Final Report and Feasibility Study Alleman, Iowa



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Table of Contents

About Jeffrey L. Bruce & Company	
Program Overview	4
Bioregional Assessment	6
Historical Settlement Patterns	6
Historical Vegetation	8
Regional Watersheds	10
Depth to Water Table	12
Elevation and Flow	14
Present-day Land Cover	
Landscape Change Over Time	
Transportation Assets and Barriers Assessment	
Overview	
What People Said	
Transportation Behaviors and Needs	24
Overview	24
Willingness To Help	
Priorities	
Routes to School and Work	
Walking Routes	
Biking Routes	
Desired Trail Features	
Transportation Inventory and Analysis	
Goal Setting	
Concept Overview	
Connectivity Assessment	
Parks Overview	
Fourmile Creek Recreation	
Identity and Signage	
Community Beautification	54
142nd Street Beautification	
NE 6th Street Event Park	60
Dennler Drive Park	63
Timber Creek Park	
Peacock Park	
Green Community	72
Implementation Strategies	74
Available Resources	



About Jeffrey L. Bruce & Company

Jeffrey L. Bruce & Company (JBC) is a national landscape architectural firm. Founded in 1986, JBC provides highly specialized technical support on project profiles including landscape architecture, site analysis and development, urban design, engineered soils, green roof technologies, performance sports turf, parks and trails, irrigation design, campus landscape master planning, and athletic master planning. As one of the few practices that offer both full-service design and technical research, JBC provides cutting-edge solutions with immediate impact. JBC asks new questions that elevate projects to the "next stage" of green design and moves from simply conserving natural resources to restoring clean water, air and land. JBC's approach to creating restorative landscapes embraces three core philosophies: develop a detailed understanding of human and natural processes through research; create the appropriate solution to ensure sustainability in design; and design to meet the operational and maintenance resources of the client.



David Stokes, PLA, ASLA

Mr. Stokes is Owner and Managing Principal with over 23 years of experience in the full scope of JBC's practice. David is highly experienced in leading public participation and citizen design workshops and has been involved with Iowa's Living Roadways Community Visioning Program for 11 years. His urban design, master planning, and high-performance sports field projects are located throughout the United States. He represents JBC's specialty expertise in green roof design, integrated water management and design, agronomic soils design, subdrainage system design, and stormwater management. David has a wonderful wife and is the proud father of two sons and one daughter. In his spare time he is a music enthusiast, enjoys photography, likes to run, and writes an occasional song or poetry.



Mallory Sage, Intern

Mallory is a rising 5th-year undergraduate landscape architecture student at lowa State University. She joined JBC for the summer of 2021 to gain valuable in-office experience as she prepared for her final year of school. Growing up on a farm in rural northeast lowa has driven her curiosity for lowa's native landscape and sustainable practices, which led her to pursue landscape architecture. Outside of school and work, Mallory enjoys time gardening and visiting family and friends. SUMMER 2021

Program Overview

Alleman is one of 10 communities selected to participate in the 2021 lowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design assistance along transportation corridors to small lowa communities (populations of fewer than 10,000).

Goals for the Visioning Program include:

- · Developing a conceptual plan and implementation strategies with local communities
- Enhancing the natural, cultural, and visual resources of communities
- Assisting local communities in using external funds as leverage for transportation corridor enhancement

Each visioning community works through a planning process consisting of four phases of concept development:

- 1. Program initiation
- 2. Needs assessment and goal setting
- 3. Development of a concept plan
- 4. Implementation and sustained action

Each visioning community is represented by a steering committee of local residents and stakeholders who take part in a series of meetings that are facilitated by field coordinators from Trees Forever. Iowa State University organizes design teams of professional landscape architects, design interns, and ISU faculty and staff. The program is sponsored by the Iowa Department of Transportation.

Community Goals

The Alleman visioning committee identified a number of goals and priority areas during the visioning process, which are included below:

- Identity and Signage
- Community Connection
- · Community Beautification
- Parks & Recreation
- · Green Community

Capturing the Alleman Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team developed a conceptual transportation enhancement plan. This plan, as well as the inventory information, is illustrated in the following set of presentation boards. These boards include the Program Overview, Bioregional Assessment, Transportation Assets and Barriers Assessment, Transportation Behavior and Needs Assessment, Hispanic Interview, Transportation Inventory and Analysis, Concept Overview, and Community Design Boards.

Program Overview

The city of Alleman is one of 10 communities selected to participate assistance along transportation corridors to small lowa communities in the 2021 lowa's Living Roadways Community Visioning Program. The program, which selects communities through a competitive application process, provides professional planning and design (less than 10,000 residents).

Visioning Program Goals:

- Develop a conceptual plan and implementation strategies alongside local community residents. ÷
 - 2. Enhance natural, cultural, and visual resources existing
- Assist local communities in using external funds as leverage for transportation corridor enhancement. within communities. m.

Each visioning community works through a planning process consisting of four phases of concept development:

- Program initiation ÷
- Needs, assessment, and goal setting ~i
 - Development of a concept plan ю.
- Implementation and sustained action strategies 4.

lowa State University's Landscape Architecture Extension, organizes needs and behaviors surveys. The program is sponsored by the lowa meetings and focus groups that are facilitated by field coordinators Each visioning community is represented by a steering committee from Trees Forever. The Community Visioning program, as part of initial focus groups with design interns as well as transportation of local residents and stakeholders who take part in a series of Department of Transportation.

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Community Goals

connectivity, signage and identity, and various proposed park spaces priority areas during the visioning process, which include pedestrian The Alleman steering committee identified a number of goals and and recreational opportunities.

Capturing the Alleman Vision

Based on the needs and desires of the local residents, as well as a detailed inventory of community resources, the design team project concepts, which are illustrated in the following set of developed transportation-based community improvement presentation boards:

- Program Overview
- Bioregional Boards 1. 2a-g. 3a-b.
- Transportation Behavior and Needs Survey Transportation Assets and Barriers 4a-f.
 - Transportation Inventory and Analysis ú. ò.
 - Concept Overview Goal Setting
- Connectivity Assessment

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- Parks Overview
- Fourmile Creek Recreation
 - Identity and Signage
- Community Beautification Dennler Drive Park 10. 11. 12. 13. 14. 15. 15. 15.

 - limber Creek Park
- Green Community Peacock Park
- Implementation Strategies



Mallony Sage, Jeffrey L. Bruce & Company landscape architect intern. Mallory Sc receives feedback from Alleman residents during the June design workshop event.



ittee meets with the desiar s steering cor Alle





5

This board uses a map from A.T. Andreas' Illustrated Historical Atlas of the State of Iowa, 1875 overlaid with present-day town boundaries and water bodies. Published in 1875, Andreas' Atlas is an extraordinary resource showing the post-Civil War landscape of Iowa, including settlement features (towns and villages, churches, schools, roads, railroads, etc.) and landscape features (water bodies, vegetated patches such as timber and swamp, and major topographic features). A high-quality scan of the Atlas has been arranged to correspond closely with present-day map, revealing major landscape changes as well as features that have persisted, such as railroad rights-of-way and in some cases remnant vegetation patches.

Alleman in Context

Compare the 1875 boundaries of your town to the current boundaries. How much has your town grown?

Compare the course of the rivers in 1875 to their current course. Are there major changes in alignment or location? Are there vegetation patches shown in the 1875 map still in existence?



Historical Vegetation

The vegetation information shown here is derived from township maps made by the General Land Office (GLO) surveys beginning in 1836 through 1859. This information was digitized in 1996 as a resource for natural resource management and is useful "...for the study of long term ecological processes and as baseline data for the study of present day communities."¹

The plant community names mapped by the GLO surveyors varied. The original terminology they used has been preserved in the original data, but we have renamed them on this map to reflect names used to describe contemporary vegetation communities.

Not all communities will have all vegetation types, because various conditions that affect vegetation—such as geology, wind exposure, seasonally high water or groundwater, and frequency of fire—differ from place to place. Early land surveyors mapped the following vegetation types, some of which may not be present in the vicinity of your community:

The vegetation types are defined¹:

- 1. <u>Forest</u>: Tree dominated, with a mostly closed canopy. Ground vegetation shade tolerant. developed under infrequent fire.
- 2. <u>Wetland</u>: Perennial, non-woody plants; water and fire dominated.
- 3. <u>Prairie</u>: Perennial non-woody plants; fire dominated.

¹ J.E. Ebinger, "Presettlement Vegetation of Coles County, Illinois," Transactions of the Illinois Academy of Science (1987): 15-24, quoted in Michael Charles Miller, "Analysis of historic vegetation patterns in Iowa using Government Land Office surveys and a Geographic Information System" (master's thesis, Iowa State University, 1995), 8.





Regional Watershed

A watershed is a defined area or ridge of land with a boundary that separates waters flowing to different rivers, creeks, or basins. Watershed boundaries show the extent of a drainage area flowing to a single outlet point and determine whether precipitation is directed into one watershed or an adjacent watershed.

It is important to note that there are multiple levels of watersheds; for instance, the lowa River watershed is composed of a dozen smaller watersheds, and the lowa River watershed is a sub-basin of the Mississippi River watershed.

Where a community is located in relation to its surrounding watershed(s) determines its capacity to manage regional watershed issues such as flooding. For example, a community located near the end of a watershed (close to the outlet point) will have little capacity to reduce the amount of water draining toward it from upland areas.





Depth to Water Table

The water table is defined as the distance below the surface at which the ground is saturated with water. Depth to water table is represented as a range because it varies due to seasonal changes and precipitation volumes. For example, following spring snowmelt, an area with a depth to water table ranging from one foot to three feet is likely to be at or near one-foot depth.

The map shows how close to the surface groundwater can be. Pavement and foundations are affected by groundwater near the surface. Freezing and thawing and upward pressure of rising groundwater can cause cracks or "frost boils" in pavement. Foundations can be wet and require "dewatering," which can be expensive.

Where the value is less than zero feet, water can well up out of the ground. This causes localized looding, even if there is no surface water draining to the area.





Elevation and Flow

This map displays topographic differences in elevation using a combination of contour lines and the color gradient depicted in the legend. The high and low points have also been located. Note the relationship of your community to the surrounding elevation. Is it located in a valley or on high ground, or is it split between the two?

If your community lies within or near a floodplain or floodway, the map reflects these features. Not all communities will have these elements; if they are absent on this map, none are present.

Flood risk is correlated to low-lying land. This map shows your community's flood risk as defined by the Federal Emergency Management Agency (FEMA) Flood Map Service Center. The map shows the two most important flood zones if present: the Base Flood and the Regulatory Floodway (consult legend). Base Flood is the zone having a 1% chance of being equaled or exceeded in any given year, also referred to as the "100-year floodplain." The Regulatory Floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% flood discharge can be accommodated without increasing the base flood elevation.



Present-day Land Cover

The land-cover map depicts both natural and man-made land cover types with aerial imagery. The lowa DNR created 15 unique classes for this dataset to differentiate land covers. Refer to the legend for a breakdown of land-cover types within your community boundaries.

What do you observe about the dominant landcover types in your community?

Where is the tree canopy most concentrated?

Look at how much of your community consists of impervious surfaces (e.g., parking lots, roads, buildings) compared to the other surfaces (e.g, water, grass, and agriculture). What does this mean for surface-water movement?

Tree cover affects microclimate. Are places surrounded by canopy more pleasant in the summer? How do these places feel in the winter?

Percent Land Cover Type





Landscape Change Over Time

The map on this page shows how the landscape has changed over time, with an emphasis on vegetation and drainageways.¹ The map is helpful for understanding how landscapes change and considering how these changes might affect how well the landscape works to support human and ecological needs.

Trees are invaluable. They clean the air, create shade, and cool the atmosphere. They intercept rainfall and consume groundwater, which helps mitigate stormwater runoff. Carefully chosen and placed trees provide communities identity and residents with a sense of home. In Iowa, a prairie state, we increased tree cover to create shade and a sense of enclosure within rural towns. Lack of natural fires and burning has also generally increased tree cover along rivers and floodplains. Other areas of trees have diminished due to clearing for roads, agriculture, or other purposes.

What changes do you see to the tree canopy surrounding your community? Where has the tree canopy decreased? Where might the tree canopy have increased? Consider what changes to the landscape might have led to the increase or decrease of trees in the region (e.g., farming practices, community development, establishing homesteads and windbreaks, preservation of natural resources).

This map also shows current and historical stream and river corridors. Alterations to waterways such as channelization have been made to increase drainage, but can lead to increased erosion, sediment movement, and flooding where the straightened portion ends. Storm sewers also affect streams and waterways where outfalls drop urban runoff into the corridor, which can dramatically decrease water quality. How have streams and rivers changed? Do these changes appear to be man-made or natural?

¹ This map shows the difference between the present day tree canopy gathered from the DNR's Land Cover data and past landscape cover, as defined in the General Land Office (GLO) surveys from 1836 through 1859 and the *A.T. Andreas' Illustrated Historical Atlas of the State of Iowa from 1875*.



Transportation Assets and Barriers Overview

Transportation is integral to small-town life and a vibrant economy. In the context of the Community Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in community events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Alleman, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Alleman's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst places taken by residents to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Alleman residents with different transportation needs to participate in focus groups. A total of 12 residents attended Alleman's workshop. Participants were separated into two user groups and the Alleman steering committee.



This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.



This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.

Impaired



Accessibility-both in terms of physical access and proximity-is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.



Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.



Steering Committee

The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.



The sidewalk connecting the high school to the middle school is enjoyable and wellmaintained. Pedestrians feel safe while walking on the path.



There is no sidewalk connection along Northeast 6th Street between the schools and Alleman Estates making it difficult for pedestrians and cyclists to travel safely.



Located 4.5 miles west of Alleman, the High Trestle Trail is a popular amenity in central lowa; connecting the trail to Alleman would greatly benefit the community.



The one-way entrance and exit at the elementary school are inefficient. Contributing to traffic congestion traffic around Northeast 141st Avenue.



The recently paved Northeast 134th Avenue diverts school traffic from the south and east of town.



Northeast 134th Avenue lacks sidewalks on both sides of the road, forcing pedestrians to walk in the street. The absence of lighting causes visibility issues for drivers.



What People Said

The ISU research team conducted virtual focus groups with active recreationists, parents, and the Alleman visioning committee. Not enough Alleman residents from the other demographic groups volunteered to participate, so those sessions were canceled. As a result, the information presented here is not inclusive of all transportation user types. However, understanding the similarities and differences among user types who are represented will offer insight when the visioning committee identifies programming objectives.

Desirable Qualities and Features

Walking is the most popular form of exercise among the three focus-group types; parents and actives also bike. Peace and quiet, safety, and scenic views make walking more enjoyable for these groups. The schools offer a network of walkways where people feel safe and are sheltered from the wind. All three groups enjoy scenic views and natural beauty while walking and/or biking, naming the views along NE 6th Street as attractive.

Undesirable Qualities and Features

Although residents enjoy the scenery along NE 6th Street, all three groups identified that corridor as a barrier to pedestrians and cyclists because it carries a lot of traffic, including high-school drivers, and there is no sidewalk or trail. Inconsistent sidewalks throughout town and roads with narrow or no shoulders are also impediments to walkers and bikers. Actives feel constrained by the lack of bike trails in town, and parents find the limited options for recreation inconvenient. Flooding along Fourmile Creek and pooling water in the streets are seasonal issues.

Desired Improvements

Increased connectivity emerged as an important theme among participants. Active recreationists and parents want sidewalks that connect neighborhoods to the high school. Actives and steering committee members want trail connections between Alleman and recreation venues such as the High Trestle Trail and the Heart of Iowa Trail at Huxley. All groups noted the need for a sidewalk or trail along NE 6th Street between "Alleman proper" and the Alleman Estates.

Active recreationists are most interested in creating safe bike paths in and around Alleman. Along with the steering committee, this group suggested adding sidewalks throughout town as well.

Parents would like an additional exit from the schools to mitigate traffic congestion during school start and end times. They indicated that the one-way entrance and exit at the elementary school is inefficient. This group would also like access to the high school track for walking. Finally, parents said that Alleman should have a public park with shelters, grills, a gathering space, a playground, and fitness equipment.



23

Transportation Behaviors and Needs Overview

The survey gives the visioning steering committee objective, representative information for the goal-setting phase of community visioning. The quantitative data collected from survey responses complements the qualitative information gathered from the focus groups at the transportation assets and barriers workshop.

The modes of transportation that residents use and the routes they take suggest suitable types of transportation enhancements in these areas. Having a sense for people's willingness to help either financially or with their time is important because many transportation enhancements are funded from multiple sources, including grants, private donations, in-kind contributions, and volunteers. Understanding what types of improvements are important to residents gives the committee insight into how to prioritize projects.

With assistance from Iowa State University's Center for Survey Statistics and Methodology, ISU visioning program staff conducted a survey to better understand the transportation patterns and behaviors, needs and desires of Alleman residents. Surveys were mailed to 151 randomly selected residents living in Alleman and the surrounding area. To increase the response rate, the study was publicized through the local media and follow-up packets were mailed to nonrespondents. With adjustments for ineligible respondents (e.g., incorrect addresses, no longer living in the community), the final sample size was 146. A total of 90 people returned surveys, for a response rate of 60.4%. (A response rate of 20% is considered valid.)

We asked survey recipients what routes they use most often for going to work, walking, and biking. In addition, we asked what qualities and features are important during these activities. We also discovered what residents think is most important in terms of transportation enhancements that address issues such as accessibility, mobility, and safety. Finally, we learned whether or not residents are willing to contribute their time or their financial resources to making enhancements to Alleman. This series of boards summarizes the results of the survey as follows:

- Willingness to Help
- Enhancement Priorities
- Commuting Routes
- Walking Routes
- Biking Routes
- Desired Trail Features

How We Did

The demographics of the respondents are somewhat different from those obtained from the 2019 American Community Survey Five-Year Estimate and World Population Review. For example, the survey respondents median age of 57 is slightly older than the 2019 estimated average age for Alleman residents of 52. In terms of gender, the percentage of female survey respondents is slightly higher than that of the census. Average household size of survey respondents is larger than the 2019 estimate, as is the percentage of households with children among survey respondents.



How Alleman Residents Travel

Most survey respondents drive to important destinations such as the convenience store, the post office, school, and church (93.3%). More than 26% carpool or ride with someone else. More than 13% of respondents indicated that they walk to destinations, 10% bike, and 1.1% use another form of transportation.



*Please note that some respondents indicated that they use more than one mode of transportation to get to work; therefore, percentages add up to more than 100%.



Of those who answered yes to this question, more than half are willing to contribute their time to community improvements (60.0%), while 28.3% would contribute their time and money. More than 8.7% of respondents indicated that they would be willing to contribute financially.

Compared to other small towns in Iowa, Alleman residents are more willing to become involved in improving their community. In 2014, on average, 43% of residents in small, rural towns volunteered to help with a community project.¹ Alleman exceeds this average by 18%.

In 2014, the most common reason residents in small-town lowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.¹ These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

¹ Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

Survey Participants Said...



"[The City of Alleman should establish lowa Code] 28E sharing agreements with [the North Polk] schools when it's beneficial to both parties [to create] something like pollinators or nature areas or shaded streetscapes or informational signage."

"[Alleman should find] funding with [lowa] DNR, Prairie Meadows, [County] Conservation, grant money for recreation. Incorporate food vendors (Big Red Truck) into pathways to attract out of towners on trails like Slater has [Nite Hawk Bar and Grill] on [its] trail."





"...I can't think of anything that will make a bigger difference in communities than opening the potential for people to see, interact, and really get to know one another! Improving our walking/trail systems is growing towards this!"

How Do You Get People to Help? Ask, Show, and Advertise Opportunities

In 2014, the most common reason residents in small-town lowa said they didn't become involved in community projects is that no one asked them (34%). Twenty-eight percent on average said that they don't have time, which is significantly lower than the 2004 average of 59%. Sixteen percent indicated that they didn't know how to become involved, and 7% said that no community project needed volunteers.¹ These results indicate that the best ways to get people involved in community projects is to simply ask, along with advertising opportunities through traditional and social media outlets.

² Sigma: A Profile of Iowa Small Towns 1994 to 2014 (Ames, IA: Iowa State University College of Agriculture and Life Sciences, 2015).

Priorities

On a scale of 1 to 5, with 5 being the most important, participants in Alleman ranked creating safer routes to school as most important, with a mean value of 3.94. Other types of transportation enhancements that address pedestrian mobility, health, and safety are also considered important, such as providing more opportunities for physical activity (3.90), creating better pedestrian connections (3.84), and improving the area for night use (3.74). In terms of quality of the built environment, survey respondents consider enhancing season beauty as most important (3.41), followed by creating better neighborhood streetscapes (3.32) and habitat for birds and pollinators (3.24).



Survey Participants Said...



"Sidewalks are needed in this community. Traffic is too heavy on the streets to safely walk or ride a bike."

"Since our town is small, transportation within town is of less importance. Bike/ walking trails would be helpful for town and visitors. Opportunities for seniors to have access to their basic needs through public transportation could be beneficial."





"There are lots of high school/middle school students [who] run towards Highway 69 on [NE] 142nd Avenue. It would be wonderful to have a safer path into Alleman...[NE] 142nd Avenue is not lit and there is not a sidewalk or trail."

"If a sidewalk was given to Alleman Estates to the school, my kids would be on it!"



Routes to Work and School

This map shows the commuting routes identified by 56 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The primary commuting corridor in Alleman is Highway 69 south, presumably to Ankeny and the Des Moines metro area. A number of people also travel north on Highway 69. Some commuters go east on 134th Avenue, then south on NE 22nd Street, possibly to connect with Interstate 35 via 126th Avenue. Within Alleman, people use NE 6th Street between Alleman Estates and Alleman "proper," and NE 142nd and NE 141st Avenues to travel east-west.

The circulation patterns that emerge when routes for biking, walking, and commuting are overlaid suggest suitable types of transportation enhancements. For example, where pedestrian and vehicular traffic intersect, such improvements could include creating better visibility, defining crossing points, or improving signage.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that factored into their choice of commuting route. Alleman respondents choose their routes primarily for other reasons, which include avoiding stoplights and having only one available route (mean value of 4.83). Time to destination is the next most important factor, with a mean value of 4.40. Avoiding weather-related issues such as snow and ice, and avoiding traffic are somewhat important, with mean values of 3.65 and 3.50, respectively. Scenic views, seasonal beauty, and avoiding neighborhoods are not critical factors in determining commuting routes.





Walking Routes

This map shows the walking routes identified by 55 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. The most popular routes among walkers are NE 6th Street, NE 134th Avenue, and the Dennler Drive loop. A number of walkers make a loop consisting of NE 142nd Avenue, NE 6th Street, NE 141st Avenue, and NE 3rd Street. Another loop that is somewhat less frequently used consists of NE 6th Street, NE 142nd Avenue, NE 22nd Street, and NE 134th Avenue. Some people also walk on the roads and sidewalks in the school grounds, and a few walk along Fourmile Creek to just south of the TV towers.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their walking experience better. These features are categorized as either "connections" or "conditions and elements." Among Alleman participants, connections have roughly the same importance as conditions/elements, with mean values of 3.13 and 3.11, respectively. In terms of connections, access to trails is most important with a mean value of 3.69. Other conditions, including safety and sidewalk connections between neighborhoods, are the most important element to walkers (4.78). Good sidewalks (3.67) are the next most important, followed by lighting (3.51) well-kept surroundings (3.46). Stop signs and traffic control are also somewhat significant (3.41).





Biking Routes

This map shows the biking routes identified by 38 survey respondents. The frequency that the routes are used is depicted by their width, with most frequently used routes being the thickest. Like walkers, cyclists prefer NE 6th Street, NE 134th Avenue, and the Dennler Drive loop. Some people bike west on NW 142nd Avenue, possibly to connect with the High Trestle Trail, which crosses 142nd Avenue 4.5 miles west of Alleman. Some bikers travel east on NE 142nd Avenue or NE 134th Avenue to connect with NE 22 Street to go either north or south. A few people bike south on Highway 69 from NE 134th Avenue, perhaps to connect with the Des Moines metro area trail system.

Why They Go That Way

On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their biking experience better. These features are categorized as either "connections" or "conditions and elements." Among Alleman participants, connections are more important than conditions/elements, with mean values of 3.34 and 3.02, respectively. In terms of connections, access to trails is most important with a mean value of 4.08, followed by access to the countryside (3.67). Other conditions, including safety and no traffic, are the most important element to bikers (5.00). Stop signs and traffic control (3.66) are the next most important, followed by seasonal beauty (3.46). well-kept surroundings (3.46). Stop signs and traffic control are also somewhat significant (3.41).




Desired Trail Features

Trails are off-street paths that are paved or unpaved and can be used by pedestrians and cyclists. On a scale of 1 to 5, with 5 being the most important, survey participants ranked the characteristics and features that made their trail experience better. Like the bike route features, they are categorized as either "connections" or "conditions and elements." Conditions/elements are more important to Alleman trail users than connections, with mean values of 3.57 and 3.29, respectively. In terms of conditions/elements, other features (4.50)—hard surface, width, multi-use, and trailhead and destination parking—are most important. Little vehicular traffic (4.14) is also valued, as well as well-kept surroundings (3.88) and lighting (3.87). In terms of connections, access to a trail from one's neighborhood is the most important, with a mean value of 4.25.





"We live outside of town and rarely go into Alleman unless for school or Heartland Co-op. [We] would love to have walking and biking trails in the greater Alleman area. We love the rural feel of the area."

"[We need a] walk/bike path from 'southland' to school and 'old town' [and a] walk/bike path from Alleman to other trails and south to Ankeny."



Transportation Inventory and Analysis

Knowledge of the transportation systems in and around a community is critical for sustainable transportation enhancement planning. Alleman's transportation system includes roadways, sidewalks, and an active railroad.

The Alleman visioning design team met with the local officials to identify existing, past, and future transportation system capital improvements, maintenance activities and issues, and other transportation-related constraints and opportunities in the area.

US highway 69 is a primary carrier of traffic for vehicles traveling north and south, while the main entrance roads for the community include NE 142nd Avenue and NE 134th Avenue.

Several transportation-related assets and opportunities identified include a potential recreational area along Four Mile creek, future residential developments, and general growth of the city.

Items of concern related to the transportation system include the need for connectivity. Specifically, a pedestrian friendly connection along NE 6th Street for the residents that live Uptown and in Country Estates.



Goal Setting

The Alleman steering committee presented what they learned from the transportation assets and barriers assessment, survey and focus group boards, and bioregional boards to the landscape architects.

The committee then identified and communicated goals and values. The goals are based on the information from the assessments. Each committee member also included reasoning for improvements around town and highlighted specific programming needs for the identified areas of concern.

The landscape architects organized programming themes for the city of Alleman using the goals made by the steering committee. Greater importance was given to the goals that were highlighted in discussion and/or repeated by individuals during the goal setting meeting.

hing? What Exactly and Where?	[direct - Highway 69, north and south. rhoads Entry points for the community. ntering/exiting	cafety. - Passage running east/west in the right-of- ommunity ommunity - Passage running east/west in the right-of- way between NE 141st PL and NE 141st AV ommunity - Right-of-way of roads. - Right-of-way of roads. - Right-of-way of roads. nts, [because] - Bridge across Fourmile Creek to connect new development to the schools campuse storm shelter,	 - Green space south of the Post Office. - Plantings/Gardens in front of Heartland Cooperative's main building, at the corner NE 142nd AVE and NE 6th ST. 	nts and a - Area east of City Hall. - Farmland from local landowner. - Green space south of the Post Office. - Area near and around where NE 134th AVE crosses Fourmile Creek, called 'Peacock Park'. - Dennler Drive community owned lot.	new residents - Area near and around where NE 134th AVE crosses Fourmile Creek, nicknamed 'Peacock Park'. - Green space south of the Post Office.
Why Change Anyt	 - [Signs will] help control traffic, vehicles] not through neighbo - Traffic control. - Knowledge of when you are e the town. 	 Exercise: Health Benefits and s Trails allow a continuation of c events, i.e. the Mayor's Walk. Gathering space for all reside what we have is not large eno gathering. Amenities: kitchen, community room, library, etc. 	- [Encourage] developers and r [to] move to town. - Serve current residents.	 Gathering space for all reside place to meet neighbors. Opportunity for recreation, so 	 - [Encourage] developers and r [to] move to town. - Health and healthy living. - Improve creek impairment.
Broad-based Outcomes/Goals	 Signs along Highway 69. Entrance signage. Way-finding signage throughout town. Seasonal Banners to decorate the town. 	 Sidewalks. Trails. Connecting southern neighborhoods, Connecting southern neighborhoods, Skinner Estates and Country Estates, to the schools and nor thern neighborhoods. Gathering space/Community Center. 	 Paint Heartland Cooperative grain elevators. Paint water tower, mural or town-pride art. Landscape plantings and tree plantings. 	 Green spaces around the community. Parks, benches, landscape plantings. Dog Park. Water recreation trail. 	 Agrihood: community based agriculture. Community gardens and edible landscapes. Water quality/Fourmile Creek. Promote trees and plant-scapes.
Community Values/Themes Based on Assessments	Identity and Signage	Community Connection	Beautification	Parks and Recreation	Green Community

Concept Overview

After meetings with the steering committee and residents of the community, the design team has proposed several concepts for Alleman based on the goals identified. Below is an outline of the proposed concepts, which correspond to the maps.

Identity and Signage

An attractive and cohesive signage scheme incorporating elements of the existing community identity while enhancing Alleman's visual appearance and accessibility to amenities. This concept develops a sense of place for the community.

Community Connection

Alleman has a major need for a pedestrian circulation systems that connects desired destinations presented by the community. Design improvements provide routing information on both the regional and local scale to provide connection for Alleman.

Beautification

Improving aesthetics along NE 6th Street to evoke a sense of identity, calm traffic, and enhance the experience for visitors and residents along a main travel corridor in the community.

Parks & Recreation

Developing a park system that includes green spaces and recreational opportunities for each neighborhood within Alleman. Design concepts also recognize Fourmile Creek as a potential recreational asset for visitors and residents.

Green Community

Recognizing existing and proposing additional green practices for Alleman. These include proposed riparian buffer plantings along Fourmile Creek, additional storm water management practices in the community and community agriculture and gardens.

Identity and Signage

An attractive and cohesive signage scheme incorporating elements of the existing community identity while enhancing Alleman's visual appearance and accessibility to amenities. This concept develops a sense of place for the community.

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Green Community

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Connectivity Assessment

Community members have established a strong need for pedestrian connection and circulation in Alleman. Providing a link between the north and south neighborhoods is imperative to the community. The North Polk schools campus' and Fourmile Creek are also destinations identified by the steering committee during the goal setting meeting (Goal Setting Board, p. 41). This connectivity and circulation system provides a framework and plan to build from, while demonstrating that a larger planning effort has taken place. It also allows Alleman to implement this by phases, making it more economincally feasible.

Regionally, Alleman is centered by the Heart of Iowa Trail, the High Trestle Trail, and various Ankeny trails. Four regional trail connections have been identified as ways to possibly link Alleman into the larger statewide trail system and provide pedestrian access to surrounding communities.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

Community Connectivity					
Connectivity Options					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					
Mobilization	1	ls	\$9,000.00	\$9,000.00	
Clearing and Grubbing	1	ls	\$3,000.00	\$3,000.00	
Curb and Gutter Demolition	1	ls	\$5,000.00	\$5,000.00	
Pavement Demolition	1	ls	\$6,000.00	\$6,000.00	
Traffic Control	1	ls	\$1,000.00	\$1,000.00	
Site Sedimentation and Erosion Control					\$1,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00	\$1,000.00	
Site Utilities					\$22,000.00
Electrical Service (Outlet and Circuiting)	1	ls	\$11,000.00	\$11,000.00	
Storm Sewer Utilities	1	ls	\$11,000.00	\$11,000.00	
Hardscape					\$1,603,500.00
Concrete Trail (10' Wide)	60,000	sf	\$10.00	\$600,000.00	
Concrete Sidewalk (5' Wide)	11,500	sf	\$10.00	\$115,000.00	
Gravel Trail (10' Wide)	110,000	sf	\$8.00	\$880,000.00	
Extended Shoulder	0	lf	\$100.00	\$0.00	
Mown Path	4,250	lf	\$2.00	\$8,500.00	
Vegetation					\$650.00
Ornamental Trees (a la carte)	1	ea	\$250.00	\$250.00	
Overstory Trees (a la carte)	1	ea	\$400.00	\$400.00	
Sub-Total					\$1,651,150.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$396,276.00
Total					\$2,047,426.00

Parks Overview

Currently, Alleman does not have public parks or recreational opportunities in town. During the goal setting meeting and design charrette, creating these spaces to better serve residents and attract others became a primary objective.

The steering committee provided a list of locations to serve as potential parks and recreation areas. The parks overview map on the Parks Overview board illustrates these spaces across town and how the that connectivity provides pedestrian access to each location. These spaces are made up of city-owned land, future donated property, and a designated subdivision parcel. Each park engages different forms of recreation, including gathering spaces, play equipment, community gardening, and creek access.

Maintenance for the thornless honeylocust is minimal as they are drought and salt tolerant. Pruning should occur on a 5 to 6-year cycle when they are young.

Maintenance for the serviceberry is minimal after establishment. Pruning annually and a good dose of fertilizer during its young years provide a healthy root system. Plant in a sunny location.

minimal as long as the female variety is not selected, eliminate the presence of fruit. Leaf drop occurs in a short time frame for a unique effect. As a slower growing tree, the ginkgo has strong wood with minimal branch breaking.

Maintenance for the ginkgo is very

The birch tree needs its roots in mostly shade with moist soil. Pruning is required when trees are located next to a walkway. Bark and branches may lightly litter the ground from time to time.

City Park The plan k

The plan below details an ideation of NE 6th Street Event Park, with case studies to support the proposed programming.

Fourmile Creek Recreation

Fourmile Creek runs along the western side of town and is identified by the community as a potential recreational amenity (Goal Setting Board, p. 41). This creek converges with Deer Creek south of town and drains into the Des Moines River near Pleasant Hill.

Currently, the creek's corridor is partially wooded and contains grazing area for local farmers. The steering committee identified a need for additional buffer plantings to help restore the creek and mitigate erosion along the banks.

Points of water access and locations of additional buffer plantings are shown on the plan on the board, in relation to the proposed green spaces and pedestrian connectivity.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

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Fourmile Creek Recreation						
Park Construction						
Description	Quantity	Unit	Unit Cost			
Site Demolition						
Mobilization	1	ls	\$10,000.00			
Site Survey	1	ls	\$5,000.00			
Traffic Control	1	ls	\$1,000.00			
Construction Survey	1	ls	\$6,000.00			
Site Utilities						
Electrical Service (Relocation, Outlet, and Circuiting)	1	ls	\$12,000.00			
Storm Drainage Systems - Pipe and Connections	1	ls	\$12,000.00			
Site Sedimentation and Erosion Control						
Inlet Protection and Erosion Mitigation	1	ls	\$1,000.00			
Site Earthwork						
Rough Grading	1	ls	\$16,000.00			
Site Hardscape						
Concrete Walk	800	lf	\$8.00			
Site Plant Material						
Shade Trees (a la carte)	1	ea	\$400.00			
Evergreen Trees (a la carte)	1	ea	\$500.00			
Ornamental Trees (a la carte)	1	ea	\$150.00			
Shrubs (a la carte)	1	ea	\$120.00			
Site Amenities						
Benches (a la carte)	1	ea	\$1,000.00			
Bike Repair Station (a la carte)	1	ea	\$2,000.00			
Bike Racks (a la carte)	1	ea	\$800.00			
Trail Way-finding (a la carte)	1	ea	\$300.00			
Pedestrian Way-finding (a la carte)	1	ea	\$400.00			
Pedestrian Bridge	1	ea	\$0.00			
Miscellaneous Pavement Markings	1	ls	\$1,200.00			
Sub-Total						
24% Contingency, Contractor Mark-Up, and Design Fees						
Total						

Identity and Signage

Alleman currently does not have an established signage and way-finding theme for the city. During goal setting, it was acknowledged that the community values its identity and wished that there was a more definitive way to know you are in or have arrived to Alleman.

Along with the physical connection of pedestrian circulation, further connection is stablished through a family of signage and place making.

The illustrations below demonstrate a range of signage types, mirroring aspects of the current city logo, and locating these throughout town.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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Identity and Signage				
Way-finding/Branding Signage Options (à la carte)				
Description	Quantity	Unit	Unit Cost	Line Total
Proposed Signage				
City Entrance Sign	1	ea	\$1,800.00	\$1,800.00
Park Entrance Sign	1	ea	\$1,200.00	\$1,200.00
Trail Facing Way-finding Signage	1	ea	\$300.00	\$300.00
Highway Vechicular Way-finding Signage	1	ea	\$800.00	\$800.00
Pedestrian Way-finding	1	ea	\$400.00	\$400.00
Light Pole Banners	1	ea	\$400.00	\$400.00

Existing term lego. 6 THE (City Entrance Sign finding and B Pedestrian Way 6 Highway Vehicular Way-finding 15-0" 18'-0' 12-0 ge. NE 142 Ave. and NE 6th Si 9 LLEMAR Trail Facing Way-finding C10 vith the different sign types shown belo

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Proposed location of signage that **3**

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PEAGOOK PARK

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Park Entrance Sign

SUMMER 2021

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Community Beautification

The plan shown on the board details the beautification concept for improvement of the streetscape and roadside conditions for NE 6th Street. Beautification and identity are two major themes identified by the steering committee through the goal setting process (see the Goal Setting Board, p. 41). This plan and proposed improvements aims to achieve these goals by enhancing roadside amenities, which also promotes safer pedestrian corridors.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

NE 6th Street Beautification

Streetscape Improvements					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition			•		\$44,000.00
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Demolition	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$4,500.00	\$4,500.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$20,000.00	\$20,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Site Sedimentation and Erosion Control					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$0.00
Underground Utility Poles	1	ls	\$0.00	\$0.00	
Site Earthwork					\$24,000.00
Fine Grading	1	ls	\$12,000.00	\$12,000.00	
Rough Grading	1	ls	\$12,000.00	\$12,000.00	
Site Hardscape					\$6,800.00
Miscellaneous Paving (Patching and Squaring)	1	ls	\$5,000.00	\$5,000.00	
ADA Curb Ramps (a la carte)	1	ea	\$800.00	\$800.00	
Pavement Markings (a la carte)	1	ea	\$1,000.00	\$1,000.00	
Site Plant Material					\$400.00
Street Trees (a la carte)	1	ea	\$400.00	\$400.00	
Street Plantings	1	ea	\$400.00	\$400.00	
Site Amenities					\$10,400.00
Pedestrian Way-finding Sign (a la carte)	1	ea	\$400.00	\$400.00	
Pedestrian LED Lighting (a la carte)	1	ea	\$8,000.00	\$8,000.00	
Miscellaneous Pavement Markings	1	ls	\$2,000.00	\$2,000.00	
Sub-Total					\$90,600.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$21,744.00
Total					\$112,344.00

Proposed Beautification Conditions: NE 6th Street

Streetscape design features will make pedestrans feel welcome to Alleman are considered a beautification improvements. Way-finding sign age, plantings, and safe crossings are great social and environmental assets to the community.

Streetscape and roadside plantings must be diverse, bloom all year long, growwithin safety guidelines, and be low maintenance for effective and valued streetscape improvement projects. In road right-ofway conditions, native plantings dia adi in stormwater infiltration and polishing.

Plantings

Roadside improvements such as light poles, identity bommers and street mess create rythym, while adding unitying elements and strenghrehing community pride efforts along Alleman's pedestrian streetscope and recreational corridors.

The majority of what one see's out the windows of their cars in Alleman are the

numerous power lines.

Moving utilities underground creates the opportunity to include trees, signage and lighting improvements along the street corridors and trails of Alleman.

Sign Plantings

Community signs create identity,

while guiding visitors around Alleman, while guiding visitors are anonced with hardy and properly scaled, low maintenance native vegetation. These plantings also provide a sustainable habitat for birds and pollenators such as bees and butterflys.

142nd Street Beautification

The next plan details the beautification concept for improvement of the streetscape and roadside conditions for 142nd Avenue. Beautification and identity are two major themes identified by the steering committee through the goal setting process (see the Goal Setting Board). This plan and proposed improvements aims to achieve these goals by enhancing roadside amenities, which also promotes safer pedestrian corridors.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

142nd Street Beautification					
Streetscape Improvements					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition					\$44,000.00
Mobilization	1	ls	\$4,000.00	\$4,000.00	
Demolition	1	ls	\$10,000.00	\$10,000.00	
Traffic Control	1	ls	\$4,500.00	\$4,500.00	
Storm Sewer and Electrical Utilities Coordination	1	ls	\$20,000.00	\$20,000.00	
Site Survey	1	ls	\$2,500.00	\$2,500.00	
SWPPP Preparation/Documentation	1	ls	\$3,000.00	\$3,000.00	
Site Sedimentation and Erosion Control					\$5,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$0.00
Underground Utility Poles	1	ls	\$0.00	\$0.00	
Site Earthwork					\$24,000.00
Fine Grading	1	ls	\$12,000.00	\$12,000.00	
Rough Grading	1	ls	\$12,000.00	\$12,000.00	
Site Hardscape					\$6,800.00
Miscellaneous Paving (Patching and Squaring)	1	ls	\$5,000.00	\$5,000.00	
ADA Curb Ramps (a la carte)	1	ea	\$800.00	\$800.00	
Pavement Markings (a la carte)	1	ea	\$1,000.00	\$1,000.00	
Site Plant Material					\$400.00
Street Trees (a la carte)	1	ea	\$400.00	\$400.00	
Street Plantings	1	ea	\$400.00	\$400.00	
Site Amenities					\$10,400.00
Pedestrian Way-finding Sign (a la carte)	1	ea	\$400.00	\$400.00	
Pedestrian LED Lighting (a la carte)	1	ea	\$8,000.00	\$8,000.00	
Miscellaneous Pavement Markings	1	ls	\$2,000.00	\$2,000.00	
Sub-Total					\$90,600.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$21,744.00
Total					\$112,344.00

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NE 6th Street Event Park

The NE 6th Street Event Park establishes a gathering space along the main street of Alleman. This design is supplemental infrastructure that promotes beautification along this corridor. Other beautification efforts such as streetscape plantings, utility coordination, and even a fresh coat of paint transform a community into a welcoming environment for visitors and community members. The plan and perspective images detail specific interventions along NE 6th Street to enhance community identity, calm traffic, and provide a social gathering spaces.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

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lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

NE 6th Street Event Park

Park Construction					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$33,000.00
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$48,000.00
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$32,000.00
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$49,350.00
Concrete Sidewalk	4,935	sf	\$10.00	\$49,350.00	
Reinforced Turf Event Lawn	2,000	sf	\$0.00	\$0.00	
Pavers	860	sf	\$0.00	\$0.00	
Asphalt (Alley)	2,700	sf	\$0.00	\$0.00	
Site Amenities					\$130,800.00
Grain Elevator Paint/Refinishing	1	ls	\$0.00	\$0.00	
Pergola	1	ls	\$0.00	\$0.00	
Restroom Building	1	ea	\$40,000.00	\$40,000.00	
City Entrance Sign	1	ea	\$1,800.00	\$1,800.00	
Pedestrian Way-finding	1	ea	\$400.00	\$400.00	
Pedestrian Banners	1	ea	\$200.00	\$200.00	
Pedestrian LED Lighting	10	ea	\$8,000.00	\$80,000.00	
Trash/Recycling Receptacle	2	ea	\$600.00	\$1,200.00	
Bike Racks	4	ea	\$800.00	\$3,200.00	
Bench	4	ea	\$1,000.00	\$4,000.00	
Site Plant Material					
Native Prairie and Wildflower Seed Mix	1	ls	\$5,000.00	\$5,000.00	
Overstory Trees	5	ea	\$400.00	\$2,000.00	
Ornamental Trees	2	ea	\$300.00	\$600.00	
Shrubs	75	ea	\$120.00	\$9,000.00	
Sub-Total					\$311,750.00
24% Contingency, Contractor Mark-Up, and Design Fe	es				\$74,820.00
Total					\$386,570.00

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Dennler Drive Park

Dennler Drive is an access road that serves Country Estates, a neighborhood in southern Alleman. The steering committee presented a city owned, single acre lot, as an opportunity for a recreational space, located in this neighborhood.

During the goal setting process, a list of desired park programming was generated and centered around community gardens and gathering spaces. Working within the size constraints of this lot, there is potential for both of these ideas.

The proposed design includes a small shelter, designated garden space, sledding hill, a walking path, small seating nodes with benches and landscape plantings, and potential access to Fourmile Creek.

The access to Fourmile Creek is apart of the larger recreational plan on the Fourmile Creek Recreation board, p. 50. This point serves as the southern most access in Alleman. A mown path would lead down to limestone blocks that stepped down into the creek. This path being outside of the specified lot would need further approval and configuration between the landowner and the city of Alleman

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

ac=acre	ct = cubic foot	cy = cubic yard	ea = each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

Dennler Drive Park					
Park Construction					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$33,000.00
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$48,000.00
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$32,000.00
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape					\$32,280.00
Gravel Paths	4,035	sf	\$8.00	\$32,280.00	
Mown Path Trail	1,670	sf	\$0.00	\$0.00	
Water Access Area	1	ls	\$0.00	\$0.00	
Site Amenities					
12' x 12' Shelter	1	ls	\$20,000.00	\$20,000.00	
Community Garden Boxes	20	ea	\$1,000.00	\$20,000.00	
Pedestrian LED Lighting	10	ea	\$8,000.00	\$80,000.00	
Trash/Recycling Receptacle	2	ea	\$600.00	\$1,200.00	
Picnic Tables	1	ea	\$500.00	\$500.00	
Bike Racks	2	ea	\$800.00	\$1,600.00	
Bench	8	ea	\$1,000.00	\$8,000.00	
Block Letter Signage	1	ea	\$20,000.00	\$20,000.00	
Site Plant Material					
Native Prairie and Wildflower Seed Mix	1	ls	\$5,000.00	\$5,000.00	
Overstory Trees	30	ea	\$400.00	\$12,000.00	
Ornamental Trees	10	ea	\$300.00	\$3,000.00	
Shrubs	20	ea	\$120.00	\$2,400.00	
Sub-Total					\$320,980.00
24% Contingency, Contractor Mark-Up, and Design Fees					\$77,035.00
Total					\$398,015.00

Timber Creek Park

Timber Creek is a 12 residential lot development that is located just west of Fourmile Creek, in the northern part of Alleman. The developers designated a 3-acre lot as park space to serve this neighborhood immediately west of the creek.

During the goal setting process, a list of desired park programming was generated and community gathering spaces were a top priority.

The design concept includes walking paths, a play space, an amphitheater with seating and a stage, a public restroom and shelter, and a 7v7, U9 and U10 soccer field.

Careful thought was given to what programming is feasible within the floodplain of Fourmile Creek, due to the parks proximity and expected grade changes by the developer.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

ac=acre	cf = cubic foot	cy = cubic yard	ea=each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

Timber Creek Park

Park Construction						
Description	Quantity	Unit	Unit Cost	Line Total	Totals	
Demolition/Site Preparation					\$33,000.00	
Mobilization	1	ls	\$18,000.00	\$18,000.00		
Site Survey	1	ls	\$5,000.00	\$5,000.00		
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00		
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00		
Site Utilities					\$48,000.00	
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00		
Site Sedimentation and Erosion Control					\$2,000.00	
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00		
Site Earthwork					\$32,000.00	
Rough Grading	1	ls	\$16,000.00	\$16,000.00		
Fine Grading	1	ls	\$16,000.00	\$16,000.00		
Site Hardscape					\$230,050.00	
Concrete Sidewalk	22,385	sf	\$10.00	\$223,850.00		
Gravel Walking Path at Creek Access	775	sf	\$8.00	\$6,200.00		
Fourmile Creek Access Area	1	ls	\$0.00	\$0.00		
Play Surfacing	7,282	sf	\$0.00	\$0.00		
Site Amenities					\$101,600.00	
Soccer Field	1	ls	\$0.00	\$0.00		
Play Structures	1	ls	\$0.00	\$0.00		
Pedestrian LED Lighting (a la carte)	1	ea	\$8,000.00	\$8,000.00		
Amphitheater Stage and Seating	1	ls	\$0.00	\$0.00		
Park Shelter with Bathrooms	1	ea	\$80,000.00	\$80,000.00		
Trash/Recycling Receptacle	4	ea	\$600.00	\$2,400.00		
Bike Racks	4	ea	\$800.00	\$3,200.00		
Bench	8	ea	\$1,000.00	\$8,000.00		
Site Plant Material						
Overstory Trees	35	ea	\$400.00	\$14,000.00		
Ornamental Trees	15	ea	\$300.00	\$4,500.00		
Shrubs	40	ea	\$120.00	\$4,800.00		
Amphitheater Lawn Sod	25,130	sf	\$5.00	\$125,650.00		
Sub-Total					\$595,600.00	
24% Contingency, Contractor Mark-Up, and Design Fe	es				\$142,944.00	
Total					\$738,544.00	

tion for play equipmer (Left) Available color

Booster, (Right) Play Shap

Peacock Park

The proposed Peacock Park is situated north of NE 134th Avenue, next to Fourmile Creek. The trailhead and shelter serve as an entrance into the park, as well as a connection point to the paved trail leading north toward Timber Creek Park, and toward the housing development south of Dennler Drive.

A proposed canoe/kayak launch on the west side of the park provides access to Fourmile Creek and a variety of water activities.

A pedestrian foot bridge over Fourmile Creek leads to a mown trail on the east side of the park. Benches and signgage allow visitors to rest and learn about the native planting area surrounding the mown trail. An overlook tower is also located along the mown trail path. This serves as an opportunity to take in panaramic views of Alleman and the surrounding area.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

ac = acre	cf = cubic foot	cy = cubic yard	ea=each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard

Peacock Park					
Park Construction					
Description	Quantity	Unit	Unit Cost	Line Total	Totals
Demolition/Site Preparation					\$33,000.00
Mobilization	1	ls	\$18,000.00	\$18,000.00	
Site Survey	1	ls	\$5,000.00	\$5,000.00	
Clearing and Grubbing	1	ls	\$5,000.00	\$5,000.00	
SWPPP Preparation/Documentation	1	ls	\$5,000.00	\$5,000.00	
Site Utilities					\$48,000.00
Storm Sewer & Electrical Service (Outlet and Circuiting)	1	ls	\$48,000.00	\$48,000.00	
Site Sedimentation and Erosion Control					\$2,000.00
Inlet Protection and Erosion Mitigation	1	ls	\$2,000.00	\$2,000.00	
Site Earthwork					\$32,000.00
Rough Grading	1	ls	\$16,000.00	\$16,000.00	
Fine Grading	1	ls	\$16,000.00	\$16,000.00	
Site Hardscape	_				\$160,125.00
Concrete Sidewalk	8,495	sf	\$10.00	\$84,950.00	
Concrete Drive and Parking Lot	4,315	sf	\$12.00	\$51,780.00	
Concrete Curb and Gutter	415	lf	\$25.00	\$10,375.00	
Gravel Access Drive	1,315	sf	\$8.00	\$10,520.00	
Canoe/Kayak Launch	1	ea	\$2,500.00	\$2,500.00	
Mown Path Trail	6,740	sf	\$0.00	\$0.00	
Site Amenities	-				\$8,500.00
Overlook Tower	1	ls	\$0.00	\$0.00	
Canoe/Kayak Shelter	1	ls	\$0.00	\$0.00	
Trailhead Shelter	1	ls	\$0.00	\$0.00	
Pedestrian Footbridge	1	ls	\$0.00	\$0.00	
Trash/Recycling Receptacle	4	ea	\$600.00	\$2,400.00	
Picnic Tables	1	ea	\$500.00	\$500.00	
Bike Racks	2	ea	\$800.00	\$1,600.00	
Bench	4	ea	\$1,000.00	\$4,000.00	
Site Plant Material					
Native Prairie and Wildflower Seed Mix	1	ls	\$5,000.00	\$5,000.00	
Overstory Trees	35	ea	\$400.00	\$14,000.00	
Ornamental Trees	10	ea	\$300.00	\$3,000.00	
Shrubs	40	ea	\$120.00	\$4,800.00	
Sub-Total					\$310,425.00
24% Contingency, Contractor Mark-Up, and Design Fed	es				\$74,502.00
Total					\$384,927.00


lan depicting proposed conditions of Peacock Park

Green Community

A series of strategies are recommended help Alleman thrive as a Green Community. These strategies include agrihoods and community gardens, stormwater management in neighborhoods, eco-friendly wastewater treatment systems, and a buffer and native plantings along Fourmile Creek. Each of these strategies is further detailed on the following board.

Design Expertise Recommended

Projects may require help beyond the capability of the Alleman Visioning Steering Committee or available city staff. For this improvement project, the steering committee should expect to engage the services of a landscape architect and a civil engineer.

Project Scope and Cost Opinion

The following cost opinion is based on contracted material and installation of improvements. These costs may be reduced with materials donated or provided at reduced cost and volunteer labor for appropriate projects. Area takeoffs, square footages, and linear footages used to calculate and quantify amounts are approximate. A site survey should be provided prior to the design and construction of the following projects to validate and verify the quantities shown in these cost opinions.

Abbreviations used in the following opinions of probable cost include:

ac = acre	cf = cubic foot	cy = cubic yard	ea=each
lf = linear foot	ls = lump sum	sf = square foot	sy = square yard



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73

Implementation Strategies

The ILR Community Visioning Program is just the beginning of the planning and design process for implementation of projects that contribute to an enhanced quality of life in Alleman. It is the design team's intent to continue providing Alleman with professional consulting services for significant future development and enhancement of community resources.

Expertise from a team of allied professions may be needed to successfully design and implement several of the identified improvement projects. A landscape architecture consultant is best suited to lead and manage the design process. This helps ensure that the community's goals are fully integrated into the improvement projects. An architect, civil engineer, electrical engineer, and structural engineer can all be managed with subconsultant agreements under the landscape architect's prime agreement with the city.

It is recommended that project implementation be approached using the following basic action plan:

Year 1



Schedule monthly steering committee meetings, confirm understanding scope and estimated costs of identified projects, and **prioritize the top three projects for design refinement and implementation.**

Determine the most practical first project for implementation and **identify all applicable and eligible grant** funding opportunities.

3

4

2

Utilizing Community Visioning deliverables and assistance from Trees Forever and a landscape architect, **submit application(s) for eligible and related grant programs**.

Upon a successful grant application and securing funding, develop a schedule for project design, bidding, and construction, and select and execute a contract with a landscape architect as the lead design consultant.

Year 2



Reassess top three priority projects based on grant application success and **repeat Tasks 2 - 4 for a second project.**





Example of a schematic landscape plan for a meditation garden.



Example of a landscape construction document for a meditation garden.

75







Available Resources

There are many creative ways that communities can raise the resources necessary to fund and implement projects. The following list is a compilation of various sources and opportunities for funding the projects conceptualized during the visioning process. This list is not all-inclusive; it is meant to serve as a tool to assist in brainstorming ideas.

Funding Opportunities

- · Grants
- Partnerships (private and public)
- · Trusts and endowments
- Fund-raising and donations
- Memorials
- Volunteer labor
- · Low-interest loans
- · Implementation of project in phases

Funding Sources

- · Iowa Department of Transportation
- · Iowa Department of Natural Resources
- · lowa Department of Education
- · Iowa Department of Economic Development
- Utility companies
- Trees Forever

Grant Programs

- Alliant Energy and Trees Forever Branching Out Program
- Federal Surface Transportation Program (STP)
- · Iowa Clean Air Attainment Program (ICAAP)
- · Iowa DOT/DNR Fund Iowa
- · Iowa DOT Iowa's Living Roadways Projects Program
- Iowa DOT Living Roadways Trust Fund Program
- · Iowa DOT Pedestrian Curb Ramp Construction Program
- · Iowa DOT Statewide Transportation Enhancement Funding
- · Iowa DNR Recreation Infrastructure Program
- · Land and Water Conservation Fund
- National Recreational Trails Program
- Pheasants Forever
- · Revitalization Assistance for Community Improvement (RACI) Grant Program
- State Recreational Trails Program
- Transportation Alternatives Program (TAP)

Community Project Funding Options

	Environmental Protection Agency (EPA)					
FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE		
Environmental Education	Funding mechanism for projects to help the public make informed decisions that affect environmental quality.	Tamara Freeman U.S. EPA Region 7 freeman.tamara@epa.gov	Early January	https://www.epa.gov/ education/environmental- education-ee-grants		
2021 National Environmental Information Exchange Network Grant	Funding mechanism to develop an Internet based secure network that supports the electronic Collection, exchange, and integration of high-quality data.	Erika Beasley (202) 566-2530 beasley.erika@epa.gov	Mid April	https://www.epa.gov/ exchangenetwork/ exchange-network-grant- program#Resources		
Pollution Prevention	Provides matching funds to state and tribal programs to support pollution prevention and to develop State-based programs	Pollution Prevention Program (202) 566-0799 p2hub@epa.gov	March	http://www.epa.gov/ p2/pubs/grants/index. htm#p2grant		
Science to Achieve Results (STAR)	Funding mechanism research grants in numerous environmental science and engineering disciplines through a competitive solicitation process and independent peer review.	osape_communications@ epa.gov	(Multiple Dates)	https://www.epa.gov/ research-grants/research- funding-opportunities		
Small Business Innovation Research (SBIR)	Competitive funding through environmental technology research at small businesses.	osape_communications@ epa.gov	(Multiple Dates)	http://www.epa.gov/ncer/ sbir/		
Brownfields Program	EPA's Brownfields program provides direct funding for Brownfields assessment, cleanup, revolving loans, and environmental job training.	Susan Klein U.S. EPA Region 7 (913) 551-7786 Klein.Susan@epa.gov	(Multiple Dates)	https://www.epa.gov/ brownfields/types- brownfields-grant-funding		
Greening America's Communities	EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies.	Clark Wilson (202) 566-2880 wilson.clark@epa.gov	Ongoing	https://www.epa. gov/smartgrowth/ greening-americas- communities#background		

	Keep Iowa Beautiful				
Build with Bags Grant (via the Iowa Grocery Industry Association)	Funding made available to be used for the purchase of outdoor furniture or equipment that is made from recycled plastic grocery bags.	Iowa Grocery Industry (515) 270-2628 2540 106th St. Ste. 102 Des Moines, IA 50322 info@iowagrocers.com	End of March	http://www. iowagrocers.com/ build-with-bags-grant- application.cfm	
Paint Iowa Beautiful	The Paint Iowa Beautiful program provides free paint to a wide variety of public service projects throughout Iowa through a partnership with diamond Vogel Paint of Orange City, Iowa.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	Mid-February	https:// keepiowabeautiful. org/2020-paint-iowa- beautiful-program/	
Derelict Building Grant	The Derelict Building Program is sponsored by the Iowa DNR and offers Iowa communities of 5,000 or fewer residents financial assistance to address neglected structures that have sat vacant for at least six months.	Bill Jackson 300 E. Locust St. Ste 100 Des Moines, Iowa 50309 (515) 323 - 6507 bjackson@keepiowabeautiful.com	End of March	www. keepiowabeautiful.com/ grants/build-with-bags	

lowa Department of Transportation (IDOT)				
FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Revitalize Iowa's Sound Economy (RISE)	Created by the lowa legislature to assist in promoting economic development in lowa through the construction or improvement of lowa roads. Funding is generally limited to industrial, manufacturing, warehousing, distribution, and professional office developments, with few exceptions.	Jennifer Kolacia (515) 239-1738 Jennifer.Kolacia@dot.iowa.gov	Ongoing	https://iowadot.gov/ systems_planning/ Grant-Programs/ Revitalize-lowas- Sound-Economy-RISE- Program
Pedestrian Curb Ramp Construction Program	Assist cities in complying with the Americans with Disabilities Act (ADA) on primary roads in lowa cities	Scott Dockstader, P.E. District 1 Engineer, Iowa DOT 1020 S. 4th St. Ames, 50010 (515) 239-1194	Ongoing	(Use Contact Information) and/or https://www.iowadot. gov/iowarail/fundguide. pdf
Iowa DOT/DNR Fund	Roadside beautification of primary system corridors with plant materials	lowa Department of Transportation Bureau of Design 800 Lincoln Way Ames, Iowa 50010 (515) 239-1424	Ongoing	(Use Contact Information) and/or reference https://www. iowadot.gov/iowarail/ fundguide.pdf
Living Roadway Trust Fund (LRTF)	Implement Integrated Roadside Vegetation Management programs (IRVM) on city, county, or state right of-way or publicly owned areas adjacent to traveled roadways.	Troy Siefert, PLA Living Roadway Trust Fund Coordinator 800 Lincoln Way Ames, IA 50010 (515) 239-1768 troy.siefert@dot.iowa.gov	Ongoing	https://iowadot.gov/Irtf/ Grants/Cities-under- 10-000-in-population
State Recreational Trails (SRT) Program	Program established to provide trail systems for public use throughout lowa.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early January and Early July	https://iowadot.gov/ systems_planning/ Grant-Programs/- Federal-and-State- Recreational-Trails
Federal Recreational Trails (FRT) Program	Program established to provide trail systems for public use.	Scott Flagg SRT Program Manager (515)-239-1252 800 Lincoln Way Ames, IA 50010 scott.flagg@iowadot.us	Early October	https://iowadot.gov/ systems_planning/ Grant-Programs/- Federal-and-State- Recreational-Trails

Polk County Grants				
Community Development Grant Program	This program supports large-scale projects within Polk County, lowa, providing funding in the range of \$10,000 to \$200,000.	Lisa Moody-Tunks (515) 286-2272 lisa.moody-tunks@ polkcountyiowa.gov	July, October, January and April.	https://apps. polkcountyiowa.gov/ communitygrants/ ProgramInformation
Community Sponsorship Grant Program	The Polk County Board of Supervisors sponsor community events, such as galas, dinners, walks, etc. to support important issues in our community.	Sarah Boese (515) 286-3895 sarah.boese@ polkcountyiowa.gov	Ongoing	https://apps. polkcountyiowa.gov/ communitygrants/ ProgramInformation

SUMMER 2021 79

Iowa Department of Natural Resources (IDNR)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Land and Water Conservation Fund (LWCF)	The LWCF Program is federally funded grant program that provides match funds of 50% for outdoor recreation area development and acquisition. Iowa's cities and counties are eligible to participate.	Nick Dellaca at 515-725-0027 Nick.Dellaca@dnr.iowa.gov	Mid-March	http://www.iowadnr. gov/About-DNR/Grants- Other-Funding/Land- Water-Conservation- Fund
REAP City Parks and Open Spaces	The grants are 100% meaning local matching funds are not required. This grant program is very competitive. Funds are not available for single or multipurpose athletic fields. Parkland expansion and multi-purpose recreation developments are typical projects funded under this REAP Program.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	https://www.iowadnr. gov/Conservation/REAP/ REAP-Funding-at-Work/ City-Parks-Open- Spaces
REAP County Conservation	County Conservation (20% of REAP funds) – This money is available to counties for land easements or acquisition, capital improvements, stabilization and protection of resources, repair and upgrading of facilities, environmental education, and equipment.	Tammie Krausman REAP Coordinator 515-402-8763 Wallace State Office Building 502 E. 9th St. Des Moines, IA 50319 tammie.krausman@dnr.iowa.gov	Mid August	https://www.iowadnr. gov/Conservation/REAP/ REAP-Funding-at-Work/ County-Conservation
REAP Conservation Education Program	The Conservation Education Program (CEP) is a key provision of the Resource Enhancement and Protection (REAP) Act of 1989. A five-member board implements the CEP and annually they allocate approximately \$350,000 in grants for conservation education in Iowa.	Jerah Sheets Representing IDNR (515) 313-8909 reapcep@dnr.iowa.gov	November 1	https://www.iowadnr. gov/Conservation/REAP/ REAP-Funding-at-Work/ Conservation-Education
REAP Soil and Water Enhancement	Soil and Water Enhancement (20% of REAP funds) – These funds are available to landowners for soil and water conservation and enhancement projects and practices. Project money is directed towards protecting the state's surface and ground water resources from point and non-point sources of contamination.	Susan Kozak Division of Soil Conservation and Water Quality Department of Agriculture and Land Stewardship (515) 281-7043 Susan.Kozak@lowaagriculture. gov	Ongoing	https://www.iowadnr. gov/Conservation/ REAP/REAP-Funding- at-Work/Soil-Water- Enhancement
Trees for Kids	The Trees for Kids grant program serves to educate K-12 and college students in Iowa about the importance of trees through tree planting events at schools and on public land. Grant recipients are awarded \$1,000-\$5,000 per project to purchase trees and mulch from Iowa nurseries.	Gabriele Edwards (515) 725-8456	Fall/Spring	http://www.iowadnr. gov/Conservation/ Forestry/Educational- Opportunities
Solid Waste Alternatives Program (SWAP)	This program is set up to reduce the amount of solid waste generated and landfilled in Iowa. Funds can be used for waste reduction equipment, recycling equipment, production of educational materials and salaries related to implementation and operation of the project	Tom Anderson (515) 725-8323 502 E. 9th St. Des Moines, IA 50319 tom.anderson@dnr.iowa.gov	January 2 or July 1	http://www.iowadnr.gov/ swap
Fish Habitat Program	Funding assistance is available to County Conservation Boards for land acquisition and development of fish habitat.	Randy Schultz (515) 725-8447 randy.schultz@dnr.iowa.gov	Last Working Day in November	http://www.iowadnr. gov/About-DNR/Grants- Other-Funding/Fish- Habitat-Program
Water Trail Enhancement Grant	The lowa Legislature appropriated funds for fiscal year 2018 for the development of dam mitigation and water trail projects. A portion of the funds (\$130,000 this fiscal year) are available competitively for water trail enhancement cost-share grants.	John Wenck River Programs 515-725-8465 john.wenck@dnr.iowa.gov	Ongoing	http://www.iowadnr.gov/ Things-to-Do/Canoeing- Kayaking
Water Recreation Access Cost- Share Program	The Water Recreation Access Cost-Share Program is available for constructing or improving boat access facilities to Iowa's lakes and streams. Projects can include boat ramps, loading/off-loading docks and other structures to enhance use by the public.	Michelle Wilson (515) 725-8441 michelle.wilson@dnr.iowa.gov	September 30	http://www.iowadnr.gov/ Things-to-Do/Boating/ Water-Rec-Access- Cost-Share

	lowa Department o	f Natural Resource	es (IDN	IR)
Watershed Improvement Grants	The DNR offers Iowa groups looking to improve our state's streams, rivers and lakes the opportunity to apply for grants. These grants allow groups, such as Soil and Water Conservation Districts and other organizations, to create watershed projects.	Steve Konrady Issuing Officer (515) 725-8388 Steven.Konrady@dnr.iowa.gov	November	https://www.iowadnr. gov/Environmental- Protection/Water- Quality/Watershed- Improvement
Wildlife Diversity (non-game) Program Grants	The wildlife diversity program offers three grants programs to encourage research, habitat management and environment education that supports non-game wildlife in lowa.	Stephanie Shepherd Wildlife Diversity Biologist Boone Wildlife Research Station Iowa Dept. of Natural Resources 1436 255th Street Boone, IA, 50036 (515) 230-6599 stephanie.shepherd@dnr.iowa.gov	November	https://www.iowadnr. gov/Conservation/ lowas-Wildlife/ Wildlife-Diversity- Program/Wildlife- Grant-Opportunities
State Revolving Fund (SRF)	The State Revolving Fund (SRF) is the best choice to finance the design and construction of lowa drinking water and wastewater infrastructure.	Lee Wagner (515) 725-0992 SRF Sponsored Project Program Planner Iowa Department of Natural Resources Iee.wagner@dnr.iowa.gov	Early September	http://www.iowasrf. com/about_srf/ sponsored_projects_ home_page.cfm

	lowa Economic Develo	opment Au	uthority (IEDA)
Community Development Block Grant (CDBG) Water and Sewer Fund	Funds awarded through this annual competitive program assist cities and counties with projects such as sanitary sewer system improvements, water system improvements, water and wastewater treatment facility projects, storm sewer projects related to sanitary sewer system improvements and rural water connections.	Dan Narber (515) 348-6214 Dan.Narber@ IowaEDA.com	January 1, April 1, July 1 and October 1	https://www.iowaeda.com/ cdbg/water-sewer/
CDGB Community Facilities and Services Fund	This annual competitive program assists projects such as day care facilities, senior centers, vocational workshops and other community services such as storm water projects.	Dan Narber (515) 348-6214 Dan.Narber@ IowaEDA.com	Ongoing	https://www.iowaeda.com/ cdbg/community-facilities/
CDGB Downtown Revitalization Fund	Community leaders can use this program to rehabilitate blighted downtown buildings. The goal of this program is to provide economic opportunities for people, especially those of low- and moderate income.	Nichole Hansen (515) 348-6215 cdbg@iowaeda.com	Spring	https://www.iowaeda. com/cdbg/downtown- revitalization-fund/
Community Attraction and Tourism Program (CAT)	The Community Attraction and Tourism Program (CAT) is designed to assist communities in the development and creation of multiple purpose attraction or tourism facilities. This Program can help position a community to take advantage of economic development opportunities in tourism, and strengthen a community's competitiveness as a place to work and live.	Nicole Shalla Grants Manager (515) 725-3043 enhanceiowa@ iowaeda.com	January 15, April 15, July 15, and October 15.	https://www. iowaeconomicdevelopment. com/userdocs/programs/ EICATApp.doc
Disaster Resilience Grant: Iowa Watershed Approach	This program utilizes a one-time source of funding to help lowans work together to make our communities more resilient to flooding and help improve water quality. Focused on nine distinct watersheds.	Ann Schmid (515) 348-6202 Ann.Schmid@ IowaEDA.com	Ongoing	https://www.iowaeda. com/disaster-recovery/ watershed/
lowa Reinvestment Districts	The Iowa Reinvestment District Program is designed to assist communities in developing transformative projects that will improve the quality of life, create and enhance unique opportunities and substantially benefit the community, region and state	Alaina Santizo (515) 348-6162 Alaina.Santizo@ IowaEDA.com	February	https://www.iowaeda.com/ reinvestment-districts/
Main Street Iowa	Programs goal is to improve the social and economic well being of lowa towns. Hinging on the unique identity of a town and the assets that are already in place. The program puts a premium on historic preservation.	Michael Wagler (515) 348-6184 Michael.Wagler@ IowaEDA.com	Contact for Application Cycle	http://www. iowaeconomicdevelopment. com/mainstreetiowa

United States Department of Agriculture (USDA)

FUNDING PROGRAM	PROGRAM DESCRIPTION	CONTACT	SUBMISSION DEADLINE	WEBSITE
Natural Resources Conservation Service (NRCS) Conservation Innovation Grants (CIG)	Conservation Innovation Grants (CIG) is a voluntary program intended to stimulate the development and adoption of innovative conservation approaches and technologies while leveraging Federal investment in environmental enhancement and protection, in conjunction with agricultural production. Under CIG, Environmental Quality Incentives Program funds are used to award competitive grants to non-Federal governmental or non-governmental organizations, Tribes, or individuals.	Michele Devaney GAD Agreement Specialist (801) 524-4587 Michele.Devaney@usda. gov nrcscig@wdc.usda.gov	June	https://www.nrcs.usda. gov/wps/portal/nrcs/ia/ programs/financial/cig/
Sustainable Agriculture Research and Education in Iowa (SARE)	Grants and education to advance innovations in sustainable agriculture. Grant programs include: Farmer Rancher, Research and Education, Professional Development Program, Graduate Student, Youth Educator, and Partnership.	Christa Hartsook Communications Specialist Iowa State Univ, Extension & Outreach (515) 294-4430 hartc@iastate.edu	(Multiple Dates)	https://northcentral.sare. org/State-Programs/lowa/

The Wellmark Foundation					
Small MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 50% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@wellmark. com	June	https://www.wellmark. com/foundation/rfps. html	
Large MATCH grant	The Matching Assets to Community Health grant program supports sustainable projects that increase access to and consumption of nutritious foods; or promote safe and healthy environments that encourage activity. 100% Match	Gina Rooney Manager, The Wellmark Foundation (515) 376-6420 WellmarkFoundation@wellmark. com	February	https://www.wellmark. com/foundation/rfps. html	

Historical and Cultural Affairs					
State Historical Society (5% of REAP Funds)	Historical Resources Development Program Grants are available to private individuals and businesses as well as to non-profit organizations and agencies of Certified Local Governments. HRDP grants under this program support a wide variety of projects.	Kristen Vander Molen State Historical Society of Iowa 600 East Locust Des Monies, IA 50319 (515) 281 -4228 Kristen.VanderMolen@iowa.gov	June	http://iowaculture.gov/ about-us/about/grants/ historical-resource- development-program	
lowa Arts Council Project Grant	Project established to positively affect towns through arts.	Veronica O'Hern 600 E. Locust Des Moines, IA 50319 (515) 281-3293 Veronica.ohern@iowa.gov	June	http://iowaculture.gov/ about-us/about/grants/ art-project-grant	
National Endowment for the Arts OUR TOWN	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Daniel Fishman Assistant General Counsel (202) 682-5514 fishmand@arts.gov	August	https://www.arts.gov/ grants-organizations/ our-town/introduction	

82 SUMMER 2021

lov	va Department of Ag	g and Land Stew	vardship	(IDALS)
Water Quality Initiative Urban Conservation Projects	Desired outcomes for these projects will include concentrated efforts to demonstrate urban conservation practices paired with strong outreach/education components to disseminate information on these practices.	Derek Namanny (515) 725-0150 derek.namanny@ iowaagriculture.gov	December	https://iowaagriculture. gov/news/apply-now- funding-support-urban- water-quality-projects
Stormwater BMP Loans	The Stormwater BMP Loans are a new source of low-cost financing for long term/ voluntary practices that manage storm water quality.	Tony Toigo 515–281–6148 tony.toigo@iowaagriculture.gov	Ongoing	https://www. iowaagriculture. gov/FieldServices/ stormwaterBMPloans.asp

Miscellaneous Grants				
Scotts Miracle- Gro Gro 1000 Grassroots Grant	This funding source is for the creation of community and green spaces. The focus is on projects that incorporate the involvement of neighborhoods and help to create a sense of community.	Lindsay LaSala The Scotts Miracle-Gro Foundation (937) 644-7621 Lindsay.LaSala@Scotts.com	February	https://kidsgardening. org/2020-gromoregood- grassroots-grant/
People for Bikes	Program is established to provide a funding source for bicycling, active transportation and community development.	Zoe Kircos Director of Grants and Partnerships (720) 726-3335 zoe@peopleforbikes.org	January	https://peopleforbikes.org/ grant-guidelines/
Trees Forever Granting a Better Tomorrow	Granting a Better Tomorrow grants are for tree-planting and educational projects, including tree planting, seedling give-a-ways, pollinator (trees & plants) plantings, rain gardens with trees, educational classroom projects, club or church projects, fruit and nut orchards, school memorials, cemetery plantings and disaster recovery projects.	Deb Roman (319) 373-0650 x 110 droman@treesforever.org	February 1 or July 1	http://www.treesforever.org/ Granting-a-Better-Tomorrow
Trees Forever Working Watersheds: Buffers and Beyond	Trees Forever's Working Watersheds: Buffers & Beyond program helps to improve water quality, soil retention and habitat improvement by working with Iowa landowners to implement conservation practices and promote land stewardship.	Jeff Jensen (515) 320-6756 jjensen@treesforever.org	Ongoing	http://www.treesforever.org/ Working_Watersheds
American Water Environmental Grant Program	American Water's environmental grants support innovative, community-based environmental projects that improve, restore and/or protect watersheds and community water supplies through partnerships.	Lisa M. Reisen, PHR 5201 Grand Avenue Davenport, IA 52807	March	https://amwater.com/ corp/customers-and- communities/environmental- grant-program