

South Ankeny Boulevard Revitalization Plan



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Executive Summary

Project Overview

The City of Ankeny hired a consultant team led by Confluence, Inc. and supported by FHU to complete a Revitalization Plan for the S. Ankeny Boulevard Corridor. The S. Ankeny Boulevard Corridor is located between Oralabor Road and 1st Street in the southern end of Ankeny. This corridor is a primarily auto oriented retail corridor with many smaller, older standalone retail buildings or strip retail centers.

Project Purpose

The purpose of this corridor plan is to provide options and strategies to improve and maximize its positive impact on the S. Ankeny Boulevard neighborhood and the greater community. The City of Ankeny has a long history of proactively planning for its future growth and development. This plan reflects the City's commitment to ensuring all areas of the community continue to thrive.

Planning Process

The planning process was divided into three main sections:

- Existing Conditions Analysis
- Public Input
- Plan Recommendations

These three sections make up the chapter breakdown of this revitalization plan.

Project Schedule

The S. Ankeny Boulevard Revitalization Plan started in August 2024 and a draft plan was presented to the public via a Public Open House in late March 2025. The final plan went through the adoption process in May through June 2025.

How to Use the Plan

The City of Ankeny should reference this plan when planning for improvements to the S. Ankeny Boulevard area as well as during the review of any potential new or redevelopment or re-zoning in the area. The City should begin to integrate the action items included in Chapter 3 into departmental planning and funding.

Next Steps

In Chapter 3: Plan Recommendations, several strategic opportunities are described to help revitalize the corridor. Each strategic opportunity is supported with a text description, graphic examples, and at least one action item to help implement the change. These opportunities should be integrated into planning and funding initiatives for the City in the coming years.

Many of the recommendations relate back to land use and development. The City of Ankeny should incorporate the recommendations of this corridor revitalization plan into the recommendations and guidance of the City's adopted Comprehensive Plan. The City may wish to further consider certain consistency rezonings to either help catalyze and support development and redevelopment of key properties or preserve specific parcels from being developed with land uses that are inconsistent with the goals of this redevelopment plan.



Why the S. Ankeny Boulevard?

This is a revitalization plan for the future of the S. Ankeny Boulevard Corridor.

- The corridor is an important north-south arterial for the community.
- Many consider the corridor a gateway into Ankeny from the south for the motoring public.
- While the corridor has many strengths, there are opportunities to strengthen and improve the long term health of this historic corridor.



Chapter 1.

Conditions of the

Corridor

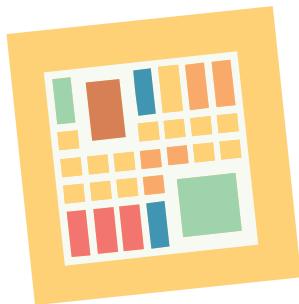


Chapter 1:

Conditions of the Corridor

Conditions of the Corridor Overview

A thorough inventory of the existing conditions of the corridor was completed to better understand the health of the corridor.



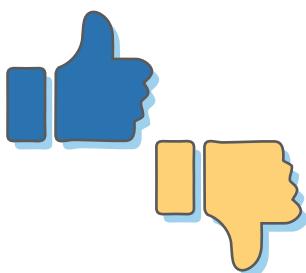
Existing Land Use + Zoning

Parcel data was analyzed to determine the existing land uses present in the corridor today. A review of the current zoning districts as well as the currently planned Future Land Use from the 2040 Comprehensive Plan, which was completed in 2018, was analyzed also.



Economic Health of the Corridor

A wide variety of data sources were used to evaluate the economic health of the corridor. This includes a high level understanding of the employment found in the corridor today as well as an understanding of the amount of visits the corridor typically receives. Lastly, rent rates and vacancy data for commercial properties were reviewed.



Strengths + Weaknesses of the Corridor

Finally, the existing conditions were summarized into a strength, weaknesses, opportunities, and threats (SWOT) analysis.

Chapter 1:

Conditions of the Corridor

What defines the S. Ankeny Boulevard Corridor today?

Key Features of the Corridor

The S. Ankeny Boulevard Corridor includes approximately 582 parcels along S. Ankeny Boulevard between 1st Street and Orlabor Road. There are approximately eight (8) undeveloped properties/parcels. Most of the street frontage directly along S. Ankeny Boulevard is commercial and/or light industrial. Outside of the main corridor, there are approximately 400 single-family homes with an average assessed value in 2023 of \$233,339. There are also some apartment buildings in the corridor near Magazine Road. There are several notable nearby neighbors to the corridor, including the Des Moines Area Community College (DMACC), Ankeny High School, The District at Prairie Trail, and Uptown Ankeny. Another key defining feature is the High Trestle Trail, which bisects the corridor near Magazine Road. Lastly, the corridor is conveniently located just over a mile from an Interstate 35 interchange, which provides easy access to the rest of the metropolitan area.



- ✓ S. Ankeny Boulevard is an older retail corridor with industrial/warehousing on the southern portion of the corridor.
- ✓ The mix of uses found in the corridor is typical of the 1950s-1960s auto-oriented development pattern.
- ✓ The corridor is bisected by the High Trestle Trail. The area south of the trail is more light industrial in nature, and north of the trail includes more residential land uses.
- ✓ There is a mix of newer and older retail and light industrial buildings.



Figure 1 S. Ankeny Boulevard Corridor Base Map

Chapter 1:

Conditions of the Corridor

Existing Land Use

Figure 2 shows the existing land use map for the corridor. Parcel data and aerial imagery were reviewed to determine which category best represents the current use of the land. Residential land is typically categorized by the density or type of housing present. For example, single-family detached homes are mainly low-density, and apartments are mainly high-density. Land owned by public entities, such as a city or county, are typically identified as public uses. Semi-public uses, such as schools or churches, are also often categorized as public/semi-public. Undeveloped areas are shown on this map in light green. Commercial uses are typically shown in shades of red.

Most of the developed parcels facing S. Ankeny Boulevard are commercial properties. The northern half of the corridor contains a mix of commercial and residential uses at a range of density levels. Near the High Trestle Trail and Magazine Road there are some older multi-family properties. The southern half of the corridor has a mix of commercial properties as well as undeveloped land. There are several public/semi-public parcels scattered throughout the property including land owned by DMACC, the Ankeny Community School District, the City of Ankeny and some churches.

- Study Area
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Open Space / Undeveloped
- Public / Semi-Public

Figure 2 Existing Land Uses



2018 Future Land Use Plan

As part of the City of Ankeny's currently adopted comprehensive plan, The Ankeny Plan 2040, a Future Land Use Plan was identified for the entire city limits and planning boundary of Ankeny. The future land uses shown in **Figure 3** represent what the highest and best uses for the corridor were believed to be during the 2018 planning process. However, it is not uncommon for the Future Land Use Map to change over time based on changing market or demographic conditions.

The current Future Land Use Plan envisions the corridor remaining mainly neighborhood or community commercial with a few areas of light industrial and mixed-use. The residential areas are all shown remaining as is with one new area proposed at the southwest corner of Magazine Road and S. Ankeny Boulevard.

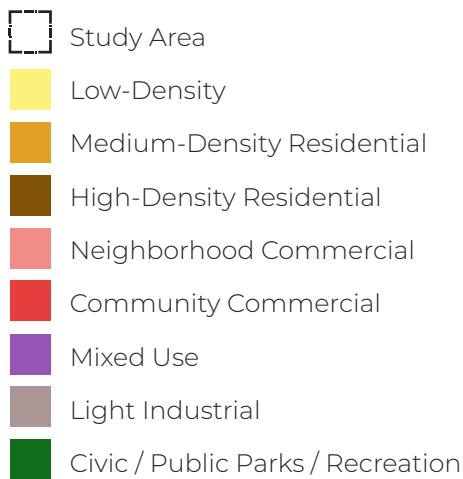


Figure 3 Existing Future Land Use Plan



Chapter 1:

Conditions of the Corridor

Zoning Districts

Figure 4 shows the current zoning districts for the S. Ankeny Boulevard Corridor as well as the adjoining area. Zoning districts detail where certain uses can go and establish building setbacks and other design standards.

Most of the parcels located directly along S. Ankeny Boulevard are zoned C-2 for General Retail, Highway-Oriented, and Central Business Commercial. The gray colors near DMACC are a mix of M-1 Light Industrial and U-1 Conservation and Public Utility.

 Study Area

 PUD Planned Unit Development

 R-1 One-Family Residence

 R-2 One-Family and Two-Family Residence

 R-3 Multiple Family Residence

 R-3A Planned Multiple-Family Residence

 R-5 Mobile Home Residence

 C-1 Neighborhood Retail Commercial

 C-2 General Retail, Highway-Oriented, and Central Business

 C-2A Central Business District

 C-3 Limited Highway-Oriented Commercial

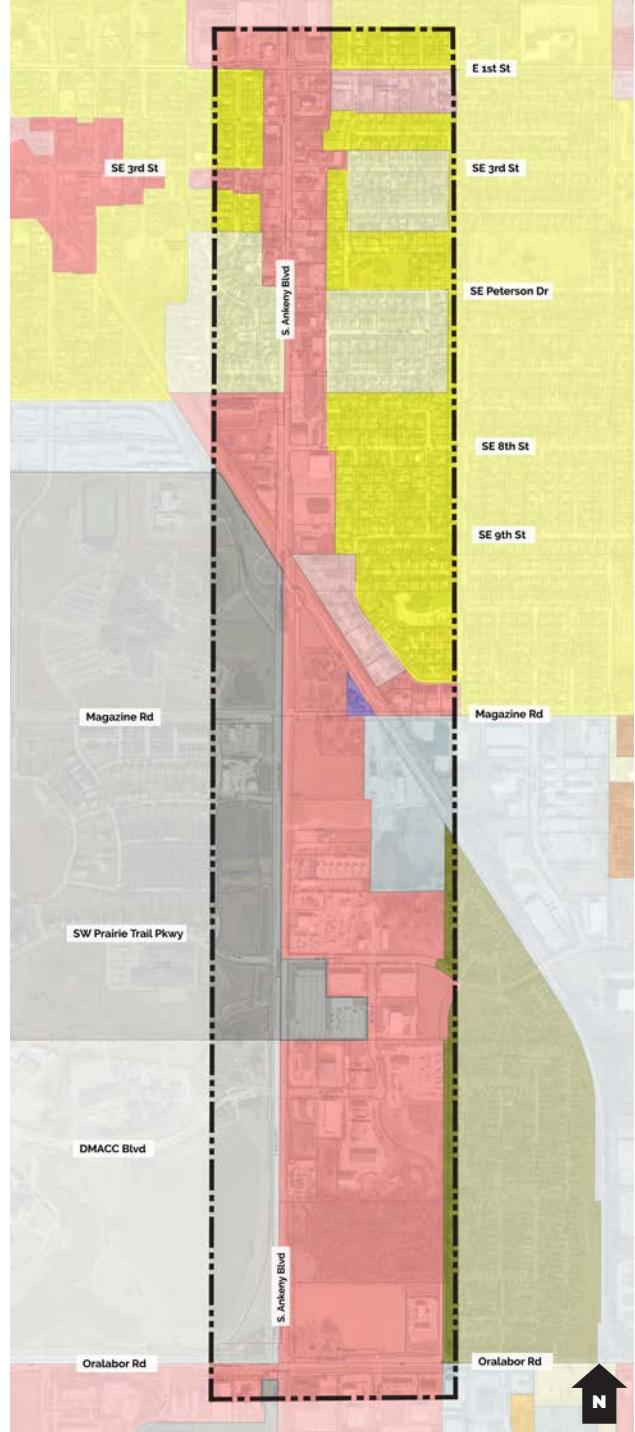
 M-1 Light Industrial

 M-2 Heavy Industrial

 M-3 Limited Industrial

 U-1 Conservation and Public Utility

Figure 4 Existing Zoning Districts



What are the transportation conditions of the corridor?

Road Network Existing Conditions

S. Ankeny Boulevard, also known as U.S. Highway 69, is classified as an Urban Principal Arterial according to the Federal Highway Administration (FHWA) guidelines and serves as a major north-south corridor through the City of Ankeny.

Figure 5 shows the approximate location of undivided and divided 4 lane roadway in the corridor and lists speed limits. Within the study area, S. Ankeny Boulevard has a four-lane cross section that is largely head-to-head; however, a raised median is provided south of Prairie Trail Parkway / Shurfine Drive and painted or raised medians are present adjacent to the intersections of Ordnance Road and Magazine Road to accommodate turn lanes. The speed limit along the corridor is posted at 45 miles per hour (mph) north of Oralabor Road, which transitions to 35 mph north of Ordnance Road.

A full summary of detailed transportation and traffic analysis is provided in the separate **Transportation + Traffic Analysis Report**.

- Study Area
- 4 Lanes Undivided
- 4 Lanes Divided

Figure 5 Road Type + Speed Limits



Chapter 1:

Conditions of the Corridor

Multi-Modal Facilities Existing Conditions

In general, sidewalk connectivity decreases moving south along the corridor. Sidewalks are provided along the east and west sides of S. Ankeny Boulevard between 1st St and Magazine Road. South of Magazine Road, sidewalks are only provided on the west side of the corridor up to DMACC Boulevard / Lorenz Drive. No sidewalk or shared-use path is provided along the corridor between this intersection and Oralabor Road.

The sidewalk facilities north of Magazine Road are older and narrower, most of which are only 4 feet wide while the pedestrian facilities between Magazine Road and DMACC Boulevard / Lorenz Drive are 8 feet wide and in better condition.

The High Trestle Trail, a 25-mile-long regional trail, crosses S. Ankeny Boulevard just north of Ordnance Road via an undercrossing. The DMACC Trail also connects into the sidewalk facilities along S. Ankeny Boulevard at the intersection of DMACC Boulevard/ Lorenz Drive. The Oralabor Gateway Trail runs along the south side of Oralabor Road, connecting into the DMACC trail via the crosswalk on the west leg of the intersection of Oralabor Road with S Ankeny Boulevard.

There are 8 existing signalized crossings in the corridor. Pedestrian push buttons (PB) and signal heads are provided for all pedestrian crossing movements at the signalized intersections, however, not all pedestrian crossings are provided at some intersections. **Figure 6** shows the location of signalized intersection crossings and highlights the areas with more major pedestrian limitations.

- Study Area
- Full Pedestrian Crossing
- Pedestrian Signalized Intersection
- Signalized Intersection with Pedestrian Limitations

Figure 6 Signalized Crossings



Existing Level of Service, Daily Traffic, and High Crash Intersections

Annual average daily traffic (AADT) for the corridor was gathered from the Iowa DOT and combined with roadway design elements in the corridor to determine the overall level of service (LOS) for different segments of the corridor. The S. Ankeny Boulevard Corridor mostly has a LOS score of C meaning it is acceptable, but there is definite room for improvement. The small stretches of S. Ankeny Boulevard that extend north of 1st Street or south of Oralabor Road both have a B LOS rating. **Figure 7** shows the different LOS areas as well as average annual daily traffic (AADT) estimates for different stretches of the corridor.

Crash data from Iowa DOT was also analyzed for the corridor and each intersection was evaluated based on the number of observed crashes versus predicted crashes to determine a potential for crash reduction (PCR) score.

Figure 7 highlights with red circles the intersections that had high potential for crash reduction scores.

 Study Area

xx,xxx Average Annual Daily Traffic (AADT)

 B "Exceeds" Level of Service

 C "Acceptable" Level of Service

 Higher Crash Intersection

Figure 7 Road LOS + High Crash Intersections



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Conditions of the Corridor

Who generally uses the S. Ankeny Boulevard Corridor?

To answer this question, Placer.ai data was gathered for the corridor. Placer.ai is an advanced location analytics platform that provides detailed data about physical locations, the people and businesses that interact with them, and the market they inhabit. The tool uses mobile location data to provide market intelligence and aggregates the data to ensure privacy and avoid sharing any individual level-data.

In the last 12 months...



**Total Number of Visits in 2024:
2.6 million**

Between 2021-2024, the total number of visits lasting over 10 minutes has been between 2.6 and 2.7 million visits per year.



**Total Number of Visitors in 2024:
551.8k**

Approximately 58.7k visitors are "loyal", meaning they visited the corridor at least 10 times in 2024. The overall average number of visits per visitor is 4.78 visits / year.



**Average Time Spent in 2024:
88 minutes**

However, most visitors spend between 15 to 29 minutes in the corridor when they visit.

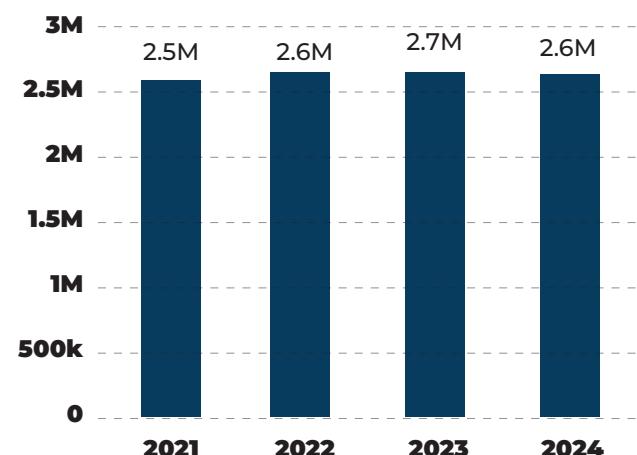


Placer.ai

Table 1 Visit Summary Statistics

Summary Visit Statistics	Total
Visits	2.6 million
Visitors	551.8k
Visit Frequency	4.81
Average Dwell Time	88minutes

Figure 8 Annual Total Visits Summary



Hourly Visits

Figure 9 below shows how the number of visits to the S. Ankeny Boulevard Corridor vary by the time of day. The data revealed two main peaks: between 11:00 AM - 1:00 PM and between 5:00 PM and 7:00 PM.

Daily Visits

Figure 10 below shows how the number of visits to the S. Ankeny Boulevard Corridor vary by day of the week. Overall, there is fairly even distribution of visits between each day of the week with slight increases between Friday and Saturday.

Figure 9 What time of day do people visit the corridor?

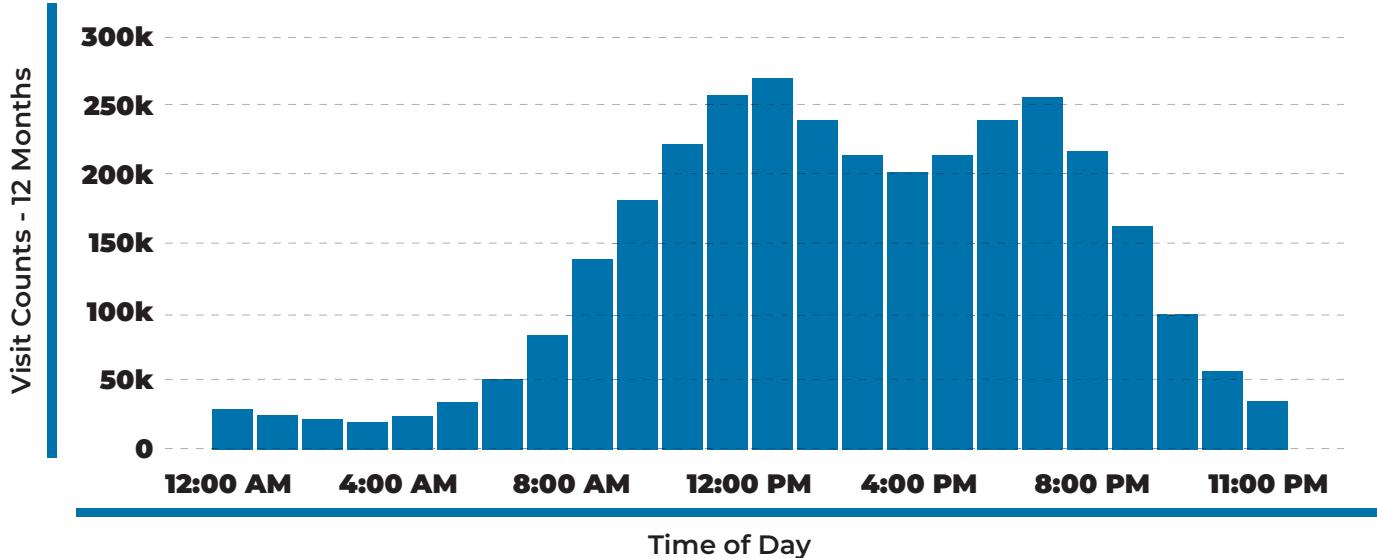
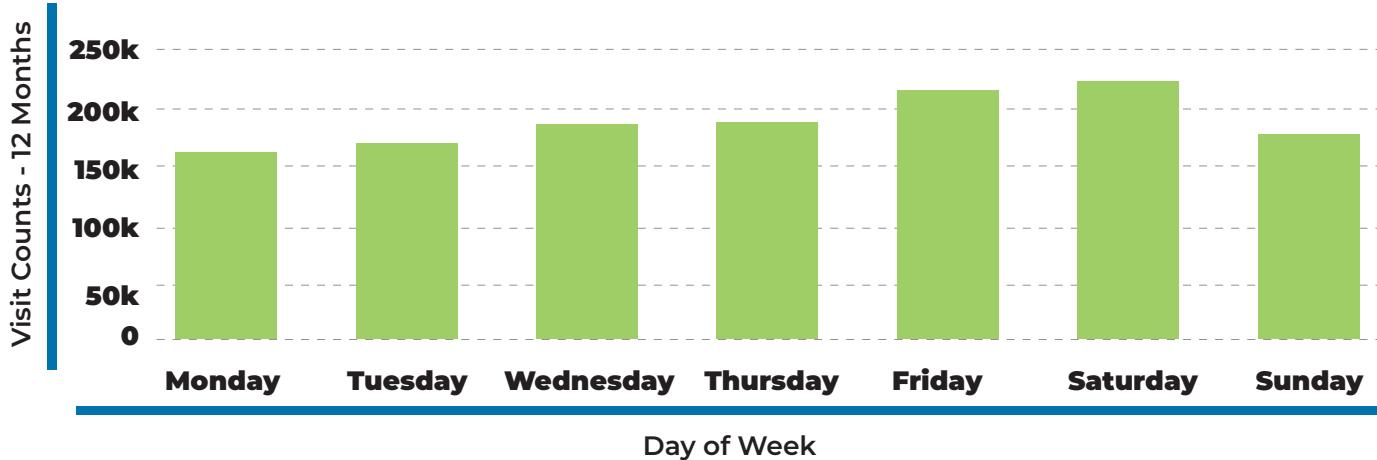


Figure 10 What day of the week do people visit the corridor?



Chapter 1:

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Visit Duration

Figure 11 below shows how long trips to the corridor in the past 12 months have lasted. There are two main clusters of visit duration time frames: between 15 and 29 minutes and visiting last 150 minutes or more. The average length of stay was 80 minutes, and the median stay was 43 minutes.

Seasonal Variation

Figure 12 below shows how visits to the corridor varies across the year 2024, which revealed some seasonal and monthly variations. Visits to the corridor reach their lowest at various points in November through January, and highest in at points in March and May 2023.

Figure 11 How long do people spend visiting the corridor?

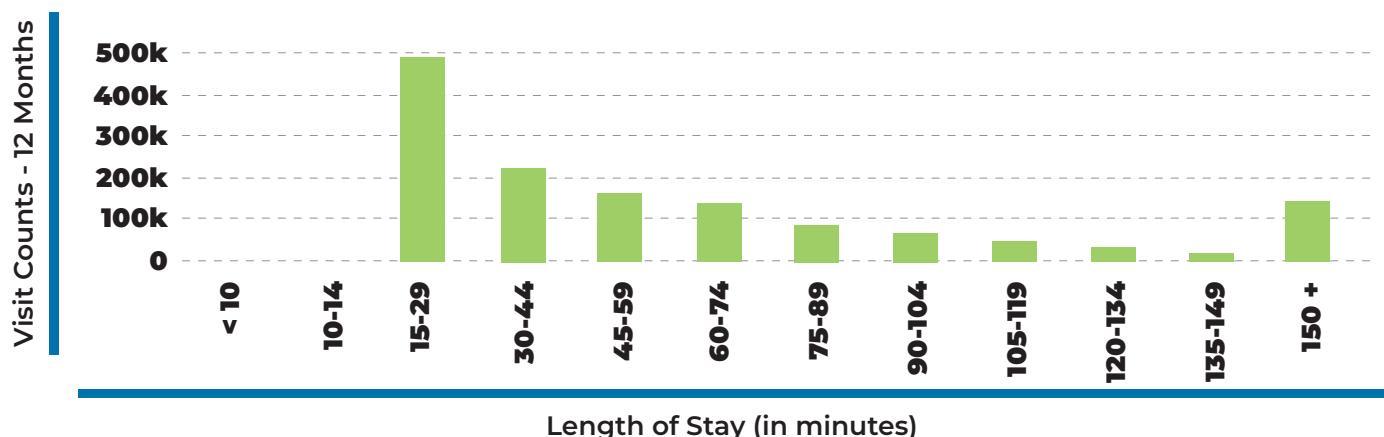
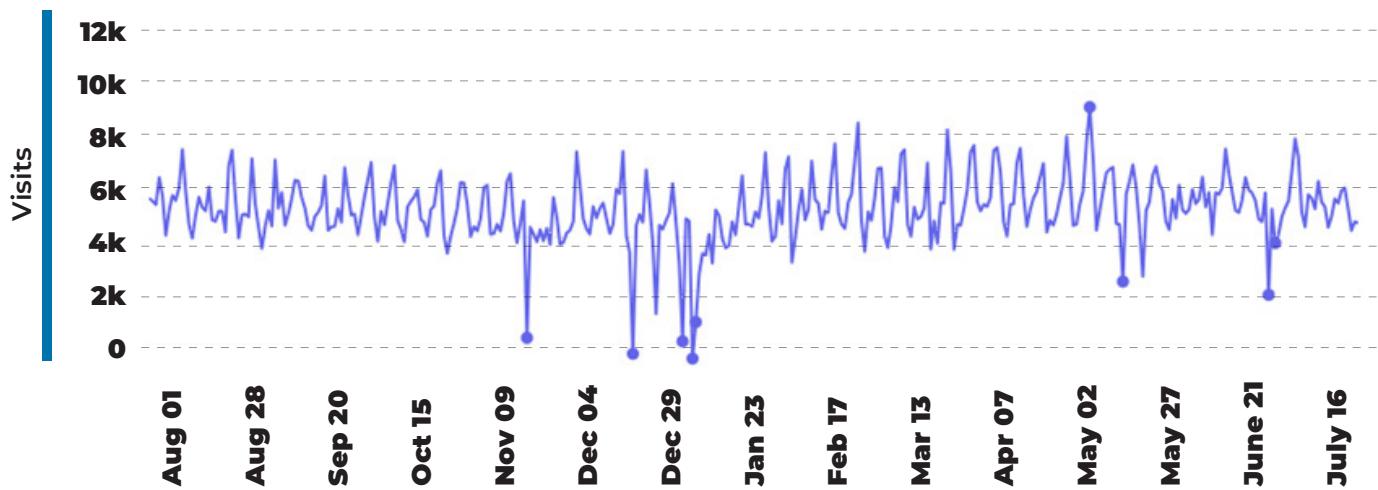


Figure 12 What time of year do people most visit the corridor?



Visitor Journey

Figure 13 below shows the locations most people were prior to visiting the corridor (mainly home and some work) and after visiting the corridor (home, work, or more shopping).

Major Corridor Draws

Table 2 below highlights that there are several locations within the S. Ankeny Boulevard Corridor that attract a high number of monthly users. This includes the Ankeny Center shopping center (home to Benchwarmers, Budget Car Rental, etc.) and the Kum & Go on Magazine Road & S. Ankeny Boulevard.

Figure 13 Where do people come from or go after visiting the corridor?

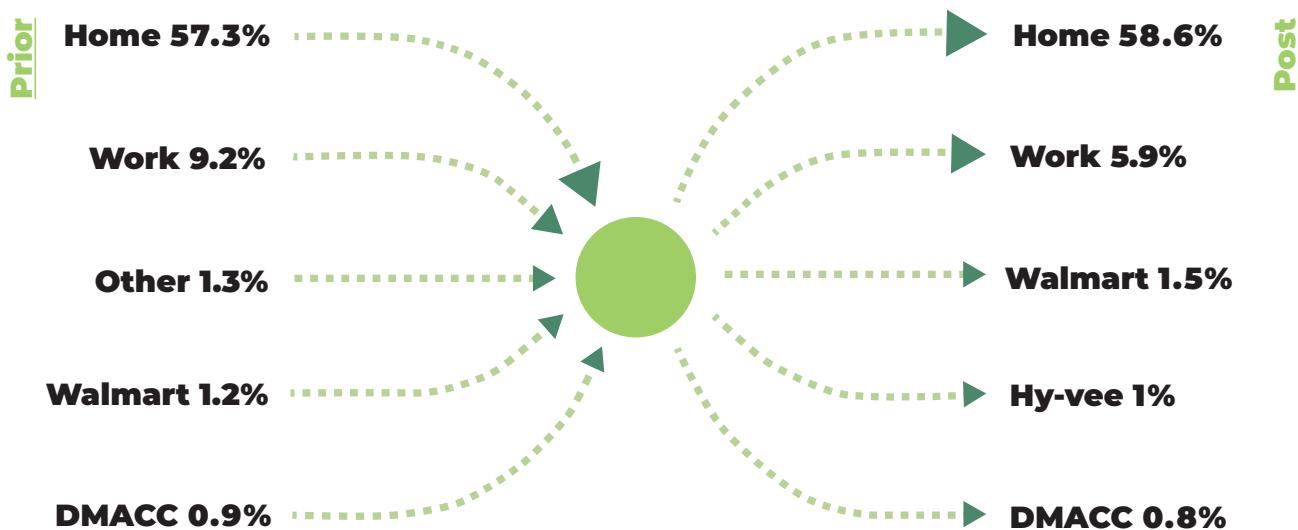


Table 2 What are the biggest draws in the corridor?

Major Corridor Draws	Monthly Visits
Kum & Go	37.2k
Dairy Queen	22.8k
Ankeny Center	40.6k
McDonalds	31.3k
Veridian Bank	19.1k

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Visit Frequency

Figure 14 below shows how many times per year people visit the corridor. The three largest categories are once, between 10 and 14 times, and 30+ times. This suggests a mix of casual and loyal visitors to the area.

Loyal vs. Casual Visitors

Figure 15 below shows the breakdown between casual versus loyal visitors to the corridor. Loyal customers are those that frequent the corridor at least once per month (or 12 times per year). Overall, more visitors are considered casual users of the corridor, however, there are a high number of loyal visitors (nearly 500k).

Figure 14 How many times do people visit the corridor in a year?

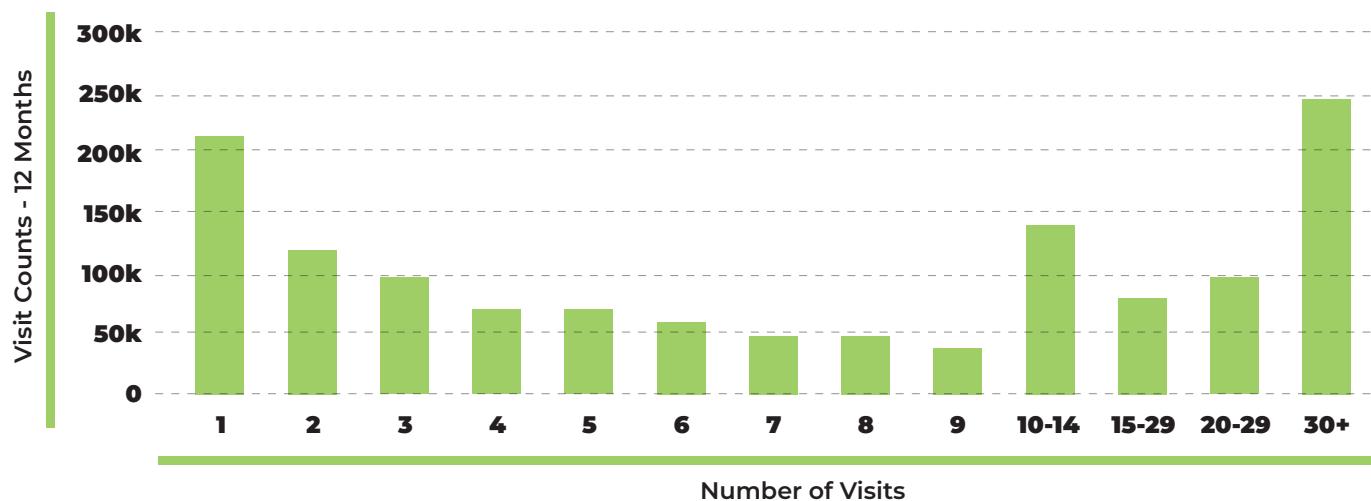
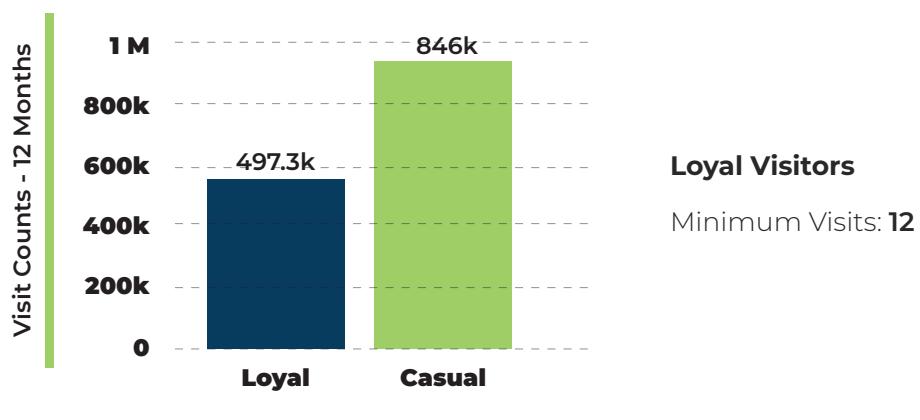


Figure 15 How many visitors per year are considered loyal or casual?

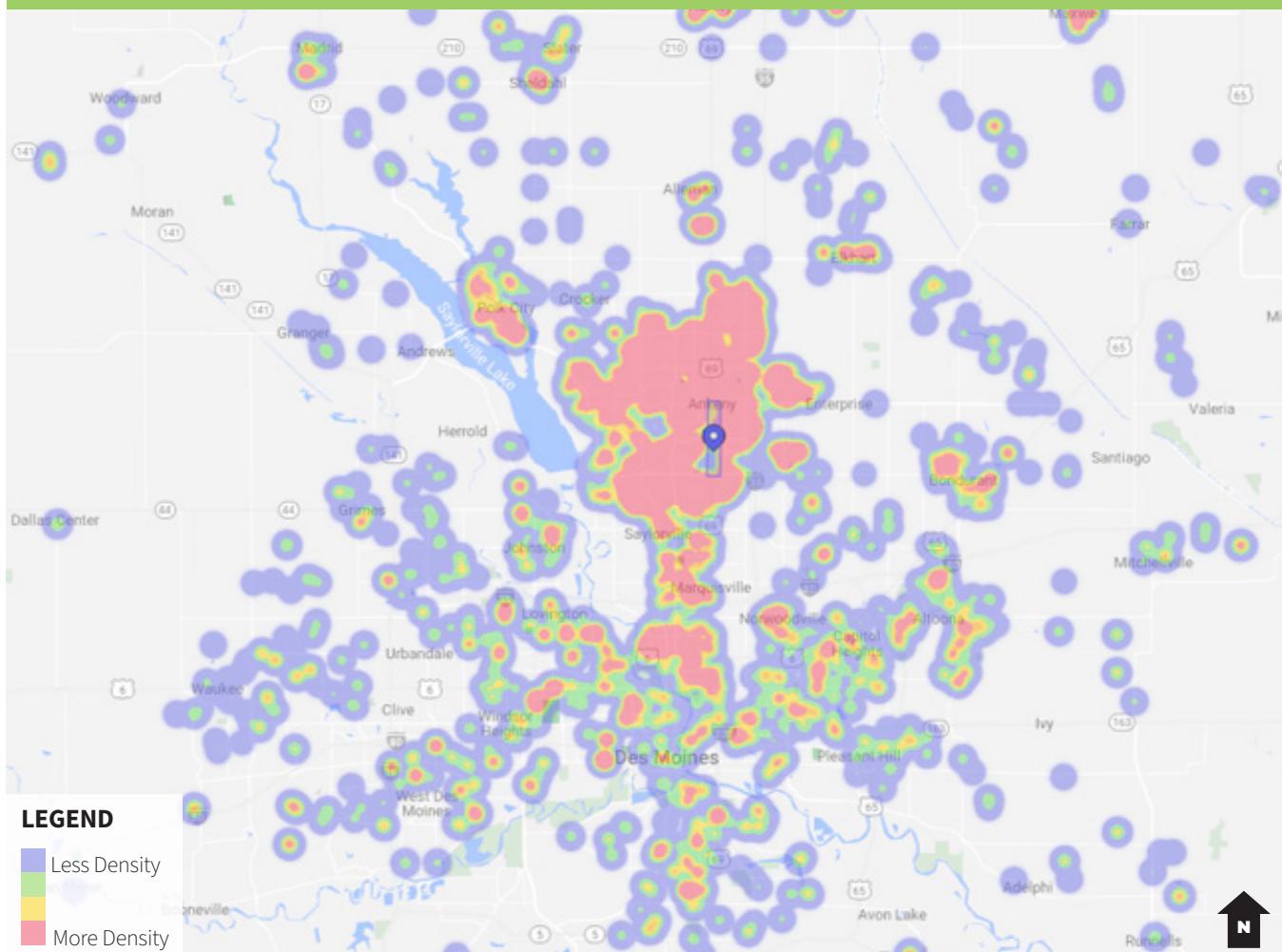


Trade Area - Casual Visitors

Figure 16 below shows the trade area for visitors to the S. Ankeny Boulevard Corridor that visited the corridor at least 5 times in a 12 month period. This map represents the trade area of casual visitors. The heat map shows the approximate clustering of home locations for the visitors. While mostly this is composed of the City of Ankeny there are significant areas of Des Moines, Polk City, and unincorporated Polk County represented with higher density.

While the areas in blue represent the lower end of the density spectrum, it does show that people all over the Des Moines metropolitan area are using the corridor at least a few times per year. This includes even parts of the west metro that have plenty of alternative shopping options. This data may suggest that the corridor may be serving a somewhat niche retail market that extends beyond what may initially be assumed given the age and condition of many of the retail buildings.

Figure 16 Trade Area for Users with a Minimum of 5 Visits in 12 Months



Chapter 1:

Conditions of the Corridor

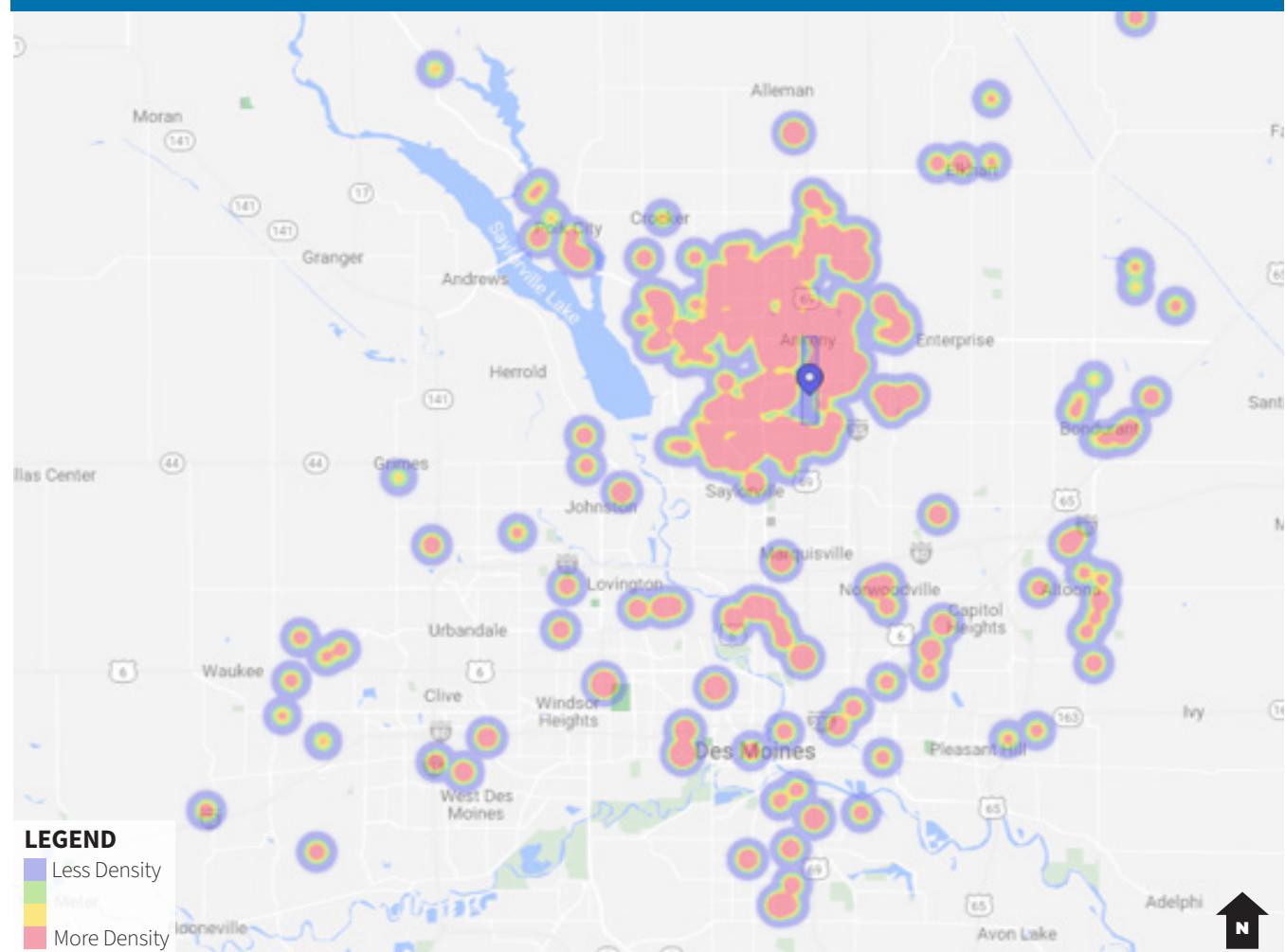
Trade Area - Loyal Customers

Figure 17 below shows the trade area for loyal customers of the S. Ankeny Boulevard Corridor. The metric for loyalty was those users that visited the corridor at least 25 times in the past 12 months. This would put visitation at an average of around 2 times per month. The heat map shows the approximate home locations for these visitors.

While loyal customers live in a narrower portion of the metro area and is still Ankeny

dominated, there are clear areas of red hot spots across the entire metro area. This map further supports the conclusion that S. Ankeny Boulevard is serving a niche need within the metro area and attracting a fairly widespread loyal group of customers.

Figure 17 Trade Area for Users with a Minimum of 25 Visits in 12 Months

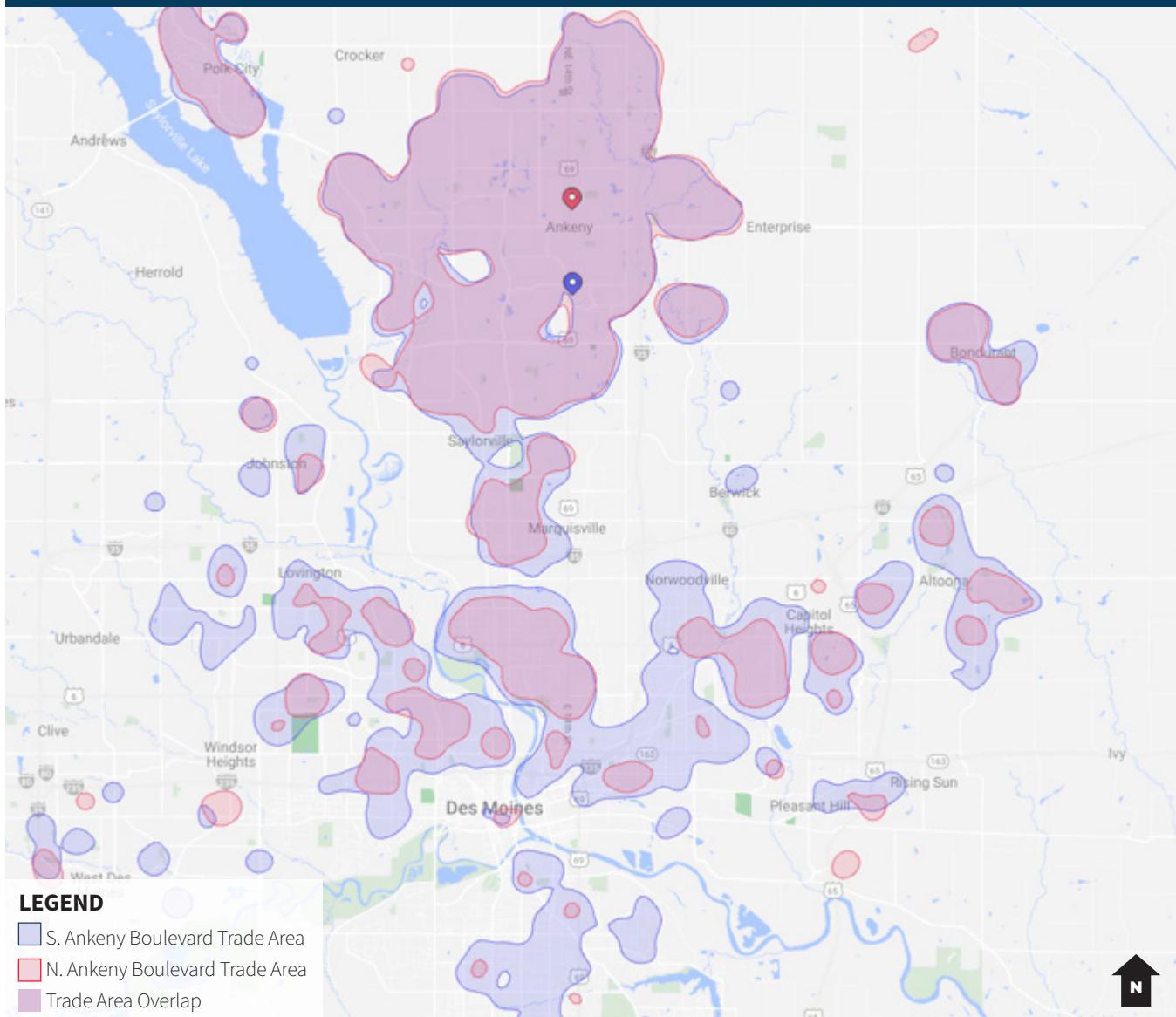


Trade Area Comparison

Figure 18 below compares the trade area for the S. Ankeny Boulevard in blue to the N. Ankeny Boulevard in red. The purple area shows the overlap. Interestingly, despite the N. Ankeny Boulevard having larger big box chains, the trade area is smaller than that

of the S. Ankeny Boulevard. This once again suggests a niche retail demand being met within the S. Ankeny Boulevard Corridor. In particular, S. Ankeny Boulevard is pulling more residents from the City of Des Moines, east metro suburbs like Pleasant Hill or Altoona, and portions of unincorporated Polk County.

Figure 18 Trade Area Comparison - North vs. South Ankeny Boulevard



Chapter 1:

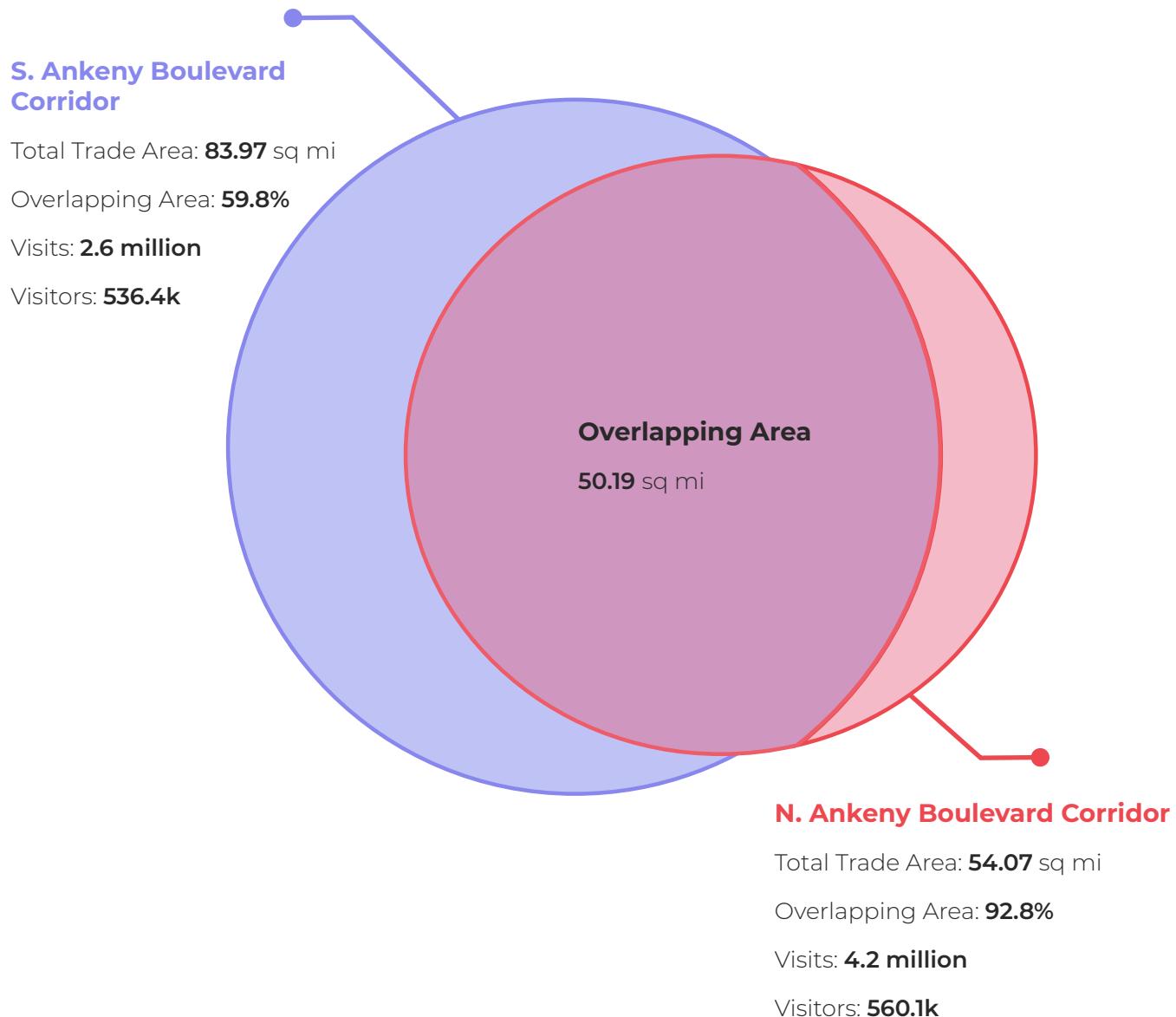
Conditions of the Corridor

Trade Area Comparison

Figure 19 below shows how the size of the S. Ankeny Boulevard trade area compared to the N. Ankeny Boulevard trade area. Further, it highlights the total number of visits and total number of unique visitors to each corridor.

While the N. Ankeny Boulevard attracts more overall visits at 4.2 million in a 12 month period, the overall trade area is significantly smaller (54 sq. mi compared to nearly 84 sq. mi). Despite the significant difference in total visits, the number of unique visitors were somewhat close. This further emphasizes the potential unique role the S. Ankeny Boulevard plays in the metro area.

Figure 19 Trade Area Size Comparison



Visitor Demographics

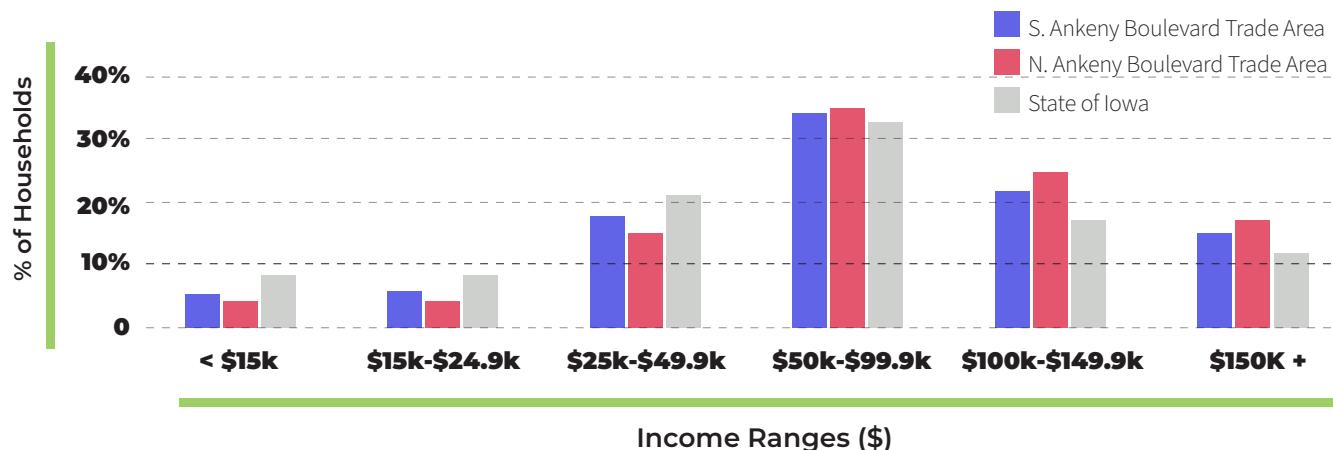
Table 3 below compares some key demographic summary statistics of visitors to the S. Ankeny Boulevard Corridor and the N. Ankeny Boulevard Corridor to that of the State of Iowa. Overall, the S. Ankeny Boulevard Corridor serves a population that is slightly less affluent, with lower educational attainment levels, and somewhat more racially diverse.

Figure 20 below shows how visitors to the same comparison areas vary by household income level. S. Ankeny Boulevard, shown in blue, exceeds the N. Ankeny Boulevard, shown in red, in the lowest income categories and falls below once the household income level hits \$50,000 per year or more.

Table 3 Key Demographic Summary Statistics - Comparison

Corridor / Geography	Median Household income (\$)	Bachelor's Degree or Higher (%)	Most Common Ethnicity (%)	Persons per Household
S. Ankeny Boulevard Corridor	\$78.3k	40.5%	White (83.5%)	2.56
N. Ankeny Boulevard Corridor	\$87.5k	48.3%	White (88.8%)	2.58
State of Iowa	\$65.6k	29.7%	White (84.4%)	2.49

Figure 20 Household Incomes of Visitors - Comparison



Chapter 1:

Conditions of the Corridor

How many jobs are in the corridor?



To answer this question, U.S. Census Bureau data from an online tool called OnTheMap was utilized. This dataset provides detailed employment information for different areas with the latest data being from 2022.

Jobs in the S. Ankeny Boulevard Corridor as of 2022...

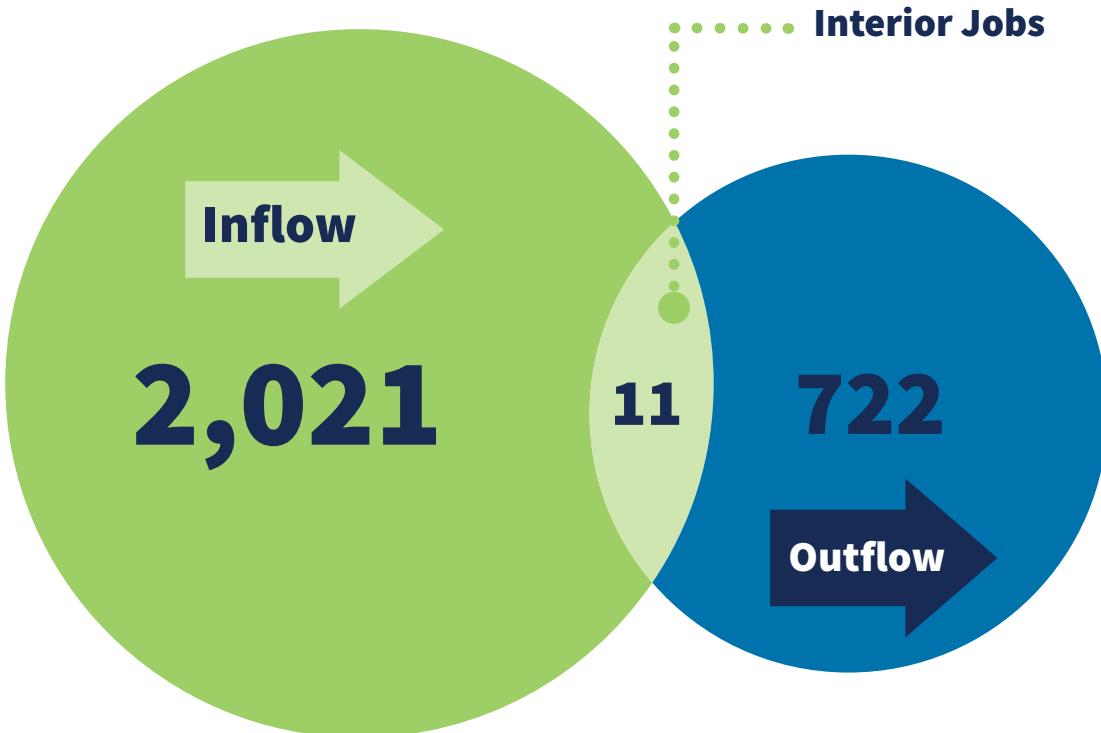


Total Number of Jobs (2022):

2,032

Most of these jobs are held by people living outside of the study area (2,021 jobs). Only an estimated 11 people both live and work in the corridor.

Figure 21 S. Ankeny Boulevard Corridor Commuter Characteristics



Where are the jobs?



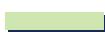
Total Inflow Jobs:
2,021

Inflow jobs are those workers that work in the corridor but live elsewhere. This accounts for a majority of jobs in the corridor. They are the in-commuters.



Total Outflow Jobs:
722

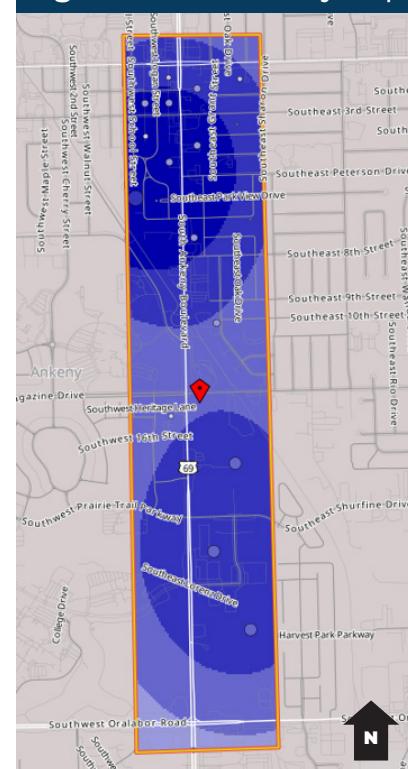
Outflow jobs are those jobs held by residents living within the corridor and working somewhere else outside of the corridor. They are the out-commuters.

 **Total Interior Jobs:**
 **11**

Very few people are estimated to both live and work within the S. Ankeny Boulevard Corridor.



Figure 22 Job Density Map



Where do corridor workers travel to for work?

Many of the workers in the S. Ankeny Boulevard Corridor live in various other locations within the greater metro area. Below is a summary of the places where many corridor workers reside:

- 26.7% live elsewhere in Ankeny
- 16.6% live in Des Moines
- 4.1% live in West Des Moines
- 3.1% live in Urbandale

Over half of all workers live less than 10 miles away, many of which travel from southwest of the corridor.

- 53% work less than 10 miles away
- 23.1% work between 10 and 24 miles away
- 7.1% work between 25 to 50 miles away
- 16.8% work 50+ miles away

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How are real estate values in the corridor?

To answer this question, CoStar data was gathered for the corridor and the City of Ankeny overall. CoStar is a robust, national commercial real estate database. Data was pulled in August 2024.



Multi-Family Properties

The multi-family properties in the S. Ankeny Boulevard Corridor are mainly located in the northwest corner of Magazine Road and S. Ankeny Boulevard. Below trends for the corridor and the City of Ankeny as a whole are summarized.

S. Ankeny Boulevard Corridor

Inventory: 204 units (2.5% of Ankeny total)

Existing Buildings: 9

Occupancy Rate: 90.62% (downward trend)

10-Year Occupancy Rate: 91.96%

Market Asking Rent/Unit: \$848 (10 year high)

City of Ankeny

Inventory: 8,324 units

Existing Buildings: 170

Occupancy Rate: 94.1%

10-Year Occupancy Rate: 92.42%

Market Asking Rent/Unit: \$1,494

Key Takeaways

The rent/unit for apartments in the S. Ankeny Boulevard Corridor are significantly lower than Ankeny overall - suggesting it is a source of naturally occurring affordable housing for the community.

Figure 23 Main Multi-Family Locations



Office Properties

Figure 24 shows the location of office properties within the S. Ankeny Boulevard Corridor. Below trends for the corridor and the City of Ankeny as a whole are summarized.

S. Ankeny Boulevard Corridor

Inventory: 79.9k SF (5.3% of Ankeny total)

Existing Buildings: 14

Vacancy Rate: 0%

10-Year Average Vacancy: 4.7%

Market Asking Rent/SF: \$21.75 (10 year high)

City of Ankeny

Inventory: 1.5 million SF

Existing Buildings: 131

Vacancy Rate: 4.5%

10-Year Average Vacancy: 5.39%

Market Asking Rent/SF: \$25.24 (10 year high)

Key Takeaways

There appears to be a market for the smaller-scale offices found in the corridor, however, minimal growth is predicted for this building type.

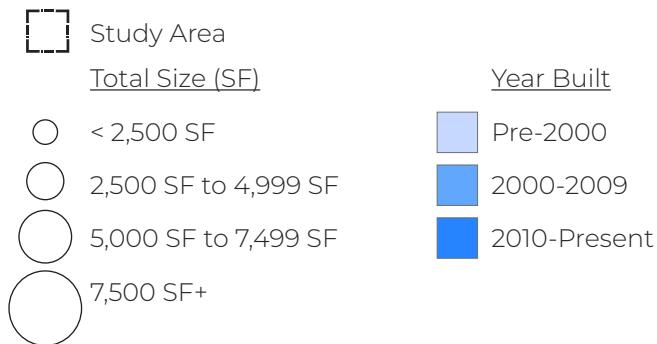


Figure 24 Office Properties by Size + Year



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Retail + Specialty Properties

Figure 25 shows the location of retail and specialty properties within the S. Ankeny Boulevard Corridor. Below trends for the corridor and the City of Ankeny are summarized.

S. Ankeny Boulevard Corridor

Inventory: 505k SF (10.1% of Ankeny total)

Existing Buildings: 62

Vacancy Rate: 3.4%

10-Year Average Vacancy: 5.39%

Market Asking Rent/SF: \$15.17 (+ trend)

City of Ankeny

Inventory: 5.0 million SF

Existing Buildings: 315

Vacancy Rate: 2.2%

10-Year Average Vacancy: 3.46%

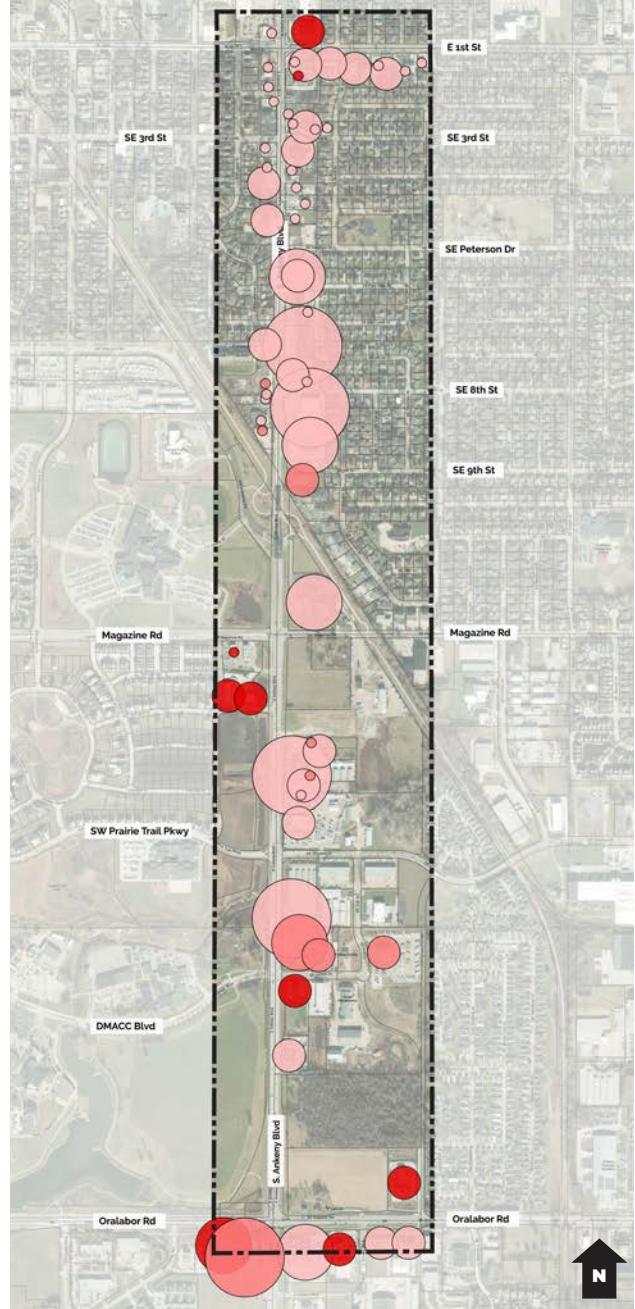
Market Asking Rent/SF: \$17.32 (+ trend)

Key Takeaways

While vacancy was just above city trends, the retail corridor appears to provide a slightly more affordable rental market that is serving a market demand.



Figure 25 Retail Properties by Size + Year



Industrial/Flex Properties

Figure 26 shows the location of industrial/flex properties within the S. Ankeny Boulevard Corridor. Below trends for the corridor and the City of Ankeny as a whole are summarized.

S. Ankeny Boulevard Corridor

Inventory: 169k SF (1.2% of Ankeny total)

Existing Buildings: 13

Vacancy Rate: 2.4% (- trend)

10-Year Average Vacancy: 4.7%

Market Asking Rent/SF: \$8.80 (+ trend)

City of Ankeny

Inventory: 13.9 million SF

Existing Buildings: 187

Vacancy Rate: 5.2%

10-Year Average Vacancy: 3.47%

Market Asking Rent/SF: \$8.32 (+ trend)

Key Takeaways

There is a small industrial/flex market on the south side of the corridor, however, it is not expected to see significant demand growth in Ankeny.

Study Area

Total Size (SF)

< 5,000 SF

Year Built

Pre-2000

5,000 SF to 9,999 SF

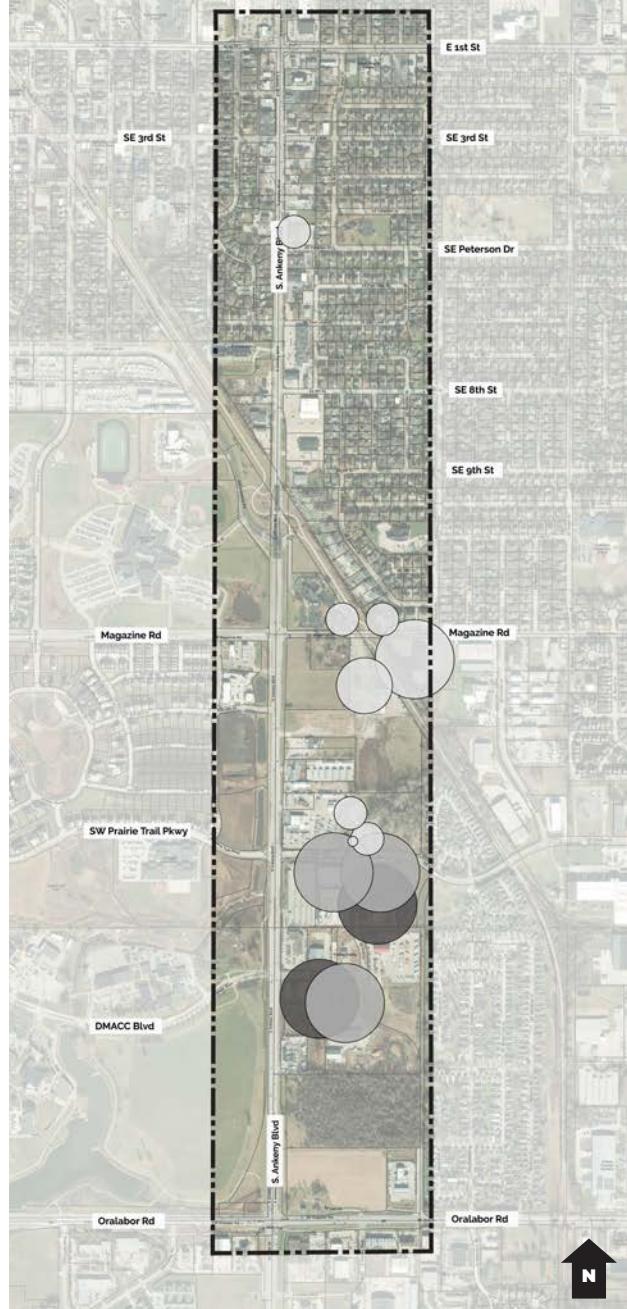
2000-2009

10,000 SF to 14,999 SF

2010-Present

15,000 SF+

Figure 26 Industrial Properties by Size + Year



Chapter 1:

Conditions of the Corridor

What are the overall strengths and weaknesses?

Below is a high level summary of the strengths, weaknesses, opportunities, and threats facing the S. Ankeny Boulevard Corridor.

Strengths - *What is going well today?*

- ✓ **Naturally Occurring Affordable Housing** The S. Ankeny Boulevard Corridor appears to be a location of naturally occurring affordable housing, retail, and office space in an otherwise expensive Ankeny market.
- ✓ **Relatively Strong Retail Market** There is a strong retail presence with some reasons to suggest it serves a niche market profile.
- ✓ **Strong Visitor Traffic + Trade Area** There is strong visitor traffic with a retail trade area with far reach across the Des Moines metro area.
- ✓ **Good Location + Neighbors** The corridor has generally good neighbors - Prairie Trail, DMACC, Uptown Ankeny, etc.

Weaknesses - *What is going poorly today?*

- ✓ **Older Multi-Family** While there is some existing multi-family residential, it is older with fewer amenities and some maintenance/upkeep concerns.
- ✓ **Traffic/Circulation Issues** The corridor has some notable traffic circulation / turning movements issues.
- ✓ **Limited Pedestrian Connections on Southside** There are limited pedestrian facilities in the southside of corridor.
- ✓ **Difficult to Develop Parcels** It may be difficult to develop undeveloped parcels because of the issues such as access and parcel size/shape.

Opportunities - *What can be improved to make things better?*

- ✓ **Large Undeveloped Parcels** There are several undeveloped parcels in the corridor, many of which are larger in size and could make a significant difference in the corridor once developed.
- ✓ **High Trestle Trail Access** The High Trestle Trail presents an excellent opportunity to take advantage of trail-centric retail or mixed-use space.
- ✓ **Facade / Streetscape Enhancements** Façade+ streetscape enhancements could improve the aesthetics of the corridor.
- ✓ **Traffic Management** There are potential opportunities to improve traffic management through roadway design and potential parking lot consolidation.

Threats - *What does the City need to watch out for in the future?*

- ✓ **Older Building Stock** The older building stock is at risk of disinvestment and deferred maintenance.
- ✓ **Retail Heavy Risk** The corridor is heavily retail, which could harm the corridor if businesses started to leave.
- ✓ **Pricing Businesses Out** The corridor offers slightly lower rents than other parts of Ankeny with an overarching risk of current businesses being priced out after improvements are made.
- ✓ **Code / Design Standard Risks** Code enforcement/design standards could push out different business types.

Chapter 2.

Public Input



Chapter 2: Public Input

Public Input Overview

A key component of the S. Ankeny Boulevard Revitalization Plan was to conduct public engagement to determine the overall desired goals and priorities for the corridor held by key stakeholders in the area and the community overall. A full summary of the public input data can be reviewed in the **Public Input Summary Report**.

There were three main public engagement activities prior to a draft plan public open house held in March 2024:



Public Input Workshop

Members of the public and property owners within the corridor were invited to attend a Public Input Workshop on September 23, 2024. The workshop included a short presentation followed by engagement activities.



Stakeholder Interviews

Members of the consultant team met virtually with several different members in relation to the S. Ankeny Boulevard Corridor, consisting of a diverse mix of residents, businesses, landowners, and leadership.



Engagement Website

An interactive engagement website was set up with image voting and an interactive mapping activity. Members of the public were encouraged to actively participate on the website.

Chapter 2:

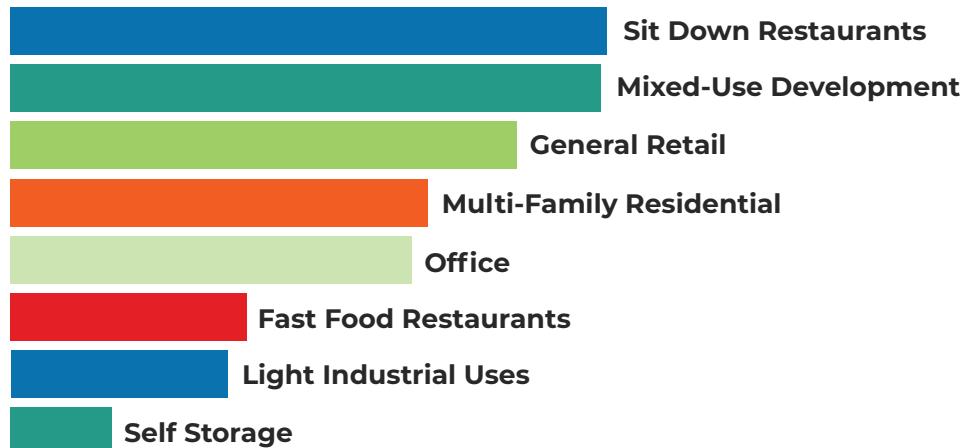
Public Input

Public Input Workshop

Public Input Workshop

A Public Input Workshop was held in September 2024 and business/property owners in the corridor as well as residents overall were encouraged to attend. After a short presentation on the project, attendees answered a series of visioning questions and completed some hands-on engagement. A full summary of the results can be found in the [Public Input Summary Report](#).

Figure 27 What land use or development do you want more of in the corridor?



Mapping Activity Takeaways

Opportunities for Development included the corner of S. Ankeny Boulevard and SE Oralabor Road, as well as the corner of S. Ankeny Boulevard and SE Magazine Road.

Underutilized Land included underutilized parking areas or intensive industrial uses that could be relocated.

Potential Gateways Potential gateway markers were identified along the corridor as opportunities to welcome people into the community and adjacent destinations.

Future Trail + Sidewalk Connections

Future trail and sidewalk connections were identified to nearby residential subdivisions, including connection gaps on the South side of SE Magazine Road.



Stakeholder Interviews

Stakeholder Interviews

Stakeholder interviews were held in Fall 2024. Below is a summary of the key themes heard.



1. Branding and Identity

- ✓ The corridor has three distinct areas.
- ✓ Potential to integrate identity to Uptown Ankeny or integrating identity to DMACC Corridor.
- ✓ Lack of branding and cohesive identity does not attract or promote commercial activity.



2. Attainable Housing

- ✓ Need for revitalization of housing due to a lack of affordable housing options to employ corridor business employees.
- ✓ Corridor is an opportunity area for new housing options within Ankeny, including multi-family residential or mixed-use.
- ✓ Maintaining affordability of housing choices is important.



3. Affordable Retail Spaces

- ✓ The corridor is currently an affordable option for retail businesses, supporting startups and small businesses.
- ✓ Consider exterior improvement grants and programs to existing buildings.
- ✓ Need to maintain affordable retail and commercial spaces to support startups and small businesses



4. Connectivity

- ✓ Corridor benefits from access to the interstate nearby.
- ✓ Access management and safety are recurring concerns.
- ✓ Traffic calming measures needed, including streetscaping, wayfinding, and gateway signage.
- ✓ There are sidewalk and trail gaps to adjacent commercial areas or residential neighborhoods.
- ✓ Lack of wayfinding or gateway signage as entrance to community.



5. Development + Redevelopment

- ✓ Adjacent to destination areas (Uptown Ankeny, Prairie Trail, DMACC).
- ✓ Age and condition of existing buildings and prevalence/maintenance of parking lot areas is a growing concern.
- ✓ Mixed-use development combining residential, retail, and commercial spaces, opportunities for small-scale industrial or flex industrial spaces.
- ✓ Need for investment or reinvestment to spur redevelopment or development, especially on undeveloped, opportunistic land.
- ✓ Slum and blighted properties inhibit visual appeal and aesthetics of the corridor.

Chapter 2:

Public Input

Engagement Website

Engagement Website

The engagement website utilized a platform called Social Pinpoint. Below are some summary engagement statistics:

Total Site Visits:



**Over 7,000 from
2,800 visitors**



**Total Contributions
1,020 contributions
from 693 people**

The engagement website featured two main activities: image voting and a mapping activity.

Image Voting

The first activity asked respondents to rate different images based on how much they would like to see them in the corridor. The two main categories were development types and streetscape styles. The most highly voted on streetscape is shown on the right and includes street trees, planters, and special pavers on a wide sidewalk. The highest rank development type is also shown, which depicts a trail-fronted mixed use development. The lowest ranked development type was auto-oriented retail such as a car wash. The full results of the image voting can be found in the **Public Input Summary Report**.

Highest Ranked Streetscape



Wide Sidewalk with Plantings

Highest Ranked Development



Trail-Fronted Mixed-Use

Lowest Ranked Development

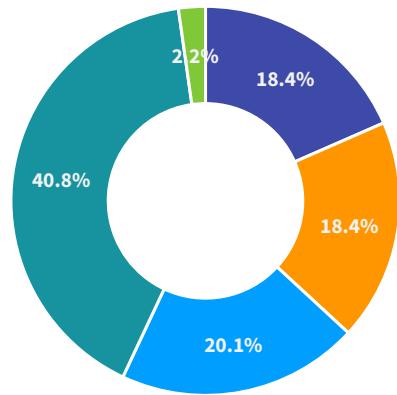


Auto-Oriented Retail

Mapping Activity

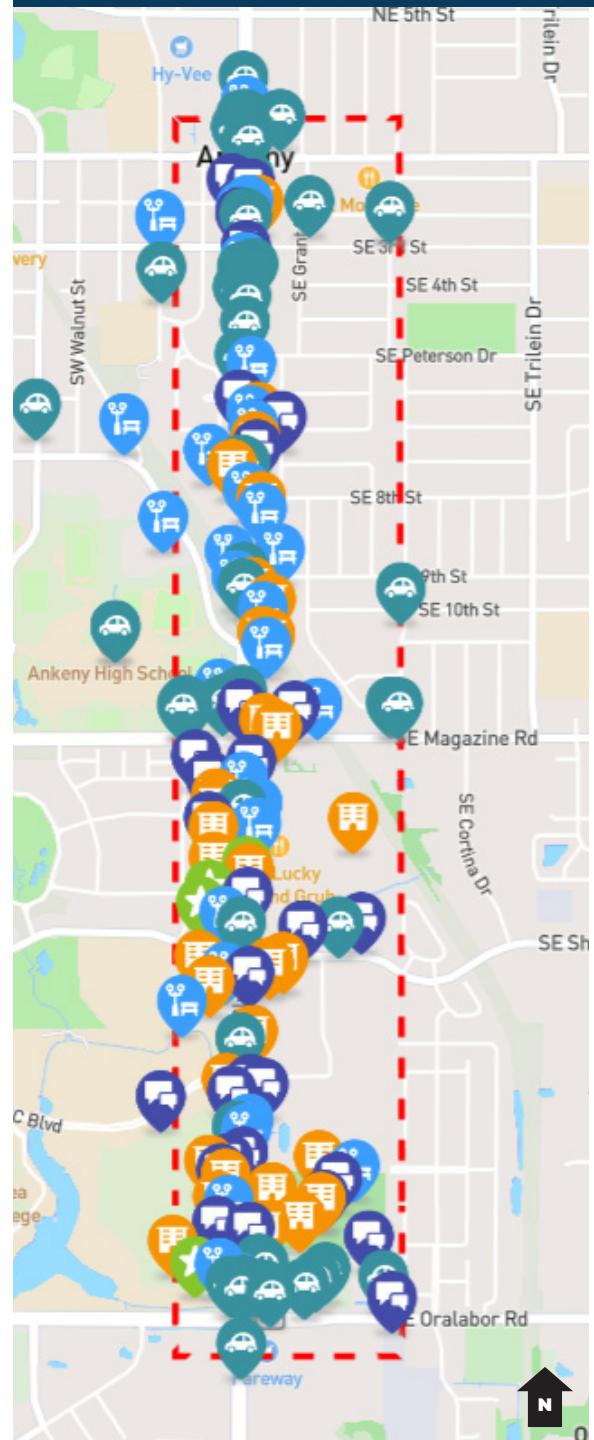
An interactive mapping activity allowed participants to provide comments on a map of the study area. **Figure 29** shows a summary of comment locations and **Figure 28** shows the breakdown of comment by type. Participants were able to express beautification ideas, category development ideas, areas for roadway improvement, or identify areas that serve as a vital asset to the corridor. A full summary of the comments can be found in the **Public Input Summary Report**.

Figure 28 Total Map Comments by Type



-  **General Comment**
-  **Development Idea**
-  **Beautification Idea**
-  **Roadway Improvement**
-  **Key to the Corridor!**

Figure 29 All Mapping Comments



Chapter 3.

Plan

Recommendations

SE 3rd St



SW School St

SW 3rd St

SW Logan St

S Ankeny Blvd

SE 3rd St

SE Grant St

SE Uehlamar Dr

SE Peterson Dr

SE Sharon Dr

SE 3rd St

SE Peterson Dr

SE 5th St

SE 6th St

Sunrise

SW Railroad Dr



SW Railroad Dr

SW Southlawn Cir

SW Southlawn Cir

S Ankeny Blvd

SE 7th St

SE 8th St

SE 9th St

SE 10th St

SE 11th St

SE 12th St

SE 13th St

SE 14th St

SE 15th St

SW Railroad Dr



SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

S Ankeny Blvd

SE 16th St

SE 17th St

SE 18th St

SE 19th St

SE 20th St

SE 21st St

SE 22nd St

SE 23rd St

SE 24th St

SW Railroad Dr



SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

S Ankeny Blvd

SE 25th St

SE 26th St

SE 27th St

SE 28th St

SE 29th St

SE 30th St

SE 31st St

SE 32nd St

SE 33rd St

SW Railroad Dr



SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

S Ankeny Blvd

SE 34th St

SE 35th St

SE 36th St

SE 37th St

SE 38th St

SE 39th St

SE 40th St

SE 41st St

SE 42nd St

SW Railroad Dr



SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

S Ankeny Blvd

SE 43rd St

SE 44th St

SE 45th St

SE 46th St

SE 47th St

SE 48th St

SE 49th St

SE 50th St

SE 51st St

SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

SW Railroad Dr

S Ankeny Blvd

SE 52nd St

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Chapter 3:

Plan Recommendations

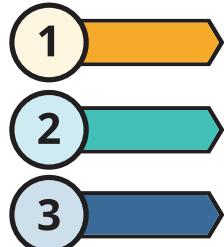
Plan Recommendation Overview

Based upon the corridor analysis and the input received from residents, business owners, and community stakeholders, the following recommendations have been developed.



Updated Future Land Use Plan

An updated Future Land Use Plan was created for the S. Ankeny Boulevard Corridor that re-imagines the long-term potential for several key sites and properties in the study area. While much of the Future Land Use remains the same, there are key areas of change the City should consider.



Strategic Opportunity Map

There are ten (10) overall strategic opportunities identified for the corridor to help improve the long-term health of the corridor. They include a mix of land use, facade/aesthetic, and program recommendations.



Street Cross Sections + Traffic Implications

Potential new street cross sections were generated based on feedback from the public that would help to improve the overall look and feel and pedestrian experience of the corridor. New traffic forecasts were generated based on the proposed land use changes.

Chapter 3:

Plan Recommendations

What land use changes are proposed for the corridor?

Proposed Future Land Use Changes

As part of the revitalization plan, a few strategic future land use changes are being proposed (**Figure 30**). Most of these changes pertain to the southern half of the corridor and involve adding more mixed-use and some higher-density residential.

Yellow asterisks have been placed on the map where key changes have been made.

Future Land Use Definitions

Low-Density Residential includes single-family detached dwellings with a typical density of 1 to 5 dwelling units per acre. Typical lot sizes will range from 7,500 to 15,000 square feet (SF). Development may also include religious, educational, and institutional uses such as parks and recreation land.

Medium-Density Residential includes single-family dwelling units that are attached horizontally to one or more units, typically referred to as townhomes or rowhouses. Densities range from five to 12 dwelling units per acre. Development may also include religious, educational, and institutional uses such as parks and recreation land.

High-Density Residential includes multi-family dwelling units both horizontally or vertically attached with two or more dwelling units, typically referred to as apartments or condominiums. Densities are generally 12+ dwelling units per acre.

Neighborhood Commercial includes smaller neighborhood scale retail and office uses located close to residential areas and intended to serve the daily needs for residents. Retail buildings are typically one story tall and between 35,000 to 50,000 SF.

Community Commercial includes larger-scale retail and entertainment uses typically located along high traffic corridors. These uses are intended to serve both the entire community and may attract users outside the community.

Mixed Use includes areas that are developed at a higher more urban density with multi-story buildings including a combination of residential, retail, and office uses. Retail and office uses are generally located on the first floor and multi-family residential dwelling units are often located on the upper floors. The overall density is generally over 12 dwelling units per acre. Buildings should be between two and four stories in height.

Business Park is designed to retain and promote employment opportunities in Ankeny. This includes a combination of professional office and medical uses, research and development and testing facilities, and corporate campuses. Sites can range from small single user building lots to large corporate campuses.

Public / Semi-Public includes government or quasi government owned land such as city facilities, parks, schools, or libraries.

Open Space includes land set aside for conservation, agriculture, or detention for stormwater.

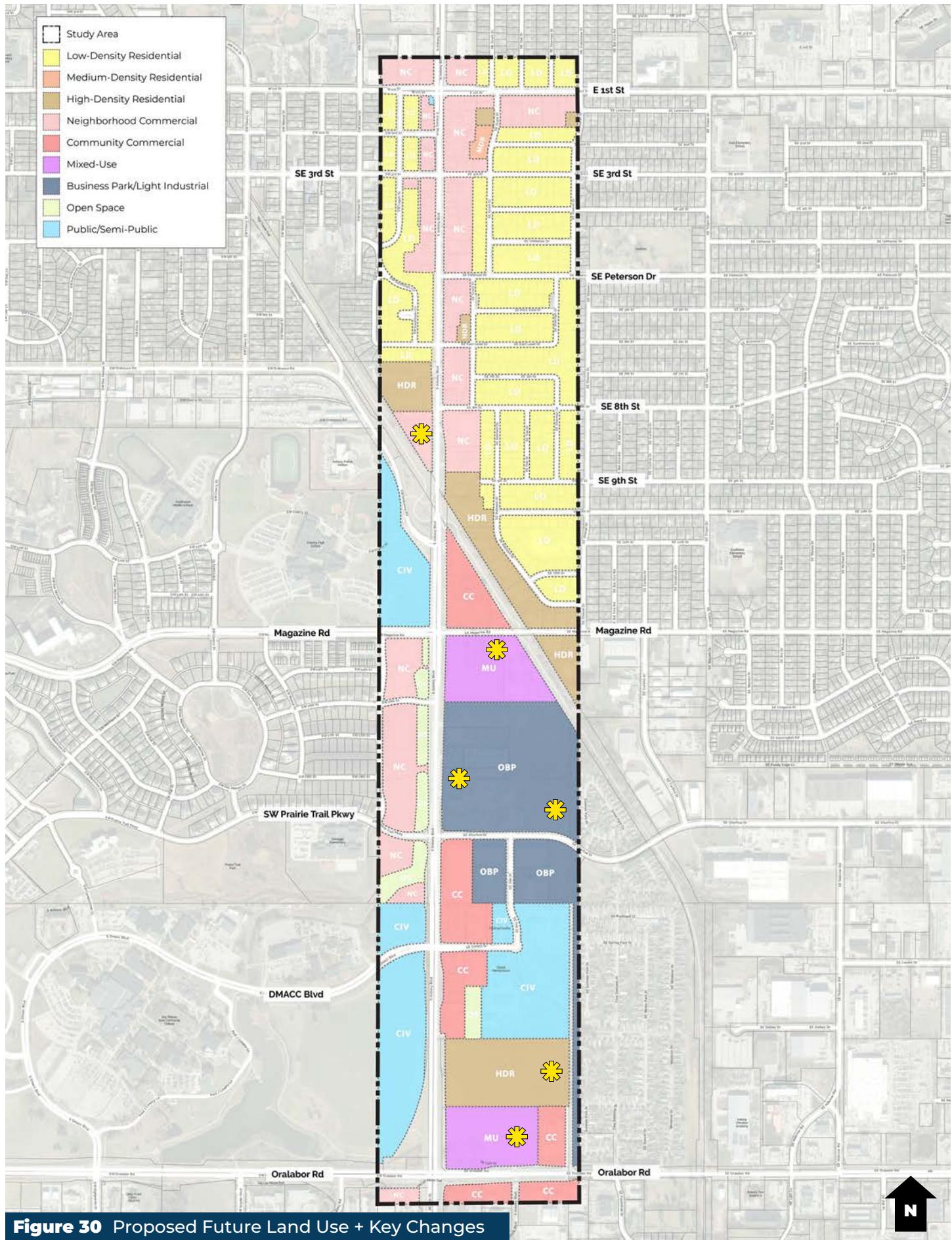


Figure 30 Proposed Future Land Use + Key Changes

Chapter 3:

Plan Recommendations

How do we improve the long-term health of the corridor?

Strategic Opportunities

As part of the revitalization plan, ten (10) key strategic opportunities have been identified for the corridor. Each is described in more detail with at least one action step on the following pages. **Figure 31** identifies the approximate location of each opportunity.

1. SW Ordnance Road Underpass Improvements

There is opportunity to enhance the look and feel of the High Trestle Trail underpass near Ordnance Road by integrating public art.

2. Enhanced Landscaping Areas

Several key areas along the corridor right-of-way were identified as suitable locations for enhanced landscaping such as trees, planters, or pedestrian furniture.

3. Commercial Facade / Site Improvement Program

There are several storefronts and office spaces, especially north of Magazine Road, that would benefit from facade and site improvements.

4. Trail Centric / Fronted Development

The High Trestle Trail running through the corridor presents a unique opportunity to promote mixed-use trail adjacent development that takes full advantage of the trail access.

5. Naturally Occurring Affordable Housing in Need of Revitalization

There are several apartment buildings in the corridor that provide a source of naturally

occurring affordable housing that should be protected, but are in need of updates.

6. Wayfinding and Gateway Signage

There are several key locations throughout the corridor that would benefit from gateway or wayfinding signage to help enhance the aesthetics of the corridor and promote placemaking overall.

7. Proposed Roadway Extension

There is a proposed roadway extension shown to help promote development of a landlocked site on the south end of the corridor.

8. New Multi-Family Expansion

A new proposed multi-family development is recommended for the undeveloped, tree-filled parcel on the south side of the corridor near Oralabor Road.

9. Gateway Mixed-Use Development

There is a large undeveloped parcel right at the southernmost entrance of the corridor, which would make an excellent location for a large mixed-use development to help reinvigorate the corridor.

10. Streetscape Enhancements

Streetscape enhancements were highly desired by the public. Three sets of street cross sections designed to improve the overall appearance and pedestrian experience of the corridor have been created.

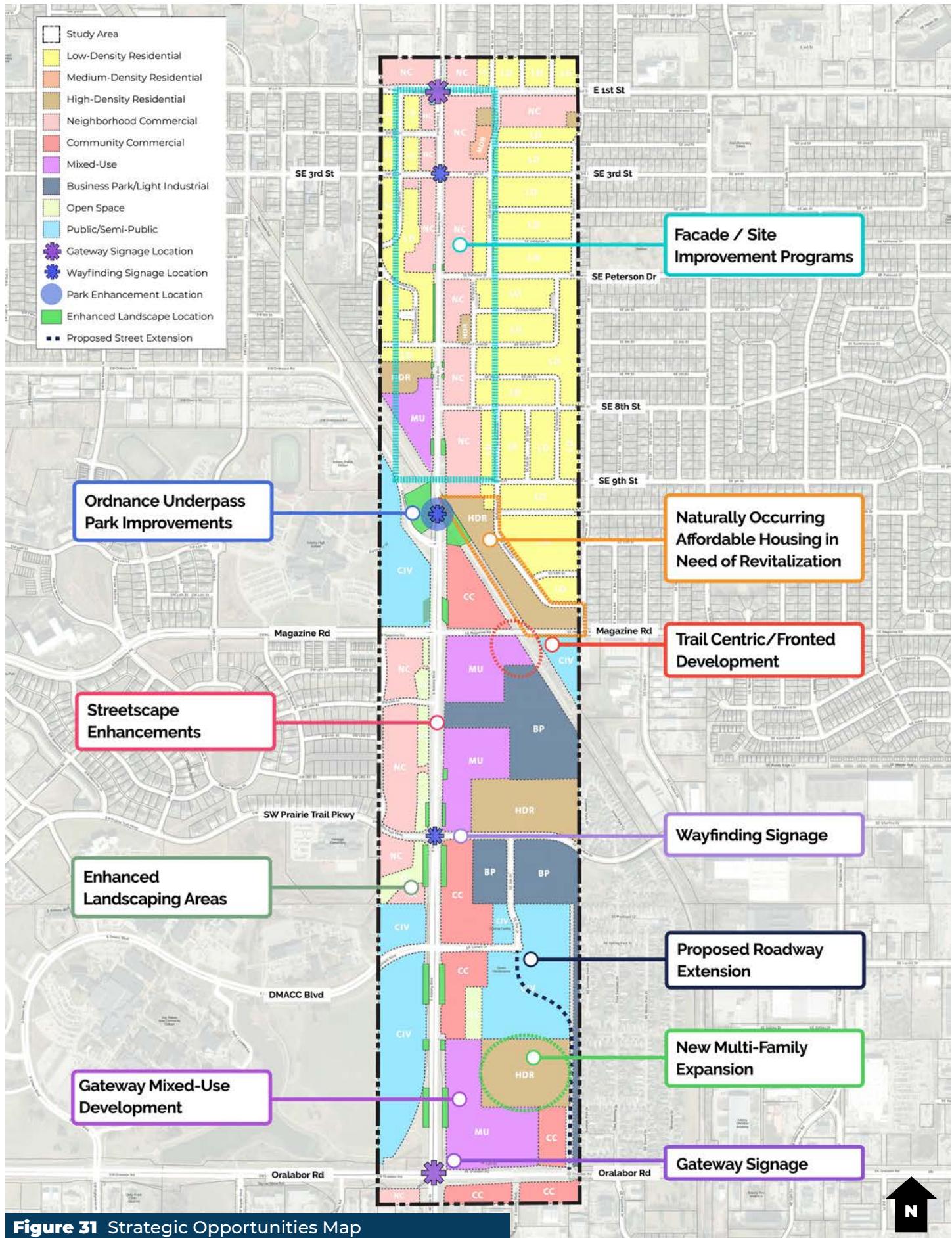


Figure 31 Strategic Opportunities Map

Chapter 3: Plan Recommendations

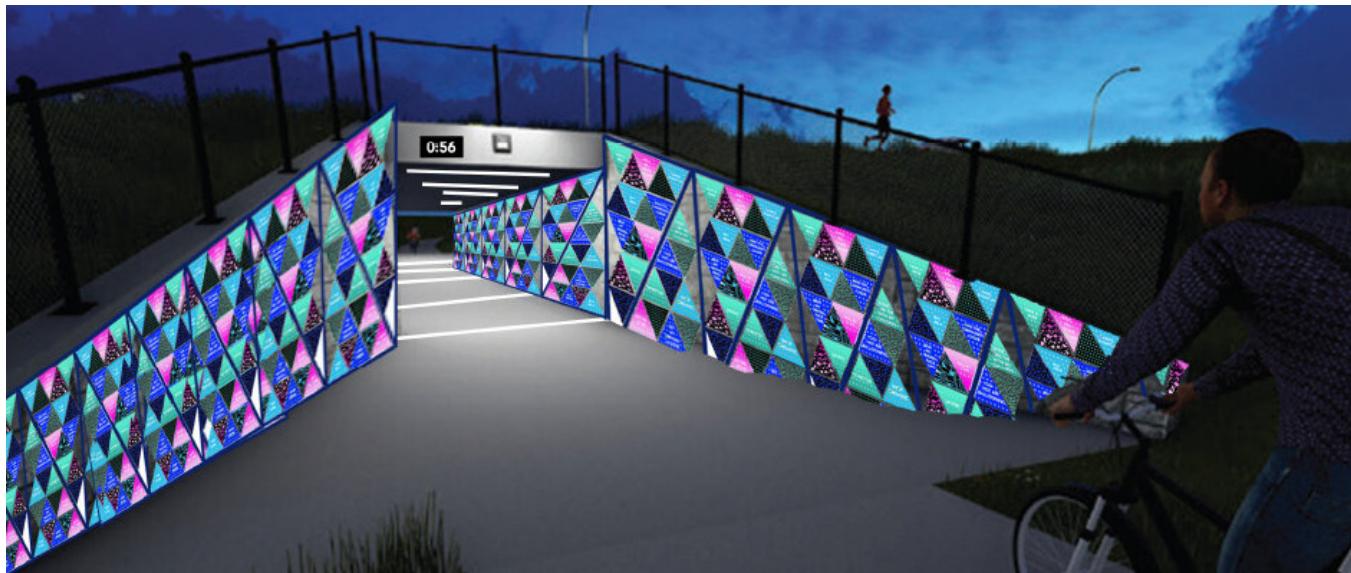
Opportunity #1 - SW Ordnance Road Underpass Park Improvements

The High Trestle Trail Public Art Master Plan identifies a series of improvements for key points along the High Trestle Trail. This includes proposed ideas for the addition of public art to enhance the sense of place and user experience along the High Trestle Trail. Ankeny recently was awarded a BRAVO grant to create the High Trestle Experience Park, plans for which also include improvements to the underpass.

Action Steps

PRIORITIZE PUBLIC ART DESIGN + CONSTRUCTION

Prioritize the design and construction of public art, park, and trail improvements along the High Trestle Trail, specifically at the trail underpass near the SW Ordnance Road intersection at S. Ankeny Boulevard.



Ordnance Road Underpass Public Art Concept from High Trestle Public Art Master Plan

Opportunity #2 - Enhanced Landscaping Areas

There are several areas identified along the S. Ankeny Boulevard street right-of-way that may be suitable for the installation of enhanced landscaping to improve the aesthetics of the corridor while also providing points of respite for pedestrians and bicyclists.

Action Steps

IDENTIFY A FUNDING SOURCE + DESIGN

Identify a funding source and design and construct streetscape improvements along the corridor. Proposed landscape enhancement areas located near and adjacent to the High Trestle Trail should be prioritized when planning landscape improvements along the corridor, as well as areas located to the south of the corridor.

DEVELOP AND ADOPT A STREETSCAPE MASTER PLAN FOR S. ANKENY BOULEVARD

Develop and adopt a streetscape master plan for S. Ankeny Boulevard to finalize a design framework for streetscape enhancements along the corridor. Project documents can then be utilized to bring the plan to bid or identify minimum levels of improvements for the redevelopment of adjacent land.

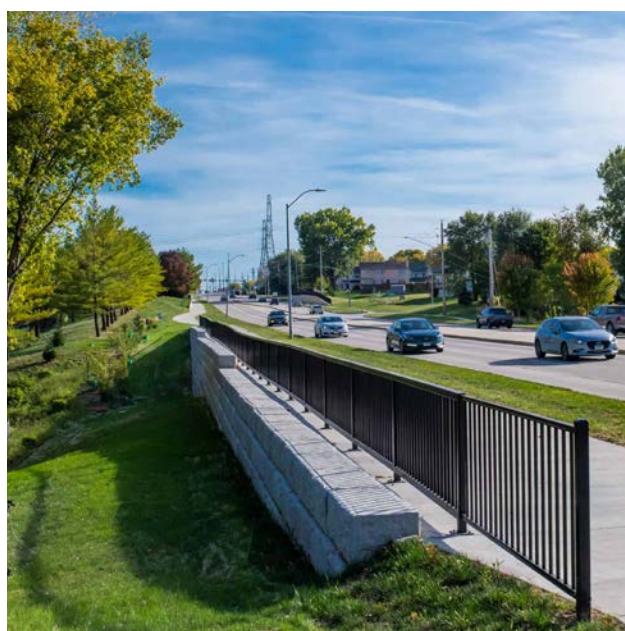


Figure 32 Enhanced Landscaping Areas



Chapter 3: Plan Recommendations

Opportunity #3 - Commercial Facade and Site Improvement Programs

The corridor stretch from 1st Street down to SE 9th Street is a high priority location for a facade and/or site improvement program that provides financial incentives to perform site or facade upgrades. This area also has a pylon sign congestion issue that harms the aesthetic quality of the corridor that should be addressed with potential incentives.

Action Steps

CREATE A FINANCIAL INCENTIVE PROGRAM

Create a financial incentive program to provide matching funds via a forgivable loan for building and site improvements made to existing office and retail sites including building façade improvements, updating of wall signage and free-standing signage, and parking lot and landscaping improvements

that enhance the function and appearance of the property. Grant dollars should be based on the amount of private investment such as an 8:1 match (one-dollar for every eight-dollars of private investment) or a 4:1 match (one-dollar for every four-dollars of private investment). The total amount of the grant could be limited to between \$25,000 to \$100,000.

CREATE A TIF REBATE PROGRAM

Create a program to provide a TIF rebate for up to five years and 100% of the increased value of an existing office or retail site that is substantially redeveloped or improved. The incentive should be limited to projects making significant investment in an existing property, such as more than \$1-million, and generate a large enough increase in assessed valuation to warrant establishing the TIF rebate.

CDBG FUNDED FACADE IMPROVEMENT PROGRAM

Some communities take advantage of the Community Development Block Grant (CDBG) program to fund a business facade improvement program for a targeted area. The City of Ankeny should consider investigating this program as a funding option.



Facade Improvement Before



Facade Improvement After



Opportunity #4 - Trail Centric / Fronted Development

Encourage and support new development near the High Trestle Trail that includes desirable retail uses that can be accessed and utilized by trail users. Mixed-use development styles may also be favorable in areas identified on the area plan. **Figure 33** below shows a 3D rendering of what this type of trail centric mixed-use might look like along the High Trestle Trail at Magazine Road.

Action Steps

ENCOURAGE NEW DEVELOPMENT NEAR TRAIL

New development near High Trestle Trail should be trail oriented to maximize use of land and create desirable retail uses or mixed-use development styles. The City should encourage this type of development by requiring or allowing development incentives through zoning and subdivision code.



Figure 33 Trail Centric Retail 3D Rendering



Chapter 3: Plan Recommendations

Opportunity #5 - Preserving Naturally Occurring Affordable Housing

Naturally occurring affordable housing (NOAH) includes unsubsidized privately owned residences that are affordable to low- or moderate-income households. The multi-family residential within the corridor is more affordable than elsewhere in the community and should be preserved. However, the existing multi-family is in strong need of revitalization via facade and/or site improvements and renovation/upgrades.

Action Steps

CREATE A FINANCIAL INCENTIVE PROGRAM

Create a financial incentive program to provide matching funds in the form of a forgivable loan for building and site improvements made to existing multi-family residential sites that enhance the function and appearance of the property. Grant dollars should be based on

the amount of private investment such as an 8:1 match (one-dollar for every eight-dollars of private investment) or a 4:1 match (one-dollar for every four-dollars of private investment). The total amount of the grant could be limited to between \$25,000 to \$100,000.

CREATE A TIF REBATE PROGRAM

Create a program to provide a TIF rebate for up to five years and 100% of the increased value of an existing residential site that is substantially redeveloped or improved. The incentive should be limited to projects making significant investment in an existing property, such as more than \$1-million, and generate a large enough increase in assessed valuation to warrant establishing the TIF rebate.

CDBG FUNDED HOUSING REHABILITATION PROGRAM

Many communities participate in the Community Development Block Grant (CDBG) program to fund a housing rehabilitation program. This can be for owner-occupied or rental housing for low to moderate income households. The City of Ankeny should consider investigating this program as a funding option for housing rehabilitation and improvements.

Aerial View of Multi-Family Areas in the Corridor



Existing Multi-Family Residential Examples



Facade Improvement After



Opportunity #6 - Wayfinding and Gateway Signage

There are several locations where enhanced wayfinding signage would be beneficial for pedestrians/bicyclists as well as the motoring public to guide visitors and users to key areas of interest in Ankeny. This includes guiding visitors to Uptown Ankeny, bicyclists to High Trestle Trail, or new students and faculty members to the DMACC campus.

Action Steps

FORM A WAYFINDING SIGNAGE TASK FORCE TO IDENTIFY OPPORTUNITIES

Create a City led task force of local residents, trail users, and retail property owners to identify wayfinding signage opportunities and priorities.

DEVELOP A WAYFINDING + GATEWAY MASTER PLAN

Design and develop a wayfinding and gateway signage master plan to enhance user experience navigating the corridor, as well as help establish a brand and overall enhanced sense of place for the corridor. The master plan should include designs and hierarchy for all wayfinding and gateway signage, along with a schedule for installation and earmarks for funding.

Wayfinding Signage Example



Figure 34 Proposed Signage Locations



Gateway Signage Example



Chapter 3: Plan Recommendations

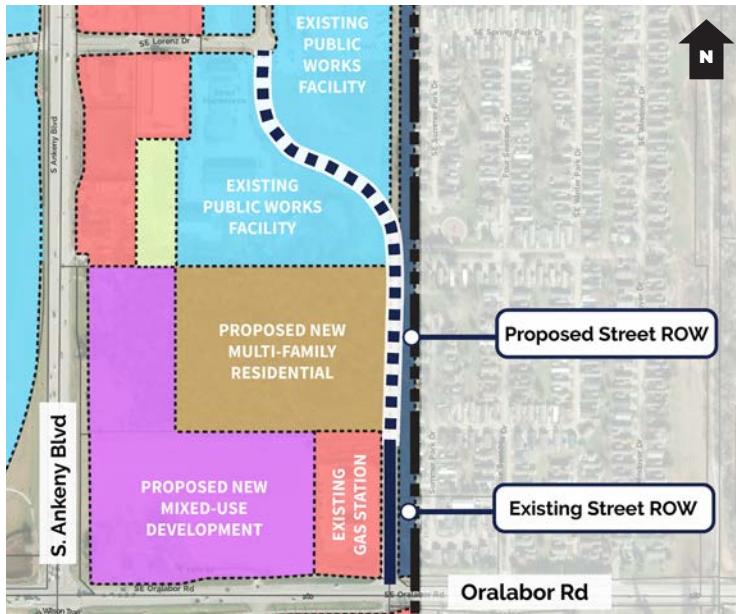
Opportunity #7 - Proposed Roadway Extension

An extension of a roadway along the east edge of the study area is proposed to provide better access for the multi-family residential and public works facility.

Action Steps

SCHEDULE + FUND PROJECT

Develop a schedule and funding source for when this roadway should be constructed, ideally time to be completed during the completion of any new projects that it will serve and benefit.



Opportunity #8 - New Multi-Family Expansion

There is an opportunity for new higher-density development near the southern entrance to the corridor near Oralabor Road. The higher-density residential land shown here is proposed for a parcel that contains a significant amount of tree cover. Rather than clear cutting the trees, the City should encourage the development to build around and within portions of the tree cover that can serve as an amenity open space as well as buffer between neighboring land uses.

Action Steps

UPDATE FUTURE LAND USE MAP

Update the City's adopted Comprehensive Plan's Future Land Use Map to match the revised future land uses envisioned in this corridor plan.

PROACTIVELY REZONE KEY PROPERTIES

Consider proactively rezoning any key properties consistent with the new land use plan designations to promote development consistent with the S. Ankeny Boulevard Corridor Plan. This could also be accomplished by using the Planned Unit Development (PUD) zoning for the area. PUDs are typically used for mixed-use development that may combine residential, recreational, industrial and commercial elements.

WORK WITH FUTURE DEVELOPER/OWNER

Work with any future developer of the site to incentivize the preservation of existing tree cover as much as possible to protect this key resource.



Example Multi-Family with Tree Cover



Chapter 3: Plan Recommendations

Opportunity #9 - Gateway Mixed-Use Development

The undeveloped parcel right at the southern gateway to the S. Ankeny Boulevard Corridor is an excellent opportunity for a mixed-use development. This strategic location has access to two major roadways and is not far from the interstate. The proposed adjacent higher-density residential development to the north could complement this type of development. The 3D graphic in **Figure 35** shows the long-term potential build out of this site.

Action Steps

UPDATE FUTURE LAND USE MAP

Update the City's adopted Comprehensive

Plan's Future Land Use Map to match the revised future land uses envisioned in this corridor plan.

PROACTIVELY REZONE KEY PROPERTIES

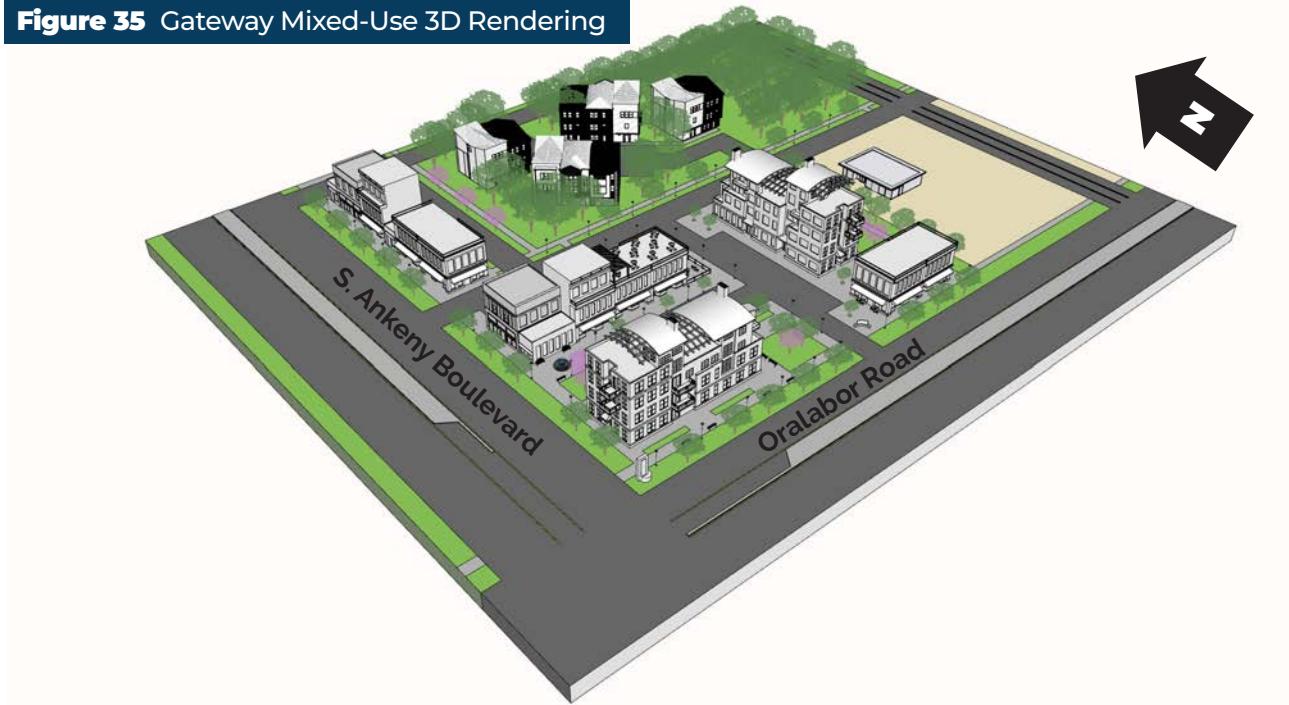
Consider proactively rezoning any key properties consistent with the new land use plan designations to promote development consistent with the S. Ankeny Boulevard Corridor Plan.

WORK WITH FUTURE DEVELOPER/OWNER

Work with any future developer to incentivize the preservation of existing tree cover as much as possible to protect this key resource.



Figure 35 Gateway Mixed-Use 3D Rendering



Opportunity #10 - Streetscape Improvements

Streetscape enhancements were one of the most requested improvements to the corridor made by the community during the public input process. Opportunities to enhance the overall streetscape of the S. Ankeny Boulevard Corridor have been identified at three strategic locations in **Figure 36**. The available right-of-way and street profile varies north-south along this arterial roadway, which requires flexibility in the overall design. Three different street cross sections have been identified as part of this revitalization plan to enhance the aesthetics and pedestrian/bicyclist experience along the corridor as much as possible. They are shown in **Figure 37** on the following page.

Figure 36 Street Cross Section Locations



Action Steps

DEVELOP AND ADOPT A STREETSCAPE MASTER PLAN FOR S. ANKENY BOULEVARD

The City should consider developing and adopting a streetscape master plan for S. Ankeny Boulevard to finalize a design framework for streetscape enhancements along the corridor. Project documents can then be utilized to bring the plan to bid or identify minimum levels of improvements for the redevelopment of adjacent land.

WORK WITH IOWA DOT

Alternately, the City of Ankeny should actively work with the Iowa Department of Transportation (DOT) to integrate the preferred streetscape elements into any future improvement projects taking place in the S. Ankeny Boulevard Corridor.

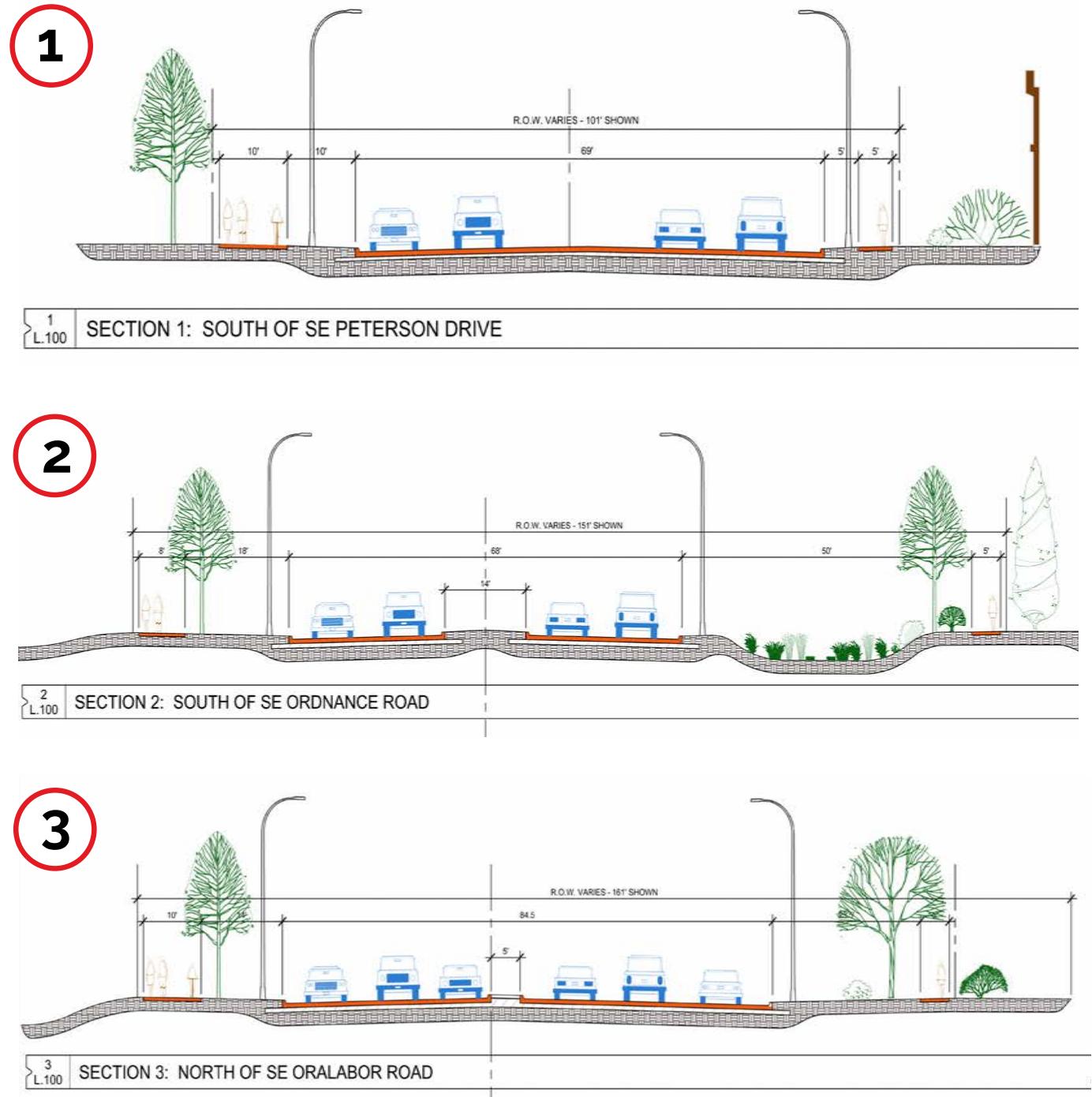
Highly Rated Streetscapes from Public Input



Chapter 3: Plan Recommendations

Opportunity #10 - Streetscape Improvements

Figure 37 Street Cross Section Graphics



How might these proposed improvements impact traffic?

Traffic Implications

The proposed Future Land Uses recommended in this chapter were used as inputs for a high level traffic forecast. Below is a summary of the results by roadway segment. The end result shows possible average daily traffic for each segment based on the updated uses. Generally, the proposed land use changes would be expected to generate more daily trips in the corridor. Coordination with Iowa DOT on these land use changes and the impact on traffic in the corridor will need to be considered as part of any development strategy.

Table 4 New Traffic Forecast by Segment

Segments	2023 ADT (Adj.)	2016 Base Line (DMAMPO)	2050 Forecast (DMAMPO)	2016-2050 Growth % (DMAMPO)	2023-2050 Growth % (FHU)	2050 Factor (FHU)	2050 ADT (FHU)
Along S. Ankeny Boulevard							
N of 1st Street	19,300	20,200	20,800	0.1%	0.20%	1.06	20,400
1st to 3rd St	17,900	17,900	18,500	0.1%	0.20%	1.06	18,900
3rd St to Ordnance Road	17,700	17,700	17,400	-0.1%	0.20%	1.06	18,700
Ordnance Road to Prairie Trail Pkwy	21,200	22,000	23,100	0.1%	0.20%	1.06	22,400
Prairie Trail Pkwy to Oralabor Road	21,200	21,200	23,000	0.2%	0.20%	1.06	22,400
S of Oralabor Road	14,400	14,000	17,900	0.2%	0.70%	1.21	16,200