TABLE 4 COMPARISON OF MEANS OF TRANSPORTATION TO WORK 1990 (BY PERCENT)

	Drove Alone	Carpool	Public Trans.	Walked or Worked at Home	Other Means
Carroll	78.9	9.9	0.4	10.2	0.6
Fort Madison	75.6	13.8	0.4	9.2	1.0
Grinnell	67.2	11.1	0.1	19.6	2.0
Keokuk	81.8	10.9	1.0	5.4	0.9
Mt. Pleasant	79.2	8.6	0.3	11.2	0.7
Oskaloosa	70.5	18.2	0.5	9.5	1.3
Pella	64.8	9.3	0	24.3	1.6
Washington	74.7	14.4	0.2	9.4	1.3
Fairfield	**68.7**	**8.3**	**0.4**	**20.4**	**2.2**
Jefferson Co.	69.4	8.7	0.3	19.7	1.9
State of Iowa	73.4	11.9	1.2	12.5	1.0

Source: U.S. Census Bureau

Places of work

The percentage of workers in Fairfield who work in their city of residence was the highest (86 percent) of all similar-sized communities, and was also significantly higher than the state average of 47.1 percent (see Table 5). The percentage of people who lived in Fairfield but worked outside the county or the state was among the lowest. The implication of more people working locally is that there will be more need for local transportation facilities.

TABLE 5 PLACE OF WORK 1990 (PERCENT OF WORKERS)

	Total Commuting Workers	Within Place	Within County	Outside County	Outside State
Carroll	4,548	84.8	10.1	5.0	0.1
Fort Madison	4,720	73.5	14.1	11.0	1.4
Grinnell	4,152	76.1	13.3	9.0	1.6
Keokuk	5,072	82.1	11.2	1.4	5.3
Mt Pleasant	3,575	81.0	7.6	10.5	0.9
Oskaloosa	4,591	63.3	9.8	25.6	1.3
Pella	4,755	79.5	13.7	6.3	0.5
Washington	3,223	74.5	7.5	17.8	0.2
Fairfield	**4,589**	**86.0**	**7.8**	**5.5**	**0.7**
Jefferson Co.	7,847	52.0	35.8	11.6	0.6
State of Iowa	1,322,064	47.1	35.9	12.8	4.2

Source: U.S. Census Bureau

Travel time to work

Transportation modes, road conditions, and places of work decide travel time which can be considered as the equivalent of distance. Assuming private automobiles are the transportation mode, 1-9 minutes travel time would be within or near the city limits and would also be within walking or bicycling distance. 10-19 minutes would be within or near the county boundary. 20-29 minutes would be on the fringe of the county. 30 minutes or more would be outside the county.

Over two thirds (70.7 percent) of Fairfield workers worked at home or travelled less than 10 minutes to work (see Table 6). This was the highest of all similar-sized communities, and more than twice as high as the state average of 34.6 percent. Mean travel time to work in Fairfield (8.7 minutes) was the lowest of those communities, and about half of the state average (16.2 minutes). The percentage of people in Fairfield who travel long distance (20 minutes or more) to work was the lowest of all the similar-sized cities. Short-distance travel would give people greater opportunities and possibilities to use alternatives to private automobiles as transportation tools.

TABLE 6 TRAVEL TIME TO WORK IN MINUTES 1990 (PERCENT OF WORKERS)

	Worked at Home (%)	1-9 Mins. (%)	10-19 Mins. (%)	20-19 Mins. (%)	30 or more Mins. (%)	Mean Travel Time (Mins.)
Carroll	4.2	57.2	27.4	4.3	6.9	10.4
Fort Madison	2.4	37.3	38.0	8.6	13.7	13.7
Grinnell	2.6	60.4	23.1	6.3	7.6	10.4
Keokuk	1.1	46.8	36.6	7.4	8.1	11.5
Mt Pleasant	4.8	55.0	24.6	4.6	11.0	11.3
Oskaloosa	2.7	42.7	27.2	10.6	16.8	15.0
Pella	4.1	63.9	20.8	4.4	6.8	9.4
Washington	2.7	53.8	21.1	6.8	15.6	13.1
Fairfield	**6.3**	**64.4**	**21.7**	**1.7**	**5.9**	**8.7**
Jefferson Co.	9.9	46.2	27.2	8.6	8.1	12.0
State of Iowa	6.7	27.9	35.3	15.5	14.6	16.2

Source: U.S. Census Bureau

TRANSPORTATION POLICY DIRECTIONS

The City of Fairfield should:

Promote traffic mobility along U.S. and state highways to serve regional transportation needs.

A smooth regional traffic flow is consistent with state regional, and local development goals, and would help attract new firms to Fairfield as well as enhance Fairfield's pulling power of retail businesses from surrounding communities and rural areas.

The City should emphasize its location in relation to the Avenue of the Saints as a selling point to business. The City should also continue to coordinate with state and county governments to construct the U.S. Highway 34 Bypass in order to solve traffic congestion along the highway, and prepare for future improvement of State Highway 1 in order to eliminate the bottleneck and congestion through town.

Provide an efficient local roadway network with safe, uncongested and convenient travel opportunities for persons and commodities from origin to destination.

The City should adopt the new federal functional classification system in order to establish a consistent roadway network with the state and federal highway networks for future federally funded road maintenance and improvement. By defining the function for each street in Fairfield according to the level of service it is intended to provide, an efficient roadway network could be established with specific design standards to channelize traffic and control access to principal arterials.

Maximize positive influences of transportation facilities on social and economic development.

The City should encourage and assist business establishments to take advantage of existing and potential transportation services in Fairfield to expand businesses to and from major market centers in the region, the nation, as well as in the world.

The City should make the best and most efficient use of land resources along highways. Major commercial retailers who desire accessibility and visibility should be allowed to locate along Highways 1 and 34, as well as on other minor arterials. However, frontage roads must be constructed to control access to those highways to avoid traffic congestion.

Minimize negative influences of industrial and commercial traffic on residential districts.

Industrial and commercial trucks should be directed away from residential districts and to highways or minor arterials easily and quickly. The City should provide adequate collector roads to separate arterials and local roads and establish buffers between incompatible land uses such as industrial, commercial and residential districts.

Identify and improve access to undeveloped areas within the city limit where roadways are not sufficient.

Accessibility is the key to local land development. The City should encourage in-fill land development and avoid urban sprawl which often requires extra infrastructure services and takes agricultural land. The City should link existing streets to improve accessibility to and open up local areas for future development. The City should coordinate with the County to improve

connections of city streets to county roads on the periphery to make the corners of the city more usable.

Provide adequate parking facilities for the Central Business District.

Sufficient parking spaces will be one of the keys to a successful Fairfield Central Business District in the future. The City should take the responsibility to provide a major share of parking in convenient, off-street locations for employees working in the Fairfield Central Business District so that on-street parking faciilities can be used more efficiently by customers. Currently, several church parking lots in the downtown area are available for the public only when the churches are not using them. This provides only a short-term solution to the parking problems.

Unless strict and effective enforcement is carried out, there will always be a shortage of parking spaces in downtown Fairfield. The City should consider effective parking time limits and parking charges or fines and continue to seek ways to solve long-term parking problems downtown.

Provide facilities for all kinds of transportation modes.

Bicycle routes and sidewalks are very important for Fairfield since two thirds of Fairfield's workers traveled short-distances (10 minutes or less) to work or worked at home. The City should consider the development of bicycle routes as an alternative transportation system to automobiles to relieve parking problems in downtown. This would also allow the gradual reduction of on-street parking, improve traffic flow and eliminate traffic hazards in the downtown area. Bicycle routes could be designated by limiting parking to one side of the streets to yield space for bicycling. A possible solution to establish a bicycle route network around the Central Business District could be to designate 3rd Street and B Street running north-south, and Adams-Jefferson Avenues and Briggs Avenue running east-west as bicycle routes. Both city residents and MIU students would benefit

from such an improvement. It would encourage more efficient use of energy resources. The City should also consider private or public mini-bus services along certain routes.

Encourage the use of the abandoned railroad as a recreational trail connecting the proposed bicycle route network to the Jefferson County Park.

This would allow enjoyment of scenic views of the Park, benefit recreational opportunities and the environment, as well as enhance the attraction of the community.

Support private, MIU, and community efforts to continue the Amtrak route and to obtain a stop in Fairfield.

Establish subdivision street standards.

Residential subdivisions should be located away from arterials and close to collectors with adequate subdivision collector roads.

Discourage through traffic and limit traffic speed.

Pedestrian and bicycle traffic should be considered. Adequate bicycle lanes and sidewalks should be provided.

The connection of new subdivision streets to existing or potential streets in the surrounding area should be considered. Temporary dead-end streets may be required to allow extensions of streets in the future.

Commercial and industrial subdivisions should be located close to arterials to facilitate heavy traffic and reduce noise and vibration disturbance to residential districts.

Identify federal and state programs for local transportation facility improvements and coordinate available federal, state, county, and local resources.

The City should look closely at the potential impact of national policies on energy and environment on transportation improvement programs, and the impact of higher energy prices and environmental concerns on local transportation patterns.

FIGURE 1 REGIONAL TRANSPORTATION NETWORK

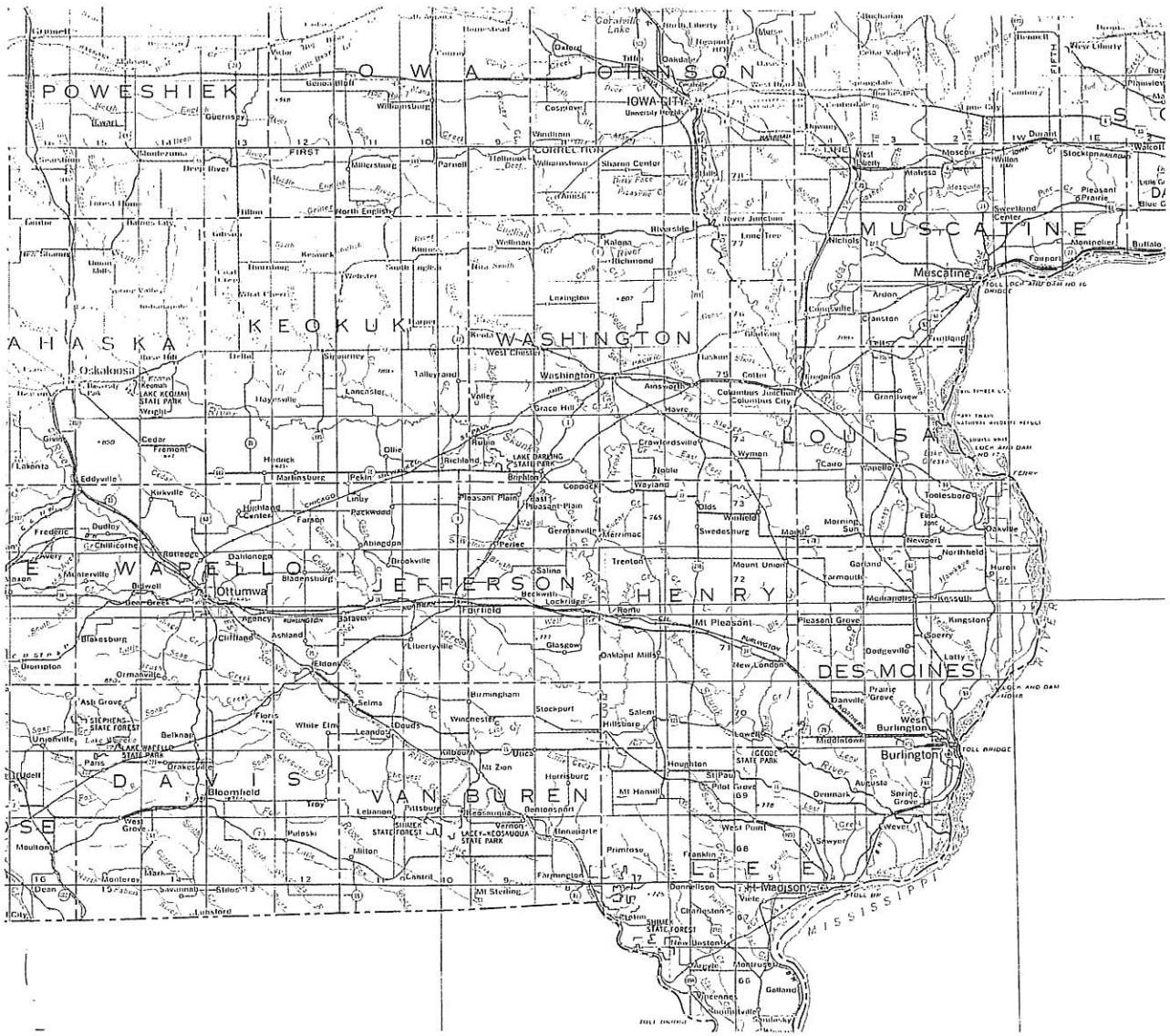


FIGURE 2 COUNTY TRANSPORTATION SYSTEM

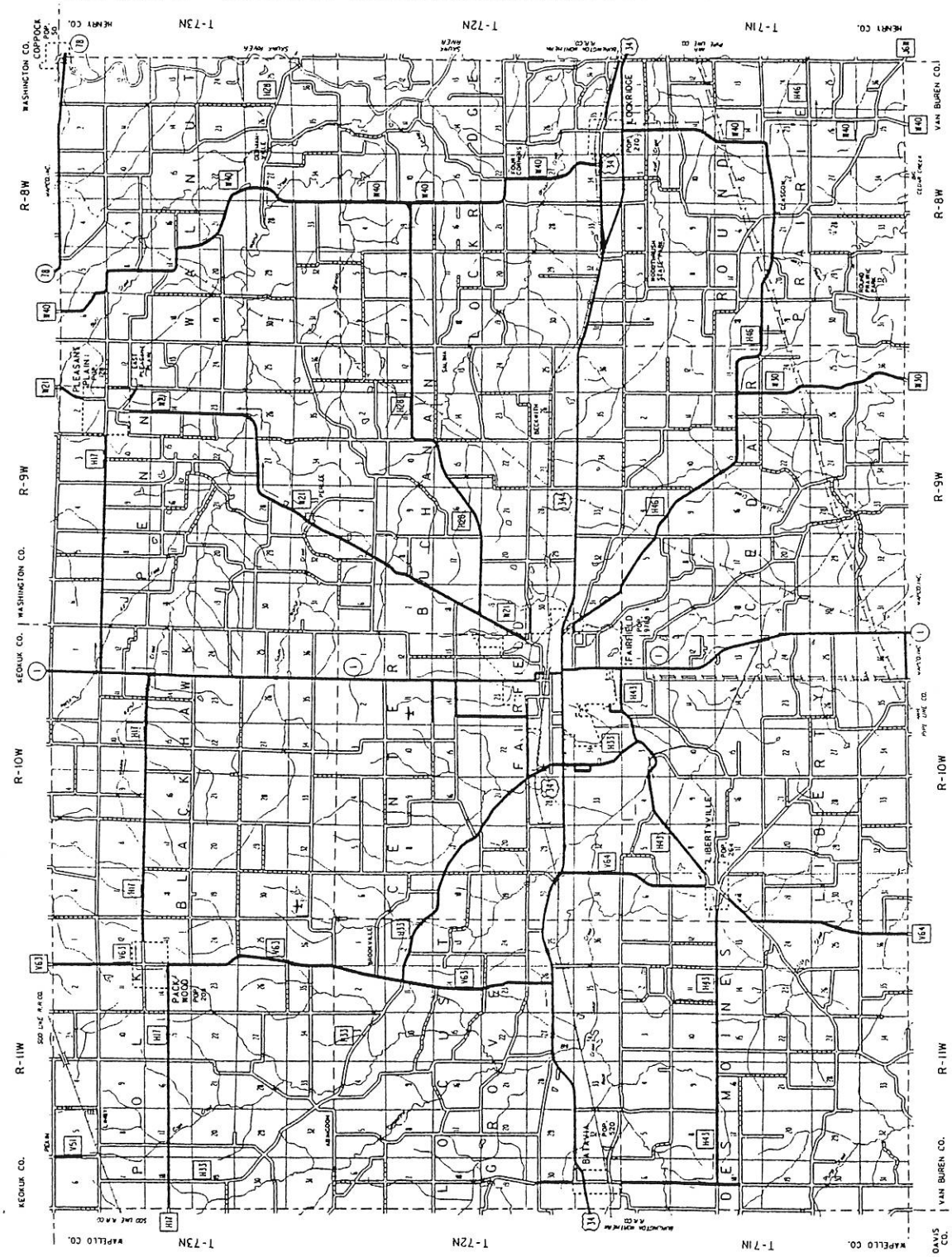


FIGURE 3 LOCAL TRANSPORTATION SYSTEM

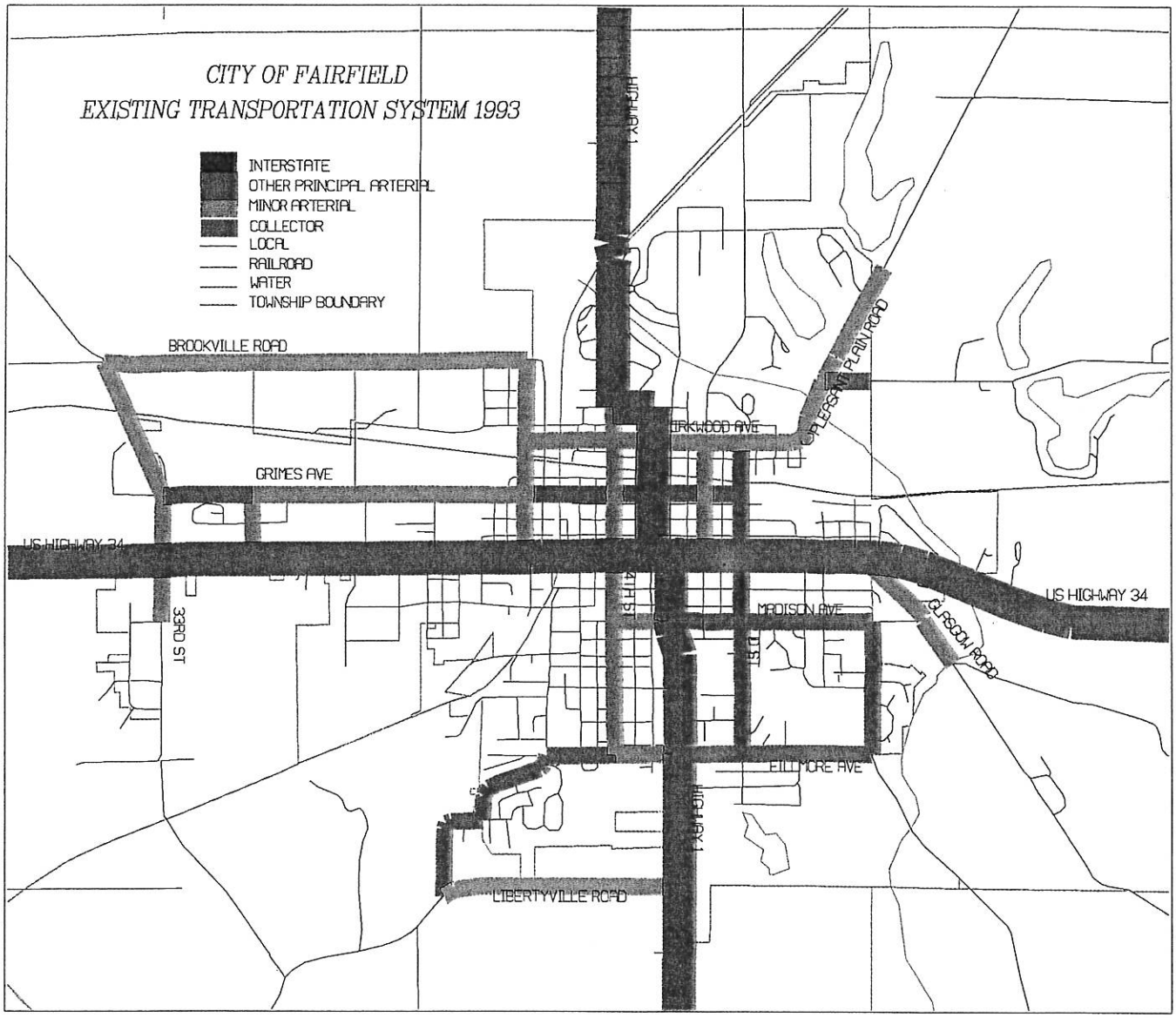
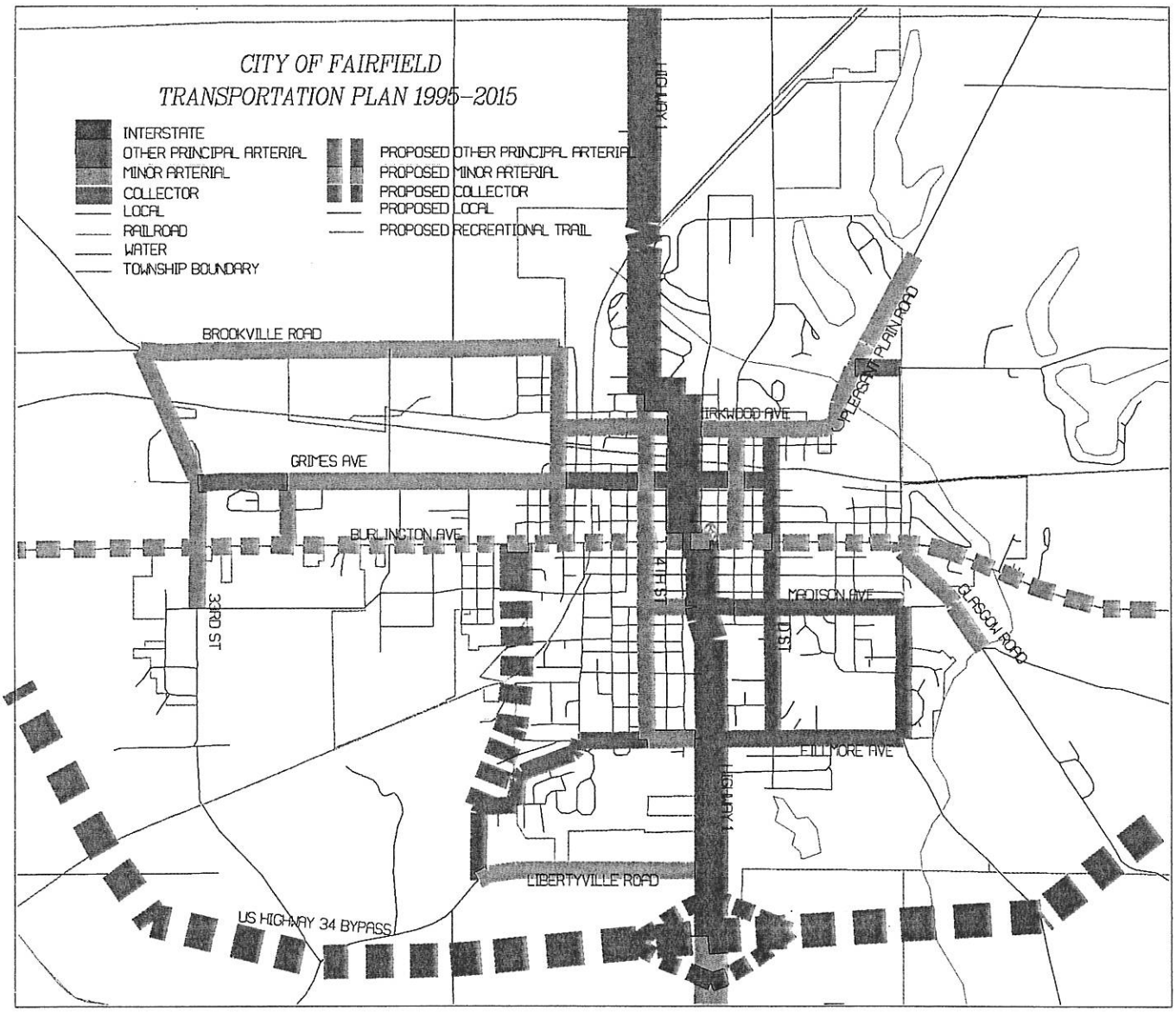


FIGURE 4 TRANSPORTATION PLAN



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LAND USE

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CHAPTER FIVE: LAND USE

INTRODUCTION

Legal basis

It has long been established that the right to regulate land uses to protect the safety, welfare, and health of the public and to coordinate development is an appropriate use of the police power. The city exercises that right through the promulgation and enforcement of its zoning ordinances.

The state of Iowa delegates zoning responsibility to the local legislative body in Chapter 414 of the Code of Iowa. Chapter 414.1 states that "...any city is hereby empowered to regulate and restrict the height, number of stories, and the size of buildings and other structures, the percentage of the lot that may be occupied, the size of yards, courts, and other open spaces, the density of population, and the location and use of buildings, structures, and land for trade, industry, residence, or other purposes."

Chapter 414.3 provides the basis of regulations.

> "The regulations shall be made in accordance with a comprehensive plan and designed to preserve the availability of agricultural land; to consider the protection of soil from wind and water erosion; to encourage efficient urban development patterns; to lessen congestion in the street; to secure safety from fire, flood, panic, and other dangers; to promote health and the general

> welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentrations of population; to promote the conservation of energy resources; to promote reasonable access to solar energy; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements.....
>
> "Such regulations shall be made with reasonable consideration, among other things, as to the character of the area of the district and the peculiar suitability of such area for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout such city."

Zoning and land use in Fairfield

Fairfield first adopted zoning in 1951. A comprehensive plan, developed in the mid 1950s, led to a replacement in 1958 of the original zoning ordinance. In the 1960s, the comprehensive plan was updated, resulting in the adoption of a new zoning ordinance in 1968. In 1973, work was begun on a new comprehensive plan with the expectation that new zoning ordinances, designed to implement the findings of that plan, would be adopted. Several alterations of the zoning ordinances (both in the text of the ordinance and in the map of zoning districts) were made during the 1970s, 1980s, and early 1990s.

Work on this comprehensive plan was begun in early 1993. Changes in land use patterns over the past twenty years were examined and noted and a new land use plan is presented. Using the land use plan as a guide, future zoning changes can be made within a logical framework. Such changes may include, but are not limited to:

> definitions, permitted uses, uses authorized by the Board of Adjustment, lot sizes, building height, bulk, and setback requirements, location and size of zoning districts, and types of zoning districts.

The city currently provides for five types of residential districts, two types of business districts, two types of manufacturing districts, and one type each of a conservation district and an agricultural district.

Historically, development in Fairfield has not led to many major conflicts between adjoining land uses. Proper buffering, for the most part, has occurred between incompatible land uses, for example between heavy manufacturing and residential uses. However, there are a number of small land use conflicts which, if not dealt with directly, could prove to be an irritant in the long term.

-The expanding central business district has been encroaching on surrounding residential areas.

-There are a few residential land uses, generally located in the northwest of the city, which are directly adjacent to manufacturing plants.

-There is a lack of affordable, vacant land suitable for residential development.

-The relocation of U.S. 34 will offer an opportunity to guide appropriate development.

-New residential development in the southeast of the city is putting a strain on the remaining woods, green spaces, and watersheds in the area.

This chapter will examine recent growth in Fairfield, analyze its impact on land use, try to anticipate expected demands for future growth, and offer policy guidelines regarding undeveloped and undevelopable land, city limit expansion, the environment, Highway 34 relocation, residential subdivisions, and industrial and commercial growth.

RECENT GROWTH (1973-1993)

Residential

Residential development since 1973 has taken place north of Fillmore Avenue and east of D Street; around Glenview Circle and east of South Park Street; along Buchanon Avenue from Maple Street to Main Street (including several multi-family apartments); and in the southwest part of the city (including newly constructed roads and new subdivisions). Also in the southwest, lands adjoining Highway 1 South and Libertyville Road have been annexed and are accomodating residential uses. A dense residential subdivision has been annexed south of Burlington Avenue between 14th and 17th Streets.

Other residential developments and annexations have included the area north of Reservoir No. 1 and along North B Street. Land west of Highway 1 North has been annexed and zoned R3. Residential development has occured along South 33rd Street outside the corporate limits. Expectations are that this area will soon be annexed also.

The densities and intensities of some residential areas have increased in the last twenty years. Generally caused by the division of larger homes into two- and multi-family dwellings, they signal the need for affordable, developable land in the city. Dwelling units in business zones have been converted into more intensive uses, removing homes from the housing market and again signalling the need for more affordable, developable land.

Commercial

The majority of commercial development has occured along West Burlington Avenue, with large tracts of land annexed in the past twenty years. Some commercial development has occured along Highway 1 South and, in the form of medical and health services, along Maple Street near the hospital. Commercial use is expanding around the central business district. This expansion is occuring through the conversion of housing units into non-retail commercial uses, rather than through new construction.

Industrial

New industrial development has occured mostly in the northwest quadrant of the city, and in and near the Fairfield Industrial Park. Industrial development is easier to target to specific locations because of its need for larger tracts of undeveloped land and adequate utilities.

Maharishi International University

The largest development of land identified as vacant in the 1973 land use survey has been the the acquisition of the defunct Parsons College by Maharishi International University. MIU is utilizing most of the buildings of the old campus, has renovated many of the older buildings to their original grandeur, and has constructed many new buildings to meet the needs of their program of study.

In addition to its academic buildings, the campus includes buildings for research, the Grand Assembly Hall, two 22,000 square foot meditation domes, elementary and secondary schools, and housing for students and faculty. Housing consists of dormitories, apartments, and a mobile home park.

The presence of MIU has not only led to the occupation of the empty campus and the recruitment of hundreds of students worldwide, it has also attracted non-students to the community who bring with them their needs for housing and employment. There are many examples of residential, commercial, and industrial development attributable to those who immigrated to Fairfield initially because of the university.

CURRENT LAND USE AND ZONING

Land use

Figure 2 presents Fairfield land use as identified by a windshield survey taken during the summer of 1993. The map identifies land by residential, commercial, educational, recreational, and industrial use and identifies vacant and developable land.

Zoning

Figure 3 displays the current zoning configuration for the city of Fairfield. The city zoning ordinance provides for five types of residential districts, two types each of business and manufacturing districts, and one type each of a conservation district and an agricultural district. Currently there are no conservation districts identified on the official zoning map. Table 1 lists the approximate acreage present in each zoning district type and for the city. R2 is the largest zoning type, comprising nearly 38 percent of the city's area. Total residential constitutes nearly 71 percent of the city's area.

TABLE 1 ZONING DISTRICT ACREAGE 1993

Zoning type	Zoning district	Size	Total
Agricultural	A1	35.5	35.5
Business	B1	192.0	
	B2	244.2	436.2
Manufacturing	M1	58.4	
	M2	505.9	564.3
Residential	R1	695.2	
	R2	1308.5	
	R3	399.9	
	R4	80.9	
	R5	30.7	2515.2
			3551.2

Table 2 indicates the changes in the city's size from 1963 to 1993.

TABLE 2 TOTAL CITY SIZE 1963-1993

Total Acres		
1963	**1973**	**1993**
1,910.0	3,050.0	3551.2

Source: Hansen Planning and Urban Design Consulting Company (1963), Stanley Consultants (1973), Office of Fairfield Planning Administrator (1993)

EXPECTED DEMANDS ON LAND

This section puts forward the city land use plan and describes where the city expects to see development of land. It is through its land use plan that the city envisions the future layout of the community. Figure 4 depicts desired land uses within the city. This prescriptive map provides a framework for the drafting and amending of zoning ordinances and the granting of zoning exemptions and variances.

This plan does not attemp to significantly alter existing uses. Where it does so, it is only to remove or separate existing incompatible uses. It does, however, prescribe expectations of use on vacant and undeveloped land.

Residential

The city needs to provide adequate land for the continual construction of housing. If, as projected, the population growth of Fairfield levels off, new housing still needs to be built as replacement for deteriorating and dilapidated units. The construction of new housing will provide local jobs in the construction industry (see Economic Development chapter) and be an impetus to in-migration (see Population chapter). Fairfield needs to be aware of the need for land suitable for residential development and to annex or zone, where appropriate, to provide such land.

Prime development areas within the city of Fairfield are the area south of Buchanan Avenue and east of Highway 1; south of Fillmore Avenue and west of Park Street; south of Madison Avenue and west of Park Street; along North B Street; and west off Highway 1 on the north side of Fairfield.

The abandonment and removal of the Chicago, Rock Island & Pacific railroad tracks through the west part of Fairfield has opened up many development possibilities. The area south of Jackson Avenue and west of 8th Street, with proper street development, could offer many sites for single or multi-family dwellings.

Other areas in the city, especially in the southeast part, are heavily wooded. Extensive development in these areas would reduce the natural tree, brush, and grass cover and would cause excessive erosion in the water sheds. Such areas are north of Fillmore Avenue and between D Street and Park Street; west of D Street between Monroe Avenue and Wilson Boulevard; east and south of Dogwood Drive; and northeast of the city near Reservoir No. 1 and No. 2 and Walton Lake.

Residential development is occuring in many places just outside the city limits of Fairfield. There is also much prime developable land adjoining the city that may someday be incorporated into the city limits. Vacant developable areas and currently developing areas include: 33rd Street outside the west edge of the city; along Libertyville Road on the south edge of Fairfield; along Glasgow Road on the east edge of the city; along Pleasant Plain Road to the northeast; and near the airport north of Fairfield.

The Jefferson County Board of Supervisors is currently (1993) developing zoning ordinances for the county. Coordination with them is essential to ensure compatible land uses and development in areas that may, at some point in time, be annexed into the city.

Commercial

Commercial growth can be expected to follow recent trends. Development is expected to continue along West Burlington Avenue, despite the future relocation of Highway 34. Growth will occur naturally in the area immediately surrounding the central business district. To relieve pressure on the residential neighborhoods surrounding the central business district, separate areas need to be set up for personal and professional service parks. This would allow the central business district to return to more pedestrian-oriented uses (e.g. retail businesses, second floor residences).

There may be pressure to allow commercial development along the extreme end of East Burlington Avenue and into the county. Such pressure should be resisted in order to maintain the quiet residential character of the entrance to the city from the east. Highway 1 south is currently zoned B2 (Service Business District) yet development has been sparse. The Highway 34 Bypass will intersect Highway 1 and provide new opportunities for highway-related services. Further commercial development along Highway 1 should be allowed, but only so far north so as to avoid clashing with the stately homes of South Main Street.

Industrial

Future industrial growth should be directed to the Fairfield Industrial Park on 23rd Street south of Burlington Avenue, and on West Grimes Avenue west of 12th Street. As mentioned previously, the abandonment of the Chicago, Rock Island & Pacific railroad tracks offers opportunity for development. The abandoned tracks north of Monroe Avenue would allow more room for M2 (General Manufacturing) uses.

Parks and recreation

As new housing is built and occupied, the city needs to provide appropriate fixed recreational resources. The number and location of neighborhood parks need to keep pace with the construction of peripheral subdivisions and the changing densities of interior residential areas, and the size of larger parks (O.B. Nelson, Chautauqua, Water Works) needs to be reevaluated with changing usage. The Fairfield Parks and Recreation Department is currently (1993) revising its Master Parks Plan (see Community Facilities chapter).

CONSTRAINTS ON GROWTH

City boundaries

There are no physical, natural, or legal constraints to annexing adjoining land into the city limits. The city is capable, through appropriate legal mechanisms, of extending its corporate boundaries in any direction. However, considerations of land use, cost to the city, natural resources, and prior development need to be acknowledged in any annexation proposal.

The city would not benefit by the annexation of large amounts of agricultural land except that such land be readily converted into more intensive uses. Neither would the city benefit by the annexation of designated woodlands, parks, or wetlands, except to provide further protection from encroachment and development. See the section, Annexation, later in this chapter for the city's view of incorporating land into the city.

Flood plains, wetlands, and watersheds

There are two areas in the city designated as flood plains. One area is in the north of the city along Crow Creek between Reservoir No. 1 and Fairfield Cemetery. The other lies along Kaghaghee Creek in the southeast part of the city. Both areas are fully described on the Flood Boundary and Floodway Map of February 18, 1981, published by the Federal Emergency Management Agency and the Federal Insurance Administration.

There are no areas within the city identified or designated as wetlands. There are areas, however, where surface water and ground water inflow to the city's water supply. These are located around Reservoirs No. 1 and No. 2 and Walton Lake. These water sources need to be protected from agricultural runoff, septic system effluent, and other noxious or hazardous discharges brought about by unconstrained development.

Other areas in the city, or immediately surrounding it, may, because of natural vegetation, presence of a watershed, presence of wildlife, or topographic relief,

be inappropriate for unconstrained development. Such areas are identified on the land use plan map and should be protected from intense development.

Utilities

A more thorough examination of the city's water supply and sewer infrastructure is found later in the Community Facilities chapter. Briefly, Fairfield provides water for itself and most of the surrounding area, including Jefferson and Wapello rural water. The city has water mains extending from the city limits, able to provide service to any future annexable land.

New construction within the city limits is limited to those areas having connection to the city sewer system. Most of the city currently has access, with the extreme northwest part of the city the most notable exception.

ANNEXATION

Cities generally annex land to provide area for growth, or for a particular public benefit such as controlling the development of land. The city, for example, may wish to annex land at major entrances to the community to control and direct the type of development that can occur there. The city may also annex land and furnish municipal services to that area as a means of providing readily available land to accomodate residential, industrial or commercial development. Annexation generally occurs when it is in the public interest to exercise local control over a tract of land. Annexation is achieved either involuntarily (without the explicit consent or request of the owner of the land to be annexed) or voluntarily (at the owner's request).

Coordination between the city and the county in fringe area zoning concerns is expected to continue once the county adopts its zoning ordinances (see next section Fringe Area). Such coordination is evident in the county's incorporation into its zoning ordinances of building height and setback requirements that are compatible with city standards. The city, however, may wish to exercise greater land use control by annexation of properties adjoining the city limits. Annexation will be made in such a manner as to: serve the greater public interest; minimize costs to the city; keep the city limits contiguous and without unincorporated enclaves; and/or provide municipal services, standards, and benefits when county services, standards, and benefits fail to meet residents' needs and requirements.

FRINGE AREA

State legislation (Code of Iowa 414.23) permits a city to regulate the subdivision and zoning of land within two miles of its corporate boundary. This extraterritorial jurisdiction is granted in areas where county zoning ordinances do not exist. Upon adoption of a county zoning ordinance, this right is terminated. However, the city may be allowed to continue its extraterritorial jurisdiction as before, or under any terms the city and county may agree upon.

Jefferson County is currently (1993) developing zoning ordinances for the county. Once such ordinances are adopted, the city will lose its extraterritorial jurisdiction three months thence. By that time, agreement needs to be reached concerning the re-establishment of that extraterritorial jurisdiction as exercised prior to the adoption of county zoning, or as to be exercised under some other arrangement. State authority for such intergovernmental agreement comes from the Code of Iowa, Chapter 28E.

Such agreement needs to address protection for the fringe area's natural and agricultural resources, to provide for orderly and efficient development patterns, and to economically provide services for future development and growth. The city will seek agreement with the county to extend city zoning and subdivision standards into the extraterritorial fringe area.

LAND USE POLICY DIRECTIONS

The city should:

Maintain an adequate supply of properly zoned and serviced land for various types of development.

Institute a policy to remove or separate incompatible land uses within certain zoned areas.

Create a new zoning district for professional services parks. Location of such parks should be away from the central business district.

Identify potential growth areas and zone them properly based on the recommendations of the land use plan..

Encourage certain areas for growth by zoning and serviceing them.

Be prepared for annexing and zoning the land between the current city limits and the proposed Highway 34 bypass.

Annex county enclaves within city limits.

Keep commercial development off East Burlington Ave.

Coordinate with county to regulate fringe development once the county creates its own zoning ordinances (see Fringe Area policy).

Encourage infill of existing subdivisions.

Encourage less dense development in the southeast quarter of the city. The remaining wooded acres should be maintained and preserved.

Protect drainage areas, wetlands, creek beds, erodable lands.

Encourage innovative site planning to increase densities.

Encourage housing development for low and middle income families.

Seek out sources of land for downtown off street parking.

Ensure adequate sewer and water for long term potential growth.

Take measures, along with the county, for the promulgation, adoption, and enforcement of the Uniform Building Code, including the creation of the position of a Building Administrator.

FIGURE 1 RECENT GROWTH 1973-1993

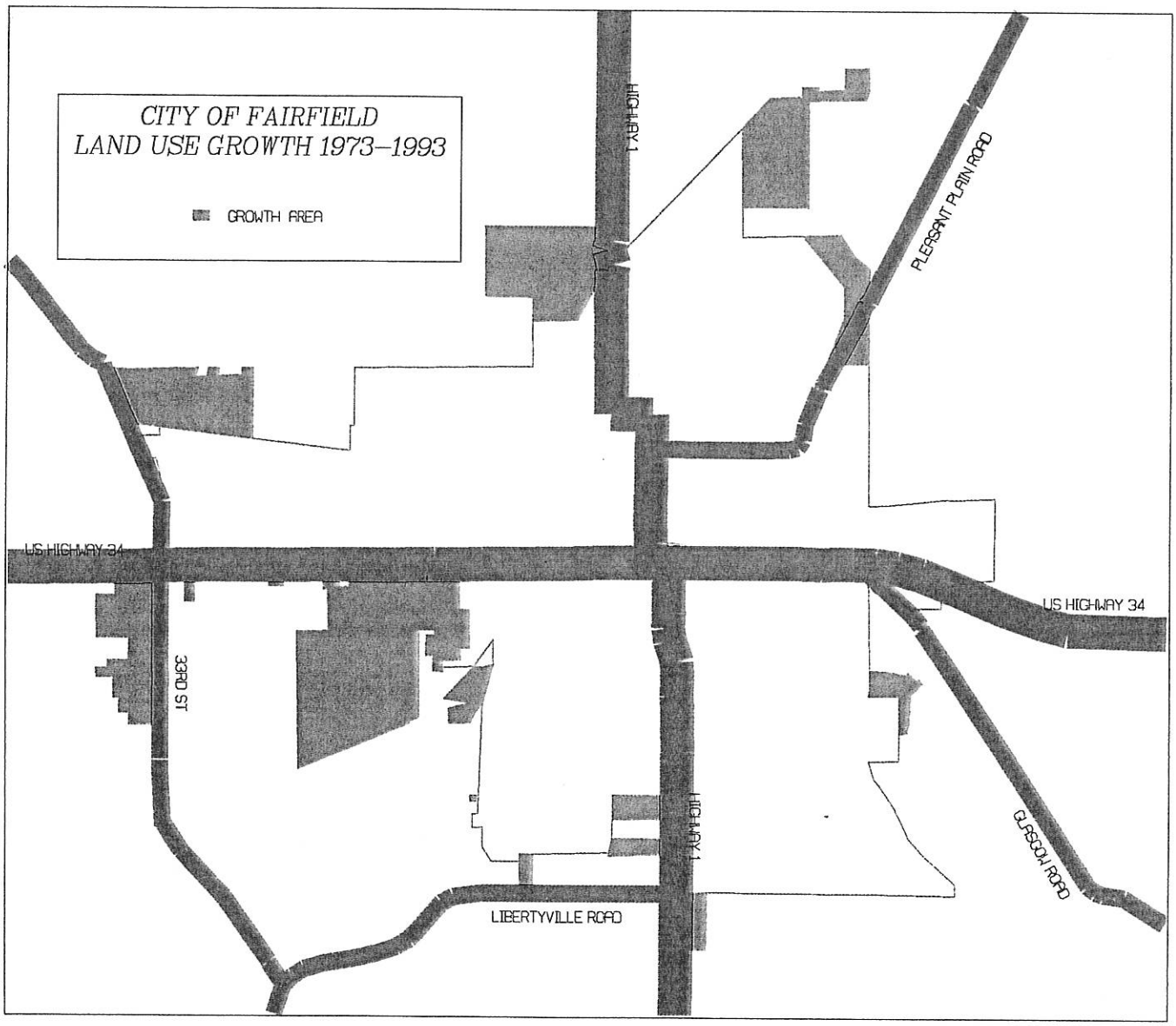


FIGURE 2 LAND USE 1993

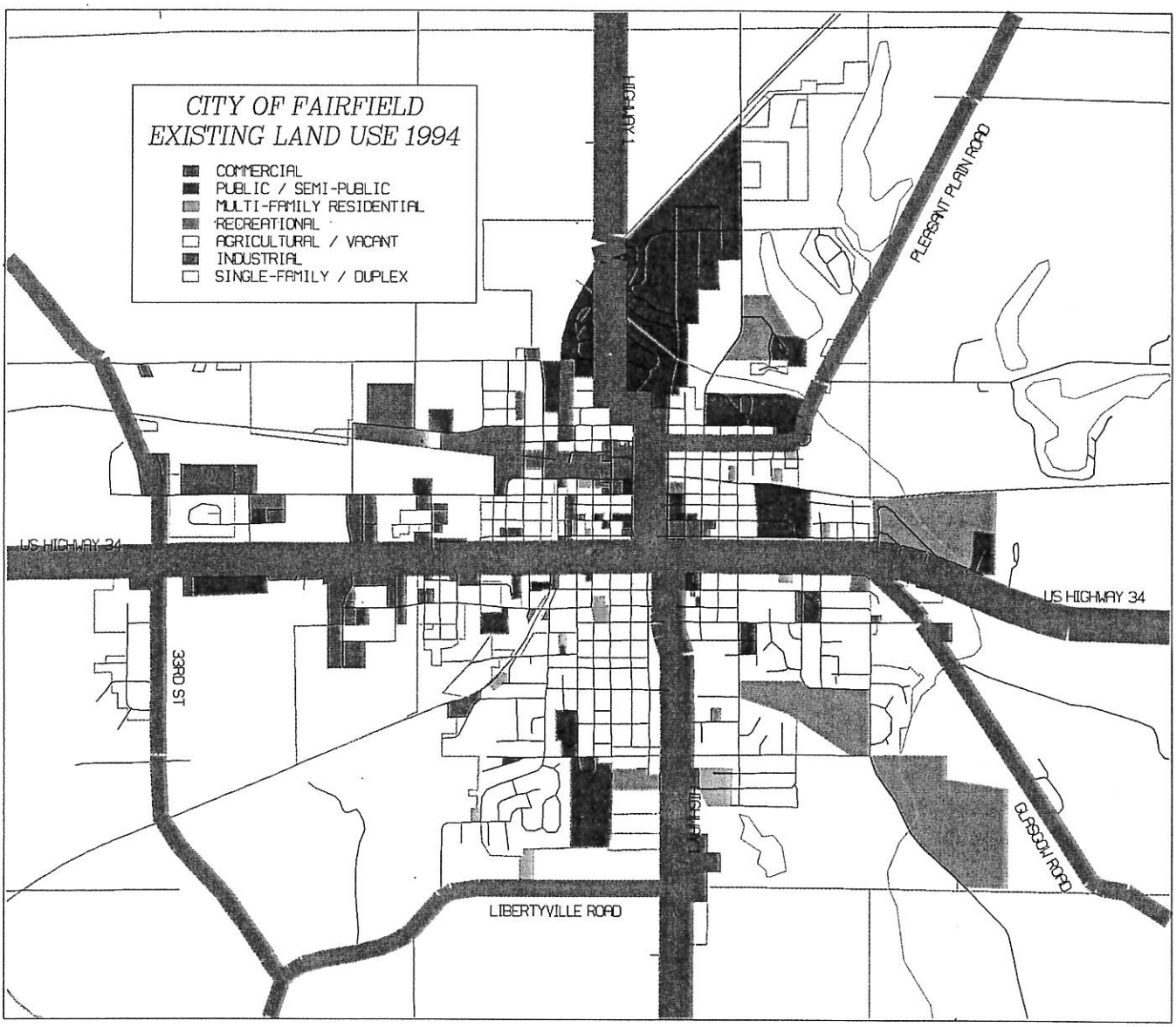


FIGURE 3 ZONING 1993

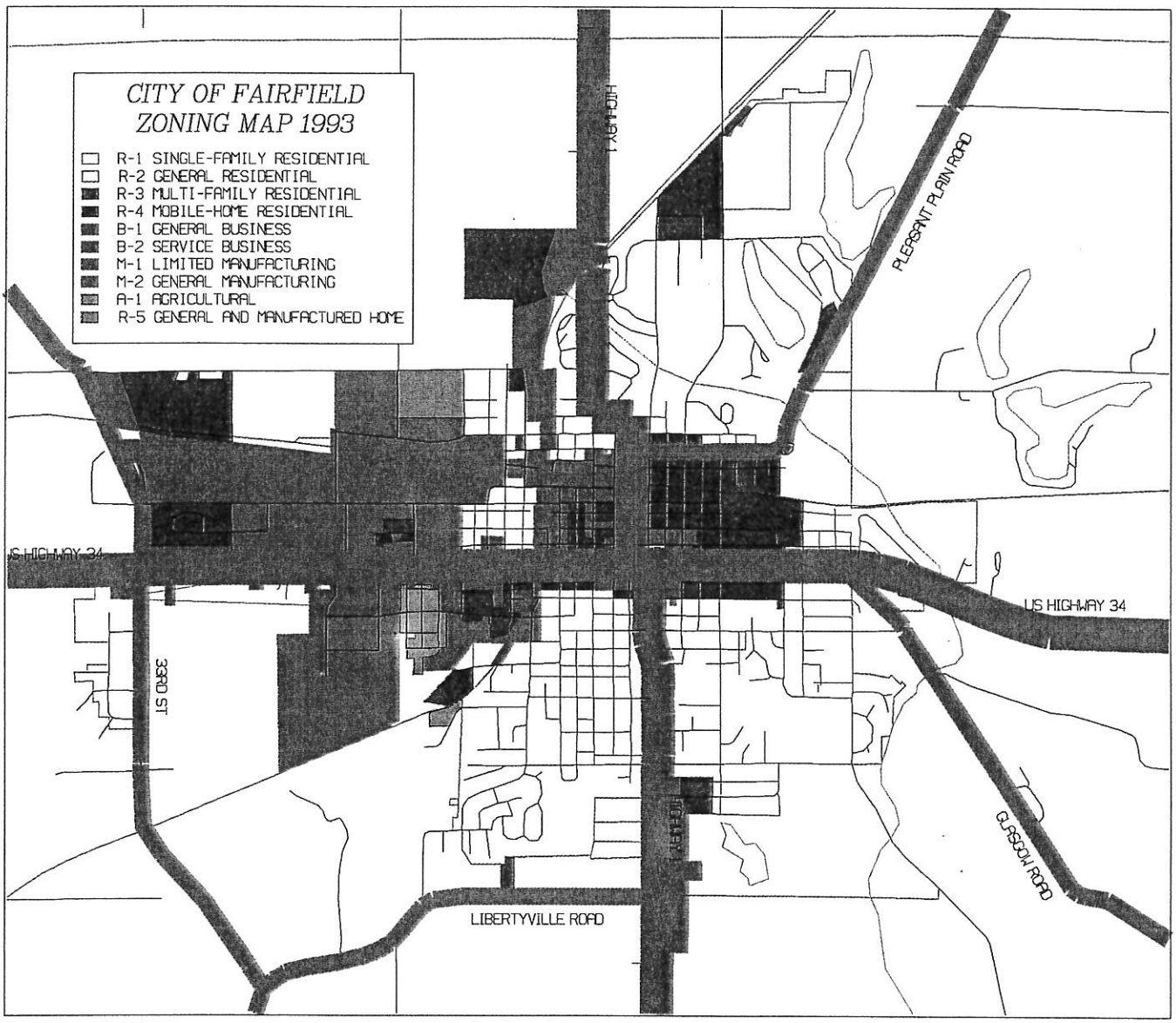
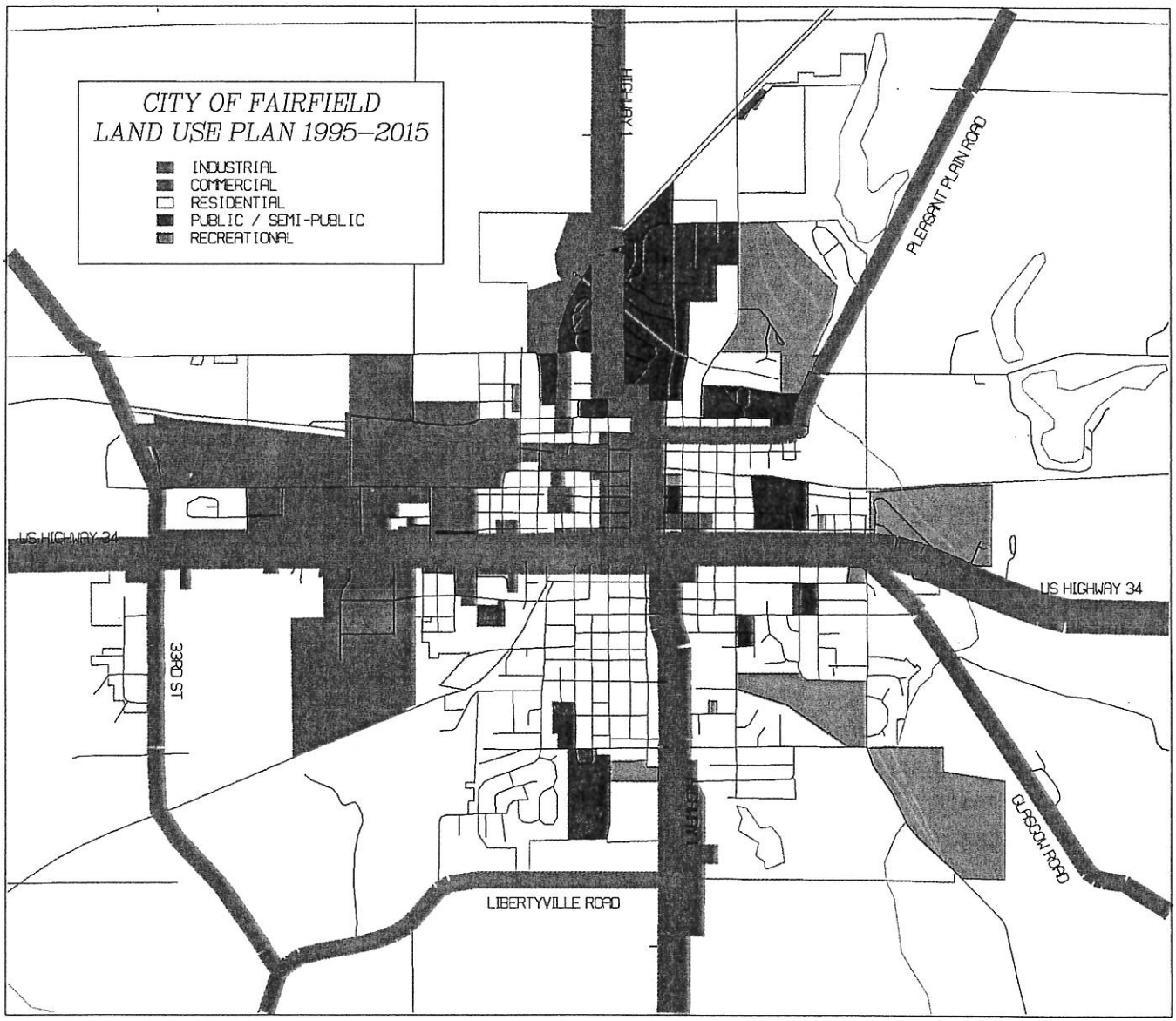


FIGURE 4 LAND USE PLAN 1995-2015



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CHAPTER SIX: HOUSING

INTRODUCTION

Adequate housing provides a solid foundation for community growth. A number of factors determine the adequacy of housing within a community, the most obvious being the total number of housing units available to the community's residents. Other factors include: affordability and price, the size and number of rooms per unit to serve the various household types, location and access, and quality. A variety of housing will give choices to residents with different incomes and needs. Housing problems of a community often derive from the imbalance between the demand of renters and owners and the supply of the housing stock in the local market.

A number of housing problems in Fairfield were discussed in the 1975 Comprehensive Plan, some of which still exist today. The housing problems include, but are not limited to, lack of financing to rehabilitate aging and aged housing units, short supply of purchase and rental housing, lack of public housing for the elderly, lack of public assistance for low income groups, and lack of building and housing codes in Fairfield. The housing program to solve those problems presented in the 1975 Fairfield Comprehensive Plan is summarized below.

> Fairfield will need to add 55 new housing units a year between 1975 and 1985. Nearly 70 units between 1985 and 1995.

Fairfield should move as rapidly as possible to secure grants for elderly housing. Local efforts must continue to secure low and moderate income housing in the community.

The adoption of a housing code is recommended.

Continuation and expansion of the annual "cleanup, fix-up, paint-up" campaign should be a high priority item for the community.

Strong consideration should be given to annexation of the West End Addition and execution of an Iowa Urban Renewal Law project to clear the area of all aging and aged structures.

Efforts must be made to take advantage of federal and state programs and to develop local projects which will improve and increase the housing base in Fairfield.

Some of the 1975 Housing Program should be carried forward. This update will examine past trends and current physical characteristics of the housing stock including the size, age, condition, and value or gross rent. It will also determine the extent to which the housing stock meets the needs of Fairfield, and recommend housing guidelines for the future.

EXISTING HOUSING CONDITIONS

Housing units

A housing unit can be a house, apartment, mobile home, trailer, a group of rooms or a single room. It is intended for occupancy as separate quarters, where occupants live and eat separately from other persons in the building and must have direct access either from outside the building or through a common hall.

In 1990, single family homes were the predominant housing type in Fairfield (60 percent). However, mobile homes (11.8 percent) and duplexes (8.0 percent) both were substantial segments of the housing stock. Multi-family housing (3 or more units) provided 18 percent of total housing units in Fairfield (see Table 1).

The percentage of mobile homes increased substantially from 2 percent of total housing units in 1970 to nearly 12 percent in 1990. Correspondingly, the percentage of single family dwellings has fallen 10 percent (from 70 percent in 1970 to 60 percent in 1990). Multi-family dwellings have remained fairly constant at about 27 percent.

TABLE 1 HOUSING UNITS IN FAIRFIELD 1990

Number of Units in Structure	Number of Units	Percent of Total
1, Detached	2,453	60.0
1, Attached	22	0.5
2	325	8.0
3 or 4	396	9.7
5 to 9	149	3.6
10 to 19	101	2.5
20 to 49	91	2.2
50 or more	0	0.0
Mobile home/Trailer	480	11.8
Other	70	1.7
Total	4,087	100.0

Source: U.S. Census Bureau

Housing units in Fairfield have increased from 3,243 in 1970 to 4,087 in 1990, an increase of 844 units or 26 percent, while population increased by 1,053