

# ***THE NEVADA PLAN***

*A Comprehensive Development Plan for Nevada, Iowa*

*Prepared with the Citizens of Nevada*

*by RDG Crose Gardner Shukert*

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# INTRODUCTION

## *The Nevada Comprehensive Plan*



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**NEVADA** has traditionally been a governmental center for its surrounding area. The city now must place itself in a position to take advantage of a new era of growth, generated by a healthier regional economy, an increasing national interest in community quality, and a spectacular natural environment.

The Nevada Plan provides a comprehensive vision of the city's future, based on taking strategic actions to preserve the small city quality of life while taking full advantage of its growth potential.

Iowa's cities live in a changing social and economic environment. As America enters the twenty-first century, many predict that the next focus of community growth will be the high-quality medium-sized town, with its combination of opportunities, values, and civic character. As Nevada begins the new century, it finds itself with many of the prerequisites for growth. The city must position itself to take advantage of this new opportunity, while at the same time identifying and preserving those features that make the city uniquely attractive. The objective of this comprehensive plan is to help Nevada identify the policies and make the investments necessary to encourage growth while maintaining its unique community character.

A comprehensive development plan has three fundamental purposes. These include:

- Providing an essential legal basis for land use regulation such as zoning and subdivision control,
- Presenting a unified and compelling vision for a community, derived from the aspirations of its citizens, and
- Defining the specific actions necessary to fulfill that vision.

## **THE ROLES OF THE COMPREHENSIVE PLAN**

### **The Legal Role**

Communities prepare and adopt comprehensive plans for legal purposes. Section 414.3 of the Code of Iowa enables cities to adopt zoning and subdivision ordinances to promote the "health, safety, morals, or general welfare of the community." Land use regulations such as zoning ordinances recognize that people in a community live cooperatively and have certain responsibilities to one another. These regulations establish rules that govern how land is developed within a municipality and its extraterritorial jurisdiction.

However, in Iowa as in most other states, cities may not adopt land use ordinances without first adopting a comprehensive development plan. This require-





ment derives from the premise that land use decisions should not be arbitrary, but should follow an accepted and reasonable concept of how the city should grow. The Nevada Plan provides the ongoing legal basis for the city's authority to regulate land use and development.

### **The Plan as a Community Building Tool**

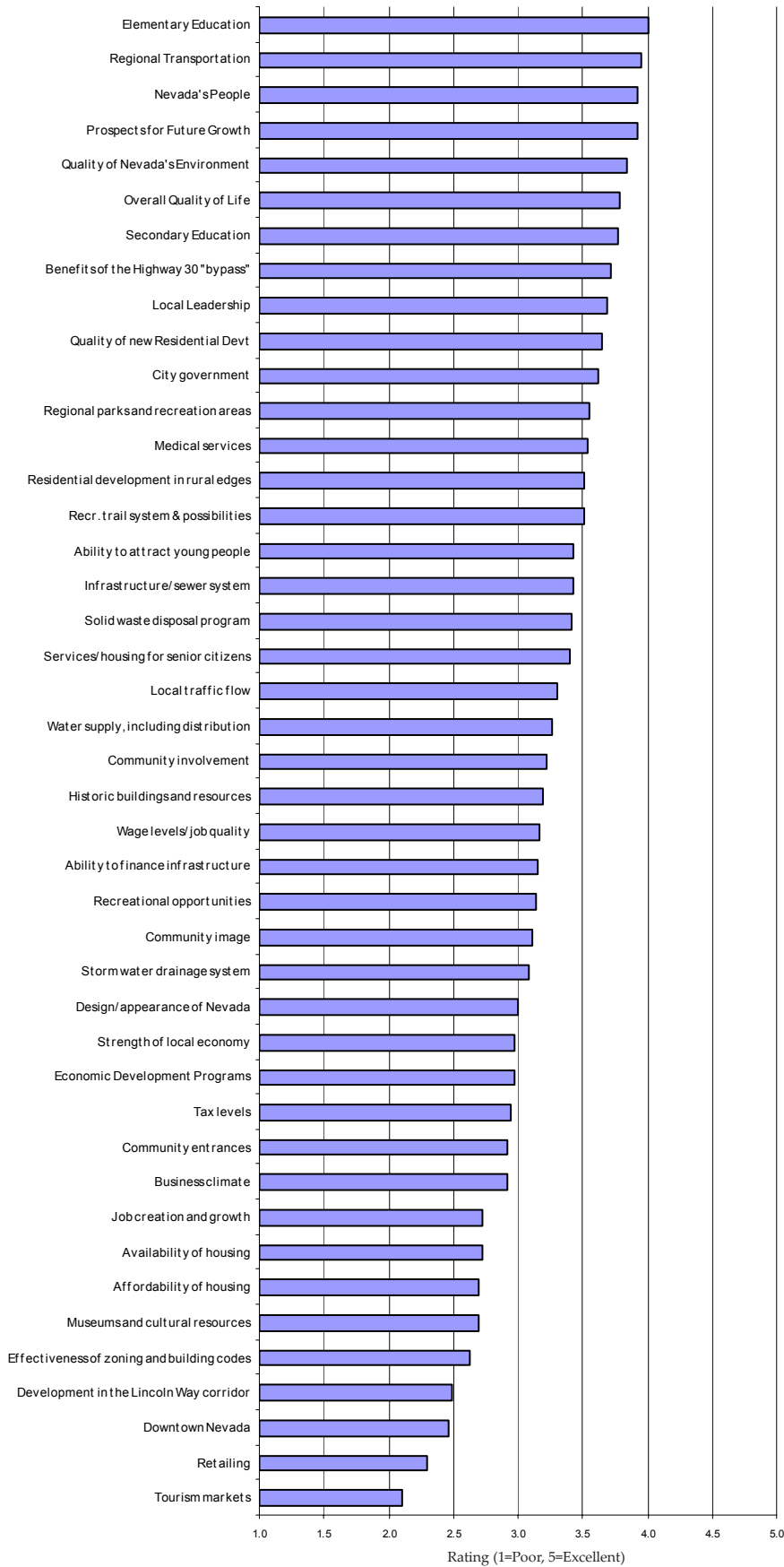
A comprehensive development plan has an even more significant role in the growth of a community. The plan establishes a vision of Nevada's future, based on the participation of residents in the planning of their community. This vision is particularly crucial at this time in the community's history, as issues such as economic development, infrastructure development and finance, and the maintenance of a unified community affect the city's character, central districts, and economic health. Beyond defining a vision, the plan presents a unified action program that will implement the city's goals. The plan is designed as a working document - a document that both defines the future and provides a working program for realizing the city's great potential.

## **THE PLANNING PROCESS**

### **Community Survey**

The Nevada Plan is the result of a planning process that called on citizens of the city to define objectives for the next twenty years. A community Report Card Survey was used to help participants rate strengths and weaknesses. Those items that received the highest rating (4's and 5's) represent the community's major assets from the perspective of survey participants. Conversely, those items with most frequent low ratings (1's and 2's) represent major areas in need of improvement. The results of the Community Report Card survey are shown in the graph on the adjacent page.

It should be noted that the survey was conducted during the public participation process, which took place in 1998. Some of the issues identified in this process have been addressed by the city. The original draft of this plan was created shortly after the public participation process, but the narrative of this document was updated in 2003 and those projects that were completed up to that time are included herein. However, the narrative describing the public participation process and the results of that process were unchanged in this document in order to preserve the integrity of the information provided by the participants.



Community Report Card



In the community report card process, a rating with an aggregate score above 3.5 generally represent community strengths. Those with a ranking below 3.0 represent perceived weaknesses. Major community strengths include:

- Elementary Education
- Regional Transportation
- Nevada's People
- Prospects for Future Growth
- Quality of Nevada's Environment
- Overall Quality of Life
- Secondary Education
- Benefits of the Highway 30 Bypass

Perceived community weaknesses included:

- Tourism market
- Retailing
- Downtown Nevada
- Development in the Lincoln Way corridor

### **Workshops**

In addition to the community survey, planning committee members participated in a workshop to identify the most important goals and projects for Nevada in the coming twenty years. Again, it is important to note that the workshops took place during the public participation process, which occurred in 1998. Some of the goals identified in this process have been attained by the city and are documented in this document.

### **Quality of Life**

*Goal: Nevada will develop an array of public facilities that will enhance the city's quality of life and provide services to a variety of population groups.*

Specific projects will include:

- A new auditorium/performance center. (Long-term)
- A youth center with a program of ongoing activities. (Medium-term)
- A religious education center. (Long)
- Emergence of the Fairgrounds as a center for agricultural expositions (Short)
- Define and develop a Family Resource Center (Medium)
- Develop a new recreation complex. Components may include:
  - a pool or aquatics facility (Short)
  - a YMCA/health complex. (Short to medium)
  - a soccer/baseball/softball complex (Short)
  - a new gym (Short)



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*Goal: Nevada's downtown will be a core of community life, an active district that provides a lively civic and commercial center for the city.*

- Complete sidewalk improvement project. (Medium)
- Provide adequate downtown parking. (Short)
- Establish a town square or major public gathering space in Downtown. (Long)
- Promote downtown restoration, including preservation of historic buildings. (Ongoing)



*Goal: Nevada will be an educational hub for eastern Story County, and will provide an enriched learning environment for its residents.*

- Develop a specialization in multilingual skills. (Long)
- Complete a comprehensive plan for educational facilities. (Short)
- Build a new elementary school. (Medium)
- Appoint a community education director. (Long)
- Develop a community college campus and continuing education center (Long)
- Maintain a networked community information system. (Long)

*Goal: Nevada will maximize use of its human resources, working together to create a great community for the next century.*

- Establish a Youth Leadership Nevada program. (Medium)
- Design and implement a community volunteer program. (Short)
- Develop a system for inter-congregational cooperation. (Medium)
- Develop mission statements and complementary focuses among service clubs. (Long)
- Retain a community grant-writer to seek funding from foundations. (Short)
- Define and develop community projects to address quality of life on a cooperative basis. (Short)
- Provide a system for community-based decision making processes, maximizing involvement in government and public policy. (Long)
- Tap the resources of retired volunteers. (Medium)
- Retain a services coordinator (Short)

*Goal: Nevada will secure its place as a significant provider of health services.*

- Increase technological capabilities at the hospital. (Medium)
- Expand hospital parking. (Medium)
- Attract more specialized doctors. (Medium)

*Goal: Nevada will be an attractive city that takes maximum advantage of its physical characteristics.*

- Develop Evergreen Lane and historical sites. (Medium)
- Provide zoning ordinances which bring diverse groups together. (Long)
- Institute an environmental education program. (Short)
- Expand community-wide recycling programs. (Short)
- Provide a safe transportation system. (Short)
- Link a bicycle trail system into the Story County trail network. (Medium)



*Goal: Nevada will increase economic opportunities for residents.*

- Develop a center for a school to career program for youth and adults. (Long)
- Provide life-skills training for low-income and transitional citizens. (Medium)

*Goal: Nevada will provide needed facilities for senior citizens.*

- Provide senior housing with accessible services such as shopping. (Medium)
- Develop an assisted living facility. (Long)

## **Economic Development**

*Goal: Nevada will establish a public policy structure which encourages business and development, while maintaining high community standards.*

- Institute a user-friendly, direct planning and zoning process. (Short)
- Conduct a best practices search on incentives, services, and zoning policies. (Short)
- Retain a full-time economic development coordinator, knowledgeable in the area of incentive programs. (Short)
- Provide a full-time planner/engineer in city government. (Short)
- Establish a process that focuses on the needs of existing businesses. (Short)

*Goal: Nevada will provide a physical framework which supports economic growth.*

- Provide adequate housing to serve potential employers. (Short)
- Define and plan growth areas. (Short)
- Keep land options available (Medium)
- Reduce physical barriers to growth, providing additional overpasses at the railroad and US 30 to link parts of the town together. (Medium)

*Goal: Nevada will be identified as an important destination or location for new or expanding businesses.*

- Implement an effective, “whole-community” marketing campaign. (Short)
- Consider overall costs of living, examining the competitive posture of Nevada in terms of costs and services offered. (Medium)

## **Growth and Development/Housing**

*Goal: Nevada will develop adequate housing resources to support a growing community.*

- Develop 1,000 housing units during the next 20 years.

*Goal: Nevada should assure that a substantial amount of its housing stock remains affordable to mixed income people.*

- Develop or conserve an adequate supply of affordable housing:
  - Single-family housing in \$80,000 to \$120,000 ranges.
  - Apartments in the \$475 to \$650 range.
  - Affordable senior housing.

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*Goal: Nevada will provide adequate development areas for new housing.*

- Create a framework of equal distribution of development to maintain a concentric, unified community.

## **Transportation and Infrastructure**

*Goal: Nevada will develop a traffic circulation system which supports overall community growth objectives.*

- Improve the Lincoln Way corridor, including widening and signals where required. (Short)
- Repair the S-14 bridge to the Fairgrounds. (Short)
- Repair the Lincoln Way bridge. (Short)
- Revise the city's truck route. (Short)
- Improve railroad crossings. (Short)
- Complete paving of S and T Streets from 5th to 14th. (Medium)
- Provide curb and gutter on all city streets. (Medium)
- Complete a regional extension of 13th Street from the I-35 interchange to Nevada. (Medium)
- Provide a west interchange at US 30 and S-14. (Medium)
- Connect S-14 to US 30 through Indian Ridge. (Medium)
- Maintain an ongoing street rehabilitation program. (Ongoing)
- Develop new streets, including local street and collector continuity, to serve developing areas and link them back to the established town. (Ongoing)
- Provide additional grade separations over both the east-west and north-south UP lines. (Long)
- Provide frontage roads or other local service systems along the US 30 corridor. (Medium)

*Goal: Nevada will provide a continuous pedestrian and non-motorized transportation network, and will provide alternatives to automobile transportation.*

- Complete the downtown sidewalk program. (Short)
- Provide public transportation to Ames. (Medium)
- Develop a comprehensive trails system, integrated into the transportation network, with a link to Ames. (Ongoing)
- Consider a regional rapid transit or interurban system (Long)

*Goal: Nevada will provide public buildings which expedite the efficient delivery of quality services.*

- Expand the city's library. (Short)
- Provide a new elementary school (Short/medium)
- Develop a new police facility, potentially in cooperation with the county. (Short/medium)
- Develop a recreation/athletic/aquatics center. (Short/medium)
- Develop a south side fire station as growth demands. (Medium/long)
- Develop a new city hall if space needs require. (Medium/long)





- Develop a new public works facility, potentially in cooperation with county. (Medium/long)
- Implement an overall park system improvement master plan. (Ongoing)

*Goal: Nevada will provide adequate infrastructure facilities to meet present needs and future growth requirements.*

- Complete improvements to Drainage District 17. (Short)
- Implement an ongoing storm sewer improvement program. (Ongoing)
- Implement an ongoing sanitary sewer improvement program. (Ongoing)
- Implement an ongoing water system improvement program. (Ongoing)
- Complete a new water treatment plant and elevated storage structure. (Medium)
- Develop new or additional waste water treatment facilities. (Long)

### **THE COMPREHENSIVE PLAN: APPROACH AND FORMAT**

The comprehensive plan presents a strategy-oriented approach to the future development of Nevada. The plan includes seven chapters, corresponding to the city's most important physical development issues. Many of the traditional sections of a comprehensive plan, such as land use, housing, infrastructure, and transportation, recur throughout the plan, because of their impact on other areas. This enables the plan to tell the story of the city's future development and presents an integrated program for the city's growth.

#### **Themes within the Nevada Plan**

The overriding focus of the Nevada Plan, based on the deliberations of the Planning Coordinating Committee and the results of the community workshops, is how to position the city to take advantage of new growth opportunities, while enhancing the character of its natural and built environment. Such a plan should improve traffic mobility, housing opportunity, potential for business growth, and recreational activities while reinforcing Nevada's traditional features and distinctive image and character. The ultimate goal is to create a unified, financially sound city that takes best advantage of its major growth opportunities. The chapters of the Nevada Plan include:

**1. Population and Growth Context**, presenting an analytical view of the city's people and economy, along with projections of the amount of residential, commercial, and industrial land needed for the next twenty years.

**2. Community Growth and Land Use** presents detailed strategies to guide future growth in new development areas. This section presents a Development Concept which illustrates the basic principles for growth in the city and a Future Land Use Plan. These plans provide the frameworks which guide development of other important community systems. This section also includes

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recommendations for improved land development regulations, designed to promote quality development while providing flexibility and predictability for developers and builders.

**3. Mobility and the City Environment** details the transportation framework needed to assure that as Nevada grows, all parts of the city remain linked to one another and to the region as a whole.

**4. A Vital Town Center** proposes a development program for the city's traditional center, a distinctive place that remains an active mixed use center.

**5. A Green Network** describes Nevada's parks and outdoor recreation facilities and establishes a concept for a linked park system that provides an open space framework for the city.

**6. Quality Public Services** examines the quality of public facilities and infrastructure within Nevada. Facilities discussed in this chapter include City Hall, the library, the police department, the fire department, the parks and other public facilities. These facilities are vital to the city's ability to support growth and serve present and future residents. It includes a detailed assessment of each public facility and major infrastructure system and provides a program for infrastructure and facility development.

**7. Housing and Neighborhoods** examines housing needs in Nevada and proposes programs to address the ongoing health of Nevada's residential areas.

**8. Implementing the Plan** draws together the analysis and policies of the plan into a program for implementation. It summarizes the recommendations and development policies of the plan, and presents an Implementation Schedule. It also lists proposed projects and the time-frame for their completion.





# 1

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## A PROFILE OF NEVADA

*Population and Growth Context*





The first half of this chapter examines important demographic and regional trends that will affect Nevada as it plans for the future. This analysis will examine the community's population and demographic dynamics and land use trends. The second part of this chapter will look to Nevada's future. It will include an examination of the city's future population composition and its relationship to the city's future land use needs.

## POPULATION CHARACTERISTICS

Population and population characteristics help to explain the condition of a community. An analysis of the characteristics and dynamics of Nevada's population reveals several important observations.

- **Nevada has experienced population growth over the last forty years.** Since 1960 Nevada's population has grown by 2,437 persons or 57.5%.
- **In the last forty years, Nevada experienced its largest gains in population during the 1970s and its smallest during the 1980s.** From 1970 to 1980 Nevada grew by 960 persons, but during the 1980s this trend reversed and Nevada grew by only 97 persons. However, the 1980s was a time of population loss for many communities of Nevada's size throughout the Midwest.
- **From 1980 to 2000 Nevada grew by 13%.** This was slightly faster than Ames at 11%, but slower than Polk City (41%) and Indianola (20%). Most of this growth occurred during the 1990s when Nevada grew by nearly 11%.

Table 1.1 exhibits historic population growth in Nevada, with other comparable Central Iowa communities.

**TABLE 1.1: Population Change: Nevada and Other Iowa Communities**

	1960	1970	1980	1990	2000	Change 1960-1980	Change 1980-2000
Nevada	4,227	4,952	5,912	6,009	6,658	40%	13%
Ames	27,003	39,505	45,776	47,198	50,731	70%	11%
Boone	12,466	12,488	12,602	12,392	12,803	1%	2%
Indianola	7,062	8,852	10,843	11,340	12,998	54%	20%
Perry	6,442	6,906	7,053	6,652	7,633	9%	8%
Polk City	567	716	1,658	1,908	2,344	192%	41%
Atlantic	6,890	7,306	7,789	7,432	7,257	13%	-7%



Three factors account for Nevada's population change:

- *A comparison of births and deaths.* A surplus of births over deaths causes the population of a community to increase. A city with a younger population (particularly of people in childbearing or family formation years) will experience a higher birth rate, measured as number of births per 1,000 people.
- *Migration Patterns.* Some of a community's residents will choose to move out; other people will move into it. If more people move in to a city than leave, its population will increase.
- *Annexation.* Annexation of land with residents will increase a community's population.

The population trends of the 1990s are analyzed by comparing the city's expected population (based solely on changes in births and deaths) with the actual outcome of the 2000 census. Table 1.2 below summarizes the results of this analysis. These projections are based on the following assumptions:

- A cohort-survival method is used to forecast population. This method "ages" a five-year age range of people and computes how many of them will survive into the next five year period. The cohort survival rates used for this analysis were developed by the National Center for Health Statistics (1992).
- Projected birth rates used for this analysis were developed by the U.S. Bureau of the Census.

Projections are approximations that may not fully represent real behavior. However, it is clear that actual population growth in Nevada during the 1990s far exceeded expected growth, based on 1990 age distributions. This rapid growth, equal to over four times the predicted growth levels, is likely the result of substantial in-migration of new residents into the community.

**TABLE 1.2: Predicted and Actual Population Change, 1990-2000**

	1990	2000	Change	% Change
<b>Predicted Population</b> (based on survival and birth rates)	6,009	6,155	146	2.4%
<b>Actual Population</b>	6,009	6,658	649	10.8%
<b>Predicted Male Population</b>	2,855	2,968	113	4.0%
<b>Actual Male Population</b>	2,855	3,215	360	12.6%
<b>Predicted Female Population</b>	3,154	3,176	22	0.7%
<b>Actual Female Population</b>	3,154	3,443	289	9.2%

Table 1.3 compares predicted and actual population change for each age group in the city. The predicted population projects how many people would be in each age group in 2000 if the city had experienced neither migration nor population increases caused by annexation. The variance percentage shows how well this prediction corresponds with real population changes. Essentially, this analysis indicates whether people in a given age group tended to move into or out of Nevada. This analysis indicates:

- **Young adults were the fastest growing cohort during the 1990s.** The largest increases in real population over predicted population occurred in age cohorts ranging from 20 to 34 years old. This explains the increase in population for children under the age of 9. As Nevada demonstrated, attracting childbearing age cohorts is a key component to strong population growth in the future.

- **Nevada lost population among residents 45 to 59.** During the 1990s a high percentage of Nevada's population of peak wage earners left the city

**TABLE 1.3: Predicted and Actual Age Cohort Change, 1990-2000**

Age Group	1990 Actual	2000 Predicted	2000 Actual	(Actual - Predicted)	% variance: Actual/Pred
Under 5	425	347	450	103	29.7%
5-9	455	390	454	64	16.4%
10-14	430	424	466	42	9.9%
15-19	386	454	447	-7	-1.5%
20-24	401	427	493	66	15.5%
25-29	510	383	550	167	43.6%
30-34	516	397	441	44	11.1%
35-39	472	505	498	-7	-1.4%
40-44	418	510	560	50	9.8%
45-49	321	464	435	-29	-6.3%
50-54	267	406	393	-13	-3.2%
55-59	228	306	278	-28	-9.2%
60-64	228	246	246	0	0.0%
65-69	231	201	215	14	7.0%
70-74	233	187	197	10	5.3%
75-80	182	172	181	9	5.2%
80-84	152	149	183	34	22.8%
85+	154	188	171	-17	-9.0%
Total	6,009	6,156	6,658	502	8.2%





in an apparent search for opportunity. This would indicate that Nevada needs to work to provide higher paying, senior level positions and provide housing to serve empty nesters.

Table 1.4 is an analysis of cohorts as a percent of the population. This profile can be used to examine the nature of Nevada's population and to project its future characteristics. This analysis indicates:

- **Nevada has an evenly dispersed population.** For many communities the baby boom generation (approximately 40 to 55 year olds) make up the largest percentage of the population. However, in Nevada no cohort exceeds 8% of the population. This balance is a result of Nevada's ability to attract young adults and the loss of mature adults.
- **Nevada experienced a -9.0% decline among the city's oldest residents.** Those over the age of 85 dropped as a percentage of the total population.

**TABLE 1.4: Age Composition as Percent of Total Population, 1990-2000**

Age Group	1990 Population	2000 Population	Change 1990-2000	Percent of Total 1990	Percent of Total 2000
Under 5	425	450	25	7%	7%
5-9	455	454	-1	8%	7%
10-14	430	466	36	7%	7%
15-19	386	447	61	6%	7%
20-24	401	493	92	7%	7%
25-29	510	550	40	8%	8%
30-34	516	441	-75	9%	7%
35-39	472	498	26	8%	7%
40-44	418	560	142	7%	8%
45-49	321	435	114	5%	7%
50-54	267	393	126	4%	6%
55-59	228	278	50	4%	4%
60-64	228	246	18	4%	4%
65-69	231	215	-16	4%	3%
70-74	233	197	-36	4%	3%
75-80	182	181	-1	3%	3%
80-84	152	183	31	3%	3%
85+	154	171	17	3%	3%
Median	33.9	35.3			

- Nevada's median age increased from 33.9 to 35.3 during the 1990s

Overall the population analysis suggest that:

- Nevada continues to be a relatively young community, whose new growth is largely made up of families.
- Nevada is an attractive living environment to families with children, who experienced the most significant growth during the 1990s
- Mature adults were more likely to leave the city than any other age group.

## ECONOMIC FACTORS

### ■ Employment

Nevada is integrated into the economic life of the county, and to some degree the City of Ames. While the city includes some commercial and older industrial development, it does not accommodate large employers. As a result, most residents work outside the city's boundaries. An analysis of economic characteristics and dynamics reveals additional important observations.

**TABLE 1.5: Nevada Employment by Industry, 2000**

Industry	Nevada		Story County	
	<u>Employed</u>	<u>%</u>	<u>Employed</u>	<u>%</u>
Total Employed	3,582	100.0	44,535	100
Agriculture, forestry, fishing, hunting, and mining	25	0.7	941	2.1
Construction	258	7.2	2,369	5.3
Manufacturing	564	15.7	3,715	8.3
Wholesale trade	60	1.7	956	2.1
Retail trade	441	12.3	5,088	11.4
Transportation and warehousing, and utilities	140	3.9	1,259	2.8
Information	72	2	1,384	3.1
Finance, insurance, real estate, and rental and leasing	208	5.8	2,017	4.5
Professional, scientific, management, administrative, and waste management	409	11.4	3,853	8.7
Educational, health and social services	807	22.5	15,136	34
Arts, entertainment, recreation, accommodation and food services	248	6.9	3,734	8.4
Other services (except public administration)	126	3.5	1,767	4.0
Public administration	224	6.3	2,316	5.2

Source: US Census Bureau





- **Nevada’s residents are more likely to be employed in manufacturing and professional positions.** Table 1.5 compares the employment makeup of Nevada with that of Story County as a whole, based on 2000 Census data. The table indicates that residents of Nevada are more likely to be employed in manufacturing, professional, or construction categories than the county as a whole. Residents of Nevada are less likely to be employed in the categories of education, health, and social services; arts, entertainment, recreation, accommodation and food services; or agriculture, forestry, fishing, hunting, and mining than the county. The largest percentage of Nevada residents are employed in the category of education, health and social services (22.5%). The same is true for the county as a whole, with 34.0% of residents employed in the category of education, health and social service.

- **Nevada’s residents are more likely to be employed in production, transportation, and material moving occupations than residents in the county.** Table 1.6 compares the types of jobs held by Nevada’s residents with occupations in Story County. In general, Nevada’s residents are more likely to be employed in production, transportation, and material moving occupations than residents of Story County. The highest percent of occupations in Nevada and Story County are in management and professional occupations. 43% of Story County’s population is employed in this category while only 32% of Nevada residents are.

## ■ Income

Nevada has experienced a steady increase in median household income. Median income increased by 54.3% between 1980 and 1990, growing from \$16,905 in 1980 to \$26,082 in 1990. This growth has continued at an even greater rate since 1990 with a 63% increase in median household income to \$42,527 in 2000.

**TABLE 1.6: Employment by Occupation Nevada, 2000**

	Nevada		Story County	
	<u>Employed</u>	<u>%</u>	<u>Employed</u>	<u>%</u>
Total Employed	3582	100.0	44,535	100.0
Management, professional, and related occupations	1,152	32.2	19,167	43.0
Service occupations	624	17.4	6,728	15.1
Sales and office occupations	912	25.5	11,244	25.2
Farming, fishing, and forestry occupations	0	0	424	1.0
Construction, extraction, and maintenance occupations	311	8.7	2,905	6.5
Production, transportation, and material moving occupations	583	16.3	4,067	9.1

Source: US Census Bureau



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## ■ Commuting Patterns

In 1990 the mean travel time to work for Nevada residents was 14.7 minutes. This increased to 18.1 minutes in 2000, according to the U.S. Census. This would indicate that the average Nevada resident works outside of the city, likely in the Ames area, and that this trend is increasing. 2000 Census data indicates that about 81% of all workers drive to work alone; 10% use carpools, and just under 6% walk to work and about 2% work at home.

## ■ Conclusions

The economic analysis of Nevada indicates that:

- Nevada residents tend to commute to work outside the community.
- The city's residents are most likely to be employed in manufacturing; professional, scientific, management, administrative, and waste management; or construction.
- Nevada's workers are more likely to work in the management and professional; or sales and office occupations.





## EXISTING LAND USE CHARACTERISTICS

This section describes land use characteristics and trends that will help determine the amount of land needed to accommodate development in Nevada.

The Existing Land Use Map and Table 1.7 summarize current land uses in Nevada and its jurisdiction based on a detailed field survey. In addition to providing acreage and percentage breakdowns by general land use categories, the survey provides detailed information on specific uses. Table 1.8 compares Nevada's land use characteristics to Pella and Waukee, Iowa.

### ■ Residential Uses

Most of Nevada's residential land is in single-family use. Single-family homes comprise 73% of all residential development in the city. Rural Residential estates made up the next largest percentage followed closely by mobile homes. Nevada has a significantly smaller percentage of residential land in comparison to Waukee, Iowa, which is a growing community on a metropolitan fringe; but a slightly higher percentage than Pella, Iowa. Nevada also has the lowest density pattern of residential development with 7.8 acres for every 100 persons as compared to Pella at 9.24 and Waukee with 16.1.

### ■ Commercial Uses

3.6% of Nevada's developed land is in commercial or office use, or about 50.12 acres. This ratio is nearly identical to both Pella and Waukee, Iowa. However, Nevada's ratio of commercial land to population is slightly less than both Pella and Waukee.

### ■ Industrial Uses

Nevada has nearly 78 acres of industrial land within the city, which is 5.6% of its overall land. This is a significantly smaller percentage than Pella and Waukee experience. Waukee, a community that is undergoing a transition from a rural community to a suburban community, has 7.8% of its land in industrial uses. Pella, which is a community with a very strong industrial base, has 8.5% of its land in industrial use, or 2.9% more than Nevada. Nevada's ratio of industrial land to population, measured in acres/100 people is approximately half of both Pella and Waukee.

### ■ Civic/Parks and Recreation

Compared to Pella and Waukee, Nevada has the largest percentage of land dedicated to parks and recreation. In 2002 the city had approximately 130 acres of land in park and recreation and another 100 acres in

greenways and open space. Nevada does have the smallest percentage of land in civic development despite being the county seat. This is likely the result of a compact development pattern.



**TABLE 1.7: Nevada's Land Use Distribution, 2002**

<b>Land Use Category</b>	<b>Acres</b>	<b>% Of Developed Land</b>
<b>Residential</b>	<b>517.00</b>	<b>35.5%</b>
Rural Residential	48.30	3.3%
Single-Family	377.73	25.9%
Duplex	16.67	1.0%
Multi-Family	24.61	1.8%
Mobile Home	41.05	3.0%
Retirement Residential	8.64	0.6%
<b>Commercial</b>	<b>50.12</b>	<b>3.6%</b>
Office	16.18	1.2%
Downtown	8.80	0.6%
Retail and General Commercial	25.14	1.8%
<b>Industrial</b>	<b>77.68</b>	<b>5.6%</b>
General Industrial	72.18	5.0%
Light Industrial/Warehousing	5.50	0.4%
<b>Civic</b>	<b>279.57</b>	<b>20.3%</b>
School	29.64	2.1%
Public Facilities and Utilities	47.97	3.5%
Other Civic Uses	71.61	5.2%
Parks and Rec.	130.35	9.5%
<b>Road Right of Way</b>	<b>454.46</b>	<b>33.0%</b>
<b>Total Developed Land</b>	<b>1,378.83</b>	<b>100.0%</b>
Agriculture and Open Space	1,216.32	
Vacant Urban Land	40.29	
<b>Total Area</b>	<b>2,635.44</b>	

**TABLE 1.8: Comparative Land Use in Nevada and Other Iowa Communities**

	% of Developed Area			Acres/100 People		
	Nevada	Pella	Waukee	Nevada	Pella	Waukee
Residential	37.5	31.3	58.9	7.8	9.24	16.1
Commercial	3.6	3.6	3.5	0.8	1.06	0.9
Industrial	5.6	8.5	7.8	1.2	2.5	2.1
Civic	10.8	26.6	16.1	2.2	7.8	4.4
Parks/Rec	9.5	5.1	3.3	2.0	1.6	0.9
Transportation	33.0	24.9	10.4	6.8	7.4	2.9
<b>Total Developed Area</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>20.8</b>	<b>29.6</b>	<b>27.3</b>



## POPULATION AND GROWTH CONTEXT

### ■ Nevada's Future Population

Projecting the future size and makeup of Nevada's population helps predict the future demographic character of the town. This is critically important for the city's planning and policy decisions regarding future investments and growth. This section examines scenarios for future growth, given Nevada's experience over the last ten years.

Future population for Nevada is forecast by utilizing the annual growth rate experienced during the 1990s. During the past decade Nevada's population grew from 6,009 to 6,658, corresponding to a slightly higher than 1% annual growth rate. Applying this same growth rate over the next twenty-years (Table 1.9) results in a 2010 population of 7,376 and a 2020 population of approximately 8,174. Based on this projection, Nevada's population will increase by approximately 11% over the next ten years and 23% over the next 20 years. This 20 year growth projection would be higher than the 13% increase experienced between 1980 and 2000 and lower than the 40% increase experienced between 1960 and 1980.

This plan is intended to create a framework for planned growth. This means that development areas are designated that relate to the amount of growth that the city can realistically expect. This approach assures that transportation and utility systems are designed and built in an orderly and cost-effective way, and that the city ultimately gains full economic advantage from its expansion.

Population projections are an inexact science. However, projections can help a city establish priorities. A clear future challenge for Nevada will be its ability to encourage new development in an economical and high quality community development structure.

**TABLE 1.9: Nevada Population Projections, 2000-2020**

	2000	2010	2020
Natural Growth	6,658	6,823	6,958
0.5% Annual Growth Rate	6,658	6,998	7,356
<b>1% Annual Growth Rate</b>	<b>6,658</b>	<b>7,376</b>	<b>8,174</b>
1.5% Annual Growth Rate	6,658	7,727	8,967

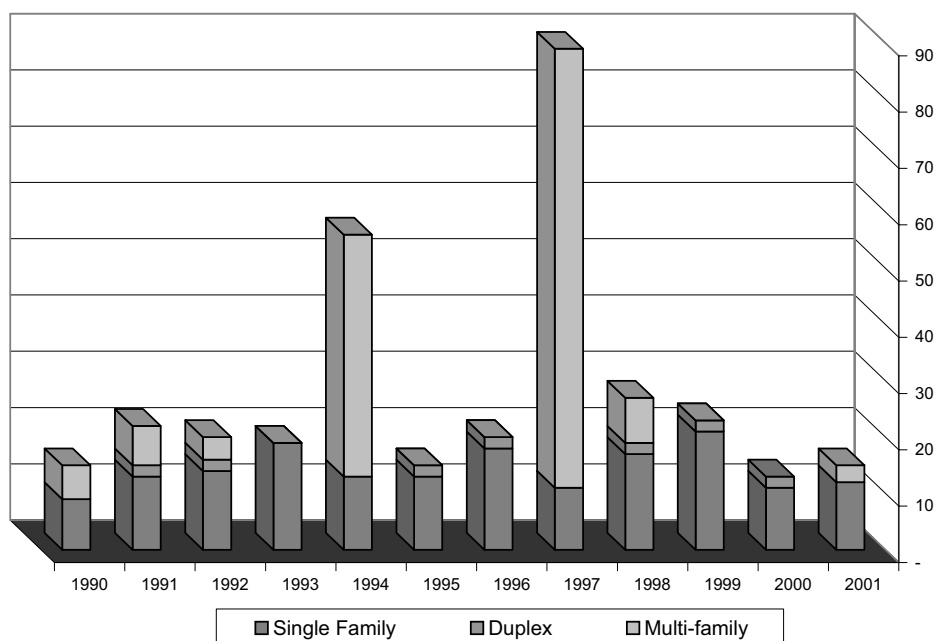
## ■ Residential Land Use Projections

Population projections and existing development rates help to formulate projections for land consumption over the next twenty years. From 1990 to 2001, Nevada added an average of 28 units annually, of which approximately half were single-family units. That level of development should increase slightly to support a population of over 8,000 by 2020. The chart below diagrams the construction trend during the 1990s

## ■ Residential Building Permits, 1990-2001

Table 1.10 presents the projected twenty-year housing demand for a 2020 population of 8,174. This analysis is based on the following methods and assumptions:

- The basic method used in projecting annual demands are to compare the number of units needed in a given year (number of households plus projected vacancy rate) with the number of units available during that year (housing supply during the year less the units that leave the housing supply and must be replaced). Twenty-year demands are based on multiples of the five year demand computed in this section.
- Household size in Nevada is expected to decrease slightly during the twenty-year period from 2.36 in 2000 to about 2.34 people per household in 2020.
- The city's non-household population (people in institutions, group quarters, or nursing homes) does not produce a demand for conventional housing. These forecasts project that the non-household population will remain constant at its 2000 rate of 3.1% of the city's population.





**TABLE 1.10: Projected Housing Development Demand**

	2000-2010	2010-2020	Total
Population at the End of Period	7,377	8,174	
Household Population at End of Period	7,148	7,920	
Average People/Household	2.36	2.34	
Household demand at End of Period	3,029	3,385	
Projected Vacancy Rate	5.76	5.76	
Unit Needs at End of Period	3,214	3,591	
Replacement Need	10	10	20
<b>Cumulative Need</b>	<b>348</b>	<b>388</b>	<b>735</b>
Average Annual Construction	35	39	37

- Nevada's current vacancy rate of 5.76% is a healthy rate that the city should strive to maintain. This assures that current and future residents have a variety of choices within the Nevada market.
- During the 1990s, Nevada lost a total of 34 units or approximately 3 units per year. For a community of 6,500 this is a fairly high rate and it is unlikely that this level will be sustained. For purposes of projecting future housing demand this rate has been dropped to 1 unit per year or 10 units between 2000 and 2010.

Based on existing occupancy standards approximately 70% to 75% of the new units will be in a single-family configuration and 30% to 25% in multi-family. On the average, three single family units will require one acre of land, six single-family attached units will require an acre and the average gross density of multi-family development will be 12 units to an acre. As a standard, the plan recommends the land provided for residential development over a twenty year period be equal to twice the area that new growth actually needs. This is necessary to preserve competitive land pricing. Based on these assumptions, Table 1.11 presents the amount of new area that will be required for additional development. Annual actual absorption of residential land will be in the range of 8 acres annually. Using the rule of designating land at a rate of two times the "hard demand," this suggests a total reservation of land for residential development of about 320 acres over the twenty year period.

### ■ Projection of Commercial Development

The comparative analysis of Nevada's commercial development needs demonstrates that the city has a relatively small amount of commercial development in relation to its population. This is largely due to the city's proximity to Ames. In the future, new commercial development should continue to occur within Nevada to address the needs of new neighborhoods, rather than only occurring along major roadways.



**TABLE 1.11: Required Residential Land 2000-2020**

2000-2010	% of Demand	Units	Gross Density (du/A)	Land Needs	Designated Land (x2)
Single Family Deattached	60%	209	3.5	59.7	119
Single Family Attached	15%	52	6	8.7	17
Multi-family	25%	87	12	7.3	15
Total	100%	348		76	151
2010-2020	% of Demand	Units	Gross Density (du/A)	Land Needs	Designated Land (x2)
Single Family Deattached	60%	233	3.5	66.5	133
Single Family Attached	15%	58	6	9.7	19
Multi-family	25%	97	12	8.1	16
Total	100%	388		84.3	169
<b>Total 2000-2020</b>		<b>736</b>		<b>160</b>	<b>320</b>

**TABLE 1.12: Estimated Commercial Land Requirements, 2000-2020**

Population Proportion Method	2001	2010	2020	Conversion Need	Designated Land (x1.5)
Projected Population	6,658	7,377	8,174		
Comm Use/100 res.	0.75	0.85	0.95		
Projected Commercial Use (acres)	50.12	62.7	77.65	27.53	41.295
Residential Use Proportion Method	2001	2010	2020	Conversion Need	Designated Land (x1.5)
Residential Land (acres)	517.00	592.52	676.74		
Commercial/Residential Ratio	0.096944	0.096944	0.096944		
Projected Commercial Use (acres)	50.12	57.44	65.61	15.49	23.235

Two methods can be used to help project commercial land needs. These include:

- *A population service relationship.* This method relates commercial growth to population projections. It assumes that the absolute amount of commercial land per 100 people will grow in proportion to population growth. In Nevada's case, this proportion will increase over time to compensate for the extremely low ratio that currently exists. Thus, service for the additional 1,516 people projected for the city will be served at the rate of 0.95 acres per 100 people.
- *Residential use proportion.* This assumes a constant relationship between the amount of land used for residential and commercial purposes. It relates commercial growth directly to residential development rates. Unlike the population service method, the residential use proportion will remain constant at the 2001 level.





This analysis indicates a need for 15 to 28 acres of commercial land over the next twenty years. In the case of commercial development a rule of designating land at a rate of one and a half times the “hard demand” would suggest a total reservation of 23 to 41 acres.

### ■ Projection of Industrial Development

Industrial land needs are difficult to predict because of the opportunistic nature of industries. A single large industrial development could demand more land than has been experienced historically. It is also important to provide land for the expansion or relocation of Nevada’s existing industrial uses as individual companies prosper and expand.

The same forecasting methodology as was used for commercial development has been utilized for projecting industrial space needs. Results are indicated in Table 1.13. Based on a designation of about 3 times the hard demand for industrial space, this analysis suggests that the plan reserves about 53 to 72 acres for industrial use. This reservation should remain flexible enough to accommodate greater demand if market forces warrant.

**TABLE 1.13: Estimated Industrial and Business Park Land Requirements, 2000-2020**

<b>Population Proportion Method</b>	<b>2001</b>	<b>2010</b>	<b>2020</b>	<b>Conversion Need</b>	<b>Designated Land (x3)</b>
Projected Population	6,658	7,377	8,174		
Industrial Use/100 res.	1.17	1.17	1.17		
Projected Industrial Use (acres)	77.68	86.07	95.37	17.69	53.07
<b>Residential Use Proportion Method</b>	<b>2001</b>	<b>2010</b>	<b>2020</b>	<b>Conversion Need</b>	<b>Designated Land (x3)</b>
Residential Land (acres)	517.00	592.52	676.74		
Industrial/Residential Ratio	0.150251	0.150251	0.150251		
Projected Industrial Use (acres)	77.68	89.03	101.68	24.00	72.00

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## ■ Summary of Population and Land Use Projections

- Nevada has experienced a fairly steady annual growth rate of 1% over the past decade. If this trend continues Nevada will reach a population of 7,377 by 2010 and 8,174 by 2020.
- A population over 8,000 will generate a need for an additional 736 residential units. Dividing these units into 60% single family detached, 15% single family attached, and 25% multi-family reveals a land need of approximately 160 acres. However, to assure a variety of choices in the market the Nevada plan should designate roughly 320 acres.
- To meet the city's growing commercial demand, the Nevada Plan projects a need for between 23 and 41 acres of commercial land and 369 to 477 acres of industrial land.



# 2

## COMMUNITY GROWTH & LAND USE



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## BASIC DEVELOPMENT PRINCIPLES

The city Development Concept provides an overall structure to individual land use, annexation, and public facility development decisions. These principles fall into three categories:

- *General Principles*, describing overriding rules and assumptions guiding development policy.
- *Framework Principles*, addressing such key ingredients of community structure as transportation and open space systems.
- *Redevelopment Principles*, establishing areas of specific development focus.

The Land Use Policies presented in the succeeding pages illustrate and expand on these basic principles, which grow out of Nevada's unique community characteristics.

## GENERAL PRINCIPLES

### CONCENTRIC DEVELOPMENT CENTERS

Growth should occur in multiple growth centers, generally concentric around the city center, with residential growth occurring to the west, north and south; and commercial/industrial growth occurring to the west and south. The circulation and open space systems should act as unifying factors that link growth areas to one another and to established parts of the city.

### MANAGED GROWTH

Land designated for development should be related to real market demand. Development policy should provide adequate choice while still providing for orderly, managed development. Staging of growth should be based on incremental extensions of public utilities.

### A UNIFIED COMMUNITY FRAMEWORK

A continuous framework of streets and open spaces should be pre-planned to maintain linkages between the traditional city and newly developing areas. The transportation system serving new areas should encourage the concept of planned, concentric growth. The framework designated in the comprehensive plan should promote easy access among all parts of the city.

### GROWTH WITH THE LAND

Design of developments should be consistent with the character of the land, and should respect and enhance important natural features. Future development should reflect the patterns of the land, using drainage corridors, creeks, slopes, and wooded areas as greenways that create a linked open space system and connect the city's neighborhoods.



## QUALITY COMMUNITY DESIGN

The design of new development should maintain high standards in order to preserve Nevada's image as one of America's highest quality small towns.

## FRAMEWORK PRINCIPLES

### A CONTINUOUS STREET NETWORK

Nevada's future street system should maintain a high degree of continuity and diminish the dividing effects of the city's railroad network. Street networks within growth areas should be clear and easy to navigate, avoiding cul-de-sacs and maintaining a high level of connectivity.

### STREETS AS PUBLIC SPACES

Important street corridors should function as public spaces as well as conduits for traffic. Their design should include landscaping, comfortable pedestrian and in some cases bicycle accommodations, and attractive lighting, street furnishings, and other features.

### GREENWAY SYSTEM

Nevada should continue its policy of developing an Indian Creek greenway and continue this concept into other parts of the community, resulting in a greenway system loop.

### COMMERCIAL DEVELOPMENT NODES

New commercial development should be located in specific nodes, with the characteristics of business districts. Strip or linear commercial development should be discouraged.

### INDUSTRIAL AND BUSINESS PARK DEVELOPMENT

Districts for industry and business park development should occur at locations with excellent regional access and minimum impact on the residential fabric of the city.



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## REDEVELOPMENT PRINCIPLES

### NEVADA TOWN CENTER

Nevada's city center should maintain and expand its status as a local and regional mixed use commercial district, building on the completion of the sidewalk and streetscape project with strong marketing, promotion, and business development campaigns.

### MIXED USE URBAN CORRIDORS

The mixed use character of Nevada's cross-axes, 6th Street and Lincoln Highway, should be enhanced, recognizing these corridors as districts with special land use regulations, design standards in the public environment, and traffic and pedestrian management. The Lincoln Highway corridor should generally evolve to mixed-use development that combines good design standards with building and parking siting that is appropriate to the street's urban context.

### SOUTH VILLAGE

The former Seventh Day Adventist complex on 6th Street should develop as a residential village, using existing structures and adding new housing and small residential buildings.

### GATEWAY DISTRICTS

The new Highway 30/133 interchange should develop as a gateway district, including attractive entrance features and incorporating high quality commercial and mixed use (office/residential) development.

### RAILROAD CORRIDORS

Railroad corridors should be screened from surrounding neighborhoods through living buffers of landscaping, minimizing their visual impact. A mixed-use (industrial/commercial) district should be created along the main railway line between S-14 and 11<sup>th</sup> Street. This district should promote uses with low densities of people and prohibit on-site storage of flammable or toxic materials. Warehousing and general storage uses would be an ideal use within this district.





## LAND USE PLAN

This section presents land use strategies that will enable Nevada to plan successfully for projected growth. Overall development patterns should reinforce the functional and aesthetic values of a compact city. In Nevada, this implies that new development should be contiguous to existing city infrastructure, be designed to provide a high degree of pedestrian and vehicular mobility, and take advantage of the area's special environmental features. The city's growth program should:

- Designate growth areas for residential development, designed to provide the appropriate amount of land or urban conversion.
- Ensure that new development maintains continuity and linkages among neighborhoods.
- Encourage adequate commercial growth to respond to potential market needs in Nevada, supportable by the city's service systems.
- Provide adequate land to support an economic development program that capitalizes on Nevada's resources.
- Promote the strategic redevelopment of centrally located parts of the city to appropriate, contemporary land uses.
- Recognize and conserve the unique environmental resources that exist within Nevada's planning jurisdiction.

The components of this program include:

- ADEQUATE LAND SUPPLY
- COMPACT DEVELOPMENT PATTERN
- GROWTH CENTERS
- DEVELOPMENT PHASING
- GREENWAY SYSTEM
- MIXED USE URBAN CORRIDORS
- COMMERCIAL NODES
- INDUSTRIAL GROWTH AREAS
- LAND USE REGULATION THAT IMPLEMENTS POLICY GOALS

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## ADEQUATE LAND SUPPLY

Nevada should designate enough land for new development to meet a year 2020 population target of almost 8,200 people.

## COMPACT DEVELOPMENT PATTERN

Nevada should encourage compact growth that generally grows incrementally from previously developed areas. Staging of development should be consistent with market forces and serviceability by incremental infrastructure extensions. Development should include the following broad policy zones:

- *Agricultural Zone.* This includes areas that will remain in agricultural uses for the foreseeable future and are unlikely to experience development with urban services. Continued agricultural use is proposed. In areas that are unlikely to experience annexation, very low density residential may be permitted.
- *Agricultural Reserve.* These areas will not be required for development with full urban services until after this plan's time horizon, but can eventually support urban growth and represent Nevada's long-term expansion areas. Agriculture should be maintained as the primary use here and very low-density subdivisions on septic or other individual systems should be discouraged. Agricultural reserve areas may be annexed to maintain land use and subdivision control during the planning period.
- *Conservation Residential.* These are areas that will support low-density residential development designed to maintain the integrity of environmentally important features.
- *Principal Development Zone.* This area represents land designated for urban development through the year 2020.

## GROWTH CENTERS

Nevada will establish a framework of growth centers connected to one another by collector streets and greenways, designed to create better neighborhoods and improved linkages. These growth centers include:

### Residential Growth Areas

- *North Growth Center,* extending from T Avenue to the current city limits line west of 11th Street. Primary use in this growth area will be residential. Limited commercial development is proposed at T Avenue and County Road S-14.





- *Indian Ridge Growth Center*, including the area between the Indian Creek greenway and the Union Pacific Railroad. This area is an existing planned residential development. Proposed land uses include residential development with varying densities, commercial development at Lincoln Highway, and mixed-use development to the south.
- *South Growth Center*, including new development south of South G Avenue in the southeast part of the city, along with lower density conservation development around the Indian Creek corridor.
- *East Growth Center*. This area includes potential development east of 19th Street. Its development requires a regional solution to Drainage District 17, involving the expansion and improvement of a surface drainage way and greenway feature. Development of this area is probable following the planning horizon of this document.

### **Mixed Use And Non-Residential Growth Areas**

- *Nevada Business Park*. This involves completion of the Nevada Business Park and surrounding areas south of the proposed Recreation and Sports Complex, between 11th and 19th Streets. The business park will include a combination of commercial uses and business park and light industrial uses.
- *Nevada Gateway Development Area*. This includes mixed use and commercial development at the proposed 6th Street interchange on Highway 30. Mixed use development at the Gateway District also includes the South Village site.
- *West Business Park*. This includes expansion of the current industrial park development in the Airport Road corridor.

### **DEVELOPMENT PHASING**

Development in Nevada should be phased, with each phase building on infrastructure developed during earlier phases. The anticipated phasing is illustrated on the Development Phasing Map. Phase 1 development includes those areas that are both most readily served by infrastructure and respond to market demands. These areas include the North Growth Center between 11th Street and County Road S-14 and Indian Ridge.

### **GREENWAY SYSTEM**

A continuous greenway system should be created in Nevada to provide good park service to residents and connect neighborhoods and activity centers together. The Indian Creek greenway, extending from T Avenue south, is the core of this system. Other components include multi-use

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corridors along existing and planned streets, and a greenway associated with future improvement of Drainage District 17.

### MIXED USE URBAN CORRIDORS

Nevada's major urban corridors, 6th Street and Lincoln Highway, should act as extensions of downtown that link to major community entrances, accommodating mixed uses and providing an attractive public environment. Another mixed-use environment lies along the main line of the railway corridor. This area should be reserved for commercial and industrial uses that are compatible with the setback requirements, noise, access restrictions, and safety concerns of a high-traffic railroad environment.

### COMMERCIAL NODES

Nevada's commercial development should be located within well-defined nodes or districts, each with a unique and complementary role. These nodes include:

- Nevada's city center.
- The Highway 30 Gateway District, with completion of the interchange.
- The 19th Street interchange with Highway 30, along with the South G Avenue corridor between 11th and 19th Streets.
- 19th and Lincoln Highway.
- Indian Ridge at Lincoln Highway.
- Airport Road and Lincoln Highway.
- Neighborhood commercial development at T Avenue and S-14.

### INDUSTRIAL GROWTH AREAS

Nevada should provide attractive sites for future industrial and business park development. Primary sites include:

- Business park development north of US 30 between 11th and 19th Streets.
- The Airport Road corridor.

### LAND USE REGULATION THAT IMPLEMENTS POLICY GOALS

Nevada should use land development regulation as a method to implement land use policy and community development objectives. These regulations should provide a framework for decision-making that recognizes the different urban contexts and development objectives of various parts of the city.





## ZONING CONCEPTS

### AR Agricultural Reserve District

The AR District provides for and preserves the agricultural and rural use of land, while accommodating very low-density residential development generally associated with agricultural uses. Land included in the Agricultural Reserve policy district is also retained in the AR district to prevent premature or inappropriate development.

### RR Rural Residential District

This district provides for the rural residential use of land, accommodating very low and low-density residential environments. It applies to areas designated for Conservation Development.

### R-1 Low-Density Single-Family Residential District

This district is intended to provide for low-density residential neighborhoods, characterized by single-family dwellings on relatively large lots with supporting community facilities and urban services.

### R-2 Medium-Density Single-Family Residential District

This district is intended to provide for medium-density residential neighborhoods, characterized by single-family detached and attached dwellings on relatively large lots with supporting community facilities and urban services.

### R-3 Urban Family Residential District

This district is intended to provide for medium-density residential neighborhoods, characterized by single-family dwellings on small to moderately sized lots and low-density, duplex, and townhouse development.

### R-4 Multiple-Family Residential District

This district provides locations primarily for multiple-family housing, with supporting and appropriate community facilities.

### R-5 Mobile Home Residential District

This district recognizes that mobile home development, properly planned, can provide important opportunities for affordable housing.

### UC Mixed Use Urban Corridor

This district recognizes the mixed-use character of major urban corridors, including Lincoln Highway and 6th Street, which contains a combination of residential, commercial, and office uses. These designations include special aesthetic and sign standards to maintain their character as urban streets, but avoid requirements that cannot be satisfied within the urban contexts of the corridors.



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### LC Limited Commercial/Office

This district reserves appropriately located area for office development and a limited variety of low-impact commercial facilities that serve the needs of residents of surrounding residential communities. Commercial and office uses are designed to be compatible with nearby residential use.

### CC Community Commercial

This district is intended for commercial facilities that serve the needs of markets ranging from several neighborhoods to the overall region. These districts are appropriate at major intersections or gateway locations.

### DC Downtown Commercial District

This district is intended to provide appropriate development regulations for Downtown Nevada.

### GC General Commercial

This district accommodates a variety of commercial uses, some of which have significant traffic or visual effect. These districts may include commercial uses that are oriented to services, including automotive services, rather than retail activities.

### BP Business Park

This district is designed to promote the development of planned business parks that accommodate corporate offices, research facilities, and structures that can combine office, distribution, and limited industrial uses.

### LI Limited Industrial

This district is intended to reserve sites appropriate for the location of industrial uses with relatively limited environmental effects.

### GI General Industrial

This district is intended to accommodate a wide variety of industrial uses, some of which may have significant external effects.

### COS Conservation and Open Space

This district designates and preserves environmentally sensitive areas or primary public open spaces.





### Overlay or Special Districts

Land use regulations also should provide for overlay districts, which establish special standards for projects in unusual or sensitive settings. Recommended overlay districts and their purposes include:

- Mixed Use Districts
- Planned Unit Developments
- Historic Districts
- Traditional Neighborhood Character Districts
- Floodplain Districts
- Railway Industrial

### FRAMEWORK FOR DECISION MAKING

Nevada's Future Land use map and policies should provide both guidance and flexibility to decision makers in the land use process.

A Future Land use Plan provides a development vision for the city that guides participants in the process of community building. However, it cannot anticipate the design or specific situation of every rezoning application. Therefore, the plan should not be taken as a literal, lot-by-lot prescription, of how land is to be utilized. Rather, it provides a context that helps decision-makers, including city administrative officials, the Planning and Zoning commission, and the City Council make logical decisions that implement the plan's overall principles.

The Land Use Plan establishes a number of categories of land uses, some of which provide for single primary uses while others encourage mixed uses. Two tables are included in this section to help approving agencies interpret the intentions of the land use plan. Table 3.1, Land Use Plan Categories and Use Criteria, presents and defines the various categories proposed in the plan and establishes criteria for their application.

**TABLE 2.1: Land Use Plan Categories and Use Criteria**

<b>Land Use Category</b>	<b>Use Characteristics</b>	<b>Features and Locational Criteria</b>
<b>Agriculture and Open Space</b>	<ul style="list-style-type: none"> <li>- Generally in agricultural or open space use.</li> <li>- Agriculture will remain the principal use during the planning period.</li> <li>- Extension of urban services is unlikely during the foreseeable future.</li> </ul>	<ul style="list-style-type: none"> <li>- These areas should remain in primary agriculture use. Urban encroachment, including large lot subdivisions, should be discouraged.</li> <li>- Primary uses through the planning period will remain agricultural.</li> </ul>
<b>Urban Reserve</b>	<ul style="list-style-type: none"> <li>- Generally in agricultural or open space use.</li> <li>- Areas may be in the path of future urban development after the planning horizon contained in this plan.</li> <li>- Very low density residential uses may be located in this area. Outside of clusters, density should not exceed 32 units per square mile.</li> </ul>	<ul style="list-style-type: none"> <li>- These areas should be reserved for long-term urban development.</li> <li>- Primary uses through the planning period will remain agricultural.</li> <li>- Any interim large lot residential development should avoid obstructions to future urban development.</li> </ul>
<b>Conservation Development</b>	<ul style="list-style-type: none"> <li>- Restrictive land uses, emphasizing housing and open space.</li> <li>- Civic uses may be allowed with special use permission.</li> </ul>	<ul style="list-style-type: none"> <li>- Applies to wooded, hilly, and/or other environmentally sensitive or unique environments in the southern part of the planning area.</li> <li>- Development regulations should promote reservation of environmental features and common open space and design of projects to take best advantage of open space resources.</li> <li>- Gross densities will generally be less than one unit per acre, although lot clustering may produce smaller individual lots.</li> </ul>
<b>Low-Density Residential</b>	<ul style="list-style-type: none"> <li>- Restrictive land uses, emphasizing single-family detached development, although unconventional single-family forms may be permitted with special review.</li> <li>- Civic uses are generally allowed, with special permission for higher intensity uses.</li> </ul>	<ul style="list-style-type: none"> <li>- Primary uses within residential growth centers.</li> <li>- Should be insulated from adverse environmental effects, including noise, smell, air pollution, and light pollution.</li> <li>- Should provide a framework of streets and open spaces.</li> <li>- Typical densities range from 1 to 6 units per acre.</li> </ul>
<b>Moderate/Mixed Density Residential</b>	<ul style="list-style-type: none"> <li>- Restrictive Land Uses, emphasizing housing.</li> <li>- May incorporate a mix of housing types, including single-family detached, single-family attached, and townhouse uses.</li> <li>- Limited multi-family development may be permitted with special review and criteria.</li> <li>- Civic uses are generally allowed, with special permission for higher intensity.</li> </ul>	<ul style="list-style-type: none"> <li>- Applies to established neighborhoods of the city which have diverse housing types, and in developing areas that incorporate a mix of development.</li> <li>- Developments should generally have articulated scale and maintain identity of individual units.</li> <li>- Develop in projects with adequate size to provide full services.</li> <li>- Tend to locate in complexes, but should include linkages to other aspects of the community.</li> <li>- Typical maximum density is 6 to 10 units per acre.</li> <li>- Innovative design should be encouraged in new projects.</li> </ul>
<b>High-Density Residential</b>	<ul style="list-style-type: none"> <li>- Allows multi-family and compatible civic uses.</li> <li>- Allows integration of limited office and convenience commercial within primarily residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>- Locate at sites with access to major amenities or activity centers.</li> <li>- Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses.</li> <li>- Traffic should have direct access to collector or arterial streets to avoid overloading local streets.</li> <li>- Developments should avoid creation of compounds.</li> <li>- Attractive landscape standards should be applied.</li> <li>- Typical density is in excess of 10 units per acre.</li> </ul>
<b>Mobile Homes</b>	<ul style="list-style-type: none"> <li>- Accommodates mobile homes which are not classified under Iowa State law as "manufactured" housing.</li> <li>- Single-family, small lot settings within planned mobile home parks.</li> </ul>	<ul style="list-style-type: none"> <li>- Develop in projects with adequate size to provide full services.</li> <li>- Tend to locate in complexes, but should include linkages to other aspects of the community.</li> <li>- Typical maximum density is 8 units per acre.</li> <li>- A new zoning district should be established to govern development of mobile home facilities.</li> <li>- Development proposals always require Planned Development designations.</li> </ul>

**TABLE 2.2: Land Use Plan Categories and Use Criteria**

<b>Land Use Category</b>	<b>Use Characteristics</b>	<b>Features and Locational Criteria</b>
<b>Mixed Use</b>	<ul style="list-style-type: none"> <li>- Incorporates a mix of residential, office, and limited commercial uses.</li> </ul>	<ul style="list-style-type: none"> <li>- Applies to urban corridors, including 6th Street and Lincoln Highway.</li> <li>- Also applies to planned areas in new districts which incorporate an urban mix of residential, office, and commercial uses.</li> <li>- Developments should emphasize relationships among parts.</li> <li>- Pedestrian traffic should be encouraged and neighborhood scale retained when applicable.</li> <li>- Projects should avoid large expanses of parking visible from major streets.</li> <li>- Special performance incentives should apply along the Lincoln Highway corridor.</li> </ul>
<b>Neighborhood Activity Center/Limited Commercial</b>	<ul style="list-style-type: none"> <li>- Includes a range of low-impact commercial uses, providing a variety of neighborhood services.</li> <li>- Includes low to moderate building and impervious coverage.</li> <li>- May include office or office park development.</li> </ul>	<ul style="list-style-type: none"> <li>- Should be located at intersections of major or collector streets.</li> <li>- Should avoid a "four corners" configuration, except within neighborhood business districts.</li> <li>- Uses should be limited in terms of operational effects.</li> <li>- Good landscaping and restrictive signage standards should be maintained.</li> <li>- Good pedestrian/bicycle connections should be provided into surrounding areas.</li> <li>- The dominance of automobiles should be moderated by project design.</li> </ul>
<b>Commercial</b>	<ul style="list-style-type: none"> <li>- Includes a variety of commercial uses.</li> <li>- Establishes larger buildings and parking facilities than Neighborhood/Limited Commercial uses.</li> </ul>	<ul style="list-style-type: none"> <li>- Should be located at intersections of arterials or other major streets.</li> <li>- Should avoid a "four corners" configuration.</li> <li>- Traffic systems should provide alternative routes and good traffic flow.</li> <li>- Negative effects on surrounding residential areas should be limited.</li> <li>- Good landscaping and restrictive signage standards should be maintained.</li> <li>- Good pedestrian/bicycle connections should be provided into surrounding residential service areas.</li> <li>- Buffering from surrounding uses may be required.</li> <li>- Special development requirements may apply at gateway districts, such as major interchanges.</li> </ul>
<b>Downtown Mixed Use</b>	<ul style="list-style-type: none"> <li>- Traditional downtown district of Nevada.</li> <li>- Includes mix of uses, primarily commercial, office, upper level residential, and warehousing/industrial uses.</li> <li>- Primary focus of major civic uses, including government, cultural services, and other civic facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Establishes mixed use pattern in the traditional city center.</li> <li>- Recognizes current development patterns without permitting undesirable land uses.</li> <li>- District may expand with development of appropriately designed adjacent projects.</li> <li>- New projects should respect pedestrian scale and design patterns and setbacks within the overall district.</li> <li>- Historic preservation is a significant value.</li> </ul>
<b>Business Park /Limited Industrial</b>	<ul style="list-style-type: none"> <li>- Business parks may combine office and light industrial/research uses.</li> <li>- Limited industrial provides for uses which do not generate noticeable external effects.</li> </ul>	<ul style="list-style-type: none"> <li>- A new district for business parks, including office and office/distribution uses with good development and signage standards should be implemented.</li> <li>- Limited industrial uses may be located near office, commercial, and, with appropriate development standards, some residential areas.</li> <li>- Strict control over signage, landscaping, and design is necessary for locations nearer to low intensity uses.</li> </ul>
<b>General Industrial</b>	<ul style="list-style-type: none"> <li>- General industrial provides for a range of industrial enterprises, including those with significant external effects.</li> </ul>	<ul style="list-style-type: none"> <li>- General industrial sites should be well-buffered from less intensive uses.</li> <li>- Sites should have direct access to major regional transportation facilities, without passing through residential or commercial areas.</li> <li>- Developments with major external effects should be subject to Planned Development review.</li> </ul>
<b>Civic</b>	<ul style="list-style-type: none"> <li>- Includes schools, churches, libraries, and other public facilities that act as centers of community activity.</li> </ul>	<ul style="list-style-type: none"> <li>- May be permitted in a number of areas, including residential areas.</li> <li>- Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management.</li> </ul>
<b>Public Facilities and Utilities</b>	<ul style="list-style-type: none"> <li>- Includes facilities with industrial operating characteristics, including public utilities, maintenance facilities, and public works yards.</li> </ul>	<ul style="list-style-type: none"> <li>- Industrial operating characteristics should be controlled according to same standards as industrial uses.</li> <li>- When possible, should generally be located in industrial areas.</li> </ul>

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# 3

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## MOBILITY AND THE CITY ENVIRONMENT

*A Transportation System that Meets Development Objectives*





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**NEVADA**'s basic transportation system is a grid system, designed to distribute traffic throughout the city. This transportation network is defined by three major cross axes; north-south 6th Street and east-west Lincoln Way and Highway 30. The accesses to Highway 30 at 6<sup>th</sup> Street and S-14 are currently at-grade, but are planned to be combined into a single grade separated half-diamond interchange. The improvement of Highway 30 to four-lane had major regional transportation benefits that must be supported through future transportation planning policy.

Features such as topography, West Indian Creek, railroad corridors, and Highway 30 interrupt Nevada's street continuity. West Indian Creek is a relatively minor waterway, but its presence has had a direct impact on Nevada's growth, as evidenced by the limited number of crossings over the creek. As the city grows, its transportation system must continue to provide good local circulation around and through town, and accommodate regional traffic needs. In addition, transportation is an important formative element of the future city — the concepts identified in the future land use plan require support from the transportation network. Finally, Nevada's streets and public rights-of-way account for nearly 33% of the city's land area, making them the city's most extensive public properties. Therefore, streets provide important public spaces in communities, and must be thought of as a key part of the public environment. Their appearance and condition have a major impact on the health and value of private property throughout the city.

This chapter is designed to provide Nevada with a transportation system concept that:

- Solves existing and emerging circulation problems.
- Unifies various parts of the city, assuring that the community grows together as it grows larger.
- Helps to define desirable development patterns and land uses.
- Links Nevada's activity and employment centers together.
- Maintains the quality of the urban environment and the economic health of its components.

As Nevada grows and changes, its transportation system should:

PROVIDE FOR THE SAFE AND CONVENIENT MOVEMENT OF ALL RESIDENTS.

Safety is a fundamental consideration for all elements of a transportation system. Transportation conflicts and a mixture of turning movements create traffic "friction" that slows travel and increases the probabilities of accidents, a particular challenge in urban corridors such as Lincoln Way. A traffic system that sorts out these varied demands and provides alternatives will become a safer and more expeditious system.



In addition, the community should serve the needs of a growing number of pedestrians and bicyclists and help insure their safety as well. Nevada's relatively compact nature and pedestrian oriented town center lend itself to bicycle and pedestrian travel. This chapter will address these concerns, provide solutions for identified problems, and suggest direction for future needs that will emerge from community change.

#### ASSURE THAT THE TRANSPORTATION SYSTEM IS ADEQUATE TO MEET THE DEMANDS PLACED UPON IT.

In Nevada, capacity and congestion are significant issues in certain places. These issues are especially significant along the major corridors and most evident at the intersection of these corridors, such as at Lincoln Way and 6th Street. Here, frequent turning movements compound traffic conflicts.

#### USE THE TRANSPORTATION NETWORK TO SUPPORT DESIRABLE PATTERNS OF COMMUNITY DEVELOPMENT.

Transportation systems do more than move people from one place to another. They also form the structure of the community and are a very important implementation tool in the comprehensive planning process. The reservation of transportation corridors will provide structure for new development in the city, and will channel growth into areas that can be provided with public services. In addition, transportation availability determines the location of major activity centers.

#### DEVELOP A TRANSPORTATION SYSTEM THAT RESPECTS STREETS AS IMPORTANT FEATURES WITHIN THE PUBLIC ENVIRONMENT.

Streets in cities have traditionally been important parts of the public environment. Many of Nevada's streets have a scale, quality, and landscaped environment that make them important features of the cityscape. Streets with a civic quality to them include 6<sup>th</sup> Street, Lincoln Way, and I Avenue. However, contemporary street design often does not address the public character of streets, instead treating them solely as conduits for cars. Streets should be conceived as community corridors that can create special places and add rather than detract from their surrounding neighborhoods.

### THE STRUCTURE OF THE STREET NETWORK

Nevada's street system grew from its original grid, generated from the crossroads of present-day 6th Street and Lincoln Way. The original grid street pattern expanded over time, although more recent development to the east and north is often characterized by longer blocks. Contemporary development, with its curvilinear patterns that follow the topography of the hills, occurs on the western and southern edges of the city and breaks the basic symmetry of the grid pattern.

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Streets in Nevada can be placed in the following functional classifications:

- *Expressways.* Expressways and regional arterials generally include divided road sections with limited median cuts and access points. Highway 30 is classified as an expressway, and provides grade-separated access to Nevada at 19<sup>th</sup> Street. The access points at Airport Road, S-14, and 6<sup>th</sup> Street are at-grade. However, the 6<sup>th</sup> Street and S-14 interchanges will be redeveloped into a single grade-separated interchange in the future.

- *Major Arterials.* These roads serve regional needs and connect major activity centers. Major arterials in Nevada include:

- Lincoln Way (Lincoln Highway)
- 6<sup>th</sup> Street (south of Lincoln Way)
- S-14 (north of Lincoln Way)

- *Other Arterials.* These major streets connect with and complement the major arterial system by linking major activity centers and connecting various parts of the city together. As a rule, these streets are spaced at 0.5 to 1.0 mile intervals in developed urban areas. Other arterials in Nevada include:

- Airport Road
- 1<sup>st</sup> Street (south of Lincoln Way)
- 19<sup>th</sup> Street

- *Collectors.* The collector system links neighborhoods together and connects them to arterials and activity centers. Collectors are designed for relatively low speeds (30 mph and below) and provide unlimited local access. The following are collectors in the Nevada system:

East-West

- R Avenue
- I Avenue
- E Avenue
- South B Avenue
- South G Avenue

North-South

- 2<sup>nd</sup> Street (north of I Avenue)
- 10<sup>th</sup> Street
- 11<sup>th</sup> Street
- 15<sup>th</sup> Street

Most streets in Nevada provide two through lanes. Multi-lane facilities include:

- *U.S. Highway 30.* U.S. Highway 30, which passes through the southern portion of Nevada, is a four lane divided highway.





## THE TRANSPORTATION PLAN

This section examines important elements of the transportation system that will assist in developing specific projects and policies. It discusses the structure of the city's street system and the role that its individual parts play. The transportation program for Nevada should meet current and future mobility needs while enhancing the character of the city's urban environment. This general policy includes:

- Improving traffic circulation on arterial streets.
- Maintaining a functional system of local collector streets that distributes people around the city without using arterials.
- Reducing traffic friction and safety conflicts.
- Developing a continuous network to accommodate non-automobile transportation.
- Developing street corridors that serve other community and economic development objectives, including leading visitors from regional approach routes to major commercial and cultural destinations within the community.

The components of this program include:

- STREET CLASSIFICATION SYSTEM
- LONG-RANGE CIRCULATION SYSTEM
- CONTINUITY IN GROWTH AREAS
- STREETS AS PUBLIC SPACES
- PEDESTRIAN AND TRAIL SYSTEM
- SIDEWALK NETWORK
- STREET REHABILITATION
- COMMUNITY GATEWAYS AND CORRIDORS
- REGIONAL PUBLIC TRANSPORTATION

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## STREET CLASSIFICATION SYSTEM

*Nevada should define the roles of existing and proposed streets within its traffic system.*

The street classification plan, illustrated in the Transportation Concept Map, defines the various functions that major street segments have in the Nevada system, and establishes the city's TEA-21 eligible system. Classifications include expressways, Major Arterials, Other (local) Arterials, and Collectors.

## LONG-RANGE CIRCULATION SYSTEM

*Nevada should implement a long-range transportation system, providing for a comprehensive traffic system for the year 2020.*

The twin needs of serving new growth areas and improving street network continuity requires a longer range perspective in transportation system planning. Transportation must be related to land use and the need to provide better linkages among the various parts of the city.

Major projects include:

- A continuation of 19th Street north to a North Collector on the existing north city limits line. This extension includes an overpass over the UP east-west main line.
- The North Collector, mentioned above.
- Completion and improvement of T Avenue as a major east-west street across the north part of the city.
- Completion of the 6th Street/US 30 interchange.
- Development of the Indian Ridge collector as a continuous street from Lincoln Way to 6th Street.
- An extension of Airport Road north and over the UP main line when development demand warrants.
- An industrial park loop road extending from the Airport Road, providing interior access to a proposed business park. The feasibility of an additional Railroad crossing to provide to the Indian Ridge collector is questionable. However, this connection will become imperative if the interchange of Airport Road and Highway 30 is closed.
- Improvement of Lincoln Way, potentially as either a three-lane facility or with left-turn lanes at key intersections.





All of these projects involve platting and/or improving rights-of-way with adjacent development. Since they will involve major expenditures on the part of the city and/or development community, major initiatives should be undertaken to incorporate them into Nevada's street construction program and subdivision process.

#### CONTINUITY IN GROWTH AREAS

*New growth areas in Nevada should be served by a continuous street network that is linked to established parts of the city.*

Nevada's traditional city neighborhoods were built along a street grid of continuous, relatively closely spaced streets. Later development maintained the grid, but provided larger block spacing. The grid pattern generally disperses traffic by providing a number of alternative routes in and out of residential neighborhoods.

The incremental nature of contemporary subdivision development usually fails to pre-designate major collector routes. As a result, connections rarely emerge and traffic concentrates on relatively few collector streets and arterials. This is especially true in Nevada where natural and man-made features, such as creek corridors, railways, and limited access highways, disrupt the traditional street patterns. This problem isolates developing areas west of Indian Creek, south of Highway 30, and north of the railroad.

Additionally, a pattern of discontinuous streets, designed only to meet the needs of individual subdivisions, can create enclaves that separate neighborhoods from one another and from the fabric of the traditional town.

The Development Concept and Transportation Concept indicate a system of suggested local collectors through development areas. While final routes may not follow these lines exactly, the general collector corridors should be maintained within new development. In addition, while contemporary subdivisions often do not use closely-spaced street grids, streets in newly developing areas should maintain the positive features of these grids — alternative routes through neighborhoods, connections to other residential areas, a network of local streets linked to collectors, and avoidance of long cul-de-sacs.

#### STREETS AS PUBLIC SPACES

*Major streets in Nevada should have multiple uses, becoming green corridors that link the "rooms" of the growing city.*

In addition to moving vehicular traffic, streets are also important public spaces, providing the front yards for homes and businesses. Yet, cities rarely consider this quality in street design. Those cities, such as Minneapolis, that historically considered the public quality of streets have produced environments of special distinction and value.



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Key elements of the Nevada's transportation system should also transcend their traffic moving function and become links of a parkway system, providing structure to the community and adding value to the properties and neighborhoods around them. Each Growth Center is connected to a civic street that is intended to act as a promenade for Nevada's neighborhoods. Special attributes of "civic" streets include:

- Features such as ornamental lighting, landscaped medians, and additional greenway width and landscaping. Boulevard sections may or may not be divided roads. In areas where a single street channel is used, greenway setbacks should be expanded.
- Parallel facilities for pedestrians and bicyclists. This often includes wider than standard sidewalks on at least one side of the street to accommodate both pedestrians and recreational users. Paths may include gentle curves and street furniture to provide interest and accommodations for users.
- Connections between major activity centers. Neighborhood parks in developing areas should be expanded green areas along the parkways. The parkways become linear parks, leading people between new and old parts of the community.
- They are designed for local traffic moving at slow to moderate speeds, rather than becoming high speed routes. Thus, parking is allowed along parkways and houses can front on them. They are designed as public spaces and thrive on residential features such as porches and front doors.
- They emerge organically out of the fabric of traditional and new neighborhoods, linking them together. In new areas, they become the structuring elements for new features and neighborhood amenities. As a result, the parkway concept becomes a critical determinant of community land use patterns and design.

The civic streets in new areas are central features for growing neighborhoods. However, existing streets have characteristics and linkages that also require similar treatment. These streets include:

- *11th Street/I Avenue/15th Street to Harrington Park.* 11th Street, which has an overpass over Highway 30 without access, functions as a key local link between the north and south parts of Nevada.
- *6th Street*
- *The Indian Ridge Collector*
- *T Avenue*
- *Lincoln Way*
- *T Avenue.* An upgraded and expanded T Avenue.





## PEDESTRIAN AND TRAIL SYSTEM

*Nevada should maintain a continuous pedestrian network to complement the street system.*

A multi-use trail and walkway system can complement automobile trips by providing a good environment for non-motorized transportation. The trail aspects of the system are described in more detail in Chapter Five of this plan. Nevada should maintain a continuous pedestrian network to complement the street system. Key components of this system include:

- The Indian Creek Greenway. This greenway system is currently completed between S-14 and 6th Street. The extended greenway would begin at a community park north of the UP mainline, proceed under the tracks, and continue south to Krupps Lake. A greenway link connects this system to the proposed Recreation and Athletic Complex.
- A combination on and off-street system linking the south part of the city to the Recreation and Athletic Complex along 11th Street and connecting north to Harrington Park. Portions of this will be completed in 2002. Elements include:
  - A shoulder path along 19th Street from the Railway to South Ave. G.
  - A 4 ft. sidewalk along the north side of Fawcett Parkway.
  - An 8 ft. P.C.C. walking trail extending east/west along the north side of the Sports Complex.
  - An 8 ft. P.C.C. trail along the east side of 11th Street extending from H Avenue to the northwest portion of the Sports Complex. This trail extends south from this point as a 4 ft. path to South B Avenue.
- A bike path connecting the Lincoln Way shoulder trail to the Billy Sunday Park, including a loop that connects to the north side of Lincoln Way, will be completed in 2002.
- A Drainage District 17 Greenway, linking neighborhoods in a future east growth center with Harrington Park and continuing over a proposed 19th Street overpass or under the UP mainline to the north growth center.
- An on-street greenway along T Avenue.
- A trail/greenway connection to Ames along Lincoln Highway or an extended T Avenue/13th Street corridor.

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## SIDEWALK NETWORK

*Nevada should assure the construction of a continuous sidewalk network.*

A continuous sidewalk network can be accomplished by:

- Repairing existing sidewalks in poor condition.
- Assuring sidewalk continuity on at least one side of the street in the established part of the city.
- Requiring new subdivisions at urban densities to include sidewalk construction.
- Completing sidewalk links where missing along strategic streets leading to significant activity centers. These links include 11th Street south of I Avenue, 19th Street, 1st Street/S-14, T Avenue, R Avenue, and the east and west edges of Lincoln Highway.
- Incorporate pedestrian accommodations into new street projects.

## STREET REHABILITATION

*Nevada should continue its current policy of periodic rehabilitation of seal-coated streets and enforcement of paving standards on new residential streets.*

The transportation planning and implementation program for Nevada presented in this plan has a two-fold recommendation — short-term maintenance and incremental enhancements to the existing circulation system; and long-term transportation planning and system development to serve projected community growth and provide unified access as envisioned by the City Development Concept. The continuation of ongoing street enhancement policies is vital to meeting the goals of the transportation plan.

## COMMUNITY GATEWAYS AND CORRIDORS

*Nevada should maintain the design quality of its major community corridors and its principal entrances — the 6th and Highway 30 interchange, the 19th Street interchange, and the Lincoln Way west entrance.*

Nevada is located along U.S. Highway 30, which is a grade-separated expressway. Because of this, the character of 6<sup>th</sup> Street, which is the main route into the city center, and 19<sup>th</sup> Street, which is an alternate route into the city, is particularly important. The ability of these corridors to direct visitors into the city's main retail district will be particularly important to economic development strategies.

Lincoln Way is an important corridor, linking neighborhoods to the town center and linking Nevada with the City of Ames. The enhancement of this corridor and through street design improvements could improve the





character of this major roadway and reduce its dividing effect on the community. Elements of an enhancement program for the 6<sup>th</sup> Street and Lincoln Way corridors could include:

- Improvement of sidewalks and installation of banners and improved, glare-free lighting.
- An effective landscaping and sign control program, that moves toward restricting signage in the roadway corridor to monument or attached signs.
- Where possible, consolidation of access points to reduce the number of curb cuts and traffic conflicts. This requires a carefully coordinated effort with area businesses.
- Definition of community entrances with community signs and entrance features at the western and southern entrances of town.
- Development of thematic directional signage, leading visitors to major community attractions. These may include such well-known features as Downtown Nevada, the Courthouse, and the newly completed Sports Complex and Aquatic Center.

#### REGIONAL PUBLIC TRANSPORTATION

*Nevada should partner with Ames and other Story County communities toward the development of a flexible and appropriate county wide transit system. This system may interface with CyRide as additional development occurs between Nevada and Ames.*



# 4

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## VITAL TOWN CENTER

*A Downtown District that Builds Community*





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**DOWNTOWNS** occupy a particular place of importance within cities and towns. They are unique to their individual communities - no downtown looks exactly like any other downtown. Because of this relationship, people often measure the health of their city by the health of their traditional business center.

Nevada's Downtown district clearly serves this central role. Although Lincoln Way was developed as a significant commercial corridor, the traditional town center remains the focus of civic and commercial life in the community. It is a place where the tradition of long-standing businesses mix with new enterprises, supported by traditional public uses such as the County Courthouse and City Hall. As such, Downtown Nevada is a critical mixed-use center, a focus for business, civic life, and entertainment, many of which are situated within significant historic structures.

In 1998, Nevada completed a long-anticipated sidewalk and streetscape improvement program in the town center. The completion of this project provides a significant base for further downtown development efforts. An overall downtown strategy should use this investment successfully to increase the value of the town center district to the community.

## **GOALS**

Downtown Nevada can maintain and strengthen its role as a mixed use center, a place that combines shopping, working, civic life, and living in a vital, richly textured way. The district should be alive with people, and use its distinctive environment to the best advantage.

To position itself to meet the district's future needs, the city should:

### **STRENGTHEN DOWNTOWN'S ROLE AS A "FLAGSHIP" DISTRICT FOR THE CITY.**

Downtown Nevada is a vital focus for the city. The investment of substantial effort and funds reinforces the public perception of the district's significance. Downtown should maintain its role as a source of pride and vitality, a center that people in the city and around the region like to visit for enjoyment, commerce, and cultural enrichment.

### **MAINTAIN AND EXPAND A MIX OF USES AND ACTIVITIES.**

Downtown Nevada remains an active retail center, with a mix of general and specialty retailing. A key to growth of the Downtown district will be its ability to retain traditional retail and office uses (including the grocery store, pharmacies, florist shops) with new uses that appeal to both residents and regional visitors. Life in a town center is a delicate ballet that includes vehicles, pedestrians, places for activity, streetscape, historic



structures, windows on the street, and other features. Downtown Nevada is a lively place, active with commercial and public life during the day. The strengthening of the district should continue to build on the intrinsic character of the district - its pedestrian scale and historic character. It should introduce some of these characteristics into those parts of the district that lack them.

#### STRENGTHEN THE DOWNTOWN RETAIL ENVIRONMENT.

In many communities, the role of Downtown has changed from one of primary retailing in pre-auto era days to one of specialty retailing, small business, and service activities. Downtown Nevada is different from this, and maintains a high degree of diversity. This combination of commercial uses helps to secure the district's continuing role as the city's primary commercial center. Nevada's streetscape project has enhanced the appearance of this district. Further improvements to the district, such as improved linkages to surrounding neighborhoods, will help the town center continue to be a successful business environment.

#### INCREASE THE ECONOMIC REWARDS OF BUILDING OWNERSHIP IN DOWNTOWN NEVADA.

Any investment must provide a reasonable rate of return to its investor. This rule is equally relevant to Downtown properties. Older buildings are often fully amortized, avoiding debt service costs that tend to increase rents. However, upper levels of buildings in Nevada are frequently vacant or bring limited revenue. As a result, property owners receive a relatively low return on investment. In addition, further investment, involving rehabilitation, adaptive reuse, or bringing structures into compliance with contemporary codes or federal regulations, may seem unattractive to building owners.

When owners can expect a good return on downtown property, investment similarly increases. Therefore, the downtown development strategy must provide reasonable economic rewards to the district's property owners.

#### ENCOURAGE A VIEW OF DOWNTOWN AS PART OF A COMMUNITY SYSTEM OF RELATED DEVELOPMENT PROJECTS.

A downtown strategy is part of an overall community development program of linked projects. In a critical way, Downtown, and the 6th Street and Lincoln Way corridors should be viewed as a large, linked central district that connects the heart of the city to its major peripheral approach routes. This strategy for Downtown, then, extends beyond the boundaries of a traditional Downtown district, to incorporate other major community development opportunities.

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## THE DOWNTOWN NEVADA PLAN

This section presents a program for the continued development of central Nevada. The plan focuses on strategies that capitalize on the streetscape improvement program, using that effort as a springboard for further business activity.

### FUNDAMENTAL FINDINGS

- Downtown remains the heart of the community, combining a major commercial concentration with the center of the city's public life.
- Downtown's key strengths are its historic building stock, special character, scale, and the presence of the county courthouse. A downtown strategy should build on this foundation of small-town, hometown quality, a counterpoint to the mass retailing of other commercial areas outside of the city.
- Downtown has strong first floor occupancy and diverse uses. Upper levels of buildings are a major reservoir for development, but currently exhibit relatively low use. These upper levels are an economic drain on property owners if undeveloped.
- Downtown should improve its physical and visual linkage to Highway 30, via 6<sup>th</sup> Street, the main approach route into the district. It should also continue to address ease of pedestrian access.

### TARGET MARKETS FOR DOWNTOWN NEVADA

The framing of a development strategy depends on defining three retail market segments:

The primary market includes people who live within a five mile radius of Downtown. These customers will generally shop in Nevada if all other things are equal. Issues that speak to the needs of these local consumers include:

- The quality of local goods and services.
- The ability of the area to offer a reasonable variety of businesses at competitive prices.
- Convenient operating hours.
- A shopping experience, including a physical environment, that is competitive with other shopping alternatives.

The secondary market adds people who live up to fifteen miles away from Nevada. Issues that speak to the demands of consumers in the secondary market include:





- The same issues of quality, pricing, variety, and service that are important to the primary market.
- Cooperative promotion and advertising. For shoppers seeking basic items from a greater distance, clustering of businesses, allowing people to accomplish more with a single trip, becomes a positive value. As a result, shopping center type marketing becomes a priority.
- The quality of the shopping experience, including an attractive environment and convenient access and parking.
- Special attractions, including specialty retailing and services.

The tertiary market adds people who live within a 30-mile radius of the city center. These shoppers have many choices, including the City of Ames and the Des Moines metro area markets. Instead, the tertiary market, with a significant number of high income households spending on discretionary items, have characteristics of a tourism market. Issues that are important to this potential market group include:

- Tourism or visitor promotion materials and activities, including special attractions.
- Specialty retailing and services
- A high quality physical environment and shopping experience, capitalizing on the affinity of shoppers for traditional communities.
- Convenient access and parking, along with effective “wayfinding” information, leading consumers to the destination.
- Focus on historic themes and interpretation.
- New non-retail market niches. Downtown Nevada includes substantial buildings that lend themselves to upper level office and residential uses.

## **COMPONENTS OF THE DOWNTOWN STRATEGY**

A comprehensive strategy for Downtown Nevada includes six key components, designed to address the specific market targets just presented:

- **ORGANIZATIONAL INFRASTRUCTURE**, considering the basic administrative and promotional structure for Downtown.
- **OUTWARD-DIRECTED MARKETING**, addressing marketing programs and focuses.
- **RECRUITMENT AND DEVELOPMENT OF NICHE BUSINESSES**, addressing the variety of businesses offered Downtown.
- **PROJECT DEVELOPMENT**, considering programs to capitalize on existing building resources and to develop new projects. These include related projects that are connected to, but are outside, the literal boundaries of Downtown Nevada.

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## ORGANIZATIONAL INFRASTRUCTURE

Downtowns in the twenty-first century must view themselves as cooperative shopping districts if they are to succeed as retail entities. Where business districts once saw themselves as geographic concentrations of individual businesses, now they must become unified and cooperative parts of a larger whole. The sidewalks of downtown are equivalent to the mall of a shopping center; events and promotions must be managed in concert, just as they are in a single regional center. The downtown must become the shopping destination as much as any individual business.

### *Business Organization*

Downtown Nevada should organize a district-wide management organization, under the overall umbrella of the Nevada Chamber of Commerce, to administer major cooperative programs in the business district. The most important part of the organization's efforts will be marketing and promotional events. Some directions for the partnership include:

- *A Program of Activities and Events*, providing an ongoing series of attractions that bring people into the district.
- *Marketing and Management Programs*, developing and gaining wide distribution of advertising materials to add the district to Nevada's list of significant visitor attractions.
- *Establishing Uniform Service Standards and Store Hours*, establishing a uniform service mission for Downtown, defining the district as an area in which customers can expect personalized, knowledgeable attention.
- *Business Recruitment*, defining business targets and actively recruiting individuals or businesses to fill these identified niches.

### *Unified Service Standards and Hours of Operation*

Personalized, individual service is part of Downtown's competitive advantage. The district's businesses should formalize this ethos of service by developing a mission statement and unified service standards. It should work with constituent members to draft this statement, post it in each Downtown business, and present it to employees. These standards should communicate the dedication of businesses to providing a superior level of customer service and should be part of marketing and promotional materials. The service standards should be backed up by uniform internal policies that deal with such issues as customer service, cross-referrals to other businesses, and reservation of the most convenient parking for customers.





In common with mall businesses, business owners in the town center should also consider instituting uniform shopping hours designed for the convenience of customers. Since an increasing number of households are two-earner families, shopping during normal, Monday through Friday business hours has been in decline for a number of years. In addition, the ability to attract discretionary, “tourist” shoppers from longer distances requires significant weekend hours.

Maintaining expanded hours is particularly challenging in a downtown district, where many small businesses are owner operated. Business owners also want to be home with families during evenings and weekends. However, competitive businesses must maintain competitive hours, and be available when visitors come to town.

#### *Promotions and Special Events*

Downtown Nevada should maintain a complete schedule of promotions and special events. The Downtown environment is an ideal base for a program of special events, designed to make visiting Nevada a distinctive and ultimately fun experience.

Directions for an events program include:

- Implementing additional special events, making Downtown Nevada a regional attraction on weekends.
- Advertising special events to metropolitan markets with publicity event calendars and providing a promotional budget for media campaigns.
- Expanding retail around special areas of concentration in the district — antiques, home furnishings, specialty stores, and restaurants.
- Increasing events that make use of local talents, such as art shows, concerts, and theatrical productions.

### **OUTWARD-DIRECTED MARKETING**

The importance of secondary and tertiary market areas to Nevada’s traditional retail role in the region requires a continued emphasis on marketing outside of the city’s limits. Actions that can guide such a marketing program follow.

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### Marketing Penetration

Downtown Nevada should design and implement a continuing marketing campaign, directed toward people who live within a 15 to 30-mile radius of the downtown district. The goal of the program should be to increase the basic awareness of the district as a distinctive place and to promote special attractions. Elements of this campaign may include:

- Use of print media with specific appeal to the retail target market of discretionary, mobile consumers.
- Use of new technology, such as the Internet. Websites have a significant appeal to affluent retail constituency.
- Careful use of outdoor advertising, located in unobtrusive settings, to convey a message of quality and town character.
- Targeted contacts with special interests and populations — senior bus tour organizers, railroad and historic interest groups, antique collectors, and arts groups.

### Niche Retailing and Special Attractions

Nevada should focus on the development of unique features and attractions that provide regional consumers with unusual experiences. These should enhance existing features and themes of the city, and include:

- Agricultural heritage
- The Lincoln Highway
- Architectural distinction
- Regional history and recreation
- Specialty retailing

New businesses should serve the local market, while taking advantage of the presence of regional shoppers. Specific business focuses should include:

- Restaurants. Restaurants are a primary feature of specialty districts.
- Specialty retailing. Associated retailing includes arts and crafts galleries, clothing, toys and children's goods, and other specialties.

Strategies for business development are discussed under the theme BUSINESS RECRUITMENT AND RETENTION.







### Directional Signage and Wayfinding

A regionally-based marketing strategy should include clear and attractive directional information to the city center. This is especially important in Nevada, where consumers must be led from peripheral interchanges on Highway 30. A strong environmental graphics program accomplishes two objectives:

- It reinforces awareness of the district to travelers through the area. While this may not divert these trips into downtown, it may help create a future visit.
- It provides clear direction to people who intend to visit Downtown, providing both useful information and a positive impression.

The city and downtown district should develop and implement a high quality directional graphics program, building on a Downtown logo. The program should intercept travelers at the two interchanges and route decision points. The wayfinding program should also mark and preserve major approach routes with attractive signs and banners.

In addition, the 6th Street and Lincoln Way corridors should be viewed as extensions of Downtown. Corridor improvement projects include street landscaping, graphics, and lighting. These can help strengthen both the aesthetic and business environment along these vital corridors. Within the Downtown district itself, signs should lead visitors to major destinations, including parking facilities. The colors, themes, symbols, and typefaces used in the directional program should be consistent throughout the district.

### **RECRUITMENT AND DEVELOPMENT OF NICHE BUSINESSES**

A key to continued economic development in Downtown Nevada is the creation of an environment that sustains existing businesses and nurtures new enterprise. This is especially important to aid in the transition of businesses, as longtime business people age and retire. The life of the district goes beyond any one individual's business life. One of Nevada's greatest assets is its diverse base of established businesses. Therefore, business development strategies must address both retention and growth of existing businesses and the recruitment and development of businesses new to the area. Strategies that address these issues follow.

#### Growth of Established Business

Policies should be implemented that reinforce existing businesses and create conditions that encourage their continued competitiveness and prosperity. Specific actions include:

- 
- Periodic visits by the downtown management group to understand the specific needs and conditions of established businesses.
  - Establishing promotions that highlight clusters of traditional businesses, such as home furnishings, jewelry and gifts, and other areas of specialization. These promotions should include salutes to long-standing businesses to recognize their long-term commitment to the city center.
  - Improvement of the overall business environment, including the physical setting and ease of use by customers.



### Business Recruitment

A second ingredient of an enterprise development strategy is the recruitment of new businesses. A recruitment strategy is analogous to the marketing efforts of shopping center management agencies at shopping center exhibitions and through direct marketing. A recruitment program should:

- Define specific recruitment targets, based on observed business gaps. Based on the three tiered market segmentation discussed in the market study section of this plan, business targets appropriate to Downtown Nevada may include:
  - Eating places, including specialty restaurants and food stores.
  - Art and crafts galleries.
  - Niche retail stores.
  - Children's stores, including clothing, toys, and books.
- Developing a fact sheet on potential markets in the Downtown district as a marketing piece for recruitment. The piece should include information on the progress and growth of business in the district. The fact sheet may grow to a newsletter format, circulated on a regular basis to regional businesses targeted for recruitment.
- Personally approaching recruitment targets through a partnership including the Chamber of Commerce and local business participants.

### Business Development

An important value of downtown districts is their ability to incubate new retail businesses. Because many of their buildings are fully amortized and no longer service debt, downtowns often offer lower rents than more conventional, auto-oriented shopping centers. A retail business incubation strategy can help diversify Downtown's business environment by creating



a fertile ground for new enterprise. Elements of a business incubation program include:

- *A retail incubator space.* This would utilize an available, under-used building as a multi-tenant development, providing a supportive environment for new businesses. This may be developed on a “festival marketplace” model. An ideal festival market location should have exterior exposure, enlivening the mall facades and helping to improve the linkage between downtown’s two segmented centers.
- *A retail enterprise assistance program,* involving established downtown businesses in a program to advise and mentor new businesses. This is based on the model of the Small Business Administration’s Service Corps of Retired Executives (SCORE) program.
- *A venture capital fund,* providing limited start-up capital assistance to new businesses that satisfy the district’s business recruitment and development targets. Fund investments are injected as loans or equity investments, structured to allow the fund a proportionate share of future profits.
- *Use of pushcarts and street vendors.* These add color and interest to the streets while providing low-cost business opportunities to new entrepreneurs. The downtown management organization may own and lease the pushcarts to ensure uniform standards and prevent competition to established storefronts.

## PROJECT DEVELOPMENT

Downtown Nevada has a collection of historic buildings, some of which present opportunities for expanded use. In addition, areas around the district have several major development opportunities that can create new business. Policies and project concepts that address the building fabric of downtown are presented in this section. It is important to note that some of the project’s discussed in this section are concepts, intended to open possibilities.

### Building Restoration and Reuse

Nevada’s downtown district is eligible for district designation on the National Register of Historic Places. This designation can open the possibility of tax credits for historically appropriate rehabilitation and adaptive reuse. In addition, interpretive signage and a visitors guide can help use historic character to market the district throughout the region.

Historic buildings contribute to the district’s character. Building preservation and restoration must be near the top of a list of important

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downtown development actions. This strategy becomes especially important when a consistent marketing theme for the district is regional and local heritage. Components of a building restoration and reuse strategy for Downtown include:

- *Maintenance of Design Standards.* Design standards for the modification and rehabilitation of historically important buildings should be adopted. Standards should be consistent with the Secretary of the Interior's Standards for Historic Rehabilitation.
- *Adoption of a Conservation Code.* Standards and codes for new construction do not apply literally to rehabilitation and adaptive reuse. New construction standards sometimes burden historic projects with high costs that are not necessary to preserve life safety, jeopardizing the feasibility of worthy projects. Consequently, the Uniform Building Code and other model code organizations have developed conservation codes, which accommodate the special challenges of historically sympathetic rehabilitation. Nevada should review and adopt such a conservation code as part of its building code.
- *Upper Floor Rehabilitation.* Adaptive reuse of upper floors, primarily for office and residential purposes, adds substantial development. Residential growth, in particular, adds a new role for the district as a residential neighborhood. An upper floor reuse program is dependent on sympathetic building codes, availability of financing, and support facilities such as parking.

#### Financing for Historic Rehabilitation and Adaptive Reuse

Project financing is a particular challenge because market rents in a downtown district are often inadequate to service debt and provide a return on investment. As a result, an incentive financing program should be implemented to encourage rehabilitation and adaptive reuse. The program may include:

- A cooperative rehabilitation fund for storefront rehabilitation and sign improvements, assembled by local financial institutions. The fund would provide loans at some level below prime rates for qualified property owners. All storefront rehabilitation funded under this program must comply with the district's adopted design standards, or reverse the effects of early storefront "modernization."
- Aggressive use of financing techniques that encourage adaptive reuse, including:
  - The Historic Tax Credit, providing a 20% tax credit on passive income for investors in historic rehabilitation of income-producing





property. The credit is available to national Register-eligible districts or buildings.

- The Section 42 Low Income Housing Tax Credit. This provides a 4% or 9% investment tax credit to limited partnership investors in housing developments for low and moderate-income renters. This program is effective in raising equity for projects that produce upper-level housing in commercial buildings.
- Community Development Block Grant (CDBG) or HOME funds. These funds are administered by the Iowa Department of Economic Development. CDBG/HOME funds can provide “gap” financing, filling the gap between the amount of debt that a project can support and the development cost of the project. These funds can be structured as low interest loans, subordinated to the first mortgage; repayment of these loans is considered to be program income and can be reused for other projects.
- Tax Increment Financing (TIF). TIF uses added (or incremental) tax revenues created by the added real property value of a redevelopment project to finance a portion of project-related costs.





# 5

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## A GREEN NETWORK

### *A Park and Open Space System for Nevada*





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**NEVADA'**s residents enjoy access to a variety of neighborhood and community park facilities, making parks a vital component of community life. The city's park system provides about 230 acres of parkland, ranging from large natural areas like the recently acquired Indian Creek Greenbelt to classical town parks such as Hattery Park. In addition, residents have immediate access to the Story County Fairgrounds, an area that comes alive each year during the late summer. Parks and open spaces are major contributors to Nevada's community quality. This section addresses the future of this system, particularly in relationship to the city's future open space and facility needs.

## **PARK SYSTEM GOALS**

To enhance its facilities and continue to use its open space system as a central element contributing to community quality, the City of Nevada should:

### **■ CREATE A LINKED PARK NETWORK OF GREENWAYS AND CIVIC STREETS THAT CONNECT OPEN SPACES, NEIGHBORHOODS, AND ACTIVITY CENTERS.**

Such a network can help define the city and provide convenient access to its park and open space resources. Linkages are particularly important in Nevada, where important resources like Billy Sunday Field and the Fairgrounds are located on the west side of the city. The development of a linked park system, incorporating the Indian Creek Greenbelt, has several benefits, including:

- Accommodating recreational activities that display some of the highest levels of participation, including bicycling, running, walking/hiking, and cross-country skiing.
- Increasing safe access to recreational facilities by non-motorized modes, and increasing the service coverage of existing outdoor recreation facilities.
- Providing linkages among various parts of the city.

### **■ PROVIDE RECREATIONAL FACILITIES TO MEET THE NEEDS OF NEWLY DEVELOPING AREAS**

Nevada should provide neighborhood and community parks in growth areas, as well as other recreational experiences, such as nature interpretation, resource conservation, trail systems, and other passive activities. It is vitally important to set aside quality parkland during the planning stages of new residential development. Planning of these



neighborhood park spaces should ensure safe, convenient, and desirable pedestrian access from neighborhoods to parks. In addition, parks should fit within the framework of the greenway concept.

■ **DISTRIBUTE ACTIVE RECREATION USE ACROSS THE GEOGRAPHICAL AREA OF THE CITY, GUARDING AGAINST OVER-CONCENTRATION OF PARK RESOURCES IN ANY QUADRANT OF THE CITY.**

The adequacy of park service is measured in both numbers and by geographic distribution. Parks that are inaccessible to neighborhoods prevent easy access and provide a lower level of service.

■ **PROVIDE AN EQUITABLE MECHANISM FOR ESTABLISHING SERVICE STANDARDS IN GROWTH AREAS AND FINANCING PARK ACQUISITION AND DEVELOPMENT.**

The reservation and development of new park areas in developing areas is a major challenge for a growing city. The establishment of service standards was once based on national norms, but are now increasingly predicated on levels of local service. These establish a basis for park dedications and assessments in developing areas. Park system finance should be based on a benefit principle, apportioning costs based on who benefits from specific projects.

■ **BALANCE ACTIVE AND PASSIVE RECREATION OPPORTUNITIES FOR ALL PEOPLE OF NEVADA.**

The city should maintain a balance between active and passive recreation. The Youth & Adult Recreation & Athletic Complex will further strengthen Nevada's active recreation offerings, while the Indian Creek Greenbelt's environmental education area will provide a major resource for passive recreation. Similar areas should be designated within future parks and along greenway corridors.

■ **USE PARKS AND OPEN SPACES TO ENCOURAGE NEIGHBORHOOD REINVESTMENT AND TO HELP REINFORCE NEVADA'S URBAN FORM.**

Parks and open spaces can help provide structure for a growing community. In traditional towns, the greens or commons was a focus for both civic life and community amenity. Park development can have equal value for contemporary communities, adding a public aspect to life in new residential areas.

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## ■ REINVEST TIME AND RESOURCES INTO EXISTING PARK FACILITIES.

Existing parks are a focal point for many established neighborhoods. The continued upgrading and maintenance of these facilities helps to ensure that these amenities will remain a viable component of their respective neighborhoods. Reinvestment in neighboring homes and businesses, and thus neighborhood conservation and revitalization, is often encouraged by the public sector's investment.

### PARK SYSTEM ANALYSIS

This section examines the city's park and recreation system and includes city-owned and operated recreational areas, as well as schools and private facilities.

Tables 5.1 and 5.2 summarize the parks and facilities included in this evaluation. The accompanying map locates the city's current parks and recreation areas, and provides a basis for the recommended park improvement program in this plan.

Facilities are evaluated in three ways:

- *Facilities by Classification.* Parks are classified into different categories to determine the level and area they should serve.
- *Facilities Relating to Overall Population Service Standards.*
- *Geographical Distribution.* The service radius of each facility is analyzed to identify geographical gaps in service.

#### Facilities by Classification

In order to systematically analyze the park system, Nevada's municipal recreation and open space areas are classified as follows:

*Overall Open Space:* Nevada's public park system contains approximately 230 acres. Traditional park area standards recommended by the National Recreation and Park Association (NRPA) suggest one acre of park land per 100 residents. Assuming the 2000 Census population of 6,658, Nevada's ratio of 3.5 acres per 100 residents substantially exceeds this standard. If all of the undeveloped park land in the city, such as the the Krupp City Addition park site, the 11th Street park site, the O Avenue park site, and the the greenbelt acquisition site, is excluded, Nevada still provides about 1.96 acres per 100 people, nearly twice the national standard. Based on this standard, Nevada will have ample park land to accommodate the projected future population for the year 2020.





The park classification system developed by the National Recreation and Parks Association (NRPA) can be used to classify the facilities in Nevada's park system. These categories include:

*Mini-Parks:* Mini-parks generally address specific recreation or open space needs. Generally, these parks are usually less than one acre in size and have a service radius below 0.25 miles. Nevada has no mini-parks. However, all of the neighborhoods are served by higher level of service parks.

*Neighborhood Parks:* Neighborhood parks are considered the basic unit of a community park system and provide a recreational and social focus for residential areas. This is particularly true in Nevada, with a significant array of neighborhood facilities. These parks desirably provide space for informal active and passive recreational activities. The typical service radius for neighborhood parks is usually 0.25 to 0.50 mile.

Neighborhood parks adequate in size to accommodate the requisite facilities often contain a minimum of five acres; 5 to 10 acres is generally considered optimal. However, many open spaces in Nevada that effectively function as neighborhood parks are in the range of 2 to 5 acres. Site selection criteria includes ease of access, neighborhood location, and connection to greenways. Standards call for 1 to 2 acres of neighborhood parks per 1,000 people. Based on this standard, Nevada would require 12.02 acres of neighborhood parks. Nevada has 4 neighborhood parks with a total area of 14.16 acres, thus exceeding the national standard.

*School Parks:* School parks combine the resources of schools and city agencies to provide joint recreation, social, and recreational facilities. Location is based on criteria for school site selection. The city's elementary school sites and the Nevada High School campus fill recreational roles in the city's park system. The basketball courts at the high school, middle school, and elementary school and the cafeterias at the middle school and elementary school are utilized for public events.

*Community Parks:* These include areas of diverse use and environmental quality. Such parks meet community-based recreation needs and may preserve significant natural areas and often include areas suited for intense recreational facilities. Typical criteria for community parks include:

- Adequate size to accommodate activities associated with neighborhood parks, but with space for additional activity.
- A special attraction that draws people from a larger area, such as a swimming pool, pond or lake, ice skating rink, trails, special environmental or cultural features, or specialized sports complexes.

Community parks generally contain between 30 and 50 acres and serve a variety of needs. The typical service radius of a community park is approximately 0.5 to 3 miles. Traditional NRPA guidelines for community park area call for 5 to 8 acres per 1,000. Nevada has three developed community parks (Harrington, Billy Sunday Field/Fairgrounds, and Gates Hall). These, with the Recreation and Athletic Complex, provide approximately 146 acres of parkland, or nearly 72 acres per 1,000 residents, which is well above the national standard. This high percentage of parkland to residents helps make access to recreation readily available, even though there are numerous physical barriers, such as creek corridors and railroads throughout the community.

*Natural Resource Areas.* These areas include lands that preserve important natural resources, landscapes, and open spaces. The recently acquired Environmental Education Area along Indian Creek will provide 31 acres.

*Greenways.* These open spaces tie park system components together to form a linked open space environment. Greenways follow either natural environments, such as drainageways, or man-made settings such as railroad corridors, parkways, and other rights-of-way. Greenways may also be pre-designated as part of development design. A portion of the Fairgrounds site currently acts as a greenway, as will following undeveloped sites once their development is completed:

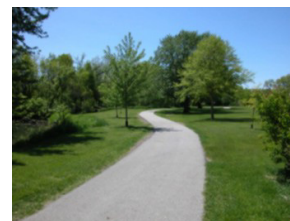
- The Greenbelt Acquisition/Environmental Education Area site
- The 11th Street site
- The O Avenue park site

*Sports Complex.* These spaces consolidate heavily programmed athletic fields and facilities to large sites with strategic locations. Typically, facilities have a minimum size of 40 acres. Traditional NRPA guidelines for sports complexes, which may be part of community park or school park acreages, call for 5 to 8 acres per 1,000. Nevada is currently constructing a major recreation resource, the Youth & Adult Recreation and Athletic Complex.

*Special Use Parks.* These cover a broad range of facilities oriented to a single purpose use, including cultural or social sites, or specialized facilities. Nevada lacks a facility in this category.

Table 5.1 summarizes Nevada's park system for type of park and available facilities. Table 5.2 examines present levels of service and future needs to accommodate projected population. The analysis indicates that:

- Nevada statistically has adequate park space to meet future population needs. However, a substantial number of Nevada's parks (which account for a substantial amount of area) are currently undeveloped. Even if these facilities are excluded, Nevada has sufficient park acreage to meet future population needs.



**TABLE 5.1: Park Facilities in Nevada**

Parks by Type and Location	Acres	Play-ground	Playing Fields	Courts	Special Facilities
<b>MINI-PARKS</b>					
- Generally less than 1 acre.o Addresses limited, isolated, or unique recreational or open space needs.					
No mini-parks in Nevada	0				
<b>TOTAL MINI-PARK AREA</b>	<b>0</b>				
<b>NEIGHBORHOOD PARKS</b>					
- Generally 5-10 acres; may be smaller or larger depending on nature of site and facilities.					
- Basic unit of park system.					
- Provides recreational and social focus for neighborhoods.					
- Focuses in informal active and passive recreation.					
- Typical service area is 0.5 mile if uninterrupted by barriers.					
<b>Hattery Park</b> 6th Street and Q Avenue	2.75	Yes	No	Yes	Picnic shelter, restrooms, basketball court, mature trees
<b>Kiwanis Park</b> 11th Street and E Avenue	7.81	Yes	Yes	Yes	Softball/little league fields, shelter, restrooms
<b>Mardean Park</b> South 12th Street and South I Street	2.60	Yes	Yes	Yes	Softball/little league field, soccer field, basketball, shelter
<b>Krupp Park</b> Lakeview Drive in Krupp City Addition	0.59	No	No	No	Currently undeveloped
<b>TOTAL NEIGHBORHOOD PARK AREA</b>	<b>13.75</b>				
<b>COMMUNITY PARKS</b>					
- Generally 10 to 50 acres, depending on facilities; more typically 30 to 50 acres.					
- Includes neighborhood park menu of facilities, but serves larger purpose.					
- Meets community-wide recreational needs, and includes special facilities.					
- May include special natural environments.					
- Often, a major community image feature.					
- Typical service area is .5 to 3 miles.					
<b>Billy Sunday Field/Fairgrounds</b> S-14 and I Avenue	26.32	Yes	Yes	Yes	Story Co. Fairgrounds, baseball field, community bldg, shelters, trails
<b>Gates Hall</b> 15th Street and H Avenue	2.53	No	No	No	Large activity hall
<b>Harrington Park</b> Lincolnway Ave. And 15th Street	31.00	Yes	Yes	Yes	Multiple fields and courts, disc golf, soccer fields, shelter, 2 restrooms, large open space area w/ trees
<b>TOTAL COMMUNITY PARK AREA</b>	<b>59.85</b>				

**TABLE 5.1: Park Facilities in Nevada (continued)**

Parks by Type and Location	Acres	Play-ground	Playing Fields	Courts	Special Facilities
<b>GREENWAYS AND NATURAL RESOURCES</b>					
<b>Phase II Indian Creek Greenbelt</b> West of S-14/cemetery along Indian Creek	31.00	No	No	No	Developed as natural greenbelt with trail
<b>Undeveloped Trailhead</b> O Avenue and Indian Creek	1.00	No	No	No	Undeveloped, to be used as trailhead for greenbelt
<b>Greenbelt Acquisition</b> North of Hwy. 30 between 8th St. And 11th St.	35.00	No	No	No	Undeveloped, to be natural greenbelt with trail
<b>Undeveloped Park</b> 11th Street	6.43	No	No	No	Undeveloped, to be used as trailhead for greenbelt
<b>TOTAL GREENWAYS/NATURAL RES. AREA</b>	<b>73.43</b>				
<b>SPORTS COMPLEX</b>					
<b>Recreation and Athletic Complex</b> North of B Avenue between 11th St. And 19th St.	56.75	No	No	No	Numerous recreation facilities, including Aquatic Center, soccer fields, and pavillion. Some elements, such as tennis courts and ball fields are still being developed
<b>TOTAL SPORTS COMPLEX AREA</b>	<b>56.75</b>				
<b>PUBLIC SCHOOL SITES</b>					
<b>Nevada High School</b>	20.46	No	Yes	Yes	Softball, basketball, football
<b>Nevada Middle School</b>	1.65	No	No	Yes	Basketball
<b>Nevada Elementary School</b>	4.55	Yes	No	Yes	Basketball, playground
<b>Practice Field</b>	2.98	No	Yes	No	
<b>TOTAL SCHOOL SITE AREA</b>	<b>29.64</b>				

**TABLE 5.2: Future Park Land Needs for Nevada**

Park Type	Existing Acreage	Existing Acres Per 1,000 Residents	2000 Need (NRPA Standard)	2000 Surplus (Deficit)	2020 Need (NRPA Standard)
Mini-Parks	0.0	0.0	N/A	N/A	N/A
Neighborhood Parks	13.75	2.07	13.32	0.43	16.35
Community Parks, Sports Complex, School Parks	146.24	21.97	23.30	122.94	28.61
Greenways/Natural Resource	73.43	11.03	N/A	N/A	N/A
<b>Total Park and Recreation Area</b>	<b>233.42</b>	<b>35.06</b>	<b>99.87</b>	<b>133.55</b>	<b>122.61</b>
Total Park and Recreation Area excluding Undeveloped Parks	130.35	19.57	99.87	30.48	122.61





- While Nevada has a gap in mini-park development, it uses its wide distribution of neighborhood parks to compensate. Considering these two types of parks together, Nevada has adequate neighborhood park area to meet future population needs. Nevertheless, care must be taken during the planning period to ensure that the location of new mini-park/neighborhood park development matches that of new residential development.
- Although a large percentage of the land in the important community park category is undeveloped, existing facilities provide a surplus in this category. The continued development of the city's undeveloped community park sites will further strengthen the city's role as a center for park and recreation facilities and ensure that national standards are maintained.

### **Facilities by Geographical Distribution**

Geographic park service can be evaluated using the following NRPA standards for distribution:

- Mini-parks: 1/4 mile or less radius.
- Neighborhood Parks: 1/4-1/2 mile radius.
- Community Parks: 1 to 2-mile radius.

Based on this analysis:

- Nevada's excellent deployment of parks provides service coverage to nearly every part of the city. A neighborhood park service gap occurs in the area generally west of the cemetery/Indian Creek; however, Billy Sunday Field/Fairgrounds and the Indian creek greenbelt, which is currently being developed, more than compensate for this deficiency.
- Development of new community parks in the northeast and northwest growth centers, as well as the continued development of the Indian Creek Greenbelt, will fill potential service gaps in these areas and provide additional park area that the city will need. These facilities should be small community parks, combining features of community and neighborhood facilities. These facilities should include about 20 to 25 acres.
- South Nevada is divided from community park service by the U.S. Highway 30 corridor. Extension of the Indian Creek Greenbelt and the 11th Street corridor to the south side of U.S. 30 will provide an alternative means of access to the community parks for residents who live in the southern reaches of the city.

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## Facility Needs

An analysis of specific facility types indicates that Nevada generally meets standards for most active recreational facilities. A deficit exists for:

- *Trails.* The city lacks significant multi-use recreational trails. Existing facilities include a trail at Billy Sunday Field/Fairground Park, which extends north and west to Lincoln Highway. The city has recently acquired several parcels of land, such as the Sports Complex and Indian Creek, for the extension of the trail system.

## MAJOR PARK DEVELOPMENT ISSUES

Based on the planning process completed during the park and community services planning process, the following issues emerged for the Nevada park system:

- Maintenance, rehabilitation, or enhancement of existing park facilities where needs exist, including development of park master plans.
- Development of two neighborhood parks, one in the Krupp City Addition and the other on the north side of Nevada, to meet current and future needs. Additional facilities, which combine aspects of neighborhood and community parks, should be developed in new growth areas, with linkages to the existing park system through greenways and trails.
- Continued development of a comprehensive trail and greenway system, integrated into the structure of the city, and designed to provide Nevada with a linked park and open space system.
- Completion of the Nevada Youth & Adult Recreation & Athletic Complex as a major community park in the southeast quadrant of Nevada.
- Growth and financing of parks to serve existing population and projected growth areas.
- Use of park and open space amenities to support other community development and neighborhood revitalization efforts.





## THE PARK DEVELOPMENT PLAN

This section describes strategies designed to enhance the park system's status as a leading community feature. The overall concept:

- Envisions a linked park system, molding Nevada's open space system into a green network that unites the community and makes each major park the territory of everyone in the city.
- Allows the park system to grow with the city.
- Proposes two new neighborhood/community parks, associated with the proposed transportation, land use, and open space systems.
- Provides recreational facilities needed to meet community priorities.
- Links Nevada's park system into the regional recreation network.

The components of this program Include:

- PARK SYSTEM EXPANSION
- GREENWAYS AND TRAILS NETWORK
- PARK SITE IMPROVEMENT PROGRAM
- NEIGHBORHOOD PARK FINANCE MECHANISM

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## **PARK SYSTEM EXPANSION**

NEVADA SHOULD EXPAND ITS PARK SYSTEM TO MEET CURRENT AND FUTURE POPULATION REQUIREMENTS.

Despite excellent park facilities in the overall system, Nevada experiences a deficit of neighborhood park facilities on its northern and southern edges and a deficit in trails and greenways, although this will soon change with development of the Indian Creek Greenbelt. Three types of additional park space should be established: neighborhood parks, community parks which include features of neighborhood parks, and greenways. These park locations are integrated into the community development and land use concept described in Chapter Two.

### **New Neighborhood Park**

One new neighborhood park is proposed for southern Nevada. This new park will accommodate demand for additional facilities in this part of town, and will be located in:

- The Krupp City Addition. This undeveloped park is located on two lots in the Krupp City Addition. The land was dedicated to the city by the developer and should have the following attributes upon development:
  - A shelter.
  - Picnic tables and grills.
  - A playground.
  - Basketball court.

Southern Nevada is divided from the city's major recreational facilities and community parks by the Highway 30 corridor. To address this problem, the Indian Creek Greenbelt and 11th Street corridor will be extended south to provide hiker/biker trail access to Nevada's primary park facilities.

The lack of neighborhood parks on the west side of the community is not a significant issue. Billy Sunday Field/Fairground Park and the emerging greenbelt sufficiently compensate for the lack of neighborhood park facilities.

### **New Community Parks**

Two new community parks are proposed to accommodate demand for additional facilities. In addition, these locations will be required to meet future demand for substantial parks. Proposed community park sites include:





- A Northeast Community Park, serving the area north of P Avenue and east of 5th Street.
- A Northwest Community Park, serving the area north of P Avenue and west of 5th Street.

The community parks should have the following attributes:

- A size generally in the range of 20 to 25 acres.
- A location along the arterial parkway, linked together by the linear parkway and an adjacent trail.
- Location along respective eastern and western greenways and trails.
- Configuration as a community green for surrounding neighborhood development, including being bounded by public streets.
- A menu of facilities, including:
  - Softball and/or baseball field available for informal play.
  - Playground.
  - Court facilities, including tennis, volleyball, and basketball. Not all facilities are needed at a single location.
  - Open grass area for unstructured recreation.
  - Fitness trail.
  - Picnic tables or small shelter.
  - Special features to distinguish individual parks.

### **GREENWAYS AND TRAILS NETWORK**

NEVADA'S PARK SYSTEM SHOULD BE A NETWORK OF PARKS, CONNECTED BY CONTINUOUS GREEN CORRIDORS DEFINED BY TRAILS, GREENWAYS, BOULEVARDS, AND CIVIC STREETS.

A linked greenway system merges parks and open spaces into all parts of the life and development of the city. Nevada's varied topography, street grid, and system of drainage corridors promotes the development of an extensive greenway and trail system that can help the city realize the concept of a green network.

The primary greenway opportunity is the Indian Creek Greenbelt, which follows Indian Creek and its floodplain from the proposed Northwest Community Park to the city waste water plant, under Highway 30, and then south towards the Krupp City Addition and beyond. The Indian Creek Greenbelt consists of many natural features, including meadows, significant stands of trees, wetlands, and steep slopes.

With the exception of the trail, the Indian Creek Greenbelt will remain as a natural corridor, yet provide many opportunities for linkages. These include:

- Direct links to the proposed Northwest Community Park, the Environmental Education Area along Indian Creek, Billy Sunday Field/Fairgrounds, the Indian Ridge Planned Development and Parkway, the proposed South Park Village, and the proposed Recreation & Athletic Complex.
- Adjacent residential areas, including those south of Highway 30.
- The arterial parkway system and civic corridors.



## Trails and Parkways

The development of a trails system is fundamental to the land use, open space, and transportation concepts of the Nevada Plan. Major components of the recommended trail system include:

- The Drainage District 17 Greenway, from U.S. Highway 30 northwest to the intersection of 19th Street and Lincoln Way Avenue, looping Harrington Park, and continuing on to the proposed Northeast Community Park.
- Indian Ridge Parkway, which runs from northwest to southeast, and connects Lincoln Way Avenue with South 6th Street. This will be a major civic street corridor in the southwest quadrant of the city.
- A trail segment linking the Indian Creek Greenbelt with Indian Ridge Parkway, running parallel to the railroad tracks.
- A short trail segment linking the Indian Creek Greenbelt with South B Avenue and the 11th Street mixed mode corridor.
- An internal trail system following natural drainage corridors in the Indian Ridge Planned Development, on the west side of the Indian Creek Greenbelt. This trail system will link the parkway with the Indian Creek Greenbelt.

## Joint Use Streets

The greenway network is enhanced by joint use streets that accommodate pedestrian and bicycle traffic in their design. These streets include:

### East-West Components

- T Avenue, west from the Drainage District 17 Greenway.
- Lincoln Way Avenue, west from the Indian Creek Greenbelt.
- H Avenue, between 11th Street and 15th Street.
- South I Avenue, between 11th Street and Mardean Park.



## North-South Components

- 6th Street between T Avenue and the Indian Creek Greenbelt.
- 11th Street between H Avenue and South I Avenue.
- 15th Street between Harrington Park and H avenue.

The Park and Greenway System Plan illustrates this open space network, designed to link most neighborhoods and features of the city together.

## PARK SITE IMPROVEMENT PROGRAM

### **Billy Sunday Field/Fairgrounds Park**

- New bleachers.
- New restroom/storage facility.
- Resurface existing tennis courts.
- Trail maintenance

### **Environmental Education Area**

(West of S-14/cemetery along Indian Creek)

- Dredge pond.
- Repair spillway.

### **Gates Hall**

- Determine appropriate use for pool site.

### **Greenbelt Acquisition**

(north of Highway 30 between 6th St. and 11th St.)

- Construct trail.
- Install bridge (city currently possesses) over Indian Creek.
- Benches along trail.

### **Harrington Park**

- Upgrade park equipment and facilities.
- Pave both parking lots.

### **Hattery Park**

- Restroom structure adjacent to shelter.
- Upgrade play equipment.
- Install new safety surface.
- Pave parking lot.



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**Mardean Park**

- Upgrade play equipment to be handicapped accessible.
- Pave the parking lot.

**Recreation & Athletic Complex**

- Secure funding.
- Complete construction.
- Complete adjacent street and access.
- Install lights..

**Undeveloped Park**

(Lakeview Dr. In Krupp City Addition)

- Play structure.
- Shelter.
- Picnic tables.
- Grills.
- Basketball court.

**Undeveloped Park**

(11th St. and C Ave.)

- Trail (between trailhead shelter and Indian Creek Greenbelt trail).
- Shelter.
- Landscaping.

**Undeveloped Park**

(O Ave. and Indian Creek)

- Trail (between O Ave. and Indian Creek Greenbelt trail).
- Bridge over Indian Creek.





## NEIGHBORHOOD PARK FINANCE

IN ORDER TO FINANCE PARK ACQUISITION, NEVADA SHOULD ESTABLISH A PARK SITE ACQUISITION FUND, FINANCED ALONG WITH NEW SUBDIVISION DEVELOPMENT.

A mechanism to finance community park acquisition is required to ensure the reservation of well-located and appropriately sized open spaces. Park acquisition may take place through one of two devices: dedication of appropriate parcels by developers or a payment in lieu of dedication to acquire other park sites. A “benefit fee” approach to park financing must trace expenditures to the direct benefit of those areas that are paying the fee.

The obligation for land dedication (or payment in lieu of dedication) is a function of:

- Acres in the development.
- Development capacity established by the development’s zoning.
- Number of people per unit in Nevada.
- The city’s desirable level of service standard in acres of neighborhood park per 1,000 people.

The park finance system should be implemented through the city’s land development ordinances. It provides an equitable way to finance acquisition of appropriate parks consistent with the principles of the comprehensive plan.

### School Sites

The use of school sites for neighborhood recreation is an important part of Nevada’s park service network. The relationship between the school system and the city should continue and may result in joint development of school properties for neighborhood and community recreation and education.

**TABLE 5.3: Major Recreation Facilities in Nevada**

Criterion	Support			Recreation Facilities									
	Area (Acres)	Rest- rooms	Picnic Shelters	Baseball Fields	Softball/Little League Fields	Basketball Courts	Tennis Courts	Football Fields	Golf Disk	Playground Areas	Sand Volleyball	Soccer Fields	Pool Trail
<b>Public Parks</b>													
Mardean Park	2.60	0	1	0	1	1	0	0	0	1	0	1	0
Kiwanis Park	7.81	1	1	0	2	0	0	0	0	1	0	1	0
Harrington Park	31.00	2	1	0	2	1	0	0	Disk	2	1	4	0
Hattery Park	2.75	1	1	0	0	1	0	0	0	2	0	0	0
Billy Sunday Field/Fairgrounds	26.32	2	2	1	0	1	3	0	0	1	0	0	0.6
Undeveloped Park (Lake View)	0.59	0	0	0	0	0	0	0	0	0	0	0	0
Greenbelt Acquisition	35.00	0	0	0	0	0	0	0	0	0	0	0	0
Undeveloped Park (11th & C)	6.43	0	0	0	0	0	0	0	0	0	0	0	0
Recreation & Athletic Complex	56.75	2	1	0	5	1	4	0	0	2	1	3	1
Gates Hall	2.53	0	0	0	0	0	0	0	0	0	0	0	0
Undeveloped Park (O Ave.)	1.00	0	0	0	0	0	0	0	0	0	0	0	0
Environmental Greenbelt	31.00	0	0	0	0	0	0	0	0	0	0	0	0.9
Education Area													
<b>Totals:</b>	<b>203.78</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>1</b>
<b>Public School Sites</b>													
Nevada High School	20.46	0	0	0	1	3	0	1	0	0	0	0	0
Nevada Middle School	1.65	0	0	0	0	6	0	0	0	0	0	0	0
Nevada Elementary School	4.55	0	0	0	0	3	0	0	0	1	0	0	0
Practice Field	2.98	0	0	0	0	0	0	0	0	1	0	0	0
<b>Totals:</b>	<b>29.64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Additional Facilities: Gates Hall:</b> Large auditorium, meeting rooms, senior citizen activities. <b>Harrington Park:</b> Large passive area with numerous trees. <b>Billy Sunday Field and County Fairgrounds:</b> Hiker/biker trail and county fair facilities. <b>Nevada High School Gym:</b> Wrestling area in the mezzanine, 1/12th mile indoor walking track. <b>Nevada Middle School Gym:</b> Wrestling room. <b>Pavilion:</b> enclosed open area for receptions, air-conditioned and heated, with attached shelter. <b>Community Building:</b> enclosed open areas for receptions, not climate controlled.													

**TABLE 5.4: Park and Recreation Services Related to Population**

<u>Criterion</u>	<u>Standard</u>	<u>Existing</u>	<u>Comments</u>
Total Park Land	<ul style="list-style-type: none"> <li>• 15 acres per 1,000 population.</li> <li>• Based on the standard, Nevada requires 90.14 acres of total park land.</li> </ul>	Public Park: 203.78 acres.	Nevada's 2000 population is 6,658. Based on this figure, Nevada exceeds national standards for park land. This is somewhat misleading, as a large portion of the city's park land is undeveloped or part of the Indian Creek Greenbelt. Completion of the Recreation & Athletic Complex, which is currently under construction, should rectify this.
Neighborhood Parks and Playgrounds	<ul style="list-style-type: none"> <li>• 2 acres per 1,000 population.</li> <li>• Based on the standard, Nevada requires 12.02 acres of neighborhood parks.</li> </ul>	Public Parks: 13.75 acres.	Nevada exceeds national standards for neighborhood parks and playgrounds. Neighborhood parks and playgrounds within the city include: Mardean Park, Kiwanis Park, Hattery Park, and the undeveloped park in the Krupp City Addition.
Community Parks	<ul style="list-style-type: none"> <li>• 3.5 acres per 1,000 population.</li> <li>• Based on the standard, Nevada requires 21.03 acres of community parks.</li> </ul>	Total Area: 190.03 acres.	Community parks account for most of the city's total park area. Community parks include Harrington Park, Billy Sunday Field/Fairgrounds, Gates Hall, and several undeveloped park sites related to the Indian Creek Greenbelt. Completion of these undeveloped park sites and greenbelt will further enhance Nevada's park offerings.

**TABLE 5.5: Park and Recreation Services Related to Population**

<b>Criterion</b>	<b>Standard</b>	<b>Existing Facility</b>	<b>Comments</b>
<b>Baseball Fields</b>	<ul style="list-style-type: none"> <li>• One diamond per 3,000 population.</li> <li>• Based on standard, Nevada requires 2 baseball diamonds.</li> </ul>	<p>One diamond, one proposed; 1 at Billy Sunday Field and 1 proposed for the Recreation and Athletic Complex.</p> <p>Several backstops are located in parks throughout the city.</p>	Nevada will be adequately served by baseball diamonds upon completion of the Recreation and Athletic Complex. Local demand may require that this standard be exceeded.
<b>Softball/Little League Fields</b>	<ul style="list-style-type: none"> <li>• 1 field per 3,000 population.</li> <li>• Based on standard, Nevada requires 2 softball/little league fields.</li> </ul>	<p>Eleven fields: 1 at Mardean Park. 2 at Kiwanis Park. 2 at Harrington Park. 1 girls softball and 4 regular proposed for the Recreation and Athletic Complex. 1 girls softball at high school.</p>	Nevada is adequately served by softball/little league fields. Local demand may require that this standard be exceeded.
<b>Football Fields</b>	<ul style="list-style-type: none"> <li>• 1 field per 20,000 population.</li> <li>• Based on standard, Nevada requires 1 football field.</li> </ul>	<p>One regulation field (and a practice field) at Nevada High School.</p>	Nevada is adequately served by football fields.
<b>Running Track</b>	<ul style="list-style-type: none"> <li>• 1 track per 20,000 population.</li> <li>• Based on standard, Nevada requires one running track.</li> </ul>	<p>One track; 1 at Nevada High School</p>	Nevada is adequately served by running tracks.
<b>Playgrounds</b>	<ul style="list-style-type: none"> <li>• 1 per 2,000 population.</li> <li>• Nevada requires 3 playgrounds.</li> </ul>	<p>Ten playground areas; 1 each at Mardean Park, Kiwanis Park, and Billy Sunday Field/Fairgrounds. 2 each at Harrington Park, Hattery Park, and the proposed Recreation &amp; Athletic Complex. 1 at the elementary school</p>	Nevada is adequately served by playgrounds.
<b>Soccer Fields</b>	<ul style="list-style-type: none"> <li>• One field per 10,000 population.</li> <li>• Based on standard, Nevada requires 1 soccer field.</li> </ul>	<p>Nine soccer fields; 1 each at Mardean Park and Kiwanis Park. 4 at Harrington Park. 3 at the Recreation &amp; Athletic Complex.</p>	Nevada is adequately served by soccer fields.

**Sources:**

*Statewide Comprehensive Outdoor Recreation Plan, Nebraska Game and Parks Commission, 1991.*  
*Urban Land, Vol. 20, No. 5, Urban Land Institute.*  
*National Park, Recreation, and Open Space Standards, National Recreation and Park Association, 1971.*

**TABLE 5.6: Park and Recreation Services Related to Population**

<u>Criterion</u>	<u>Standard</u>	<u>Existing Facility</u>	<u>Comments</u>
Volleyball	<ul style="list-style-type: none"> <li>• 1 court per 5,000 population.</li> <li>• Based on standard, Nevada requires 2 volleyball courts.</li> </ul>	2 sand volleyball court. 1 at Harrington Park. 1 at Aquatic Center	Nevada is adequately served by volleyball courts.
Basketball Courts	<ul style="list-style-type: none"> <li>• 1 court per 5,000 population.</li> <li>• Based on standard, Nevada requires 2 basketball courts.</li> </ul>	15 basketball courts; 6 at the Nevada Middle School, 3 each at the High School and Elementary School, and 1 each at Mardean Park, Billy Sunday Field/Fairgrounds, Harrington Park, Hattery Park, 1 proposed at the Recreation and Athletic Complex, 1 proposed at Krupp Park.	Nevada is adequately served by basketball courts.
Tennis Courts	<ul style="list-style-type: none"> <li>• 1 court per 2,000 population.</li> <li>• Based on standard, Nevada requires 4 tennis courts.</li> </ul>	Three existing courts and four proposed courts; 3 at Billy Sunday Field/Fairgrounds. 4 proposed at the Recreation & Athletic Complex	Nevada is adequately served by tennis courts.
Swimming Pools	<ul style="list-style-type: none"> <li>• 1 50-meter pool per 20,000 population.</li> <li>• 1 25-meter pool per 10,000 population.</li> <li>• Based on standard, Nevada requires 1 25-meter pool.</li> </ul>	New Aquatic Center	
Golf Course	<ul style="list-style-type: none"> <li>• 1 9-hole standard course per 25,000 population.</li> <li>• Market for golf facilities is regional.</li> </ul>	Ames, IA, located 10 miles to the west, has two 18 hole courses. 1 Private 9-hole course south of Nevada 1 Public 9-hole course west of Nevada	Including the two courses in Ames, Nevada is adequately served by golf courses. The city could consider constructing a course as a regional attraction for tourism and business.

**Sources:**

*Statewide Comprehensive Outdoor Recreation Plan*, Nebraska Game and Parks Commission, 1991.  
*Urban Land*, Vol. 20, No. 5, Urban Land Institute.  
*National Park, Recreation, and Open Space Standards*, National Recreation and Park Association, 1971.

**TABLE 5.7: Park Inventory and Assessment**

<u>Park/Location</u>	<u>Facilities</u>	<u>Evaluation</u>	<u>Recommendation</u>
<b>Mardean Park</b> Neighborhood park located at the intersection of South 12th Street and South "I" Street, in southeast Nevada.	<ul style="list-style-type: none"> <li>• 2.60 acres.</li> <li>• 1 softball/little league ballfield</li> <li>• 1 soccer field, with portable goals.</li> <li>• 1 basketball court.</li> <li>• Playground equipment and benches.</li> <li>• Picnic shelter, water fountain &amp; grill.</li> <li>• Open passive area with trees.</li> <li>• Off-street parking lot.</li> </ul>	<p>This easily accessible and well used neighborhood park serves the residents of southern Nevada. The park, which is adjacent to single family homes, apartments, and a group home, provides passive and active recreational areas for park users.</p> <p>Due to its close proximity to the group home, the park's play equipment should be handicapped accessible. The parking lot, which is unpaved, provides off-street parking.</p>	<p>Upgrade the play equipment so that it is handicapped accessible for all park users.</p> <p>Pave the existing un-paved parking lot.</p>
<b>Kiwanis Park</b> Neighborhood park located at the intersection of 11th Street and "E" Avenue.	<ul style="list-style-type: none"> <li>• 7.81 acres.</li> <li>• 2 softball/little league fields.</li> <li>• 1 soccer field with portable goals.</li> <li>• 1 picnic shelter with two grills.</li> <li>• 1 large playground area with various pieces of equipment.</li> <li>• 1 combination concession stand/restroom facility.</li> <li>• A large passive open area.</li> <li>• A paved parking lot that is shared with the adjacent church.</li> </ul>	<p>This neighborhood park, which is within walking distance of a large portion of Nevada, is home to 2 softball/little league fields. The park is well used, due in part to its many offerings and close proximity to potential park users.</p> <p>The city currently leases the land for the park from the adjacent church. This is done on an annual basis.</p>	<p>Determine whether or not the city should continue to lease the park land from the church on an annual basis. If a long-term lease from the church is secured, improve and upgrade the existing park equipment and facilities.</p>



**TABLE 5.8: Park Inventory and Assessment**

<u>Park/Location</u>	<u>Facilities</u>	<u>Evaluation</u>	<u>Recommendation</u>
<b>Harrington Park</b> Community park located at the intersection of Lincoln ay Avenue and 15th Street, in northwest Nevada.	<ul style="list-style-type: none"> <li>• 31.00 acres.</li> <li>• 2 softball/little league fields.</li> <li>• 4 soccer fields, with portable goals.</li> <li>• 1 basketball court.</li> <li>• Horseshoe pits.</li> <li>• 2 large playground areas with various pieces of play equipment.</li> <li>• 1 sand volleyball court.</li> <li>• 1 picnic shelter.</li> <li>• 2 restroom facilities.</li> <li>• Large passive open space area with numerous trees.</li> <li>• Landscaped seating area with benches and Lincolnway Marker.</li> <li>• 2 off-street parking lots.</li> <li>• 4 seasonal soccer fields located in the ball diamond outfields.</li> <li>• 1 9-hole disk golf course.</li> </ul>	<p>This large community park functions as Nevada's "all-around" city park. It provides a variety of amenities, ranging from a basketball court and soccer fields to a picnic shelter and playground area. A major feature of this park is its large open space area, which is planted with numerous trees and shrubs.</p> <p>The park is in very good condition, but it is in need of additional recreation facilities.</p>	<p>Continue routine maintenance of the park. In addition, develop a schedule for the continued upgrading of park facilities and equipment.</p> <p>Pave both of the parking lots in the park.</p>
<b>Hattery Park</b> Neighborhood park located at the intersection of 6th Street and "Q" Avenue, in north central Nevada.	<ul style="list-style-type: none"> <li>• 2.75 acres.</li> <li>• 1 basketball court.</li> <li>• 2 play areas, including a large wooden playground.</li> <li>• 1 restroom facility.</li> <li>• 1 picnic shelter and grills.</li> <li>• Mature trees.</li> <li>• Off-street parking.</li> <li>• Open space area on the south side of "Q" Avenue.</li> </ul>	<p>This neighborhood park serves the residents of northern Nevada. The park, with its mature trees, provides residents with a large wooden play structure, a picnic shelter, and a basketball court. Three small flower beds are also located in the park.</p> <p>The park is well maintained and an asset to the neighborhood. Parking is available on-street or in an unpaved off-street parking lot. The play equipment is dated and in need of a new safety surface. The park's restrooms are in poor condition and need to be replaced.</p>	<p>Construct a new restroom structure adjacent to the existing park shelter.</p> <p>Pave the existing off-street parking lot.</p>

**TABLE 5.9: Park Inventory and Assessment**

<u>Park/Location</u>	<u>Facilities</u>	<u>Evaluation</u>	<u>Recommendation</u>
<b>Billy Sunday Field/Fairgrounds</b> Community park located at the intersection of S-14 and "I" Avenue, in southwest Nevada.	<ul style="list-style-type: none"> <li>• 26.32 acres.</li> <li>• 1 regulation baseball field with dugouts, bleachers, batting cages, restrooms and a concession stand.</li> <li>• A paved recreational trail.</li> <li>• 1 basketball court.</li> <li>• 3 tennis courts and an attached panel for racquetball.</li> <li>• 1 play area, including one large piece of playground equipment.</li> <li>• 1 picnic shelter.</li> <li>• 1 lodge building</li> <li>• A one-room school house.</li> <li>• The Story County Fairgrounds, including: <ul style="list-style-type: none"> <li>- Rodeo arena and bleachers</li> <li>- Stock buildings and pens</li> <li>- Large shelter</li> <li>- Restrooms</li> <li>- Office</li> </ul> </li> </ul>	<p>This large community park is located along Indian Creek, on the west side of the city. It is the home of the Story County Fairgrounds and Billy Sunday Field, the city's regulation baseball diamond. The park contains the first leg of the city's hiker/biker trail.</p> <p>Billy Sunday Field is the recipient of very heavy usage and needs to be upgraded. The tennis courts are also well utilized and need to be resurfaced.</p> <p>Because the hiker/biker trail through the park was the first segment to be constructed, continued maintenance is, and will continue to be, a priority.</p>	<p>Upgrade Billy Sunday Field, including:</p> <ul style="list-style-type: none"> <li>- construct new bleachers</li> <li>- construct a new restroom/storage facility</li> </ul> <p>Resurface the existing tennis courts.</p> <p>Continue routine maintenance of the hiker/biker trail through the park/fairgrounds.</p>
<b>Gates Hall/Pool</b> Located at the intersection of 15th Street and "H" Avenue in southeast Nevada.	<ul style="list-style-type: none"> <li>• 2.53 acres.</li> <li>• Gates Hall is a large, central meeting/activity hall with a stage, restrooms, and smaller meeting rooms. The South Room contains a senior citizen meeting area with meal tables and a kitchen and the North Room is used for various activities and meetings.</li> </ul>	<p>Gates Hall is programmed for a variety of uses, including senior citizen related activities.</p>	<p>Determine an appropriate use for the former pool site.</p>

**TABLE 5.10: Park Inventory and Assessment**

<u>Park/Location</u>	<u>Facilities</u>	<u>Evaluation</u>	<u>Recommendation</u>
<b>Undeveloped Park</b> Two lots located on Lake View Drive in the Krupp City Addition.	<ul style="list-style-type: none"> <li>• Approximately 1 acre.</li> <li>• Currently undeveloped.</li> </ul>	<p>This undeveloped park is located in the Krupp City Addition in southern Nevada. It currently consists of two undeveloped lots that were dedicated to the city by the developer. The city would like to see this site develop as a neighborhood park, with a shelter, grills, picnic tables, a play structure, and basketball court.</p>	<p>Develop this site as a neighborhood park. Construct a play structure and a shelter with picnic tables and grills.</p> <p>Install a basketball court.</p>
<b>Undeveloped Park</b> Located southwest of the intersection of 11th Street and "C" Avenue in southeast Nevada.	<ul style="list-style-type: none"> <li>• 6.43 acres.</li> <li>• Rectangular parcel of land used as a fill area.</li> <li>• Major change in grade east to west and north to south.</li> <li>• Southern portion is pasture-like in nature, with grasses and trees.</li> <li>• Central portion is filled in and fairly level, with dirt and rock piles.</li> <li>• Northern portion is a lowland area, with new sewer construction.</li> <li>• Western 1/4 of the site is wooded.</li> </ul>	<p>This undeveloped land was given to the city to be used as a park. The site, which contains many changes in grade and falls from south to north, has been used as a location for dumping rock, dirt, and other fill material. The western portion of the site is heavily wooded and ties in to the city's Indian Creek Greenbelt. The city anticipates using this site as a trailhead to the greenbelt. It will be maintained as a passive area, with landscaping, a short segment of trail, and a shelter.</p>	<p>Construct a shelter and a small segment of trail, linking the trailhead to the Indian Creek Greenbelt.</p> <p>Install landscaping on areas of the park that have been disturbed.</p>
<b>Environmental Education Area/Greenbelt</b> Located west of S-14 and the cemetery along Indian Creek in western Nevada.	<ul style="list-style-type: none"> <li>• 31.00 acres.</li> <li>• Pastoral area consisting of:               <ul style="list-style-type: none"> <li>- Lowlands and floodplain.</li> <li>- Trees and woods.</li> <li>- Meadows, grasslands, and cropland.</li> <li>- Indian Creek.</li> </ul> </li> </ul>	<p>This recently acquired land is currently undeveloped. The city developed a loop trail in this area as a part of the Indian Creek Greenbelt trail system. The city is in the process of planting the area with native vegetation and prairie grasses to enable it to be used as an environmental educational area. In addition to the trail, the city constructed a bridge across the creek, but needs to fix the spillway/dredge the pond in order to enhance aquatic life in the pond.</p>	<p>Make repairs to the aquatic area, including fixing the spillway and dredging the pond.</p>

**TABLE 5.11: Park Inventory and Assessment**

<u>Park/Location</u>	<u>Facilities</u>	<u>Evaluation</u>	<u>Recommendation</u>
<b>Undeveloped Park</b> Located at "O" Avenue and Indian Creek in northwest Nevada.	<ul style="list-style-type: none"> <li>• 1.00 acres.</li> <li>• Heavily wooded area.</li> <li>• Steep change in grade.</li> <li>• Picturesque railroad bridge located on northern boundary of site.</li> </ul>	<p>This undeveloped park will be developed as a trailhead park for the Indian Creek Greenbelt. It will provide access to the trail from neighborhoods in northwest Nevada. The park will connect "O" Avenue with the trail, and will require the construction of a short segment of trail and a bridge across the Indian Creek.</p>	<p>Construct a bridge across Indian Creek.</p> <p>Construct a short segment of trail, linking "O" Avenue with the greenbelt trail.</p>
<b>Nevada Youth &amp; Adult Recreation &amp; Athletic Complex</b> Located between 11th Street and 19th Street, north of "B" Avenue.	<ul style="list-style-type: none"> <li>• 56.75 acres.</li> <li>• Proposed facilities for this park include: <ul style="list-style-type: none"> <li>- 4 softball/little league fields.</li> <li>- 4 tennis courts.</li> <li>- 3 soccer fields.</li> <li>- 2 playgrounds.</li> <li>- 1 high school baseball field</li> <li>- 1 high school softball field</li> <li>- 1 multi-purpose court.</li> <li>- 2 concession stand and restroom facilities.</li> <li>- 1 aquatic center.</li> <li>- 1 pavilion</li> <li>- 1 parks maintenance building.</li> <li>- 2 off-street parking lots.</li> </ul> </li> </ul>	<p>The construction of the Recreation and Athletic Complex is underway. Site preparation, infrastructure, streets, portions of the planned parking lots and trails, and the aquatic center are complete.</p> <p>The aquatic center replaced the swimming pool at Gates Hall, which has been demolished. The remaining facilities are intended to supplement Nevada's existing recreation and athletic facilities.</p>	<p>Finish construction of the complex as funding permits.</p>
<b>Greenbelt Acquisition</b> Located north of U.S. Highway 30 between 6th Street and 11th Street.	<ul style="list-style-type: none"> <li>• 35.00 acres.</li> <li>• Indian Creek greenbelt, contains: <ul style="list-style-type: none"> <li>- Indian Creek</li> <li>- Floodplain</li> <li>- Woods</li> <li>- Steep slopes</li> </ul> </li> </ul>	<p>The greenbelt acquisition provides protection from flooding and is a significant environmental resource for the city. As part of the city's developing greenbelt, it will contain a segment of the city's hiker/biker trail. The goal is to keep the area as natural as possible, installing only the trail, a few benches, and a bridge where the trail crosses the creek.</p>	<p>Keep this greenbelt site as natural as possible during construction of the hiker/biker trail.</p> <p>Install the bridge (which the city currently possesses) over Indian Creek.</p> <p>Install benches along the trail.</p>

# 6

## QUALITY PUBLIC SERVICES

*Evaluation and Recommendations for Public Facilities and Infrastructure*



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The Nevada Public Facilities Plan provides an in depth analysis and space needs study of the city's major public buildings and facilities. The plan was prepared using the following methodology:

Each facility manager or supervisor received a questionnaire to complete. The questionnaire asked respondents to define basic department functions, project staff needs, and propose various space needs and workspace requirements, based on space standards and model workstations.

Following receipt and analysis of the questionnaire, RDG Crose Gardner Shukert conducted an individual site visit and interview of each facility. The original study was completed in 1998, but was updated through additional staff interviews in 2002 and 2003.

This information was assembled to produce this plan and its recommendations. Sections of the plan include:

#### **PUBLIC SAFETY DEPARTMENTS**

- Police
- Fire

#### **CITY ADMINISTRATION**

#### **INFRASTRUCTURE DEPARTMENTS**

- Streets
- Water
- Wastewater

#### **RECREATION AND CULTURE DEPARTMENTS**

- Parks and Recreation
- Library

Each departmental section includes:

- A review of the department and a general description of its current facilities.
- A review of existing and proposed staffing and workspace needs.
- A space program, comparing 2002 and 2007 space needs to existing facilities.
- An analysis of issues and deficiencies.
- Recommendations and an opinion of probable cost.

The plan concludes with a priority and financing plan for its implementation.



## **PUBLIC SAFETY DEPARTMENTS**

### **■ POLICE**

The City of Nevada's Police Department provides public safety and security services to the community through regular law enforcement activities. These efforts and programs include regular patrol, business and residential security checks, traffic enforcement, accident investigations, responses to calls for assistance, criminal investigations, and prevention education. The department assists other law enforcement and public safety agencies, including fire and ambulance services. Jail and dispatch services are provided by the Story County Sheriff's Office under a service agreement with the city. The Police Department also oversees animal control service in the community.

#### **The Current Facility**

Nevada's Police Department is based in about 1,160 square feet in the city's downtown City Hall building. The space accommodates the office and administrative functions of the department. The existing space includes:

- A reception/work area that acts as the principal point of reception for the public. To reach this reception area, visitors enter through the main doors of City Hall and proceed down a hallway past the City Administrator's office. This area includes a counter and small waiting area, office machines, and a space for file cabinets.
- A police chief's office with access off the reception area.
- One office space shared by all duty officers that doubles as an interview area.
- A multi-use area that functions as an office for investigators, a secure evidence storage area, lab, and kitchen/break room.

Non-secure storage is provided in the unfinished portion of the City Hall building.

#### **Workspace Needs**

Table 6.1 describes existing and five-year staff projections and workspace needs for the Police Department. Department administration projects that the current complement of 10.5 FTE positions will increase to around 14 positions by 2007. Major increases include:

- Increase of one patrol officer.
- Retention of a full-time records clerk.



- Addition of one sergeant/shift supervisor.
- Addition of one investigator.

The actual staff complement for 2003 will be governed by community size and needs and the availability of funding,

### Space Needs Program

Table 6.2 presents the proposed space needs program for the Police Department for 2002 and the projected 2007 staff complement. The program indicates a current need for about 4,250 square feet of interior space, including indoor storage for four vehicles. Total required area for assigned space, common area, and storage is 2,850 square feet. Based on projected 2007 staff complement, this requirement will grow slightly to 4,469 square feet, 3,069 of which is assigned space, common area, and storage. This stands in contrast to the Police Department's current assigned area of about 1,160 square feet.

In addition to the interior space requirements, Police operations require about 18 outdoor parking stalls, including impound area. Based on a building footprint of 4,500 square feet, 18 parking spaces, and site landscaping equal to 20% of total site area, the Police Department program requires a total site area of about 13,000 square feet.

### Facility Evaluation and Issues

The current Nevada Police Department facility does not meet the needs of a contemporary police operations for a city of Nevada's size. Specific issues include:

- Seriously inadequate space
  - Department's space is only about 40% of the area that is required by its space needs program for interior area. This deficiency does



**TABLE 6.1: Existing and Projected Staffing and Workspace Needs**

<b>Staff Position</b>	<b>2002 Staff Size</b>	<b>2007 Staff Size</b>	<b>Workspace Requirements</b>
Police Chief	1	1	Office
Administrative Assistant	1	1	Office
Records Clerk	0.5	1	Workstation
Investigator	0	1	Office. Two-person office could be used if sized appropriately
Sergeant/Shift Supervisor	0	1	Workstation
Patrol Officers	8	9	One workstation per two officers.
Total Staffing	10.5	14	

**TABLE 6.2: Police Department Space Needs Compared to Current Space**

<b>Space</b>	<b>Standards or Space Requirement</b>	<b>2002 Area (SF)</b>	<b>2007 Area (SF)</b>	<b>Current Area (SF)</b>
Public Reception/Lobby	Circulation, seating for four, desk and reception area	150	150	98
Administrative Assistant	1 Office (Type D)	100	100	120
Records Clerk	1 Workstation (Type C)	75	75	0
Current Records and Files	1 secure and accessible room or defined area	150	150	0
Work Area/ Equipment	1 room accommodating fax, copier, computers, office work area	150	150	0
<b>Subtotal: Reception and Office Support</b>		<b>625</b>	<b>625</b>	<b>218</b>
Police Chief	1 Private Office with desk with credenza, filing, 2 guest chairs (Type F1 or F2)	150	150	130
Investigators	Private office or defined workspace, desk with credenza, file, 1 guest chair (Type D)	100	200	72
Sergeant/Shift Supervisor	Private office or defined workspace, desk with credenza, file, 1 guest chair. Can be shared by two on a shift basis.	100	100	0
Patrol Officers	2 people per workstation. Desk with return, files, guest chair optional	225	300	162
<b>Subtotal: Police Staff</b>		<b>575</b>	<b>750</b>	<b>364</b>
Lab	Laboratory bench, sink, cabinets and storage, fume hood	200	200	64
Interview Room	Capacity of up to 10. White board, bulletin board	120	120	0
Conference Room	Capacity of up to 20. White board, bulletin board, video	200	200	0
Observation/Staging Area	1 space	120	120	0
<b>Subtotal: Support Facilities</b>		<b>640</b>	<b>640</b>	<b>64</b>
Evidence Storage	1 secured space, fire protected, shelving, controlled environment	240	240	30
Dead Storage	Records and file storage, extensive shelving	200	200	252
Storage Areas		440	440	282
Vehicle Bays	4 Bays; 3 for police vehicles, one for evidence or immediate impound	1,400	1,400	0
Total Indoor Vehicle Storage	Indoor storage space is leased when available for limited vehicle storage	1,400	1,400	0
<b>Total Assigned Inhabited Space and Storage</b>		<b>2,280</b>	<b>2,455</b>	<b>928</b>
<b>Unassigned Space (75% Efficiency)</b>		<b>570</b>	<b>614</b>	<b>232</b>
<b>Total Inhabited and Storage Building Area</b>		<b>2,850</b>	<b>3,069</b>	<b>1,160</b>
<b>Indoor vehicle storage</b>		<b>1,400</b>	<b>1,400</b>	<b>0</b>
<b>Total Building Area</b>		<b>4,250</b>	<b>4,469</b>	<b>1,160</b>

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not include space required for desirable indoor vehicle storage or a proposed Emergency Operations Center.

- Lack of direct public off-street access.
  - Access is provided through the main City Hall entrance and past administrative offices. This creates a functional conflict between police operations and visits for police services and normal city operations. In addition, it complicates after-hours public access to the police facility.
  - The Police Department lacks strong public identifiability and visibility. This counters national trends toward making police operations more visible and integrated into the fabric of a town.
- Poor privacy and confidentiality zoning.
  - Many areas, including records, files, and office work areas, are visible and open to direct public access.
  - The Police Chief's office is separated by a public lobby from staff, patrol officer offices, investigator's offices, and work areas.
  - Police Chief's office is adjacent to lobby, causing a lack of privacy and an inability to have a confidential conversation.
  - Police Chief's office often becomes first point of contact for the public, resulting in frequent unnecessary disturbances and distractions.
  - Circulation ways pass through assigned spaces. Thus, the route from public to private areas goes directly through the patrol officer's and investigator's areas.
  - The only semi-private location within the department is the investigator's office, which is shared with a records clerk. The records clerk must leave the office whenever there is a need for private meetings, interviews, or interrogations.
- Lack of security for files, computer, and work areas. The Nevada Police Department falls substantially short of police standards for office security.
  - Computers and records, located in the reception/work area, are in full public view.
  - Doors, windows, and locks are of ordinary building materials, offering limited security.
  - Lack of restricted access areas and protected reception areas place staff at risk from persons in custody.
  - Public access to the department limits security and offers no protection of staff from persons entering the department.
- Lack of adequate work space and accommodations for clerical staff.





- Space is inadequate to accommodate full clerical complement.
- Office clerk is located in the investigator's office. While this is marginally functional because the office clerk is currently a part-time staff member, eventual upgrading to a full-time position will create a serious operating problem.
- Inadequate in-house work areas for police sergeant and officers.
  - All officers are currently sharing a space of about 130 square feet, equivalent to one medium-sized office.
  - Inadequate work and personal files area.
- Investigative areas merge with lab.
  - Investigator's desk area, lab, and break area are an undifferentiated space.
- Improvised lab facilities lacking fume hoods and other required equipment.
  - Lab work is currently done out of a kitchenette.
  - Processing of physical evidence, such as fingerprints, in the current facility is unsafe due to the lack of appropriate ventilation systems.
  - Lab area should contain a fuming chamber, lighted photography station, and running warm/cold water with eye rinse basin.
- Inconvenient or inadequate storage.
  - Inadequate on-site storage requires use of remote or separated areas, including unfinished area in rear of City hall building.
- Inadequate secured space for evidence storage.
  - Integrity of chain of custody and proper preservation of evidence is compromised by lack of proper and conveniently located storage. As a result, timely release of evidence is often delayed.
  - Sensitive evidence material requires specialized storage facilities, which are currently unavailable.
  - Current storage facilities are not fire protected or adequately secure from forced entry.
- There is currently no location within the department to post confidential information. All areas of the department have public access. As a result, more costly and less efficient means are used to disseminate confidential and sensitive information.

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- Lack of confidential interview room or observation/staging area.
  - No permanent indoor vehicle storage. The Police Department leases indoor storage space when it is available. The department has had to relocate four different times within two years and is currently without an option for vehicle storage.
  - Lack of impound facility. The city relies on contractors to tow and impound vehicles. The number of contractors and the space for them to store vehicles is limited. Efforts to perform nuisance abatement of junk vehicles and the clearing of streets and city parking lots of abandoned vehicles are hampered at times because of limited storage space.
    - The city pays a fee for the storage of these vehicles. The department is afforded a significant discount, but it is anticipated that those costs will increase.
    - The city needs a space to store impounded vehicles, in addition to the needed storage facility for department vehicles.
    - There may be an opportunity for a joint effort with the Sheriff's office. The Sheriff's office currently rents space for storing vehicles in Nevada and Colo. The situation may offer an opportunity to cost share for a new facility, or the city could lease space to the Sheriff's office if a city facility were created.
  - Lack of Emergency Operations Center (EOC). The city does not have an emergency operations center for city department heads and designated officials to operate from during a community emergency. This center would be vitally important in serving the community in the event of incidents of severe storm, tornado, or flooding.
    - Such a facility should be equipped with emergency power and communication options in the event of the failure of everyday systems.
    - The city should not rely on the county and their facilities to always be available to manage a significant situation, as was the case during the floods of 1993.
    - An EOC should be designed into the basement area of a new or remodeled police facility.
    - The EOC should be able to withstand the effects of a tornado.
  - Inconvenient Animal Control facilities and processing requirements. The city recently approved a significant hike in the fees to be paid for daily animal boarding.
    - The city is responsible for the fees on unclaimed animals.
    - Officers have to meet individuals at the police department to do paper work associated with the release of animals and then travel across town to a veterinary clinic to release an animal. The pro-





cess is inefficient and time consuming.

- The county animal control facility rents space on the edge of town for animal control service operations. An opportunity may exist to combine animal boarding and release facilities into one city/county operation.

## Recommendations

Replacement or enlargement of the current Police Department facility is a high public facility priority. The city has four options for addressing this priority:

- *Maintaining the current situation.* The substantial space and operational deficiencies of the current space make this option untenable.
- *Reconfiguration of City Hall.* Components of this option include:
  - Relocating City Council meetings to Gates Hall or another location.
  - Freeing about 1,000 square feet in City Hall for reprogramming.
  - Developing a small conference room, in the range of 150 to 200 square feet, for use by city departments.
  - Reprogramming the balance of the space for police use. This will provide the Police Department with about 2,000 square feet.
  - Providing the Police Department with a new public access off 6th Street.

Advantages of this option include:

- Approaching the required space program by providing about 70% to 75% of the space required for occupied space. Some of the shortfall can be satisfied by upgrading storage area in the back of City Hall.
- Maintaining and adjacent relationship to the rest of city government.
- No significant property acquisition and relatively low construction cost.

Disadvantages include:

- City Hall building configuration, as a long narrow building, still presents some compromises. These include windowless offices and relatively long corridors.
- Overall space remains inadequate for optimum operations and provides no room for growth.
- Limits potential reconfiguration or expansion of city offices. With community growth, the solution may become obsolete in a relatively short time.
- Separates Council chamber from City Hall.
- Excludes indoor vehicle storage.

**TABLE 6.3: Costs for Alternative Police Construction Options**

<b>Item</b>	<b>SF or Unit</b>	<b>Cost/Unit</b>	<b>Total</b>
<i>New Construction Option</i>			
Property Acquisition			150,000
Demolition			10,000
New Building	4,500	90	405,000
Parking	18	1,000	18,000
Sitework/Landscaping	5233	2	10,466
Contingencies	5%		27,423
Fees	10%		38,847
<b>Total</b>			<b>614,736</b>
<i>Acquisition and Retrofit Option</i>			
Property Acquisition	7,200	25	144,000
Rehab of Finished Space	4,500	50	225,000
Rehab of Unfinished Space	2,700	20	54,000
Contingencies	10%		27,900
Fees	10%		27,900
<b>Total</b>			<b>478,800</b>
<i>City Hall Retrofit Option</i>			
Construction/Tenant Improvements	2,200	30	77,000
Contingencies	10%		7,700
Fees	10%		7,700
<b>Total</b>			<b>92,400</b>

- *Acquisition and retrofit of an existing building.* In this option, the city would acquire and rehabilitate an existing vacant or soon-to-be vacant building to remodel for police operations. The ideal building:
  - Includes an open, easy to adapt floor plan.
  - Provides the approximate amount of building area required by the space program, along with room for expansion. A building ranging from 5,000 to 8,000 square feet would be most appropriate.
  - Is located in a visible, preferably downtown, location.
  - Can accommodate indoor vehicle storage.
  - Has on-site parking.
  - Is structurally sound, but adaptable to exterior treatments.







Advantages of this option include:

- Satisfaction of full space needs of the Police Department program.
- Probable lower cost than new construction.
- Possible availability of building at relatively low cost.
- At appropriate site, availability of adjacent off-street parking.
- Visibility as a stand-alone facility.

Disadvantages include:

- Requires location of an appropriate building.
- May involve significant purchase cost in addition to adaptive re-use.
- Depending on condition of mechanical system or structural contingencies, rehabilitation costs may be significant.
- Depending on the building and its configuration, including structural type, grid, and head room, may require functional compromises.
- May not allow for development of Emergency Operations Center.

- *Construction of a new building.* Site program requires acquisition of three lots, with a total area of about 15,000 square feet. A potential site is located adjacent to and east of City Hall.

Advantages of this option include:

- Permits customized new building, specifically designed to meet departmental needs.
- Permits on-site indoor and outdoor vehicle storage.
- Meets all aspects of the facility program.
- Can make the most highly visible statement about the city's police presence.
- By design, may include the highest level of public accessibility.

Disadvantages include:

- Project cost, including site acquisition and new construction cost.
- Difficulty in locating or securing an appropriate site.

Table 6.3 presents an opinion of probable costs for the three options. These estimates are provided for comparison purposes only, and do not reflect construction of specific projects.

*RECOMMENDATION: If an appropriately sized and configured building is available, we recommend the acquisition and retrofit option as the most cost-effective way of meeting police needs for the future.*

## ■ FIRE

The City of Nevada's Fire Department provides fire protection and rescue services to the community. Specific functions include responses to fire

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and rescue calls, fire inspection, emergency medical calls, hazardous materials operations, technical rescues, and public education. The department's fire fighters are volunteers, but it retains a full-time, paid Fire Chief.

### **The Current Facility**

Nevada's Fire Department is based in a four-bay, masonry facility at 935 Lincoln Highway. The building was built in 1976. The four bays accommodate the department's ten vehicles, which include aerial apparatus, two pumpers, an historic pumper, and other vehicles and equipment. In addition, the facility contains:

- Fire Chief's office.
- A meeting and training space.
- Men's showers and lockers.
- A women's bathroom.
- A small kitchen.
- Storage and work areas.

### **Workspace Needs**

Existing Fire Department staff includes one Fire Chief and three volunteer assistant chiefs, who share a single desk area. The force consists of 28 volunteer fire fighters, but is authorized for up to 33. Staffing will likely remain the same through 2007.

### **Facility Evaluation and Issues**

The current Nevada Fire facility adequately meets the present and foreseeable needs of the Department. However, specific issues include:

- Computer Access
  - The Department currently has two computers. These will need to be upgraded in the future.
- Lockers/Restrooms
  - Redesign may accommodate needs while providing some additional space.
- Training and Meeting Area
  - More space is necessary.
  - Office supplies and a computer are taking up space in this area.
- Parking
  - Facility is relatively short on parking. However, site lacks adjacent parking opportunities.





- Fire Training Facility
  - An outdoor training facility is desirable.

## Recommendations

The current facility meets basic needs for the Fire Department for the next five years. However, interior planning and reconfiguration may help alleviate some of the space shortages.

*Development of an outdoor fire training facility* is a longer-term capital priority. The facility requires about 15,000 square feet in site space and should include a hydrant, propane trainer, smoke training facility, Class A trainer, flammable liquids trainer, and security lighting. The City of Nevada should continue its current assistance with the development of a shared-use training facility with the City of Colo.

## CITY ADMINISTRATION

City Administration includes the basic management, record-keeping, public service, and policy-making functions of city government. Under Nevada's Council-Manager form of government, the City Administrator is responsible for managing most of the city's business, while the City Clerk is responsible for all records-keeping and account collections operations. This division of government services also includes the Mayor and City Council, zoning and building inspections, and the city attorney.

**TABLE 6.4: Existing and Projected Staffing and Workspace Needs**

<b>Staff Position</b>	<b>2002 Staff Size</b>	<b>2007 Staff Size</b>	<b>Workspace Requirements</b>
Mayor	1	1	Office
City Administrator	1	1	Office
City Clerk	1	1	Office
Deputy Clerk	1	1	Workstation Type C
Accountant	0	1	Workstation Type C
Utility	1	1	Workstation Type C
Office Assistant	1	1	Workstation Type C
Zoning Administrator	1	1	Office
Zoning Assistant	0	1	Office
Zoning/Planning Receptionist/Secretary	0	1	Workstation
City Attorney	1 (Consulting)	1 (Consulting)	Office
<b>Total Staffing</b>	<b>8</b>	<b>11</b>	

**TABLE 6.5: 2002 and 2007 Space Needs Compared to Current Space**

Space	Standards or Space Requirement	2002 Area (SF)	2007 Area (SF)	Current Area (SF)
Public Reception	Lobby and reception desk	150	150	64
Mayor	Office with desk, file, 2 guest chairs (D)	100	100	120
City Administrator	Office with desk, return, credenza, file, 2 guest chairs (F2)	150	150	110
City Clerk	Office with desk, return, credenza, file, 2 guest chairs (F2)	150	150	205
Clerical Staff	4 workstations	300	300	300
Computer Area	1 Workstation	75	75	75
Office Workarea	Copier, office supplies, counters	150	150	125
Files	Central Files	400	400	100
City Attorney	Office with desk, return file, 1 guest chair (D)	100	100	60
Zoning/Building Administrator	Office with desk, return, credenza, file, 2 guest chairs (F1)	150	150	255
Zoning/Building Assistant	Office with desk, return, credenza, file, 2 guest chairs (F1)	150	150	300
Zoning/Building Clerical	1 Workstation and Reception	120	120	0
Zoning/Building Workarea	Drawing table, CAD workstation, Files	300	300	Included in offices
Subtotal Administrative Areas		2,295	2,295	1,714
Small Conference Room	Capacity for 20-25	200	200	0
Council Chamber	Capacity for 50, table or desk seating for 12, circulation	900	900	976
Subtotal: Conferencing		1,100	1,100	976
Fireproof Records Storage		300	300	230
Staff Room		250	250	256
Subtotal: Support Spaces		550	550	486
Total Assigned Space		3,945	3,945	3,176
Unassigned Space	75% Efficiency Factor target 63% Efficiency in existing plan	1,315	1,315	1,900
Total Required Building Area		5,260	5,260	5,076



## **The Current Facility**

City administration in Nevada is based in City hall, and occupies about 5,000 square feet of the building. City Hall is a retrofitted commercial building, rehabilitated in two stages. The current space is literally a building within a building, providing a high level of finish within the envelop of a larger, early twentieth century commercial structure. The building is shared with the Nevada Police Department. The existing space includes:

- Offices for the Mayor, City Administrator, City Clerk, Zoning and Building Officials, and a small office for the city attorney.
- A large work area for the City Clerk's staff, for administering all records, city and utility collections, and accounts processing.
- An office work area.
- The City Council chamber, located in the center of the rear half of the building.
- A break area.
- Storage in the unfinished back part of the facility.

## **Workspace Needs**

Table 6.4 describes existing and five-year staff projections and workspace needs for the administrative divisions. City administration projects that the current complement of 9 FTE positions will increase to 11 positions by 2007. Major increases include:

- Addition of one or two Zoning/Building/Planning division staff.
- One addition to the City Clerk staff.

## **Space Needs Program**

Table 6.5 presents the proposed space needs program for city administrative divisions for 2002 and the projected 2007 staff complement. The program indicates a current and future need for about 5,260 square feet of space. The current facility provides about 5,076 square feet of assignable and common area, very close to satisfying the space program. However, the current building configuration is relatively inefficient. Thus, the ratio of assigned to unassigned space (primarily circulation and bathrooms) is about 63% in the existing plan; in contrast, a normal efficiency rate in a building with city hall's occupancy is about 75%. As a result, city administration requires about 3,945 square feet of assigned space, but only provides 3,176. This can be corrected through replanning of parts of the

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building in order to meet program demands.

### Facility Evaluations and Issues

City Hall provides city administrative functions with ample space. However, some aspects of the building's current plan produce inefficiencies that can be resolved through replanning. Specific functional issues include:

- Lack of reception area.
  - The building's public entrance leads directly into the central corridor without a waiting or lobby area.
  - Lack of public spaces cause people to congregate in the hallway and clerical office area, creating distractions and blocking doorways.
- Dispersed files
  - While some files are centralized in clerical work area, many are dispersed throughout the administrative area.
  - Files are sometimes located in corridors.
  - Oversized materials are stockpiled in the Council chamber
- Conference space
  - The Council Chamber, with about 1,000 square feet, is the building's only conference space. This space is too large for most informal meetings that take place in the building.
  - City Hall lacks smaller conference spaces, important for such meetings as building plans reviews.
  - Meetings with the public occasionally occur in corridors.
- City Council Chamber
  - Relatively deep, narrow space. The shape of the space restricts capacity.
  - Poor public visibility and accommodations for presentations. Presenters usually are forced to have their back to the public. The space's relative linearity contributes to this problem.
- Office space inadequacies
  - City Administrator's office is relatively small for needs while other offices are relatively large. The City Administrator's office is on the direct public route to the police reception area, degrading privacy and confidentiality.
  - City Attorney's office is inadequate and extremely crowded.





- Work Area
  - Work room is relatively inconvenient to main clerical and secretarial areas, requiring crossing public corridor.
- Efficiency
  - Building shape and configuration requires large amount of corridor area, reducing building efficiency.

### **Recommendations**

City Hall should continue to be located within the current facility when the Police Department is relocated. However, the current building does have configuration limitations, even if it is only used for City Hall. The city should proceed with a replanning and retrofit of the existing building to improve administrative activities. If the Police Department moves to another location, as recommended by this plan, substantial opportunities present themselves for improving the building's function.

Specific components of a reprogramming project include:

- Relocation and reconfiguration of the Council Chamber, providing improved shape and visibility and better accommodations for presentations to both the public and the Council.
- Development of a small conference room, sized at about 200 square feet. This room will accommodate most staff meetings and meetings with the public.
- Development of a lobby/public area near the building entrance.
- Relocation of work areas to provide better adjacency to the City Clerk and staff.
- Reduction of corridors and improvement of circulation.
- Expansion of the City Administrator and City Attorney's offices, including redirection of major public access away from City Administrator's office by police department relocation.
- Centralization of files that require ongoing access.
- Reconfiguration of storage areas, including fireproof vault storage.

A statement of probable project cost is based on the following assumptions:



- Reconfiguration of 50% of the area of the building, or about 3,118 square feet.
- A construction cost for tenant improvements of \$30 per square foot.
- Allowances of 10% for contingencies and design fees.

This produces an estimated project cost of \$112,248

## INFRASTRUCTURE DEPARTMENTS

### ■ STREET DEPARTMENT

The City of Nevada's Street Department is responsible for the maintenance and operation of the city's street and sewer systems. Specific responsibilities include street maintenance, repair and maintenance of the sanitary and storm sewer systems, snow removal, traffic signs and signals, and equipment repair and maintenance. The department is administered by a Supervisor.

#### The Current Facility

The Street Department's facility at 1402 8th Street incorporates about 1.2 acres. The facility includes four primary buildings:

- The East Shed is a 1,400 square foot, wood-frame building that includes a:
  - Two-person office.
  - Repair bay.
  - Break area.
  - Bathroom.
  - Small storage area.

A 600 square foot "lean-to" immediately north of the shed provides cover for salt storage.

- The West Shed, a 6,500 square foot pre-engineered metal building, provides the department with its principal heated storage facility. The four-bay building, built in the mid 1970s, houses five trucks, a sweeper, back hoe, bulldozer, caterpillar/pow, sewer cleaning machine, roller, four pick-up trucks, and tractor. It also includes an area for chemical storage, oil, tools, and other incidental storage.
- The Cold Storage Building is a 7,200 square foot, steel truss corrugated metal building. The Cold Storage Building provides storage space for the Water Department as well as Street Department and 4th of July Committee. It provides one overhead door on its west side.





- The Corn Crib, a 1,400 square foot wood building, is in very poor condition. It is primarily used for the storage of old equipment.

Other areas on site provide for open storage of chloride, sand and gravel, barricades, and other materials. The parking lot was paved in 2001.

### **Workspace Needs**

Table 6.6, on page 109, describes existing and five-year staff projections and workspace needs for the Street Department. Department administration projects that the current complement of 7 FTE positions will increase to 8 positions by 2007. Growth is accounted for by stabilizing at two mechanics/operators and six equipment operators.

### **Space Needs Program**

Table 6.7, on page 109, presents the proposed space needs program for the Street Department. Space needs are categorized by functional areas and lead to the following conclusions:

- A deficit exists for office and employee support areas. Approximately 710 square feet is needed for these purposes, while only 368 square feet of space is available.
- A substantial deficit exists for repair and parts storage.
- Heated storage area is generally adequate to meet current needs.
- Materials storage requires about 5,500 to 6,000 square feet of covered outdoor storage. Except for the salt shed, all materials storage is outside and unprotected.

### **Facility Evaluation and Issues**

The Street Department's facilities are marginally adequate to meet current and future needs. However, the site suffers from several obsolete structures and relatively poor employee conditions. The following issues emerge:

- Extremely poor employee facilities.
  - Inadequate break room and locker facilities.
  - Inadequate, single bathroom does not meet accessibility requirements.
- Crowded, inadequate office and records area.

- Two people share the equivalent of a one person office. Records storage is virtually nonexistent.
- Inadequate repair/service facilities.
  - Need for an additional repair bay.
  - Inadequate parts and tool storage areas.
  - Generally poor lighting and working conditions.
  - Lack of wash bay



**TABLE 6.6: Street Department: Existing and Projected Staff and Workspace Needs**

<b>Staff Position</b>	<b>2002 Staff Size</b>	<b>2007 Staff Size</b>	<b>Workspace Requirements</b>
Supervisor	1	1	Office
Mechanic/Operator	1	1	Work areas
Equipment Operators	5	6	Bays
Total	7	8	

**TABLE 6.7: Street Department: 1998 and 2003 Space Needs Compared to Current Space**

<b>Space</b>	<b>Standards or Space Requirement</b>	<b>2002 Area (SF)</b>	<b>2007 Area (SF)</b>	<b>Current Area (SF)</b>
Supervisor's Office	Office with desk, return, 1 guest chair	100	100	60
General Office	Office with desk, return, 1 guest chair	100	100	60
Break Area	Accommodation for 20	250	250	200
Locker Area	10 lockers	100	100	18
Bathrooms	2 accessible bathrooms	160	160	30
<i>Subtotal: Offices and Employee Support</i>		710	710	368
Repair Bays	2 repair bays with storage capacity	2,400	2,400	648
Tool and Parts Storage	Tool storage incorporated into repair bays.	500	500	200
<i>Subtotal: Parts and Repair Areas</i>		2,900	2,900	848
Heated Storage Bays	3 Bays at 20x60 feet	3,600	3,600	3,600
Sign Storage		150	150	40
<i>Subtotal: Storage Bays and Signs</i>		3,750	3,750	3,640
<i>Total Operations and Maintenance Building Program</i>		7,360	7,360	4,856
<i>Unassigned Space (10%)</i>		736	736	486
<b>Total</b>		<b>8,096</b>	<b>8,096</b>	<b>5,342</b>



**TABLE 6.8: Street Department Program: Statement of Probable Cost**

<b>Item</b>	<b>SF or Unit</b>	<b>Cost/Unit</b>	<b>Total</b>
Operations and Maintenance Buildings Construction	3,971	60	238,260
New Heated Storage Building	4,125	45	185,625
West Shed Upgrades	6,500	15	97,500
Paving	11,300	3	33,900
Parking	10	1,000	10,000
Demolition			10,000
Site Improvements			15,000
Sheltered Storage	6,000	15	90,000
Contingency	5%		34,014
Fees	5%		34,014
<b>Total</b>			<b>748,313</b>

- Inadequate interior storage
  - Vehicle storage area is marginally adequate to meet current needs.
  - Sign storage area is inaccessible.
- Unsheltered or deteriorating outdoor site storage
  - Unsheltered gravel and sand areas
  - Deteriorating “corn crib” structure and salt shed. The corn crib provides little useful area for storage.
- Need for updating of West Shed (heated storage building) for energy conservation improvements.
  - Inadequate roof insulation
  - Incandescent lighting
  - Old space heater units
- Inefficient Cold Storage Shed
  - Structure is a 60x120 foot building with a single overhead door.
- Poor overall site conditions
  - Some site paving is taking place. However, much of site is unpaved and not landscaped, a problem on a site that is across the street from a residential neighborhood.

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## Recommendations

This plan recommends a major redesign of the Street Department facility. The site appears to provide adequate space for a facility development program. However, the 8th Street site would be inadequate for a joint use approach, such as co-located street and parks maintenance. Components of the facility development program, in order of action, include:

- Develop a site master plan, removing the East Shed, Corn Crib, and Cold Storage Building, and adding a new Operations and Maintenance Building to the west of the West Shed and between that existing building and a new storage structure.
- Demolish the Corn Crib and Existing Cold Storage Building
- Build a new Operations and Maintenance Building, with office and employee areas are located between the bays of the West Shed and a new building.
- After completion, demolish current office/repair building.
- Build new storage shelter to the west of the new Operations and Maintenance Building.
- Improve insulation and heating system at West Shed
- Installing new site improvements, including covered storage, paving, and peripheral landscaping.

Table 6.8 presents an Opinion of Probable Cost for completion of this facility program.

## ■ WATER DEPARTMENT

The City of Nevada's Water Department is a municipal utility responsible for the transmission and treatment of the city's water supply. The current iron and manganese treatment facility is located at 1338 8th Street. The water facility is scheduled for relocation in the city's current Capital Improvements Program.

### Facility Issues

The development of a new facility in the relatively short-term will be financed through revenue bonds secured by water user fees. Short-term issues at the current facility include:

- Vehicle storage and shop space





- Vehicles now stored off-site
- Facility lacks adequate work and repair space.

### **Facility Program**

Because of the short-term move of the facility, a major capital program at the current plant should not be undertaken. The city should construct a 800 square foot addition for vehicle storage and repair. This project will be financed through water user fees.

### **Key Water Distribution System Priorities**

- Development of a new Water Treatment Facility along the current supply main corridor between the city's wellfield and its western boundary.
- System looping to serve the North Growth Center.
- Developing additional elevated storage as required.
- Implementation of the goals and recommendations of the current water study, to be completed in 2003.

### **■ WASTEWATER DEPARTMENT**

The City of Nevada's Wastewater Department, located at 457 South 6th Street, is responsible for the processing of wastewater and disposition of organic solids. Specific responsibilities include:

- Adjusting and monitoring treatment processes.
- Operating and maintaining equipment to maximize performance.
- Compliance with state and federal regulations.
- Grounds and structures maintenance.
- Maintenance of lift station and remote flow equalization basin.
- Application of wastewater bio-solids.

These services are currently provided by a staff of three, including a superintendent, plant operator, and operator/laborer. This staff may grow to four by 2007, depending on plant loading and processes.

The plant includes an operations building, built during the 1980s. This building includes a:

- Superintendent office.
- Small lab bench.
- Restrooms.
- Maintenance garage.
- Storage garage for the sludge removal vehicle.

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It generally meets current needs. Proposed minor modifications needed include:

- Additional bench space in maintenance garage.
- Shelving in maintenance garage and generator room.
- Additional secure space for one file cabinet.

These are operational rather than capital items. Ultimately, the plant's primary issue involves disposition of bio-solids, generated primarily by local industry. The department is exploring methods to upgrade processes and provide more effective land application techniques of sludge. The city is currently planning to retrofit the existing clarifiers at the Waste Water Treatment Plant, which will double the total suspended solids capacity.

### **Key Sanitary Sewer and Wastewater System Priorities**

- Retrofit the existing clarifiers at the Waste Water Treatment Plant.
- Extension of new lines to serve growth centers. These primary lines include:
  - An east-west line from Airport Road to Indian Creek through the Indian Ridge development.
  - A 19th Street interceptor. This will be required when development occurs in the Drainage District 17 area.
  - Future northeast and southeast lift stations.
  - Continued lateral lines with development to feed interceptors.
- Ongoing system rehabilitation.

### **Key Storm Drainage Priorities**

- Continued enforcement of ordinances and regulations dealing with floodplain development. Continuing current policy of recreational use and environmental protection of floodplain corridors.
- Inventory of the entire storm sewer system to identify deteriorated sections of storm sewer. Continued routine maintenance and cleaning of the storm sewer system.
- Management of surface drainage in areas without public easements or ownership.
- Develop and implement a regional solution to the Drainage District 17 area in order to make development of parts of this strategic area







possible. Financing solutions may involve benefit fee financing, by which front-end improvements are reimbursed by development as it takes place.

## RECREATION AND CULTURAL DEPARTMENTS

### ■ PARKS AND RECREATION DEPARTMENT

The Parks and Recreation Department is responsible for all parks and recreation functions, including scheduling, programming, staffing, and budgeting. It coordinates all park activities and pool functions, as well as year-round programming of functions and events.

The Department is also responsible for the administration of Gates Hall, the city's principal community events center, and is responsible for setup, clean-up, and other related event requirements. It is also responsible for administration and operation of the Municipal Cemetery, including lot sales, burials, research, and grounds maintenance.

#### Current Facilities

The Parks Department operates from four facilities:

*Gates Hall*, the department's flagship facility, is a large community events center. The 16,000 square foot facility includes two meeting rooms, an auditorium with a stage, a kitchen, and administrative offices. A one million dollar renovation of the facility was completed in September, 2001.

A *Parks Maintenance Facility* was recently completed at 445 11th Street. This 6,000 square foot metal building with brick facade contains two offices, a break room, restrooms, three indoor storage bays, and an area for outdoor storage. Two full time and up to six seasonal employees are based here. It is also the Parks and Recreation Department's primary maintenance equipment storage facility.

*The Municipal Cemetery* maintains a sexton's office that functions as an administrative and sales office. This converted house provides about 465 square feet of space. The cemetery has an on-site storage building; however, this structure is virtually unusable because of deterioration. An additional single stall garage was relocated to the site in 1999. However, both of these storage buildings were severely damaged in a recent storm and will need to be replaced.

Finally, the department uses two buildings at the 4-H grounds. When the Parks Maintenance Facility was completed, these buildings were vacated by the Parks and Recreation Department and are now used by the Municipal Cemetery. The first structure is a 3,700 square foot maintenance

**TABLE 6.9: Parks Department: Existing and Projected Staffing and Workspace Needs**

<b>Staff Position</b>	<b>1998 Staff Size</b>	<b>2003 Staff Size</b>	<b>2007 Staff Size</b>	<b>Workspace Requirements</b>
Park and Recreation Director	1	1	1	
Parks and Recreation Supervisor, Assistant Parks Director	1	2	2	
Office Assistant	1	1	1	Workstation Type C
Gates Hall Custodian	1.5	1.5	2	Workstation Type C
Parks Foreman	1	1	1-2	Workstation Type A
Total Staffing	5.5	6.5	7-8	

**TABLE 6.10: Parks Department: 2002 and 2007 Space Needs Compared to Current Space**

<b>Space</b>	<b>Standards or Space Requirement</b>	<b>2002 Area (SF)</b>	<b>2007 Area (SF)</b>	<b>Current Area (SF)</b>
Director's Office	Office with desk, return, file, 2 guest chairs (F2)	150	150	130
Asst. Director Parks & Rec.	Office with desk, return, 1 guest chair	100	100	130
Building & Grounds Coordinator	Office with desk, return, 1 guest chair	0	100	300
Office Assistant	1 Workstation	75	75	150
<i>Total: Parks Administrative Area</i>		425	525	510
Gates Hall Storage	7% of gross building area	1,100	1,100	500
Gates Hall Custodian	1 Workstation & small work bench	80	80	150
<i>Subtotal: Gates Hall Storage and Custodial Areas</i>		1,580	1,580	650
Park Maintenance /Equipment Operator	1 Workstation	75	75	300
Park Shop/Support Facilities/ Heated Storage	20x50 space	1,000	1,000	5,700
<i>Subtotal: Maintenance and General Storage</i>		7,075	7,075	6,000
Cemetery Sexton Office	1 Office	100	100	94
Cemetery Assistant	1 Workstation	50	50	0
Cemetery Conference/Marketing	Capacity for 12	200	200	277
Unassigned	Bathroom, storage, circulation	115	115	102
<i>Subtotal: Cemetery Administration</i>		465	465	473
Cemetery Storage	60x80	4,800	4,800	0 useable
Cemetery Shop/Workstation		400	400	0
<i>Total Cemetery Storage</i>		5,200	5,200	0



building, which lacks heat and work space. It is owned by Story County, although the underlying land is owned by the city. The department also operates the community building at the 4-H grounds. The lower level of this building is no longer used for storage by the department and could be leased out if it were cleaned up.

### **Workspace Needs**

Table 6.9, on page 115, describes existing and five-year staff projections and workspace needs for the Parks Department. The Parks Department projects that the current complement of 5.5 FTE positions will increase to 7 or 8 positions by 2007. Increases include:

- Expanding Gates Hall custodial staff to 2 FTE positions from the current 1.5.

### **Space Needs Program**

Table 6.10, on page 116, presents the proposed space needs program for the Parks Department. Space needs are categorized by functional areas and lead to the following conclusions:

- Support and storage space at gates Hall is limited for building needs.
- Cemetery administrative area is adequate, but storage and workspace is lacking.

### **Facility Evaluation and Issues**

The Parks Department's facilities require attention to meet current and future needs. Expansion of park department responsibilities with the eventual completion of the 58 acre east parksite will occur during the next decade. The following issues emerge:

#### ***Gates Hall***

Major renovation, completed in 2001, has addressed nearly all of the needs of this facility. The renovation doubled the amount of storage space from 250 to 500 square feet. Nevertheless, additional storage space would be beneficial to this facility due to the scattered locations of the original storage spaces.

#### ***Parks Maintenance Facility***

This new facility meets all of the current needs of the Parks and Recreation Department. However, further evaluation of space and staff needs should be conducted after the Recreation and Athletic Complex is completed.

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## ***Municipal Cemetery***

- Need for a storage building/workspace
  - Current facilities on cemetery site are badly deteriorated.
- Eventual need for cemetery expansion.
  - Current lot supply appears adequate for 40 to 60 years.
- First Street Entrance
  - Need for an additional entrance to supplement or replace current Lincoln Way access.



## **Recommendations**

The plan makes the following recommendations for the Parks Department:

- Lower level of Community Building is no longer used for storage. Pavilion-type space could be revenue-producing.
- Develop a pre-engineered building for storage and workspace at the Municipal Cemetery. The building should include about 5,200 square feet, of which 400 square feet is heated office and workspace.
- Continue to monitor staff and space needs.

## **■ LIBRARY**

Nevada's Public Library circulates about 150,000 items annually and maintains a full program of events and activities. During the last year, these have included 435 storytimes for children, serving 7,000 participants and 70 adult events with 1,831 participants. The library currently maintains 12,000 registered customers. In addition, it provides reference services, cooperates with schools and other libraries to provide cooperative services, and provides public meeting space.

## **The Current Facility**

Nevada's public library operates from a 11,000 square foot building (not counting basement floor area) at 631 K Avenue in Downtown Nevada. The building, built in 1991, includes the following features:

- An administrative area, including workspaces, a lounge, mobile storage, and Library Director's office. Workspaces are assigned by function and by person.



- A public reception and circulation area with a checkout desk, meeting room with separate entrance, and restroom.
- Public access computer areas
- Stacks.
- A children's area and a children's program area.
- Quiet reading area.

In addition, the basement is used for storage, but does not have an elevator to the building's street level.

### Workspace Needs

Table 6.12 describes existing and five-year staff projections and workspace needs for the Library. Department administration projects that the current complement of 9 positions will increase to between 11 and 13 positions by 2007. Major increases include:

- One additional clerk.
- A potential for two additional part-time student clerks. Student clerks do not require additional space.

### Space Needs Program and Facility Evaluation

The current building area generally meets the basic requirements of the library. Primary issues include utilization of existing space and develop-

**TABLE 6.12: Public Library: Existing and Projected Staffing and Workspace Needs**

<b>Staff Position</b>	<b>2002 Staff Size</b>	<b>2007 Staff Size</b>	<b>Workspace Requirements</b>
Library Director	1	1	Office
Library Associate II	1	1	Workspace in Work Area, assigned by function rather than staff
Library Associate I	1	1	Workspace in Work Area, assigned by function rather than staff
Clerk	1	2	Work Area, Checkout Desk
Student Clerks	4 PT	4-6 PT	Work Area, Checkout Desk
Children's Librarian	2	2	Desks in Children's Library Area
<b>Total Library Staffing</b>	<b>10</b>	<b>11-13</b>	

ment of an improved community meeting facility as an addition to the building. Specific issues include:

- Staff Work Areas
  - Open plan work areas were designed for single-person operation and high visibility.
  - Provides little definition of function.
  - High visibility creates distractions from work when more than one person is in the workroom.
  - Storage area in basement lacks convenient access to main level
- Future Expansion
  - Expansion to north could accommodate a meeting room, family accessible bathrooms, and an expanded children's resource area.
  - Current meeting room could be converted to a computer lab.
  - Expansion would require removal of parking stalls.

## Recommendations

The plan recommends the following program for library modifications:

- Completion of modifications to the staff work area, including:
  - Using half-height office landscape partitions to sectionalize functions in workroom.
  - Consider installation of a "dumbwaiter" to basement to improve ease of use of this area.
- Construct an expansion to the north side of the library as a meeting conference facility. The current multi-purpose room would be reprogrammed as a computer lab. The expansion would have an independent entry in order to provide for after-hours use.

**TABLE 6.13: Public Library Building Program: Opinion of Probable Cost**

Space	SF or Unit	Cost/Unit	Total
Library			
Workroom Modifications			10,000
Addition	1,350	90	121,500
Contingency	10%		12,150
Fees	10%		12,150
Total			155,800





## PRIORITIES AND FINANCING

This section establishes priorities and presents a development and financing program to satisfy Nevada's public facilities needs.

### Recap of Priorities and Project Costs

Table 6.14 presents a recap of costs of recommendations and includes a rating of project priorities. The priority rating is based on the following key:

**A:** Completion of project is vital to the continued operation of the department. Failure to implement the project will have a severe impact on the basic operation of the city function.

**B:** Completion of project will significantly improve the operation of the department or alleviate a significant functional problem. However, failure

**TABLE 6.14: Summary of Project Costs and Priority Ratings**

<b>Department</b>	<b>Recommendation</b>	<b>Probable Cost</b>	<b>Priority Rating</b>	<b>Comments</b>	<b>Probable Funding Sources</b>
Police	Acquisition/Retrofit of Building for New Facility	478,800	A	Probable new construction cost is \$615,000	- Bonds
Fire	Interior improvements at existing facility	15,000	C		- General budget
	Fire Training Facility	150,000	D		- Bonds - Grants
City Administration	Office retrofit if Police Department is reconfigured	112,250	B	Scope of project is linked to Police Department implementation.	- Reserve funds carried over from initial retrofit project - Bonds
Streets	Improvement of existing site, including development of new heated storage and operations and maintenance building.	748,313	B	Project can be phased. First stage is removal of cold storage building and development of new O&M facility. Cold storage functions would need to be relocated elsewhere in the interim period.	- Bonds
Water Department	Vehicle storage facility	40,000	C		- User revenues
Wastewater Department	Minor interior modifications	5,000	C		- User revenues or - General budget
Cemetery	Storage/Work Areas	199,500	B		- Bonds
Library	Workroom Modifications	10,000	C		- General budget
	Meeting Room Expansion	145,800	D		- Private contribution
	<b>Total</b>	<b>1,904,663</b>			



to complete the project does not threaten basic operations.

**C:** Completion of project will provide significant operating efficiencies or an improved operational environment. Failure to complete the project does not affect basic future operations.

**D:** Project is a facility enhancement, providing a new service or facility that does not currently exist.

Table 6.15 also identifies probable funding sources for public facility projects. Sources include:

*Bonds:* General obligation bonds for “nonessential” purposes require approval by 60% of the voters of the community. These instruments back loans with the full faith and credit of the city and are usually backed by property tax revenues or other general tax revenues such as Local Option Sales Taxes.

*General Budget:* These funds are allocated through the city’s general funds budget and are usually directed toward small-scale operational expenditures.

*Reserve Funds:* The City retains \$100,000 from the last phase of the city hall retrofit project.

*User Revenues:* These are revenues directly derived from the use or sale of city utilities such as water rates or sewer hookups or user fees.

*Gates Hall Levy:* This is the special levy approved by the voters in 1997 for reinvestment in Gates Hall.

Table 6.15 divided the overall improvement program by sources of funds.

## Bond Capacity

Bond financing is the critical component of the Nevada Public Facilities



**TABLE 6.15: Facility Program by Priority and Sources of Funds**

<b>Funding Source</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Total by Funding Source</b>
Bonds	478,800	947,813	273,000	150,000	1,576,613
General Budget	0	0	30,000	0	30,000
City Hall Reserve	0	112,250	0	0	112,250
User Fees	0	0	40,000	0	40,000
Private Contributions	0	0	0	145,800	145,800
Total by Priority Rating	478,800	1,060,063	70,000	295,800	1,904,663



Program. Under Iowa statutes, a city's bond capacity is equal to 5% of its total valuation. Nevada's 2002 valuation of \$243,279,011 yields a total capacity of \$12,163,951. Of this, \$7,715,988 is obligated. This leaves an unobligated capacity of \$4,447,963, of which \$1,000,000 is reserved for storm sewer construction for Industrial Park (West), for a total available debt capacity of \$3,447,963.

### **Financing and Implementation Program**

Based on this capacity and the priority and costs of the public facilities program, we recommend the following actions:

**Phase One Bond Issue:** Issuance of Public Facility bonds for a new police facility, City Hall retrofit, and Cemetery Building. The estimated face value of this issue would be \$700,000. In addition, the \$100,000 in reserved funds from the most recent City Hall project would be devoted to the Phase One program and would help pay for the City Hall modifications. This bond issue should be submitted to the voters in 2003. Project phasing would include:

#### **2003**

- Optioning or acquisition of an appropriate building.

#### **Late 2003/Early 2004**

- Completion of architectural plans for police building and city hall retrofit.

#### **Late 2004:**

- Completion of police facility
- Completion of Cemetery Storage Building.

#### **2005:**

- Completion of City Hall retrofit following relocation of Police Department.

This bond issue would be a five-year term.

**Phase Two Bond Issue:** Issuance of Public Facility Bonds to finance the upgrading of the Street Department facility, estimated at \$750,000. Two options exist:

- Issuance of bonds following maturity of existing Street Improvements obligations in 2002. This fits within the structure of current city debt service and would still retain about \$500,000 for other street improvements.

- 
- Issuance of Public Facilities Bonds following maturity of the Phase One issue in 2005.

**Later Phases:** The cemetery structure, combined with continuing use of the 4-H grounds storage facility, should meet the department's short-term storage needs. The Fire Training Facility may be deferred for future funding, unless immediate cooperative opportunities emerge with other communities. This project may be a beneficiary of Local Option Sales Tax revenues.

**Library Expansion:** The City should authorize the Library to seek private contributions to fund the proposed meeting wing for the Library. A dedication to a specific individual or contributor makes this an attractive private funding opportunity. We do not recommend using city general obligation bonds to finance this project.



# 7

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## HOUSING AND NEIGHBORHOODS

*An Assessment of Housing Patterns*



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**NEVADA**'s existing and future housing stock is critical to the city's future growth and development. The Population and Growth Projections section of Chapter One estimates a cumulative need for 735 new housing units by 2020. The city's housing supply represents its single largest cumulative capital investment and housing policy has been recognized as a major city issue. This chapter considers housing and neighborhoods and establishes a program for improving their quality. Basic goals for neighborhood-based policies are presented in this section.

## **GOALS**

These goals begin with the assumption that Nevada's neighborhoods have special, unique qualities that demand individualized actions to:

**CREATE AN ENVIRONMENT IN NEVADA THAT OFFERS BETTER HOUSING OPPORTUNITIES FOR ALL.**

The city's growth during the 1990s has placed pressure on the housing market, reducing the supply of vacant units and limiting housing choices for many residents. Even with substantial new housing construction, the city struggles to meet the affordable housing needs of seniors, young families, and long-time residents seeking to better their own housing situations.

**BUILD AN ENVIRONMENT THAT ALLOWS PEOPLE FROM ALL PARTS OF THE CITY TO PARTICIPATE IN ITS GROWTH AND DEVELOPMENT.**

As programs are implemented which change or improve the physical form of the city, it is critical to keep in mind the process that must be present to get the job done. Planning and city improvement is as much about people participating in decision making as it is about physical improvements. Neighborhoods that are strong usually have a nucleus of residents who understand the importance of citizen participation in making communities work.

**CREATE COMMUNITY CONNECTIONS THAT WILL UNITE NEIGHBORHOODS OF THE CITY.**

Strengthening cooperation and involvement of residents throughout the city must include the creation of physical connections that link subdivisions into neighborhoods of the city.



## ASSURE THAT EACH NEIGHBORHOOD PROVIDES A GOOD RESIDENTIAL ENVIRONMENT FOR ITS RESIDENTS.

A good residential neighborhood provides high quality schools, churches, day care facilities, parks, and cultural facilities to support the city's living environment. One of the most fundamental services a city can provide is to protect housing areas from major intrusions and hazards. Deteriorated streets, traffic problems, poor property maintenance, poor pedestrian circulation, and code violations can diminish the living quality that neighborhoods offer. These conditions interfere with resident's enjoyment of their own property, reduce property values, and make neighborhood rejuvenation more difficult. Thus, neighborhood policies must accentuate the positive aspects of a neighborhood, and seek to reduce negative or deteriorating influences.

### **Components of a housing policy for Nevada include:**

#### PARTICIPATION IN STORY COUNTY HOUSING INITIATIVES

Ames and Story County were awarded a \$400,000 LHAP grant in 1998 to implement recommendations of the housing assessment study. Nevada is a full partner in this process, which will concentrate on affordable housing development. The Story County Housing Development Corporation was established in 1999. The program has been beneficial for the city and Nevada has agreed to participate through the year 2003. Following 2003, new sources of funding will need to be found to continue this program. Nevada should continue its active participation in this regional process.

#### PUBLIC IMPROVEMENT FINANCING

*Nevada should work to reduce the cost of land acquisition and infrastructure development borne by housing units in affordable development.*

Nevada should use tools to provide financing assistance for public improvements such as sewer extensions, intersections, major streets, and other necessary facilities. The cost of providing infrastructure and site improvements typically accounts for \$10,000 to \$15,000 of a house's cost. Financing tools can help to lower this initial cost to a buyer, or lessen the initial financing burden to a developer.

Potential financing tools include:

- *Tax Increment Financing.* Within a TIF district, the tax basis of a site is frozen at pre-development levels. The added taxes created by development are then used to repay publicly-issued revenue bonds that financed public improvements. Thus, the future taxes created by



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a residential development pay for improvements, allowing a pass-through of the savings directly to homeowners or indirectly to renters.

- *Direct Public Financing.* The Iowa Local Housing Assistance Program (LHAP) provides competitive grants to complete subdivision developments. This recent program is most applicable to affordable housing development.
- *Shared Risk/ Front-End Financing.* A shared risk approach is most appropriate for situations that do not require a subsidy, but do need risk-cushioning for the developer. When this is not feasible in subsidized projects, improvements may be publicly funded.

With this technique, the city finances infrastructure through the sale of bonds or the use of appropriated public funds. The city is then repaid by a specific charge for each lot, paid at the time of issuance of a building permit. The device shares the risk of development by lessening the initial risk of financing for the private developer. Yet, it provides a payback to the city.

- *Public Funding.* In some situations, direct public financing of infrastructure and improvements will be required or desirable. This device will be necessary in projects that require significant subsidy, but in which the use of TIF is either unacceptable or unfeasible; or when the benefit of a public improvement flows to the general community rather than to a specific development.

Public funding tools include general obligation bonds or appropriations of general funds; Community Development Block Grants, targeted to benefit projects that have a direct benefit to low and moderate income families; and the use of various state grant programs.

- *Private Financing.* Private financing will continue to be a staple of infrastructure development in Nevada. The economics of private development and city policies will help to assure that projects require relatively short, incremental extensions of sewers, streets, and utility services. This, in turn, will help produce a compact development pattern and long-term economies to the city as it provides public services.

## SENIOR LIVING

*Nevada should continue to encourage construction of residential development for seniors.*

Nevada provides a superior environment for senior citizens. The 2000 Census indicates that about 14% of the city's residents were over the age







of 65. The city's amenities, such as existing retirement facilities, commercial services, an outstanding environment, and community resources can attract retirement age residents from the surrounding region. This increases the demand for housing, which is already pronounced among young family households and low-income households. The city should encourage more new market-rate senior housing developments, within the constraints of the market.

Senior housing environments can also provide alternative accommodations for seniors to single-family houses, including a continuum of services from independent to assisted living. Senior housing also indirectly provides affordable housing by freeing up existing housing resources. The city should continue to encourage private development of senior housing, consistent with market demands. It should provide regulatory flexibility to promote the development of such facilities such as continuing care retirement centers, which incorporate a continuum of care.

#### NEIGHBORHOOD CONSERVATION

*Nevada should strengthen its neighborhood conservation programs and institute an effort to rehabilitate houses in need of repair.*

The preservation of existing neighborhoods and housing stock become especially important when housing shortages exist. Most of Nevada's affordable housing stock is already in place. Indeed, its rehabilitation or preventive maintenance is the city's most cost-effective way of assuring a continued supply of good housing. The city should institute measures to repair its large number of existing housing units in poor and fair condition and continue its past successful efforts at housing rehabilitation.

Nevada should continue zoning and land use policies that protect the integrity of its neighborhoods. In addition, it should develop rehabilitation programs (including the use of private loans leveraged by CDBG or HOME funds) to promote the rehabilitation of the portion of its housing stock that is in need of significant rehabilitation. These programs should emphasize the leveraging of private funds to extend the use of scarce public resources.

In some cases, a neighborhood conservation strategy includes the redevelopment and construction of new housing where reinvestment in existing development is unfeasible. Such a project adds value to surrounding residential areas, indirectly increasing investment in them.

Appropriate policies at potential sites throughout the city may include:

- Gradual acquisition and landbanking of deteriorated houses as they become available.

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- Packaging of sites into significantly sized redevelopment parcels.
  - Development through the Housing Partnership of new, moderate-income housing forms, including expandable small houses on standard-sized lots, providing room for growth over time; single-family attached development; and townhouses.
  - Support with complementary amenities, such as beautification of the Indian Creek corridor.



## REGULATORY FRAMEWORK

In rewriting its zoning ordinance, Nevada should remove unnecessary obstacles to development while maintaining credible procedures and high development standards.

## SOUTH VILLAGE

Nevada should assemble a partnership to bring about the reuse and residential development of the South Village proposal, a residential village proposed in this plan for the Seventh Day Adventist complex on South 6th Street.

# 8

## IMPLEMENTATION

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### COMMUNITY GROWTH AND LAND USE

A community of 8,174 by the year 2020.

#### Adequate Land Supply

Designate enough land for new development to meet a year 2020 population target of almost 8,200 people.

- Reserve 320 acres for residential development.
- Reserve 41 acres for commercial development.
- Reserve 477 acres for industrial development.

#### Compact Development Pattern

Encourage compact growth that generally grows incrementally from previously developed areas.

#### Growth Centers

Establish a framework of growth centers connected to one another by collector streets and greenways, designed to create better neighborhoods and improved linkages.

#### Residential Growth Areas

- North Growth Center
- Indian Ridge Growth Center
- South Growth Center
- East Growth Center

#### Mixed Use and Non-Residential Growth Areas

- Nevada Business Park
- Nevada Gateway Development Area
- West Business Park

#### Development Phasing

Development should be phased, with each phase building on infrastructure developed during earlier phases

#### Greenway System

A continuous greenway system should be created in Nevada to provide good park service to residents and to connect neighborhoods and activity centers together

#### Mixed Use Urban Corridors

6th Street and Lincoln Highway should act as extensions of downtown.  
The railway corridor should be reserved for commercial and industrial uses.

#### Commercial Nodes

Commercial development should be located within well-defined nodes or districts

#### Industrial Growth Areas

Provide attractive sites for future industrial and business park development

#### Land Use Regulation that Implements Policy Goals

Use land development regulation as a method to implement land use policy and community development objectives

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### MOBILITY AND THE CITY ENVIRONMENT

Provide for the safe and convenient movement of all residents.

Assure that the transportation system is adequate to meet the demands placed upon it.

Use the transportation network to support desirable patterns of community development.

Develop a transportation system that respects streets as important features within the public environment.

#### Long-range Circulation System

A continuation of 19th Street north to a North Collector on the existing north city limits line.

The North Collector

Completion and improvement of T Avenue as a major east-west street across the north part of the city.

Completion of the 6th Street/US 30 interchange.

Development of the Indian Ridge collector as a continuous street from Lincoln Way to 6th Street.

An extension of Airport Road north and over the UP main line when development demand warrants.

An industrial park loop road extending from the Airport Road.

Improvement of Lincoln Way, potentially as either a three-lane facility or with left-turn lanes at key intersections.

#### Continuity in Growth Areas

New growth areas in Nevada should be served by a continuous street network that is linked to established parts of the city.

#### Streets as Public Spaces

Major streets in Nevada should have multiple uses, becoming green corridors that link the "rooms" of the growing city.

- Nevada's transportation system should also transcend their traffic moving function and become links of a parkway system.

#### Pedestrian and Trail System

Nevada should maintain a continuous pedestrian network to complement the street system.

- Indian Creek Greenway
- A combination on and off-street system linking the south part of the city to the Recreation and Athletic Complex
- A bike path connecting the Lincoln Way shoulder trail to the Billy Sunday Park
- A Drainage District 17 Greenway
- An on-street greenway along T Avenue
- A trail/greenway connection to Ames along Lincoln Highway or an extended T Avenue/13th Street corridor

#### Sidewalk Network

Repairing existing sidewalks in poor condition.

Assuring sidewalk continuity on at least one side of the street in the established parts of the city.

Requiring new subdivisions at urban densities to include sidewalk construction.

Completing sidewalk links where missing along strategic streets leading to significant activity centers.

Incorporate pedestrian accommodations into new street projects.

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### MOBILITY AND THE CITY ENVIRONMENT (continued)

##### Street Rehabilitation

- Short-term maintenance and incremental enhancements to the existing circulation system
- Long-term transportation planning and system development to serve projected community growth and provide unified access as envisioned by the City Development Concept.

##### Community Gateway and Corridors

- Maintain the design quality of its major community corridors and its principal entrances.

##### Regional Public Transportation

- Partner with Ames and other Story County communities toward the development of a flexible and appropriate county wide transit system.

#### VITAL TOWN CENTER

##### Organizational Infrastructure

###### Business Organization

- A Program of Activities and Events
- Marketing and Management Programs
- Establishing Uniform Service Standards and Store Hours
- Business Recruitment

###### Unified Service Standards and Hours of Operation

###### Promotions and Special Events

- Implementing additional special events, making Downtown Nevada a regional attraction on weekends
- Advertising special events to metropolitan markets with publicity event calendars and providing a promotional budget for media campaigns.
- Expanding retail around special areas of concentration in the district — antiques, home furnishings, specialty stores, and restaurants.
- Increasing events that make use of local talents, such as art shows, concerts, and theatrical productions.

##### Outward-Directed Marketing

###### Marketing Penetration

- Use of print media with specific appeal to the retail target market of discretionary, mobile consumers.
- Use of new technology, such as the Internet. Websites have a significant appeal to affluent retail constituency.
- Careful use of outdoor advertising, located in unobtrusive settings, to convey a message of quality and town character.
- Targeted contacts with special interests and populations.

###### Niche Retailing and Special Attractions

- Agricultural heritage
- The Lincoln Highway
- Architectural distinction
- Regional history and recreation
- Specialty retailing

###### Directional Signage and Wayfinding

- A regionally-based marketing strategy should include clear and attractive directional information to the city center.
- The city and downtown district should develop and implement a high quality directional graphics program, building on a Downtown logo

The 6th Street and Lincoln Way corridors should be viewed as extensions of Downtown. Corridor improvement projects include street landscaping, graphics, and lighting.

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### VITAL TOWN CENTER (continued)

##### Recruitment and Development of Niche Businesses

###### *Growth of Established Businesses*

- Periodic visits by the downtown management group to understand the specific needs and conditions of established businesses.
- Establishing promotions that highlight clusters of traditional businesses.
- Improvement of the overall business environment, including the physical setting and ease of use by customers.

###### *Business Recruitment*

- Define specific recruitment targets, based on observed business gaps.
- Developing a fact sheet on potential markets in the Downtown district as a marketing piece for recruitment.
- Personally approaching recruitment targets through a partnership including the Chamber of Commerce and local business participants.

###### *Business Development*

- A retail incubator space.
- A retail enterprise assistance program
- A venture capital fund
- Use of pushcarts and street vendors

##### Project Development

###### *Building Restoration and Reuse*

- Maintenance of Design Standards
- Adoption of a Conservation Code
- Upper Floor Rehabilitation

###### *Financing for Historic Rehabilitation and Adaptive Reuse*

- A cooperative rehabilitation fund for storefront rehabilitation and sign improvements, assembled by local financial institutions.
- Aggressive use of financing techniques that encourage adaptive reuse.

#### A GREEN NETWORK

##### Major Park Development Issues

Maintenance, rehabilitation, or enhancement of existing park facilities where needs exists, including development of park master plans.

Development of two neighborhood parks, one in the Krupp City Addition and the other on the north side of Nevada, to meet current and future needs.

Continued development of a comprehensive trail and greenway system

Completion of the Nevada Youth & Adult Recreation & Athletic Complex

Growth and financing of parks to serve existing population and projected growth areas.

Use of park and open space amenities to support other community development and neighborhood revitalization efforts.

##### Park System Expansion

###### *New Neighborhood Park*

- The Krupp City Addition
- Southern Nevada is divided from the city's major recreational facilities and community parks by the Highway 30 corridor. To address this problem, the Indian Creek Greenbelt and 11th Street corridor will be extended south to provide hiker/biker trail access to Nevada's primary park facilities.

###### *New Community Parks*

- A Northeast Community Park
- A Northwest Community Park

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### A GREEN NETWORK (continued)

##### Greenways and Trails Network

###### *Opportunities for Trail Linkages*

- Direct links to the proposed Northwest Community Park, the Environmental Education Area along Indian Creek, Billy Sunday Field/Fairgrounds, the Indian Ridge Planned Development and Parkway, the proposed South Park Village, and the proposed Recreation & Athletic Complex.
- Adjacent residential areas, including those south of Highway 30.
- The arterial parkway system and civic corridors.

###### *Trails and Parkways*

- The Drainage District 17 Greenway
- Indian Ridge Parkway
- A trail segment linking the Indian Creek Greenbelt with Indian Ridge Parkway
- A short trail segment linking the Indian Creek Greenbelt with South B Avenue and the 11th Street mixed mode corridor.
- An internal trail system following natural drainage corridors in the Indian Ridge Planned Development

###### *Joint Use Streets, East-West Components*

- T Avenue, west from the Drainage District 17 Greenway.
- Lincoln Way Avenue, west from the Indian Creek Greenbelt.
- H Avenue, between 11th Street and 15th Street.
- South I Avenue, between 11th Street and Mardean Park.

###### *Joint Use Streets, North-South Components*

- 6th Street between T Avenue and the Indian Creek Greenbelt.
- 11th Street between H Avenue and South I Avenue.
- 15th Street between Harrington Park and H Avenue.

###### *Mardena Park*

- Upgrade the play equipment so that it is handicapped accessible for all park users.
- Pave the existing un-paved parking lot.

###### *Kiwanis Park*

- If a long-term lease is secured from the church, improve and upgrade the existing park equipment and facilities.

###### *Harrington Park*

- Develop a schedule for the continued upgrading of park facilities and equipment.
- Pave both of the parking lots in the park.

###### *Hattery Park*

- Construct a new restroom structure.
- Pave the existing off-street parking lot.

###### *Billy Sunday Field/ Fairgrounds*

- Upgrade field, including new bleachers and restroom storage facility.
- Resurface the existing tennis courts.

###### *Gates Hall/ Pool*

- Determine an appropriate use for the former pool site.

###### *Undeveloped Park (two lots located on Lake View Drive in the Krupp City Addition)*

- Develop this site as a neighborhood park.
- Construct a play structure and a shelter with picnic tables and grills.

###### *Undeveloped Park (located southwest of the intersection of 11th Street and "C" Avenue)*

- Construct a shelter and small segment of trail, linking the trailhead to the Indian Creek Greenbelt

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### A GREEN NETWORK (continued)

##### *Environmental Education Areal Greenbelt*

- Make repairs to the aquatic area, including fixing the spillway and dredging the pond.

##### *Undeveloped Park (located at "O" Avenue and Indian Creek)*

- Construct a bridge across Indian Creek
- Construct a short segment of trail, linking "o" Ave with the greenbelt.

##### *Nevada Youth & Adult Recreation & Athletic Complex*

- Finish construction of the complex as funding permits.

##### *Greenbelt Acquisition*

- Keep greenbelt site as natural as possible during construction of trail.
- Install bridge over Indian Creek.
- Install benches along the trail.

### QUALITY PUBLIC SERVICES

#### Police Station

Replace or enlarge the existing Police Department Facility.

#### Fire Department

Interior planning and reconfiguration may help alleviate some of the space shortages.

#### City Administration Office

Plan and retrofit existing building to improve administrative activities.

#### Street Department

Develop a site master plan

Demolish the Corn Crib and Existing Cold Storage Building

Build a new Operations and Maintenance Building

Building new storage shelter to the west of the new Operations and Maintenance Building.

Improve insulation and heating system at West Shed.

Installing new site improvements, including covered storage, paving, and peripheral landscaping.

#### Water Department

Development of a new Water Treatment Facility along the current supply main, between the city's wellfield and its western boundary.

System looping to serve the North Growth Center.

Develop additional elevated storage as required.

Implementation of the goals and recommendations of the current water study, to be completed in 2003.

#### Waste Water Department

##### *Key Sanitary Sewer and Wastewater System Priorities*

- Retrofit the existing clarifiers at the Waste Water Treatment Plant.
- Extension of new lines to serve growth centers.
- Ongoing system rehabilitation.

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## IMPLEMENTATION SCHEDULE

### SUMMARY OF RECOMMENDATIONS

#### QUALITY PUBLIC SERVICES (continued)

##### *Key Storm Drainage Priorities*

- Continued enforcement of ordinances and regulations dealing with floodplain development.
- Inventory of the entire storm sewer system to identify deteriorated sections of storm sewer. Continued routine maintenance and cleaning of the storm sewer system.
- Management of surface drainage in areas without public easements or ownership.
- Develop and implement a regional solution to the Drainage District 17 area in order to make development of parts of this strategic area possible.

##### **Parks and Recreation Department**

Lower level of Community Building converted to revenue-producing space.

Develop a pre-engineered building for storage and workspace at the Municipal Cemetery.

Continue to monitor staff and space needs.

##### **Library**

*Complete modifications to staff work area, including*

- Using half-height office landscape partitions to sectionalize functions in workroom.
- Consider installation of a "dumbwaiter" to basement to improve ease of use of this area.

*Construct an expansion to the north side of the library as a meeting conference facility.*

### HOUSING AND NEIGHBORHOODS

#### **Participating in Story County Housing Initiatives**

*Public Improvement Financing.*

- Work to reduce the cost of land acquisition and infrastructure development borne by housing units in affordable development.

##### **Senior Living**

Continue to encourage construction of residential development for seniors.

##### **Neighborhood Conservation**

*Strengthen Nevada's neighborhood conservation programs and institute an effort to rehabilitate houses in need of repair.*

*Continue zoning and land use policies that protect the integrity of its neighborhoods.*

*Develop rehabilitation programs to promote the rehabilitation of the portion of its housing stock that is in need of significant rehabilitation. Appropriate policies include:*

- Gradual acquisition and landbanking of deteriorated houses as they become available.
- Packaging of sites into significantly sized redevelopment parcels.
- Development through the Housing Partnership of new, moderate-income housing forms, including expandable small houses on standard-sized lots, providing room for growth over time; single-family attached development; and townhouses.
- Support with complementary amenities, such as beautification of the Indian Creek corridor.

##### **South Village**

Assemble a partnership to bring about the reuse and residential development of the South Village proposal

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