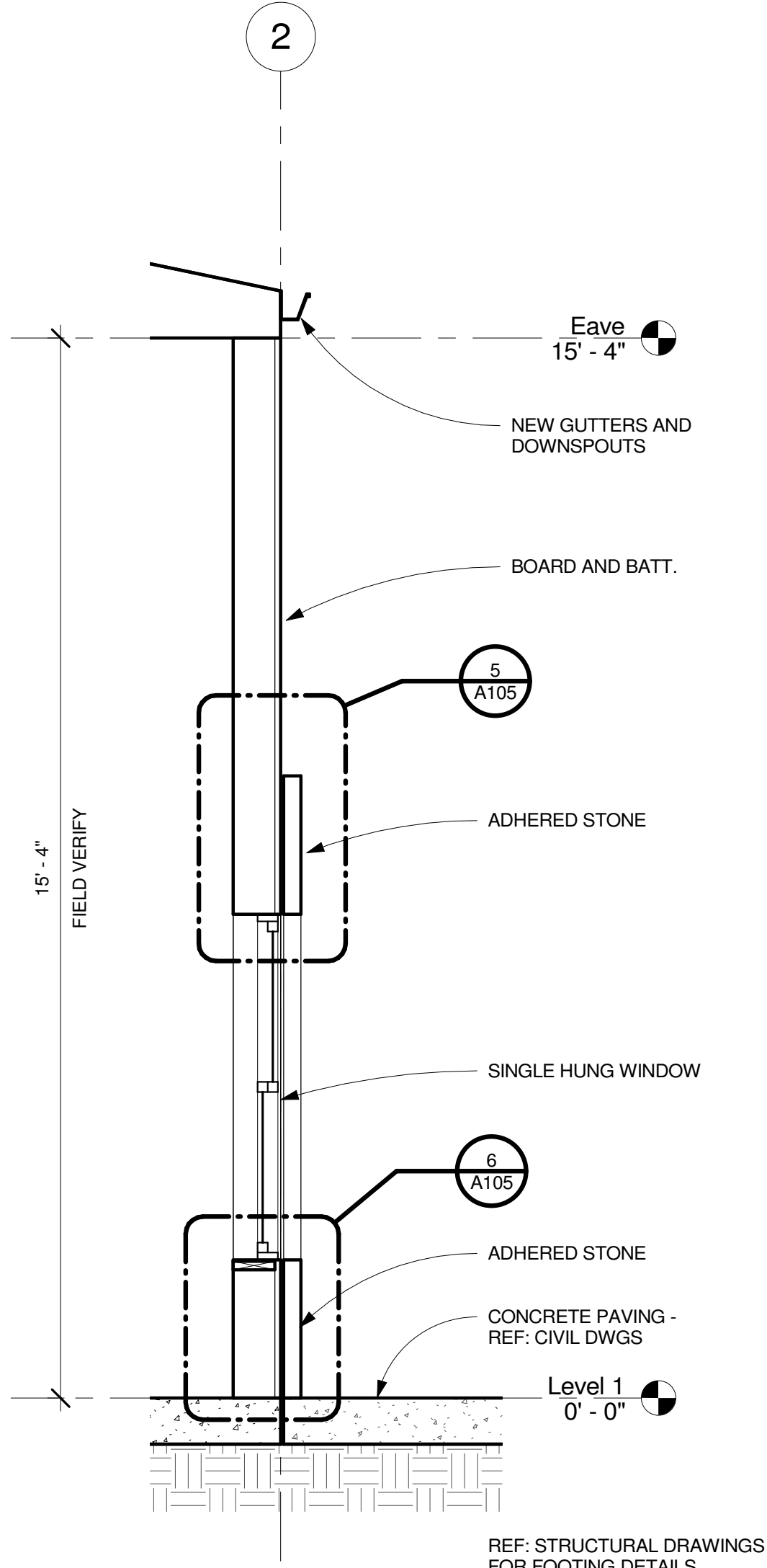
5 Section Detail - Stone + Board and Batt
1" = 1'-0"



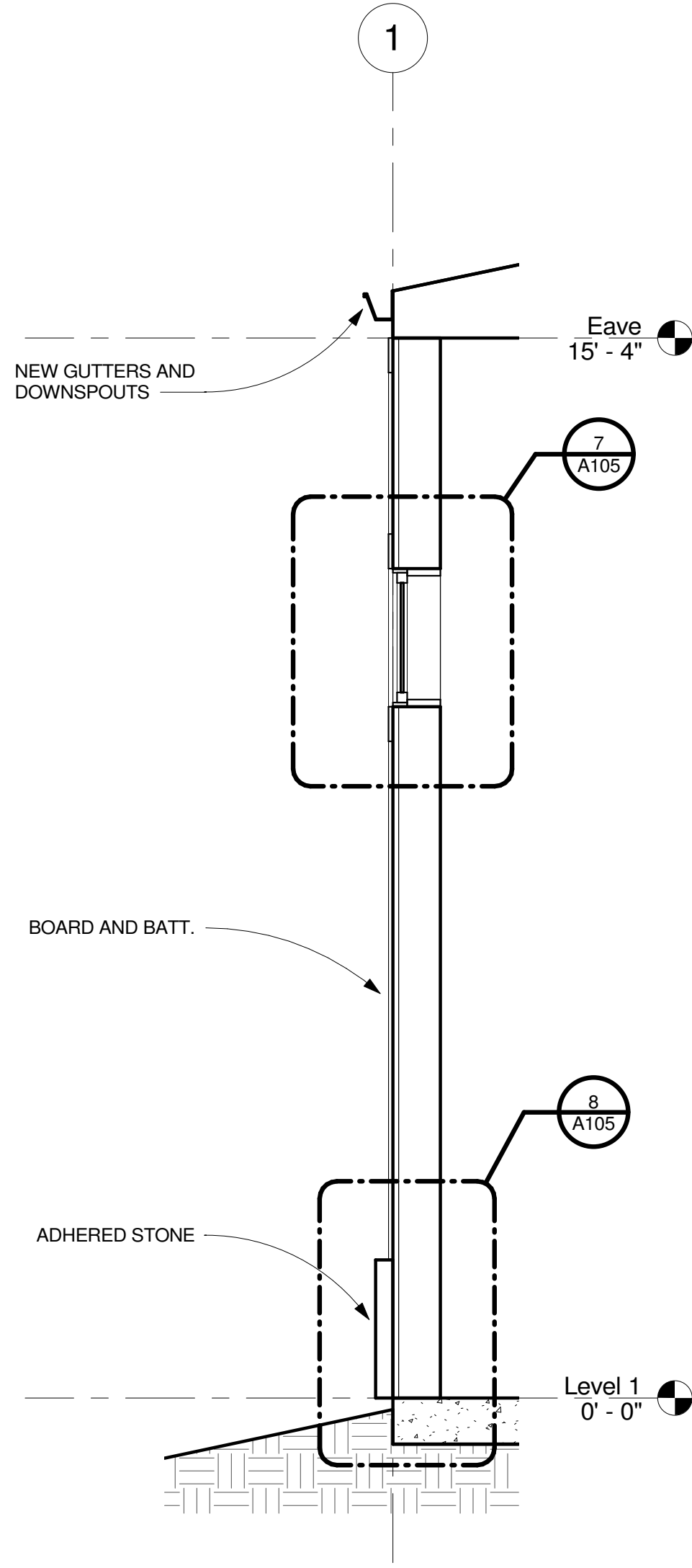
6 Section Detail - Stone Window Sill
1" = 1'-0"



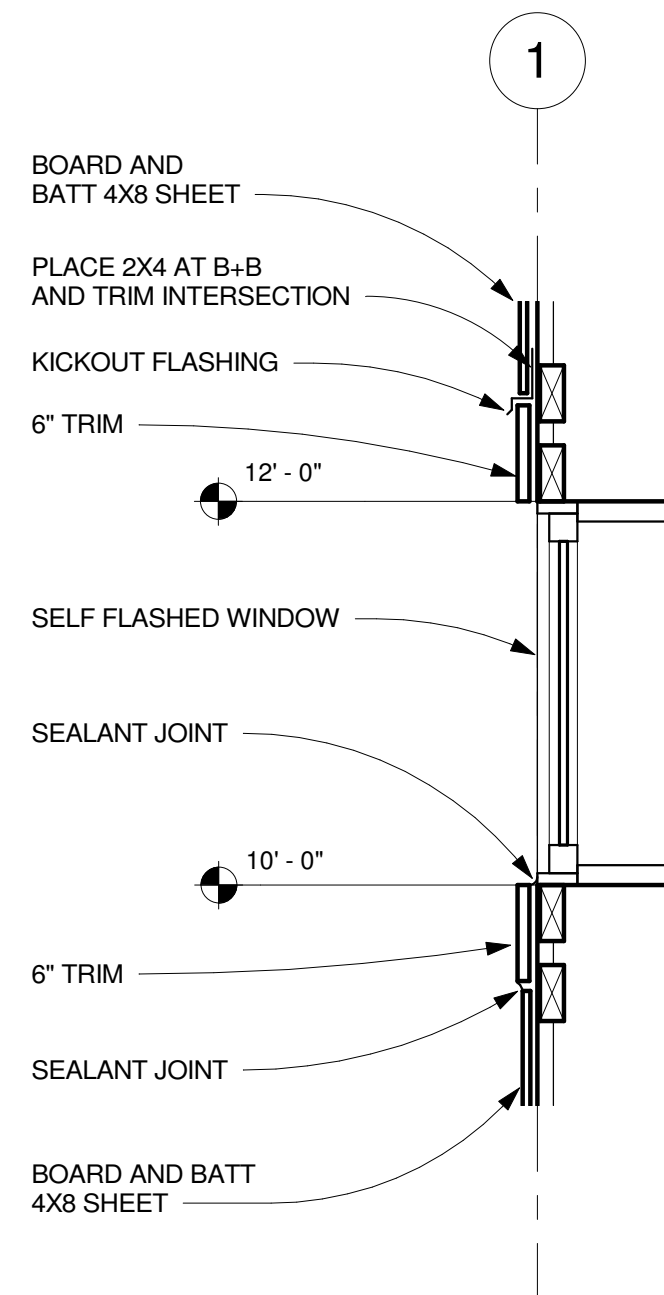
2 Wall Section - Existing building
1/2" = 1'-0"



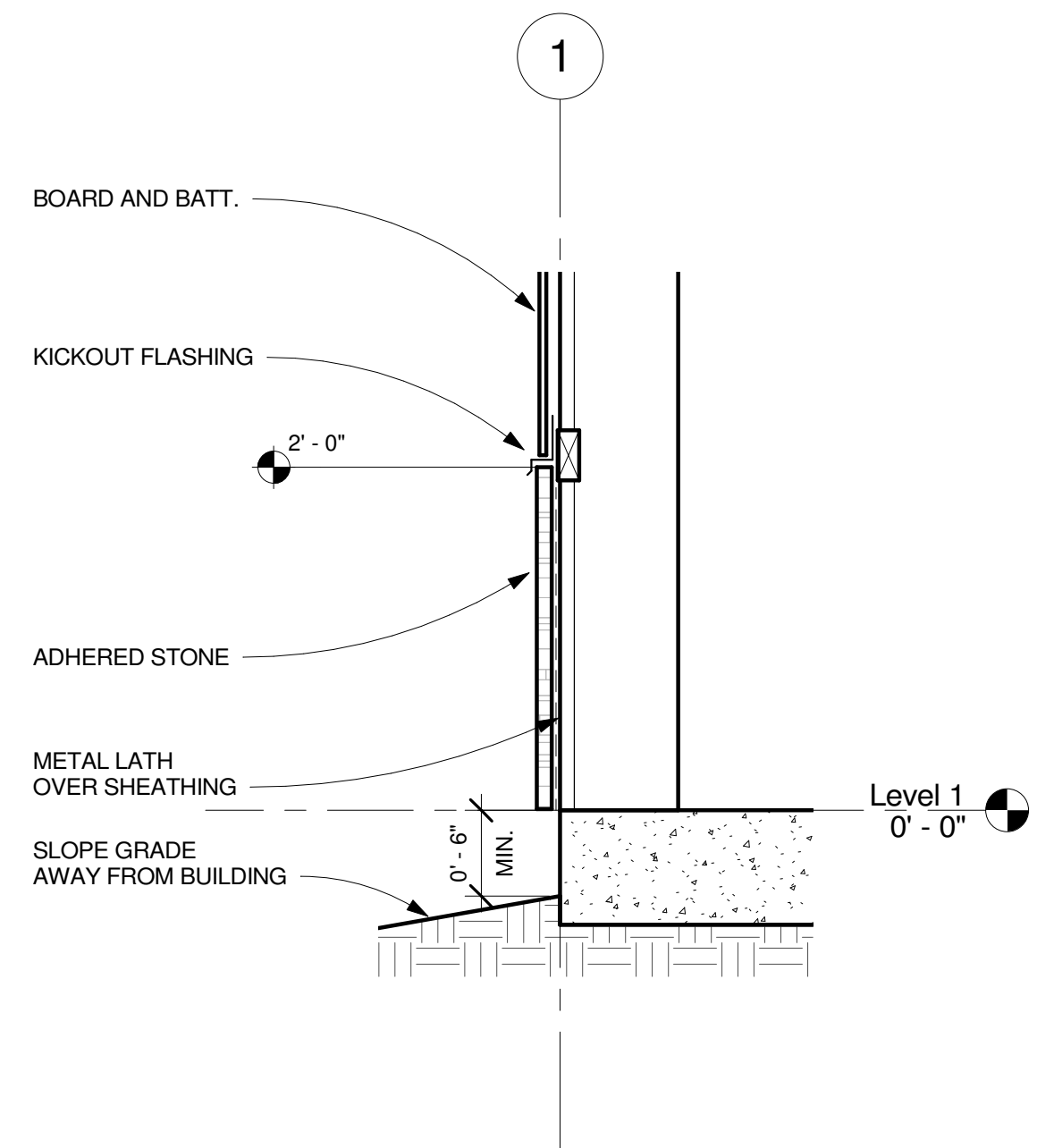
3 Wall Section - New Building
1/2" = 1'-0"



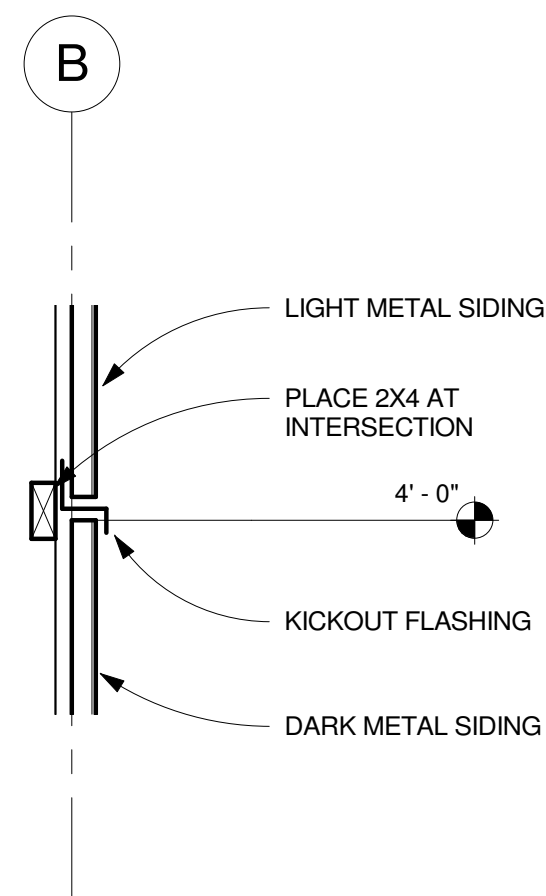
4 Wall Section - New Building
1/2" = 1'-0"



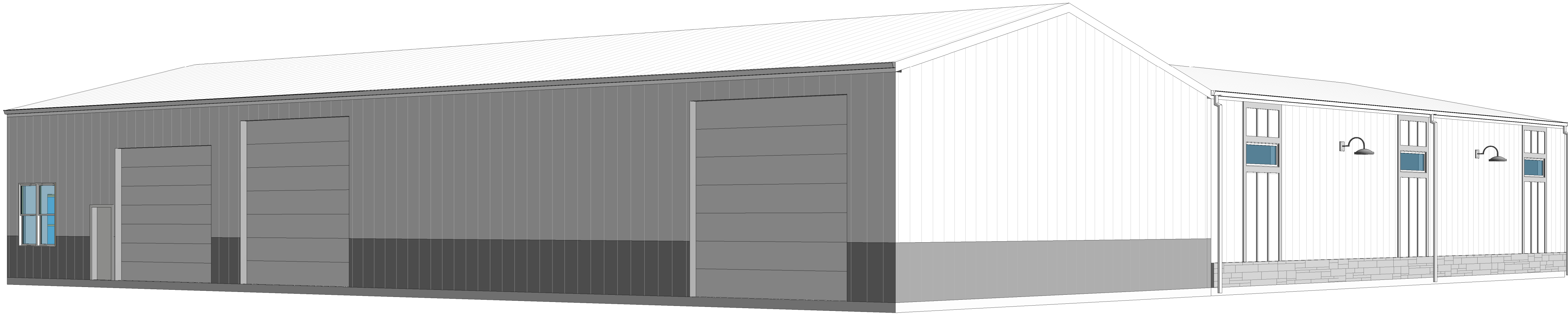
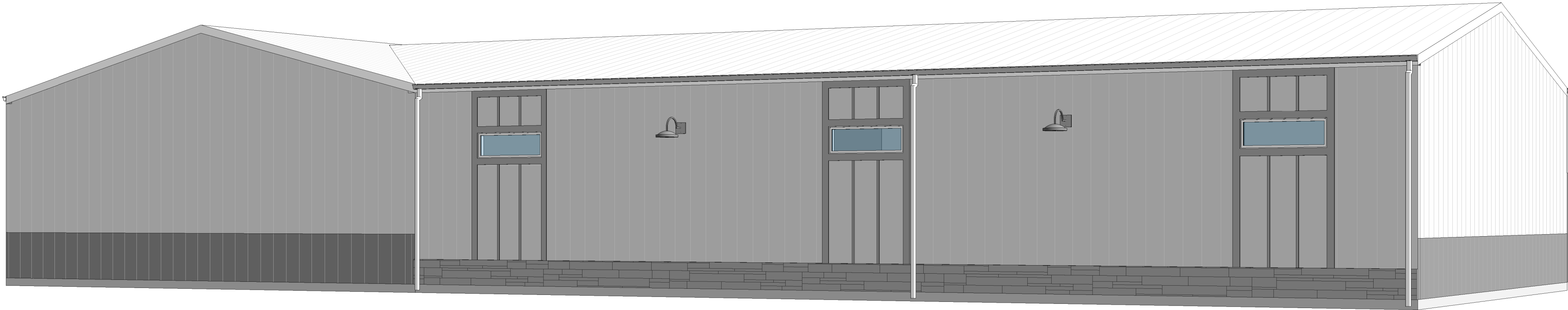
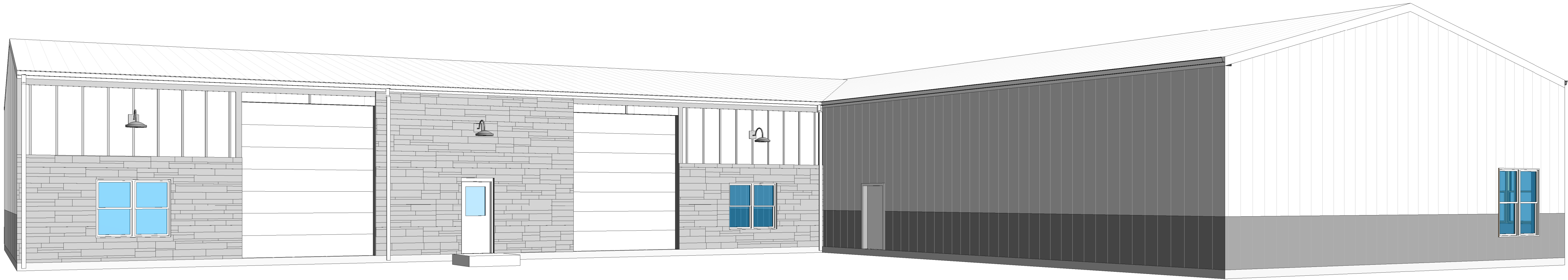
7 Section Deteail - B+B Window
1" = 1'-0"



8 Section Detail - Stone Metal Intersection
1" = 1'-0"



9 Section Detail - Metal (Butt Joint)
1" = 1'-0"



Alan's Seamless Gutters - Site Plan

DRAINAGE SUMMARY

THE DRAINAGE FROM THE EXISTING SITE AS IS TODAY WILL BE COMPARED TO THE PROPOSED SITE AS SHOWN ON SITE PLAN. HYDROCAD VERSION 10.20-39 WILL BE USED TO COMPUTE RUNOFF FLOWS USING SCS TR-20 RUNOFF METHOD.

THE COMPOSITE CN FOR BOTH EXISTING AND PROPOSED IS 80. THERE IS NO STATISTICAL DIFFERENCE IN RUNOFF FOR THE TWO SCENARIOS. GRAVEL HAS A CN=96 PAVING CN=98.

TIME OF CONCENTRATION
TO COMPARE THE FLOW GENERATED BY THE SURFACE A TIME OF CONCENTRATION OF 10 MINUTES WILL BE USED.

RUNOFF COEFFICIENTS

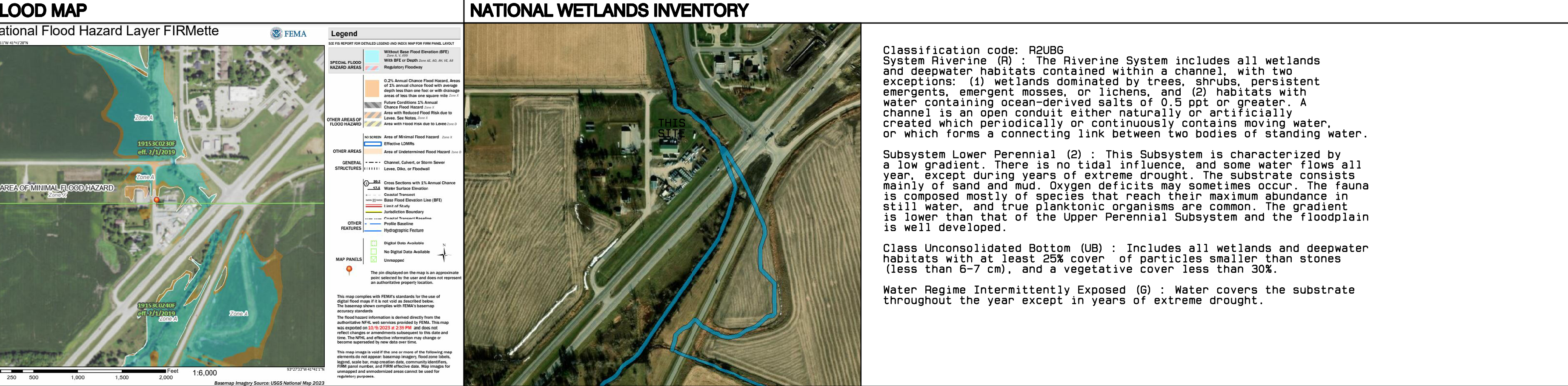
CN=98	ROOFS
CN=98	PAVED PARKING, HSG C
CN=96	GRAVEL SURFACE, HSG C
CN=74	74% GRASS COVER, GOOD, HSG C
CN=61	SOIL WITH SOP (SOIL QUALITY RESTORATION)

RUNOFF SUMMARY

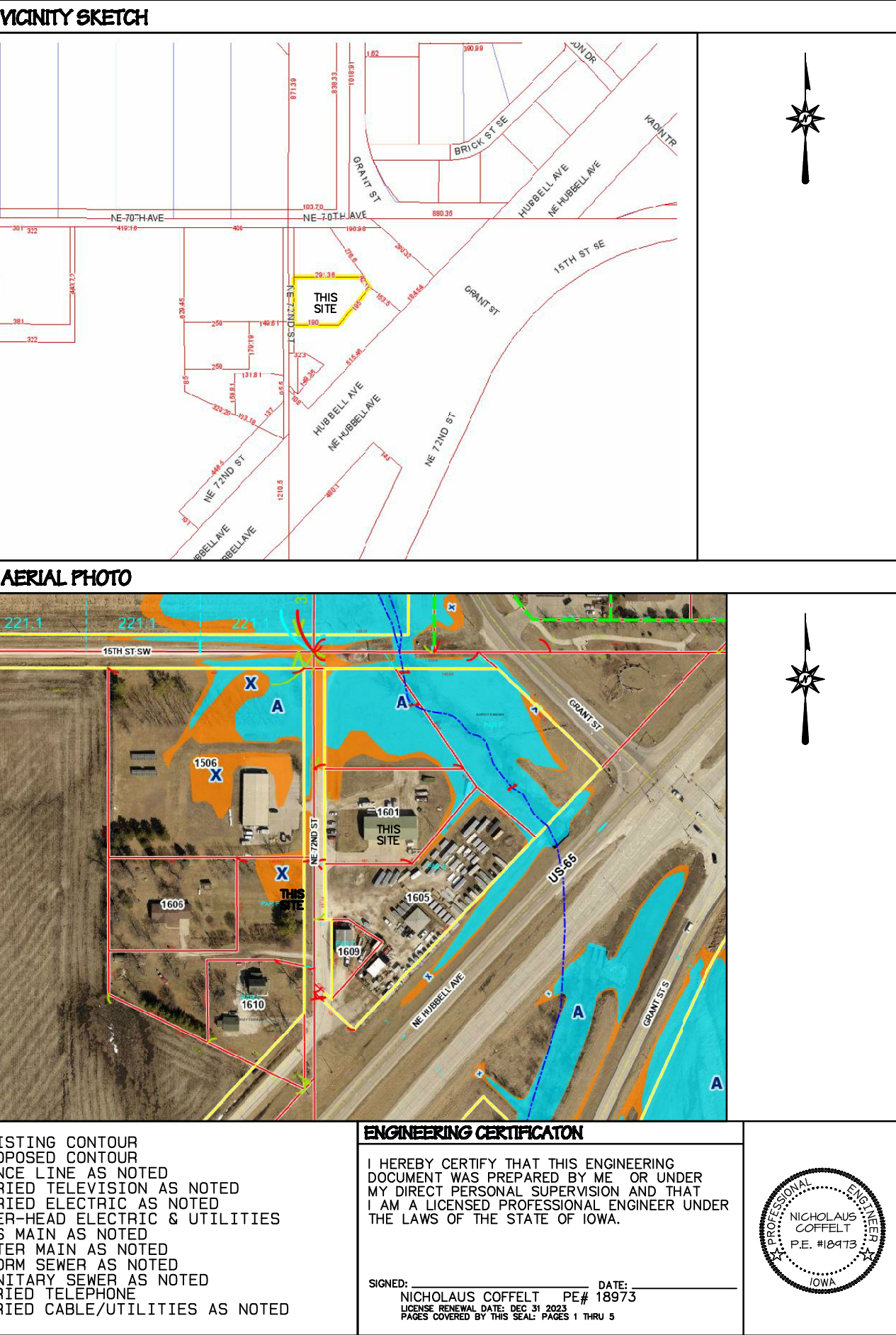
STORM EVENT	EXISTING SITE	PROPOSED SITE
1 -YEAR	2.79 CFS 6,649 CF	2.79 CFS 6,649 CF
2 -YEAR	3.65 CFS 8,640 CF	3.65 CFS 8,640 CF
5 -YEAR	5.26 CFS 12,434 CF	5.26 CFS 12,434 CF
10 -YEAR	6.76 CFS 16,006 CF	6.76 CFS 16,006 CF
25 -YEAR	9.07 CFS 21,627 CF	9.07 CFS 21,627 CF
50 -YEAR	11.02 CFS 26,484 CF	11.02 CFS 26,484 CF
100 -YEAR	13.09 CFS 31,684 CF	13.09 CFS 31,684 CF

(B) EXISTING SITE			
Runoff	=	13.09 cfs @ 12.01 hrs, Volume=	31,684 cf, Depth= 4.81"
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-29.99 hrs, dt= 0.03 hrs Type II 24-hr 100-Year Rainfall=7.12"			
Area (sf)	CN	Description	
4,600	98	Roofs, HSG C	
5,784	98	Paved parking, HSG C	
10,243	96	Gravel surface, HSG C	
58,496	74	>75% Grass cover, Good, HSG C	
79,123	80	Weighted Average	
68,739	86	88% Pervious Area	
10,384	13	12% Impervious Area	
Tc (min)	Length (feet)	Slope (ft/mi)	Velocity (ft/sec)
10.0			
Direct Entry,			
(C) PROPOSED SITE			
Runoff	=	13.09 cfs @ 12.01 hrs, Volume=	31,684 cf, Depth= 4.81"
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 5.00-29.99 hrs, dt= 0.03 hrs Type II 24-hr 100-Year Rainfall=7.12"			
Area (sf)	CN	Description	
8,600	98	Roofs, HSG C	
11,290	98	Paved parking, HSG C	
0	96	Gravel surface, HSG C	
59,233	74	>75% Grass cover, Good, HSG C	
79,123	80	Weighted Average	
59,233	74	86% Pervious Area	
19,890	25	14% Impervious Area	
Tc (min)	Length (feet)	Slope (ft/mi)	Velocity (ft/sec)
10.0			
Direct Entry,			

- GENERAL NOTES**
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT O.S.H.A. CODES AND STANDARDS. NOTHING INDICATED ON THESE PLANS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE APPROPRIATE SAFETY REGULATIONS.
 - ALL CONSTRUCTION PROCEDURES AND MATERIALS TO MEET OR EXCEED MINIMUM REQUIREMENTS OF THE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL REQUIRED PERMITS FOR PERFORMING THE WORK.
 - THE URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS SHALL APPLY TO GRADING, EROSION CONTROL, AND ASSOCIATED WORK FOR THE PROJECT.
 - THE OWNER/DEVELOPER IS RESPONSIBLE FOR MEETING ALL STATE OF IOWA DEPARTMENT OF NATURAL RESOURCES, APPLICABLE CITY, URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS, OR ANY OTHER CODES, REGULATIONS, OR RESTRICTIONS SET FORTH BY ANY AND ALL GOVERNING AGENCIES.
 - NOTIFY OWNER, ENGINEER, AND CITY AT LEAST 48 HOURS PRIOR TO BEGINNING WORK.
 - THE CONTRACTOR SHALL FURNISH AND PLACE ALL NECESSARY SIGNS AND BARRICADES DURING CONSTRUCTION IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 - POST DEVELOPMENT RUNOFF SHALL NOT ADVERSELY AFFECT DOWNSTREAM DRAINAGE FACILITIES OR PROPERTY OWNERS.
 - ANY DAMAGE DONE TO THE EXISTING FENCES, YARDS OR OTHER STRUCTURES OUTSIDE THE CONSTRUCTION LIMITS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 - GRADING
 - A. OWNER/DEVELOPER IS RESPONSIBLE FOR ALL COMPACTION, DENSITY OR ANY OTHER TEST.
 - B. ALL DEBRIS SPILLED ON THE STREETS OR ADJACENT PROPERTY SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
 - C. ALL PROPOSED CONTOURS AND SPOT ELEVATION SHOWN ARE FINISHED GRADES AND/OR TOP OF PAVING SLAB, UNLESS OTHERWISE NOTED.
 - EROSION CONTROL
 - A. IF MORE THAN ONE ACRE OF SOIL IS DISTURBED COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN.
 - B. EXCEPT AS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED ON ALL DISTURBED AREAS NO LATER THAN THE 14TH DAY AFTER NO CONSTRUCTION ACTIVITY HAS TAKEN PLACE AND ON AREAS WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF ANOTHER 21 DAYS.
 - C. THE EROSION CONTROL MEASURES SHALL BE CHECKED REGULARLY, ESPECIALLY AFTER EACH SIGNIFICANT STORM, TO LOCATE DAMAGE AND CONDUCT MAINTENANCE OPERATIONS.
 - D. THE CONTRACTOR SHALL PLACE SILT FENCE AROUND ALL STORM SEWER INLET LOCATIONS, STEEP SLOPES OR AS DIRECTED BY THE CITY.
 - ANY NEW ROOFTOP MECHANICAL EQUIPMENT MUST BE SCREENED ON ALL SIDES WITH SCREENING EQUAL TO THE HEIGHT OF THE EQUIPMENT.
 - MECHANICAL EQUIPMENT SHALL NOT BE LOCATED IN THE FRONT YARD OR STREET SIDE YARD, AND SHALL BE SCREENED FROM VIEW FROM ANY PUBLIC WAY WITH LANDSCAPING, FENCING, OR WALLS CONSISTENT WITH THE BUILDING DESIGN, COLORS, AND MATERIALS.
 - ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
 - NO FENCE WILL BE CONSTRUCTED WITHOUT PRIOR APPROVAL OF A BUILDING PERMIT.
 - THE OWNER/DEVELOPER IS RESPONSIBLE FOR MEETING ALL STATE OF IOWA DEPARTMENT OF NATURAL RESOURCES, APPLICABLE CITY, URBAN DESIGN STANDARDS FOR PUBLIC IMPROVEMENTS, OR ANY OTHER CODES, REGULATIONS, OR RESTRICTIONS SET FORTH BY ANY AND ALL GOVERNING AGENCIES.
 - ANY AMENDMENTS OR CHANGES TO THE PROJECT SITE THAT DO NOT MEET WHAT IS SHOWN ON THE SITE PLAN NEED TO BE APPROVED WITH THE PERMIT AND DEVELOPMENT CENTER PRIOR TO INSTALLATION/CONSTRUCTION.
 - THIS SITE SHALL BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODE APPLICABLE ON THE DATE OF SITE PLAN APPROVAL.
 - THE REQUIRED LANDSCAPING, BOTH EXISTING AND PROPOSED, SHALL BE MAINTAINED FOR THE LIFE OF THE CERTIFICATE OF OCCUPANCY.
 - ALL WORK IN THE CITY RIGHT-OF-WAY REQUIRES A RIGHT-OF-WAY PERMIT.



CONTACT INFORMATION	SITE LOCATION INFORMATION
OWNER TODD COONEY 1601 GARFIELD ST SW BONDURANT, IOWA 50035 PHONE: (515) 991-6303 EMAIL: COONEY301@AOL.COM	SITE ADDRESS 1601 GARFIELD ST SW BONDURANT, IOWA 50035
OWNER(S) CONTACT TODD COONEY 1601 GARFIELD ST SW BONDURANT, IOWA 50035 PHONE: (515) 991-6303 EMAIL: COONEY301@AOL.COM	LEGAL DESCRIPTION BEG AT PT 226F S OF NW COR THN E 291.36F SE 42.11F SW 195F W 190F N 184F TO POB NW 1/4 NW 1/4 LESS RD EAS SEC 6-79-22 AND EX NE 70TH AV ROW- BEG NW COR THN S 226F E 251.36F NW 1/4 LN N 186F TO POB NW 1/4 NW 1/4 LESS RD EAS SEC 6-79-22
ENGINEERING COMPANY PROJECT MANAGER Victor Pagentina 1830 SE Princeton Drive, Suite M Grimes, Iowa 50111 Email: VicP@AECofIowa.com Phone #: (515) 255-3156 ext. 2	
ZONING INFORMATION ZONING: U1 - CONSERVANCY DISTRICT	
PRINCIPAL USE OF SITE STORAGE/WAREHOUSE	
BUILDING TYPE WORKSHOP/WAREHOUSE	
BUILDING EYE HEIGHT = 17.0', 1 STORY	
PARKING REQUIREMENTS PARKING REQUIREMENTS WAREHOUSE/STORAGE 5 EMPLOYEES:	
AREA SUMMARY	
BUILDINGS PAVING GRAVEL OPEN SPACE TOTAL (NET AREA)	DEVELOPED 8,600 SF 11,290 SF 0 SF 59,233 SF 79,123 SF
IMPERVIOUS PERVIOUS	EXISTING 4,600 SF 5,784 SF 10,243 SF 58,496 SF 79,123 SF
O.S.R. F.A.R.	NEW SURFACE 4,000 SF 5,506 SF 0 SF
GROSS R.O.W. NET	19,890 SF 59,233 SF 20,627 SF 58,496 SF 9,506 SF
75 % 11 %	75 % 6 %
96,377 SQ FT 17,254 SQ FT 79,123 SQ FT	
NPDES GENERAL PERMIT TOTAL DISTURBED AREA = 5,500 SF NPDES GENERAL PERMIT #2 IS NOT REQUIRED	



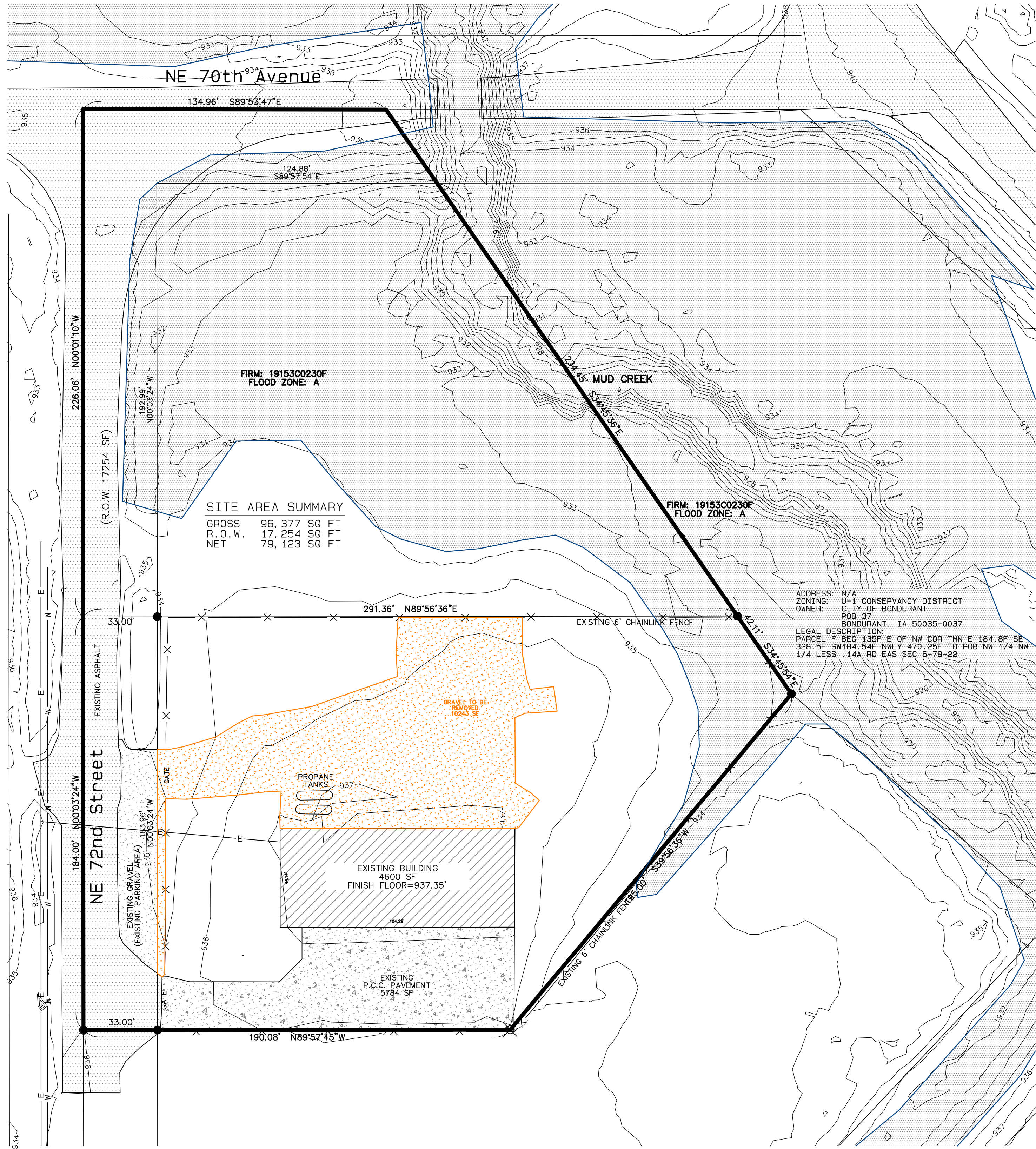
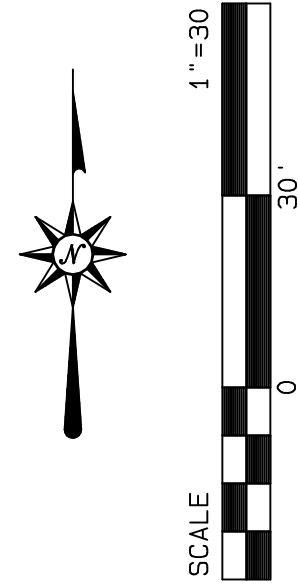
ASSOCIATED ENGINEERING
AEC COMPANY OF IOWA
1830 SE Princeton Drive, Suite M, Grimes, Iowa 50111
Phone: (515) 255-3156 Fax: (515) 255-3157

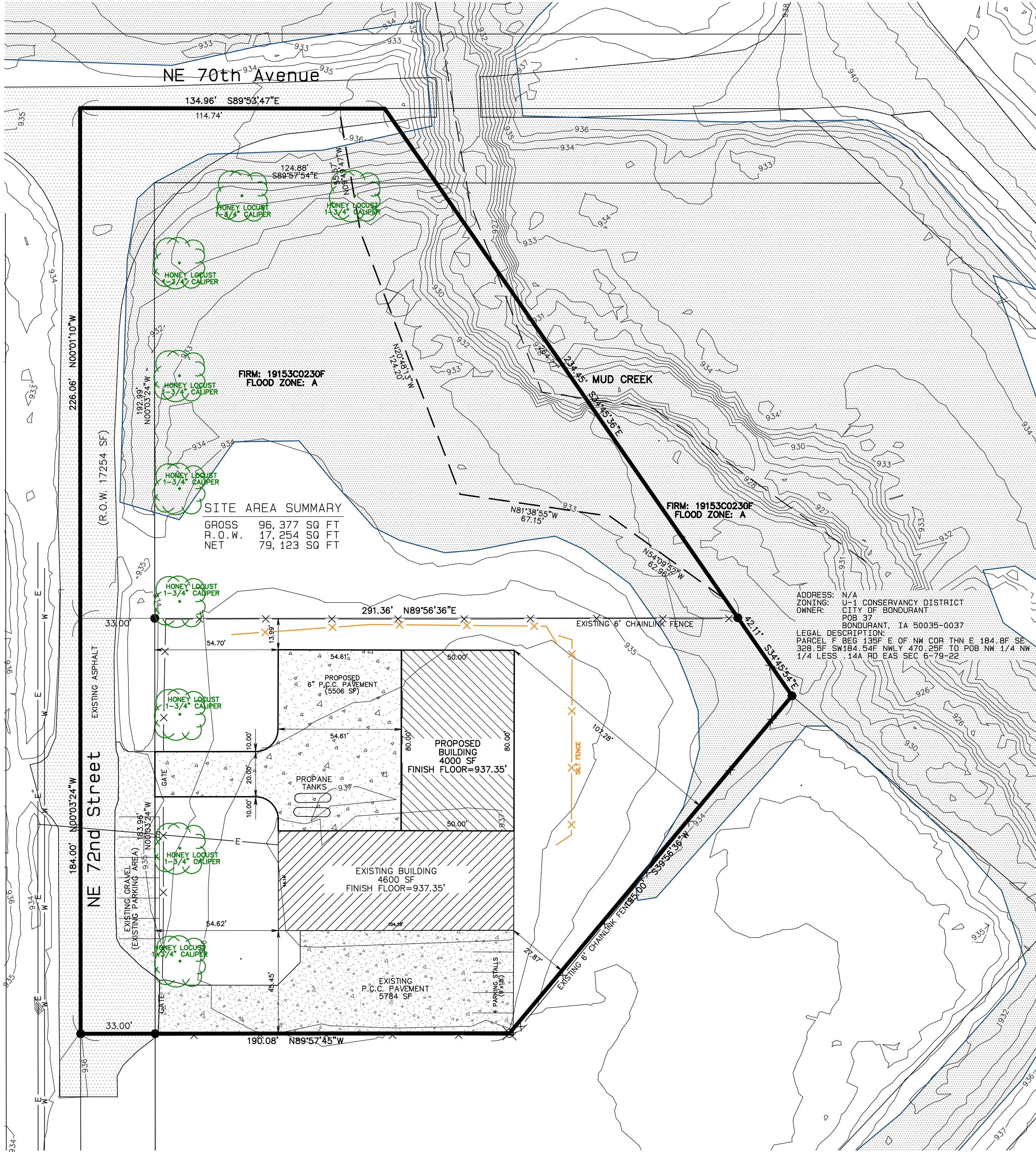
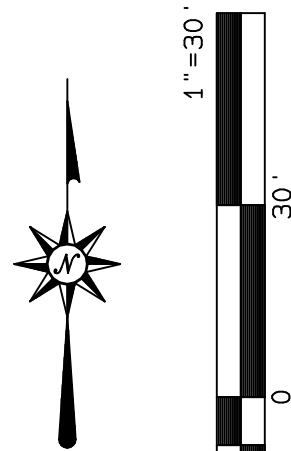
DATE SUBMITTED

DATE PRINTED
Feb 23, 2024

AEC # : 212521

SHEET 1





Construction Entrance
Temporary stabilized exits will be installed at any areas leaving the site that have potential of construction traffic tracking sediment on to existing paved areas. The exit area will be installed at a minimum of 150 feet in length and consist of a 3\"/>

Concrete Washout Area
Concrete trucks will be allowed to washout or discharge excess concrete in specifically designated areas. The washout will be installed as shown on the detail provided in Section 4 of the SWPPP. The washout area should be constructed at a minimum length and width of 10 feet and will be lined with a 10 mils thick plastic lining. Filter sock will be installed surrounding the washout area to prevent the spillage of concrete. The site superintendent is responsible for posting signs at the washout locations to ensure concrete operators use the proper facility.

- Non-Storm Water Discharges
The following is a list of non-storm water discharges allowed by the Environmental Protection Agency and the Iowa Department of Natural Resources and may occur at the job site under the condition that no pollutants will be allowed to come into contact with the water prior to or after its discharge from the site.
1. Water from fire fighting activities and fire hydrant flushing excluding the presence of dry residual chlorine
 2. Water used to wash vehicles when detergents are not used
 3. Potable water sources including waterline flushing, irrigation drainage and routine building wash downs excluding detergents.
 4. Uncontaminated air conditioning condensate
 5. Uncontaminated springs or ground water
 6. Foundation or footing drains where flows have not been exposed to solvents
 7. Pavement wash waters where spills or leaks of hazardous material has not occurred and no detergents are present
 8. Water used to control dust
 9. Uncontaminated excavation dewatering

- Prohibited Discharges
The following discharges are prohibited under the permit, and are considered a violation should any occur.
1. Wastewater from washout of concrete, and from washout and cleanout of stucco, paint, form release oils, curing compounds and other construction materials.
 2. Fuels, oils or other pollutants used in vehicle and equipment operation and maintenance.
 3. Soaps, solvents, or detergents used in vehicle and equipment washing
 4. Toxic or hazardous substances from a spill or other release.
 5. The following shall NOT discharge directly to the storm drain or to surface water
 - a. Saw cutting and Grinding
 - b. Vehicle Wash
 6. Discharges of runoff from material storage areas containing chemicals, fuels, grease, oil or hazardous materials;

Temporary Vegetative Cover
Contractor will be responsible for temporarily stabilizing any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity.

Any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity will need to have temporary seeding. Temporary seeding is typically done for areas that will be undisturbed for less than one year and should only be done certain times of the year. Installation, seed specifications and fertilizer specifications will be according to Section 9010 of SUDAS. The typical seeding season is from March 1st to May 31st and from August 10th to September 30th. Any area requiring seeding outside of these dates may need to be mulched until such time seeding may take place. The seedbed area requiring seeding shall be filled to a minimum of 5 inches in depth with a disk harrow or field cultivator. Appropriate seeding equipment shall be used to apply the area with seed. The seed shall then be covered by lightly tilling the seeded areas with a disk, rigid harrow, spring tooth harrow or field cultivator. Mulch all seeded areas with straw, wood excelsior or prairie hay the same day the seed is sown. Care should be taken to minimize the displacement of the soil. Conventional or Hydromulching shall be utilized in areas that cannot be stabilized by seeding due to season or ground conditions. Installation and materials will be according to Section 9010 of SUDAS. Conventional mulching shall be applied uniformly at a rate of 2 tons/acre for dry cereal straw or 2.5 tons/acre for prairie hay. The mulch needs to be worked into the soil with a mulch tucker or similar device designed to anchor the mulch into soil using dull blades or disks. Hydromulching shall be applied in multiple layers from opposing directions where possible. A homogeneous slurry needs to be mixed per manufacturers recommendations. If the soil is dry, the contractor shall dampen the soil prior to application to avoid clumping of the material. The slurry shall be applied evenly over the area at the following rates: wood cellulose mulch at 2600 lb/acre dry weight and tackifier at 30 lb/acre, bonded fiber matrix at 3600 lb/acre dry weight, and mechanically bonded fiber matrix at 3600 lb/acre dry weight.

- Inspection and Maintenance Procedures
The contractor is required to maintain all temporary erosion control measures in proper working order, including cleaning, repairing, or replacing them throughout the contract period. The following inspection and maintenance practices will be used to maintain erosion and sediment controls and stabilization measures.
- a. All control measures will be inspected at least once every seven (7) calendar days.
 - b. All measures will be maintained in good working order. If a repair is necessary, it will be initiated within 24 hours of the report and completed within 7 days of the event.
 - c. A maintenance inspection report will be made after each inspection and recorded in the project diary. The report must be signed by a qualified inspector in accordance with General Permit #2. The report shall include the inspector's findings related to the condition of any existing erosion control devices or newly seeded areas, the condition of the construction exit and review of any offsite tracking, and the inspection of any equipment, storage and maintenance areas for any fuel, oil or other pollutant leaks. The inspector shall also review the discharge points from the site to ensure there is no evidence of pollutants leaving the site.
 - d. The contractor/owner will be responsible for selecting a qualified inspector to conduct the inspections. Qualified, is defined as a person knowledgeable in the principles and practices of erosion and sediment controls who possesses the skills to assess conditions at the construction site that could impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activity. The inspector shall also possess knowledge in the appropriate governmental agency's storm water pollution prevention and/or environmental ordinances and be able to provide the agency with any information or data requested within the time frame required by that agency. SWPPP inspectors shall also have a basic knowledge of hydrology, soil mechanics and comprehension of construction drawings and specifications. A general understanding of the equipment and materials used in managing erosion and sediment on a project site will also be required.
 - e. The contractor/owner will be responsible for maintaining records for 3 years from the date the site is finally stabilized.
 - f. Corrections not made in first 72 hrs after being documented in the weekly inspection report will be documented in the plan why it is not possible and an estimated time for completion.

- Intended Sequence of Controls
- a. Install perimeter silt fence and inlet protections as required.
 - b. Construct temporary construction exits/entrances and designate staging/materials storage area.
 - c. Designate areas for temporary sanitary facilities, employee parking and dumpster location.
 - d. Begin clearing and grubbing operations. These operations should only take place in those areas where earthwork is expected to take place within 14 days after completion.
 - e. Begin topsoil stripping and designate area for stockpile. Topsoil shall be preserved on site.
 - f. Site grading shall begin. Contractor will be responsible for temporarily stabilizing any area that will not be disturbed for at least 0 days no later than 14 days from the last construction activity.
 - g. Site Construction estimate 180 days.
 - h. Monitor SWPPP.
 - i. Remove all silt fence and other temporary erosion controls
 1. DO NOT REMOVE PERIMETER CONTROLS UNTIL UPSTREAM AREAS ARE STABILIZED.
 - j. Sod/seed entire site
 - k. File Notice of Discontinuation

Perimeter Silt Fence
Silt fence will be installed around the perimeter before construction begins. Silt fence will be installed around the stockpile once it is established. Other areas will require silt fence during construction and post construction.

Perimeter Silt Fence
Silt fence will be installed around the perimeter before construction begins. Silt fence will be installed around the stockpile once it is established. Other areas will require silt fence during construction and post construction.

Alan's Seamless Gutters

DIMENSIONING & GRADING PLAN

ASSOCIATED ENGINEERING

AEC COMPANY OF IOWA

1830 SE Princeton Drive, Suite M, Grimes, Iowa 50111

Phone: (515) 255-5156

Fax: (515) 255-5157

REVISIONS

PROJECT MANAGER: VALERIE PANDOLFI
CHECKED BY: ALAN'S SEAMLESS GUTTERS
DATE: 02/23/2024

PLANNING AND ZONING COMMISSION
RESOLUTION NO. PZ-240208-05

RESOLUTION REGARDING RECOMMENDED APPROVAL OF THE SITE PLAN FOR
ALAN'S SEAMLESS GUTTERS AT 1601 GARFIELD STREET SW, BONDURANT,
IOWA

WHEREAS, Vic Piagentini, with Associated Engineering Company of Iowa, on behalf of the applicant, Todd Cooney, has submitted the site plan for an addition at 1601 Garfield Street SW, property described as follows;

BEG AT PT 226F S OF NW COR THN E 291.36F SE 42.11F SW 195F W 190F N 184F
TO POB NW ¼ NW ¼ LESS RD EAS SEC 5-79-22

AND

-EX NE 70TH AVE ROW- BEG NW COR THN S 226F E 291.36F NW RO N LN W 135F
TO POB NW ¼ NW ¼ LESS RD EAS SEC 6-79-22.

WHEREAS, the zoning for the property is Light Industrial District (M-1) and a contractor's office and/or storage building use is permitted per Sections 178.13.1.B of the Zoning Code; AND

WHEREAS, the zoning for a portion of the property is Conservancy (U-1), and no portion of the contractor's office and/or storage building may be located in this area.

NOW, THEREFORE, BE IT RESOLVED, that the Planning & Zoning Commission recommends approval of the submitted site plan for Alan's Seamless Gutters at 1601 Garfield Street SW, subject to the following City Code/Policy clarification recommendation items;

1. A copy of the recorded lot-tie agreement is submitted to the City.
2. Address comments from Veenstra & Kimm.
3. Site Plan shall be updated to include number of employees on site and number of parking stalls provided.
4. If proposing to utilize the existing gravel parking spaces along Garfield Street SW/NE 72nd Street, the site plan shall be updated to show this area will be paved.
5. Site Plan shall be updated to include stream buffer easement area that will need to be established.

Moved by _____, Seconded by _____ to adopt.

ATTEST: I, Isaac Pezley, City Planner, City of Bondurant, hereby certify that at a meeting of the Planning and Zoning Commission held on March 14, 2024; among other proceedings the above was recommended.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Isaac J. Pezley, City Planner

Action	Yay	Nay	Abstain	Absent
Brostrom				
Clayton				
Keeran				
Mains				
Pitt				
Torres				
Vore				

Karen Keeran, Commission Chair



**BUSINESS OF THE PLANNING AND ZONING COMMISSION
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.d.
For Meeting of 3/14/2024
Resolution

TITLE: Resolution PZ-240314-08 - considering recommended approval of Campus Industrial Park Plat of Survey

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: For review by the Planning & Zoning Commission is recommended approval of the Campus Industrial Park Plat of Survey. The applicant is J4 Investments, LLC and Jamie Myers. The Plat of Survey was submitted by Pelds Design Services. The Campus Industrial Park Plat of Survey development creates a 8.53-acre lot from Lot 5 of the Campus Industrial Park Plat 1 Subdivision. The Plat of Survey area is located at the intersection of Pleasant Street SE and 15th Street SE. The Plat of Survey area is shown below.



The Plat of Survey can be accessed from 15th Street SE to the south and Campus

Drive SE to the east. The west 140' of the property is zoned Agricultural (A-1). The installation of the berming within the 140'-wide no build buffer area will be reviewed as each lot in the Campus Industrial Park Preliminary Plat area is developed. This Plat of Survey would be treated the same.

FUNDING SOURCE:

STAFF RECOMMENDATION:

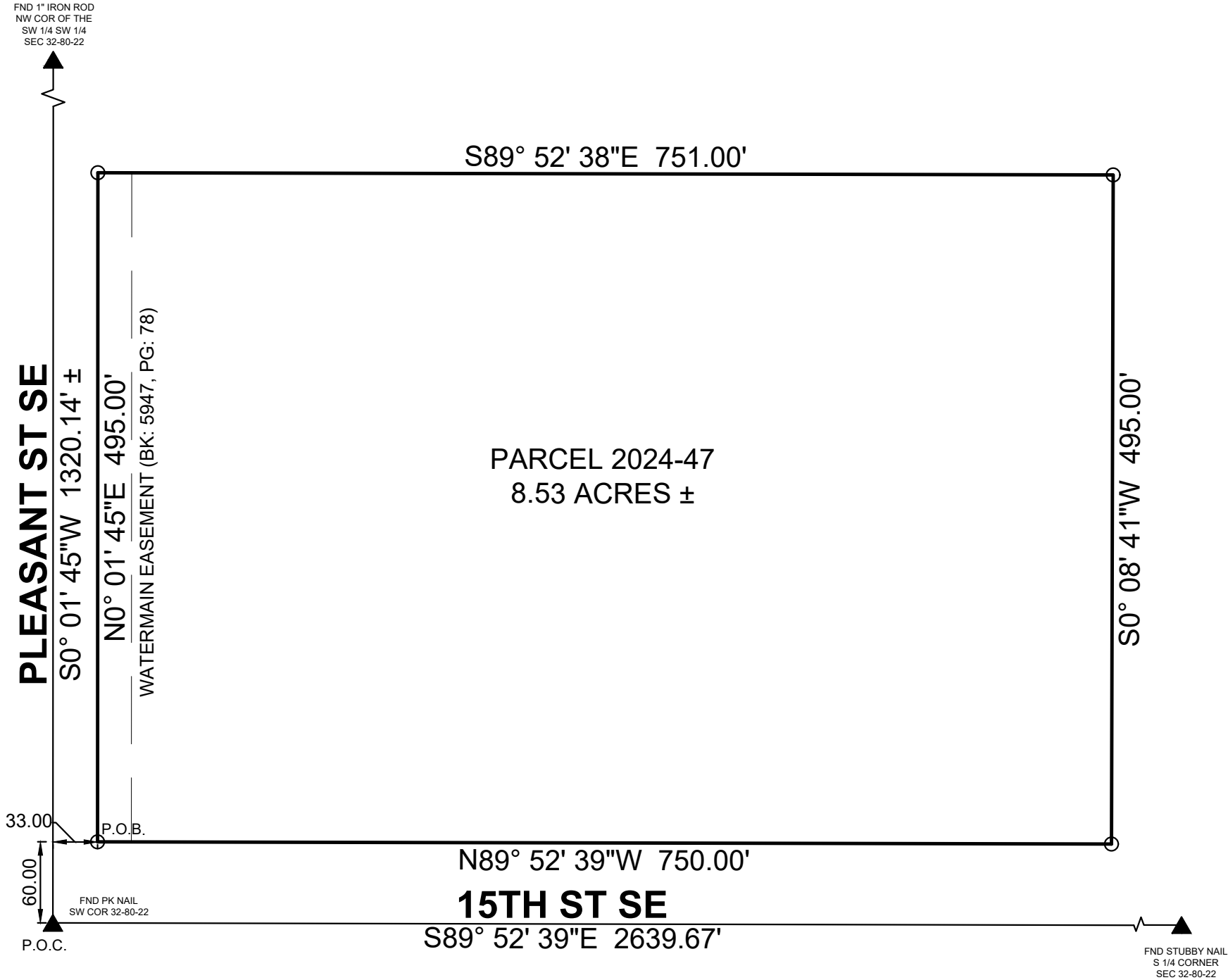
APPROVED FOR SUBMITTAL:

ATTACHMENTS:

1. Plat of Survey
2. Campus Industrial Park Preliminary Plat
3. RES. PZ-240314-08

PREPARED BY: PELDS DESIGN SERVICES - 2323 DIXON STREET, DES MOINES, IOWA 50316 - PH. (515)265-8196

PLAT OF SURVEY



NOTE:

This survey was performed without the benefit of a Title Opinion, therefore all existing easements may not be shown.

NOTE:

ORIENTATION OF THIS BEARING SYSTEM IS IOWA STATE PLANE SOUTH (NAD 83)
THIS SURVEY WAS PERFORMED USING THE IOWA RTN NETWORK.

NOTE:

THIS DRAWING IS BEING MADE AVAILABLE BY PELDS DESIGN SERVICES (P.D.S.) FOR USE ON THIS PROJECT IN ACCORDANCE WITH P.D.S.'s AGREEMENT FOR PROFESSIONAL SERVICES. P.D.S. ASSUMES NO RESPONSIBILITY OR LIABILITY (CONSEQUENTIAL OR OTHERWISE) FOR ANY USE OF THESE DRAWINGS (OR ANY PART THEREOF) EXCEPT IN ACCORDANCE WITH THE TERMS OF SAID AGREEMENT.

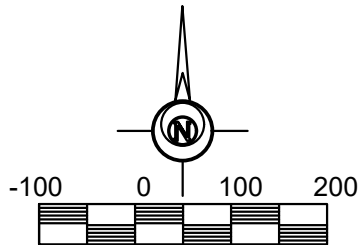
SYMBOLS LEGEND

● FOUND IRON ROD OR PIPE
○ SET 1/2" REROD w/ YELLOW PLASTIC CAP STAMPED #18842

▲ FOUND SECTION CORNER

± MORE OR LESS
(M)/(P)/(R) MEASURED/PLATTED/RECORDED

WYC WITH YELLOW CAP
PUE PUBLIC UTILITY EASEMENT



DATE OF SURVEY:

10.23.2023

RECORD INDEX:

LOCATION:

15TH ST SE & PLEASANT ST SE, BONDURANT, IA

REQUESTOR:

J4 INVESTMENTS, LLC

PROPRIETOR(S):

DAVID ROSS, STEPHEN P ROSS, AND JORENE K KING

PROPRIETOR ADDRESS:

8564 NE SANTIAGO DR
BONDURANT, IA 50035-1251

SURVEYOR:

VOLDEMARS PELDS

COMPANY:

PELDS DESIGN SERVICES

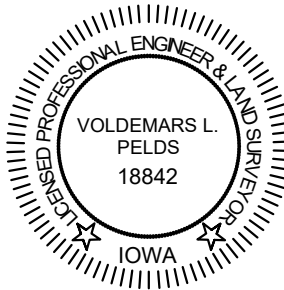
RETURN TO:

2323 DIXON STREET
DES MOINES, IA 50316

LEGAL DESCRIPTION:

PARCEL 2024-47 PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5th P.M., POLK COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32, THENCE NORTH 00°01'45" EAST ALONG THE WEST LINE OF SAID SECTION 32, A DISTANCE OF 60.00 FEET; THENCE SOUTH 89°52'39" EAST A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF PLEASANT STREET SE AND ON THE NORTH RIGHT OF WAY LINE OF 15TH STREET SE.; THENCE NORTH 00°01'45" EAST ALONG THE EAST RIGHT OF WAY OF SAID PLEASANT ST SE, A DISTANCE OF 495.00 FEET; THENCE SOUTH 89°52'38" EAST A DISTANCE OF 751 FEET; THENCE SOUTH 00°08'41" WEST A DISTANCE OF 495.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID 15TH STREET SE; THENCE NORTH 89°52'39" WEST ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 750.00 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8.53 ACRES, MORE ORE LESS, ALL BEING IN AND FORMING A PART OF BONDURANT, POLK COUNTY, IOWA.



I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

VOLDEMARS LEO PELDS, P.L.S. IA. LIC. NO.18842 DATE

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2023

ADDITIONAL PAGES OR SHEETS COVERED BY THIS SEAL (NONE UNLESS INDICATED HERE):



PLAT OF SURVEY 15TH ST SE & PLEASNT ST SE BONDURANT IA, 50035

REVISIONS			REVISIONS	
DATE	BY	DESCRIPTION	DATE	BY
02.29.2024	A.PELDS	1" = 100'	02.29.2024	22-090

1/2022 Projects/23-090 Bondurant Rose Annotation/Survey/24 PGS

POS

SITE ADDRESS
NE CORNER OF 15TH ST AND PLEASANT ST
BONDURANT, IA 50035

SITE AREA
82.8 ACRES (3,605,979 SQ.FT.)

ZONING
EXISTING: M-1
ADJACENT ZONING:
NORTH: M-2
EAST: M-1
SOUTH: POLK COUNTY
WEST: A-1
WEST 140' OF CAMPUS INDUSTRIAL PARK: A-1

SETBACKS
FRONT SETBACK: 75'
INTERIOR SIDE SETBACK: 20'
REAR SETBACK: 50'

BUILDINGS
EXISTING: NONE

SIGNS
NO SIGNS ARE PROPOSED AT THIS TIME

DISTURBED AREAS
ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED.
THE DISTURBED AREA FOR THIS SITE IS GREATER THAN 1 ACRE, THEREFORE A NPDES PERMIT IS REQUIRED.

GEOTECHNICAL REPORT
A GEOTECHNICAL REPORT IS UNAVAILABLE AT THIS TIME

LEAKING UNDERGROUND STORAGE TANKS
THIS SITE IS NOT A LUST SITE

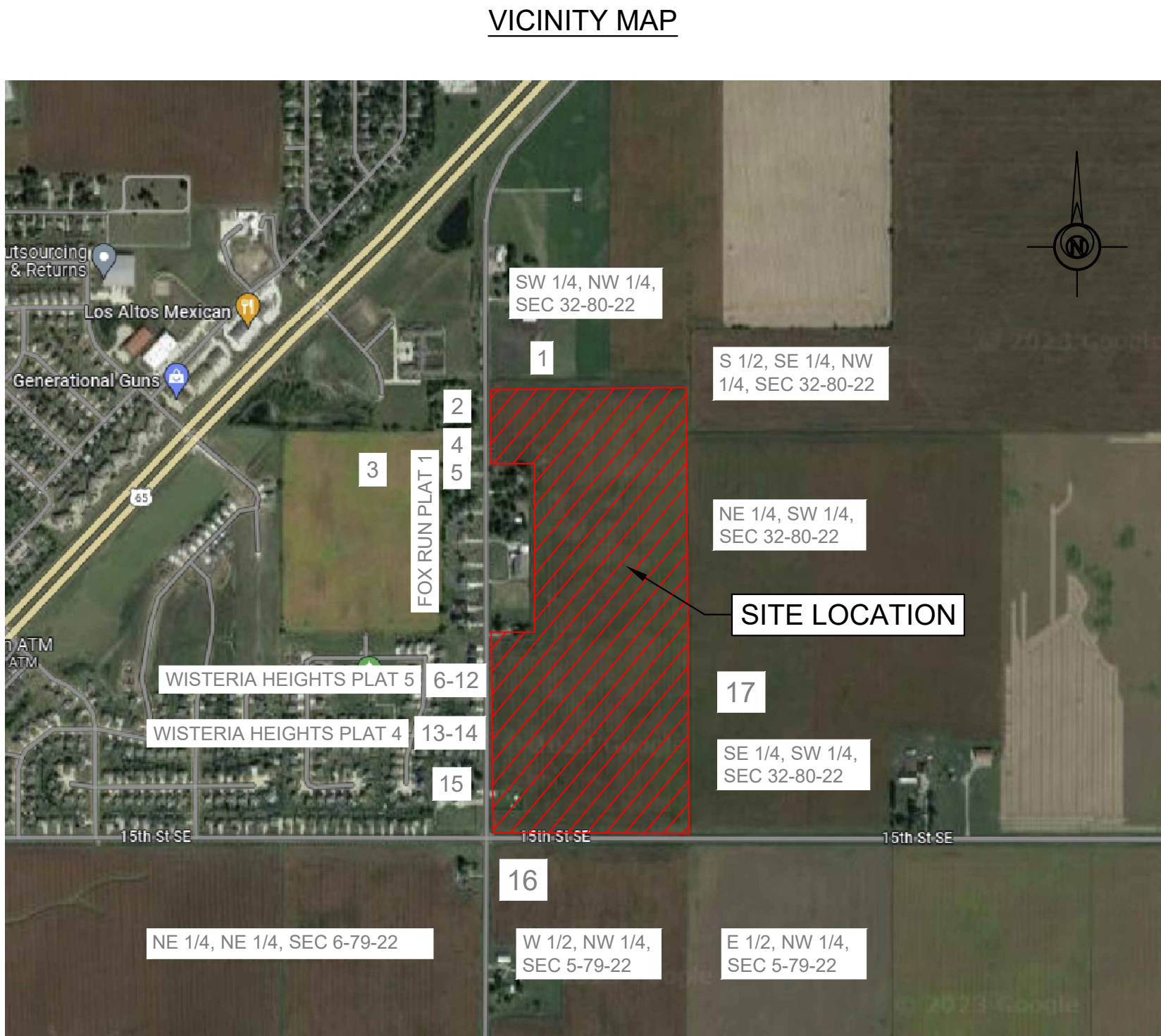
FLOODPLAIN
PER FEMA MAP #19153C0230F, THE SITE IS LOCATED IN ZONE X, WHICH DESCRIBES AREAS OF MINIMAL FLOOD HAZARD

FAA
PER FAA NOTICE CRITERIA TOOL, SITE DOES NOT EXCEED NOTICE CRITERIA UP TO 100 FT HEIGHT (FOR POSSIBLE CRANE HEIGHT) AND THEREFORE FILING WITH THE FAA IS NOT REQUIRED

DETENTION BASINS
THE DETENTION BASINS SHALL BE PRIVATELY OWNED AND MAINTAINED

TRAIL
10' PUBLIC TRAIL TO BE INSTALLED BY DEVELOPER. CITY SHALL REIMBURSE DEVELOPER 1/2 OF CONSTRUCTION COST

- ADJACENT PROPERTY OWNERS:**
- 1) ALAN C KNUTH
7525 NE 80TH ST
 - 2) ANGIE RENE APPELGATE
700 PLEASANT ST SE
 - 3) MOORE INVESTMENTS INC
4) MATTHEW J FARVER
706 PLEASANT ST SE
 - 5) FERNANDO GOMEZ VAZQUEZ
800 PLEASANT ST SE
 - 6) KAIREE B MULLEN
1008 PLEASANT ST SE
 - 7) DARCI JO SCALF
1104 PLEASANT ST SE
 - 8) MAGGIE MARIE HALSTEAD
1108 PLEASANT ST SE
 - 9) ANDREW J PIERCE
1112 PLEASANT ST SE
 - 10) HEIDI HOMMER
1200 PLEASANT ST SE
 - 11) MANKAPUE MAMIE SEGRAIN
1204 PLEASANT ST SE
 - 12) ADAM M VENHUIZEN
1208 PLEASANT ST SE
 - 13) CHAD M BENSON
1416 13TH ST SE
 - 14) KAYLEY MARTIN
1417 13TH ST SE
 - 15) MARLYS R VON STEIN
1306 PLEASANT ST SE
 - 16) DOROTHY L MCCLEARY
PROPERTY MANAGEMENT TRUST
 - 17) NETRIX LLC



LEGAL DESCRIPTION:
PER DEED: BOOK 13803, PAGE 169-171

THE SOUTHWEST QUARTER (SW1/4) OF THE SW1/4 AND THE NORTHWEST QUARTER (NW1/4) OF THE SW1/4 (EXCEPT THE WEST 283.50 FEET OF THE SOUTH 1071.65 FEET); ALL IN SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5TH P.M., POLK COUNTY, IOWA;

AND THE SOUTH 10 ACRES OF LOT 2 OF THE OFFICIAL PLAT OF THE SW1/4 OF THE NW1/4 OF SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5TH P.M., POLK COUNTY, IOWA.

FOR THE PURPOSE OF THIS DESCRIPTION, ALL BEARING AND DISTANCES ARE REFERENCED IN NAD83 (2011) IOWA STATE PLANE COORDINATES - SOUTH ZONE, US SURVEY FOOT.

APPLICANT

JAMES M MYERS
PHONE: (515) 333-1954
EMAIL: SASI@PARAMOUNTLANDIA.COM

PROPERTY OWNER

DAVID ROSS
8564 NE SANTIAGO DR
BONDURANT, IA 50035-1251

CITY PLANNER

CITY OF BONDURANT
200 2ND ST NE BOX 37
BONDURANT, IOWA 5050035
PROJECT CONTACT: ISAAC PEZLEY
PHONE: (515) 967-2418
EMAIL: IPEZLEY@CITYOFBONDURANT.COM

CITY CONTACT

CITY OF BONDURANT
200 2ND ST NE BOX 37
BONDURANT, IOWA 5050035
PROJECT CONTACT: MAGGIE MURRAY
PHONE: 515-630-6985
EMAIL: PLANNING@CITYOFBONDURANT.COM

ENGINEER/ LAND SURVEYOR

PELDS DESIGN SERVICES
2323 DIXON ST
DES MOINES, IOWA 50316
PROJECT CONTACT: ELARA JONDLE
PHONE: (515) 265-8196
EMAIL: ELARA@PELDS.COM

IOWA ONECALL CONTACT LIST:

TICKET #: 552306492

(M52G) MIDAMER-GAS
Contact Name : Jaime Neer
Contact Phone: 5152526972
Contact Email: MECDSDesignLocates@midamerican.com

(BON) BONDURANT, CITY OF
Contact Name : Patrick Collison
Contact Phone: 5159716856
Contact Email: pcollison@cityofbondurant.com

(CTUA01) CENTURYLINK
Contact Name : SADIE HULL
Contact Phone: 9185470147
Contact Email: sadie.hull@lumen.com

(M52E) MIDAMER-ELEC
Contact Name : Jaime Neer
Contact Phone: 5152526972
Contact Email: MECDSDesignLocates@midamerican.com

(MIFI) MI-FIBER
Contact Name : JUSTIN MILLER
Contact Phone: 5158978802
Contact Email: jmiller@mi-fiber.net

(POLKIA1) MEDIACOM
Contact Name : JERRY BROUGHTON
Contact Phone: 8455872521
Contact Email: JBROUGHTON@MEDIACOMCC.COM

(SPR) SOUTHEAST POLK RURAL WATER DIS
Contact Name : Ed Clark
Contact Phone: 5153236244
Contact Email: onecallmaps@dmww.com

(INS) AUREON NETWORK SERVICES
Contact Name : Jeff Klocko
Contact Phone: 5158300445
Contact Email: jeff.klocko@aureon.com

SHEET INDEX

- C-1 - COVER SHEET
C-2 - SITE SHEET
C-3 - UTILITY SHEET

LEGEND:

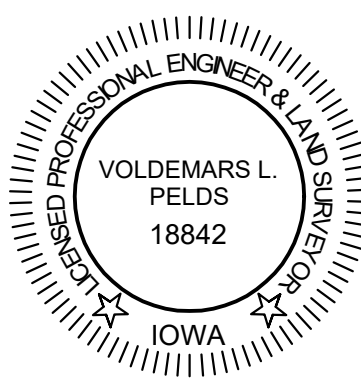
F.F. FINISHED FLOOR
+/- MORE OR LESS
123.45G GUTTER ELEVATION
123.45TC TOP OF CURB ELEVATION
123.45/ 123.45 EXISTING/ PROPOSED ELEVATION
FL FLOWLINE ELEVATION
CONTROL POINT
CALCULATED CORNER
FOUND CORNER

▲ CALCULATED SECTION CORNER
△ FOUND SECTION CORNER
□ PARKING SPACE
SIGN
STREET LIGHT
POWER POLE
LIGHT POLE
AREA LIGHT
ELEC. TRANSFORMER
ELEC. METER
ELEC. BOX

⊙ ELEC. MANHOLE
⊙ ELEC. VAULT
⊙ GUY ANCHOR
⊙ UTILITY PEDESTAL
⊙ CABLE TV JUNCTION BOX
⊙ GAS VALVE
⊙ GAS METER
⊙ SANITARY SEWER MANHOLE
⊙ STORM SEWER MANHOLE
⊙ CLEANOUT
⊙ DOWNSPOUT

⊙ SINGLE INTAKE
⊙ AREA INTAKE
⊙ THROAT INTAKE
⊙ FLARED END SECTION
⊙ VALVE
⊙ FIRE HYDRANT
⊙ WATER METER
⊙ WATER VALVE
⊙ WATER TEE
— P XX — PROPOSED UTILITY LINE
— E XX — EXISTING UTILITY LINE

— CATV — CABLE TELEVISION
— FO — FIBER OPTIC
— G — GAS LINE
— OHE — OVERHEAD ELEC.
— OHT — OVERHEAD TEL.
— SAN — SANITARY SEWER
— ST — STORM SEWER
— UGE — UNDERGROUND ELEC.
— UGT — UNDERGROUND TEL.
— W — WATER
— FENCE LINE



I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

VOLDEMARS L. PELDS, P.E. IA, LIC. NO. 18842 DATE
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2023
ADDITIONAL PAGES OR SHEETS COVERED BY THIS SEAL (NONE UNLESS INDICATED HERE): C1 - C3



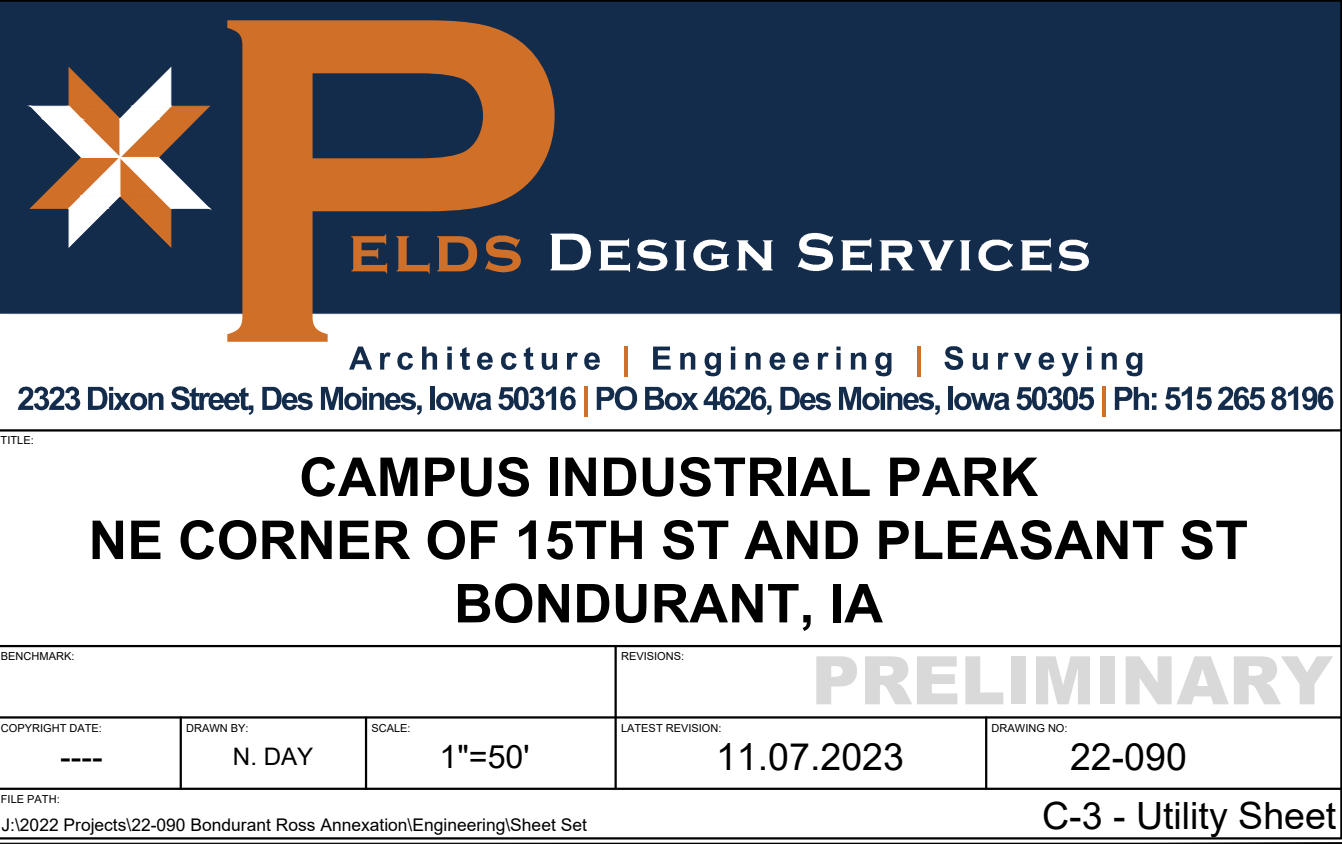
Architecture | Engineering | Surveying
2323 Dixon Street, Des Moines, Iowa 50316 | PO Box 4626, Des Moines, Iowa 50305 | Ph: 515 265 8196

TITLE: **CAMPUS INDUSTRIAL PARK
NE CORNER OF 15TH ST AND PLEASANT ST
BONDURANT, IA**

BENCHMARK: **PRELIMINARY**

COPYRIGHT DATE: N. DAY SCALE: 11.07.2023 22-090

FILE PATH: J:\2022 Projects\22-090 Bondurant Rose Annexation\Engineering\Sheet Set C-1 - Cover Sheet



PLANNING AND ZONING COMMISSION
RESOLUTION NO. PZ-240314-08

RESOLUTION REGARDING RECOMMENDED APPROVAL OF THE PLAT OF
SURVEY CREATING PARCEL '2024-47' IN THE CAMPUS INDUSTRIAL
PRELIMINARY PLAT AREA.

WHEREAS, Pelds Design Services has submitted a plat of survey on the behalf of the property owner, David Ross, and the applicant, J4 Investments, LLC, to create Parcel '2024-47' a part of the Campus Industrial Preliminary Plat area, which is described as follows:

PARCEL 2024-47 PART OF THE SOUTHWEST ¼ OF THE SOUTHWEST ¼ OF SECTION 32, TOWNSHIP 80 NORTH, RANGE 22 WEST OF THE 5TH P.M., POLK COUNTY, IOWA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32, THENCE NORTH 00°01'45" EAST ALONG THE WEST LINE OF SAID SECTION 32, A DISTANCE OF 60.00 FEET; THENCE SOUTH 89°52'39" EAST A DISTANCE OF 33.00 FEET, TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF PLEASANT STREET SE AND ON THE NORTH RIGHT OF WAY LINE OF 15TH STREET SE.; THENCE NORTH 00°01'45" EAST ALONG THE EAST RIGHT OF WAY OF SAID PLEASANT ST SE, A DISTANCE OF 495.00 FEET; THENCE SOUTH 89°52'38" EAST A DISTANCE OF 751 FEET; THENCE SOUTH 00°08'41" WEST A DISTANCE OF 495.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID 15TH STREET SE; THENCE NORTH 89°52'39" WEST ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 750.00 FEET TO THE POINT OF BEGINNING, AND CONTAINING 8.53 ACRES, MORE OR LESS, ALL BEING IN AND FORMING A PART OF BONDURANT, POLK COUNTY, IOWA.

NOW, THEREFORE, BE IT RESOLVED, that the Planning & Zoning Commission recommends approval of the submitted Plats of Survey:

Moved by _____, Seconded by _____ to adopt.

ATTEST: I, Isaac Pezley, City Planner, City of Bondurant, hereby certify that at a meeting of the Planning and Zoning Commission held on March 14, 2024; among other proceedings the above was recommended.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Isaac J. Pezley, City Planner

Action	Yay	Nay	Abstain	Absent
--------	-----	-----	---------	--------

Brostrom				
Clayton				
Keeran				
Mains				
Pitt				
Torres				
Vore				

Karen Keeran, Commission Chair



**BUSINESS OF THE PLANNING AND ZONING COMMISSION
BONDURANT, IOWA
AGENDA STATEMENT**

Item No. 6.e.
For Meeting of 3/14/2024
Resolution

TITLE: Resolution PZ-240314-09 - considering recommended approval of the Major Streets Master Plan

CONTACT PERSON:

BRIEF HISTORY & ANALYSIS: Back in 2019 the City of Bondurant hired Veenstra & Kimm to create a Major Streets Master Plan. Efforts were put on pause for this Major Streets Master Plan until after the 2022 Building Bondurant Comprehensive Plan was created in an effort to ensure both planning documents were coordinated with one another. The major objectives of the Major Streets Master Plan is to 1) Predict order or magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and 2.) Look at what other needs the surface transportation may have.

Greg Roth with Veenstra & Kimm will present the City's Streets Master Plan.

Adoption of the Major Streets Master Plan is consistent with Policy 22A of the Building Bondurant Comprehensive Plan, which reads: Require new development to accommodate not only the needs of the local street network, but also future arterial and collector streets based on the City's ultimate street map.

The Planning & Zoning Commission reviewed this Major Streets Master Plan at their December 14, 2023 meeting. Veenstra & Kimm has made changes to the plan based on staff comments.

FUNDING SOURCE:

STAFF RECOMMENDATION:

APPROVED FOR SUBMITTAL:

ATTACHMENTS:

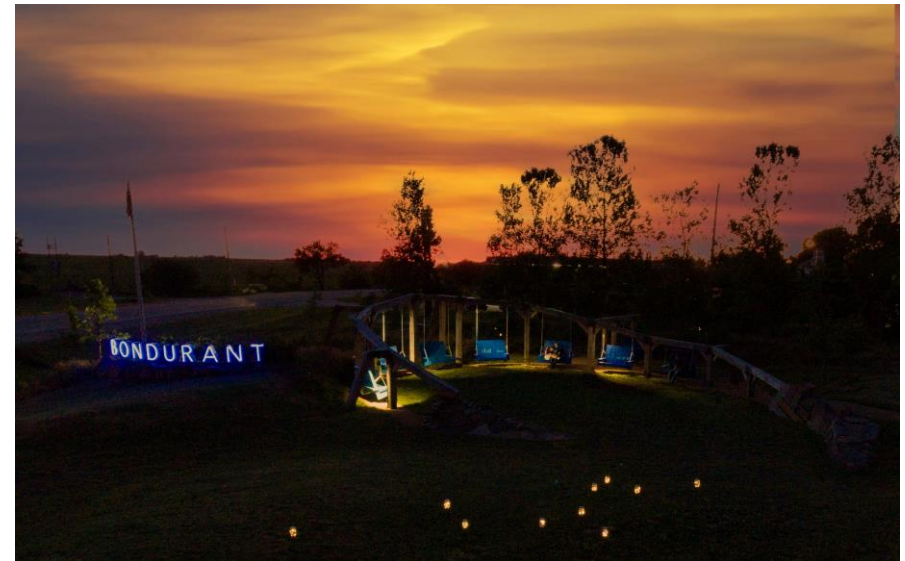
1. Major Streets Master Plan
2. Future Street Lanes Map
3. RES. NO. PZ-240314-09

CITY OF BONDURANT

March 2024



MAJOR STREETS MASTER PLAN



INTRODUCTION

The City initiated this Major Streets Planning effort in 2020 and a draft plan was presented to Council in July of 2021. This effort was put on hold for the City to create its latest comprehensive plan which was adopted late in 2022. It was critical for the comprehensive plan to be completed and adopted prior to the completion of this study. With the revised planning area, changes and updates to the future land use plan, the new traffic levels and planning level number of lanes required to accommodate the projected traffic volumes have been updated to correlate with this new plan.

The major objectives of this Major Streets Plan is to (1) predict order of magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and (2) look at what other needs the surface transportation system may have.

Discussions on traffic calming and what may be in the future for US 65/Hubbell Avenue will also be briefly discussed.

Future street improvements will need to consider the City's Complete Streets Policy and work with staff on what aspects of this policy will be implemented on specific streets given land use, vicinity and character desired.

OVERVIEW

As the City of Bondurant continues to grow, the demands placed on the transportation network continues to grow as well. The ability of the network to handle this increased demand will directly affect the quality of life in Bondurant. Therefore, it is important to recognize the need for a well-planned and connected transportation network that provides Bondurant with safe, efficient, and affordable travel. Planning for the future transportation system in Bondurant must account for the effective linkages between different parts of the City, as well as linkages to the surrounding Des Moines Metropolitan area. Bondurant with the aid of grants and outside funds has completed several major transportation investments over the last several years, including 32nd Street SW, Shiloh Rose Parkway, intersection improvements at Grant Street North and 2nd Street NW/NE and smaller collector roads throughout the community. The City must continue to proactively plan for future transportation needs and various expansions of the system.

The overall roadway network is expanding to accommodate developing parts of the community. In 2016, there were approximately 35.5 lane miles of local roads, excluding Hubbell Avenue/US 65 in Bondurant. In 2020, that figure rose to 43.7 lane miles (23% increase from 2016) and in 2022, that figure increased to 47.5 lane miles (34% increase over 2016).

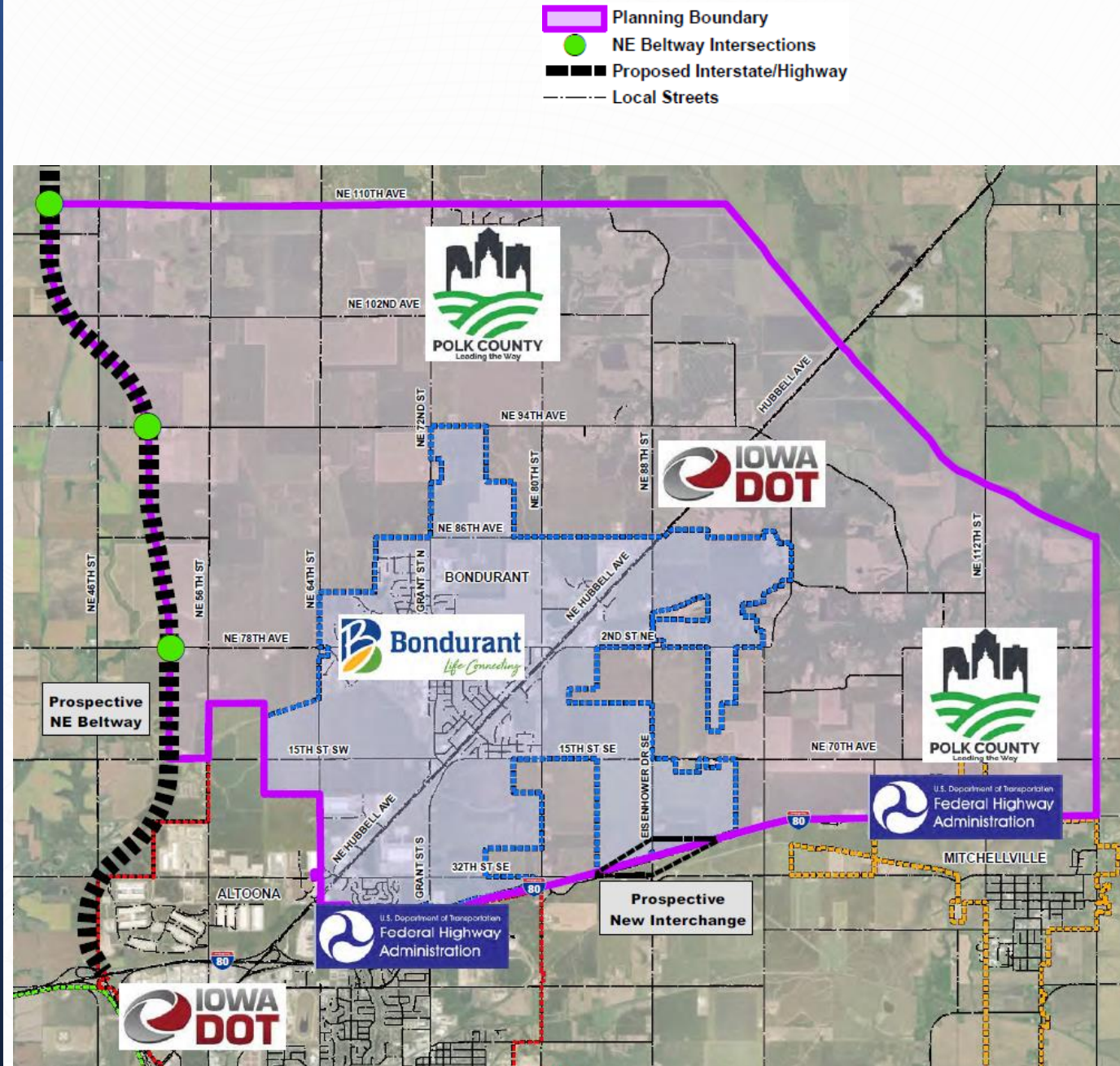
Past Efforts: Long range transportation planning is becoming a critical part of Bondurant's core activities. Past planning efforts have included sub area studies, roadway system plans, and speed studies. These efforts provide greater detail on specific topics that may not be typically addressed or discussed within a comprehensive plan. Therefore, it is critical to recognize some of these past planning efforts as they provide additional guidance and community direction related to transportation investments.

JURISDICTION



As with all municipalities, jurisdiction over the roadway system is shared amongst different levels of government (i.e., federal, state, county and city). Bondurant is responsible for operating and maintaining the majority of the roadways within the community. The NE Beltway as proposed at the time of this document is used as the western limits of the study area. Hubbell Avenue/US Highway 65 is maintained by the Iowa Department of Transportation (Iowa DOT). Portions of the system are maintained by Polk County. The jurisdiction of roadways is an essential element in the Transportation Plan, because it affects a number of critical organizational functions and obligations (regulatory, maintenance, construction, and financial). In this case, most of the roads are within the City's purview. Future roadway jurisdictions would likely be driven by the expansion and growth of the City outside of the City's corporate limits.

JURISDICTIONAL MAP



CLASSIFICATION

Roadway functional classification categories are defined by the role roadways play in serving the flow of trips through the overall roadway system. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access, and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access, and connect to higher functioning roadways. A balance of all functions is important to any transportation network. A roadway's functional classification is based on several factors, including:

- Trip characteristics: length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators
- Proportional balance of access, ease of approaching or entering a location
- Proportional balance of mobility and ability to move without restrictions
- Continuity between travel destinations
- Relationship with neighboring land uses
- Eligibility for State and Federal funding

CLASSIFICATION DEFINITIONS

Principal Arterials: Principal Arterials are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. They provide limited access at grade separated interchanges, while offering high levels of mobility and linking urban centers throughout the nation. Interstate (I) 80 is the only interstate traveling throughout the City of Bondurant.

Arterials (other): Other Arterials connect regional transportation routes (in the case of Bondurant, Interstate 80) with local connector streets. They provide less access than connectors and do not penetrate identifiable neighborhoods. Roadways identified as Arterials (other) within the City of Bondurant.

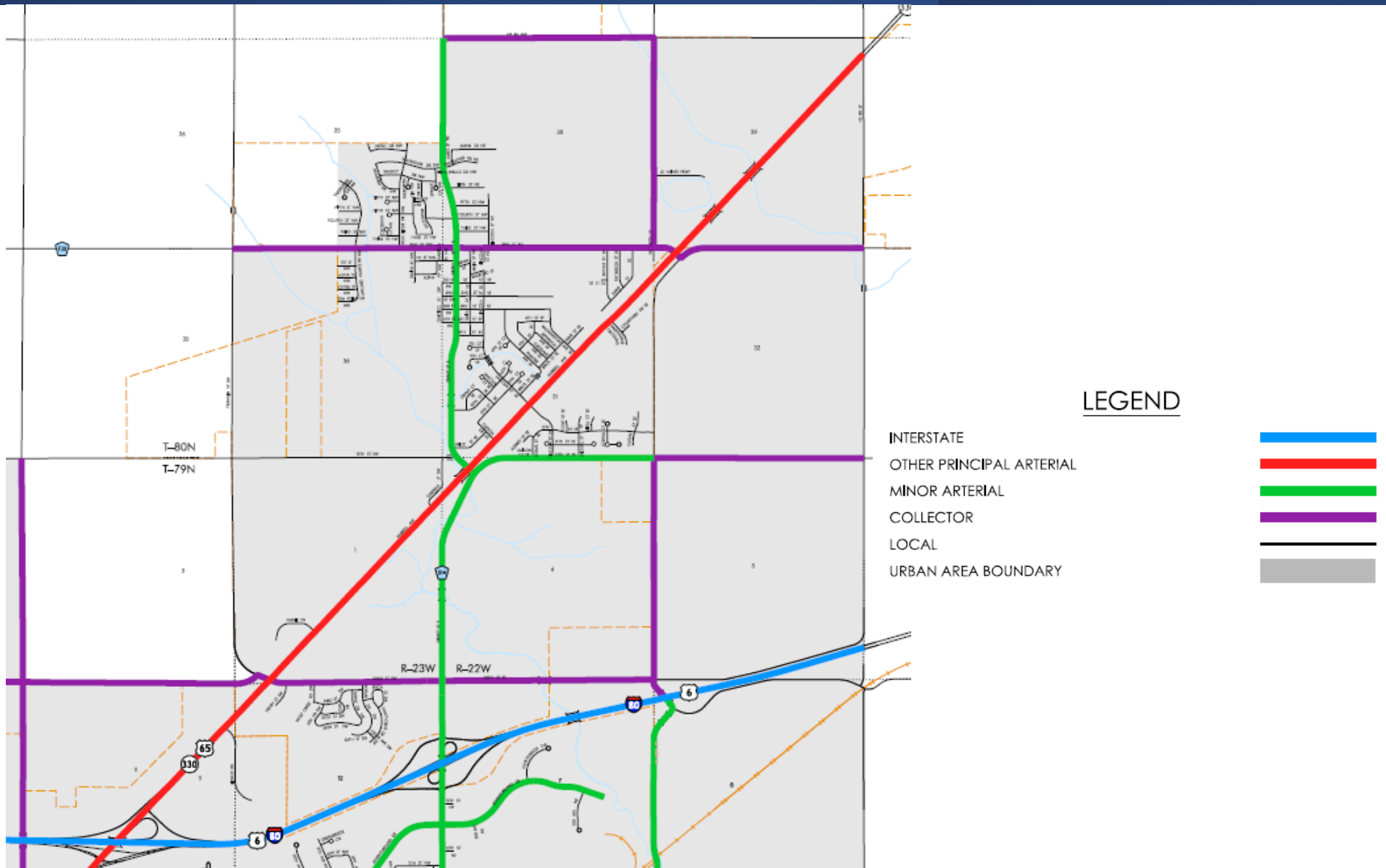
Collectors: Collector streets provide land access and traffic circulation within residential, commercial, and industrial areas of Bondurant. The Collector streets gather traffic from local streets and channel it towards the arterial system.

Local Roads: Local roads and streets provide direct access to abutting land uses and offer the lowest level of mobility to the broader community. All the other roadways not listed (in the City limits, and within the future growth area) are classified as Local Roads.

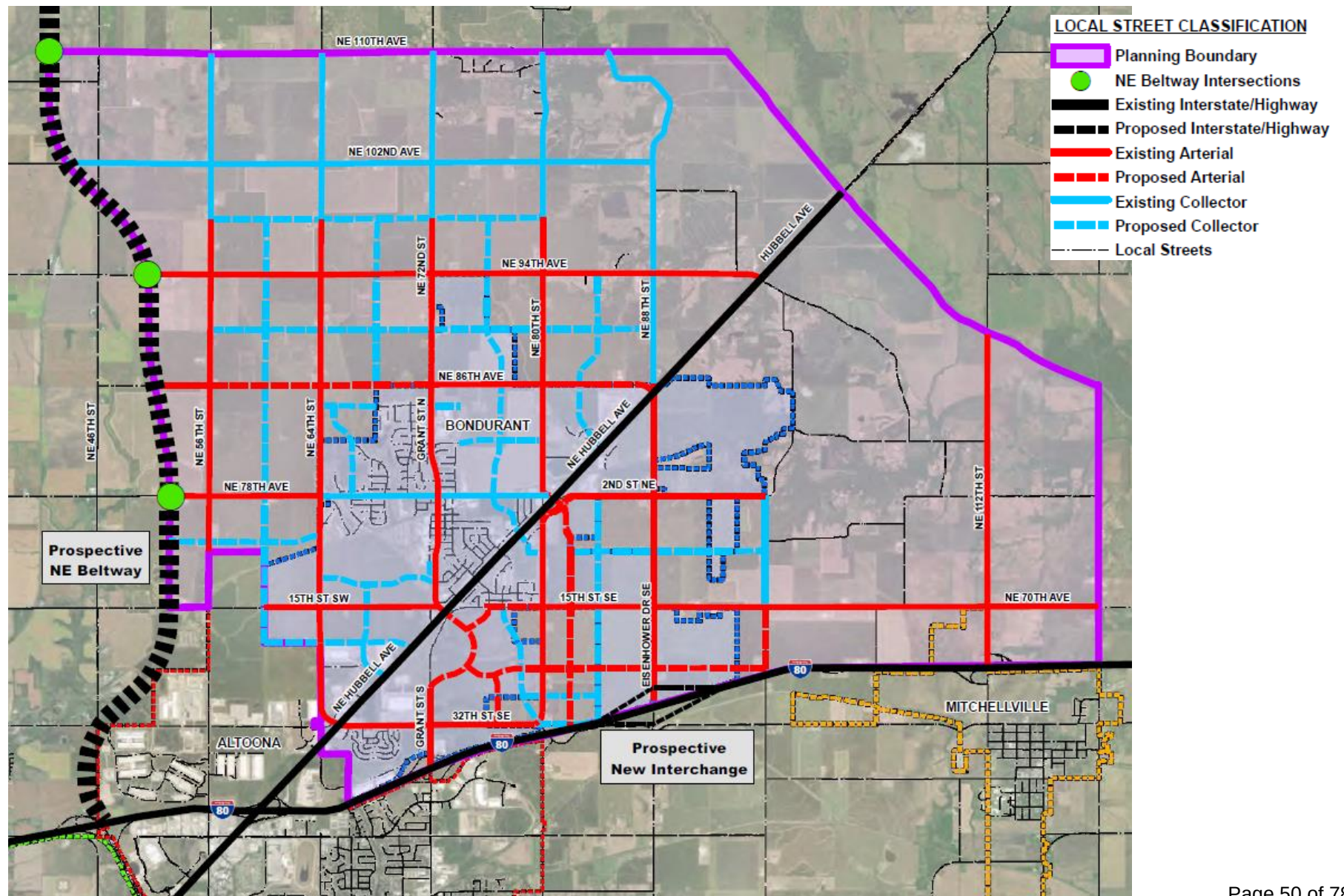
The following page shows how the Iowa Department of Transportation has critical roadways within Bondurant classified as they relate to the Des Moines Area. The local classifications map that is a part of the City's Building Bondurant Comprehensive Plan follows the State's classification map.

The difference between the two classification maps shows how each jurisdiction classifies streets within their own system. The state system looks at a larger land area and how the streets services the area. In this case the Des Moines Metro. The City classifications only address each street and how it services the City of Bondurant.

FEDERAL FUNCTIONAL CLASSIFICATION MAP



LOCAL CLASSIFICATION MAP



FUTURE SYSTEM

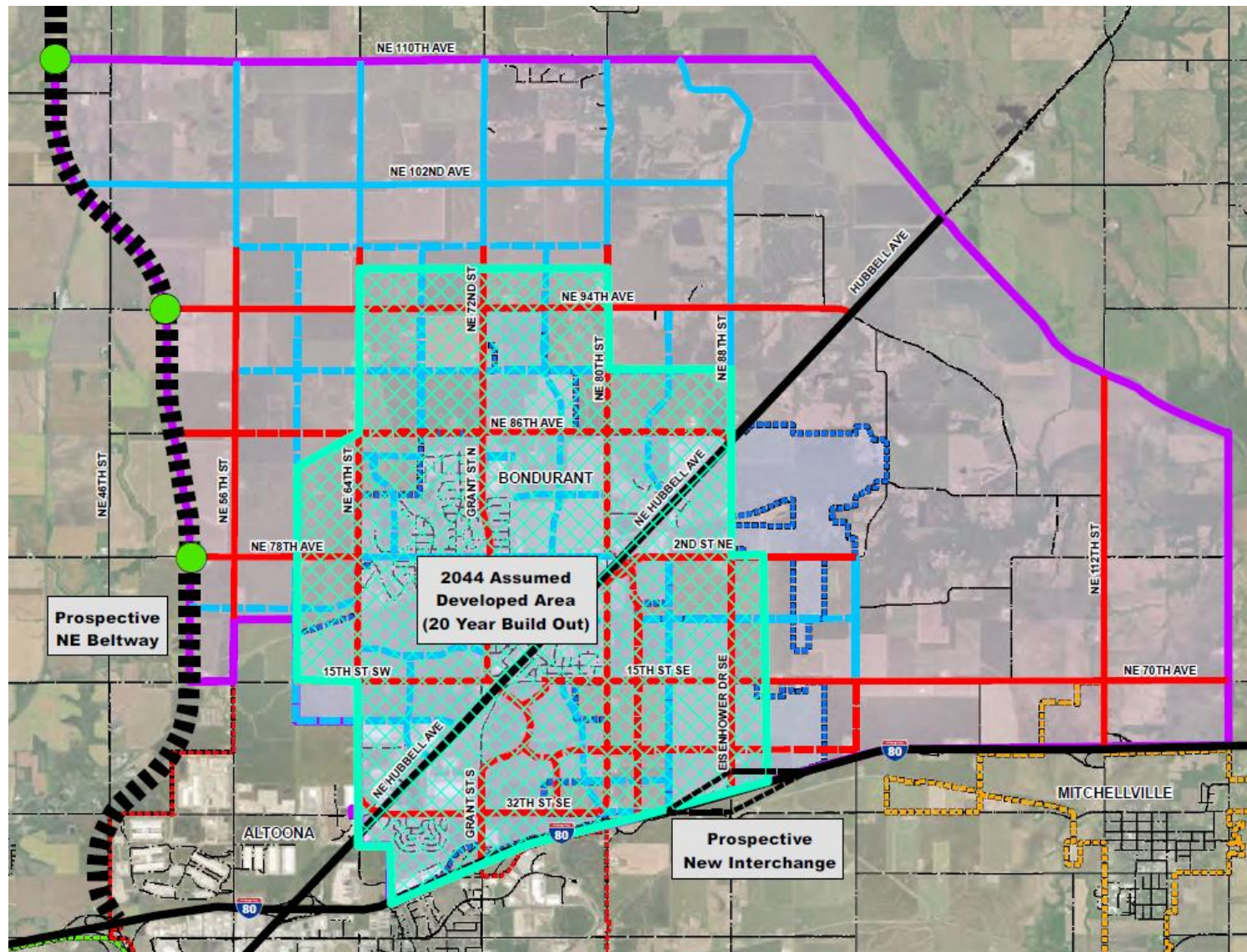
As the community grows, so will its transportation needs. These needs will vary across all modes of transportation. However, a large portion of the City's transportation assets is the physical roadway.

Future Traffic Volumes: Traffic forecasts are an essential tool to determine the adequacy of the road system to handle future development, as anticipated by the City and surrounding communities. The traffic volumes generated for this plan assume a certain level of development will occur by the year 2044 that is consistent with the Land Use Plan. The higher level of traffic volumes generated for the ultimate street planning effort is based on full development of the Land Use Plan over the entire planning area as defined in the City's recent comprehensive plan update.

Achieving this growth may take decades to occur; however, it is important to plan accordingly for a transportation system that can safely move people throughout the community. A planning-level assessment was prepared to help forecast the potential needs of the 2044 traffic volumes will have on the system and what level of general capacity improvements will be required to accommodate these future volumes. Similarly, a look at the full development potential of the planning area and its impacts on the City's street system was performed. This planning level assessment utilized the projected 2044 and Full Development traffic volumes to predict the needed number of travel lanes to efficiently move the traffic within Bondurant. It does not, however, provide a basis for determining the need for specific intersection improvements. The traffic volume ranges are based on professional engineering and planning judgment.

As development occurs in varying parts of the community, traffic impact studies will be required to determine what specific improvements may be required to accommodate these specific developments. Improvements and recommendations will be needed on turn lanes, traffic control, access control and possible funding should be considered.

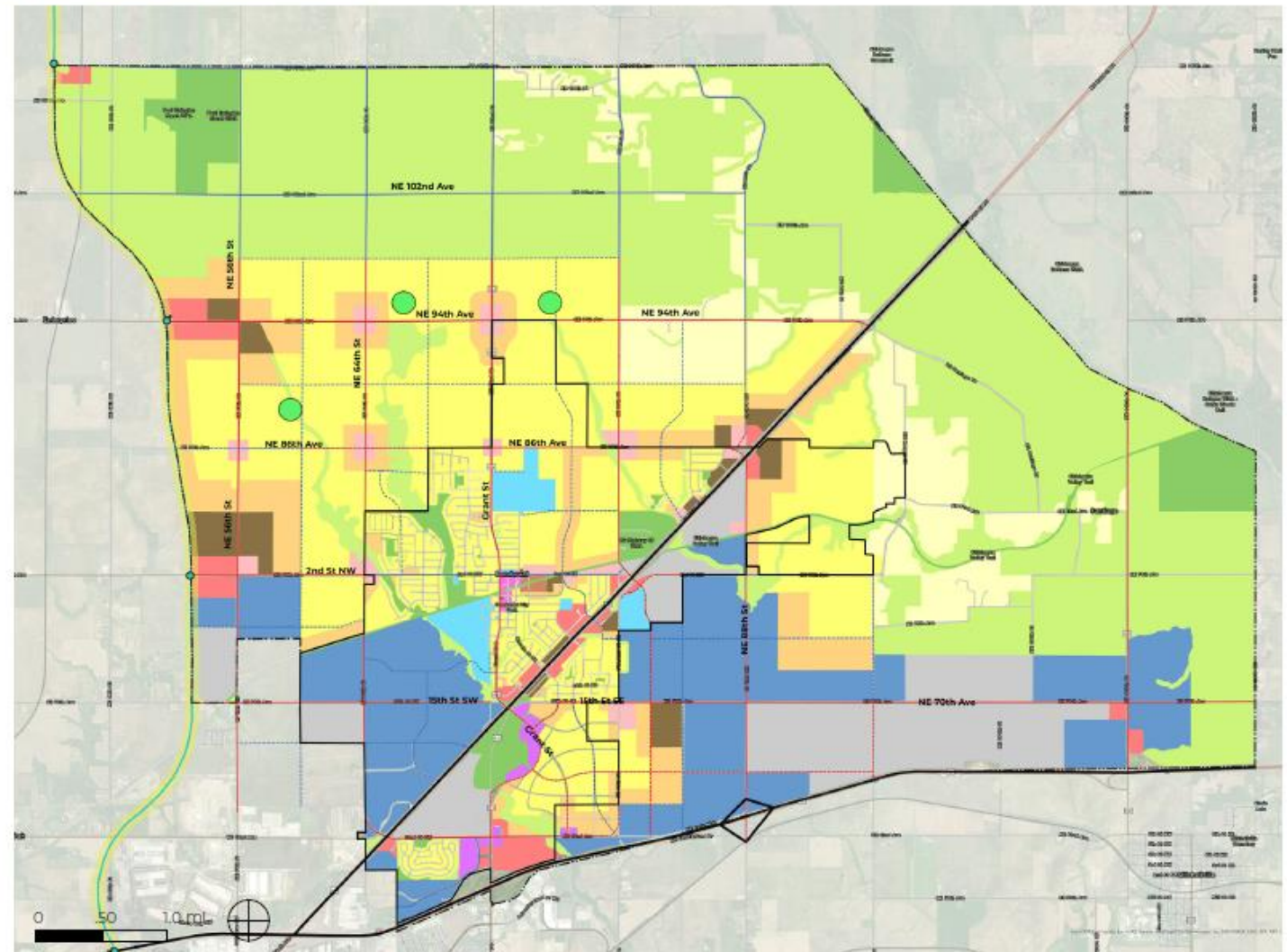
2044 ASSUMED DEVELOPED AREA



FULL DEVELOPMENT PLANNING AREA



Figure 4.13 Future Land Use Plan



RECOMMENDED LANES PER ADT RANGE

2 Through Lanes	0 to 6,000 ADT
3 Lane Section	6,000 to 16,000 ADT
4 Through Lanes	Special Cases
5 Lane Section	over 16,000 ADT

- ADT- Average Daily Traffic
- 4-lane streets operations create issues for through and turning vehicles. If turning volumes and access frequency create demand, it is better to construct a 5-lane street.
- 3-lane streets are safer than 4-lane streets in the volume ranges indicated unless through volumes are very high with limited access points. Capacity can be increased with auxiliary lane additions at critical locations.
- As rural sections develop, both gravel and paved roadways, into urbanized areas, cost sharing with adjacent landowners will need to assist the City in constructing improved streets. It is typical that one lane of the new street is assessed to the adjacent properties.
- The modeled traffic volumes do not account for a new proposed I-80 interchange nor the potential reroute of US 65 to the new proposed interchange at I-80. These potential changes could greatly influence the required number of lanes on certain streets.
- At the end of the report is a map showing lane projections developed by V&K and City staff.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
Franklin Street	5 lanes	20,000 to 40,000
Grant Street	5 lanes (Hubbell to 94 th) 3 lanes (elsewhere)	12,000 to 30,000
Pleasant Street	3 lanes	5,000 to 10,000
NE 88th Street	2 or 3 lanes	4,000 to 8,000
NE 96th Street	2 or 3 lanes	4,000 to 8,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

Lane Recommendations/Modeled

STREET	Lane Count	Modeled ADT
NE 102nd Ave	3 lanes	8,000 to 12,000
NE 94th Ave	3 lanes	4,000 to 9,000
NE 86th Ave (16th St)	3 lanes (w)	3,000 to 8,000
	5 lanes (e)	12,000 to 20,000
2nd Street NE/NW	5 lanes (w of 65)	20,000 to 30,000
	2 or 3 lanes (e of 65)	3,000 to 7,000
15th Street SE/SW	2 lanes (w)	5,000
	3 to 5 lanes (e)	up to 20,000
32nd Street SE/SW	2 to 3 lanes	up to 10,000

Traffic volumes will be monitored. As volumes approach the 50% threshold, improving streets to their ultimate lane count should be considered.

ROADWAY AND RIGHT OF WAY WIDTHS

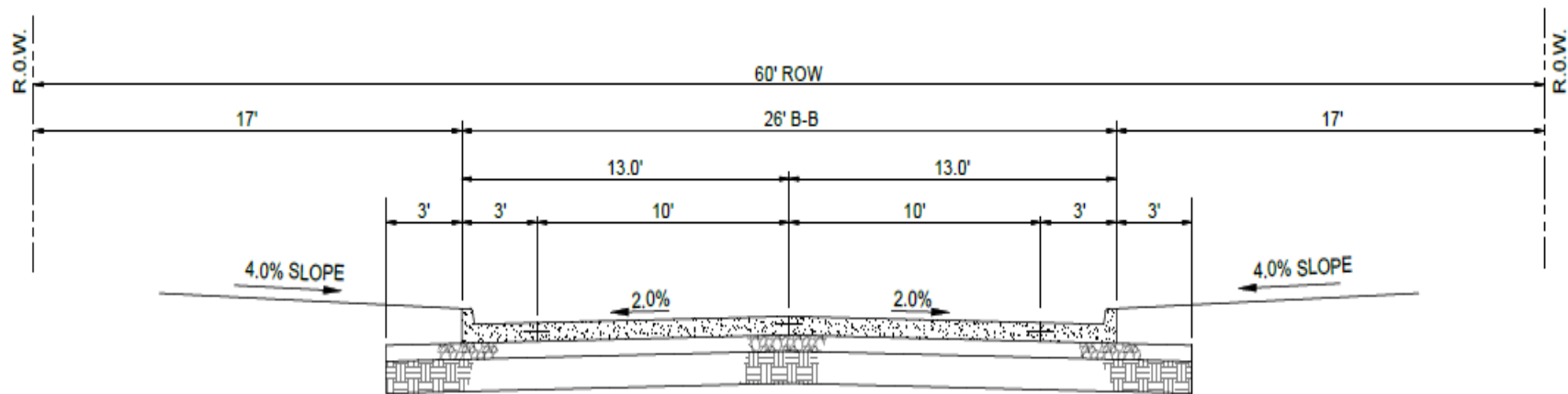
Number of Lanes	Median	Roadway Width	R/W Width	Greenspace	On Street Parking
2	no	26	60 min	12+	no
2	no	31+	60 min	14+	one sided
3	no	43	80 min	18+	no
4	no	53	90 min	18+	no
5	painted	65	100 min	17+	no
5	raised	70+	110 min	20+	no

RECOMMENDED LANES and TYPICAL SECTIONS

The following typical cross sections for each street width based on the number of travel lanes is intended to offer flexibility in meeting the intent to implement the City's "Complete Streets" policy, and not intended as mandates for particular developments or street construction. Each situation will be reviewed and assessed by staff. Land use, traffic volumes and character of the proposed development or neighborhood will be considered when establishing the appropriate greenspace and right of way width.

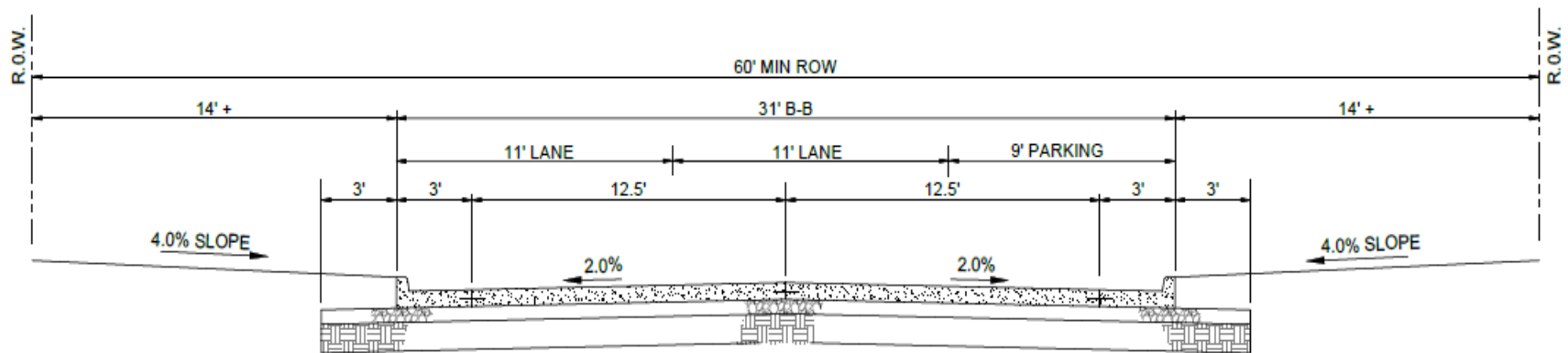
TYPICAL SECTIONS

TWO LANE STREET



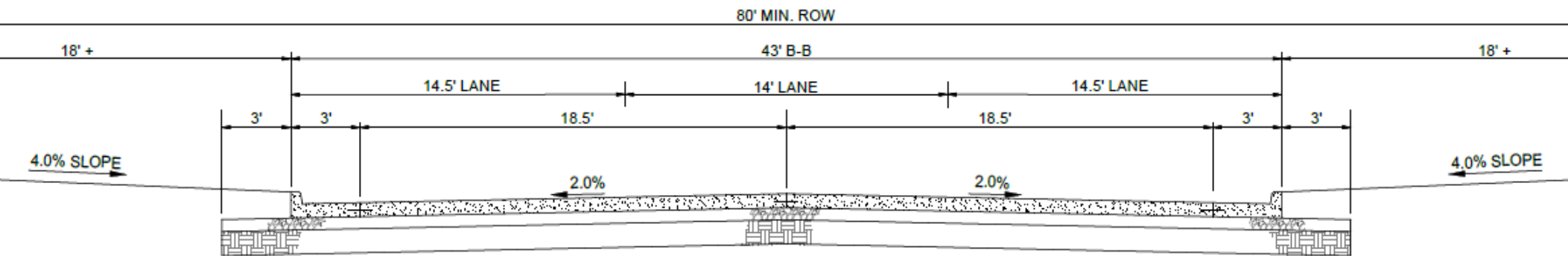
TYPICAL SECTIONS

TWO LANE STREET WITH PARKING



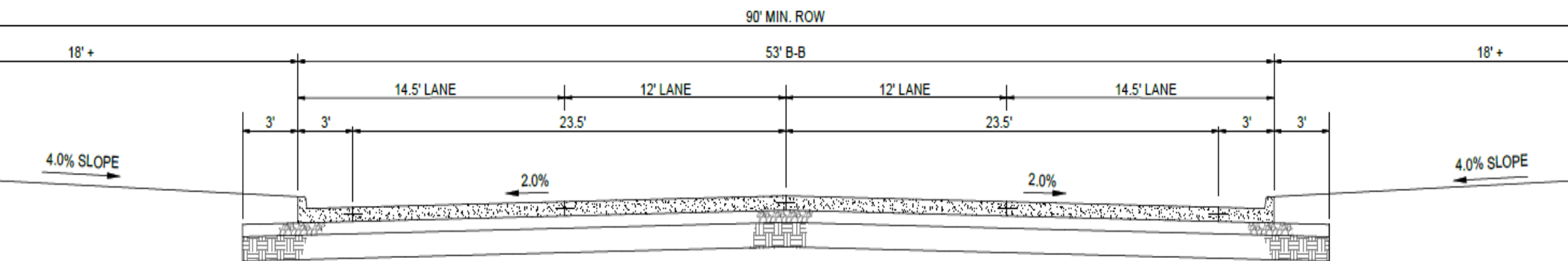
TYPICAL SECTIONS

THREE LANE STREET



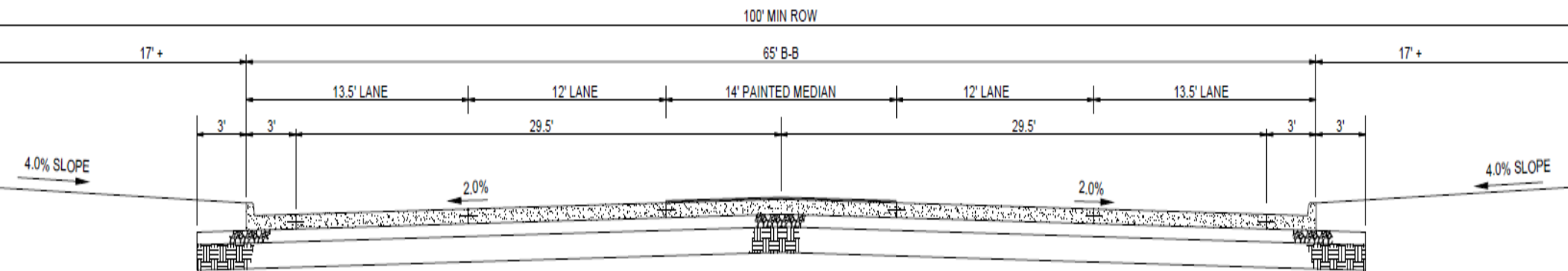
TYPICAL SECTIONS

FOUR LANE STREET



TYPICAL SECTIONS

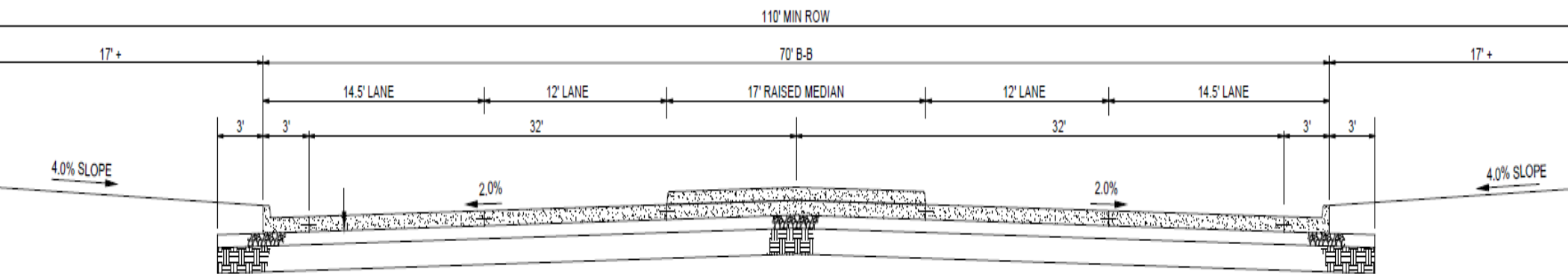
FIVE LANE STREET WITH TWLTL (Two Way Left Turn Lane)



TYPICAL 65' STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS

FIVE LANE STREET WITH MEDIAN



TYPICAL 70'+ STREET CROSS SECTION
NO SCALE

TYPICAL SECTIONS



ACCESS MANAGEMENT

Access management is an important aspect of providing a safe and efficient roadway network. Access management should be applied to major collectors and arterials and measures to be considered include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts.
- Limiting the number of driveway access points to reduce conflicts.
- Aligning access with other access points.
- Sharing access points, through internal connectivity between properties with different owners.
- Encouraging indirect access rather than direct access to high volume arterial roads.
- Constructing parallel roads and backage or frontage roads.
- Implementing sight distance guidelines to improve safety.
- Using channelization to manage and control turning movements.

TRAFFIC CALMING

There are many traffic calming options available to be used in urban corridors. These measures are typically found on lower classification roadways (minor collectors or local streets) but with the correct design some can be used on higher classification roadways such as medians, islands or roundabouts.

- Closures
- Diagonal Diverters
- Roundabouts
- Chicanes
- Chokers
- Median Island (with possible texture or surface treatment)
- Mini Roundabout/traffic circle
- Parking on Street
- Raised Intersections (with possible texture or surface treatment)
- Speed Humps (with possible texture or surface treatment)
- Speed Tables (with possible texture or surface treatment)

TRAFFIC CALMING

The following are traffic calming measures that are easier to implement on existing streets

Parking on street, chicanes by parking.

- These treatments are easily implemented through signage and information sharing. A field review should be conducted to develop locations for these treatments. These do require snow ordinance to be in place and enforced to keep snow removal as efficient as possible. A variation of this would be alternating sides of the street for parking. Odd days east side, even days west side, or something along those lines. This would reduce the occurrences of leaving parked cars on the street for extended periods of time.

Chokers, median islands and mini-roundabouts.

- These treatments involve either adding pavement or removal of pavement to achieve the desired effects and may need to take into account drainage. Mini-roundabouts would need to be coordinated and not deployed at adjacent intersections. This can affect emergency vehicle access. These installations do slow traffic down and keep unwanted users from traveling the corridor. Chokers and median islands accomplish much the same thing by reducing travel widths. Chokers are installed on the outside of the section while median islands are placed on the center of the pavement section.

Raised Intersections, Speed Humps and Tables.

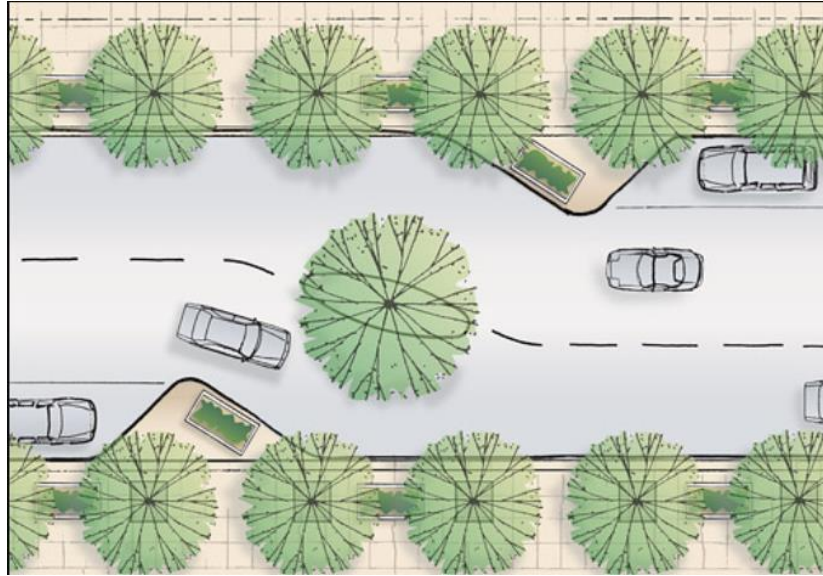
- These elements involve complete reconstruction of pavement or retrofit construction and should be doweled and added to the existing street or intersections. This too can affect drainage and additional system improvements may be required, depending on drainage patterns. Humps and tables can be used mid-blocks and can be designed to allow drainage patterns to be maintained. Speed tables can also be used to accommodate and bring attention to pedestrian crossings.

Another category is bumpouts.

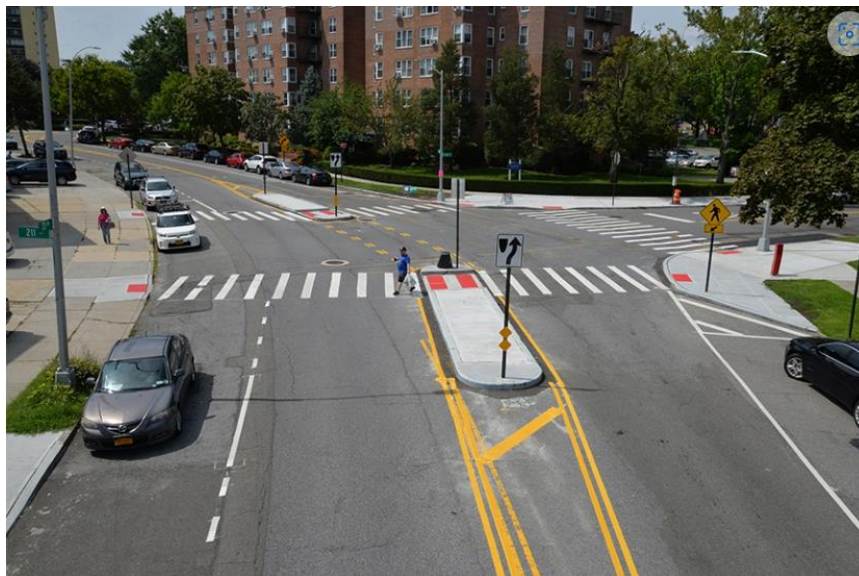
- Typically installed in business districts to shorten pedestrian crosswalk lengths, could be implemented due to street width being greater than a minimum 2 lane street width. Again, these can be expensive to install if drainage is impacted and nearby storm system is not available. These too can be designed to allow drainage to continue but require special detailing and increased maintenance.

TRAFFIC CALMING

Parking on street, chicanes by parking.



Chokers, median islands and mini-roundabouts.



TRAFFIC CALMING

Raised Intersections, Speed Humps and Tables

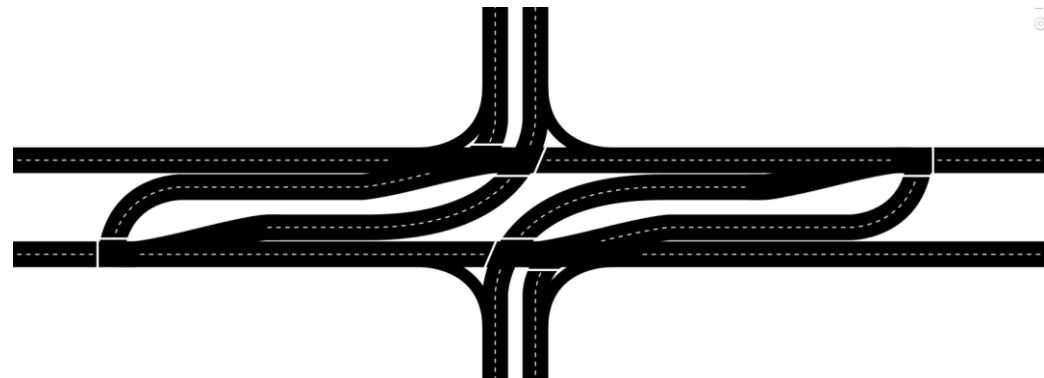


Bumpouts.



HUBBELL AVENUE/U.S. 65

- The Iowa Department of Transportation, having jurisdiction over Hubbell Avenue, is wanting to delve into a number of topics as it relates to the future of Hubbell Avenue and how it can best serve both the City of Bondurant and its long trip commuters.
- Two main topics have been discussed to date. Signalized intersections and the concept of 'super streets'. The Department of Transportation is wanting to define the number and location of signalized intersections along Hubbell Avenue within the City of Bondurant.
- The other topic is relatively new as it relates to a push in Iowa to look at the concept of super streets. The concept itself is referring to the installation and use of J turns to restrict cross traffic from unsignalized intersections at Hubbell Avenue/US 65.
- Below is a graphic the showing the intent of this type of access control. This concept reduces the number of conflicts a driver must encounter in order cross the four-lane divided highway.

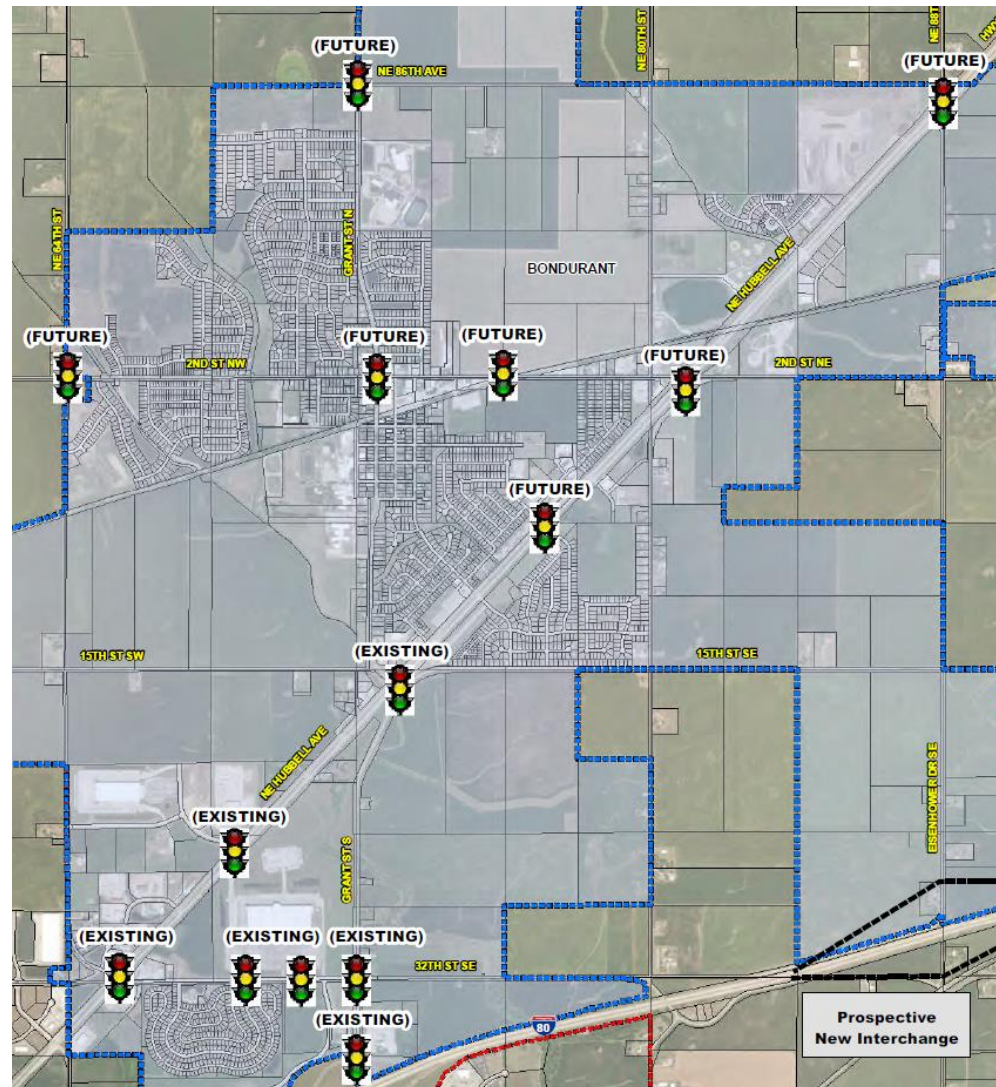


HUBBELL AVENUE/U.S. 65

- Another issue as it relates to Hubbell Avenue is speed. The state relies on the use of speed studies to determine the posted speed limit. This is determined by taking actual speeds of a large sample of drivers on a typical weekday and determines the 85th percentile speed. That is the speed at which 85% of drivers feel safe to travel on that given roadway.
- The City would like to see the current posted speed within the corporate limits to be reduced. Similar corridors have been studied by the state with adjustments to speeds and access coming over a long period of time.
- Another such corridor is Iowa 141 through the communities of Grimes, Johnston and Granger. These communities have experienced greater volumes of traffic. In 2016, just north of Grimes, Iowa 141 carried nearly 20,000 vehicles per day (vpd). This compares to US 65 just north of Bondurant was carrying 9,000 vpd.
- The Iowa 141 corridor has been under construction to improve its capacity and safety for some time. Hubbell Avenue still has capacity however the state is wanting to address issues in Bondurant before they become challenges similar to the Iowa 141 corridor.
- The concept of rerouting US 65 to the new prospective interchange at Interstate 80 and creating 'Business 65' along existing Hubbell Avenue should be considered and discussed with the Iowa Department of Transportation.

TRAFFIC SIGNAL LOCATIONS

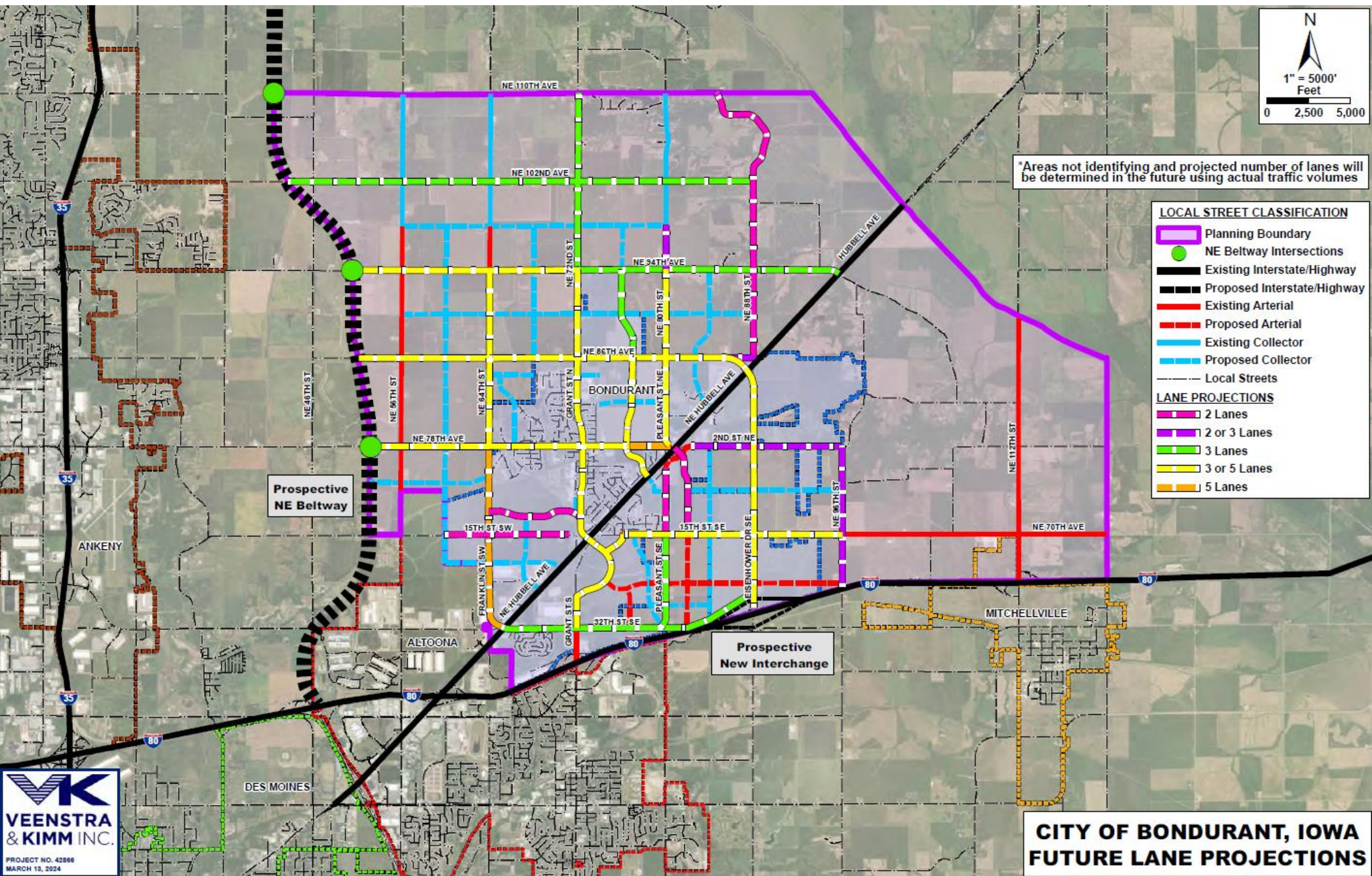
The graphic below indicates the locations where traffic signals exist today and where signals are likely to be installed in the future. Additional locations can develop as land uses change and intensify and traffic level increase with population changes. Signals on US Highway 65/Hubbell Avenue will need to meet signal warrants and be approved by the Iowa Department of Transportation. These signals will also likely need to be interconnected to enhance through travel efficiency.

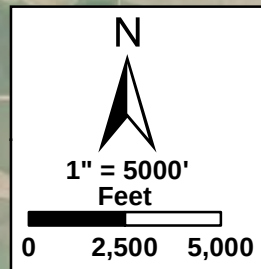


NEXT STEPS

The following are suggested next steps for the City and Council to consider. There may be additional steps to take depending on the direction given and the priorities based on factors such as current development, perceived and real traffic issues, financing, adjacent jurisdictional priorities and others.

- Adopt this master plan.
- Have discussions with the Iowa Department of Transportation (Topics could include but not limited to: (1) prospective interchange with I-80 (2) rerouting of US 65 away from Hubbell Avenue (3) signalization of certain intersections with Hubbell Avenue/US 65 (4) Reduced conflict intersections at non-signalized access points along Hubbell Avenue (5) funding sources for the above items (6) Request another speed study/lower the posted speed limit on Hubbell Avenue/US 65.
- Investigate the concept of 'cool streets' and how this may interplay and relate to the City's complete streets policy.
- Develop additional traffic models with the following possible scenarios: (1) add the prospective interchange with I-80 (2) add the prospective interchange plus reroute US Hwy 65 to that location (3) add the NE Beltway into the modeling scenarios.
- Develop any policies related to this master plan for interactions with future developments.





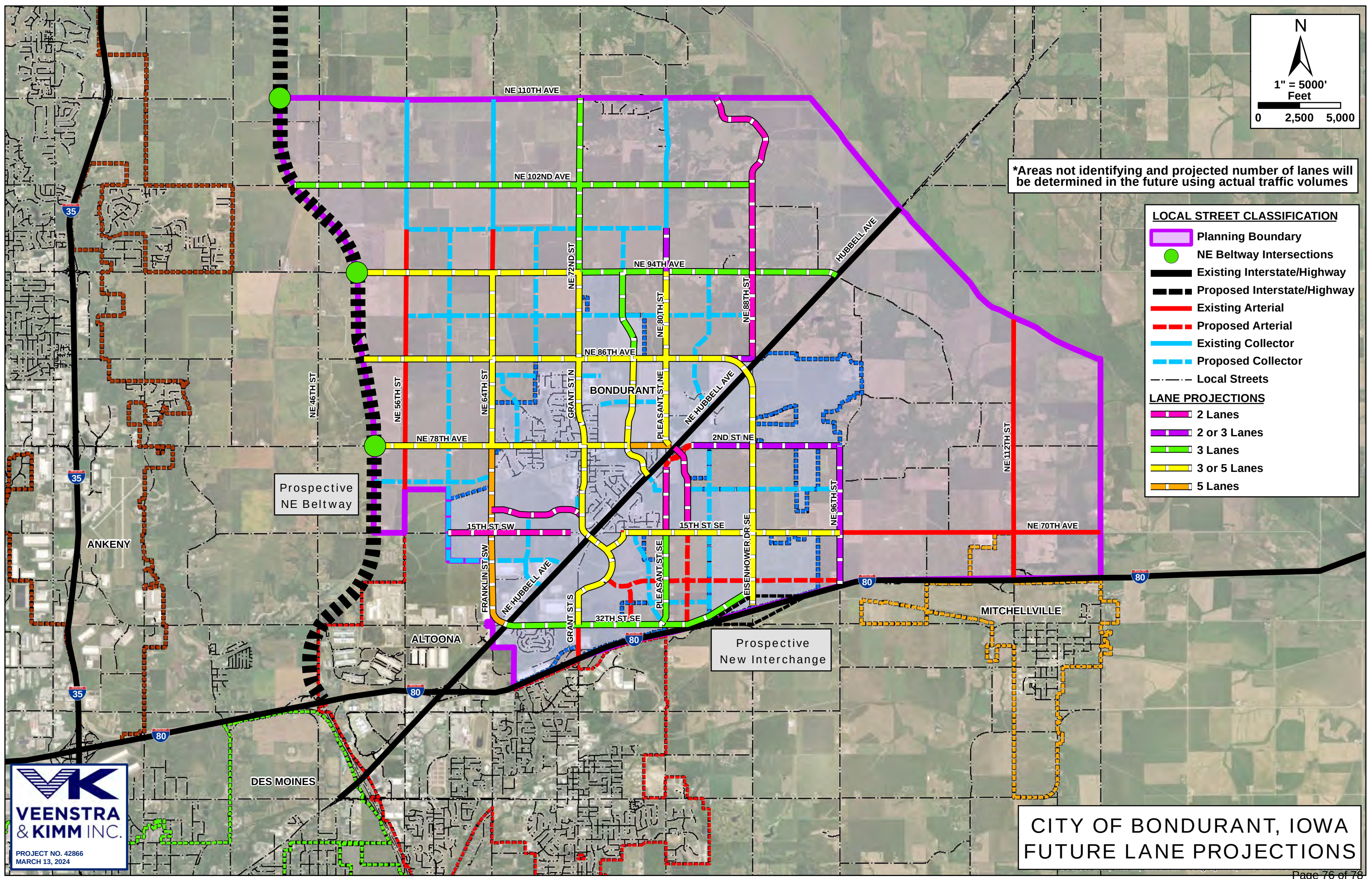
*Areas not identifying and projected number of lanes will be determined in the future using actual traffic volumes

LOCAL STREET CLASSIFICATION

- Planning Boundary
- NE Beltway Intersections
- Existing Interstate/Highway
- Proposed Interstate/Highway
- Existing Arterial
- Proposed Arterial
- Existing Collector
- Proposed Collector
- Local Streets

LANE PROJECTIONS

- 2 Lanes
- 2 or 3 Lanes
- 3 Lanes
- 3 or 5 Lanes
- 5 Lanes



VEENSTRA & KIMM INC.
PROJECT NO. 42866
MARCH 13, 2024

CITY OF BONDURANT, IOWA
FUTURE LANE PROJECTIONS

PLANNING AND ZONING COMMISSION
RESOLUTION NO. PZ-240314-09

RESOLUTION REGARDING RECOMMENDED APPROVAL OF THE MAJOR
STREETS MASTER PLAN

WHEREAS, Policy 22A of the Building Bondurant Comprehensive Plan states the City should require new development to accommodate not only the needs of the local street network, but also future arterial and collector streets based on the City's ultimate street map; AND

WHEREAS, Veenstra & Kimm has prepared the City of Bondurant's Major Streets Plan to address Policy 22A of the Building Bondurant Comprehensive Plan; AND

WHEREAS, the major objectives of the Major Streets Plan are 1.) Predict order and magnitude for future traffic volumes on Bondurant's existing and proposed major streets in order to recommend the number of through lanes on each of the streets identified and 2.) Look at what other needs the surface transportation may have.

NOW, THEREFORE, BE IT RESOLVED, that the Planning and Zoning Commission of the City of Bondurant, Iowa, recommends City Council adoption of the Major Streets Master Plan.

Moved by _____ Seconded by _____ to adopt.

ATTEST: I, Isaac Pezley, City Planner, hereby certify that at a meeting of the Planning and Zoning Commission held on March 14, 2024, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand the day and year above written.

Isaac Pezley, City Planner

Action	Yay	Nay	Abstain	Absent
Brostrom				
Clayton				
Keeran				
Mains				
Pitt				
Torres				
Vore				

Karen Keeran, Commission Chair