

*Chapter 3*

*Growth and Development*

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## BACKGROUND INFORMATION

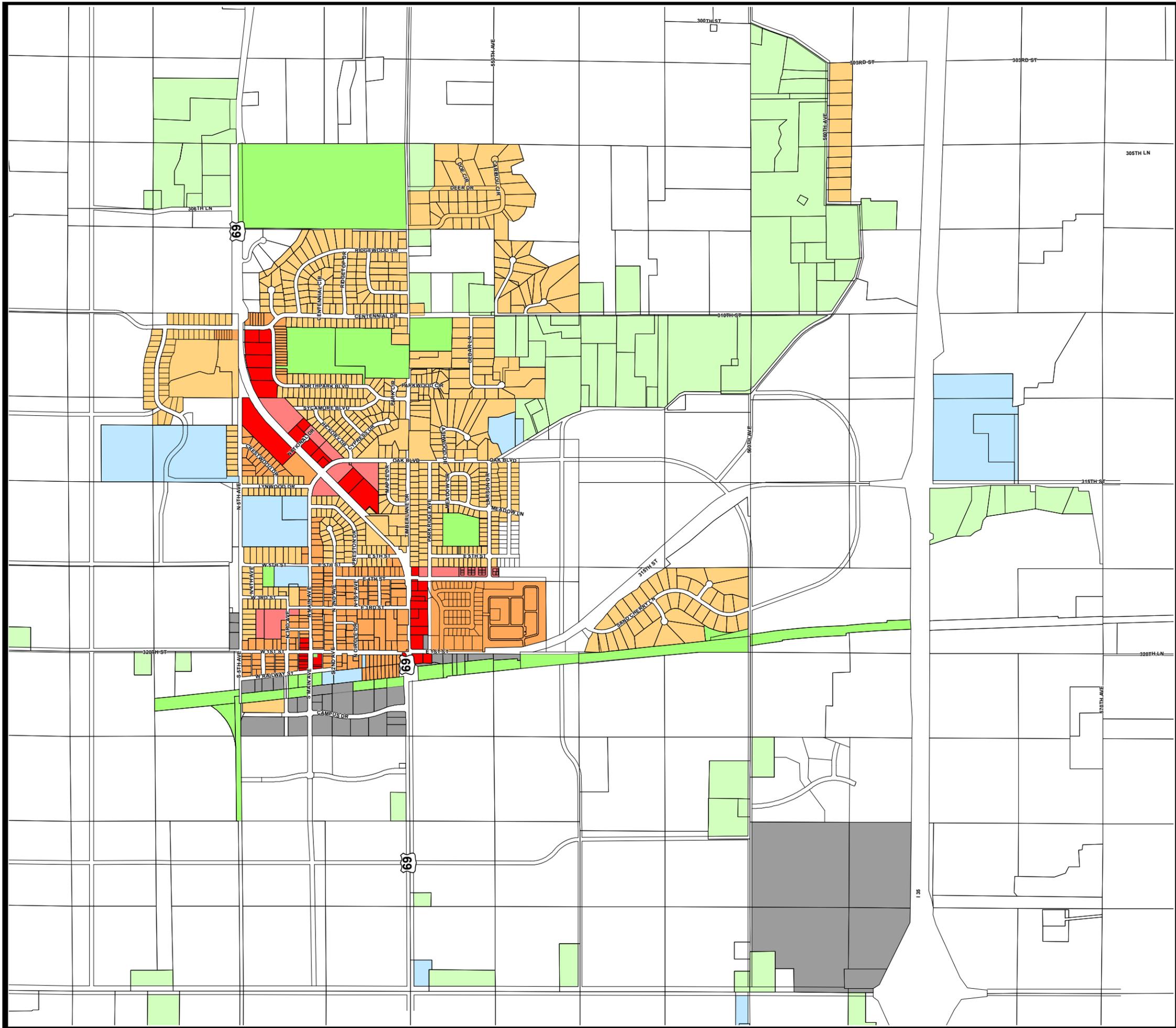
Huxley's incorporated City limits include 2,016 acres, approximately 1,024 acres, or 51%, is developed, with the remainder primarily in agricultural use. Approximately 49% of the developed land is in residential use, a higher proportion than that for most cities, other than bedroom communities. Approximately 4% of the developed land is in commercial or office use and another 5% is in industrial use. Nearly 9% of the developed land is being used for public facilities or schools and over 22% is used for parks and recreation. The remaining 11% is used as streets and alleys or other public rights-of-way.

As summarized in the Introduction section of this Plan, Huxley has recently experienced unprecedented growth. Most of Huxley's growth has occurred in two general areas, the north and the southeast. The Growth Management Plan indicates a fairly large amount of potential for growth, as Story County has zoned much of the surrounding land A-1, agricultural. The only exception is Deer Creek, which is zoned R-1, residential.

To further define Huxley's land usage, most of the industrial usage has occurred in the Huxley Development Park to the south side of the City and in the Monsanto/Blue Sky development area. Four distinct commercial/retail uses are located along Main Avenue toward the south center portion of the Olde Towne area, Ballard Plaza along the north side of US 69 east of the Oak Blvd/Main Ave intersection, south along US 69 on the east side of the highway toward the E. 1<sup>st</sup> Street intersection, and the medical services in Huxley Development Park along Highway 69.

The Existing Land Use Plan identifies current land uses, based upon the land use classifications and parcel designations assigned by Story County. The Existing Land Use Plan illustrates land uses within the corporate limits of Huxley as well as the surrounding planning area. The Existing Land Use Plan is included on the following page.

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**HUXLEY**  
 — HEART OF THE PRAIRIE —  
**EXISTING LAND USE**

**Legend**

- Agricultural
- Parks\_Recreation\_Resource
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- General Industrial
- Public Facilities

**2013 Comprehensive  
 Plan Update  
 Figure 3-1**



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### RECENT ANNEXATION HISTORY

In 2004, the City of Huxley annexed approximately 338 acres in the north central and northwest areas of the City. The primary purpose of this annexation was to facilitate additional residential and minor commercial developments being planned as well as an expansion to Centennial Park by local landowners. Of the 338 acres, nearly 105 acres has been developed into a residential and commercial subdivision with approximately 25 homes recently having been or currently being built. Also, included in the development of the portion of the annexation area west of US Highway 69, a church has been constructed and the Ballard Community School District has expanded its sports practice facilities to the west.

In 2005, a unique subdivision by Huxley's standards was developed east of town. Trail Ridge subdivision included an annexation of approximately 65 acres to facilitate the large lot residential development. The land immediately adjacent and to the east is of similar, if not more conducive, topography for a similar development of the same or near the same size.

Early in 2006, the City of Huxley expanded its corporate limits to Interstate Highway 35 and Iowa Highway 210. The primary purpose in annexing to the southeast was to accommodate a request by both Monsanto and Van Wall Industries to be served with Huxley sewer and water. The annexation included nearly 340 acres and includes a \$5 million public improvements project to construct the sewer and water mains as well as nearly a mile of street paving. By the time the Monsanto and Van Wall facilities are complete, tens of millions of taxable infrastructure will have been added to the City of Huxley.



**Monsanto Development near Interstate 35 on Iowa Highway 210**

Approximately 38 acres was also recently annexed to the south of town and west of US Highway 69. This annexation is necessary to accommodate an expansion to the Huxley Development Park immediately south of the current park. The project is currently under construction and is being sponsored through a joint partnership between the City of Huxley and the Huxley Development Corporation.

Since 2007, the City of Huxley annexed a large tract of land adjacent to the northeast corner of the city. This annexation brought the Wastewater Treatment Facility into the city as well as land on the east side of 560<sup>th</sup> Street, just to the northwest of Blue Sky development.

**PAST GROWTH**

As indicated previously, Huxley has experienced recent growth trends that are similar to those of the 1960’s and 1970’s. Since 1986, the City of Huxley has issued 382 new housing start permits and 41 new commercial permits. Of those totals, 128 permits have been issued for new housing and 6 for new commercial since January 1, 2007. However, the City has a reasonable inventory of residential lots, in a variety of locations and price-ranges, waiting for homes to be built. With the recent platting of Huxley Development Corporation Plat 3, there are and additional 11 commercial/light industrial lots available for construction.

**Table 3-1 – Huxley Building Permit History**

<b>Year</b>	<b>Houses</b>	<b>Commercial</b>	<b>Other</b>
1986	2	1	11
1987	2	1	11
1988	2	2	7
1989	2	1	11
1990	4	3	16
1991	5	4	10
1992	8	2	17
1993	10	1	13
1994	11	1	28
1995	7	2	17
1996	9	3	32
1997	7	0	30
1998	3	0	36
1999	11	1	32
2000	10	2	33
2001	23	2	33
2002	10	2	56
2003	16	2	41
2004	23	2	47
2005	57	1	50
2006	32	2	35
2007	39	2	63
2008	12	0	44
2009	16	1	36
2010	11	1	28
2011	16	2	34
2012	34	0	36
<b>TOTAL</b>	<b>382</b>	<b>41</b>	<b>807</b>



\*Source – City of Huxley

## LAND USE PLAN GUIDELINES

Huxley’s plan for Future land use, illustrated on the following page, is incorporated into the Comprehensive Plan Update as Future Land Use Plan. This Future Land Use Plan identifies more land for development purposes than has been forecasted for the planning period. Identification of more land for each use than is necessary provides flexibility, allowing for multiple development opportunities. A variety of choice avoids giving an unfair advantage to a limited number of property owners in the real estate market. Further, it provides more opportunity to developers if property owners are unwilling to sell their land, particularly farm land, for development purposes.

This Future Land Use Plan is intended to provide general guidelines for future land use. Land use boundaries are conceptual in nature, with the emphasis being on the relationship between adjoining land uses and physical features. While a Future Land Use Plan provides a development vision for the City that guides participants in the process of community building, it cannot anticipate the design or specific situation of every rezoning application. Therefore, the plan should not be taken as literal, rather it provides a context that helps decision-makers, City staff, elected officials, and developers make logical decisions, which implement the plan’s overall principles.

The Future Land Use Plan is included on the following page. This 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 3-2 presents and defines the various categories proposed in the plan and establishes criteria for their application. Table 3-3 presents a land use compatibility guide, which assesses the relationships between adjacent land uses and provides a basis for review of land use proposals based on their surroundings. These tables together form a framework for those involved in land use decisions which provides both needed flexibility and consistency with the plan’s overall objectives.

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# HUXLEY

— HEART OF THE PRAIRIE —

## FUTURE LAND USE

### Legend

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Mobile Home
- Highway Commercial
- Neighborhood Commercial
- Retail/Office
- Office Park
- General/Heavy Industrial
- Light Industrial
- Light Industrial/Agribusiness
- Civic Government/Schools
- Civic Religious
- Parks
- Open Space/Golf Course
- Major Street - Future
- Major Street - Existing
- Corporate Boundary

1000' SEPARATION  
DISTANCE FOR WWTP

**2013 Comprehensive  
Plan Update  
Figure 3-2**



0 1,000 2,000 4,000  
Feet



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**LAND USE DESIGNATIONS**

The Future Land Use Plan designates a variety of types of land uses. In order to fully understand the intent of the Future Land Use Plan, these land uses must be defined in a manner that is understood by city officials, staff and the general public. Table 3-2 provides a clear definition for each future land use classification. An appropriate density range is indicated for each residential land use clarifications in order to provide a practical means of differentiating between these classes. The table also establishes specific criteria for each land use classification to provide for their appropriate application in development projects. Specific uses, when listed, are to be considered representative.

**Table 3-2: Land Use Designations**

Class	Uses	Density	Application / Criteria
<b>Open Space / Golf Course</b>	<ul style="list-style-type: none"> <li>· Restricted land uses with few or no structures such as recreational trail systems, golf courses, and sports fields. Civic uses may be allowed with special permission</li> </ul>	-	<ul style="list-style-type: none"> <li>· Applies to woodlands and FEMA floodplain</li> <li>· Applies to areas of significant environmental constraint such as slopes steeper than 10%</li> </ul>
<b>Parks</b>	<ul style="list-style-type: none"> <li>· Restricted land uses</li> <li>· Use should comply with Parks Master Plan</li> <li>· Trails should be provided for connectivity to neighborhoods and facilities</li> </ul>	-	<ul style="list-style-type: none"> <li>· Applies to existing and future park facilities</li> <li>· Areas should be reserved for long-term urban park and recreation</li> </ul>
<b>Low Density Residential</b>	<ul style="list-style-type: none"> <li>· Restrictive land uses, emphasizing single-family detached dwellings</li> <li>· Agricultural uses are allowed as urban reserve</li> <li>· Civic uses and churches may be allowed</li> <li>· Open spaces and trails should be encouraged</li> <li>· Large lot rural subdivisions should be avoided where obstructive to future development</li> </ul>	1-4 dwellings per acre	<ul style="list-style-type: none"> <li>· Should be buffered from adverse impacts including noise, odors, air pollution and light pollution</li> <li>· Should provide a framework for streets, trails and open space</li> <li>· Trails should be encouraged</li> </ul>
<b>Medium Density Residential</b>	<ul style="list-style-type: none"> <li>· Limited land uses, primarily single-family attached dwellings, townhomes</li> <li>· May include some single-family detached dwellings or “garden” homes</li> <li>· Multiple-family dwellings may be permitted with special review and criteria</li> <li>· Civic uses and churches are generally allowed with special permission for high intensity uses</li> </ul>	4 - 8 dwellings per acre	<ul style="list-style-type: none"> <li>· Complexes to have articulated scale, maintain identity of individual units</li> <li>· Develop with adequate size to provide full service</li> <li>· May serve as transition from single-family to high density or neighborhood commercial uses</li> <li>· Open spaces and trails linkages encouraged</li> </ul>
<b>High Density Residential</b>	<ul style="list-style-type: none"> <li>· Limited land uses, primarily single-family attached dwellings (townhomes, row houses)</li> <li>· Civic and churches uses are generally permitted where compatible</li> <li>· Open spaces and trails should be encouraged</li> <li>· Traffic should have direct access to arterial or collector streets</li> </ul>	> 8 dwellings per acre	<ul style="list-style-type: none"> <li>· Complexes to have articulated scale, maintain identity of individual units</li> <li>· Develop with adequate size to provide full service</li> <li>· May serve as transition from low/medium density dwellings to less compatible land uses</li> <li>· Integrate into the fabric of nearby residential area while limiting adverse impacts (traffic, noise, visual)</li> <li>· Attractive landscaping required</li> </ul>

**Table 3-2: Land Use Designations continued**

Class	Uses	Density	Application / Criteria
<b>Mobile Home Park</b>	<ul style="list-style-type: none"> <li>· Restricted land uses to accommodate mobile homes within a community of like dwellings</li> <li>· Storm shelters must be provided</li> <li>· May include park amenities such as laundry and recreation centers</li> </ul>	6-16 dwellings per acre	<ul style="list-style-type: none"> <li>· Park amenities are encouraged</li> <li>· Open spaces and trails should be encouraged</li> <li>· Integrate into neighborhoods while limiting adverse impacts (traffic, noise, visual)</li> <li>· Attractive landscaping required</li> <li>·</li> </ul>
<b>Mixed Use</b>	<ul style="list-style-type: none"> <li>· Incorporates a mix of residential, office and limited retail and commercial uses</li> <li>· Developments should be designed to integrate uses through public plaza, benches</li> <li>· High intensity uses should have direct access to arterial or collector streets</li> <li>· Drive thru banking or laundry drop off lanes may require buffering to residential areas; drive through restaurants should not be permitted unless the negative impacts can be mitigated</li> <li>· Open space and trails are to be encouraged</li> <li>· Parking should avoid large lots visible from major streets or residential uses</li> <li>·</li> </ul>	-	<ul style="list-style-type: none"> <li>· A new district for mixed uses, including residential, office and limited commercial uses within a Planned Development should be implemented</li> <li>· Buildings may include retail uses on first floor and residential uses on upper floors</li> <li>· Open space, plazas, and amenities should be provided</li> <li>· Pedestrian linkages and trail connections should be provided</li> </ul>
<b>Civic: Government / Schools</b>	<ul style="list-style-type: none"> <li>· Includes public facilities serving Ballard Schools, Huxley, or Story Co., such as schools, athletic fields, administration, police, fire, water, wastewater or maintenance facilities</li> <li>· Accommodates centers of community activity, museums, libraries, churches</li> <li>· High intensity uses should have direct access to arterial or collector streets</li> <li>·</li> </ul>	-	<ul style="list-style-type: none"> <li>· May be permitted in several land use classifications; Special Use Permit should be required in residential areas</li> <li>· High intensity uses should have direct access to arterial or collector streets</li> </ul>
<b>Civic: Religious</b>	<ul style="list-style-type: none"> <li>· Includes worship centers, dwellings for religious leaders, cemeteries, mausoleums</li> <li>· High intensity uses should have direct access to arterial or collector streets</li> </ul>	-	<ul style="list-style-type: none"> <li>· May be permitted in several land use classifications; Special Use Permit should be required in residential areas</li> <li>· Should avoid prime commercial parcels when possible</li> <li>· High intensity uses should have direct access to arterial or collector streets</li> </ul>

**Table 3-2: Land Use Designations continued**

Class	Uses	Density	Application / Criteria
<b>Neighborhood Commercial</b>	<ul style="list-style-type: none"> <li>· Offers a limited range of low intensity commercial uses intended to provide services to adjoining neighborhood</li> <li>· Drive-thru restaurants should not be permitted unless the negative impacts can be mitigated</li> <li>· Drive thru banking or laundry drop off lanes may require buffering to residential areas; drive through restaurants should not be permitted unless the negative impacts can be mitigated</li> </ul>		<ul style="list-style-type: none"> <li>· Buildings should be residential in character (1-story, pitched roofs, no night operations, low lighting and noise levels) Larger structures should be broken up with articulated rooflines and facades, particularly facing public streets</li> <li>· Vehicle dominance should be moderated; parking areas should be softened by design and landscaping</li> <li>· Must provide buffering from adverse impacts to residential area including noise, smells, air pollution and light pollution.</li> <li>· Nighttime hours should be avoided</li> <li>· Service areas and HVAC units should be screened</li> <li>· Provide pedestrian/bicycle linkage to nearby residential</li> </ul>
<b>Office Park</b>	<ul style="list-style-type: none"> <li>· Includes office buildings in a campus setting</li> <li>· Accommodates limited commercial uses, such as restaurants, as accessory uses only to serve the adjacent office park</li> <li>· A new district for Office Parks within a Planned Development should be implemented</li> </ul>	-	<ul style="list-style-type: none"> <li>· Buildings should have a cohesive architectural character or theme</li> <li>· Pedestrian linkages between uses should be provided</li> <li>· Development should have a campus-style atmosphere</li> <li>· Parking should avoid large lots visible from major streets or residential uses; preference should be for multiple small lots</li> <li>· Should have uniform signage</li> <li>· Design for good internal traffic flow</li> <li>· Provide pedestrian/bicycle linkage between uses to adjoining systems</li> </ul>
<b>Retail / Office</b>	<ul style="list-style-type: none"> <li>· Includes retail uses, with the exception of big box stores over 10,000 sf</li> <li>· Includes office use, and medical offices.</li> <li>· May include medical clinics</li> <li>· May include restaurants, drive-thru restaurants, and drinking establishments</li> <li>· Public plaza areas should be encouraged</li> </ul>	-	<ul style="list-style-type: none"> <li>· Should be located in commercial nodes or along Highway 69</li> <li>· Development should emphasize relationship to adjacent businesses</li> <li>· Landscaping and restrictive signage standards should be maintained</li> <li>· Provide pedestrian/bicycle linkage to nearby residential</li> <li>· Avoid large expanses of parking visible from public streets</li> <li>· Traffic systems should provide food traffic flow</li> <li>· Historic preservation is a significant value</li> </ul>

**Table 3-2: Land Use Designations continued**

Class	Uses	Density	Application / Criteria
<p><b>Highway Commercial</b></p>	<ul style="list-style-type: none"> <li>· Includes a variety of commercial uses, particularly those attracting regional customers</li> <li>· Accommodates larger, big box retail as well as larger expanses of parking areas</li> <li>·</li> </ul>	<p>-</p>	<ul style="list-style-type: none"> <li>· Should be situated on an arterial street</li> <li>· Design should offer alternative routes and good internal traffic flow; adjoining uses should be interconnected</li> <li>· Good landscaping should be required for new developments, including street trees along parkways and green streets</li> <li>· Restrictive signage standards should be maintained</li> <li>· Avoid locating adjacent to low density residential</li> <li>· Mitigate impacts to adjoining residential uses thru buffers</li> <li>·</li> </ul>
<p><b>Light Industrial</b></p>	<ul style="list-style-type: none"> <li>· Includes limited industrial uses which do not generate noticeable external impacts, with the exception of truck traffic, including office/warehouse buildings</li> <li>· Less intensive light industrial uses, such as warehousing, may be situated near residential uses if the negative impacts due to traffic and noise are mitigated</li> <li>· Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses</li> </ul>	<p>-</p>	<p>Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy truck traffic without detrimental impact to residential uses or neighborhoods</p> <ul style="list-style-type: none"> <li>· Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses</li> </ul>

**Table 3-2: Land Use Designations continued**

Class	Uses	Density	Application / Criteria
<p><b>Light Industrial/Agribusiness</b></p>	<ul style="list-style-type: none"> <li>· Includes crop production and research fields</li> <li>· Accommodates offices, warehouses, limited industrial uses which do not generate noticeable external impacts, with the exception of truck traffic</li> <li>· Does not include retail sale of chemicals such as anhydrous ammonia except by Special Use Permit</li> <li>· Does not include livestock or animal production, feedlots or confinements</li> </ul>	<p>-</p>	<ul style="list-style-type: none"> <li>· Should be located away from residential uses due to potential dust and odors</li> <li>· Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy traffic without detrimental impact</li> </ul>
<p><b>Heavy Industrial</b></p>	<ul style="list-style-type: none"> <li>· Includes industrial uses that may generate noticeable external impacts including increase truck traffic</li> <li>· Should be situated on an arterial street.</li> <li>· Should be well buffered from all other uses; light industrial uses are recommended as a transitional use to less intensive uses</li> <li>· Access off collector streets may be permitted only if the street is designed to accommodate heavy truck traffic without detrimental impact to adjoining uses.</li> <li>· Truck routes should be established that bypass residential or commercial areas</li> <li>· Strict control over signage, lighting, overhead door locations, landscaping and other design considerations are critical for uses adjoining less intensive land uses</li> <li>· Uses with significant external impacts should be subject to stringent development review.</li> </ul>	<p>-</p>	<ul style="list-style-type: none"> <li>· Should be located near the I-35 interchange, designated areas are on east side of interstate</li> <li>· Must be located away from residential uses due to potential adverse impacts including noise, odors, traffic, visual</li> <li>· Avoid detrimental environmental impacts related to air and water quality</li> <li>· Must comply with all applicable regulatory/permitting agencies</li> <li>· Should be situated on an arterial street. Access off collector streets may be permitted if the street is designed to accommodate heavy traffic without detrimental impact</li> </ul>

## COMPATIBILITY GUIDELINES

The Future Land Use Plan strives to avoid creating new areas of incompatibility between adjoining land uses, primarily through incorporating transitional land uses which reduce the degree of incongruity. Where incompatibility exists, planning techniques may be applied to minimize negative impacts to less intensive uses. These techniques incorporate the use of buffers, screening in the form of landscaping or opaque fencing, berms or a combination thereof. Parkways may be considered such a planning technique, based upon the parkway design guidelines including appropriate landscaping buffers.

Table 3-3 ranks the relative compatibility between each of the land uses found in the Future land Use Plan with a compatibility code based on degree of incompatibility.

Proposed land use for a specific property should be studied for compatibility with the current adjacent land uses as well as with the future land uses as designated on the Future Land Use map.

Mixed Use and Mixed Residential land use classifications are not specifically included in the table since each class covers a wide range of land uses. The specific development project should be review with respect to the proposed uses being proposed for a specific portion of the site and their compatibility with immediately adjacent uses outside the development. Further, any mixed use development should be reviewed with respect to internal compatibility through the planned unit development review process.

Table 3-3 – Land Use Compatibility Guide

Proposed Land Use	Civic	Low Density Residential	Medium Density Residential	Mobile Home	High-Density Residential	Neighborhood Commercial	Mixed Use & Office Park	Retail/Office	Mixed Use & Office Park	Highway Commercial	Light Industrial	Heavy Industrial & Agribusiness
Large Lot Residential	3	5	4	4	2	1	1	2	1	1	1	1
Low-Density Residential	3	5	4	3	2	2	2	2	2	2	1	1
Medium-Density Residential	3	4	5	4	3	3	3	3	3	2	1	1
Mobile Home	3	3	4	5	4	3	1	4	1	3	1	1
High-Density Residential	4	2	3	4	5	4	4	4	4	3	1	1
Office	4	2	3	4	4	5	5	5	5	5	3	3
Neighborhood Commercial	3	2	3	3	4	5	4	5	4	5	3	3
Community Commercial	3	2	2	3	3	5	4	5	4	5	3	3
Mixed Use	4	2	3	1	4	4	5	5	5	4	2	2
General Industrial	1	1	1	1	1	3	2	3	2	3	5	5
Schools/Public Facilities	5	3	3	3	4	3	4	4	4	3	1	1
Utilities	2	2	2	2	2	2	2	2	2	3	5	5

- The proposed use is incompatible with adjacent land uses. In general, proposed uses with this level of conflict will not be permitted.
- The proposed use has significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses.
- The proposed use may have potential conflicts with existing adjacent uses, which may be remedied or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects.
- The proposed use is basically compatible with the pre-existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.
- Identical to pre-existing land uses or completely compatible. Development should be designed consistent with good planning practice



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## GROWTH MANAGEMENT PLAN

Based on previous Strategic Planning efforts and input from the Steering Committee, the City of Huxley has developed policy statements to identify key strategies for implementing the community's goals to accommodate growth and development. These statements provide the guiding assumptions for the comprehensive development plan and implementation.

The City of Huxley should:

1. Encourage a variety of land uses and living environments in order to maintain the City's tax base, provide ample development opportunities and provide for the established and future needs of the citizens.
2. Require new developments to assume a share the burden of improved and/or extended regional infrastructure including neighborhood parks.
3. Direct growth to prioritized growth areas and encouraged in areas that are cost efficiently served by the sanitary sewer system.
4. Review and update the city's development regulations to meet the city's objectives for sustainable development and to offer opportunities for innovative approaches to development.
5. Encourage redevelopment of vacant commercial and residential sites within the city to utilize existing infrastructure and/or maximize use of existing service areas.
6. Actively consider improvements to specific gravel roads to open up new development areas that are located within existing service areas.
7. Make transportation-related decisions in consideration of land use impacts including, but not limited to, access management, adjacent existing and future land use patterns, and designated uses and densities.
8. Preserve and develop transportation corridors, including the parkway, as development occurs and establish design guidelines for parkways.
9. Encourage, promote and harness economic development partnerships between local entities and private companies to assist existing and expanding business enterprises and to attract new businesses, particularly to the industrial park.
10. Require new developments to design subdivisions in an environmentally sensitive manner, including protection of wetlands and areas of severe slopes.
11. Require open space, park land and trail easements to be dedicated to the City as development occurs.
12. Encourage regional detention to serve larger commercial and industrial areas rather than multiple, smaller basins.
13. Create new zoning districts, including mixed use district, neighborhood commercial district and office park district, to implement the recommendations of the Future Land Use Plan.
14. Require sound planning principals for buffering incompatible land uses such as highway commercial and single-family residential. Buffers between industrial and residential uses.

### Priority Growth Areas

This Comprehensive Plan forecasts the greatest potential for future growth occurs in the south, adjacent to Highway 69 and Huxley Development Park, and in the northwest near the new Ballard High School. This forecast is reasonably consistent with the growth projections in Huxley's 2007 Comprehensive Plan.

Although the current and historic growth trends are important indicators of where future growth will occur, the location of future growth areas is also subject to the direction of development pressures. The City should encourage growth in the desired direction by providing the appropriate infrastructure to support such growth. This may include street improvements that open up desirable areas for development purposes.

The Growth Areas Plan is illustrated on the following page. Future expansion consider the cost efficiency of utility extensions, particularly as it relates to sanitary sewer system. It is more economically feasible and sustainable for the city to expand sanitary sewer service areas through the extension of gravity sewers wherever possible. As a result, this plan prioritizes future growth areas into two classifications: high priority and low and priority. High Priority Growth Areas are located within an existing sanitary sewer service area. Low Priority Growth Areas are located outside an existing sanitary sewer service area.

The phasing of future annexations will need to address the needs of the city at the time and the cost of providing services compared to potential revenue, while considering the City's long-term growth potential and desired future land uses.



# HUXLEY

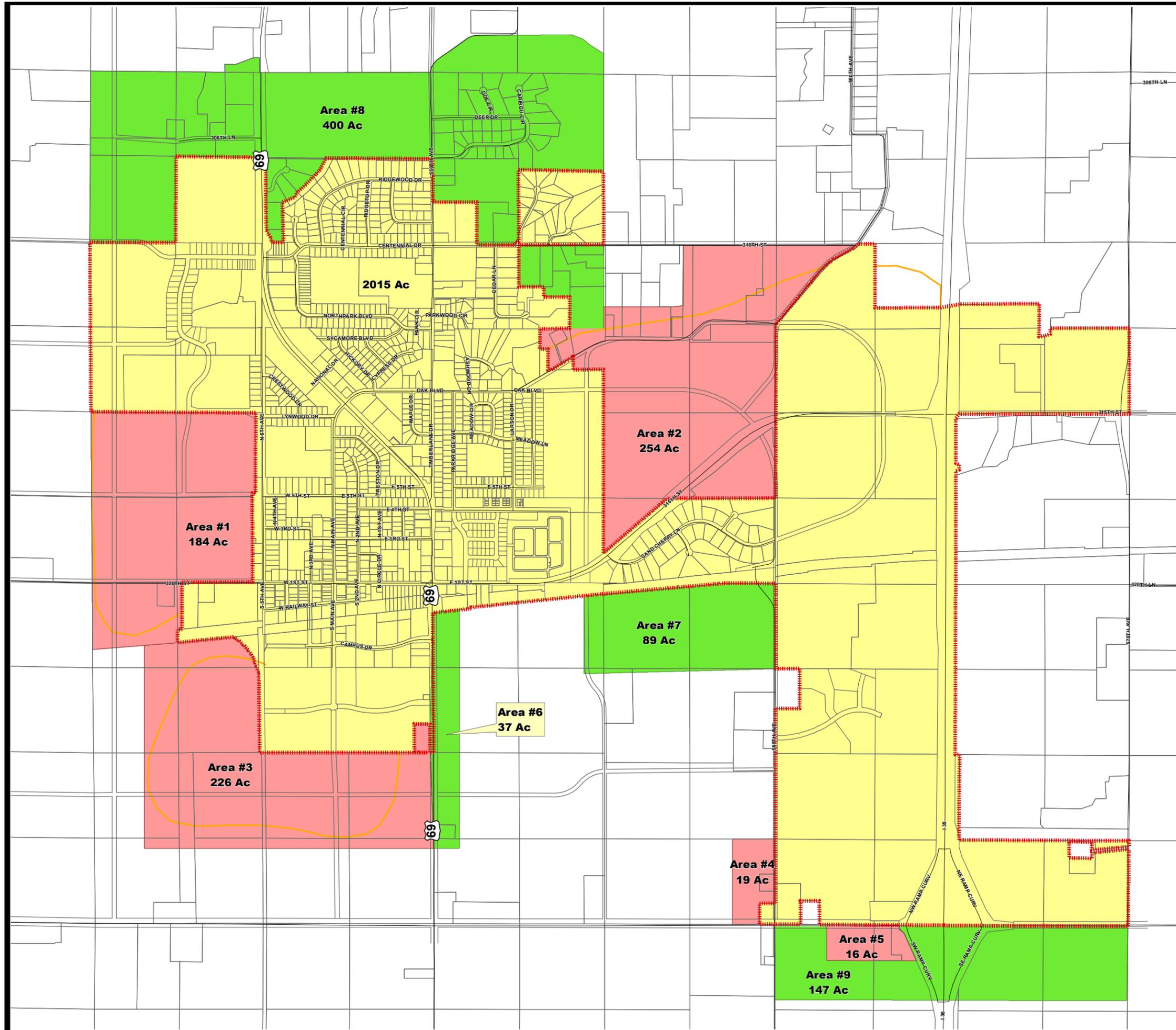
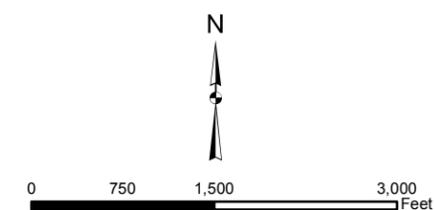
— HEART OF THE PRAIRIE —

## GROWTH MANAGEMENT PLAN

### Legend

- Incorporated
- High Priority Growth Area
- Low Priority Growth Area
- Sanitary Sewer
- Planning Boundary
- Corporate Boundary

2013 Comprehensive  
Plan Update  
Figure 3-3



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