

TABLE OF CONTENTS

I.	WHAT IS A COMPREHENSIVE PLAN.....	1
	Introduction and the Planning Process.....	2
	Planning Elements.....	3
II.	COMMUNITY VISIONING MEETING.....	5
III.	LAND USE.....	8
	Geographic Description.....	8
	Residential Land Use.....	8
	Commercial Land Use.....	8
	Industrial Land Use.....	9
	Civic/Public Land Use.....	9
	Recreation/Open Space Land Use.....	9
	Agriculture/Vacant Land Use.....	10
	Future Land Use Map.....	10
IV.	ADDITIONAL DEVELOPMENT ISSUES.....	13
	Annexation.....	13
	Voluntary Annexation.....	13
	80/20 Annexation.....	14
	Involuntary Annexation.....	14
	Extraterritorial Zoning and Land Use.....	15
V.	USE OF COMPREHENSIVE PLAN.....	16
VI.	GOALS AND OBJECTIVES.....	17
	Overall Goal.....	17
	Land Use Objectives.....	18
	Land Use Policies and recommendations.....	19
VII.	POPULATION AND DEMOGRAPHICS.....	21
	Past Population Trends.....	21
	Current Population Structure.....	22
	Population Projections.....	22
VIII.	HOUSING ANALYSIS.....	24
	Housing Condition.....	24
	Occupancy Conditions.....	25
	Housing Unit Projections.....	26
IX.	ECONOMIC DEVELOPMENT ANALYSIS.....	27
	Employment.....	27
	Retail Trade Analysis.....	30
	Inventory of Employers and Businesses.....	32

X. INFRASTRUCTURE AND PUBLIC FACILITIES.....33

- Municipal Water System.....33
- Sanitary Treatment System.....34
- Storm Sewer System.....34
- Emergency Response.....34
- Public Facilities.....35
- Transportation Facilities and System Future.....35a

XI. PARKS AND RECREATION.....36

FIGURES

- Figure 1 – State of Iowa; Location Map.....4
- Figure 2 – Buena Vista County; Location Map.....4
- Figure 3 – City of Newell; Location Map.....4
- Figure 4 – Photo of Newell Water Tower.....8
- Figure 5 – Historic Population Trends – Newell.....21
- Figure 6 – Unemployment Rates – Buena Vista County.....27
- Figure 7 – Employment Sector – Newell.....28
- Figure 8 – Employment Sector – Buena Vista County.....28
- Figure 9 – Retail Firms v. Constant Sales – Newell.....30
- Figure 10 – Photo of Agriculture Business.....32
- Figure 11 – Photo of Newell Fire Department.....34
- Figure 12 – Photo of Newell City library.....35
- Figure 13 – Photo of City Park.....36

TABLES

- Table 1 – Population Trends – Newell.....22
- Table 2 – Population Age Distribution.....22
- Table 3 – Projected Population – Newell.....23
- Table 4 – Valuation of Housing.....24
- Table 5 – Results of Housing Condition – 1999.....25
- Table 6 – Vacancy Status, 2000.....25
- Table 7 – Population and Persons per Household.....26
- Table 8 – Projected Housing Units Needed – 2005, 2010, and 2020.....26
- Table 9 – Employment by Sector – Newell.....29
- Table 10 – Retail Trade Analysis – 1996 to 2000.....31

MAPS

- Existing Land Use.....11
- Future Land Use.....12
- Transportation System.....35c

Agriculture and Vacant

Agriculture land uses exist on land utilized for production of agriculture products, either livestock or crops, using standard agriculture methods. This type of land use occupies 327 acres of land within the Newell city limits. This is approximately 42% of the total area of the city. Agriculture land in the city is scattered across the fringes of the community, but a majority of agriculture land is located on the north side of town.

It can generally be assumed that the majority of land being used for agricultural purposes would serve well for other land uses as well. Future development on land located within the city limits will largely depend on the attractiveness of existing parcels to developers, and on the willingness of agricultural property owners to sell land to make room for the expansion of other land uses.

The city should, when possible, direct future development of other land uses into adjacent land currently used for agriculture within the city limits. Efforts should be made to avoid leapfrog development to the edges of the community, leaving large gaps of agricultural land sandwiched between old and new residential and commercial uses.

While in-fill development of other land uses should be encouraged whenever possible, preservation of prime agricultural land within the city should not take such high priority that the city is forced to look outside its boundary for land to absorb growth of residential, commercial, and industrial uses. At some point in the future this designation may transition into an urbanized area. Typically, agricultural land uses should be located outside of the corporate boundary and be regulated by Buena Vista County.

Future Land Use Map

The Future Land Use Map assists the community in determining the type, direction, and timing of future growth. The following criteria were used to develop the map, and should continue to be used to assess future changes to the map:

- Current existing use of land within and around the community
- Desired types of growth including location of growth
- Physical characteristics, strengths and constraints to future growth
- Current population and economic trends affecting the community

Newell should review and understand the above criteria when making decisions about the future use of land in open spaces within the corporate boundary and the immediately surrounding land. The map has been prepared to show the land use categories from the 2009 Buena Vista Future Land Use Map that are adjacent to the community. This information should be consulted when changes are proposed to the Newell map in order to ensure conflicting land uses are not placed near one another, and to minimize the potential for future conflicts.

Land Use Transitions

New development should provide, if needed, any screening, buffers, or additional setback requirements when located next to existing uses. Screening or buffers may be plant material,

low earthen berms, solid fences, or any combination of the above. Boundaries between different land uses are done along streets, alleys or natural features (streams, railroads, etc.) whenever possible.

Community Growth

New development should, to the greatest extent possible, be contiguous to existing development or services. This will allow for the logical and cost effective extension of streets and utility services. The city may authorize non-contiguous development if:

- The developer pays for the “gap” costs of extending services from the existing connections to the proposed development, or
- The extension would open up needed or desirable areas of the community for additional growth, and
- Issues are related to adjacent/transitional agriculture uses.

The Future Land Use Map, along with the Transportation Map, provides the necessary tools to direct future development in Newell. These map are based upon existing conditions and projected conditions for the community.

Community Entrances

First impressions of the community are made at the entrances. These impressions are critical to a community’s overall image and identity. An emphasis to establish a quality impression should be given to both new and existing developments located near community entrances. Larger setbacks, landscaping standards, and development codes are ways Newell can achieve these positive impressions.

TRANSPORTATION FACILITIES AND SYSTEM FUTURE

Transportation networks tie communities together and provide a link to the outside world. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, while providing accessibility to all parts of the city. The necessary future improvements to the transportation system include those necessary for maintenance, those necessary to provide safe and efficient circulation of vehicles within Newell, and other projects that ensure implementation of this Plan.

Street and Road Classification System

Chapter 306.4 of the Code of Iowa provides for the jurisdiction of municipalities over their street systems. The chapter states, "Jurisdiction and control over the municipal street system shall be vested in the governing bodies of each municipality; except that the department and the municipal governing body shall exercise concurrent jurisdiction over the municipal extensions of primary roads in all municipalities. When concurrent jurisdiction is exercised, the department shall consult with the municipal governing body as to the kind and type of construction, reconstruction, repair, and maintenance, and the two parties shall enter into agreements with each other as to the division of costs thereof."

There are five function classifications of highways, roads, and streets in Iowa according to the level of service provided. The classification of streets and roads in each community is periodically updated to be current with city boundary changes and the function of the streets. The classification system serves as a basis for determining future priorities, funds distribution, and jurisdiction over the various highways, roads, and streets in the State. These classifications are as follows:

Expressways/Interstate

Expressways are restricted access, free-flow roads designed to carry high traffic volumes at high speeds with minimum friction. All traffic movement is lane separated by flow direction and all intersections with local and regional roads are made with grade separated interchanges. At the time of the planning period, Newell did not have an expressway or interstate located within its corporate limits.

Principal Arterials

Principal arterials are roads that serve regional needs and connect major activity centers. Principal arterials usually serve the highest traffic corridors and are designated to accommodate relatively high speeds. Special traffic control devices, such as traffic signals, raised medians, and special turn lanes are usually used in controlling and separating traffic flows. At the time of the planning period, Newell had two principal arterials located within its corporate limits: Highway 7/630th Street and 210th Street/Rogers Road.

Minor Arterials

Minor arterials are streets that connect and support the principal arterials within a community. These streets aid in connecting major activity centers with other parts of the city. Minor arterials typically allow access onto the adjacent properties while accommodating numerous left-turn

movements and curb cuts. These streets are typically designed for speeds of 40 miles per hour or less. At the time of the planning period, Newell did not have any minor arterials located within its corporate limits.

Collectors

The collector street system links neighborhoods together and connects these neighborhoods with arterials, expressways, and activity centers. Collectors are usually designed for low speeds of 30 miles or less. Collectors are designed to connect the motoring public from the arterials to their ultimate designations, especially within residential neighborhoods. At the time of the planning period, Newell did not have any collectors located within its corporate limits.

Local

The remaining streets are classified as local service streets that provide access to adjoining properties within the city and connect to the collector and arterial street system. At the time of the planning period, nearly all of the streets within Newell are classified as local streets.

Transportation System Future

Land use and transportation create a pattern for future development. An improved or new transportation route generates a greater level of accessibility and determines how adjacent land may be utilized in the future. In the short term, land use shapes the demand for transportation. For example, an anticipated increase in industrial development will result in improved or constructed roadways needed to adequately serve an increase in truck traffic; however, new or improved roads, county roads, and highways may change land values, thus altering the intensity of which land is utilized.

The adequacy of a community's transportation and circulation system will have a substantial impact on the rate and pattern of its future growth and development. Ensuring the circulation system is able to expand efficiently and remains consistent with this Plan requires careful, long-range planning efforts. The transportation and circulation system needs depend upon how closely the street network can be matched to the existing land use patterns. It is important that the future land use pattern be considered along with the existing pattern when decisions regarding street classification are determined. The street system is based upon factors such as traffic demand and trip generation, which in turn forms the basis for a classification system and appropriate design standards.